AGENDA

PLANNING AND ZONING COMMISSION MEETING

CITY OF CREVE COEUR, MISSOURI

MONDAY, FEBRUARY 5, 2018

6:30 PM

Pursuant to Section 610.022 RSMO, the Planning and Zoning Commission could, at any time during the meeting, vote to close the public meeting and move to closed session to discuss matters relating to litigation, legal actions and/or communications from the City Attorney as provided under Section 610.021(1) RSMo. and/or personnel matters under Section 610.021(13) RSMo. and/or employee matters under Section 610.021(3) RSMo. and/or real estate matters under Section 610.021(2) or other matters as permitted by Chapter 610.

Reports, documents, plans, and related materials are available for examination at the Creve Coeur Government Center, 300 North New Ballas Road, prior to the meeting.

Special disabled service may be arranged by contacting the Office of the City Administrator in advance.

CALL TO ORDER

ROLL CALL

Ms. Beth Kistner (Chair)
Mr. Tim Carney
Ms. Muriel Hall
Mr. Don Magruder
Mr. Gene Rovak
Ms. Heather Silverman
Mr. Matthew Schuh
Mr. Carl Lumley, City Attorney
Mr. Jason Jaggi, Director of Community Development
Ms. Whitney Kelly, City Planner
Ms. Jessica Stutte, Planning Assistant/Recording Secretary

ACCEPTANCE OF THE AGENDA

APPROVAL OF MINUTES

1. **January 16, 2018 Planning and Zoning Commission Draft Meeting Minutes**

PUBLIC COMMENT

An opportunity for members of the public to address the Planning and Zoning Commission regarding issues or concerns not already on the agenda for this meeting. Those wishing to speak will be asked to limit comments to three minutes and to complete a speaker card.

UNFINISHED BUSINESS

1. **PUBLIC HEARING. Application #17-028: The Rezoning Of 11318 Olive Boulevard To Planned Commercial Development District For The Renovation Of The Existing Building Into A 260 Room Hotel, With A Free Standing Restaurant And Commercial/Retail Buildings**
   Fred Kummer, of Kummer Hotel Development, LLC has submitted an application to rezone the property at 11318 Olive Boulevard to the PCD-Planned Commercial Development District for a new 260 room hotel, a 20,000 square foot multi-tenant retail/commercial building, and a 7,000 square foot freestanding restaurant. The proposal also includes application #17-029 to amend Section 405.390(D)(2)(b)(1) of the planned commercial development requirements to allow for secondary access to an arterial road (Mosley Road), with primary access from Olive Boulevard. This Item was tabled at the October 23, 2017 Planning and Zoning Commission Meeting. The item was removed from the table and continued to the February 5, 2018 Planning and Zoning Commission Meeting.

2. **PUBLIC HEARING. Application #17-029: To Amend Section 405.390(D)(2)(B)(1) Of The Planned Commercial Development Requirements To Allow For Secondary Access To An Arterial Road With Primary Access From Olive Boulevard.**
   Timothy Tryniecki, of Armstrong Teasdale, on behalf of Kummer Hotel Development, LLC, has submitted an application to amend Section 405.390(D)(2)(b)(1) of the Planned Commercial Development requirements to allow for secondary access to an arterial road (Mosley Road), with primary access from Olive Boulevard, in conjunction with the rezoning of 11318 Olive Boulevard (also addressed as 11330 Olive Boulevard), the former HBE Office Building, to the Planned Commercial Development District, and proposed conversion of the existing building into a hotel, with a commercial/retail building and a free standing restaurant. This item was continued in conjunction with Application #17-028 for the Rezoning of 11318 Olive Boulevard to the Planned Commercial District.

NEW BUSINESS

1. **PUBLIC HEARING. Application #18-003: An Amendment To The Conditional Use Permit And Site Development Plan For Lou Fusz Kia At 1025 North Lindbergh Blvd To Include Used Car Sales At 10329 Old Olive Street Road**
   Stephen Hollander, of SJ Hollander Architects, on behalf of Lou Fusz Automotive Network, has submitted a request for an amendment to the conditional use permit for the Lou Fusz Kia Dealership located at 1025 N. Lindbergh Boulevard to allow for used car sales in association with the Lou Fusz Automotive Network in the former Subaru location at 10329 Old Olive Street Rd. Used car sales are only permitted in association with a New Car Dealer. New Car Dealers (NAICS 441110) are permitted as conditional uses with review and approval by the City Council upon the recommendation of the Planning and Zoning Commission.

2. **PUBLIC HEARING. Application #17-038: Conditional Use Permit And Site Development Plan For Modification To The Exterior Of The Existing Building For Lou Fusz Mazda**
   Stephen Hollander, of SJ Hollander Architects, on behalf of Lou Fusz Automotive Network, has submitted a request for a conditional use permit to modify the exterior of the building of the former Nissan Dealership located at 925 N. Lindbergh Boulevard for the Lou Fusz Mazda Dealership and add a 4,700 square foot addition to the building. New Car Dealers (NAICS 441110) are permitted as conditional uses with review and approval by the City Council upon the recommendation of the Planning and Zoning Commission.

3. **Application #18-001: Approval Of A Revised Site Concept Plan For Missouri Baptist University, Boundary Adjustment, And Site Development Plan For New Parking Lot Improvements Over The Existing Gravel Lot**
   George Stock, of Stock & Associates, on behalf of Missouri Baptist University, submitted for approval of an updated campus site concept plan, boundary adjustment and site development plan for new parking lot to replace the existing gravel lot. In the Higher Education District, all site concept and site development plans require Planning Commission approval. No City Council action is required.

4. **PUBLIC HEARING. Application #18-002: Site Concept Plan And Site Development Plan Approval For Mercy Hospital For A 260,100 Square Foot Outpatient Center At 12120, 12130 Conway Road & 3011 Ballas Road**
   George Stock, Stock and Associates Consulting Engineers, Inc, behalf of Mercy Health East Communities at 615 S. New Ballas Road, has submitted a request for a new site concept plan for the Mercy Campus and site development plan for a new 260,100 sq. ft. Outpatient center located at 12120, 12130 Conway Road & 3011 Ballas Road. Site concept and site development plan approval by the Planning and Zoning Commission and the City Council is required for the total area comprised by the PH-Planned Hospital District for all proposed developments or revisions to existing site concept or site development plans within the District, as provided for in Section 405.1080.

5. **Right of Way Acquisition at 105 North New Ballas Road**
   The survey for the North New Ballas Sidewalk Improvement Project has found that the property corner of 105 North New Ballas Road extends out into the pavement of North New Ballas Road. The Department of Public Works recommends that the City acquire this land as right of way, so that all of North New Ballas Road (a public road maintained by the City of Creve Coeur) is within the public right of way at this location.

WORK AGENDA

DEPARTMENT REPORTS

Director of Community Development

ADJOURNMENT

Posted: _____

Jason W. Jaggi
Director of Community Development

DRAFT MINUTES
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
TUESDAY, JANUARY 16, 2018
6:30 PM

CALL TO ORDER

ROLL CALL

Beth Kistner	Commission Chair	
Tim Carney	Commission Member	
Gene Rovak	Commission Member	
Muriel Hall	Commission Member	(Absent)
Don Magruder	Commission Member	
Heather Silverman	Commission Member	
Matthew Schuh	Commission Member	

The following staff were also present: Lee Curtis, Asst. City Attorney; Jason Jaggi, Director of Community Development; Whitney Kelly, City Planner; and, Jessica Stutte, Planning Assistant/ Recording Secretary.

ACCEPTANCE OF THE AGENDA

Ms. Silverman made a motion to approve, Mr. Rovak seconded. All in favor.

APPROVAL OF MINUTES

1. **December 18, 2017 Planning and Zoning Commission Draft Meeting Minutes**

Ms. Silverman made a motion to approve, Mr. Magruder seconded. All in favor.

PUBLIC COMMENT

UNFINISHED BUSINESS

1. **Application #16-031: Rezoning, Conditional Use Permit, and Site Development Plan and Boundary Adjustment Approval of a Mobil on the Run Convenience Store with Gas Pumps and Briteworx Car Wash Facility Located at 11109-11141 Olive Boulevard & 11100-11114 Oak Lake Court, Currently Zoned GC General Commercial and C Single Family Residential.**

Attachment: PZ DRAFT Minutes 1.16.2018 (January 16, 2018 Planning and Zoning Commission Draft Meeting Minutes)

Mr. Kevin Kamp spoke to the changes in the drawings. He showed the knee wall and the changed canopy. He spoke to the idea of neighborhood development. He said this is a modern day version of a convenience store. He showed what is the industry standard with a site plan of a Quik Trip that spans 850 feet along a thoroughfare. He showed street perspectives.

Mr. Kamp said he would like to go through some of the conditions. He said #6 referenced the elevations and they would like to leave them as is as they provide shelter from the elements.

Ms. Kistner asked if they would put in planters.

Mr. Kamp said they did not want to install them.

Mr Kamp went through the following conditions and his concerns. He said Condition 8 is a new condition regarding lighting. Mr. Kamp said he doesn't mind reducing the metrics of the lighting, but to what amount has yet to be determined.

He said Condition 14 references an eight foot wide sidewalk. He said larger sidewalks seemed counterintuitive to keeping a neighborhood feel. He said currently they are 6ft and 10 feet.

He said Condition 18 references outdoor storage. He said Phillips 66, BP, Shell etc all have, salt, propane, firewood & ice stored outside. He said they would consider limitations, but asking them not to store things outside isn't reasonable.

Mr. Kamp said they have changed almost every element on the plan and would be happy to go into further detail.

Ms. Kistner asked about the dark blue striping on the canopy. She asked if it would be a problem to remove the stripe.

Mr. Kamp said that blue is substantially darker than the corporate color. He said that since it is not in its traditional location or its traditional color it would not qualify as a sign. He said it tied the buildings together and worked as an architectural feature.

Mr. Carney asked about the metal that was there before.

Mr. Kamp said it was still there and blended in with the beige EIFS. They passed a sample around.

Ms. Silverman brought up the trash enclosure.

Mr. Kamp said they did not have a strong opinion and if the commission wanted it to be the same material as the fence they would be happy to do it.

Ms. Kistner asked if they were vinyl.

Mr. Kamp said there were interlocking stone like material. He said it is a cementitious material.

Ms. Silverman asked about the additional landscaping.

Mr. Kamp said they would work with staff in that regard.

Mr. Jaggi said they have been working at this application for over a year and the applicant has made a number of concessions. He said one of the challenges of this project has been determining how it fits in with the Comprehensive Plan. He said this project fits in with several of the objectives in the plan. He said the Comprehensive Plan allows for a variety of uses. He said the key is medium to low density. He said it is to serve as a transition into higher density sites. He said he understands the

Attachment: PZ DRAFT Minutes 1.16.2018 (January 16, 2018 Planning and Zoning Commission Draft Meeting Minutes)

concern and question of how it fits in with the rest of the neighborhood. He went through some graphics for scale comparison.

Mr. Jaggi went through staff recommendations. He said he would like the building canopies removed to provide more brick.

Ms. Kistner said she would like some planters incorporated in the front.

Mr. Jaggi said they could only go into 2 spots.

Mr. Jaggi responded to the fence concerns. He said it is a very typical material. He said the knee walls are low decorative walls. He said the trash enclosure should match the building per the code.

He said as to lighting they want sufficient lighting for safety, but not so much the neighborhood would be affected negatively.

Ms. Kistner asked how to proceed with the lighting.

Mr. Jaggi said they needed some direction and it shouldn't be open ended.
He said as to the condition of outside storage and displays, they would be comfortable with limitations. He said his concern was a sprawling of multiple things and placement pallets.

Mr. Carney asked about the buffer yard.

Mr. Jaggi said he had not heard from the applicant, but staff said they cannot have a non-conformity for zoning compliance.

Mr. Carney asked about the blue on the awning.

Mr. Jaggi said they were comfortable with it being darker.

Ms. Kistner asked about the varied images.

Mr. Kamp said they tried to make it as photo realistic as possible, but the stripe doesn't show up everywhere it should.

Ms. Linda Rezny asked if plans were to set aside 2 southbound and 3 northbound lanes. She suggested another sound study. She said evergreens don't affect sound. She said the removal of the house would increase sound to the neighbors. She suggested tall vegetation.

Ms. Margie Jaffee said she would like to see green trees. She said lighting is a critical issue.

Ms. Cheryl Richards said she hasn't seen anything as large as what is proposed. She thinks the size is excessive.

Mr. Joe Piotizowicz said he doesn't think it matches with the comprehensive plan. He said he has an issue with the size. He said the light and noise will bounce to his neighborhood. He asked if there would be another sound test. He suggested the wall be made from brick.

Ms. Lynn Wallis said she is the property owner and they have been working on this plan for 10 years. She said they have worked hard with staff and made many concessions to the project in order to improve their business. She said they own and operate 65 sites in St. Louis. She said she hopes this will spur other development in this area.

Mr. Mark Huck said he appreciates the effort made, but he thinks it is the wrong lot. He said his main concern is traffic.

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Ms. Julie McCollum a trustee, said she did not think this project met the comprehensive plan. She said there are excessive wait times trying to get in and out of Woodshire Ln.

Mr. Rovak said he felt his objections had been met by the applicant. He said he is more concerned about recessed light and shielding. He said he is less concerned with traffic with this site than he would be with an office. He said the entrance and exits are well spaced. He said another use would actually create more traffic. He said depressed planters may work better than raised planters.

Mr. Carney said realistically this is as small as the project can be. He said regarding the conditions the lighting can be adjusted. He said a sound study may be necessary.

Mr. Rovak said sight light drawings would be useful, especially if raising the wall is a concern.

Ms. Kistner said the change in direction of the car wash could only decrease sound.

Mr. Schuh said he is not sure this is what he envisioned with the Comprehensive Plan. He said the Walgreens wouldn't fit in with the Comprehensive Plan either.

Ms. Kistner said the Walgreens in terms of the Comprehensive Plan was not much different. She said in her mind it is not so different. She said it isn't her ideal, but isn't contrary either.

Mr. Schuh asked if the current plan was to memorialize what was currently in the East Olive Corridor.

Ms. Silverman said this project isn't the ideal, but does it fit within the guidelines they laid out. She said at this time their job is not to think about the idea, but to consider the application before them.

Mr. Magruder said he thinks the plan lays out for small not large. He said it is the prettiest larger filling station ever seen. He said he doesn't think it fits. He said he hates to set a precedent for size.

Ms. Kistner said there are really two different aspects to the plan.

Mr. Rovak said he liked the idea suggested by an audience member of higher vegetation.

Mr. Magruder said most of the greenspace is well off of Olive.

Mr. Rovak said he thought it was possible to add more greenspace.

Ms. Silverman said they are still offering a lot of greenspace already.
She said she would like to see less blue.

Ms. Kistner said she was going to recommend the blue on the carwash and canopy be removed.

Mr. Magruder said he agreed. He said the house needed to be removed.

Mr. Jaggi said staff believes it should be required to be removed as they are applying for rezoning.

Ms. Kistner said she is in favor of limiting outdoor storage to propane and ice. She said some condition and review of lighting is necessary. She said she did not think this was a destination and traffic would not increase.

Mr. Magruder said traffic was a spacing issue.

Mr. Jaggi asked if there was any concern with bringing in more brick.

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Mr. Kamp said in regards to the house if it needs to go they will comply. He said in regards to the awnings they would like to keep them for their use. He said the lights are recessed and they are willing to work with staff. He said in regard to the storage condition he would like to reconsider as it puts him at a competitive disadvantage. He said the stripe ties the building together.

Mr. Rovak made a motion to eliminate Condition 6, Mr. Carney seconded. All aye.

Mr. Magruder made a motion to change Condition 14 to a minimum of 6 ft., Ms. Silverman seconded. All aye.

Mr. Schuh said he was sympathetic to the applicant in the prohibition of putting product outside when competitors are allowed.

Mr. Jaggi said that was a fair question and the applicant seems to be fine with contextual limitations.

Ms. Kelly said there is a prohibition at the Walgreens site and has been a condition under prior reviews.

Mr. Rovak made a motion to approve Condition 18 with the conditions that outdoor storage and display is placed under the canopies and not on pallets, Mr. Carney seconded. All aye.

Mr. Schuh made a motion to remove the striping around gas pump canopy and along the south facade, Mr. Rovak seconded.
There was some discussion regarding the removal of the stripe.
All aye.

Mr. Rovak made a motion to approve the rezoning of properties subject to staff recommended conditions as amended from Single Family Residential to GC-General commercial, seconded by Mr. Carney. All aye

Mr. Rovak made a motion to approve the boundary adjustment and conditional use subject to staff recommended conditions, Mr. Carney seconded. Vote 4-2 Approved

Mr. Rovak made a motion to approve the site development plan subject to staff recommended conditions, Mr. Carney seconded. Mr. Magruder- nay, the remainder of the Commission- aye.

RESULT:	**APPROVED [5 TO 1]**
MOVER:	Gene Rovak, Commission Member
AYES:	Kistner, Carney, Rovak, Silverman, Schuh
NAYS:	Magruder
ABSENT:	Hall

2. Application #17-044: Rezoning from "A" Single Family Residential to "B" Single Family Residential with RDD-Residential Designed Development Designation for 105 and 157 N. New Ballas Road, 1 Santino Court, and 11921 Ladue Road

Mr. Brent Crittenden said they held an open house for the residents the past week. He showed some letters that showed another developer was trying to buy properties for commercial development. He showed an aerial of the development site. He went over their proposal and the maintenance. He went over pricing of the various types of homes. He said they would keep the name Santino Court.
He went over fencing changes per neighbor requests and the increase in evergreens. He showed the fencing types and vegetation.

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Mr. Crittenden went over elevations and showed the materials. He showed a colored rendering of a few of the designs. He then showed the pedestrian view and a rear view of the subdivision.

He said they had received a lot of feedback about the park and it will be maintained.

Ms. Kelly said they show consistent design elevations. She said this is the review of the RDD and Preliminary Plat. She said the existing 6 ft fence needs to be discussed for consistency.

Ms. Margie Jaffe said there was a petition circulated on a prior project about down-zoning. She said they had acquired over 700 resident signatures. She questioned the clustering of homes. She questioned why this was needed. She said the homes in the area are primarily brick and the materials presented will stick out.

Mr. Frank Frimel gave a history of the area and said he had water problems when he moved in. He said the style of the homes concerns him.

Ms. Carol Frimel said she was against the proposal. She said one reason was the increase in traffic. She said 1/2 acre lots would increase traffic. She said she is opposed to the appearance of the homes.

Mr. Ron Hollander said his property is not affected but he is concerned the homes do not fit in with the rest of the area. He said the lots are too narrow.

Ms. Joanne Goldstein said she met with Mr. Crittenden and diversity is a good thing. She said many of the homes in Creve Coeur are different. She said she is pleased he added more brick. She said she is in favor of the proposal.

Mr. Lieberman spoke on behalf of his mother. He said they are concerned about the roofline and the fencing. He said he is concerned about renters coming in.

Mr. Andy Jones said when he moved here he found that Creve Coeur is more organized and structured than he likes, but this development is unlike Creve Coeur.

Mr. Satzer said his concern is the radical design.

Ms. Helen Dressler asked if a vote by the subdivision would be needed.

Mr. Jaggi said that was not the case.

Ms. Helen Dressler asked about taking a vote of them succeeding.

Ms. Kelly said that was a matter that the city has nothing to do with.

Ms. Linda Strickland asked if they have basements. She said the homes don't contribute to the existing neighborhoods.

Mr. Charlie Ebert said the buildings reminded him of Plymouth Rock. He said looking at the back of the development from his front door is tacky.

Mr. Crittenden addressed the comment made by an audience member about the quality of homes they built in the city. He said the material choices were driven by the market and trends in design.

Ms. Silverman asked about the cedar siding.

Mr. Crittenden said cedar when stained will last a long time. He said it isn't prone to rot.

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Mr. Carney asked about the input of the homeowners on the design.

Mr. Crittenden said the brick would be brick and there would be some color choice in the brick.

Mr. Carney asked about the driveways and if they are tight.

Mr. Crittenden said the driveways are standard.

Mr. Rovak asked about the color of the renderings.

Mr. Crittenden said there would be a little variation, but not much.

Mr. Schuh asked if they had renderings from the intersection.

Mr. Crittenden said the top would barely be visible. He said the home to the North would be in line with their second story home.

Mr. Carney asked how high the berm would be along Ladue.

Mr. Crittenden said it would be 6 feet and also would have plantings.

Mr. Rovak asked about the line of sight from the intersection. He asked how much the homes would be visible.

Mr. Crittenden said there would be larger berms and more plantings.

Ms. Kistner asked if a designed subdivision in that location was appropriate. She suggested that the design was not in character and they asked the applicant to consider design changes.

Mr. Carney said Mr. Rovak had a good point about the color. He said the light color is a drastic change from what they are used to.

Mr. Rovak said he would like to know what it looked like from Ladue or Emerald Green to put some of the residents concerns at ease.

Ms. Silverman said she likes the idea. She said she is ok with it being different. She said change is hard and this project is a big change from what is already existing. She said she would also like to see some renderings.

Ms. Kistner said she would like to confirm Mr. Rovak and Ms. Silverman were saying if the subdivision wasn't visible they wouldn't have a problem.

Mr. Rovak said if it isn't visible his concerns fall away.

Ms. Silverman said if what is seen from the outside is minimal, it doesn't matter.

Mr. Magruder said he wasn't sure if they would be visible or that they would affect property value.

Mr. Carney said it is a quality development, but it is different.

Mr. Magruder said if it wasn't in a subdivision, there wouldn't be a discussion about it being different. He said if they weren't asking for the RDD they wouldn't be before the Commission.

Ms. Silverman said at the last meeting the applicant was asked to tone it back-to keep true to the design, but be more harmonious with the existing nearby homes.

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Ms. Kistner said she doesn't find the degree of departure within the possibility of a positive addition to Creve Coeur. She said the character is not harmonious with the surrounding area.

Mr. Carney said he thought the fencing along Ladue would look better with wrought iron.

Mr. Crittenden said they are willing to put in wrought iron. He said staff and the design team think the design is appropriate. He said the surrounding neighborhoods all have varied diverse styles and there is no one set style. He said he did not know where the Commission wanted him to take the design. He said they are a market differentiator based on their design.

Mr. Rovak said he made a valid point about fence not being seen. He said he would like to see perspective renderings and asked if the applicant could produce them.

Mr. Crittenden said he could produce renderings quickly, but would like to move the project forward. He said if people didn't like the houses their opinion would not be changed with the renderings.

Ms. Kistner asked if it was a take it or leave it proposal.

Mr. Jaggi confirmed with the applicant they wanted to move the vote forward.

Ms. Kelly asked if they wanted the applicant to provide the renderings.

Ms. Kistner said no, she was ready to vote.

Mr. Rovak made a motion to approve subject to the conditions in the staff report, Ms. Silverman seconded.

RESULT:	**DISAPPROVED [1 TO 5]**
MOVER:	Gene Rovak, Commission Member
SECONDER:	Heather Silverman, Commission Member
AYES:	Rovak
NAYS:	Kistner, Carney, Magruder, Silverman, Schuh
ABSENT:	Hall

NEW BUSINESS

1. Application #17-038: CONDITIONAL USE PERMIT AND SITE DEVELOPMENT PLAN FOR MODIFICATION TO THE EXTERIOR OF THE EXISTING BUILDING FOR LOU FUSZ MAZDA FRANCHISE AT 925 NORTH LINDBERGH BOULEVARD. MOTION TO CONTINUE THE ITEM TO THE FEBRUARY 5, 2018 MEETING

Motion to continue made by Mr. Schuh, seconded by Mr. Rovak. All aye.

RESULT:	**CONTINUED [UNANIMOUS]**	**Next: 2/5/2018 6:30 PM**
MOVER:	Matthew Schuh, Commission Member	
SECONDER:	Gene Rovak, Commission Member	
AYES:	Kistner, Carney, Rovak, Magruder, Silverman, Schuh	
ABSENT:	Hall	

WORK AGENDA

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DEPARTMENT REPORTS

Mr. Jaggi reminded the Commission that on January 29th, 2018 the HBE project will come before the Commission at a special meeting.

Mr. Jaggi state that the City Administrator has asked city committees to discuss topics for the citizen survey which will be conducted this Spring and that he will place it on an upcoming agenda.

ADJOURNMENT

Mr. Rovak made a motion to adjourn. All in favor. Meeting adjourned at 9:50 pm.

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city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

APPLICATION TO PLANNING AND ZONING COMMISSION #17-028 FOR THE REZONING OF 11318 OLIVE BOULEVARD TO PLANNED COMMERCIAL DEVELOPMENT DISTRICT FOR THE RENOVATION OF THE EXISTING BUILDING INTO A 260 ROOM HOTEL WITH A FREESTANDING RESTAURANT AND COMMERCIAL/RETAIL BUILDINGS

FOR THE MEETING OF: February 5, 2018

SUBJECT PROPERTY LOCATION: 11318 Olive Boulevard, also addressed as 11330 Olive Boulevard. Zoned CB-Core Business District

REQUEST: Fred Kummer, of Kummer Hotel Development, LLC has submitted an application to rezone the property at 11318 Olive Boulevard to the PCD-Planned Commercial Development District for a new 260 room hotel, a 20,000 square foot multi-tenant retail/commercial building, and a 7,000 square foot freestanding restaurant. The proposal also includes application #17-029 to amend Section 405.390(D)(2)(b)(1) of the planned commercial development requirements to allow for secondary access to an arterial road (Mosley Road), with primary access from Olive Boulevard.

ADDITIONAL INFORMATION: The subject property is zoned CB-Core Business District. The building was originally developed in 1979 and contains pre-existing non-conformities on the site, including and not limited to, site coverage and setbacks for buildings over 45 feet when adjacent to residential districts. Hotels and Restaurants are permitted with conditions in the CB District. The purpose of the Planned Zoning District is to allow an innovative design, solve problems on difficult sites, meet market niches, encourage housing in different price ranges, promote well designed developments and encourage infill and redevelopment within the existing urban area.

Key Issues:
- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request follow the Design Guidelines?
- Does the project meet with the criteria for a Planned Commercial Development?

Creve Coeur 2030 Comprehensive Plan References
- Mixed-Use (MU) District
- Design Guidelines

Zoning Code References
- Section 405.210: Regulation of Uses
- Section 405.370: CB - Core Business District
- Section 405.390: Planned Zoning Districts
  Section 405.1080: Site Development Plans

APPLICANT: Kummer Hotel Development, LLC
11330 Olive Boulevard
St. Louis, MO 63141

APPLICANT'S REPRESENTATIVE: Timothy J. Tryniecki
Armstrong Teasdale LLP
7700 Forsyth Boulevard, Suite 1800
St. Louis, MO 63105-1847

REPORT PREPARED BY: Jason W. Jaggi, AICP Director of Community Development; Whitney Kelly, AICP, City Planner

DATE: 2/1/2018

ATTACHMENTS: Applicant's Materials received January 12, 2018, and Landscape Rendering submitted on January 22, 2018
Draft Ordinance

Attachment: 17-028.HBE Rezoning PCD.Staff Report.1-29-2018 (#17-028: HBE Rezoning to PCD)

BACKGROUND

The proposal involves rezoning the 9.97 acre HBE office property from CB-Core Business District to the PCD-Planned Commercial Development District. The PCD is a planned zoning district that is a separate and distinct zoning district that would be applied specifically for this property. If approved by the City Council upon recommendation by the Planning and Zoning Commission, the planned zoning district, including the associated site development plan would replace all prior zoning regulations on the property and the zoning map would be changed to PCD-Planned Commercial District. Further, the City Council upon recommendation by the Planning and Zoning Commission, may place conditions and limitations on the project. These conditions may include, but are not limited to, conditions concerning use, construction, character, location, landscaping, screening, parking, maintenance, operational elements that would impact adjoining land uses and other matters relating to the purposes and objectives of these planned zoning district regulations. Such conditions would be included in the ordinance and depicted, as appropriate, on the associated site development plan authorizing the planned zoning district. Following planned zoning district approval, the development plan would govern the use, parking, loading, sign, bulk, space and yard regulations applicable to the subject property and no use or development, other than temporary uses, would be permitted within the area of the planned zoning district. Minor technically related amendments may be approved by the Zoning Administrator while major amendments must be reviewed by the Planning and Zoning Commission and City Council, as a new application with a public hearing. The Applicant is seeking to rezone the subject property for a planned commercial development to convert the existing six story office building to a 260 room hotel use, with a freestanding restaurant, and a 20,000 commercial/retail building. The design of the restaurant and commercial/retail buildings are not under review at this time, but would be reviewed as part of a second phase.

REVISIONS SINCE THE PREVIOUS REVIEW

As discussed in the prior Staff Report, the Applicant is seeking to rezone the subject property for a planned commercial development to convert the existing six story office building to a 260 room hotel use, with a 7,000 square foot freestanding restaurant, and a 20,103 square foot commercial/retail building. The Applicants have increased the EIFS "New Brick" product for a portion of the front elevation, the proposed remaining EIFS will have a TerraNeo texture to resemble granite (identified as a simulated granite finish), instead of the prior smooth finish, traditional stucco EIFS, and added a new fountain and seating within a park-like area with the relocated artwork adjacent to the hotel building. The overall site coverage has increased from 66.77% to 67.1%, with parking increased from 529 to 534 spaces.

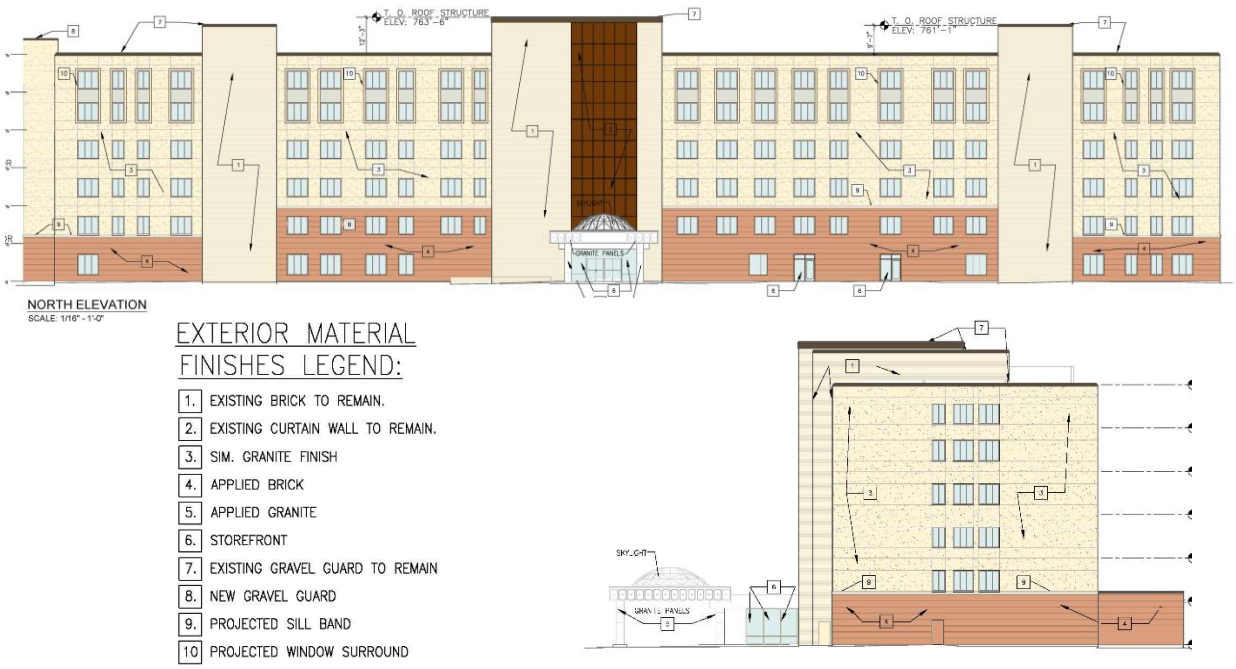

Figure 1: Close-up of the North and West Elevations from Sheet A3, with Exterior Materials indicated.

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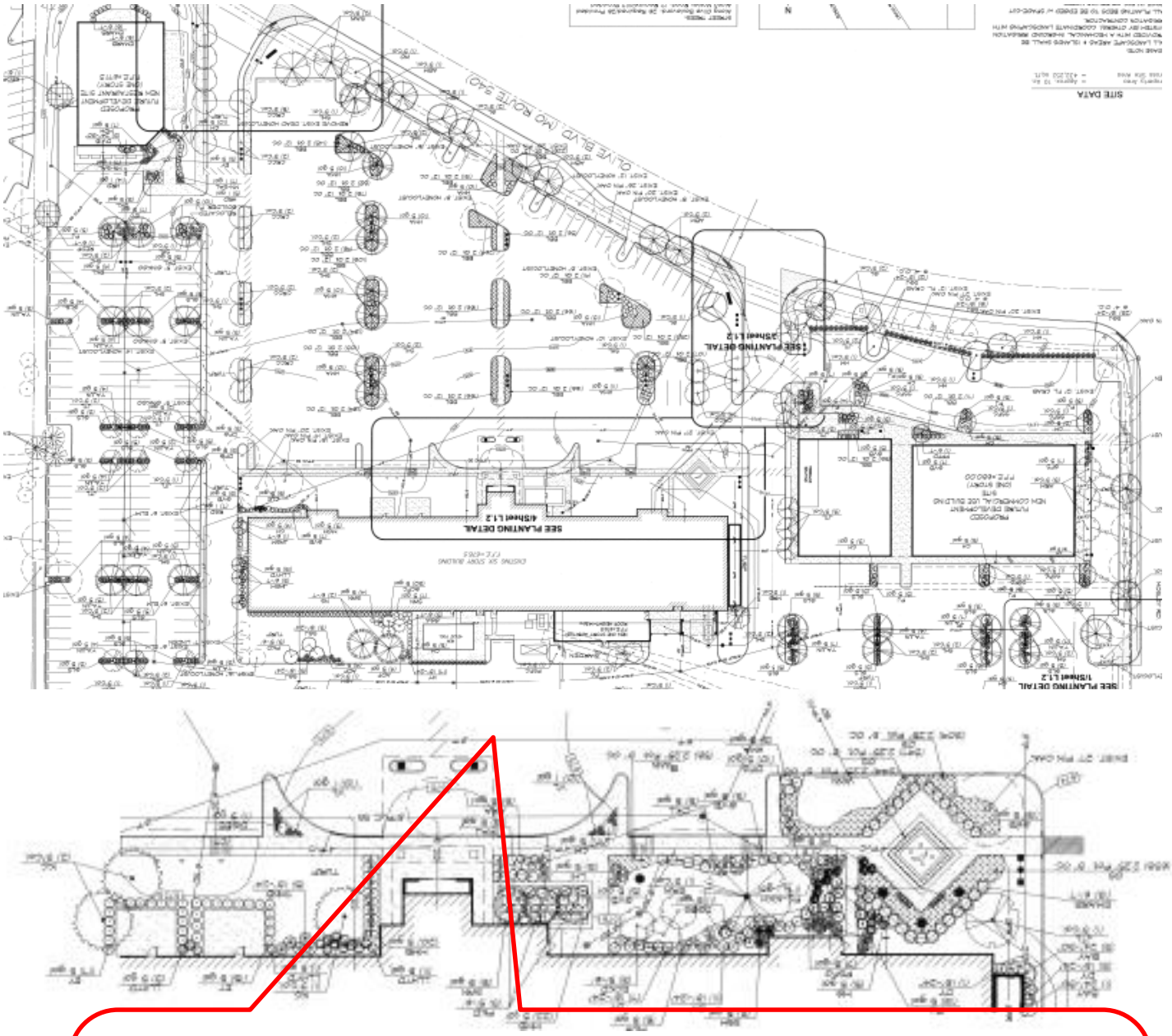

Figure 2: Applicant's revised overall Landscape Plan, showing layout of future Buildings on the site, and park area adjacent to the building detailed landscaping

Figure 3: Close-up of the Applicant's Rendering of the fountain area and multi-tenant retail building.

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The site plan is also showing a 6-foot high fence along the rear of the property. The proposed fence is a Simtek EcoStone solid vinyl simulated stone product. As shown, the fence does not extend across the full length of the property. The Applicant has indicated that the ground elevation of the parking is at least 12 feet above the adjacent properties at the west property line with steep terrain and dense existing landscaping which provides sufficient privacy to those neighbors. If the Commission wishes to have the fence extend to the west property line, they will need to discuss this item with the Applicant. Staff has included a condition of approval that the fence material shall be a SimTek (or equivalent) simulated stone fence, tan or brown in color.

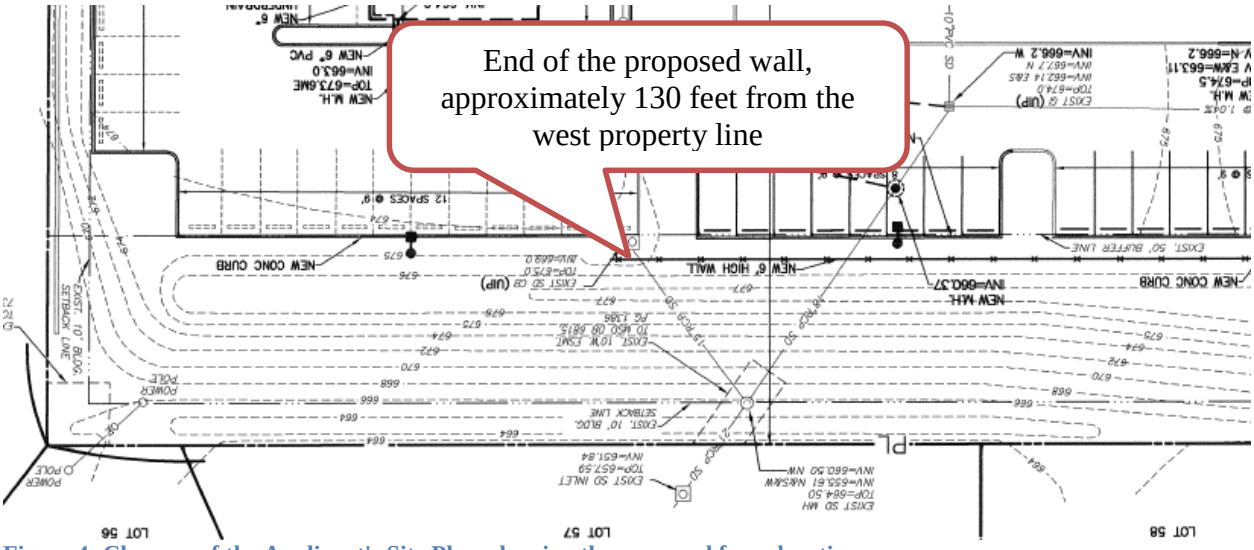

Figure 4: Close-up of the Applicant's Site Plan, showing the proposed fence location.

SUMMARY FROM PREVIOUS REVIEW

As discussed in the prior staff report, the proposal represents a substantial change for this site. As reviewed above, there are many facets to consider since a whole new zoning district is created that would be unique to this project. The most significant of which is whether or not the proposal fully warrants such a unique zoning district and that it is so beneficial to the community that the City should consider alllowing for a waiver from the traditional standards under the existing Core Business District designation. There were several key issues related to the development that were discussed at the prior meeting. Changes that have been made to address these issues are summarized below:

- **The proposed mixture of uses, particularly, the hotel and the measures required to buffer this use from adjacent residential properties.**

  As discussed in the prior staff report, the proposed hotel use, retail and restaurant uses, depending on the chosen tenants, have the potential to complement each other. The revised drawings include relocating the public art within a park-like area with a water feature and seating to the north east corner of the building. A new pedestrian plaza connection within the future shopping center, to connect the north and south parking areas is also proposed which provides greater pedestrian access. More specific detail regarding the fountain area designs have also been included. The Applicant has provided revised renderings of the shopping center and the restaurant to address the concern of compatibilty and will commit to the use of stone and masonry as the predonminant material for the future development, but no further specific details have been included. Therefore, Staff has included a condition of approval that the design of the freestanding retail/commercial and restaurant buildings shall require approval by the Planning and Zoning and City Council and that the each building shall meet with the following architectural design standards:

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a. Each new building constructed on the site shall have masonry (brick or stone) as the primary building material in a color that compliments the hotel building and each other building.
b. Site amenities such as outdoor dining and seating areas and landscaping shall be provided adjacent to the buildings.
c. The proposed retail/commerical building located to the east of the hotel shall provide a pedestrian walkway to connect the southern parking area to the storefronts.

The Applicant has indicated that he anticipates that the construction would occur concurrently with the development of the hotel. To provide additional assurances, staff has included a condition of approval that the Applicant shall proceed with the future phases no later than two years after final occupancy of the hotel.

- **The overall design quality of the site, the use of building materials covering the existing brick structure.**

As discussed in the prior staff report, the EIFS proposed for the exterior of the hotel would cover up the existing masonry façade in all areas except for the three tower elements. The lower cladding is an EIFS product called "New Brick" which is meant to simulate masonry brick units and is applied on-site with exposed mortared joints. In the prior review, discussion included increasing the "new brick" EIFS, instead of the traditional EIFS. The current proposal includes bringing the 'new brick" up to the second level for a portion of the front elevations. The remaining EIFS will consist of a TerraNeo in the Everest color that is meant to provide the appearance of a natural granite.

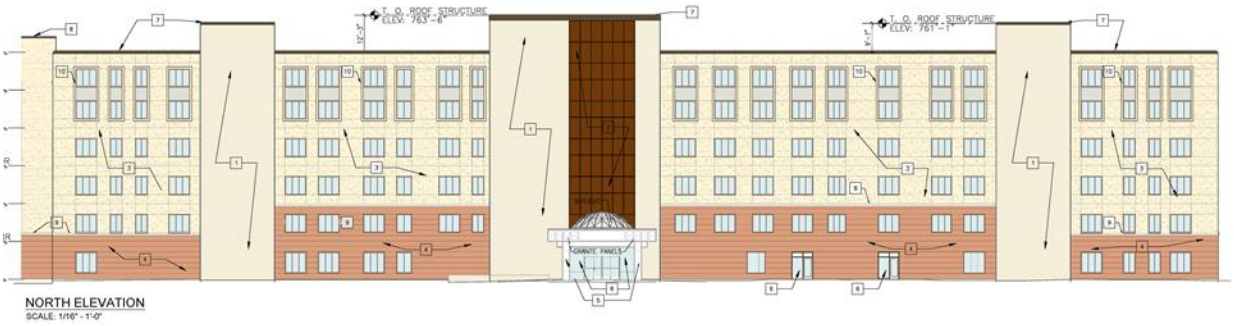

Figure 5: Proposed North Elevation, showing the "new Brick" EIFS carried up for a portion of the front elevation.

Figure 6: Close-up of the color TerraNeo Everest color

The City's Design Guidelines discusses that all elevations should receive equal design consideration as the primary elevation. The rear and side facades should be designed with similar architectural detailing and materials to be compatible with the principal facades of the building. The drawings show the New Brick is carried around to all elevations and the TerraNeo product is used on all elevations.

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- **The scale of the park and greenspace provided, and the landsaping, and placement of artwork and fountians that meet with the intent of the District.**

The Applicants have relocated the fountain with the existing artwork to be placed in front of the building at the northeast corner, to allow for visibilty with the proposed future patio dining area on the adjacent building. The new location for this park-like space is now adjacent to the building to create a usable pedestrian amenity for visitors and employees to this site. However, this area is broken up by parking spaces which protrude into the greenspace. In exchange for this additional greenspace, the landscaped islands within the parking lot along the walkway from the street to the building have decreased.

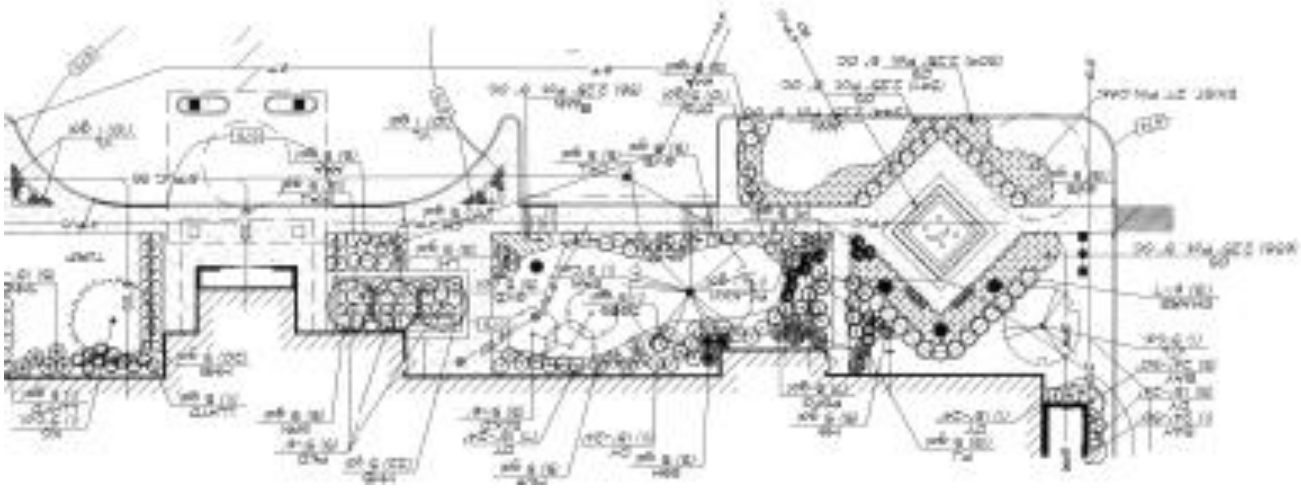

Figure 7: Landscape detail of the fountain and park area.

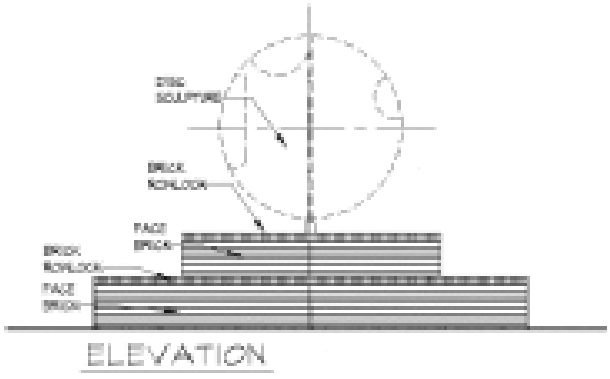

Figure 8: Elevation of the proposed water feature with disc sculpture on top.

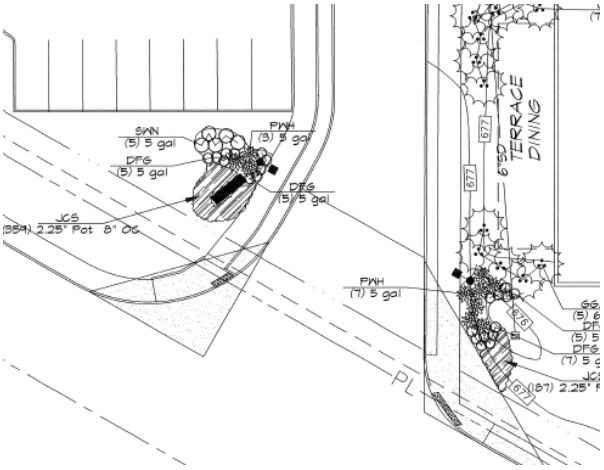

Figure 9: Close-up of the Landscaping and new parking at the west entrance along Olive Boulevard

Staff still has concerns with some elements of the landscaping and site layout, particularly with the decrease in the green space, and increased site coverage to 67.1% since the prior review, that are discussed further below.

Landscaping

The prior Staff Report discussed Comprehensive Plan and Design Guidelines recommendations of well landscaped frontages along Olive Boulevard and Mosley Road that includes a mixture of plant material that provides for year round interest, as well as to provide for sufficient headlight screening. The Applicants have not provided additional landscaping in front of the stalls for the

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hotel portion of the site to meet with this recommendation. In some areas, the parking lot does not sufficiently provide the minimum 3 foot landscaped buffer of sidewalks when adjacent parking and cirulation aisles, per Section 405.730 Sidewalks, or the required trees within the parking lot. Staff has provided a condition that the Landscape Plan should be revised to meet with Section 405.540 Landscaping, and the landscaping requirements of the City's Off-Street Parking and Loading Regulations. Under the review criteria of Section 405.390.F.11, the proposed development complies with all other applicable codes and ordinances with respect to landscaping, as well as the goals and objectives of the City's Comprehensives Plan and Design Guidelines for lush, well landscaped frontages along Olive Boulevard and Mosley Road, and at the entrances into the site.

Staff further recommends that the parking lot islands should be increased adjacent to the walkway from the street to the building entrance to provide for sufficent trees within the parking lot islands and to break up the parking lot. The walkway along the west access drive should provide a minimum 3 foot green space between with sidewalk and the parking spaces, to comply with Section 405.730(A)(1)(a) Sidewalks shall be buffered from the street, vehicular traffic and parking areas by a minimum three (3) foot greenspace or landscape area.

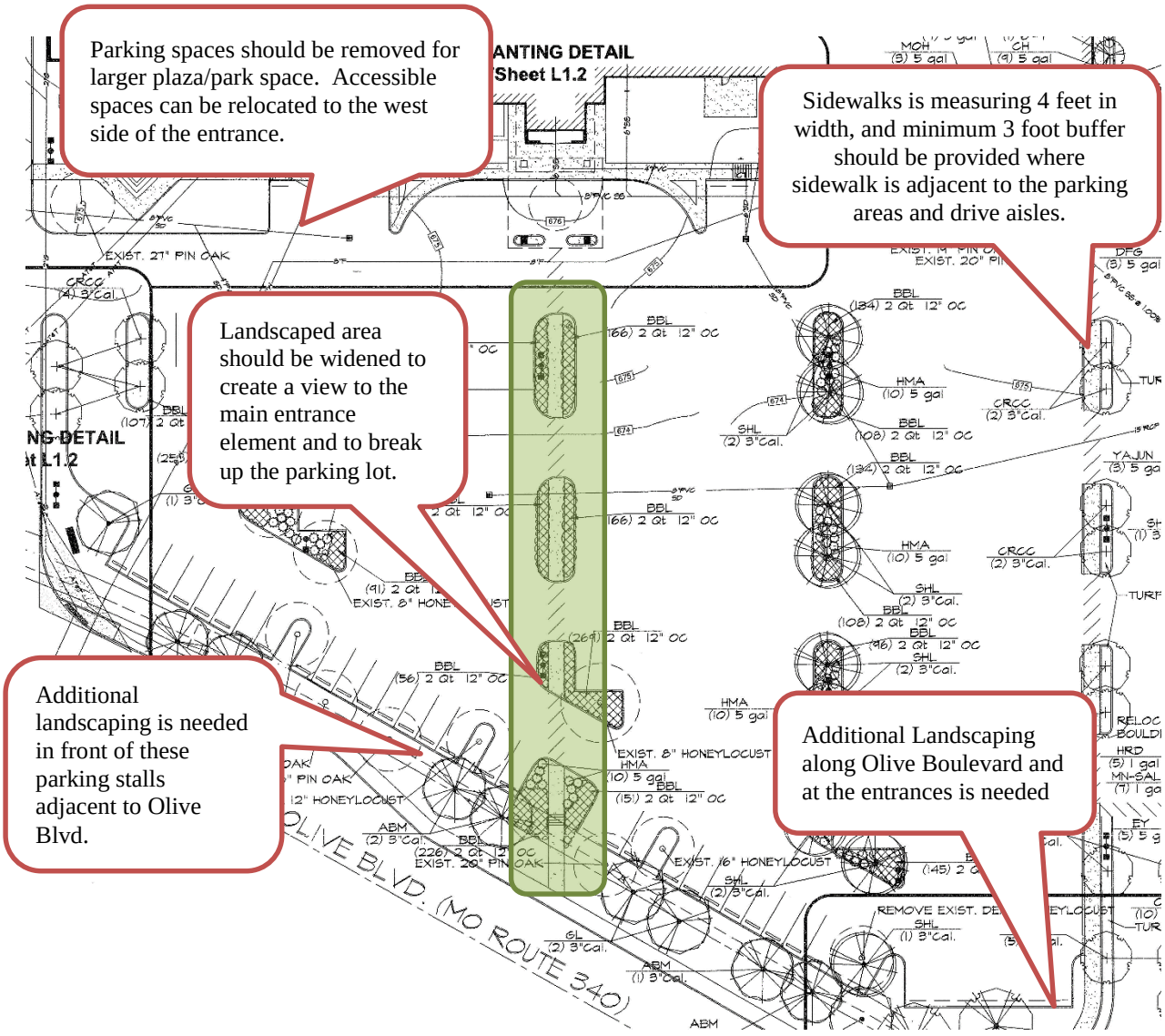

Figure 7: Close-up of the parking lot landscaping in front of the hotel

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Additionally, Subsection (1)(c) requries that textured or tinted materials for pedestrian crossings shall be utilized where pedestrian circulation paths cross a vehicular route as determined by the Planning and Zoning Commission. Therefore, a condition of approval includes that the Site Development Plan shall be revised to provide for contrasting sidewalks across all drive aisles.

- **The amount of surface parking in consideration of the shared parking among the various uses where greater parking demand occurs at different times of the day.**

The revised drawings show that parking has increased from 529 spaces to 534 spaces.
The City's Parking Regulations and through the Planned Commercial District review, allow for up to 50% of shared parking for those uses that have different parking demand hours. Therefore with the increase in greenspace associated with the parking lot islands, the site provides well over the amount of parking spaces than would be required.

Additonally, staff would recommend that two parking spaces at the southeast corner of the site at the Mosley Road entrace should be removed for vehicular safety, of those entering and exiting the site.

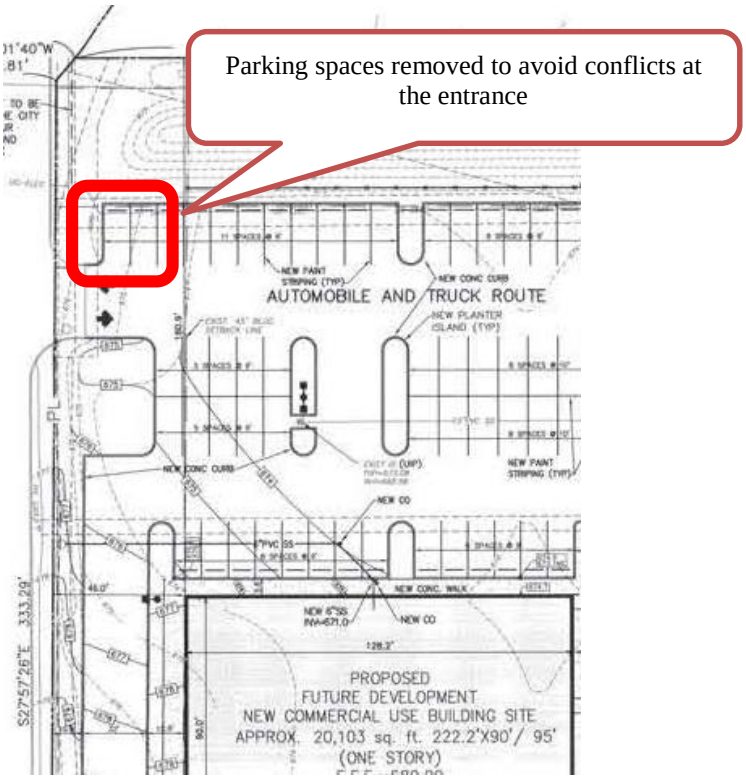

Figure 8: close-up of the site plan at the Mosley Road entrance.

- **Lack of detail on the development of the restaurant and retail commercial building as a future phase that would be provided at a later date.**

The Applicant has provided additional renderings to convey the intended design quality with the additional buildings that are proposed for the site. The applicant does not have specific users in mind at this time and; therefore, has not fully designed these buildings. As discussed above, Staff proposed conditions as well as each building being subject to Planning and Zoning Commission and City Council review prior to construction.

- **Cross access connections with the businesses to the west.**

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The Applicant has not included a cross access to the west due to concerns of the cut-through traffic through the site. Staff continues to believe that cross-access to the west is desirable in that would provide additional options for motorists to reach a signalized intersection at Craig Road or Office Parkway, and therefore has included a condition of approval that the cross-access be provided.

- **Demonstrated level of the public benefit to the City derived from the proposed development**

As discussed in the previous Staff Report, regarding the eligibility of a Planned Development under Section 405.390 of the Zoning Ordinance, a proposal should include tangible public benefit(s) including, but not limited to, the following:

1. Provision of public or quasi-public parking facilities;
2. Provision of on-street and off-street pedestrian facilities linking surrounding business, office and residential uses;
3. Consolidation and/or elimination of overhead utility wires;
4. Inclusion of landscaped gardens, plazas or parks available for public use;
5. Provision of alternative street connections or the dedication of land for additional street right-of-way;
6. Fountains, statuary, public art;
7. Architectural distinction and significance that would make the building(s) noteworthy;
8. Extensive use of high quality building materials that would add to the assessed valuation of the structures.

It should be noted that the benefits listed may not necessarily satisfy the public benefit requirement as final discretion falls on the City Council, upon receipt of a recommendation of the Planning and Zoning Commission, in determining the level of benefit derived.

These benefits are to be more than those that would be accomplished under the minimum code requirements. As stated within this criteria, Staff recognizes that there remains questions of weighing these benefits as a "tangible public benefit" and that fulfillment of the public benefit element of this development is at the discretion of the Planning and Zoning Commission and City Council. However, based on the provisions listed in the code, the following elements are proposed with this application:

- A park-like greenspace with a fountain, seating area, and public art area adjacent to the building.
- An alternative street connection to Mosley Road is maintained. High quality building materials for the new buildings to be constructed on site that would be predominately masonry with site features such as outdoor dining and enhances landscaping.

Areas that continue to be areas that could create further public benefit:

- The increase in the green space and additional landscaping as recommended by staff
- Cross access to the west leading to the Craig Road or Executive Parkway signal.

CALCULATION FOR PREDOMINANTLY NON-RESIDENTIAL

In the prior Staff Report, under the Design Criteria Table for the Planned Commercial (PCD) District, item 1 states: Adjoining areas must be predominantly non-residential as defined for this district and the project shall have all access, not including emergency-use only driveways, from Olive Boulevard, Lindbergh Boulevard, North New Ballas Road or any street within the "LI" Light Industrial zoning district except that the project may also have cross access with an adjacent commercial property whose access is limited to only a major or minor arterial according to the City's published street classification

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map or from any street within the "LI" Light Industrial zoning district. Where Section 405.390 defines Predominantly Non-Residential: A descriptive phrase that applies to areas in which less than fifty percent (50%) of the adjoining land area (excluding streets) within five hundred (500) feet is developed as single-family residences, either detached or attached (the latter includes only stand-alone development of four (4) attached units or less).

Staff's prior assessment stated that the surrounding area was 51.52% Commercial, and 48.48% Residential, therefore this criterion was met. At the time, a property addressed as 780 Office Parkway was a separate parcel zoned Planned Office and therefore was included within the commercial calculation. In checking with our Public Works Department, this property was purchased by the City and became a public right-of-way in March 28, 2016. The GIS maps were recently updated to remove this parcel.

Figure 9: Close-up of the aerial Map of the area indicating lot 780 Office Parkway, from July 24, 2017

Figure 10: Close-up from the City's current GIS showing that this area is public right-of-way

Based upon this additional information, the revised calculations for the area surrounding the HBE Site is **48.63% Residential, and 51.37% Commercial.**

Figure 11: Close-up of the aerial GIS Map of 11210 with the driveway extending to Mosley Road.

A resident also raised the question of 11210 Still Lane where the portion that extends to Mosley Road of 2552.74 sq. ft. was included as part of the residential area, as this area is a private driveway that only serves that single residence and is not a public right-of-way. If this area is excluded, **the residential area decreases to 48.56% and commercial area increases to 51.44%.** In all scenarios, the project remains in compliance with the "predominately Non-Residential" criterion of the Planned Commerical Disttict.

PROTEST PETITION

Staff would like to make the Commission aware that protest petitions have been filed against this proposal.

Section 405.1060(D)(4) of the Zoning Ordinance pertaining to rezoning applications states that after receipt of a recommendation from the Commission, the City Council shall consider the application. In case of a protest against a text amendment or rezoning duly signed and acknowledged by the owners of thirty percent (30%) or more, either of the areas of the land (exclusive of streets and alleys) included in such proposed change or within an area determined by lines drawn parallel to and one hundred eighty-five

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(185) feet distant from the boundaries of the district proposed to be changed, such amendment shall not become effective except by the favorable vote of two-thirds (2/3) of all of the members of the City Council.

Prior to Council consideration and after a recommendation has been provided by the Commission, staff will calculate the petitions against the requirements of the ordinance.

CORRESPONDING TEXT AMENDMENT, APPLICATION #17-029

In conjunction with Application #17-028 for the rezoning of 11318 Olive Boulevard to the Planned Commercial District, the Applicant is seeking to revise the language to allow for secondary access onto Mosley Road. Section 405.390(D)(2)(b)(1) states:

Adjoining areas must be predominantly non-residential as defined for this district and the project shall have all access, not including emergency-use only driveways, from Olive Boulevard, Lindbergh Boulevard, North New Ballas Road or any street within the "LI" Light Industrial zoning district except that the project may also have cross access with an adjacent commercial property whose access is limited to only a major or minor arterial according to the City's published street classification map or from any street within the "LI" Light Industrial zoning district.

The Text Amendment was tabled for further revisions and discussions with the Site Development Plan. The proposed Text Amendment would provide greater clarity with primary access from the major commercial roads identified, with secondary access to the side street, to read as follows:

b. Planned commercial development (PCD).

(1) Adjoining areas must be predominantly non-residential as defined for this district and the project shall have ~~all~~ primary access, ~~not including emergency-use only driveways~~, from Olive Boulevard, Lindbergh Boulevard, North New Ballas Road or any street within "LI" Light Industrial zoning district~~ except that the project~~, and may also have ~~(a) cross access with an adjacent commercial property whose access is limited to only~~ secondary access to the side ~~a major or minor~~ arterial road according to the City's published street classification map or from any street within the "LI" Light Industrial zoning district.~~, and (b) continued access to an arterial road as existing on the date of approval of any PCD hereunder.~~

The Commission will need to consider the proposed text amendment and provide a separate vote for this request.

SUMMARY AND RECOMMENDATION

The Applicant has submitted revisions to the original proposal to address many of the issues that were raised by the Commission at the last meeting. Staff has provided additional recommendations for consideration to address the remaining deficiencies.

Based on the analysis outlined in this report, Staff's recommended conditions of approval are below, which have been included in the draft ordinance:

PERMITTED AND ACCESSORY USES

Only the following uses, listed in Table A of Chapter 405, The Zoning Ordinance, are permitted in the Creve Coeur Grand Hotel PCD:

1. Hotel (Use Code 721110) that provides the following services which represent the offerings of a full-scale hotel establishment: food and beverage service providing three meals a day

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to serve the hotel guests; room service; on-site laundry service; fitness center; outdoor pool; business services; and, sundries shop.

2. Full-Service Restaurants (Use Code 722511); Limited-Service Restaurants (Use Code 722513); Cafeterias, Grill Buffets, and Buffets (Use Code 722514); Snack and, Non-Alcoholic Beverage Bars (Use Code 722515)
3. Commercial uses listed as Permitted Uses in Section 405.210 Table A: for the "CB" Core Business District.
4. Commercial uses listed as Conditional Uses in Section 405.210 Table A: for the "CB" Core Business District shall require approval of a conditional use permit, except for those uses specifically prohibited within this Section.

The following uses, listed in Table A of Chapter 405, The Zoning Ordinance, are specifically prohibited in the Creve Coeur Grand Hotel PCD:

1. All Drive-in and Drive-through Services (Use Code CC442100), including those associated with Food Services (Use Code 772513);
2. Gasoline Stations (Use Code 447190) and Gasoline Stations with Convenience Stores (Use Code 447110),

FINAL PLAN REQUIREMENTS

1. *Generally* – The Creve Coeur Grand Hotel PCD shall be developed in substantial conformance with the following submitted documents which are attached hereto, collectively as Exhibit 1, except as modified by this ordinance:
   - "Site Development Plan" dated January 29, 2018, drawn by Hospital Designers, Inc.;
   - All exterior elevations of the hotel building, dated January 29, 2018, drawn by Hospital Designers, Inc.;
   - "Conceptual Landscape Plan" dated January 29, 2018 drawn by Landscape Technologies;
2. *Plan Submittal Requirements* – Prior to the issuance of any permits for construction within the Creve Coeur Grand PCD, the developer shall submit the following plans for review and approval as follows:
   a. The applicant is required to submit a Site Improvement Permit application, showing all exterior improvements, as required by Section 420.070 of the Land Disturbance Code. The permit application shall be in substantial conformance with all drawings attached hereto as Exhibit 1.
   b. The applicant or assigned builder(s) are required to submit Building Permit applications for all structures, as required by Article II of the Building Code. Exterior elevations of all buildings and structures shall be in substantial conformance with all drawings attached hereto as Exhibit 1.
   c. The Applicant is required to provide cross-access to the west, if such access is provided to Applicant's property on a reciprocal basis to the east by the addjoing property owner.
   d. Landscape Plans shall be revised to meet with Section 405.540 Landscaping, and Section 405.810 of the City's Off-Street Parking and Loading Regulations, as well as the goals and objectives of the City's Comprehensives Plan and Design Guideliens for lush, well landscaped frontages along Olive Boulevard and Mosley Road, and at the entrances into the site, as discussed in the Staff Reports for the October 23, 2017 and February 5, 2018 Planning and Zoning Commission meetings.
   e. The parking spaces adjacent to the fountain park area and the two parking spaces near the entrance along Mosley Road shall be removed and replaced with landscaping that is consistent with the rest of the site as discussed in the Staff Report for the February 5, 2018 Planning and Zoning Commission.

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f. All sidewalks shall comply with Section 405.730 Sidewalk Regulations. The parking lot islands should be increased adjacent to the walkway from the street to the building entrance to provide for sufficent trees within the parking lot islands and to break up the parking lot. The walkway along the west access drive should provide a minimum 3 foot green space between with sidewalk and the parking spaces, to comply with Section 405.730(A)(1)(a) Sidewalks shall be buffered from the street, vehicular traffic and parking areas by a minimum three (3) foot greenspace or landscape area.

g. Lighting Plans, showing locations of all exterior light fixtures, including wall-mounted decorative and security lighting, and photometrics shall be submitted to the Planning Division for review and approval in conformance with Section 405.680, Lighting, of the Zoning Code and as otherwise required herein.

SPECIFIC DEVELOPMENT REQUIREMENTS

1. Sidewalk Easements –Public sidewalk easements shall be dedicated to MoDOT for all applicable areas along Olive Boulevard and to the City of Creve Coeur along Mosley Road to extend one-foot behind the existing sidewalks.
2. Fences – All fences shall comply with Chapter 405, The Zoning Ordinance, except as follows:
   a. A six-foot in height solid fence shall be installed within the landscaped buffer area on the south side of the property as shown in the Site Development Plan dated January 29, 2018. The fence material shall be a SimTek (or equivalent) solid vinyl simulated stone fence, tan or brown in color.
3. Signs – Prior to installation of any permanent signage, the Applicant shall be required to submit and receive approval by the Planning and Zoning Commission and City Council as an amendment to the Planned Commercial Development.
4. Lighting Requirements – All existing parking lot lighting shall be replaced and shall be in conformance with Section 405.680, Lighting, of the Zoning Code, except as follows:
   a. The height and design of all lighting fixtures shall be consistent with the quality and image of the buildings and the high visibility of the site to the general public.
   b. In no case shall on-site lighting standards or fixtures exceed twenty feet (20') in height, as measured from the adjacent grade.
   c. All on-site lighting shall be designed to provide the minimum lighting necessary to ensure adequate vision and comfort in parking areas according to the Illuminating Engineers Society of North America Recommended Practices for Parking Facilities (IESNA RP-20-98) and shielded to not cause glare or direct illumination onto surrounding properties or public/private rights-of-way.
5. Architectural Design Standards – The design of the freestanding retail/commercial and restaurant buildings shall require approval by the Planning and Zoning and City Council and each building shall meet with the following architectural design standards:
   a. Each new building constructed on the site shall have masonry (brick or stone) as the primary building material in a color that compliments the hotel building and each other building.
   b. Site amenities such as outdoor dining and seating areas and landscaping shall be provided adjacent to the buildings
   c. The proposed retail/commerical building located to the east of the hotel shall provide a pedestrian walkway to connect the southern parking area to the storefronts.
6. Sculptures and Fountain – The proposed artwork and fountain shall be maintained in good condition, and in the case of the fountain/water feature, in good working order.
7. Miscellaneous
   a. All trash enclosures located outside of the principal buildings and parking garage shall be constructed of materials that are consistent with the building and composed in a similar fashion.

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b. A bike rack shall be installed in front of each building on the site for the Zoning Administrator's approval as to design and location.
c. The construction of the additional buildings which serve as an integral part of the Creve Coeur Grand Hotel PCD shall commence within two years of the approval for rezoning, unless an extension is granted for just cause by the City Council upon recommendation by the Planning and Zoning Commission.
d. An underground irrigation system shall be installed and maintained to serve all new landscaped areas.
e. Except as expressly provided in Exhibit 1, trees shall not be removed without approval by the Zoning Administrator. Vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt and workmanlike manner as dictated by accepted horticultural standards.

SUGGESTED ACTION
If the Commission members believe that the proposal meets with the purpose of the Planned Commercial District, and the goals and objectives of the Comprehensive Plan and Design Guideliens, they should make a motion to to approve the rezoning and site development plan.

> "I move to approve application #17-028, the rezoning of 11318 Olive Boulevard and site development plan for the hotel subject to the conditions discussed in the Staff Report for the February 5, 2018 Planning and Zoning Commission Meeting and in the Draft Ordinance (Conditions may be added, eliminated, or modified by preceding motion)."

APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE
Included and attached by reference. See body of report for specific excerpts.

Attachment: 17-028.HBE Rezoning PCD.Staff Report.1-29-2018 (#17-028: HBE Rezoning to PCD)

BILL NO._____ **ORDINANCE NO. _____**

AN ORDINANCE AUTHORIZING A CHANGE OF ZONING FROM "CB" CORE BUSINESS DISTRICT TO "PCD" PLANNED COMMERCIAL DEVELOPMENT AND APPROVING A SITE DEVELOPMENT PLAN FOR 9.92 ACRES LOCATED AT 11318 OLIVE BOULEVARD.

WHEREAS, Mr. Fred Kummer, of Kummer Hotel Development, L.L.C., has submitted an application to amend the Official Zoning Map of the City of Creve Coeur to change the zoning on the 9.92 acres located at 11318 Olive Boulevard, zoned "CB" Core Business District to "PCD" Planned Commercial Development; and,

WHEREAS, in accordance with Sections 405.390 and 405.1080 of the Zoning Ordinance, the applicant has submitted a site development plan for the subject property to the Department of Community Development; and,

WHEREAS, the "PCD" Planned Commercial Development district is a Planned Zoning District that will allow an unique commercial development with a mixture of amenities and uses subject to certain criteria in Section 405.390, Planned Zoning Districts, of the Zoning Code; and,

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, October 23, 2017 and continued to November 6, 2017, and February 5, 2018, beginning at 6:30 p.m. or immediately following the close of the previous public hearing, on said application; and

WHEREAS, notice of said public hearing had been previously published at least 15 days prior to the hearing, in the St. Louis Countian, a newspaper of general circulation in the City of Creve Coeur and otherwise posted and published in accordance with the Zoning Ordinance; and

WHEREAS, the Planning and Zoning Commission reviewed and, by a ____ vote, recommended approval of the rezoning and site development plan at its meeting on February 5, 2018; and

WHEREAS, all parties desiring to be heard, either for or against said application, were given an opportunity to be heard, and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the Council; and this Bill having been read by title in open meeting two times before final passage by the City Council, and

WHEREAS, the City Council being fully informed finds that rezoning the property would be in harmony with and bear a substantial relation to the public welfare, health, safety, comfort and convenience of the citizens of the City of Creve Coeur and in the public interest and in good zoning practice; and

WHEREAS, the City Council further finds that the proposed development is eligible for consideration under the planned zoning district process, because it could not be approved under any other Zoning District and the applicant has provided credible evidence that the proposal is an appropriate implementation of the Comprehensive Plan due to the fulfillment of the purpose of Section 405.390, the substantial incorporation of the design criteria for the applicable district type identified in Section 405.390 and the provision of substantial tangible public benefits to the City; and

WHEREAS, the City Council further finds that the proposed development meets the applicable design criteria, in that:

Attachment: 17-028.Draft Ordinance.2-5-2018 (#17-028: HBE Rezoning to PCD)

BILL NO._____ ORDINANCE NO. _____

(1) Adjoining areas are predominantly non-residential as defined for this district and the project has all access, not including emergency-use only driveways, from Olive Boulevard, except that existing access onto Mosley Road may be retained subject to Ordinance _____ which has been enacted contemporaneously with this application.

(2) The development is adjacent to a single-family residential development and meets sky exposure plane requirement as measured from a line located thirty-five (35) feet above the property line and with a slope of thirty degrees (30°) rising towards the center of the site.

(3) The floor area ratio (FAR) does not exceed six-tenths (0.6).

(4) It provides a buffer yard of at least thirty-five (35) feet on all sides that abut the single-family development, that does not contain any impervious surface and will be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.

(5) No new commercial building will be located closer than forty (40) feet to any required buffer yard.

(6) It makes efficient use of parking and storage areas including cooperative parking facilities.

(7) It provides for the more efficient provision of public and private utilities and facilities throughout the development area.

(8) It incorporates pocket parks, small plazas and places for public art where appropriate.

(9) It locates buildings in appropriate relation to sidewalks or public parks and plazas.

(10) It provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.

(11) It utilizes high-quality architectural design, placement, relationship and orientation of structures.

(12) It places all utilities located on the property serving new projects underground, except as otherwise allowed.

(13) It provides effective landscaping or screening in or around the separate developments within the PCD.

(14) It functionally and aesthetically integrates all proposed stormwater collection basins with the surrounding development through undergrounding or extraordinary design of above ground facilities that is visually commensurate with the surrounding development.

and

Attachment: 17-028.Draft Ordinance.2-5-2018 (#17-028: HBE Rezoning to PCD)

BILL NO._____ **ORDINANCE NO. _____**

WHEREAS, the City Council further finds that:

1. The proposed development is in harmony with the general purpose and intent of the Zoning Code and is compatible with and implements the planning goals and objectives of the City including the Comprehensive Plan.

2. Streets or other means of access to the proposed development are suitable and adequate to carry anticipated traffic and will not overload the adjacent streets.

3. The internal circulation system of the proposed development encourages safe movement for vehicles and pedestrians.

4. Existing or proposed utility services are adequate for the proposed development.

5. Appropriate buffering is provided to protect adjacent land uses from light, noise and visual impacts.

6. Architecture and building materials are consistent with the character of the proposed development and compatible with areas of the City proximate thereto.

7. Landscaping is appropriate for the scale of development and consistent with any applicable City codes, ordinances and standards.

8. Operating and delivery hours are compatible with adjacent land uses.

9. The proposed uses are compatible with the area surrounding the proposed development and will not have a material net cumulative adverse impact on the surrounding area or the City as a whole.

10. The proposed development complies with all other applicable codes and ordinances.

11. The layout of structures and spaces adequately takes into account the potential for future subdivision of the development.

12. There is a demonstrated level of the public benefit to the City derived from the proposed development, per Section 405.390(B);

NOW, THEREFORE, be it ordained by the City Council of the City of Creve Coeur, Missouri, as follows:

SECTION 1: The Official Zoning Map of the City of Creve Coeur shall be amended to rezone the property located at 11318 Olive Boulevard, zoned “CB” Core Business District to “PCD” Planned Commercial Development, subject to the conditions stated herein, which property is more specifically described as follows:

A tract of land being Part of Lot 3 of the William Lasley Estate Partition, in U.S. Survey 1962, township 45 North, Range 5 East, St. Louis County, Missouri, and described as follows:

Attachment: 17-028.Draft Ordinance.2-5-2018 (#17-028: HBE Rezoning to PCD)

BILL NO._____ ORDINANCE NO. _____

Beginning at a point on the southeastern line of said U.S. Survey 1962 said point being the most southern corner of said Lot 3 of the William Lasley Estate Partition; thence along the southwestern line of said Lot 3 north 28 degrees 10 minutes 56 seconds west, 718.61 feet to its intersection with the southern line of Olive Street (Missouri State Highway K-340), as widened; thence along said road line south 88 degrees 47 minutes 26 seconds east, 517.65 feet to a point of curve; thence continuing along said roadline on a curve to the left having a radius of 1000.5 feet an arc distance of 104.72 feet to a point of compound curve; thence continuing along said road line on a curve to the left having a radius of 761.19 feet an arc distance of 238.69 feet to a point of compound curve; thence continuing along said road line on a curve to the loft having a radius of 1000.05 feet an arc distance of 97.40 to a point; thence continuing a long said road line south 73 degrees 16 minutes 49 seconds east, 14.06 feet to a point on the southwestern line of Mosley Road as widened by the County Court of St. Louis County during the February Term, 1919; thence along said line of Mosley Road south 27 degrees 57 minutes 26 seconds east, 333.198 feet to an angle point therein; thence continuing along said road line south 12 degrees 01 minute 49 seconds west, 9.81 feet to its intersection with the southeastern line of U.S. Survey 1962, as aforementioned; thence along said survey line south 61 degrees 34 minutes 00 seconds west, 874.62 feet to the point of beginning.

SECTION 2: Purpose and General Description

The Planned Commercial Development (PCD) district enacted through this ordinance (hereafter referred to as the Creve Coeur Grand Hotel PCD) is intended to provide for the orderly re-utilization of the former HBE Office Building on Olive Boulevard to an upscale hotel with other buildings to be constructed on the property consisting of restaurants and other complimentary commercial uses all within a mixed-use commercial setting that is commercial on two sides, part commercial and residential on one side, and residential on the other side. As such, the development seeks to provide buffer-yards in excess of the planned zoning district requirements and to direct the placement of new buildings along the Olive Boulevard frontage most distant from surrounding residences. Further, the development will utilize the most effective best practices for underground stormwater management available to ensure that any water leaving the site meets or exceeds the applicable water quality standards of the Metropolitan St. Louis Sewer District. Finally, the development will utilize materials and a level of landscape design befitting of a quality hotel and incorporates a plaza with art sculpture and a water feature, new buildings to be constructed and finished with predominately masonry materials, parking areas and street frontages that are well landscaped, and circulation that is safe and effective.

SECTION 3: Development Regulations

A. APPLICABILITY

Development within the Creve Coeur Grand Hotel PCD is subject to all applicable City ordinances, and the conditions that are contained in this ordinance. Where the standards and regulations of this ordinance and other City ordinances appear to be in conflict, the standards in this ordinance shall prevail.

B. PERMITTED AND ACCESSORY USES

Only the following uses, listed in Table A of Chapter 405, The Zoning Ordinance, are permitted in the Creve Coeur Grand Hotel PCD:

1. Hotel (Use Code 721110) that provides the following services which represent the offerings of a full-scale hotel establishment: food and beverage service providing

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three meals a day to serve the hotel guests; room service; on-site laundry service; fitness center; outdoor pool; business services; and, sundries shop.

2. Full-Service Restaurants (Use Code 722511); Limited-Service Restaurants (Use Code 722513); Cafeterias, Grill Buffets, and Buffets (Use Code 722514); Snack and, Non-Alcoholic Beverage Bars (Use Code 722515)
3. Commercial uses listed as Permitted Uses in Section 405.210 Table A: for the "CB" Core Business District.
4. Commercial uses listed as Conditional Uses in Section 405.210 Table A: for the "CB" Core Business District shall require approval of a conditional use permit, except for those uses specifically prohibited within this Section.

The following uses, listed in Table A of Chapter 405, The Zoning Ordinance, are specifically prohibited in the Creve Coeur Grand Hotel PCD:

1. All Drive-in and Drive-through Services (Use Code CC442100), including those associated with Food Services (Use Code 772513);
2. Gasoline Stations (Use Code 447190) and Gasoline Stations with Convenience Stores (Use Code 447110),

C. FINAL PLAN REQUIREMENTS

1. *Generally* – The Creve Coeur Grand Hotel PCD shall be developed in substantial conformance with the following submitted documents which are attached hereto, collectively as Exhibit 1, except as modified by this ordinance:
   - "Site Development Plan" dated January 29, 2018, drawn by Hospital Designers, Inc.;
   - All exterior elevations of the hotel building, dated January 29, 2018, drawn by Hospital Designers, Inc.;
   - "Conceptual Landscape Plan" dated January 29, 2018 drawn by Landscape Technologies;

2. *Plan Submittal Requirements* – Prior to the issuance of any permits for construction within the Creve Coeur Grand PCD, the developer shall submit the following plans for review and approval as follows:
   a. The applicant is required to submit a Site Improvement Permit application, showing all exterior improvements, as required by Section 420.070 of the Land Disturbance Code. The permit application shall be in substantial conformance with all drawings attached hereto as Exhibit 1.
   b. The applicant or assigned builder(s) are required to submit Building Permit applications for all structures, as required by Article II of the Building Code. Exterior elevations of all buildings and structures shall be in substantial conformance with all drawings attached hereto as Exhibit 1.
   c. The Applicant is requried to provide cross-access to the west, if such access is provided to Applicant's property on a reciprocal basis to the east by the adjoining property owner.
   d. Landscape Plans shall be revised to meet with Section 405.540 Landscaping, and Section 405.810 of the City's Off-Street Parking and Loading Regulations, as well as the goals and objectives of the City's Comprehensives Plan and Design Guidelines for lush, well landscaped frontages along Olive Boulevard and Mosley Road, and at the entrances into the site, as discussed in the Staff

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Reports for the October 23, 2017 and February 5, 2018 Planning and Zoning Commission meetings.

e. The parking spaces adjacent to the fountain park area and the two parking spaces near the entrance along Mosley Road shall be removed and provided with landscaping that is consistent with the rest of the site as discussed in the Staff Report for the February 5, 2018 Planning and Zoning Commission.

f. All sidewalks shall comply with Section 405.730 Sidewalk Regulations. The parking lot islands should be increased adjacent to the walkway from the street to the building entrance to provide for sufficent trees within the parking lot islands and to break up the parking lot. The walkway along the west access drive should provide a minimum 3 foot green space between with sidewalk and the parking spaces, to comply with Section 405.730(A)(1)(a) Sidewalks shall be buffered from the street, vehicular traffic and parking areas by a minimum three (3) foot greenspace or landscape area.

g. Lighting Plans, showing locations of all exterior light fixtures, including wall-mounted decorative and security lighting, and photometrics shall be submitted to the Planning Division for review and approval in conformance with Section 405.680, Lighting, of the Zoning Code and as otherwise required herein.

D. SPECIFIC DEVELOPMENT REQUIREMENTS

1. Sidewalk Easements –Public sidewalk easements shall be dedicated to MoDOT for all applicable areas along Olive Boulevard and to the City of Creve Coeur along Mosley Road to extend one-foot behind the existing sidewalks.

2. Fences – All fences shall comply with Chapter 405, The Zoning Ordinance, except as follows:
   a. A six-foot in height solid fence shall be installed within the landscaped buffer area on the south side of the property as shown in the Site Development Plan dated January 29, 2018. The fence material shall be a SimTek (or equivalent) solid vinyl simulated stone fence, tan or brown in color.

3. Signs – Prior to installation of any permanent signage, the Applicant shall be required to submit a comprehensive sign plan depicting the design, location, size and materials of all signage on the property to be approved by the Planning and Zoning Commission and City Council as an amendment to the Planned Commercial Development.

4. Lighting Requirements – All existing parking lot lighting shall be replaced and shall be in conformance with Section 405.680, Lighting, of the Zoning Code, except as follows:
   a. The height and design of all lighting fixtures shall be consistent with the quality and image of the buildings and the high visibility of the site to the general public.
   b. In no case shall on-site lighting standards or fixtures exceed twenty feet (20') in height, as measured from the adjacent grade.
   c. All on-site lighting shall be designed to provide the minimum lighting necessary to ensure adequate vision and comfort in parking areas according to the Illuminating Engineers Society of North America Recommended Practices for Parking Facilities (IESNA RP-20-98) and shielded to not cause glare or direct illumination onto surrounding properties or public/private rights-of-way.

5. Architectural Design Standards – The design of the freestanding retail/commercial and restaurant buildings shall require approval by the Planning and Zoning

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BILL NO._____ **ORDINANCE NO. _____**

Commission and City Council however, the each building shall meet with the following architectural design standards:

a. Each new building constructed on the site shall have masonry (brick or stone) as the primary building material in a color that compliments the hotel building and each other building.
b. Site amenities such as outdoor dining and seating areas and landscaping shall be provided adjacent to the buildings
c. The proposed retail/commerical building located to the east of the hotel shall provide a pedestrian walkway to connect the southern parking area to the storefronts

6. Sculptures and Fountain – The proposed artwork and fountain shall be maintained in good condition, and in the case of the fountain/water feature, in good working order.

7. Miscellaneous
   a. All trash enclosures located outside of the principal buildings and parking garage shall be constructed of materials that are consistent with the building and composed in a similar fashion.
   b. A bike rack shall be installed in front of each building on the site for the Zoning Administrator's approval as to design and location.
   c. The construction of the additional buildings which serve as an integral part of the Creve Coeur Grand Hotel PCD shall commence within two years of the approval for rezoning, unless an extension is granted for just cause by the City Council upon recommendation by the Planning and Zoning Commission.
   d. An underground irrigation system shall be installed and maintained to serve all new landscaped areas.
   e. Except as expressly provided in Exhibit 1, trees shall not be removed without approval by the Zoning Administrator. Vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt and workmanlike manner as dictated by accepted horticultural standards.

SECTION 4: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter but not prior to the ordinance and the approved development plan being recorded by the applicant in the office of County Recorder of Deeds. The applicant must present proof to the City of such recording before any permits may be issued. If said ordinance and development plan are not recorded within one (1) year of the date of approval, it shall be void. The development plan shall govern the use, parking, loading, sign, bulk, space and yard regulations applicable to the subject property and no use or development, other than temporary uses, shall be permitted within the area of the planned zoning district pursuant to the zoning district regulations otherwise applicable to such area.

ADOPTED THIS _____ DAY OF_____, 2018.

_____
DR. ROBERT HOFFMAN
PRESIDENT OF CITY COUNCIL

APPROVED THIS_____ DAY OF_____, 2018.

Attachment: 17-028.Draft Ordinance.2-5-2018 (#17-028: HBE Rezoning to PCD)

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BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN, MPCC
CITY CLERK

Attachment: 17-028.Draft Ordinance.2-5-2018 (#17-028: HBE Rezoning to PCD)

HBE Corporation

11330 Olive Boulevard, St. Louis, MO 63141
(314) 567-9000 Fax: (314) 567-0602 www.hbecorp.com

Attachment: Letter Jan. 12, 2018 to J. Jaggi; Responses to Key Issues. (#17-028: HBE Rezoning to PCD)

January 12, 2018

Mr. Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Road
Creve Coeur, MO 63141

Re: Resubmittal for Planning & Zoning Meeting January 29, 2018
Application 17-028; Creve Coeur Grand Hotel
Creve Coeur, MO

Dear Mr. Jaggi:

Pursuant to your request, please be in receipt of the following resubmittal items for your use for the Planning & Zoning Meeting scheduled for January 29, 2018 at 6:30 p.m.

1) Four sets of drawings, dated January 29, 2018, one of which is wet sealed and signed by the Architect. These documents include architectural and landscaping drawings.

2) Four sets of three color CONCEPTUAL renderings illustrating the design and materials for the two Outparcel buildings, and a colored Landscaping plan.

3) Four copies of the Creve Coeur Grand Hotel, Responses to Key Issues, January 29, 2018, with an attached Outline Specification of Outparcel Buildings.

These documents indicate and identify the modifications that have been incorporated as a result of our meetings with staff after the Planning & Zoning meeting on November 6, 2017, which was our last presentation to Planning & Zoning.

All required DESIGN CRITERIA, including calculations of coverage, F.A.R., parking count and interior landscaped area in parking lot, is indicated on the drawings, specifically Sheet A-1.0, Site Development Plan. Exterior Elevations, Sheet A.3.0, indicate the percentage of materials for each elevation. Modifications to the proposed Project, as now submitted, are identified and described in the Responses to Key Issues, specifically effecting descriptions of the Project regarding the exterior design, the location of the water feature, sculptures, and promenade.

Please advise me if you find this resubmittal satisfactory and if any other information may be warranted.

Very truly yours,

HBE CORPORATION

Fredrick S. Scott
Architect

FSS:jat

enclosures

cc: Whitney Kelly, City Planner - City of Creve Coeur
Timothy Tryniecki - Armstrong Teasdale
Fred S. Kummer - HBE Corporation
Fred S. Kummer, III - Kummer Hotel Development, LLC
Joseph Lehrer - HBE Corporation

Attachment: Letter Jan. 12, 2018 to J. Jaggi; Responses to Key Issues. (#17-028: HBE Rezoning to PCD)

Creve Coeur Grand Hotel

Responses to Key Issues

January 29, 2018

1. **The proposed mixture of uses, particularly, the Hotel and the measures required to buffer this use from adjacent residential properties.**

Response: We have acquiesced to the City Staff's recommendations regarding a solid wall adjacent to the south boundary of the Property. An attractive new wall, 6 feet high, shall be provided within the existing landscaped 50' buffer on the south side of the property, adjacent to the adjoining residential properties. This new privacy wall shall be located approximately five feet south of the existing paved parking surface. This wall shall be of solid material panels and posts in a pattern that simulates granite-stone appearance, providing both privacy and security, and is extremely durable with superior strength. This wall shall be similar to the product manufactured by SimTek, called "EcoStone," a sample of which has been presented to Staff and will be available for inspection by the Planning Commission.

This privacy wall will extend from approximately 45' from the East property line to approximately 135' from the West property line, terminating near the top of the berm at the extremely steep slope within the buffer zone. The existing dense landscaping, high berm and the steep terrain within the existing buffer zone will remain the "robust barrier" sought by City officials and will not be disturbed or affected by this new wall.

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Additional evergreen landscaping shall also be provided in selected areas within the existing buffer yard.

As to permitted uses, the Applicant is awaiting suggestions from Staff and a proposed form of ordinance, and will comment upon receipt, but will expect that the itemized permitted uses will include hotel, all retail, restaurant, and most of the other uses now permitted as of right in the Core Business District. Conditional Uses will include most of the other conditional uses now provided in the Core Business District.

Permitted collective square footage of each of the proposed Restaurant on the west and the proposed Commercial/Retail building on the east (collectively, the "Outparcel Buildings") will be as shown on the Site Plan.

2. **The overall design quality of the site, the use of building materials covering the existing brick structure.**

Response: The Applicant, pursuant to numerous meetings with Staff, has revised the design as shown on plans, dated 1-29-2018, submitted herewith on January 12, 2018. The revisions are discussed below.

The revised plans retain the exterior insulation finish system required to be applied to the existing face brick in order that the repurposed building be in compliance with the City's current Energy Code and meet the Code requirement of "continuous insulation," pursuant to its Building Code criteria for load requirements to an existing structure.

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The existing building is a poured-in-place concrete structure with concrete columns and spandrel beams, and a concrete rib floor system. The existing face brick is supported by and attached to the exterior concrete spandrel beam above the windows. There is no insulating material in the shallow cavity between the face brick and the concrete spandrel beam or concrete walls.

The use of an exterior insulation system, which is applied to the surface of the existing brick, provides the required thermal resistance to the walls of the building envelope. Please note that the currently manufactured exterior insulation finish systems and the systems selected for this repurposed building are a very much improved, superior and state of the art system, as manufactured by Dryvit. These very superior and durable insulating surface systems are the most appropriate method to meet all the demands of the design and provide the required thermal resistance, as well as being a very hard and attractive material, satisfying the requirements of the City's Codes, and staff's stated aesthetic considerations for the hotel structure.

We have responded to the City Staff's recommendations by expanding the brick area of the exterior of the Building. The North elevation of the Hotel will have the proposed NewBrick product extended from grade level higher and up to the of the third floor line, a height of approximately 25 feet above grade, on each side of the main entry extending to the projected stair towers to the east and west. The New Brick will be applied at the exterior walls of the first floor from grade up to the sill line of the windows serving the second floor at all of the other elevations.

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As a further concession to the Staff's recommendations, the finished material above the NewBrick will be upgraded from stucco to an applied durable, simulated granite surface Dryvit product, Terraneo, on all exterior elevations. Please reference the Exterior Elevations Drawings, which also indicate the percentages of all the materials to be used. A sample of the Terraneo product has been provided to staff.

Please also refer to the renderings included in this resubmittal.

3. **The Scale of the park and greenspace provided, and the landscaping, and placement of artwork and fountains that meet with the intent of the District**.

Responses: In response to the City Staff's suggestions about the intent of the District, we have provided for a park- like greenspace on the eastern front lawn of the Hotel in lieu of that shown on previous proposals. This special amenity area shall contain pedestrian paths, perennial and seasonal planting, a sculpture garden displaying the unique and impressive Brother Mel pieces, bench seating and an attractive water feature with a distinctive sculpture. This special site feature will provide an extremely pleasant setting and relaxing exterior space, containing public art and a seating area and for hotel guests, which is easily viewed from the proposed Retail/Commercial building to the east, as suggested by the City Staff. Pedestrian access from the hotel to the retail/commercial building will be through this attractive greenspace amenity.

The Applicant has retained its allowance of $250,000.00 towards the creation of this amenity. Details of this space are indicated in the Landscaping Drawings.

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Please refer to the renderings with this resubmittal.

4. **The amount of surface parking in consideration of the shared parking among the various uses where greater parking demand occurs at different times of the day.**

   Responses: The applicant has completed extensive analysis of the parking available in appropriate proximities to the proposed entry locations for the proposed Restaurant, Hotel and Retail/Commercial facilities on the project site. There are an adequate number of parking spaces provided with the design, which allows for shared or joint use of parking spaces among the buildings. There is no surplus of parking on the site which would permit a reduction in the number of parking spaces. Nearly one-third of the site contains landscaping and pedestrian walks. All required parking is provided on the site to meet the demands that are expected at different times of the day for each facility.

   Following a suggestion made by the City's Staff, we have provided for an additional pedestrian walkway, approximately 16-feet wide near the center of the Retail/Commercial building, providing easy and direct access to the building from the south parking lot to any entrance on the Building's North side, facing Olive Boulevard, where two rows of parking are provided.

5. **Lack of detail on the development of the restaurant and retail commercial building as a future phase that would be provided at a later date**.

   Responses: The Applicant has previously committed to the use of masonry, brick or stone as the primary materials for the proposed Outparcel Buildings, as shown

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on the revised site plan. These two buildings will be designed and constructed in compliance with the applicable Codes, rules and ordinances in effect, including any then-necessary review and approval by the Planning Commission.

Please also refer to the attached Outline Specifications for the Outparcel Buildings and to the renderings, which indicate the proposed materials and design character that is anticipated. Again, as suggested by the City Staff, we are providing for a pedestrian walkway near the center of the Commercial/Retail Building.

Please be advised that the sites for the two out buildings shall be prepared as "building ready pads," and are intended to be under construction concurrently with the hotel construction.

6. **Cross access connections with the businesses to the west.**

Responses: The Applicant has carefully considered the Staff's suggestion for a "cross access connection" and is unable to agree to such suggestion because of safety and traffic concerns.

Any "cross access connection" through the property by anxious drivers seeking to avoid the stop lights on Olive Boulevard would create an unnecessarily hazardous condition, endangerment and liability to the patrons and employees of the proposed Hotel and of the proposed Outparcel Buildings. Cross access would subject the hotel and outparcel guests, employees and pedestrians, walking to and from their parked vehicles and the facilities on the site, to an unsafe and precarious situation

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including both drivers who are customers and employees, and the proposed cut-through drivers.

In addition, the cut-through is not required for the proper functioning of the project itself, nor does it enhance the project.

Further, any such cross access that allowed traffic from the Creve Coeur Office Park to avoid Olive Street Road would adversely increase the traffic on Mosely Road. The use of drive aisles in the parking areas and the main drives adjacent to the Hotel, as public throughways in order to avoid traffic on Olive Boulevard, is also incompatible with the City's stated goal of creating an attractive, walkable environment.

The Traffic Engineer, Lochmueller Group, supports the foregoing and has concluded that that cross-access "cut-through" traffic should not be viewed as an alternative to the existing driveway on Mosley Road.

7. **Demonstrated level of the public benefit to the City derived from the proposed development.**

Responses: Public benefit derived by the city from this proposed development include:

a) The City of Creve Coeur will now have a Four-Star, Full Service hotel facility that to promote and serve the Creve Coeur Central Business District and the 39 North Global Center of AgTech at the east end of Creve Coeur.

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b) Economic development, including employment, sales tax revenue and property tax revenue.

c) Repurposing of one of the most significant available sites in the City.

Attachment: Letter Jan. 12, 2018 to J. Jaggi; Responses to Key Issues. (#17-028: HBE Rezoning to PCD)

OUTLINE SPECIFICATIONS OF OUTPARCEL BUILDINGS

The Applicant's subject Property contains approximately 10 acres, and includes an approximate 180,000 square feet building that Applicant proposes to be repurposed as a hotel. In addition, the Applicant is proposing the development of two buildings, one at the Northwest portion of the Property and the other at the Northeast portion of the Property. The location of these two buildings is depicted on drawings submitted by the Applicant.

The final design and specifications of the two buildings will be subject to Creve Coeur Planning and Zoning and City Council approval. Such exact and final design and specifications will be based on tenant requirements, but in all respects such design and specifications will be subject to review and approval by the Planning and Zoning Commission and City Council of Creve Coeur. As part of such approval process, Applicant shall submit detailed drawings and specifications, which will include a detailed description of all materials to be used for the Buildings. It is anticipated that such detailed drawings will be consistent with the following outline specifications.

Outline Specifications for Building at Northwest Portion of Property:

Proposed Use: As a quality table service restaurant

General Design: Compatible with and complementary to the planned hotel and surrounding environment, similar to Brio's in Frontenac.

Dimensions: Approximate 8,000 sq. ft. single story building plus outside service.

Foundation: Shallow spread footings

Exterior Building Materials: Faced with masonry (brick and/or stone) and glass windows, with other high quality material used for accent and trim, depending on tenant.

Outline Specifications for Building at Northeast Portion of Property:

Proposed Use: Commercial retail, containing no less than two businesses, possible restaurant.

General Design: Compatible with and complementary to the planned hotel and surrounding environment.

Dimensions: Approximately 20,000 square feet single story building.

Attachment: Letter Jan. 12, 2018 to J. Jaggi; Responses to Key Issues. (#17-028: HBE Rezoning to PCD)

Breezeway: As suggested by the City Development Staff, the Building will be separated at an appropriate position by a walkway or breezeway, which will allow pedestrian access between the rear and front of the Building, thereby creating better access to parking at the rear of the Building. All subject to working with the tenant and the City.

Fountain and Sitting Area: As suggested by the City Development Staff, the area between the new Building and the Hotel will have a fountain and sitting area, as depicted on the drawings being submitted by the Applicant.

Exterior Building Materials: Predominantly faced with masonry and glass windows, with other high quality material used for accent and trim, and with glass windows for storefront.

Attachment: Letter Jan. 12, 2018 to J. Jaggi; Responses to Key Issues. (#17-028: HBE Rezoning to PCD)

TURF

EXISTING BERM

MOSLEY RD.

GARDEN

NEW ONE STORY ADDITION
F.F.E.=676.5
ROOF HEIGHT=14.5'

NEW
40'x20' POOL

EXISTING SIX STORY BUILDING
F.F.E.=676.5

PROPOSED
FUTURE DEVELOPMENT
NEW COMMERCIAL USE BUILDING SITE
(ONE STORY)
F.F.E.=680.00

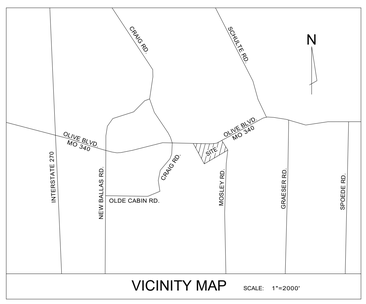
TERRACE SEATING

OLIVE BLVD. (MO ROUTE 340)

PROPOSED
FUTURE DEVELOPMENT
NEW RESTAURANT SITE
(ONE STORY)
F.F.E.=677.3

EXIST. TWO STORY BUILDING

EXIST. 30" PIN OAK
EXIST. 12" FL. CRAB



VICINITY MAP SCALE: 1"=2000'

SCALE: 1" = 30'

0' 30' 60'

SCALE IN FEET

1-800-DIG-RITE

PROPOSED NEW:
Creve Coeur Grand Hotel
Creve Coeur, Missouri

Kummer Hotel Development, LLC
11330 Olive Boulevard Saint Louis, MO 63141
(314) 567-9000

Hospital Designers, Inc.
Frederick S. Scott, Architect
11330 Olive Boulevard Saint Louis, MO 63141
(314) 567-9000

landscape TECHNOLOGIES
67 Jacobs Creek Drive (636) 928-1250
St. Charles, Missouri 63304 Fax: (636) 928-4563
MO Landscape Architectural Corporation #2008008782

Attachment: Rendering Creve Coeur Hotel SDP Landscaping 1-22-18 (#17-028: HBE Rezoning to PCD)

RESTAURANT

Attachment: Building Renderings submitted on 1-12-2018 (#17-028: HBE Rezoning to PCD)

TERRANEO®

LIGHTWEIGHT | DURABLE | AFFORDABLE | ENERGY EFFICIENT

A PREMIUM EXTERIOR WALL FINISH FROM dryvit®

Attachment: TerraNeoSimGraniteBrochure (#17-028: HBE Rezoning to PCD)

TERRANEO

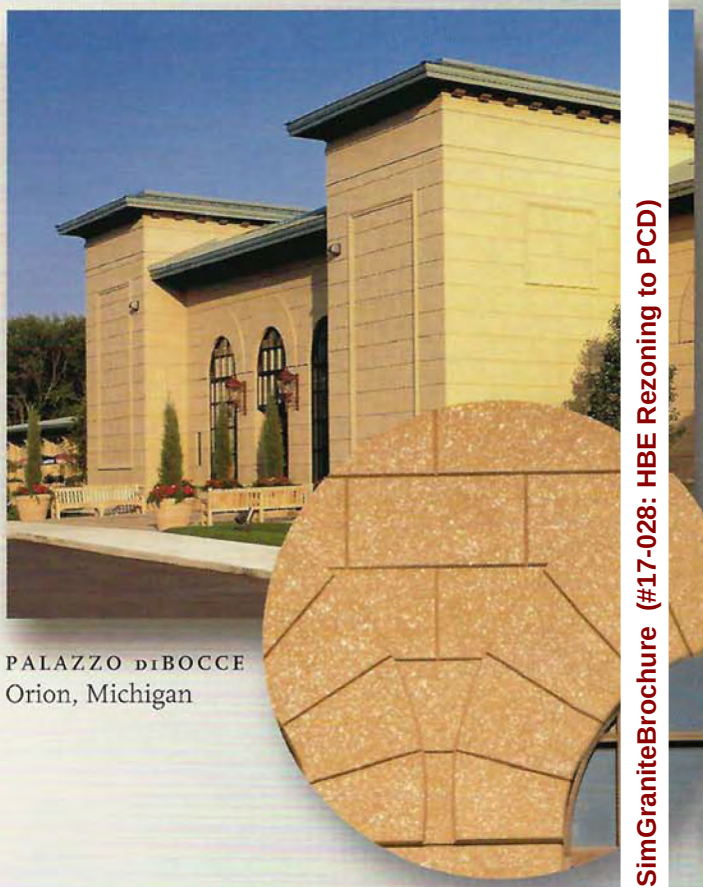
A premium, high-performance finish that's often taken for granite.

Utilizing raw materials and design input from literally all corners of the globe, Dryvit TerraNeo embodies its Latin root - and is truly "new ground" in exterior wall finish technology.

What is TerraNeo?

TerraNeo contains natural quartz, minerals and mica, blended together in an acrylic polymer matrix. Applied to the wall by hand with a trowel, TerraNeo can be used inside and out and provides a durable, beautiful and affordably refreshing option for finishing Dryvit systems, tilt-up concrete, unit masonry, stucco or interior drywall.

Put simply, TerraNeo looks a lot like granite. Unlike granite, however, TerraNeo comes without the weight, cost and extensive lead time. When used as a finish for a Dryvit exterior insulation and finish system, it's part of a cladding that can be up to 84% more energy efficient than 6 other commonly used wall systems*.



PALAZZO DIBOCCE
Orion, Michigan

CHURCH HALL
Davidsonville, Maryland

* As tested by the Oak Ridge National Laboratory. You can fi
information on this report on our website: www.dryvit.com

dryvit®

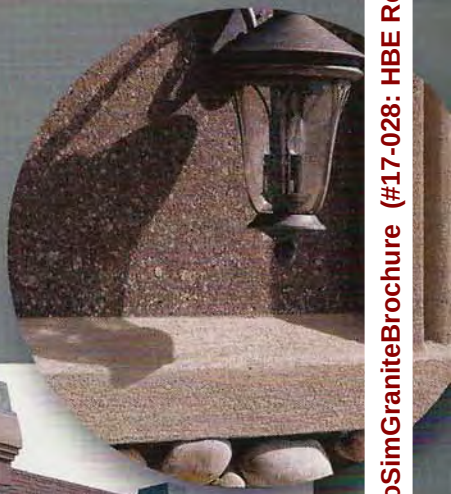
Attachment: TerraNeoSimGraniteBrochure (#17-028: HBE Rezoning to PCD)

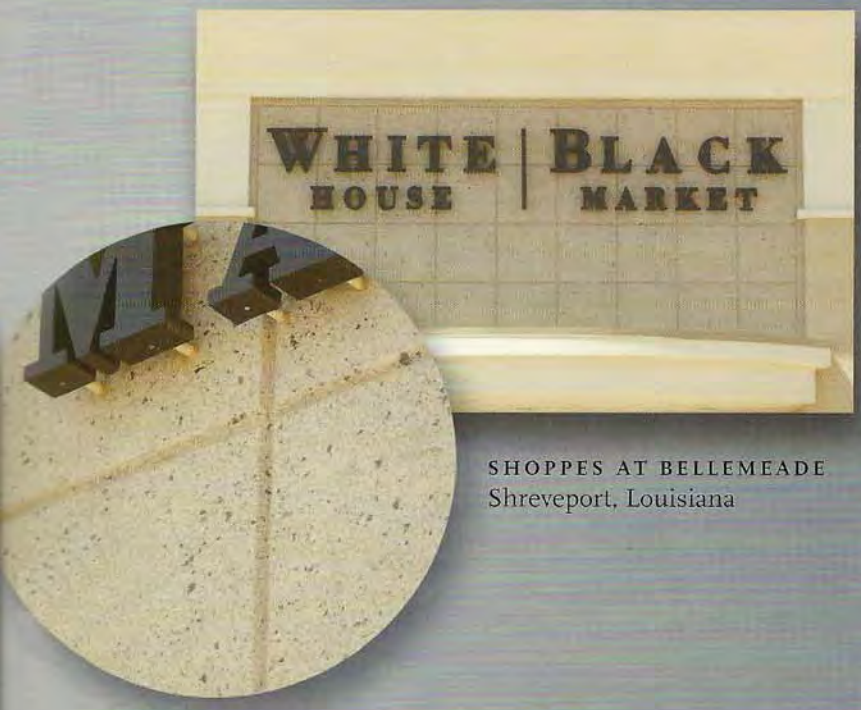
Why should you specify TerraN o?

COUNTRY CLUB VILLAS
Provo, Utah

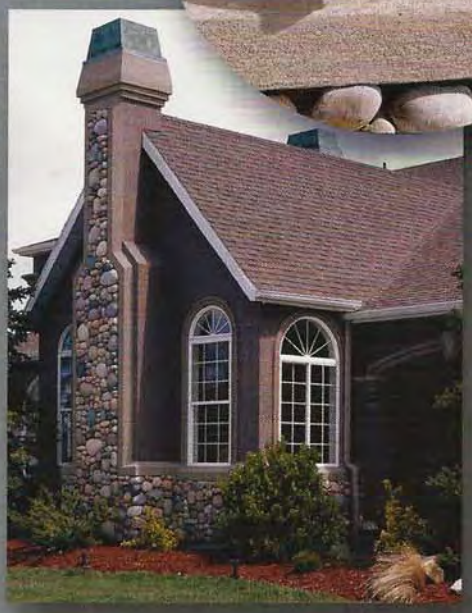
Create Dazzling Curb Appeal!

Dryvit is renowned for helping create 'curb appeal'. The use of special shapes and decorative reveals that create dramatic architectural details is one of the hallmarks of a Dryvit system. Today, a wide variety of Dryvit finishes such as TerraNeo, Custom Brick,™ and Lymestone™ allow the architect to create spectacular designs and details never before possible or affordable with more conventional materials.





SHOPPES AT BELLEMEADE
Shreveport, Louisiana



PRIVATE RESIDENCE
South Jordan, Utah

Attachment: TerraNeoSimGraniteBrochure (#17-028: HBE Rezoning to PCD)

Visual Appeal. It creates an attractive, unique and expensive appearance for building exteriors.

Variety. It can be custom blended to match your specific design criteria.

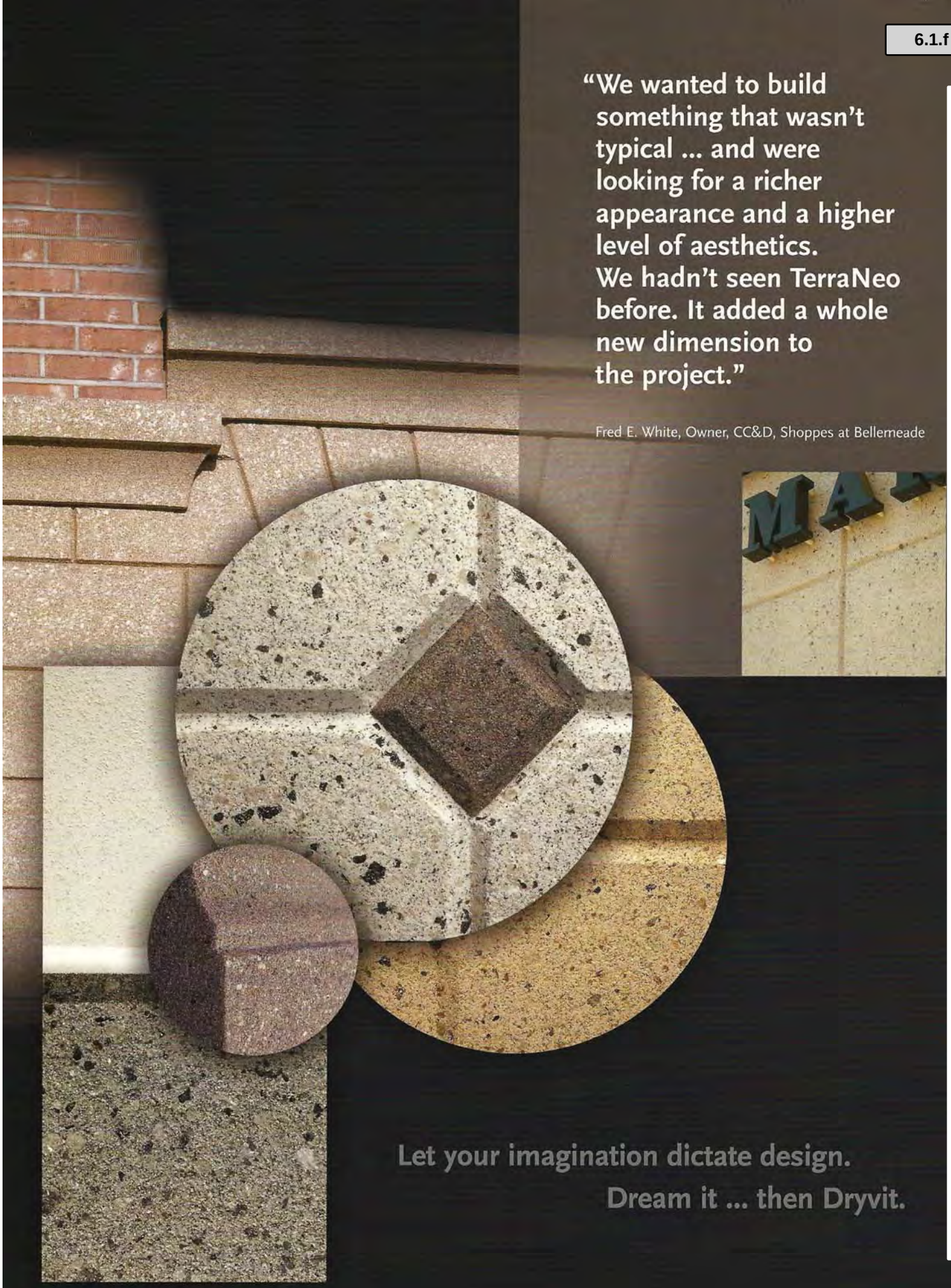
Availability. With suppliers in 120 locations in North America, TerraNeo can be on your job site in days.

Energy Efficiency. Dryvit EIFS can significantly reduce heating and cooling costs for the life of a building.

Value. TerraNeo reduces the total construction cost because it is 1/35th the weight of granite. Shipping costs can be much lower as well.

OFFICE BUILDING
Stevensville, Maryland

Attachment: TerraNeoSimGraniteBrochure (#17-028: HBE Rezoning to PCD)



Attachment: TerraNeoSimGraniteBrochure (#17-028: HBE Rezoning to PCD)

TERRANEO

Taken for Granite.

TerraNeo contains no pigment. Its coloration is derived entirely from Dryvit's artistic mixture of natural aggregates and mica. The ten standard colors shown here are the most popular combinations used by architects and designers today.

TerraNeo has the appearance of natural granite and as with all Dryvit finishes, TerraNeo can be custom blended to suit your taste or meet your design specifications. Dryvit is able to replicate virtually any stone sample you send us for reference.

Information contained in this brochure conforms to the standard detail recommendations and specifications for the installation of Dryvit Systems, Inc. products as of the date of publication of this document and is presented in good faith. Dryvit Systems, Inc. assumes no liability, expressed or implied, as to the architecture, engineering or workmanship of any project. To ensure that you are using the latest, most complete information, contact Dryvit Systems, Inc.

dryvit®

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800-556-7752
401-822-4100
www.dryvit.com

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Standard Colors

EVEREST

SERENGETI

GLACIER

AMAZON

ANDES

VESUVIUS

SONORA

TETON

ZANZIBAR

GIBRALTAR

Mica Colors:
Available in silver/white, gold and black.

Attachment: TerraNeoSimGraniteBrochure (#17-028: HBE Rezoning to PCD)

"FAIRWAYS PLAT NO. 3" PLAT BOOK 98, PAGE 83

TRACT B | ADJUSTED LOT 61 | LOT 60 | LOT 59 | LOT 58 | LOT 57 | LOT 56

S12°01'40"W 9.81'

S61°34'00"W 874.62'

SIDEWALK ESMT TO BE GRANTED TO THE CITY OF CREVE COEUR ONE FOOT BEHIND EXIST SIDEWALK

MOSLEY RD.

AUTOMOBILE AND TRUCK ROUTE

PROPOSED HOTEL USE
EXISTING SIX STORY BUILDING
177,309 sq. ft.
(30,655 sq. ft. GROUND & EXISTING BUILDING ONLY)
F.F.E.=676.5
EXISTING BUILDING ROOF HEIGHT = 75 FEET
EXISTING ROOF STRUCTURE HEIGHT = 84.58 & 87.25 FEET
CONSTRUCTION TYPE 'IIB'

NEW ONE STORY ADDITION
1,929 sq. ft.
F.F.E.=676.5
ROOF HEIGHT=14.5'

NEW SIX STORY ADDITION
688 sq. ft. PER FLOOR
F.F.E.=676.5
ROOF HEIGHT=77.0'±

PROPOSED
FUTURE DEVELOPMENT
NEW COMMERCIAL USE BUILDING SITE
APPROX. 20,103 sq. ft. 222.2'X90'/ 95'
(ONE STORY)
F.F.E.=680.00
HEIGHT = T.B.D.
CONSTRUCTION TYPE 'V'

PROPOSED
FUTURE DEVELOPMENT
NEW RESTAURANT SITE
APPROX. 7,000 sq. ft.
70'X100'
(ONE STORY)
F.F.E.=677.3
HEIGHT = T.B.D.
CONSTRUCTION TYPE 'V'

NEW 16" ROP @ 2.16%

NEW 18" ROP @ 1.33%

NEW 18" ST

NEW 8" ST

NEW 6" UNDERDRAIN

UNDERGROUND DETENTION
1,167.0 cu.ft.
INV CHAMBERS=664.4

UNDERGROUND STORMWATER QUALITY TREATMENT & DETENTION @ INV CHAMBERS= 665.33

NEW 6" SS INV=671.0

NEW 6" SS INV=667.88 ME

NEW 8" SS INV=671.80

NEW 6" SAN. INV=672.06

NEW 6" SAN. INV=672.08

NEW 6" SAN. SAMPLING MH INV=665.70

NEW 8"PVC SS @ 0.95%

NEW 8"PVC SS @ 1.00%

NEW 6"PVC SS @ 1.00%

NEW 6"PVC SS @ 4.00%

NEW 2" PVC FORCE LINE

RELOCATE 2" GAS LINE

NEW GREASE INTERCEPTOR (SEE SHT ...)

RELOCATE GAS METER SEE SHEET M01 FOR CONTINUATION

EXIST SPRINKLER SYSTEM TO BE RELOCATED

NEW GRINDER PUMP TOP=675.3ME INV=667.00 (W)

NEW SAN. MH TOP=674.9ME INV=667.80

NEW LOADING DOCK TOP EL=676.5

NEW EMERGENCY GENERATOR ON EXIST CONC PAD

EXISTING TENT TRAMP

NEW 40'x20' POOL

DECK ELEV=676.17
NEW 6' HIGH FENCE

NEW CEDAR TOWEL CT

NEW 4" CONC WALK

NEW CONTROL STRUCTURE INV=664.9

NEW CO

NEW CONC STOOP & WALK

NEW CONC WALK

NEW CONC CURB

NEW PAINT STRIPING (TYP)

NEW WHEEL STOPS (TYP)

NEW PARK AREA SEE LANDSCAPE DWG

NEW RETAINING WALL

TERRACE SEATING

POSSIBLE TERRACE SEATING AREA

NEW ACC/PARKING SIGNS (TYP)

NEW COLUMNS

NEW FLAG POLE

NEW PLANTER ISLAND (TYP)

EXIST PLANTER ISLAND

NEW MONUMENT SIGN & LANDSCAPING

NEW GI. TOP=673.5 INV=668.77 (N&W) INV=668.44 (S)

NEW GI. TOP=677.3 INV=673.71

NEW GI. TOP=677.5 INV=672.74

NEW GI. TOP=676.0 INV=670.40

NEW SAN. MH TOP=674.2 ME INV E=671.33 INV S=671.17

NEW M.H. TOP=673.0 ME INV=669.73 (S&W) INV=667.00 (W)

NEW M.H. TOP=674.5 INV=666.2

NEW M.H. TOP=673.6ME INV=663.0 NEW 6" PVC

NEW M.H. TOP=664.0 INV=664.6

NEW M.H. TOP=674.3 INV=665.30 INV 15"TOP MANFOLD=668.03 INV 15"BOTTOM MANFOLD=665.44

NEW M.H. TOP=674.17 INV=665.61E/W INV=669.2N

NEW Y.I. TOP=675.8 INV=672.8

NEW Y.I. TOP=676.0 INV=672.4

NEW Y.I. TOP=675.7 INV=673.8

NEW Y.I. TOP=675.6 INV=673.6

NEW 6"SS INV=672.5

NEW 6" UNDERDRAIN INV=664.55

NEW 6" UNDERDRAIN INV=663.82

EXIST. 6"SAN. SIDE 26

EXIST. 4" VCP. SANITARY SEWER ABANDON IN PLACE

EXIST. YARD DRAIN

EXIST. 8" UNDERDRAIN

EXIST. 6"PVC SS (UIP)

EXIST. 8"PVC SS

EXIST. 10" BLDG. SETBACK LINE

EXIST. 45' BLDG. SETBACK LINE

EXIST. 50' BUFFER LINE

EXIST. 10'W ESMT. TO MSD DB 3815, PG 1366

EXIST. 15' X 15' ESMT. TO UNION ELECTRIC DB 7357, PG 2403

EXIST. 5'W ESMT. TO UNION ELECTRIC DB 7357, PG 2411

EXIST. 4'W LEVEL 3 ESMT.

EXIST. MAX. 80' SETBACK LINE

EXIST. 10'W. ESMT. TO MSD DB 6661, PG 1500

EXIST. SAN. MH TOP=679.78 INV=666.19E

EXIST. GI. TOP=673.38 INV=668.05

EXIST. GI. TOP=673.08 INV=668.21 E&W

EXIST. GI. TOP=674.1 INV=669.33

EXIST. GI. TOP=674.0 INV=670.0

EXIST. GI. TOP=674.1 INV=669.33

EXIST. SAN. MH TOP=675.3 INV=669.0

EXIST. 4" UNDERDRAIN

EXIST. 6"PVC SS (UIP)

EXIST. 8"PVC SS

EXIST. 6"SAN. SIDE 26

EXIST. 4" VCP. SANITARY SEWER ABANDON IN PLACE

EXIST. YARD DRAIN TOP=676.3

EXIST. 6"SAN.

EXIST. 4" VCP. SANITARY SEWER ABANDON IN PLACE

EXIST. 6"PVC SS (UIP)

EXIST. 8"PVC SS

EXIST. 10'W. ESMT. TO MSD DB 6661, PG 1500

EXIST. SAN. MH TOP=679.78 INV=666.19E

EXIST. 15' X 15' ESMT. TO UNION ELECTRIC DB 7357, PG 2403

EXIST. 10'W ESMT. TO MSD DB 3815, PG 1366

EXIST. 10" BLDG. SETBACK LINE

EXIST. SD INLET TOP=657.59 INV=651.84

EXIST. SD MH TOP=664.52 INV=655.61 N&S&W INV=650.50 NW

EXIST. SD MH TOP=675.20 INV=663.92

EXIST. SD MH TOP=674.0 INV=664.37 E&W INV=667.7 N

EXIST. SD MH TOP=674.0 INV=663.39 E&W INV=667.4 N (RUE)

EXIST. SD MH TOP=674.1 INV=664.14 E&S INV=667.7 N INV=666.2 W

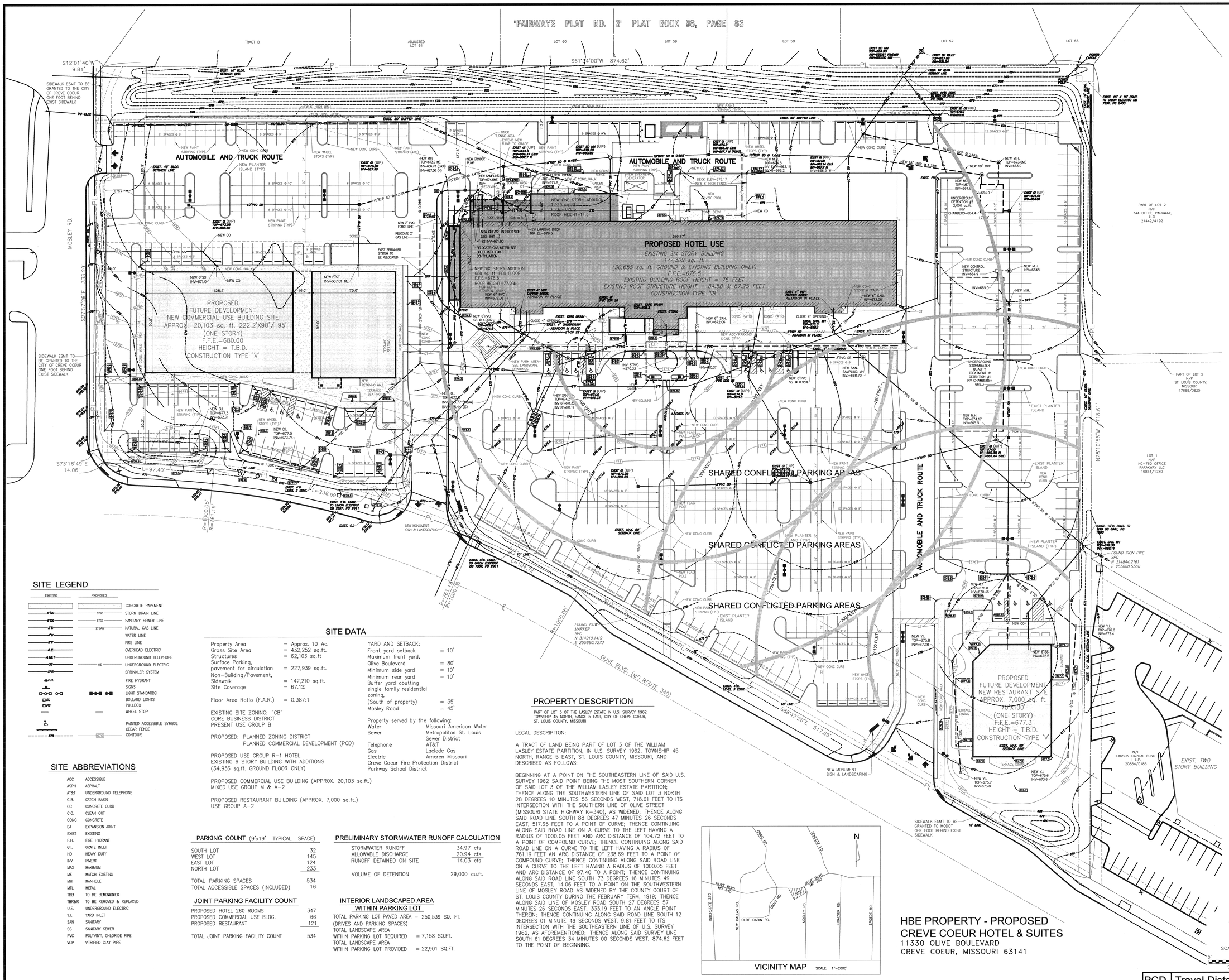
EXIST. SD MH TOP=674.0 INV=664.14 E&S INV=667.7 N INV=666.2 W

EXIST. SD MH TOP=674.0 INV=663.39 E&W INV=667.4 (RUE)

EXIST. SD MH TOP=675.20 INV=663.92

EXIST. SD MH TOP=674.0 INV=664.37 E&W INV=667.7 N

EXIST. SD MH TOP=674.1



SITE LEGEND

EXISTING	PROPOSED	
		CONCRETE PAVEMENT
8"SD	8"SD	STORM DRAIN LINE
8"SS	8"SS	SANITARY SEWER LINE
2"GAS	2"GAS	NATURAL GAS LINE
4"W		WATER LINE
8"F		FIRE LINE
OHE		OVERHEAD ELECTRIC
AT&T		UNDERGROUND TELEPHONE
UE	UE	UNDERGROUND ELECTRIC
SPR		SPRINKLER SYSTEM
F.H.		FIRE HYDRANT
		SIGNS
		LIGHT STANDARDS
		BOLLARD LIGHTS
		PULLBOX
		WHEEL STOP
		PAINTED ACCESSIBLE SYMBOL
		CEDAR FENCE
676	676	CONTOUR

SITE ABBREVIATIONS

ACC	ACCESSIBLE
ASPH	ASPHALT
AT&T	UNDERGROUND TELEPHONE
C.B.	CATCH BASIN
CC	CONCRETE CURB
C.O.	CLEAN OUT
CONC	CONCRETE
EJ	EXPANSION JOINT
EXIST	EXISTING
F.H.	FIRE HYDRANT
G.I.	GRATE INLET
HD	HEAVY DUTY
INV	INVERT
MAX	MAXIMUM
ME	MATCH EXISTING
MH	MANHOLE
MTL	METAL
TBR	TO BE REMOVED
TBR&R	TO BE REMOVED & REPLACED
U.E.	UNDERGROUND ELECTRIC
Y.I.	YARD INLET
SAN	SANITARY
SS	SANITARY SEWER
PVC	POLYVINYL CHLORIDE PIPE
VCP	VITRIFIED CLAY PIPE

SITE DATA

Property Area	= Approx. 10 Ac.
Gross Site Area	= 432,252 sq.ft.
Structures	= 62,103 sq.ft
Surface Parking, pavement for circulation	= 227,939 sq.ft.
Non-Building/Pavement, Sidewalk	= 142,210 sq.ft.
Site Coverage	= 67.1%
Floor Area Ratio (F.A.R.)	= 0.387:1

EXISTING SITE ZONING: "CB"
CORE BUSINESS DISTRICT
PRESENT USE GROUP B

PROPOSED: PLANNED ZONING DISTRICT
PLANNED COMMERCIAL DEVELOPMENT (PCD)

PROPOSED USE GROUP R-1 HOTEL
EXISTING 6 STORY BUILDING WITH ADDITIONS
(34,956 sq.ft. GROUND FLOOR ONLY)

PROPOSED COMMERCIAL USE BUILDING (APPROX. 20,103 sq.ft.)
MIXED USE GROUP M & A-2

PROPOSED RESTAURANT BUILDING (APPROX. 7,000 sq.ft.)
USE GROUP A-2

YARD AND SETBACK:

Front yard setback	= 10'
Maximum front yard, Olive Boulevard	= 80'
Minimum side yard	= 10'
Minimum rear yard	= 10'
Buffer yard abutting single family residential zoning, (South of property)	= 35'
Mosley Road	= 45'

Property served by the following:

Water	Missouri American Water
Sewer	Metropolitan St. Louis Sewer District
Telephone	AT&T
Gas	Laclede Gas
Electric	Ameren Missouri
Creve Coeur Fire Protection District	
Parkway School District	

PARKING COUNT (9'x19' TYPICAL SPACE)

SOUTH LOT	32
WEST LOT	145
EAST LOT	124
NORTH LOT	233
TOTAL PARKING SPACES	534
TOTAL ACCESSIBLE SPACES (INCLUDED)	16

JOINT PARKING FACILITY COUNT

PROPOSED HOTEL 260 ROOMS	347
PROPOSED COMMERCIAL USE BLDG.	66
PROPOSED RESTAURANT	121
TOTAL JOINT PARKING FACILITY COUNT	534

PRELIMINARY STORMWATER RUNOFF CALCULATION

STORMWATER RUNOFF	34.97 cfs
ALLOWABLE DISCHARGE	20.94 cfs
RUNOFF DETAINED ON SITE	14.03 cfs
VOLUME OF DETENTION	29,000 cu.ft.

INTERIOR LANDSCAPED AREA WITHIN PARKING LOT

TOTAL PARKING LOT PAVED AREA = 250,539 SQ. FT.
(DRIVES AND PARKING SPACES)
TOTAL LANDSCAPE AREA
WITHIN PARKING LOT REQUIRED = 7,158 SQ.FT.
TOTAL LANDSCAPE AREA
WITHIN PARKING LOT PROVIDED = 22,901 SQ.FT.

PROPERTY DESCRIPTION

PART OF LOT 3 OF THE LASLEY ESTATE IN U.S. SURVEY 1962 TOWNSHIP 45 NORTH, RANGE 5 EAST, CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI

LEGAL DESCRIPTION:

A TRACT OF LAND BEING PART OF LOT 3 OF THE WILLIAM LASLEY ESTATE PARTITION, IN U.S. SURVEY 1962, TOWNSHIP 45 NORTH, RANGE 5 EAST, ST. LOUIS COUNTY, MISSOURI, AND DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHEASTERN LINE OF SAID U.S. SURVEY 1962 SAID POINT BEING THE MOST SOUTHERN CORNER OF SAID LOT 3 OF THE WILLIAM LASLEY ESTATE PARTITION; THENCE ALONG THE SOUTHWESTERN LINE OF SAID LOT 3 NORTH 28 DEGREES 10 MINUTES 56 SECONDS WEST, 718.61 FEET TO ITS INTERSECTION WITH THE SOUTHERN LINE OF OLIVE STREET (MISSOURI STATE HIGHWAY K-340), AS WIDENED; THENCE ALONG SAID ROAD LINE SOUTH 88 DEGREES 47 MINUTES 26 SECONDS EAST, 517.65 FEET TO A POINT OF CURVE; THENCE CONTINUING ALONG SAID ROAD LINE ON A CURVE TO THE LEFT HAVING A RADIUS OF 1000.05 FEET AND ARC DISTANCE OF 104.72 FEET TO A POINT OF COMPOUND CURVE; THENCE CONTINUING ALONG SAID ROAD LINE ON A CURVE TO THE LEFT HAVING A RADIUS OF 761.19 FEET AN ARC DISTANCE OF 238.69 FEET TO A POINT OF COMPOUND CURVE; THENCE CONTINUING ALONG SAID ROAD LINE ON A CURVE TO THE LEFT HAVING A RADIUS OF 1000.05 FEET AND ARC DISTANCE OF 97.40 TO A POINT; THENCE CONTINUING ALONG SAID ROAD LINE SOUTH 73 DEGREES 16 MINUTES 49 SECONDS EAST, 14.06 FEET TO A POINT ON THE SOUTHWESTERN LINE OF MOSLEY ROAD AS WIDENED BY THE COUNTY COURT OF ST. LOUIS COUNTY DURING THE FEBRUARY TERM, 1919; THENCE ALONG SAID LINE OF MOSLEY ROAD SOUTH 27 DEGREES 57 MINUTES 26 SECONDS EAST, 333.19 FEET TO AN ANGLE POINT THEREIN; THENCE CONTINUING ALONG SAID ROAD LINE SOUTH 12 DEGREES 01 MINUTE 49 SECONDS WEST, 9.81 FEET TO ITS INTERSECTION WITH THE SOUTHEASTERN LINE OF U.S. SURVEY 1962, AS AFOREMENTIONED; THENCE ALONG SAID SURVEY LINE SOUTH 61 DEGREES 34 MINUTES 00 SECONDS WEST, 874.62 FEET TO THE POINT OF BEGINNING.

VICINITY MAP SCALE: 1"=2000'

HBE PROPERTY - PROPOSED CREVE COEUR HOTEL & SUITES

11330 OLIVE BOULEVARD
CREVE COEUR, MISSOURI 63141

PCD | Travel Distance to Entry

Proposed New
Creve Coeur Grand Hotel
Creve Coeur, Missouri

Kummer Hotel Development, LLC
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

Hospital Designers, Inc.
Frederick S. Scott, Architect
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

Job No.: 84340

DB	AB	CB
TDR		

Sheet No.: A-1.1 of ____

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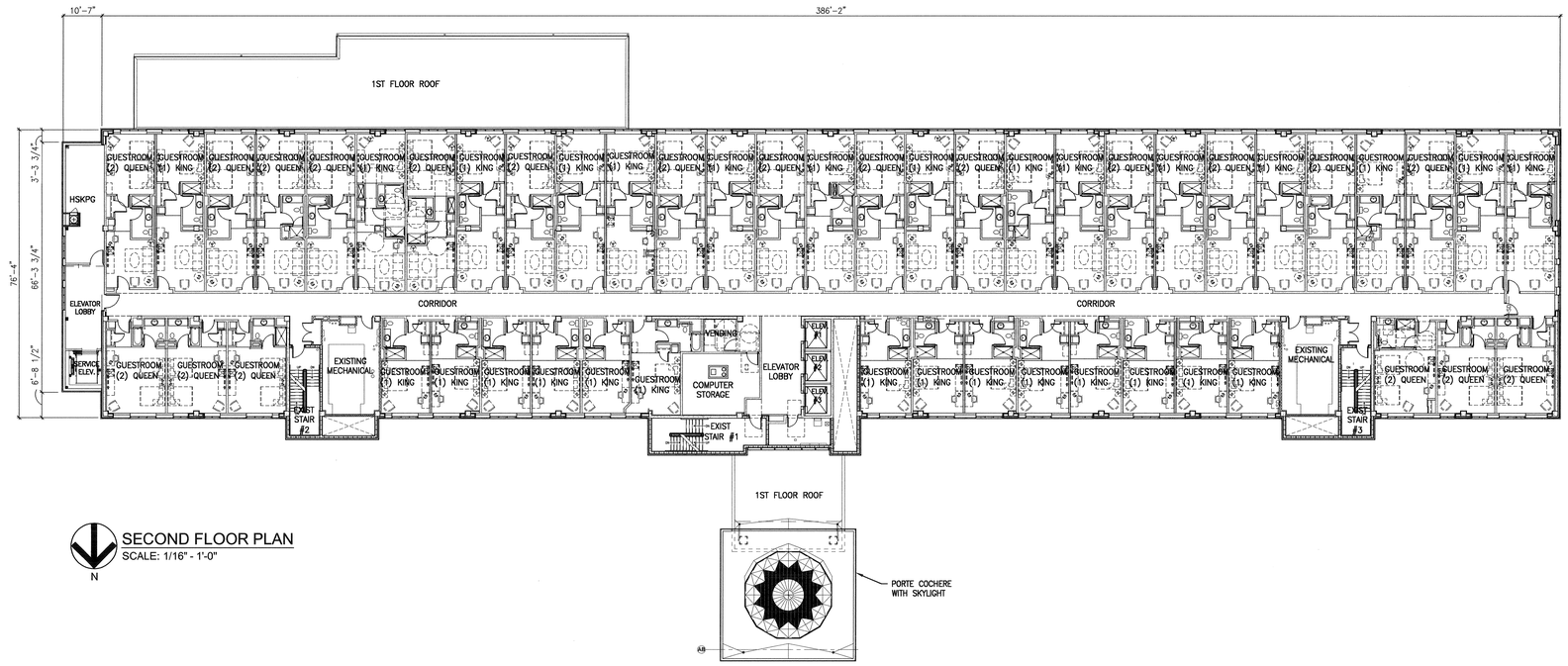
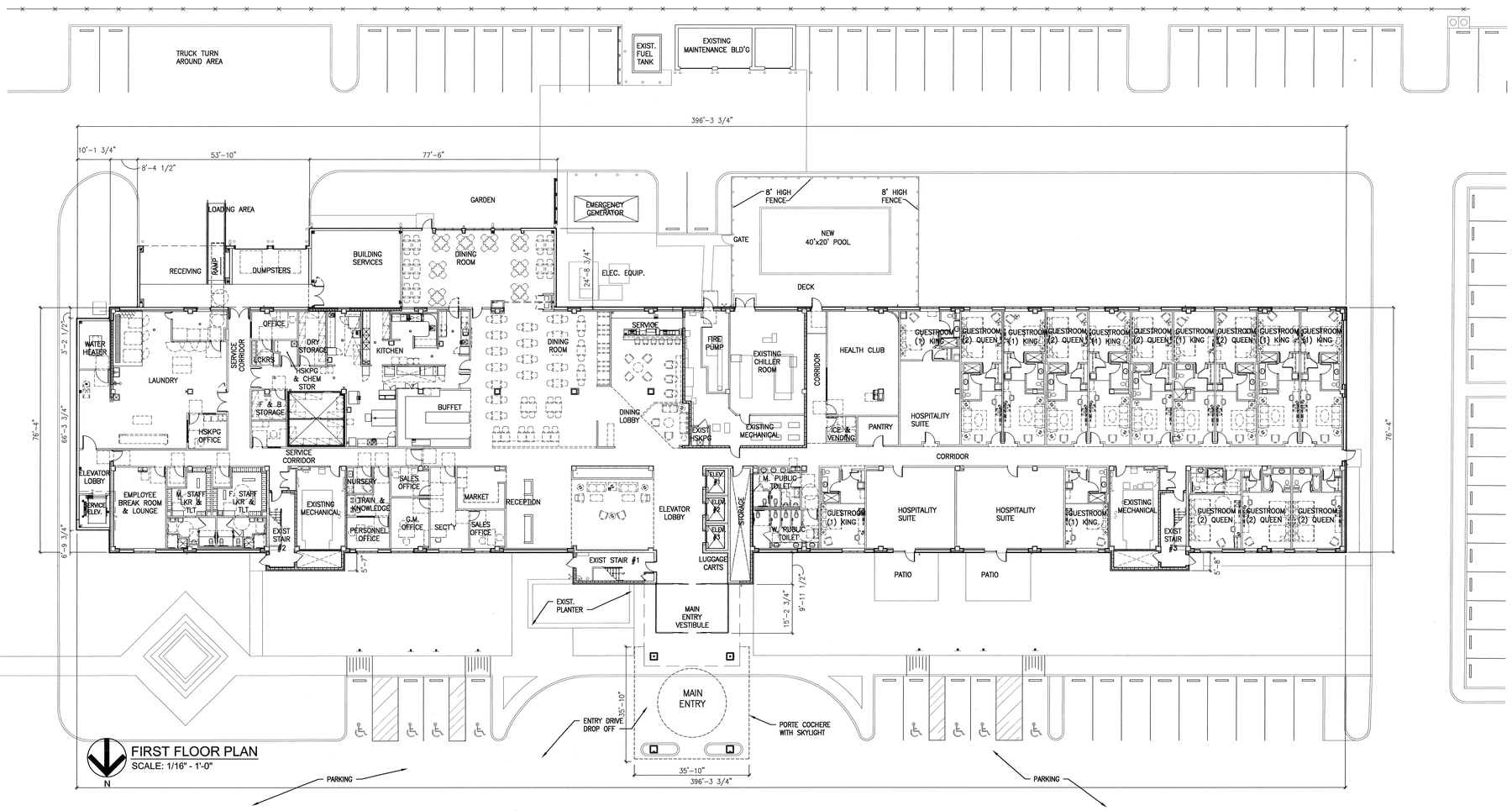
Date: 1/29/2018

Attachment: Revised Drawings submitted 1-12-2018 (#17-028: HBE Rezoning to PCD)





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Proposed New
Creve Coeur Grand Hotel
Creve Coeur, Missouri

Kummer Hotel Development, LLC
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

Hospital Designers, Inc.
Frederick S. Scott, Architect
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

STATE OF MISSOURI JOSEPH ALLEN HOSPITAL FREDERICK SEWARD SCOTT NUMBER A-2001018 REGISTERED ARCHITECT

Job No.: 84340		
DB	AB	CB
–	–	–

Sheet No.: X of X

A-2.0

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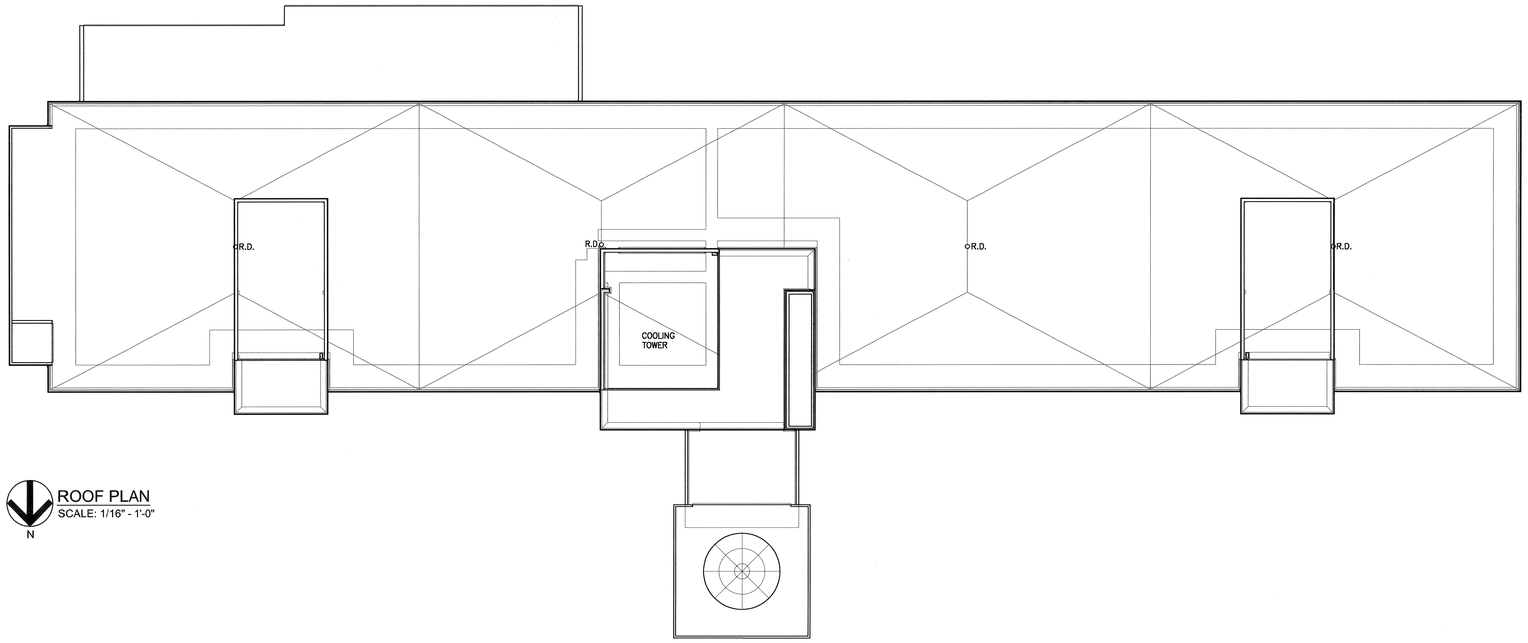
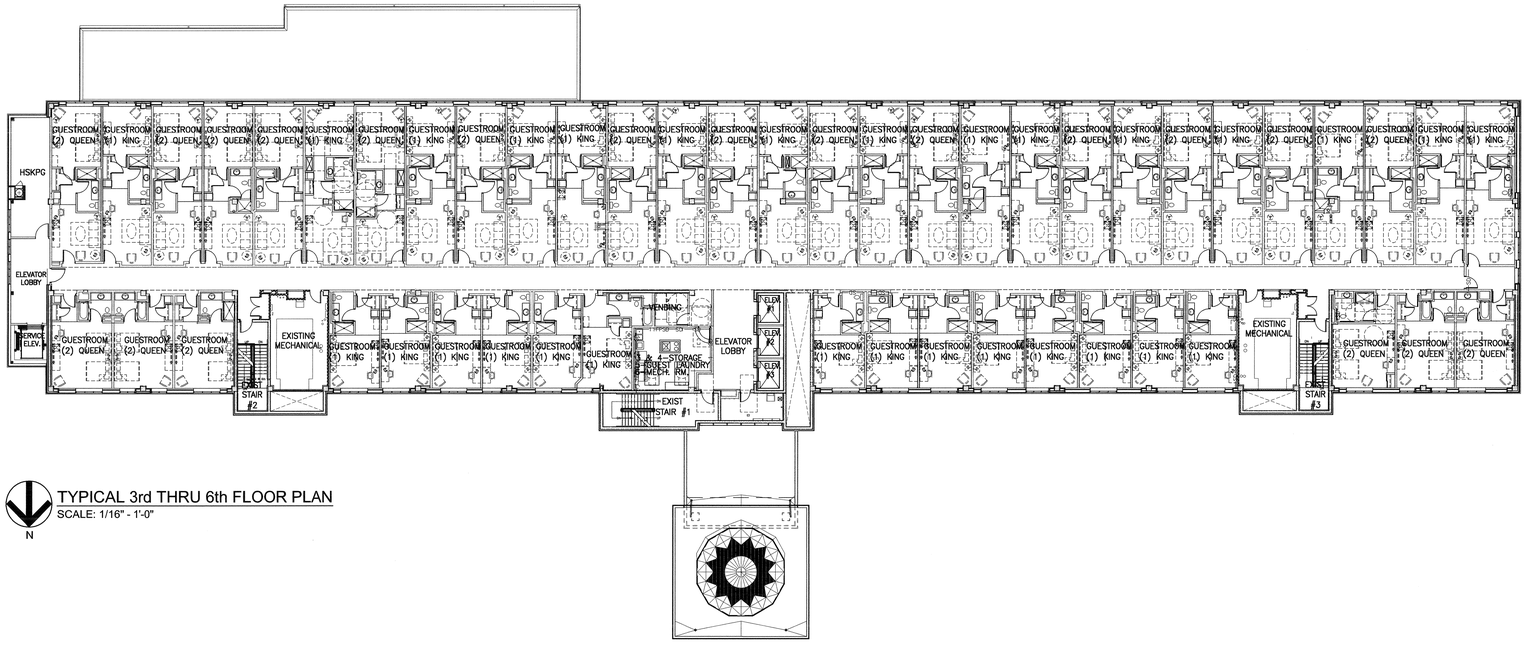
Date: 1/29/2018

PCD | 1st & 2nd Floor Plan

Attachment: Revised Drawings submitted 1-12-2018 (#17-028: HBE Rezoning to PCD)



ROOF PLAN
SCALE: 1/16" - 1'-0"
N



TYPICAL 3rd THRU 6th FLOOR PLAN
SCALE: 1/16" - 1'-0"
N

Proposed New
Creve Coeur Grand Hotel
Creve Coeur, Missouri

Kummer Hotel Development, LLC
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

Hospital Designers, Inc.
Frederick S. Scott, Architect
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

STATE OF MISSOURI
FREDERICK SEWARD SCOTT
NUMBER
REGISTERED ARCHITECT

Job No.: 84340

DB	AB	CB
–	–	–

Sheet No.: X of X

A-2.1

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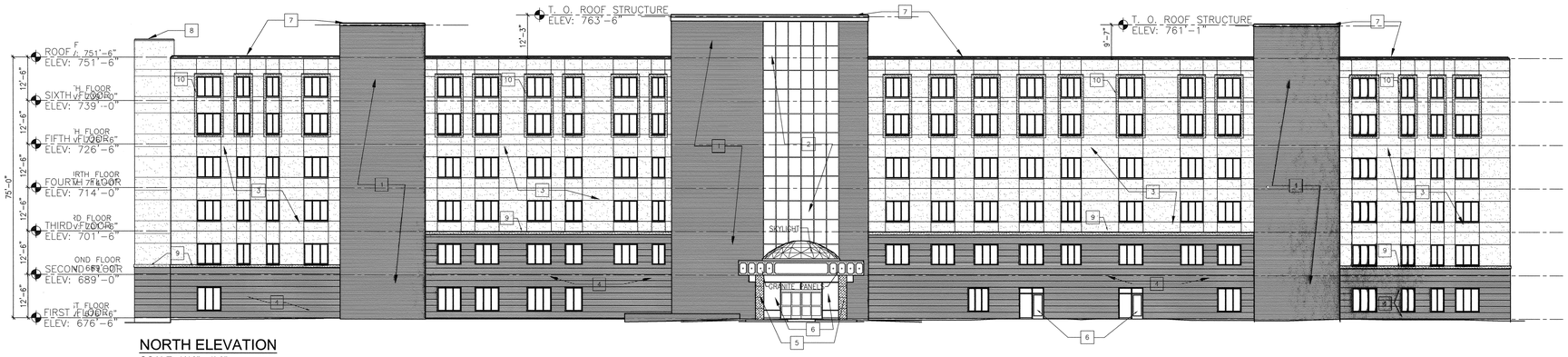
PCD | Typical 3rd thru 6th Floor Plan & Roof Plan

Attachment: Revised Drawings submitted 1-12-2018 (#17-028: HBE Rezoning to PCD)



NORTH ELEVATION

SCALE: 1/16" - 1'-0"

PERCENTAGE NEW BRICK:	16%
PERCENTAGE SIM. GRANITE FINISH:	40%
PERCENTAGE EXIST. BRICK:	23%
PERCENTAGE OPENINGS:	21%
TOTAL:	100%

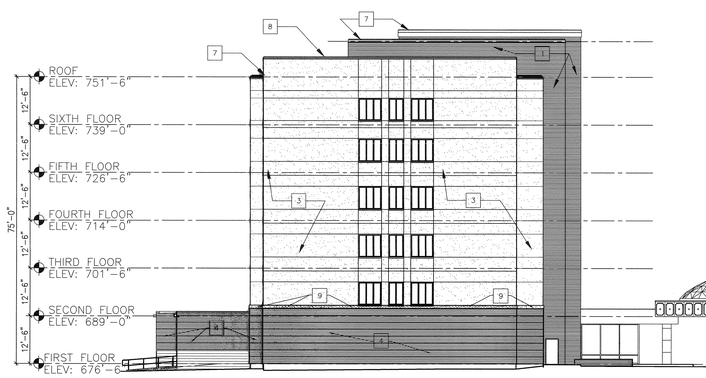
SOUTH ELEVATION

SCALE: 1/16" - 1'-0"

PERCENTAGE NEW BRICK:	14%
PERCENTAGE SIM. GRANITE FINISH:	62%
PERCENTAGE EXIST. BRICK:	0%
PERCENTAGE OPENINGS:	24%
TOTAL:	100%

EXTERIOR MATERIAL FINISHES LEGEND:

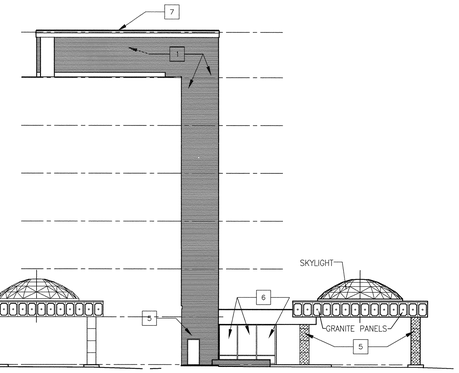
1. EXISTING BRICK TO REMAIN
2. EXISTING CURTAIN WALL TO REMAIN
3. SIM. GRANITE FINISH
4. APPLIED BRICK
5. APPLIED GRANITE
6. STOREFRONT
7. EXISTING GRAVEL GUARD TO REMAIN
8. NEW GRAVEL GUARD
9. PROJECTED SILL BAND
10. PROJECTED WINDOW SURROUND



EAST ELEVATION

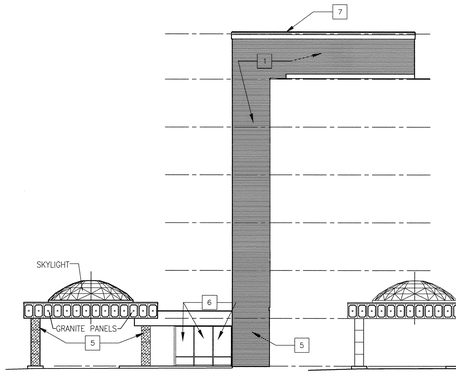
SCALE: 1/16" - 1'-0"

PERCENTAGE NEW BRICK:	19%
PERCENTAGE SIM. GRANITE FINISH:	60%
PERCENTAGE EXIST. BRICK:	14%
PERCENTAGE OPENINGS:	7%
TOTAL:	100%



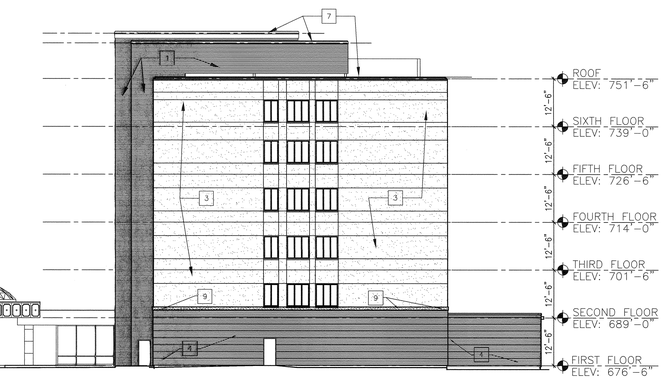
EAST ELEVATION @ MAIN LOBBY

SCALE: 1/16" - 1'-0"



WEST ELEVATION @ MAIN LOBBY

SCALE: 1/16" - 1'-0"



WEST ELEVATION

SCALE: 1/16" - 1'-0"

PERCENTAGE NEW BRICK:	20%
PERCENTAGE SIM. GRANITE FINISH:	56%
PERCENTAGE EXIST. BRICK:	17%
PERCENTAGE OPENINGS:	7%
TOTAL:	100%

Proposed New

Creve Coeur Grand Hotel

Creve Coeur, Missouri

Kummer Hotel Development, LLC
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

Hospital Designers, Inc.
Frederick S. Scott, Architect
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

STATE OF MISSOURI
FREDERICK SEWARD SCOTT
NUMBER A-2563
REGISTERED ARCHITECT

Job No.: 84340

DB	AB	CB
–	–	–

Sheet No.: X of X

A-3.0

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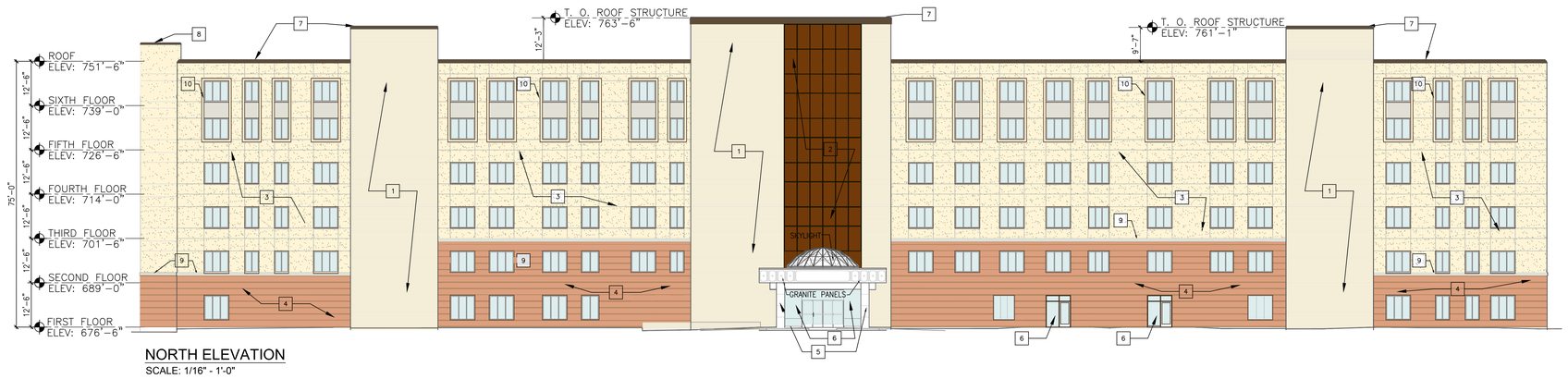
Date: 1/29/2018

PCD | Exterior Elevations

Attachment: Revised Drawings submitted 1-12-2018 (#17-028: HBE Rezoning to PCD)

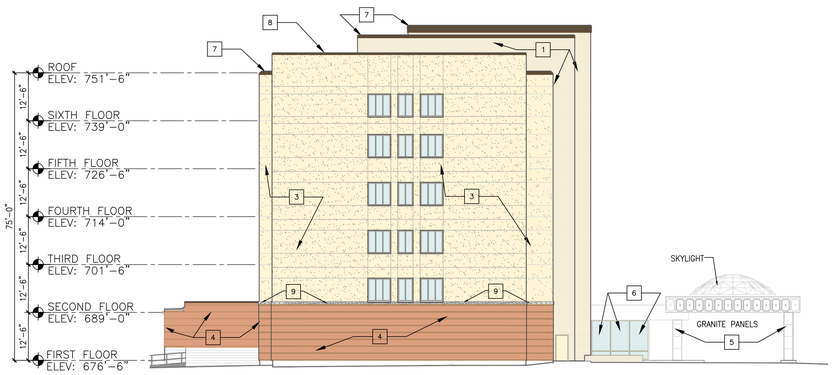


NORTH ELEVATION
SCALE: 1/16" - 1'-0"

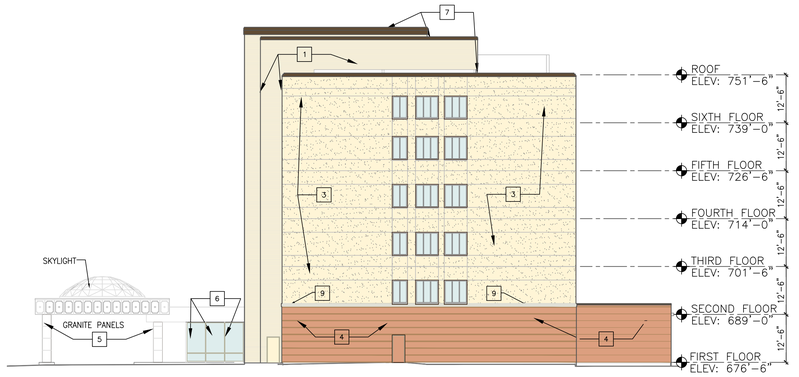
SOUTH ELEVATION
SCALE: 1/16" - 1'-0"

EXTERIOR MATERIAL FINISHES LEGEND:

1. EXISTING BRICK TO REMAIN.
2. EXISTING CURTAIN WALL TO REMAIN.
3. SIM. GRANITE FINISH
4. APPLIED BRICK
5. APPLIED GRANITE
6. STOREFRONT
7. EXISTING GRAVEL GUARD TO REMAIN
8. NEW GRAVEL GUARD
9. PROJECTED SILL BAND
10. PROJECTED WINDOW SURROUND



EAST ELEVATION
SCALE: 1/16" - 1'-0"



WEST ELEVATION
SCALE: 1/16" - 1'-0"

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Proposed New
Creve Coeur Grand Hotel
Creve Coeur, Missouri

Kummer Hotel Development, LLC
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

Hospital Designers, Inc.
Frederick S. Scott, Architect
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Attachment: Revised Drawings submitted 1-12-2018 (#17-028: HBE Rezoning to PCD)

Job No.: 84340

DB	AB	CB
–	–	–

Sheet No.: X of X

A-3.0

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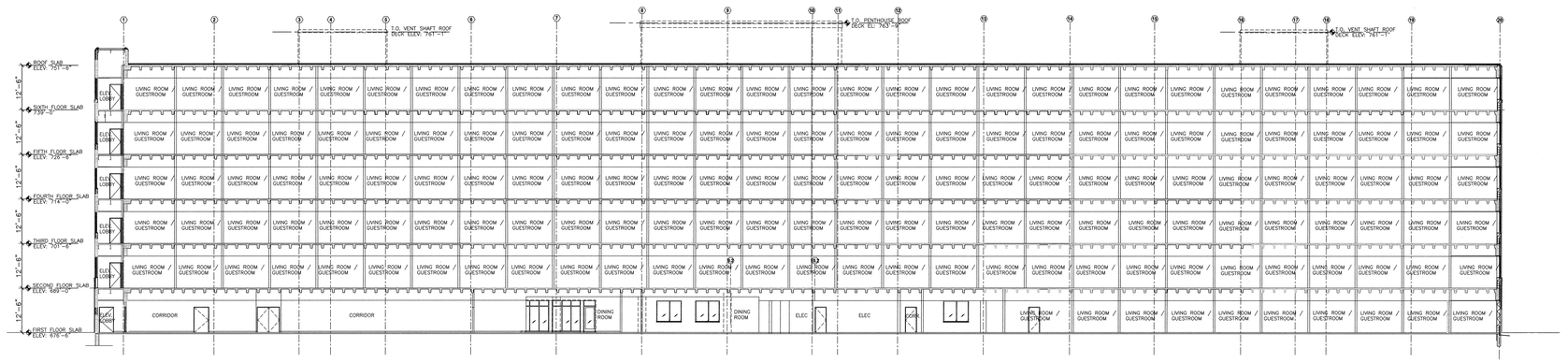
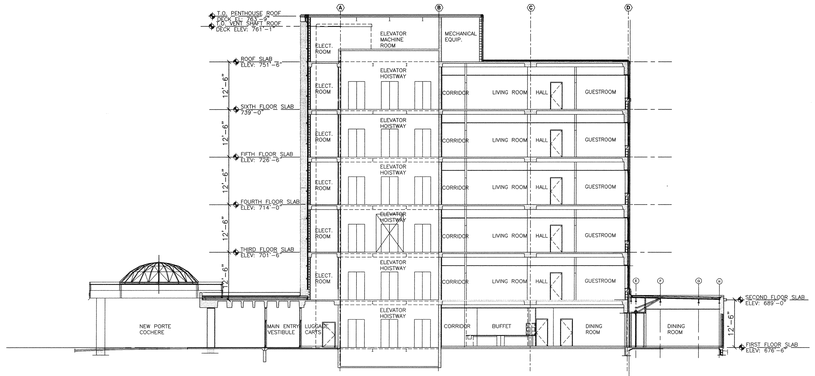
PCD | Colored Exterior Elevations



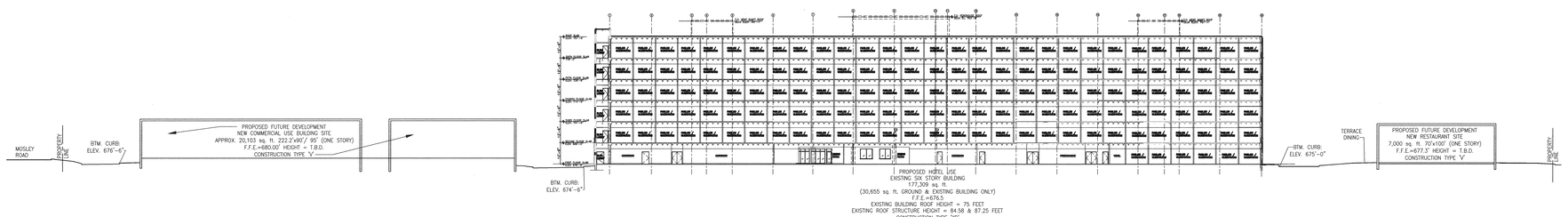
EAST-WEST SECTION THRU BUILDING

M A4.7 M4.7 SCALE:1/16" = 1'-0"



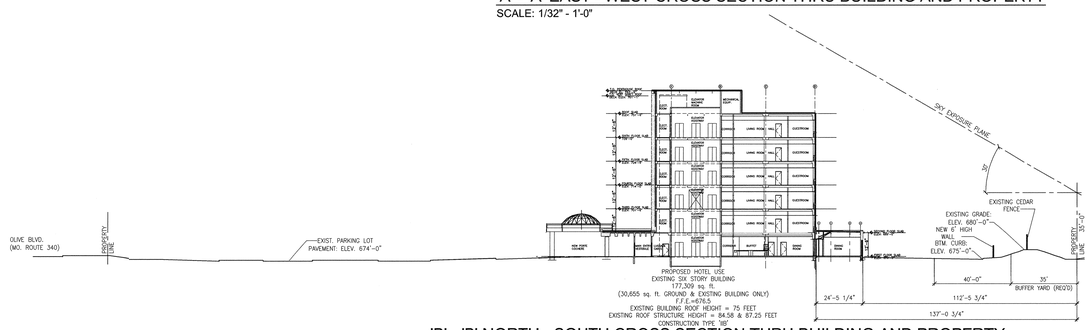
NORTH - SOUTH SECTION THRU BUILDING

BB A4.7 A4.7 SCALE:1/16" = 1'-0"



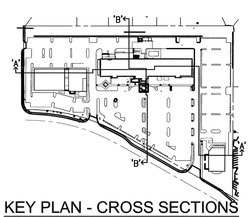
'A' - 'A' EAST - WEST CROSS SECTION THRU BUILDING AND PROPERTY

SCALE: 1/32" - 1'-0"



'B' - 'B' NORTH - SOUTH CROSS SECTION THRU BUILDING AND PROPERTY

SCALE: 1/32" - 1'-0"



KEY PLAN - CROSS SECTIONS THRU BUILDING AND PROPERTY

SCALE: N.T.S.

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Proposed New

Creve Coeur Grand Hotel

Creve Coeur, Missouri

Kummer Hotel Development, LLC

11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

Hospital Designers, Inc.
Frederick S. Scott, Architect
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

STATE OF MISSOURI FREDERICK STEWARD SCOTT NUMBER A-2003035 REGISTERED ARCHITECT

Job No.: 84340

DB	AB	CB
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Sheet No.: X of X

A-4.0

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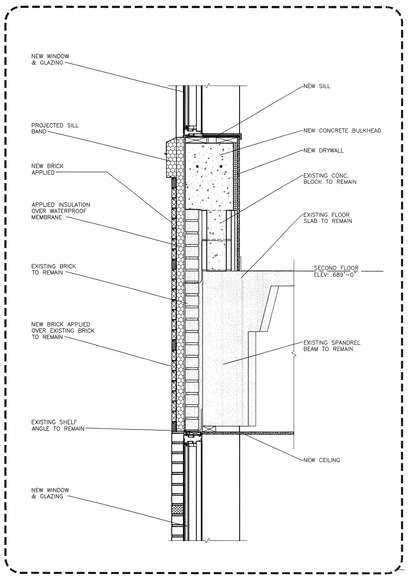
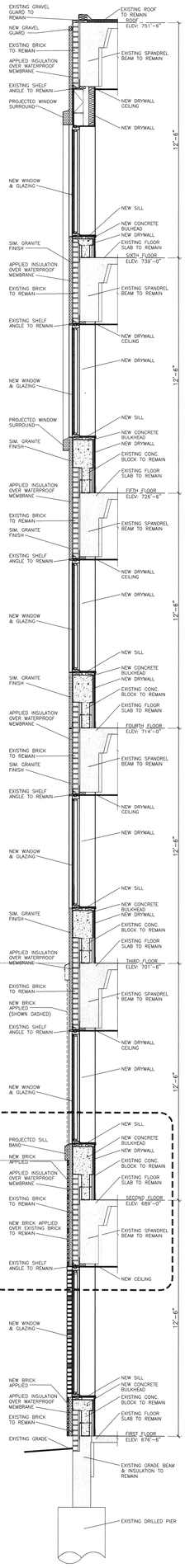
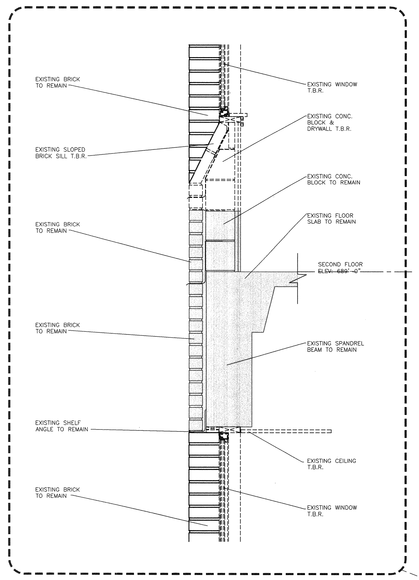
Date: 1/29/2018

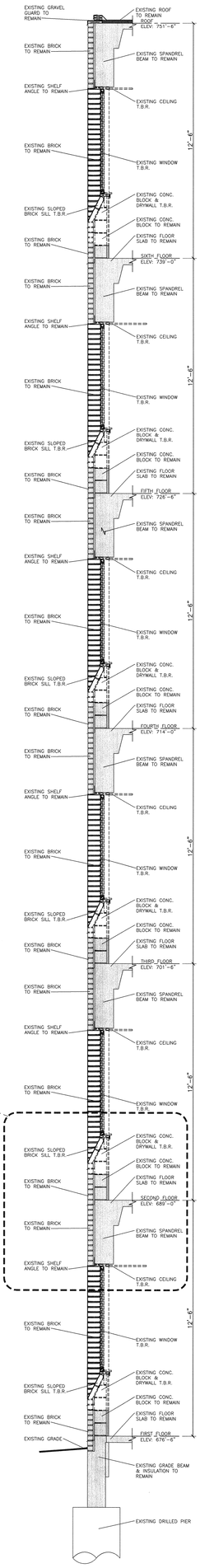
PCD | Building Sections

Attachment: Revised Drawings submitted 1-12-2018 (#17-028: HBE Rezoning to PCD)









EXISTING WALL SECTION (MODIFIED)
SCALE: 3/8" = 1'-0"

EXISTING WALL SECTION (DEMOLITION)
SCALE: 3/8" = 1'-0"

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PCD | Exterior Wall Sections

A-4.1

Sheet No.: X of X

Job No.: 84240	
08	A0
–	–
–	CB

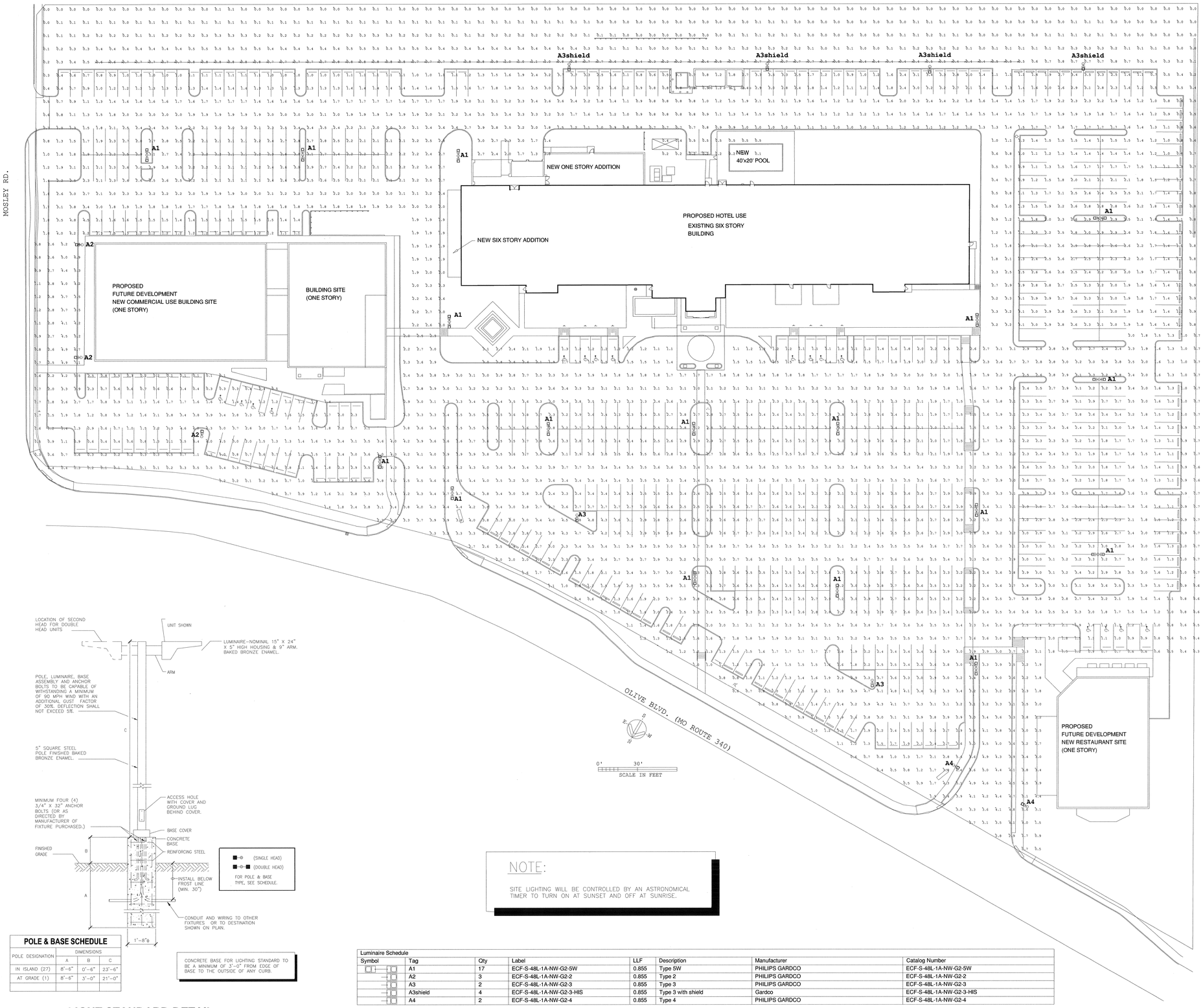
FREDERICK SEWARD SCOTT NUMBER A-009363 REGISTERED ARCHITECT STATE OF MISSOURI

Hospital Designers, Inc.
Frederick S. Scott, Architect
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

Kummer Hotel Development, LLC
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

Proposed New
Creve Coeur Grand Hotel
Creve Coeur, Missouri

Attachment: Revised Drawings submitted 1-12-2018 (#17-028: HBE Rezoning to PCD)



POLE & BASE SCHEDULE

POLE DESIGNATION	DIMENSIONS		
	A	B	C
IN ISLAND (27)	8'-6"	0'-6"	23'-6"
AT GRADE (1)	8'-6"	3'-0"	21'-0"

LIGHT STANDARD DETAIL

NOT TO SCALE

NOTE:

SITE LIGHTING WILL BE CONTROLLED BY AN ASTRONOMICAL TIMER TO TURN ON AT SUNSET AND OFF AT SUNRISE.

Luminaire Schedule

Symbol	Tag	Qty	Label	LLF	Description	Manufacturer	Catalog Number
	A1	17	ECF-S-48L-1A-NW-G2-5W	0.855	Type 5W	PHILIPS GARDCO	ECF-S-48L-1A-NW-G2-5W
	A2	3	ECF-S-48L-1A-NW-G2-2	0.855	Type 2	PHILIPS GARDCO	ECF-S-48L-1A-NW-G2-2
	A3	2	ECF-S-48L-1A-NW-G2-3	0.855	Type 3	PHILIPS GARDCO	ECF-S-48L-1A-NW-G2-3
	A3shield	4	ECF-S-48L-1A-NW-G2-3-HIS	0.855	Type 3 with shield	Gardco	ECF-S-48L-1A-NW-G2-3-HIS
	A4	2	ECF-S-48L-1A-NW-G2-4	0.855	Type 4	PHILIPS GARDCO	ECF-S-48L-1A-NW-G2-4

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Proposed New
Creve Coeur Grand Hotel
Creve Coeur, Missouri

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11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

Hospital Designers, Inc.
Frederick S. Scott, Architect
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

Attachment: Revised Drawings submitted 1-12-2018 (#17-028: HBE Rezoning to PCD)

STATE OF MISSOURI FREDERICK SCOTT NUMBER A-4644 REGISTERED ARCHITECT

Job No.: 84340

DD	AB	CB
DH		

Sheet No.: X of X

E1P

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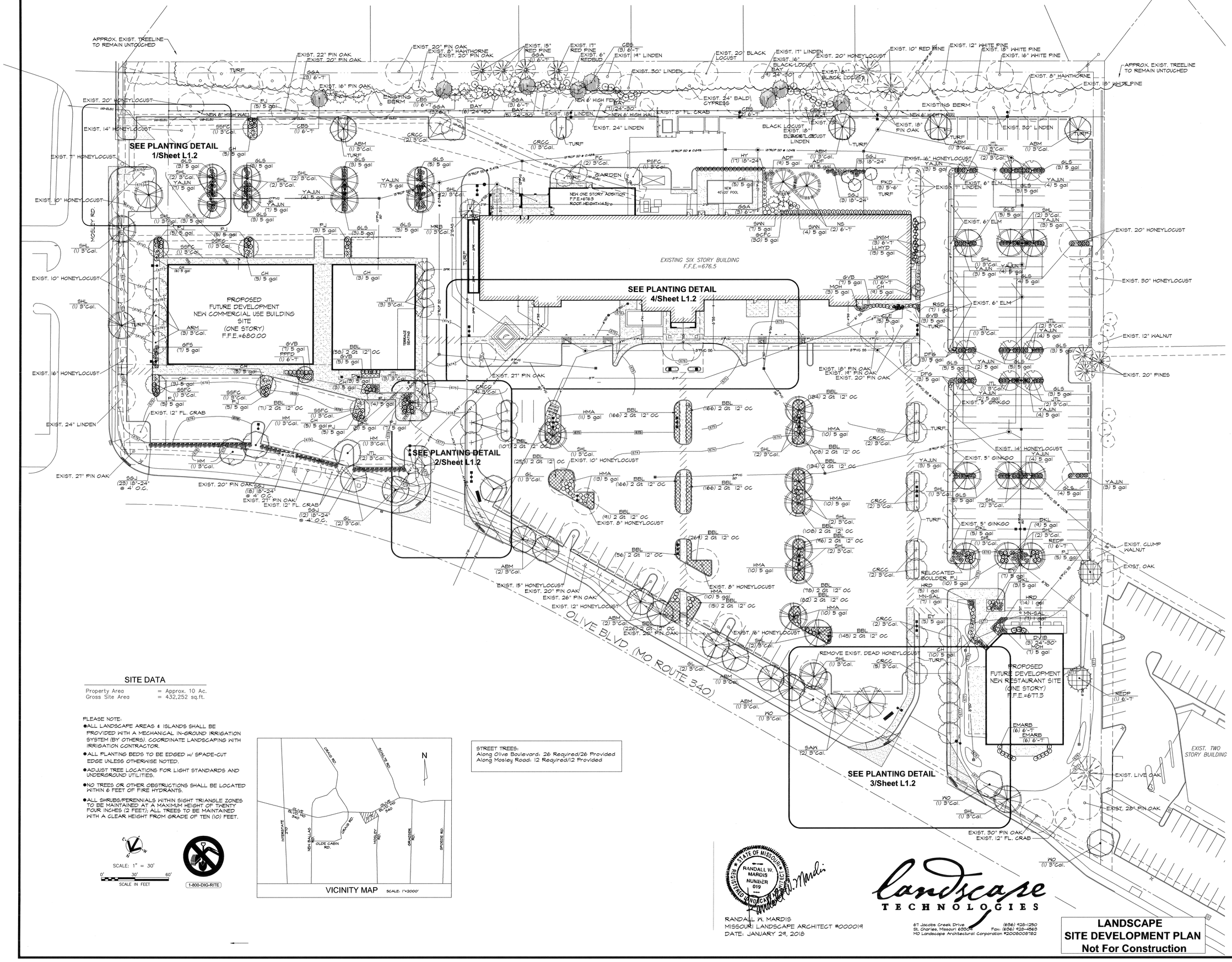
Date: 01-29-2018

PCD | Site Lighting Photometrics



SITE DATA

Property Area	= Approx. 10 Ac.
Gross Site Area	= 432,252 sq.ft.

PLEASE NOTE:

- ALL LANDSCAPE AREAS & ISLANDS SHALL BE PROVIDED WITH A MECHANICAL IN-GROUND IRRIGATION SYSTEM (BY OTHERS). COORDINATE LANDSCAPING WITH IRRIGATION CONTRACTOR.
- ALL PLANTING BEDS TO BE EDGED w/ SPADE-CUT EDGE UNLESS OTHERWISE NOTED.
- ADJUST TREE LOCATIONS FOR LIGHT STANDARDS AND UNDERGROUND UTILITIES.
- NO TREES OR OTHER OBSTRUCTIONS SHALL BE LOCATED WITHIN 6 FEET OF FIRE HYDRANTS.
- ALL SHRUBS/PERENNIALS WITHIN SIGHT TRIANGLE ZONES TO BE MAINTAINED AT A MAXIMUM HEIGHT OF TWENTY FOUR INCHES (2 FEET); ALL TREES TO BE MAINTAINED WITH A CLEAR HEIGHT FROM GRADE OF TEN (10) FEET.

SCALE: 1" = 30'

0' 30' 60'

SCALE IN FEET

1-800-DIG-RITE

VICINITY MAP SCALE: 1"=2000'

STREET TREES:
Along Olive Boulevard: 26 Required/26 Provided
Along Mosley Road: 12 Required/12 Provided

STATE OF MISSOURI
RANDALL W. MARDIS
NUMBER 019
REGISTERED LANDSCAPE ARCHITECT

RANDALL W. MARDIS
MISSOURI LANDSCAPE ARCHITECT #000019
DATE: JANUARY 29, 2018

landscape TECHNOLOGIES

67 Jacobs Creek Drive (636) 928-1250
St. Charles, Missouri 63304 Fax: (636) 928-4563
MO Landscape Architectural Corporation #2008008182

LANDSCAPE SITE DEVELOPMENT PLAN
Not For Construction

Proposed New
Creve Coeur Grand Hotel
Creve Coeur, Missouri

Kummer Hotel Development, LLC
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

Hospital Designers, Inc.
Frederick S. Scott, Architect
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

STATE OF MISSOURI
FREDERICK SCOTT
NUMBER A-4 2005
REGISTERED ARCHITECT

Job No.: 2017-150
DB | AB | CB

Sheet No.: L1.1 of

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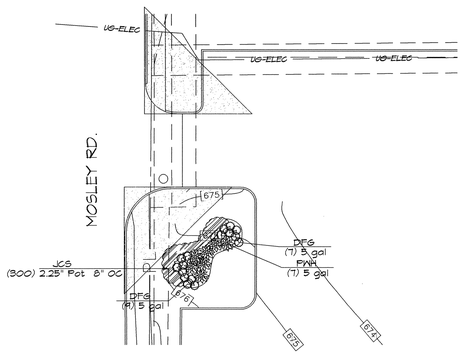
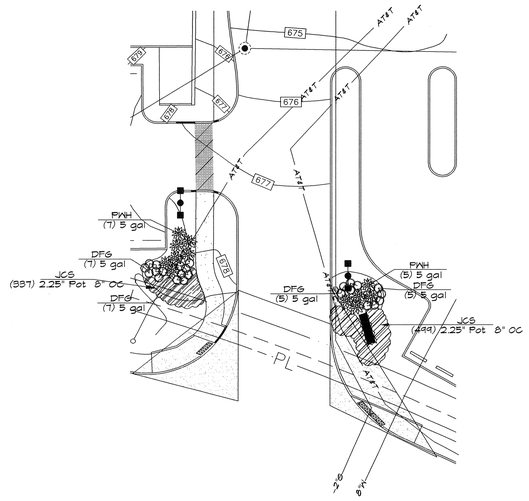
Date: January 29, 2018

Attachment: Revised Drawings submitted 1-12-2018 (#17-028: HBE Rezoning to PCD)



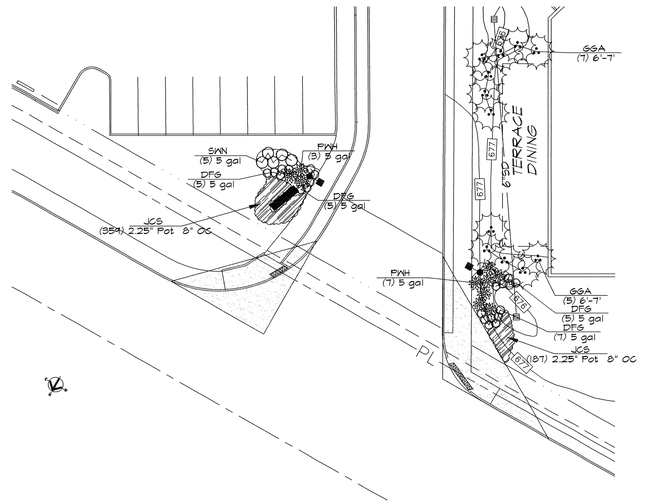
1 / L1.2 ENTRANCE OFF MOSLEY RD.

SCALE: 1"=20'-0"



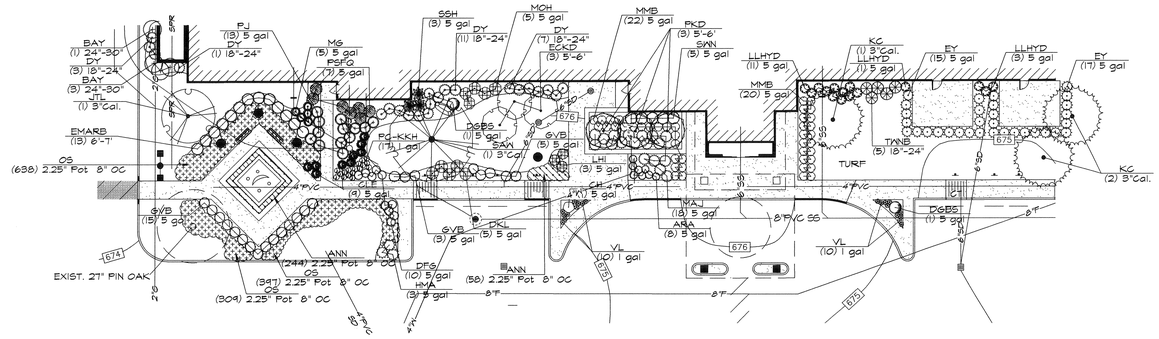
2 / L1.2 EAST ENTRANCE OFF OLIVE BLVD.

SCALE: 1"=20'-0"



3 / L1.2 WEST ENTRANCE OFF OLIVE BLVD.

SCALE: 1"=20'-0"



4 / L1.2 MAIN ENTRANCE & PATIO

SCALE: 1"=20'-0"

● SCULPTURE LOCATIONS

PLANT SCHEDULE			
TREES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
ARM	3	Armstrong Red Maple / Acer rubrum 'Armstrong'	3"Cal.
ABM	10	Autumn Blaze Maple / Acer x freemanii 'Jeffersred'	3"Cal.
GL	5	Greenspire Littleleaf Linden / Tilia cordata 'Greenspire'	3"Cal.
HM	3	Hedge Maple / Acer campestre	3"Cal.
SAW	3	Sawtooth Oak / Quercus acutissima	3"Cal.
WO	3	Willow Oak / Quercus phellos	3"Cal.
SHL	31	'Skyline' Locust / Gleditsia triacanthos 'Skyline'	3"Cal.
EVERGREEN TREES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
CBS	8	Colorado Blue Spruce / Picea pungens 'Glauca'	6'-7'
EMARB	25	Emerald Arborvitae / Thuja occidentalis 'Emerald'	6'-7'
GGA	25	Green Giant Arborvitae / Thuja plicata 'Green Giant'	6'-7'
NS	2	Norway Spruce / Picea abies	6'-7'
REDF	2	Red Fine / Pinus resinosa	6'-7'
FLOWERING TREES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
CRCC	20	Canada Red Chokecherry / Prunus virginiana 'Canada Red'	3"Cal.
ECKD	3	Empress of China Kousa Dogwood / Cornus kousa 'Empress of China'	5'-6'
JTL	18	Ivory Silk Japanese Tree Lilac / Syringa reticulata 'Ivory Silk'	3"Cal.
KC	3	Kwanzan Cherry / Prunus serrulata 'Kwanzan'	3"Cal.
MRB	1	Merlot Redbud / Cercis x 'Merlot'	3"Cal.
PKD	6	Pink Kousa Dogwood / Cornus kousa 'Satomi'	5'-6'
PPFD	1	Prairie Pink Flowering Dogwood / Cornus florida 'Prairie Pink'	6'-7'
PSFC	3	Professor Sprenger Flowering Crabapple / Malus 'Professor Sprenger'	3"Cal.
SSFC	6	Spring Snow Flowering Crabapple / Malus 'Spring Snow'	3"Cal.
JWSM	4	Sweetbay Magnolia / Magnolia virginiana 'Jim Wilson'	6'-7'
SHRUBS	QTY	COMMON NAME / BOTANICAL NAME	SIZE
ADF	18	Arnold's Dwarf Forsythia / Forsythia x intermedia 'Arnold's Dwarf'	5 gal
ARA	8	Autumn Royalty Azalea / Azalea x 'Conlec'	5 gal
CH	60	China Boy/Girl Holly / Ilex meserveae 'China Boy/Girl' TM	5 gal
YAJN	64	Compact Youngstown Andorra Juniper / Juniperus horizontalis 'Youngstown'	5 gal
DY	22	Dense Yew / Taxus media 'Densiformis'	18"-24"
DGBS	2	Dwarf Globe Blue Spruce / Picea pungens 'Globosa'	5 gal
DKL	30	Dwarf Korean Lilac / Syringa meyeri 'Palibin'	5 gal
EY	44	Everlow Yew / Taxus x media 'Everlow'	5 gal
GFS	7	Gold Flame Spirea / Spiraea bumalda 'Gold Flame'	5 gal
GCFC	30	Golden Charm False Cypress / Chamaecyparis pisifera filifera 'Golden Charm'	5 gal
GVB	45	Green Velvet Boxwood / Buxus 'Green Velvet'	5 gal
GLS	70	Gro-Low Fragrant Sumac / Rhus aromatica 'Gro-Low'	5 gal
HMA	77	Hetz Midget Arborvitae / Thuja occidentalis 'Hetz Midget'	5 gal
HY	17	Hicks Yew / Taxus media 'Hicksii'	18"-24"
LLHYD	30	Little Lime Hydrangea / Hydrangea paniculata 'Little Lime'	5 gal
LHI	3	Little Henry Sweetspire / Itea virginica 'Little Henry' TM	5 gal
DVIB	3	Mariesii Double File Viburnum / Viburnum plicatum tomentosum 'Mariesii'	24"-30"
MAJ	18	Mini Arcadia Juniper / Juniperus sabina 'Mini-Arcadia'	5 gal
MMB	42	Morris Midget Boxwood / Buxus microphylla japonica 'Morris Midget'	5 gal
MOH	15	Munchkin Oakleaf Hydrangea / Hydrangea quercifolia 'Munchkin'	5 gal
BAY	31	Northern Bayberry / Myrica pensylvanica	24"-30"
PSFG	7	Pink Storm Flowering Quince / Chaenomeles speciosa 'Pink Storm'	5 gal
PWH	29	Pinky Winky Hydrangea / Hydrangea paniculata 'Pinky Winky'	5 gal
PJ	72	Procumbens Juniper / Juniperus procumbens 'Nana'	5 gal
SGJ	61	Sea Green Juniper / Juniperus chinensis 'Sea Green'	18"-24"
SSH	5	Strawberry Sundae Hydrangea / Hydrangea paniculata 'Strawberry Sundae'	5 gal
SWN	21	Summer Wine Ninebark / Physocarpus opulifolius 'Summer Wine'	5 gal
TWNB	5	Tiny Wine Ninebark / Physocarpus opulifolius 'Tiny Wine'	18"-24"
CLE	14	'Hummingbird' Summersweet / Clethra alnifolia 'Hummingbird'	5 gal
ANNUALS/PERENNIALS	QTY	COMMON NAME / BOTANICAL NAME	SIZE
HRD	19	Happy Returns Daylily / Hemerocallis hybrid 'Happy Returns'	1 gal
MN-SAL	14	May Night Salvia / Salvia nemorosa 'May Night'	1 gal
PG-KKH	17	Purple Coneflower / Echinacea purpurea 'Kim's Knee High' TM	1 gal
RSD	7	Red Stella Daylily / Hemerocallis hybrid 'Red Stella'	1 gal
VL	20	Variegated Liriope / Liriope muscari 'Variegata'	1 gal
GRASSES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
DFG	78	Dwarf Fountain Grass / Pennisetum alopecuroides 'Hameln'	5 gal
MG	5	Maiden Grass / Miscanthus sinensis 'Gracillimus'	5 gal
GROUND COVERS	QTY	COMMON NAME / BOTANICAL NAME	SIZE
	2,851	Big Blue Liriope / Liriope muscari 'Big Blue'	2 Qt @ 12" OC
	1,682	John Creech Sedum / Sedum spurium 'John Creech'	2.25" Pot @ 8" OC
	302	Mixed Annuals / Min. of Five Varieties	2.25" Pot @ 8" OC
	1,344	Orange Stonecrop / Sedum kamtschaticum	2.25" Pot @ 8" OC

STATE OF MISSOURI
RANDALL W. MARDIS
NUMBER 019
REGISTERED LANDSCAPE ARCHITECT

RANDALL W. MARDIS
MISSOURI LANDSCAPE ARCHITECT #000019
DATE: JANUARY 29, 2018

landscape TECHNOLOGIES
67 Jacobs Creek Drive
St. Charles, Missouri 63304
(636) 928-1250
Fax: (636) 928-4563
MO Landscape Architectural Corporation #2008008782

LANDSCAPE SITE DEVELOPMENT PLAN Not For Construction

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Proposed New
Creve Coeur Grand Hotel
Creve Coeur, Missouri

Kummer Hotel Development, LLC
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

Hospital Designers, Inc.
Frederick S. Scott, Architect
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

Attachment: Revised Drawings submitted 1-12-2018 (#17-028: HBE Rezoning to PCD)

REGISTERED ARCHITECT STATE OF MISSOURI FREDERICK STEWARD SCOTT NUMBER A-6262

Job No.: 2017-150
DB | AB | CB

Sheet No.: of____
L1.2

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Date: January 29, 2018

LANDSCAPE GUIDELINE SPECS:

GENERAL:

1.) All natural vegetation shall be maintained where it does not interfere with construction or the permanent plan of operation. Every effort possible shall be made to protect existing structures or vegetation from damage due to equipment usage. Contractor shall at all times protect all materials and work against injury to public.
2.) The landscape contractor shall be responsible for any coordination and sequencing with other site related work being performed by other contractors. Refer to additional drawings for further coordination of work to be done.
3.) Underground facilities, structures and utilities must be considered approximate only. There may be others not presently known or shown. It shall be the landscape contractor's responsibility to determine or verify the existence of and exact location of the above (Call utility location services in municipality).
4.) Plant material are to be planted in the same relationship to grade as was grown in nursery conditions. All planting beds shall be cultivated to 6" depth minimum and graded smooth immediately before planting of plants. Plant groundcover to within 12" of trunk of trees or shrubs planted within the area.
5.) It shall be the landscape contractor's responsibility to:
  A.) Verify all existing and proposed features shown on the drawings prior to commencement of work.
  B.) Report all discrepancies found with regard to existing conditions or proposed design to the landscape architect immediately for a decision.
  C.) Stake the locations of all proposed plant material and obtain the approval of the owner's representative or landscape architect ten (10) days prior to installation.
6.) Items shown on this drawing take precedence over the material list. It shall be the landscape contractor's responsibility to verify all quantities and conditions prior to implementation of this plan. No substitutions of types or size of plant materials will be accepted without written approval from the landscape architect.
7.) Provide single-stem trees unless otherwise noted in plant schedule.
8.) All plant material shall comply with the recommendations and requirements of ANSI Z60.1 "American Standards for Nursery Stock".
9.) It shall be the contractor's responsibility to provide for inspection of the plant material by the Landscape Architect (or Owners' Representative) prior to acceptance. Inspections may take place before, during or after installation. Plants not conforming exactly to the plant list will not be accepted and shall be replaced at the landscape contractor's expense.
10.) All bids are to have unit prices listed. The Owner has the option to delete any portion of the contract prior to signing the contract or beginning work. This will be a unit price contract; quotes shall be valid for 12 months.
11.) Should auger equipment be utilized in excavating any plant pits, vertical sides of plant pits shall be thoroughly scarified to avoid creation of "polished side walls" prior to plant material installation.
12.) All excess topsoil, rocks, debris and/or tainted soils shall be removed by the general contractor prior to point project is turned over to the landscape contractor to commence landscape installation.
13.) Keep all plant material (except turf) a minimum of 36" clear of fire hydrants.
14.) Landscape contractor shall kill & remove all existing weeds within the project site.
15.) All tags, nursery stakes, labels, etc. shall be removed by the landscape contractor at completion of all landscape installation.
16.) Landscape contractor shall be in compliance with all federal, state and local laws / regulations relating to insect infestation and/or plant diseases.
17.) All substitutions of plant material shall be submitted to landscape architect for approval.

PRUNING:

1.) Lightly prune trees at time of planting. Prune only the crossover limbs, interminglied leaders and/or any broken branches. Some interior twigs and lateral branches may be pruned. However, do not remove the terminal buds of branches that extend to the edge of the crown.
2.) All pruning shall comply with ANSI A300 standards.

INSURANCE:

1.) The landscape contractor shall submit certificates of insurance for workman's compensation and general liability.

MULCH:

1.) All mulch to be shredded oak bark mulch at 3" depth (after compaction) unless otherwise noted. Mulch shall be clean and free of all foreign materials, including weeds, mold, deleterious materials, etc.
2.) No plastic sheeting or filter fabric shall be placed beneath shredded bark mulch beds. Mirafi fabric shall be used beneath all gravel mulch beds. Lap fabric 6" over adjacent coverages.
3.) Edge all beds with spade-cut edge unless otherwise noted.

MAINTENANCE:

1.) Landscape Contractor shall provide a separate proposal to maintain all plants, shrubs, groundcover, perennials and annuals for a period of 12 months after acceptance.
2.) Contractor shall ensure that only competent and trained personnel shall provide such services and that such services be provided in a timely manner.
3.) Watering of seeded or sodded lawns shall begin immediately and shall continue to be provided continously for the following 72 hours. Regardless, the landscape contractor shall be responsible for all landscape maintenance until project turnover.

SIGHT TRIANGLES:

1.) No landscape material or other obstructions shall be placed or be maintained within the sight distance area so as not to impede the vision between a height of thirty inches (30") and ten feet (10') above the adjacent street or paving surfaces.
2.) Sight triangles at the intersection of a public street and a private access way (except for single family residences) shall also be formed by measuring from the point of intersection of the street frontage curbs and the entrance curb lines a distance of 35' and connecting the points so established to form the sight triangle area.

TOPSOIL:

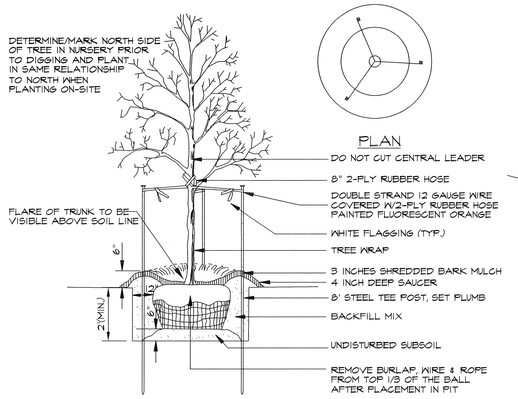
1.) Topsoil mix for all proposed landscape plantings shall be five (5) parts well-drained screened organic topsoil to one (1) part Canadian sphagnum peat moss as per planting details. Roto-till topsoil mix to a depth of 6" minimum and grade smooth.
2.) Provide a soil analysis, as requested, made by an independent soil-testing agency outlining the % of organic matter, inorganic matter, deleterious materials, pH and mineral content.
3.) Any foreign topsoil used shall be free of roots, stumps, weeds, brush, stones (larger than 1"), litter or any other extraneous or toxic material. Landscape contractor shall be fully responsible for correcting all negative soil issues prior to plant installation. Killing and removal of all weeds shall be the responsibility of the landscape contractor as part of this task.
4.) Landscape contractor to apply pre-emergent herbicide to all planting beds upon completion of planting operations and before application of shredded bark mulch.
5.) Install siltation controls prior to commencement of any grading operations. Inspect and maintain all siltation fences on a weekly basis until vegetation is established.

TURF:

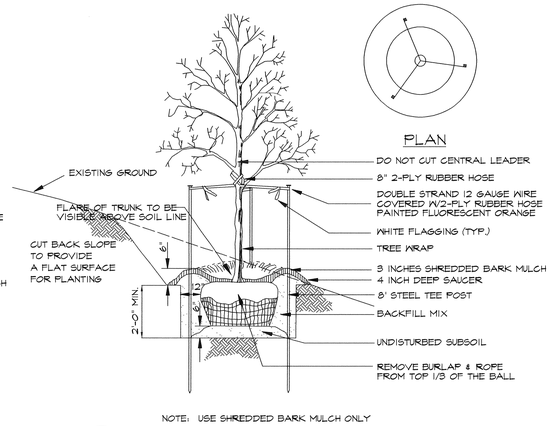
1.) All disturbed lawn areas to be seeded with a mixture of Turf-Type fescue (300# per acre) and bluegrass (18# per acre). Lawn areas shall be unconditionally warranted for a period of 90 days from date of final acceptance. Bare areas more than one square foot per any 50 square feet shall be replaced.
2.) The turf contractor shall be responsible for protection of finished grade; restore and repair any erosion or water damage and obtain owners' approval prior to seeding or sod installation.
3.) Landscape contractor shall offer an alternate price for sod in lieu of seed. Sod shall be cut at a uniform thickness of 3/4". No broken pieces, irregular pieces or torn pieces will be accepted.
4.) Any points carrying concentrated water loads and all slopes of 15% or greater shall be sodded.
5.) All sod shall be placed a maximum of 24 hours after harvesting.
6.) Recondition existing lawn areas damaged by Contractor's operations including equipment/material storage and movement of vehicles.
7.) Sod Contractor to ensure sod is placed below sidewalk and all paved area elevations to allow for proper drainage.

WARRANTY:

1.) All plant material (excluding ground cover, perennials and annuals) are to be warranted for a period of 12 months after complete installation of all landscape material at 100% of the installed price.
2.) Any plant material found to be defective shall be removed and replaced within 30 days of notification or in growth season determined to be best for that plant.
3.) Only one replacement per tree or shrub shall be required at the end of the warranty period, unless loss is due to failure to comply with the warranty.
4.) Lawn establishment period will be in effect once the lawn has been mowed three times. Plant establishment period shall commence on the date of acceptance and 100% completion.
5.) A written guarantee shall be provided to the owner per conditions outlined in #1 above.

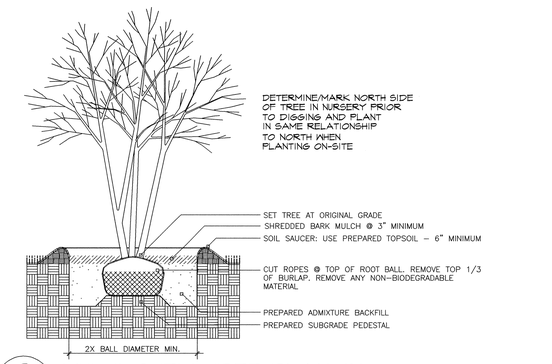


1 / L1.3 DECIDUOUS TREE PLANTING
N.T.S.

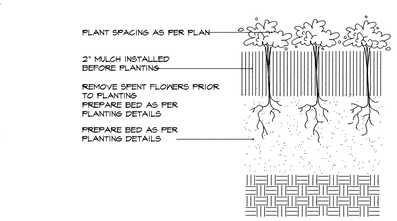


NOTE: USE SHREDDED BARK MULCH ONLY

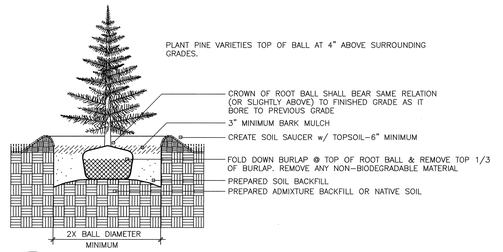
2 / L1.3 TREE PLANTING ON SLOPE
N.T.S.



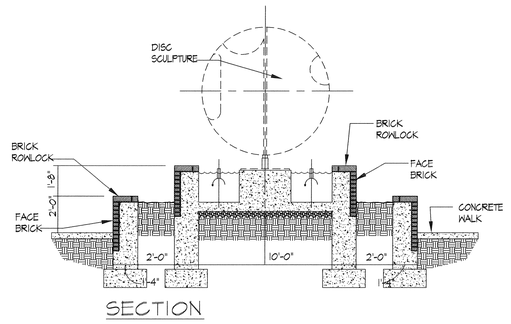
3 / L1.3 MULTI-STEM TREE PLANTING
N.T.S.



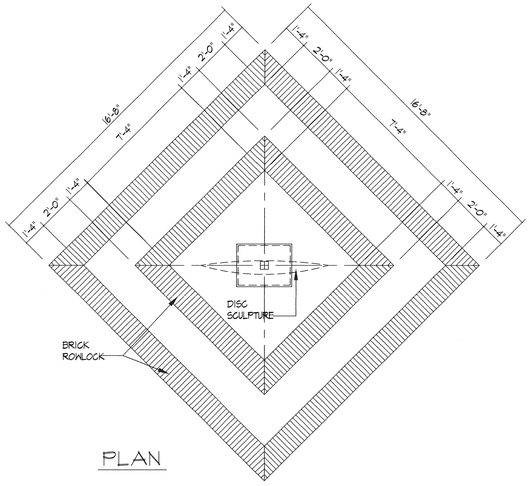
4 / L1.3 PERENNIAL/ANNUAL PLANTING
N.T.S.



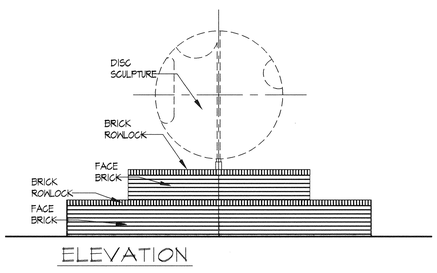
5 / L1.3 EVERGREEN TREE PLANTING
N.T.S.



SECTION

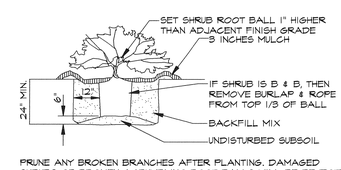


PLAN



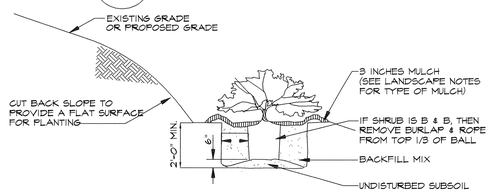
ELEVATION

9 / L1.3 FOUNTAIN DETAIL
N.T.S.

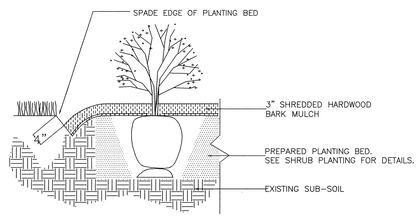


PRUNE ANY BROKEN BRANCHES AFTER PLANTING. DAMAGED SHRUBS OR BROKEN / CRUMBLING ROOT BALLS WILL BE REJECTED.

6 / L1.3 SHRUB PLANTING
N.T.S.



7 / L1.3 SHRUB PLANTING ON SLOPE
N.T.S.



8 / L1.3 SPADE-CUT EDGE DETAIL
N.T.S.

STATE OF MISSOURI
RANDALL W. MARDIS
NUMBER 019
REGISTERED LANDSCAPE ARCHITECT

RANDALL W. MARDIS
MISSOURI LANDSCAPE ARCHITECT #000019
DATE: JANUARY 29, 2018

landscape TECHNOLOGIES
67 Jacobs Creek Drive (636) 928-1250
St. Charles, Missouri 63304 Fax: (636) 928-4563
MO Landscape Architectural Corporation #2008008782

LANDSCAPE SITE DEVELOPMENT PLAN Not For Construction

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Proposed New
Creve Coeur Grand Hotel
Creve Coeur, Missouri

Kummer Hotel Development, LLC
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

Hospital Designers, Inc.
Frederick S. Scott, Architect
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

STATE OF MISSOURI
FREDERICK SEWARD SCOTT
NUMBER A-5
REGISTERED ARCHITECT

Job No.: 2017-150

DB	AB	CB

Sheet No.: of

L1.3

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Date: January 29, 2018

Attachment: Revised Drawings submitted 1-12-2018 (#17-028: HBE Rezoning to PCD)

6.1.h

Jason Jaggi <jjaggi@crevecoeurmo.gov>

Creve Coeur Grand Hotel, Creve Coeur, MO

1 message

FScott@hbecorp.com <FScott@hbecorp.com> Thu, Feb 1, 2018 at 1:56 PM
To: Jason Jaggi <jjaggi@crevecoeurmo.gov>
Cc: fritz@fritzkummer.com, ttryniecki@armstrongteasdale.com

Mr, Jaggi,
Pursuant to your request and our conversation today, please be advised that the Applicant, Kummer Hotel Development, LLC, received on November 27, 2017, approval of the franchise application and issuance of the current standard franchise agreement for the development of the proposed hotel from Hilton.

Frederick S. Scott | Architect
Hospital Designers, Inc. | 11330 Olive Blvd. | St. Louis, MO 63141
fscott@hbecorp.com | p: 314.567.9000 ext. 608 | f: 314.567.0602

Attachment: FScottHiltonFranchiseApprovalEmail (#17-028: HBE Rezoning to PCD)

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

MEMO TO PLANNING AND ZONING COMMISSION

Meeting Date: November 6, 2017

Subject: **Case No. 17-028 Planned Commercial Development Rezoning—HBE Property**

Memo Prepared by: Jason Jaggi, AICP, Director of Community Development

Attachment: Memorandum and Calls for Service Data from Chief of Police

---

At the October 23rd Planning and Zoning Commission meeting, staff was asked to provide information on calls for service for the two existing hotel properties in the City of Creve Coeur, Drury Hotel and Courtyard by Marriott.

Attached, please find a memorandum from Chief Eidman and data for calls for service at each of the two properties from January 2014 through July 2017.

Attachment: MemotoPZ 11-6-2017 (#17-028: HBE Rezoning to PCD)

CREVE COEUR POLICE DEPARTMENT
INTEROFFICE MEMO

DATE: November 3, 2017

TO: Jason Jaggi

FROM: Glenn Eidman, Chief of Police

SUBJECT: Calls for Service Request

Mr. Jaggi,
The calls for service at the Drury Hotel and Courtyard Marriott are listed below. The categories are outlined by our CAD System (Computer Aid-Dispatching). The demographics of the two hotels are also different in that the Drury has frontage on Olive and can be seen from I-270. The Marriott sits down well below Olive in a less traveled area.

The two hotels are somewhat different in policies, rules, regulations and expectations from their guests. Both hotels work hard to create a safe environment for their guests, and have little tolerance for any issues.

The Drury, locks the exterior doors in the early evening hours. Guests staying at the hotel can access the doors by the use of their room keys, which identify the guest by room, as well as being captured on video. If someone would appear at the lobby of the Drury and want to contact a guest, the hotel contacts the guest and requires them to come to the lobby and accept the guest. The Marriott has a similar policy about locking the doors at a certain time, but still receives guests in the lobby.

The police department has not had any particular issues with either business, and are call responsive as well as being proactive to ensure the guests, visitors, and citizens feel safe. The CAD entries also reflect proactive patrols by the police officers as well as getting out of their patrol cars and walking through the lobbies, around the perimeter, and through the parking areas and garages. Should a further explanation of the data be needed, please feel free to contact me.

Attachment: CCPD Memo-Jason Jaggi (#17-028: HBE Rezoning to PCD)

CREVE COEUR POLICE DEPARTMENT
INTEROFFICE MEMO

Drury Hotel 11980 Olive		Courtyard Marriott 828 N New Ballas
Type of Call for Service 1/2014-7/31/2017	**Number of Calls**	**Number of Calls**
911 Hang-up	4	0
Abandoned Vehicle	7	2
Accidental Injury	1	1
Alarms, Fire & Misc.	18	2
Animal Call/Complaint	1	3
Area Check by Officer	608	366
Arrest-Fugitive	2	2
Assist Other Dept.	11	2
Assault	1	1
Business Check	101	7
CIT Incident	1	0
Check the Welfare	1	4
Disturbance	8	12
Drug Violation	3	2
DWI (Stops on Lot)	3	2
Escort	2	0
Foot Patrol by Officer	341	28
Found Property	3	2
General PF Services	7	2
Keep the Peace	0	1
Lockout	2	0
Lost Property	3	1
Missing Person	4	0
Parking Violation	2	0
Property Damage	1	1
Sex Offense	2	0
Sick Case	26	8
Stealing from Vehicle	3	0
Stealing Vehicle	2	0
Stealing	6	3
Suspicious Person	14	2

Attachment: CCPD Memo-Jason Jaggi (#17-028: HBE Rezoning to PCD)

CREVE COEUR POLICE DEPARTMENT
INTEROFFICE MEMO

Suspicious Vehicle	18	8
Tampering	1	0
Traffic Stop by Officer	40	40
Trespassing	4	1
Vehicle Crash, Private Prop	2	0
TOTAL	**1253**	**503**

Attachment: CCPD Memo-Jason Jaggi (#17-028: HBE Rezoning to PCD)

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

APPLICATION TO PLANNING AND ZONING COMMISSION #17-028 FOR THE REZONING OF 11318 OLIVE BOULEVARD TO PLANNED COMMERCIAL DEVELOPMENT DISTRICT FOR THE RENOVATION OF THE EXISTING BUILDING INTO A 260 ROOM HOTEL WITH A FREESTANDING RESTAURANT AND COMMERCIAL/RETAIL BUILDINGS

FOR THE MEETING OF: October 23, 2017

SUBJECT PROPERTY LOCATION: 11318 Olive Boulevard (see map), also addressed as 11330 Olive Boulevard. Zoned CB-Core Business District

REQUEST: Fred Kummer, of Kummer Hotel Development, LLC has submitted an application to rezone the property at 11318 Olive Boulevard to the PCD-Planned Commercial Development District for a new 260 room hotel, a 20,000 square foot multi-tenant retail/commercial building, and a 7,000 square foot freestanding restaurant. The proposal also includes application #17-029 to amend Section 405.390(D)(2)(b)(1) of the planned commercial development requirements to allow for secondary access to an arterial road (Mosley Road), with primary access from Olive Boulevard.

ADDITIONAL INFORMATION: The subject property is zoned CB-Core Business District. The building was originally developed in 1979 and contains pre-existing non-conformities on the site, including and not limited to, site coverage and setbacks for buildings over 45 feet when adjacent to residential districts. Hotels and Restaurants are permitted with conditions in the CB District. The purpose of the Planned Zoning District is to allow an innovative design, solve problems on difficult sites, meet market niches, encourage housing in different price ranges, promote well designed developments and encourage infill and redevelopment within the existing urban area.

Key Issues:
- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request follow the Design Guidelines?
- Does the project meet with the criteria for a Planned Commercial Development?

Creve Coeur 2030 Comprehensive Plan References
- Mixed-Use (MU) District
- Design Guidelines

Zoning Code References
- Section 405.210: Regulation of Uses
- Section 405.370: CB - Core Business District
- Section 405.390: Planned Zoning Districts
  Section 405.1080: Site Development Plans

APPLICANT: Kummer Hotel Development, LLC
11330 Olive Boulevard
St. Louis, MO 63141

APPLICANT'S REPRESENTATIVE: Timothy J. Tryniecki
Armstrong Teasdale LLP
7700 Forsyth Boulevard, Suite 1800
St. Louis, MO 63105-1847

REPORT PREPARED BY: Jason W. Jaggi, AICP Director of Community Development; Whitney Kelly, AICP, City Planner

DATE: 10/17/2017

ATTACHMENTS: Applicant's Materials received October 11, 2017
Traffic Impact Study
City's Traffic Engineer Consultant Comments
Public Comments received by October 17, 2017

Attachment: 17-028.Staff Report.10-23-2017 (#17-028: HBE Rezoning to PCD)

BACKGROUND

The proposal involves rezoning the 9.97 acre HBE office property from CB-Core Business District to the PCD-Planned Commercial Development District. The PCD is a planned zoning district that is a separate and distinct zoning district that would be applied specifically for this property. If approved by the City Council upon recommendation by the Planning and Zoning Commission, the planned zoning district, including the associated site development plan replaces all prior zoning regulations on the property and the zoning map is changed to PCD-Planned Commercial District. Further, the City Council upon recommendation by the Planning and Zoning Commission, may place conditions and limitations on the project. These conditions may include, but are not limited to, conditions concerning use, construction, character, location, landscaping, screening, parking, maintenance, operational elements that would impact adjoining land uses and other matters relating to the purposes and objectives of these planned zoning district regulations, and are included in the ordinance and depicted, as appropriate, on the associated site development plan authorizing the planned zoning district. Following planned zoning district approval, the development plan, rather than any other provision of this Chapter, will govern the use, parking, loading, sign, bulk, space and yard regulations applicable to the subject property and no use or development, other than temporary uses, are permitted within the area of the planned zoning district. Minor technically related amendments may be approved by the Zoning Administrator while major amendments must be reviewed by the Planning and Zoning Commission and City Council, as a new application with a public hearing.

PROPOSED PROJECT

The Applicant is seeking to rezone the subject property for a planned commercial development to convert the existing six story office building to a 260 room hotel use, with a freestanding restaurant, and a 20,000 commercial/retail building. The design of the restaurant and commercial/retail buildings are not under review at this time, but will be reviewed as part of a second phase. The submitted plan provides a total site coverage at complete build out of 66.77%. The hotel includes a new six story addition to the east elevation for new service elevators, and an approximately 1,929 square foot addition to the rear of the property for dining area seating, with a 1,038 square foot covering for the trash enclosure and delivery area. The proposal includes covering the existing brick with an EIFS material that simulates brick on the lower floors and has a stucco finish on the upper floors. A new entry canopy and applied granite panels are provided at the main entrance. Existing brick will remain on the elevator towers.

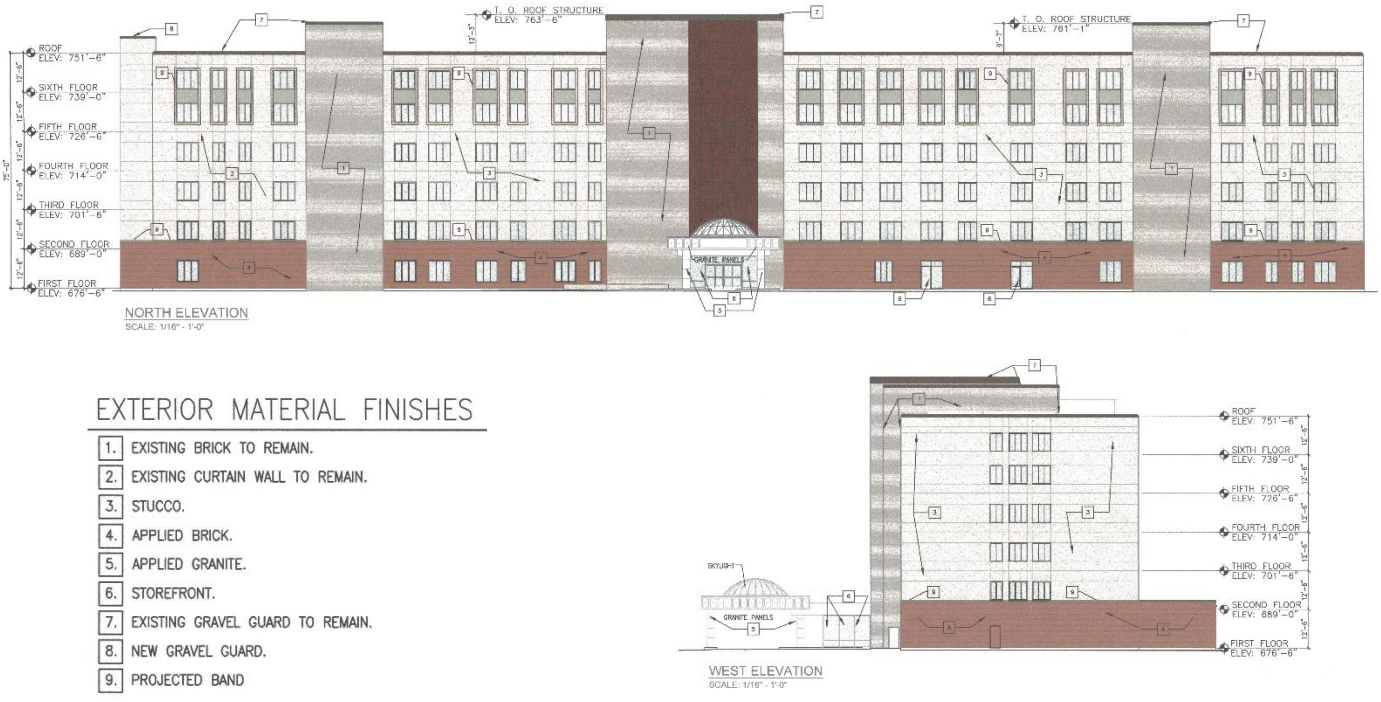

Figure 1: Close-up of the North and West Elevations from Sheet A3, with Exterior Materials indicated.

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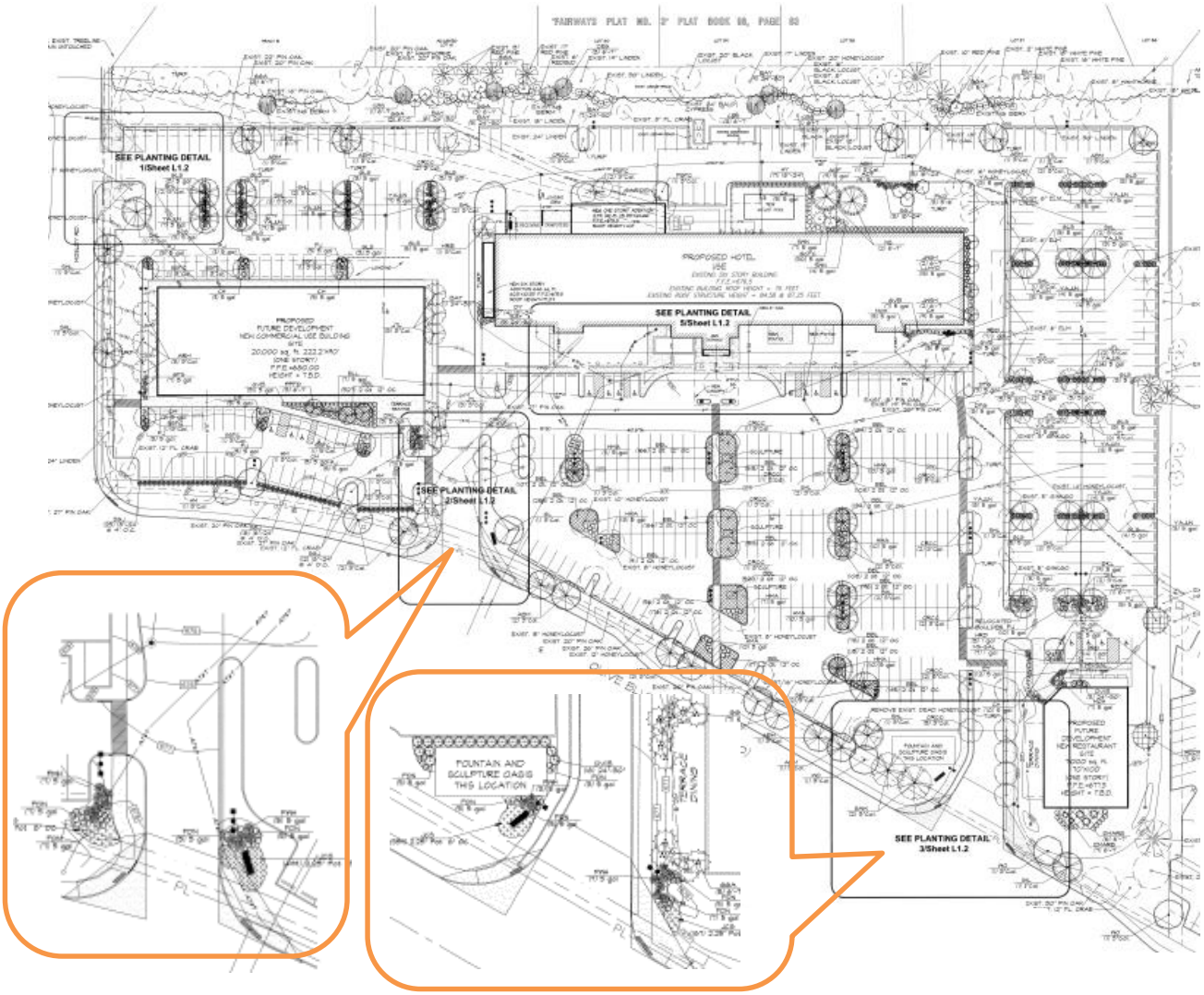

Figure 2: Applicant's overall Landscape Plan, showing layout of future Buildings on the site, and the east and west entrance detailed landscaping

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Retail/Commercial	CB Core Business District	Olive Boulevard
South	Residential-Fairways Subdivision	B Single Family Residential	NA
East	Retail; Residential	GC- General Commercial; C-RDD, C- Single Family Residential with Residential Designed Development	Mosley Road
West	Office/Commercial	PO-Planned Office District.	NA

FINDING OF ELIGIBILITY

An application for "PCD" Planned Commercial Development requires a finding of eligibility by the Zoning Administrator prior to review by the Planning Commission. The following table summarizes that finding and is provided for reference only.

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The purpose of this finding is primarily to serve as a quick review to determine if the proposal meets minimal standards; enough that it warrants further review. Greater scrutiny is applied in the subsequent discussion and is the purview of the Planning Commission and City Council.

Criteria	Finding
Cannot be approved under other zoning	The mix of uses can be accomplished in the CB District, and the planned zoning districts: Planned Commercial Development [Section 405.390(D)(2)(b)] However, as proposed, cannot be approved by any other District: • The HBE office building is non-conforming in the CB District with respect to building setback and buffer yards. Section 405.370.E.4.d states that the setback for any non-residential building exceeding 3 stories or 45 feet in height shall be increased to 200 feet. The existing building setback is 137.1 feet. Further, an additional 2 feet of buffer yard shall be provided for every foot of building height exceeding 45 feet. The existing buffer yard is approximately 50-feet. The height of the existing building is approximately 87 feet which would require a buffer yard of 134-feet which would be approximately 3-feet from the rear of the existing building. • Section 405.610.D states that no building shall be altered to project into the required setbacks. The proposal includes additions at the rear and east side of the building which project into the required setback of 200-feet. • Section 405.610.E.4 states that any non-residential lot with site-related non-conformities which is proposed for a change of use shall fully comply with all requirements of the zoning ordinance. The proposed change in use from office to hotel requires full conformance for site-related non-conformities. Specifically, due to the change in use, the required buffer yard of 134 feet must be met. • The Applicant is not willing to work within the existing structure, or modify the site to remove the pre-existing site coverage. Therefore, the only zoning district option that would allow relief for these requirements is the PCD Planned Commercial District
Fulfills purpose of Section 405.390, Planned Zoning Districts: "The purpose of the Planned Zoning District is to allow innovative design, solve problems on difficult sites, meet market niches, encourage housing in different price ranges, promote well designed developments and encourage infill and redevelopment within the existing urban area."	Without delving into the question of appropriateness, the following appear to be facts supporting the stated purpose: • It fulfills the goal of the Mixed Use District as stated in the comprehensive plan by incorporating a variety of uses in a coordinated fashion on a large development site with improved walkability. The proposal includes a hotel use, retail and restaurant uses which, depending on the chosen tenants, have the potential to complement each other. • The proposal includes various site amenities such as public art, a water feature, and enhanced landscaping as recommended in the comprehensive plan and design guidelines. However, the layout and placement of these features does not promote an innovative design as discussed further below. • It will infill a property that is currently underdeveloped with economically viable uses by repurposing an aging office building. • The architectural design and materials of the proposed hotel is an area that could be improved to better meet with the objectives of the Design Guidelines. Although the request does not include specific review of the two frontage buildings, the applicant states that these buildings will be of predominately masonry construction and will coordinate with the each other and the hotel to meet with the goals of the Design Guidelines.

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Substantial incorporation of PCD design criteria	Overall, the design criteria appears to be met, but a fuller discussion of the areas in which there are opportunities to improve the proposal can be found in later sections of this report. Ultimately, it is up to the Planning and Zoning Commission and City Council to determine if those criteria have been met to the satisfaction of purpose of the PCD district.
Provision of tangible public benefit(s) including, but not limited to, the following: 1. Provision of public or quasi-public parking facilities; 2. Provision of on-street and off-street pedestrian facilities linking surrounding business, office and residential uses; 3. Consolidation and/or elimination of overhead utility wires; 4. Inclusion of landscaped gardens, plazas or parks available for public use; 5. Provision of alternative street connections or the dedication of land for additional street right-of-way; 6. Fountains, statuary, public art; 7. Architectural distinction and significance that would make the building(s) noteworthy; 8. Extensive use of high quality building materials that would add to the assessed valuation of the structures. *It should be noted that the benefits listed may not necessarily satisfy the public benefit requirement as final discretion falls on the City Council, upon receipt of a recommendation of the Planning and Zoning Commission, in determining the level of benefit derived.*	The applicant has listed the following public benefits to support the proposal: • The need for additional hotel space in support of the 39 North District Master Plan to serve the eastern section of the Creve Coeur Business District. • Enhancement of tax revenue to the City of Creve Coeur and St. Louis County as a result of the development. • No governmental financial assistance is requested • Redevelopment of a highly visible property site. Staff recognizes that there remains questions of weighing these benefits as a "tangible public benefit" and that fulfillment of the public benefit element of this development is at the discretion of the Planning and Zoning Commission and City Council. However, based on the provisions listed in the code, the following elements are proposed with this application: • Pedestrian facilities to link the buildings within the development and to the surrounding businesses via public sidewalk connections to Olive Boulevard and Mosley Road. Additional public easements are proposed to align with the current sidewalks along Olive and Mosley. • A landscaped plaza area with seating and public art are incorporated within the parking lot with outdoor seating adjacent to the retail building and restaurant buildings. • A fountain and public art area is proposed at the west entrance off Olive Boulevard. • An alternative street connection to Mosley Road is maintained although it should be noted that cross access to the west leading to the Craig Road or Executive Parkway signal is not being provided. Areas that could create further public benefit are noted as follows: • The lack of detail in the overall components, such as the sculpture oasis and fountain. • The location and scale of the landscaped gardens and open spaces for public use. • The exterior design and extensive use of EIFS material for the hotel and how the site meets the distinctive style and high quality of the proposed use of the building. • Parking structures, or greater shared parking ratio to minimize the surface parking on site that would allow other site features. Staff believes there are enough factors present, with further opportunities and direction, to warrant further review by the Planning Commission and City Council.

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COMPREHENSIVE PLAN REVIEW

The *Creve Coeur 2030 Plan* includes the subject property in the Mixed-Use District Community Place Type that would support the development of medium-density commercial, retail, office, institutional, dining, community services and multi-family residential within a suburban context, that are supported through vehicular access, improved walkability, pedestrian connections to adjacent neighborhoods, and beautifully landscaped street frontages. The District supports large development sites with centralized, shared-use surface parking lots; comprehensive pedestrian connections between the street, parking areas, and buildings, and plentiful outdoor public space amenities within a beautifully-landscaped site environment. (p. 82)

The proposed development incorporates many of the basic elements of the Mixed-Use District Community Place Type such as pedestrian connections, shared parking between the mix of uses, and outdoor public spaces. With that being said, Staff believes there are opportunities to enhance the proposal, as a Planned Commercial Development to more fully meet with the intent of the Mixed-Use District and in keeping with other goals and strategies of the Comprehensive Plan as discussed below.

The Comprehensive Plan included a Retail Supply and Demand Study that outlined that the public is moving away from automobile oriented strip centers, and focusing on walkable aggregations of retail that include entertainment; restaurants, pubs, and coffee shops; outdoor plaza with fountains, and art in order to have people out and about at all hours and feel more vibrant and attractive than the predominate offerings in the region (p. 21). Further, on Page 27, vibrant suburban sub-centers are shown to outperform standard development, where the urban design, open spaces available for special venues, people-watching, rest and relaxation, with unique public venues are provided. With the overall goals of Placemaking & Community Identity that includes the following:

- Improves streetscapes and public realm enhancements (Strategy 1.3),
- Celebrates the community with identifiable gateways and public art (Strategy 1.4),
- Ensures that adjacent non-residential and residential developments are compatible with each other (Strategy 1.8); and,
- Improves the quality of new development by revising architectural design guidelines and establishing lot development standards, including illustrations of designed development patterns (Strategy 1.9).

While the proposal includes a new fountain at the west entrance along Olive Boulevard, no details have been provided. The proposal does include a $250,000 commitment to provide landscaping and a new sculpture/fountain at the west entrance from Olive Boulevard. Without additional details to support these features, Staff finds that the location of such would not create the "Oasis" that the Applicant has described as it is located in an area that is not near where most users of the site would be.

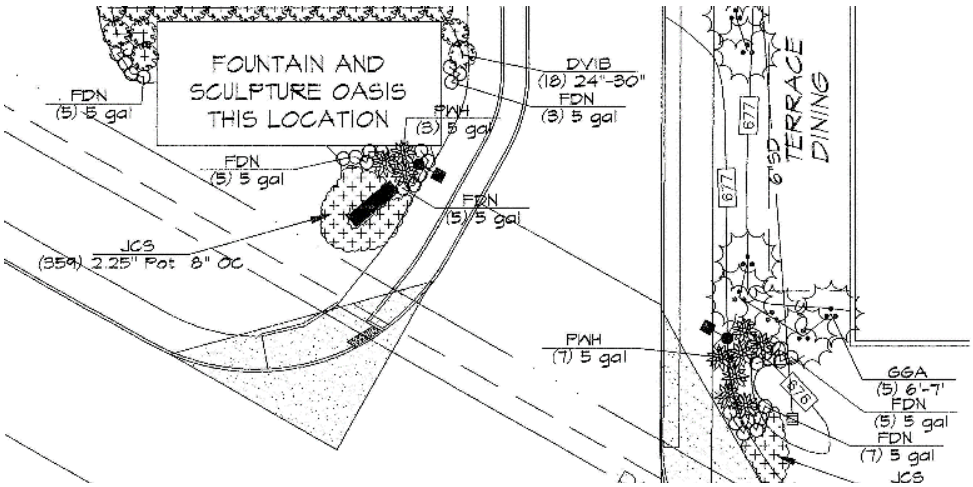

Figure 3: close up of the west Olive Boulevard entrance landscaping and the proposed location of the "Fountain and Sculpture Oasis"

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Staff believes greater detail of the proposed "Oasis", relocating it further in the site into a more park-like setting away from traffic, and incorporating a more welcoming design that promotes activity would further the proposal toward the purpose of an oasis, an appropriate public park space per the requirements of the Planned Zoning District, and the Applicant's purpose of attracting the contemporary, discriminating, international, traveler that fits in with the 39 N. industry.

Additionally, the existing artwork would be located within a series of enlarged parking lot islands that lack overall context which do not create a park-like setting. The large sculptures are of people enjoying a park like setting. Providing a larger, more centrally located park that opens the views from the front of the building, that incorporates the design of the fountain, with the artwork, and increases usable greenspace on site to allow visitors of the hotel, adjacent commercial buildings, and surrounding community to utilize the space, would further the project toward the goals and objectives of the Comprehensive Plan and that of the Planned Zoning District. Fulfillment of this concept could reduce parking however, structured public parking or a greater degree of shared parking would also meet with one of the requirements for a tangible public benefit as required for the Planned Zoning District.

Figure 4: From the Creve Coeur Public Art Master Plan: Top left, Man with Dog; Top right, Lady and Man; Bottom Left, Lovers On a Bench; Bottom Right, Boy with A Bicycle. Artist: Brother Mel Meyer, S.M. (1928-). The Site includes an additional Brother Mel sculpture not pictured in the plan, as well as a sculpture of an un-named artist.

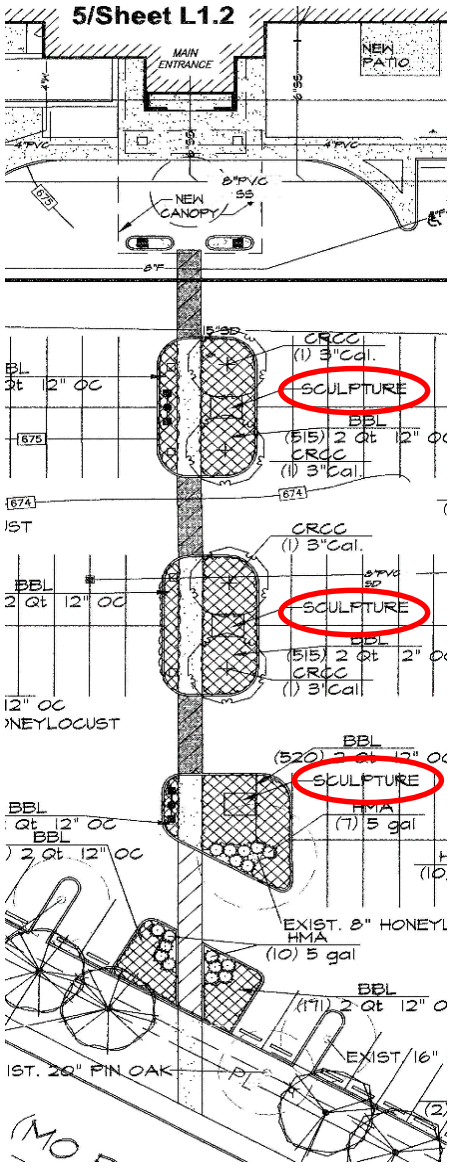

Figure 5: Close-up of Landscape Plan with the location of the Sculptures indicated within the parking lot.

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The *Creve Coeur 2030* Plan also discusses under the Transportation, Connectivity & Mobility objective, promoting vehicular cross-access between commercial parking lots to facilitate shared parking, reduce access points along commercial thoroughfares, improve traffic flow and provide access to Secondary Streets (p. 50). Eliminating one access entrance from Olive Boulevard and providing a cross-access with the properties to the west and continuing the access to Mosley Road would further the proposal toward these objectives. Allowing additional access to the west would also allow users to this site to reach two additional signals to Olive Boulevard at Executive Parkway and Craig Road.

Further, the Community Sustainability & Resiliency Goal includes recommendations that Creve Coeur will lead the region in integrating community sustainability with on-going revitalization. Strategies include the use of stormwater green infrastructure best management practices (BMPs) including bioswales, rain gardens, and native landscape restoration (Strategy 7.7, p. 51). The use of underground storage for such would not meet with the intent of these recommendations, and if incorporated into the design of a park would further the proposal toward the Objectives and Strategies of the *Creve Coeur 2030* Plan and the purpose of the Planned Zoning District. While the comprehensive plan recommends the use of above ground stormwater management practices, it should be noted that the criteria for the planned commercial development recognizes underground detention as an acceptable method for controlling stormwater discharge. Nonetheless, opportunities to incorporate the two objectives appear to be possible.

DESIGN GUIDELINES REVIEW

Structures:

The City's Design Guidelines encourage interesting, articulated and high quality structures, that are designed with an architectural and urban scale compatible with the neighboring developments, primary building entrances should be clearly defined and provide a sense of entry, oriented to the street and provide protection from the elements, such as recesses, roof overhangs, projecting canopies and other similar features. Further, materials are to be of good architectural character, where natural, traditional building materials are encouraged, and architectural consistency of colors, materials and detailing are to be provided between all building elevations. False or decorative façade treatment, where one or more unrelated materials are placed upon the building should be avoided, and where there is more than one building on the site, coordination in the design of the structures should be provided. Material or color changes should occur at a change of plane and changes at the outside corners of structures that give the impression of "thinness" and artificiality of the material are discouraged. Inconsistent adornment and frequent changes in material should be avoided.

Further, the Design Guidelines state that Exterior Insulating Finishing Systems (EIFS) and concrete masonry should not be the predominant building material. EIFS should be used as a way to accentuate an architectural element and should be limited to areas not subject to damage or abuse. Concrete masonry should be limited to split face or burnished units (p. 9).

The proposed hotel provides for a sense of entry primarily through the placement of the entrance canopy which is centered on the hotel structure. The existing building is oriented to the street and provides cover from the elements at the entry. The existing building provides for an appropriate amount of transitions of material at changes of plane and retains the existing changes in plane with the two elevator towers, and central entry tower. Additional articulation is found with windows surrounds on the upper two floors.

The EIFS proposed for the exterior of the hotel would cover up the existing masonry façade in all areas except for the three tower elements. The lower cladding is an EIFS product called "New Brick" which is meant to simulate masonry brick units. According to the material provided by the applicant, this Dryvit product is applied to the exterior wall in individual units and mortared on site. The remainder of the building will be EIFS with a rough stucco finish.

The Applicant states that the City's adopted building and energy codes mandate that the building thermal envelope comply with the prescriptive insulation requirements for a new structure and that compliance with that energy conservation requirement, using glass, terra cotta, brick or porcelain, would then force the building to be structurally altered to meet the seismic design requirements for a new building, t

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use of the EIFS material is needed to comply with these requirements. The Building Division Staff has reviewed this information, and at this stage of the design, Staff would note that it may be possible to meet the energy code without requiring continuous insulation on the exterior walls therefore allowing the existing brick veneer to remain exposed and uncovered. With respect to the seismic compliance, the Building Division would need to review an independent engineering analysis of the existing building as well as an analysis of how the new six story addition is supported before any seismic upgrade requirement decision could be applied to this project. Given the fact that this building is comprised of reinforced, poured in place concrete with concrete shear walls it is very possible that seismic upgrades would not be required because the building is already built to adequately resist earthquake / lateral loads

The use of the EIFS/simulated brick on the building is being driven by the need to gain compliance with the City's building and energy codes in association with the change in use from an office use to a hotel use. There would also appear to be operational benefits to the owner of the building associated with reduced energy costs. While the Building Division Staff has not fully evaluated the application at this stage of the design, there appears to be more than one path toward compliance with the City's adopted building and energy codes. The applicant has stated in conversations with staff that these other options have been explored but are not practical to implement.

The "New Brick" material, while clearly an EIFS product, is not the traditional form of EIFS, which is commonly used as a stucco finish. Instead, this product simulates brick in appearance by offering different textures, color patterns, and through installation of individual units which are then mortared in like traditional masonry. The Building Division Staff has reviewed this material and finds that it is code compliant and should perform well as an exterior material while insulating the building and conserving energy. Since the product is not familiar to Staff, and should the Planning and Zoning Commission find the need for the use of such material necessary based upon further analysis, the City may wish to require certified installers and special inspections during the construction process, if approved as an acceptable exterior material.

While this information is provided for reference purposes, the purview of the Planning and Zoning Commission is not to administer the Building Code but to review the project based on the objectives of the Design Guidelines, Comprehensive Plan and the Planned Commercial Development criteria. The Design Guidelines suggest that EIFS should not be the predominate material and should be used as an accent material. The proposal does not meet with this guideline because most of the building would contain traditional EIFS, with smaller portions of existing brick, "New Brick" and granite at the entry. While Staff has concerns with the extensive use of traditional EIFS, the "New Brick" product appears to be an alternative material that is effective in simulating a traditional brick appearance through conventional application. Staff would recommend that the Commission explore this option further with the applicant and also discuss the possibility of utilizing this material in greater quantity in place of traditional EIFS, should it be concluded that this is the best material to be used on this building.

Staff would also note that the use of granite and the expanded entry with the porte-cochere are steps in the right direction, however, they are not designed with a more modern aesthetic that the Applicant is seeking to attract for the contemporary, discriminating and upscale individual and business traveler and those associated with the 39 North Innovation District. Adding additional architectural features to the façade such as a more pronounced central entry design, greater articulation around the windows, color accents and possibility the expansion of the "New Brick" material as a substitute for traditional brick that would be lost would all contribute to a more notable design.

Landscape:
The Design Guidelines also provide recommendations on the landscape design:

> *Chapter 4 / Landscape Design*
> 1. *The City of Creve Coeur strongly encourages high quality landscaping that accentuates the building and site, softens the effects of parking area and enhances the quality of life of the City. All landscape plans should exhibit a clear design concept.*

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2. *There should be a consistency of landscape design throughout a development. Different landscape themes may be used to heighten the distinction between spaces, and to strengthen a sense of movement and space, but such themes should be internally consistent*
3. *The design of a landscape plan should aid and direct vehicular and pedestrian circulation and encourage pedestrian interaction.*
6. *Parking areas, traffic-ways and parking structures are to be enhanced with landscaped spaces containing trees, tree groupings, and shrubbery or other landscape enhancements, including berms.*
8. *Landscaped areas are to be maximized and balanced throughout the site. Tree and shrub plantings should be grouped together to create strong accent points with the site plan.*
9. *Landscape plans should incorporate all site elements, such as outdoor lighting, signage, trash receptacles and fencing.*
10. *The scale and nature of landscape materials are to be appropriate to the site and/or the structure. Large-scale landscaping generally should complement large-scale buildings. Landscaping of sites on major streets should include large-scale trees.*

The submitted landscape plan shows the landscaping that meets with the requirements of the Zoning Ordinance and the recommendations of the Design Guidelines with the exception of that along Olive Boulevard and Mosley Road, where additional year round material should be provided along with the headlight screening for the parking spaces at the front of the hotel along Olive Boulevard. Enhanced landscaped areas are featured at each of the entries along Olive Boulevard and Mosley Road.

ZONING REVIEW

Section 405.390 describes, in considerable detail, the characteristics that a proposed planned development should have, as well as certain standards of review that must be performed by the Planning Commission. The following table presents the Design Criteria established by Section 405.390(D)(2)(b) Planned Commercial Development (PCD), and assesses the extent to which those items are present in the project:

A "planned commercial development" shall mean a development on a plot of land containing a mixture of commercial, office, miscellaneous service activities and multi-family dwellings when acceptable to the area. The purpose of a PCD is to provide sites for the development of commercial retail and office uses in a manner which is attractive for such uses and compatible with surrounding neighborhoods. The PCD will also encourage the efficient use of land and resources, offer a mix of amenities for the populace of the area and promote greater efficiency in public and utility services. Although no particular combination of the aforementioned uses is predetermined, all applications for PCD zoning must contain a clear statement and placement of the specific uses within the district, with the NAICS Designation from Table A. Note that no use which is listed as a conditional use in the Creve Coeur zoning ordinance shall be considered approved for a PCD unless it is expressly listed in the application and approved. Subsequent requests for additional conditional uses shall be treated as amendments to the zoning district and subject to all of the original approval criteria. The minimum gross area (includes floodplain areas) required for PCD is three and one-half (3.5) acres, composed of one (1) parcel or two (2) or more contiguous parcels of land. In addition, a PCD may not be requested for properties described by the Central Business District land use plan.

Design Criteria	Assessment
1. Adjoining areas must be predominantly non-residential as defined for this district and the project shall have all access, not including emergency-use only driveways, from Olive Boulevard, Lindbergh Boulevard, North New Ballas Road or any street within the "LI" Light Industrial zoning district except that the project may also have cross access with an adjacent commercial property whose access is limited to only a major or minor arterial according to the City's published street classification map or from any street within the "LI" Light Industrial zoning district.	Predominately Non-Residential is defined Under Section 405.390 as that applies to areas in which less than fifty percent (50%) of the adjoining land area (excluding streets) within five hundred (500) feet is developed as single-family residences, either detached or attached (the latter includes only stand-alone development of four (4) attached units or less). Staff has confirmed that the surrounding area is 51.52% Commercial, and 48.48% Residential, therefore this criterion is met. The existing access onto Mosley is proposed to remain. To address this matter, a Text Amendment (Application #17-029) has been submitted in conjunction with the rezoning that would allow for secondary access to an arterial road (Mosley Road), with primary access from Olive Boulevard.

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2. Proposed development adjacent to any single-family residential development shall meet a sky exposure plane requirement. The sky exposure plane will be measured from a line located thirty-five (35) feet above the property line and will have a slope of thirty degrees (30°) rising towards the center of the site.	Criterion is met. The Applicant's Information Sheet A4 Building Section provides the sky exposure plane. 'B' - 'B' NORTH - SOUTH CROSS SECTION THRU BUILDING AND PROPERTY SCALE: 1/32" - 1'-0"
3. The floor area ratio (FAR) for new developments shall not exceed six-tenths (0.6). However, where a proposed district includes pre-existing buildings that are found to otherwise satisfy the overall purpose and intent of this Chapter, the FAR may be waived so long as the building coverage does not exceed forty percent (40%) of the site area and the sky exposure plane requirement is met.	Criterion is met. The Site Plan shows the proposed FAR of 0.387.
4. Any tract or site abutting or adjoining a single-family residential development shall provide a buffer yard of thirty-five (35) feet on all sides that abut the single-family development. The buffer yard shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.	The existing 50 foot buffer is being maintained with additional plantings to provide screening from adjacent residential uses. The minor exception is a new generator pad that will encroach into the area by 8 feet. The Planning and Zoning Commission should determine if any additional screening, such as a fence or wall, should be required given the nature of the proposed use.
5. No new residential building may be located closer than fifteen (15) feet to any property line or any required buffer yard.	The proposal does not include new residential uses.
6. No new commercial building may be located closer than forty (40) feet to any required buffer yard.	The new commercial/retail and restaurant uses are oriented toward Olive Boulevard, with the Retail/commercial building at the corner of Mosley and Olive Boulevard 180.9 feet from the south property line. Criterion is met.
7. Makes efficient use of parking and storage areas including cooperative parking facilities.	The proposal provides parking that meets with the minimum of the Article VII Off-Street Parking and Loading Regulations on an individual use basis. The surface lot located on site would be shared among all of the buildings. Staff believes there are further opportunities to reduce the amount of surface parking in consideration of the shared uses.
8. Provides for the more efficient provision of public and private utilities and facilities throughout the development area.	The Applicant has provided for an underground stormwater detention system at the southwest portion of the property. In additional, all utilities serving the development will be placed underground. Comments have not been received from outside utility agencies at this stage of review.
9. Provides adequate public facilities including streets, bicycle and pedestrian facilities, fire protection, water, storm water control, sanitary sewer and parks and recreation facilities.	The proposal includes sufficient pedestrian access between buildings and to the existing public sidewalks along Olive Boulevard and Mosley Road. The applicant is proposing to install bicycle racks, however the location is not specified. As discussed previously, Staff finds that this criteria needs further refinements, as the scale and location of the open space facilities, cross-access with the adjacent properties to the west, and pedestrian facilities could be enhanced. Criterion partially met.
10. Incorporates pocket parks, small plazas and places for public art where appropriate.	The application includes "park" areas for seating and provisions for public art, and a water feature. As discussed previously, the location of the fountain/sculpture oasis and the existing artwork needs further design consideration. Criterion partially met.

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11. Locates buildings in appropriate relation to sidewalks or public parks and plazas.	The new buildings are generally located in an appropriate relation to the existing building, however, the relationship to a public park or plaza area has not been sufficiently considered. Criterion partially met.
12. Provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.	The proposal provides for a standard layout utilizing existing vehicular access points and new sidewalks between the buildings and to Olive Boulevard. Criterion met.
13. Allows for on-street parking and locates surface parking to the side and rear of buildings.	The hotel building is pre-existing with a majority of the parking located in the front. Upon completion of the project, there remains a large amount of surface parking in front of the hotel; however, a small amount of parking is placed in front of the commercial building and no parking is located in front of the freestanding restaurant. Structured parking is not proposed. Criterion is partially met.
14. Utilizes high-quality architectural design, placement, relationship and orientation of structures.	As discussed above, the Applicant is proposing to cover the existing office building with a simulated brick, EIFS material on the lower portion and a traditional EIFS surface with a stucco finish for the remaining areas of the building. Only the existing stair and elevator towers will remain brick. As discussed earlier, the Commission should review the proposed materials and design with the applicant and provide further direction. The two new buildings are not presented for design review at this time; however, if the Commission chooses to do so, specific design direction including material requirements can be specified as part of an ordinance.
15. Places all utilities serving new projects underground, to the extent feasible, except where specific allowances and design considerations are provided elsewhere in this Section.	All utility services will be placed underground. Criterion is met.
16. Provides effective landscape or screening in or around the separate developments within the PCD.	The landscape plan generally provides for sufficient screening around the buildings and at entry points. The landscaping should be enhanced with additional plantings along the street frontages. Criterion is partially met.
17. Functionally and aesthetically integrates all proposed storm water collection basins with the surrounding development through undergrounding or extraordinary design of above ground facilities that is visually commensurate with surrounding development.	All stormwater is provided for in underground storage facilities, beneath the surface parking. Criterion is met. As discussed above, Staff has suggested that incorporating some stormwater facilities that functionally and aesthetically integrates in more park-like setting would further the proposal toward the Goals and Objectives of the Creve Coeur 2030 Plan, and the purpose of the Planned Zoning Districts. The Planning and Zoning Commission should provide further direction to the Applicant on this criteria.

Having evaluated the specific elements of the project through the preceding table of design criteria, the Planning Commission is required, by Section 405.390.F, Review Criteria, to review the project as a whole against the following:

Review Criteria	Analysis
1. The proposed development is in harmony with the general purpose and intent of this Chapter and is compatible with and implements the planning goals and objectives of the City including the Comprehensive Plan and CBD land use plan.	As discussed previously, Staff finds that the proposal meets with the recommendations of the Mixed Use District Place Type. While the mix of uses are adequate, there are opportunities to enhance the public spaces and design of the proposed hotel along with the additional buildings to create a more attractive location for retail and restaurant uses which would complement the hotel use.
2. Streets or other means of access to the proposed development are suitable and adequate to carry anticipated traffic and will not overload the adjacent streets.	The Traffic Impact Study submitted indicated that the proposed development would not substantially impact the surrounding roadway network, with a negligible impact on the signal at Olive and Mosley. The City's Traffic Engineer Consultant indicated that the study did not address the midday peak period for a typical weekday. MoDOT has not provided comments on the Study. Some delays would be expected at the Olive and Mosley Road Intersection. Additional cross-access to the west would provide another option to access a signal at Olive Boulevard.

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3. The internal circulation system of the proposed development encourages safe movement for vehicles and pedestrians.	The proposed development utilizes the existing layout of the site, including access to Olive Boulevard and Mosley Road. Pedestrian connections are provided throughout the site.
4. Existing or proposed utility services are adequate for the proposed development.	All existing utilities are believed to be adequate.
5, Appropriate buffering is provided to protect adjacent land uses from light, noise and visual impacts.	The Applicant is maintaining the existing 50 foot landscaped buffer, however if the Planning and Zoning Commission finds that additional screening is necessary, such as a solid masonry wall, direction to the Applicant should be provided. Residents have raised such request for a masonry sound wall along the rear property line with Staff to block sound, particularly with the new pool at the rear of the building. The Applicant's Site Lighting Photometric (E1P) indicates that all parking lot lighting will be downcast and shielded and that no light is cast upon adjacent property, with 0.0 at the south property line adjacent to residents. The Applicant has also indicated that a unique package of signage will be proposed where the site plan is showing two ground signs, but no additional information has been provided.
6. Architecture and building materials are consistent with the character of the proposed development and compatible with areas of the City proximate thereto.	As the Applicant's materials indicate, the existing building is an outdated, aging office building that has reached market obsolescence. However the proposed design and use of materials does not elevate the existing design that is in keeping with the City's Design Guidelines and the surrounding development.
7. Landscaping is appropriate for the scale of development and consistent with any applicable City codes, ordinances and standards.	The Landscape Plan meets with the minimum code standards, with the exception of along Olive Boulevard and Mosley Road.
8. The proposed development preserves any significant architectural and environmental features of the property.	The existing site offers little significant or environmental features on property. The existing buffer to the south with large trees will remain and will be enhanced with new plantings.
9. Operating and delivery hours are compatible with adjacent land uses.	Delivery of food and supplies will only take place during normal daytime business hours, 7:00am to 6:00pm.
10. The proposed uses are compatible with the area surrounding the proposed development and will not have a material net cumulative adverse impact on the surrounding area or the City as a whole.	Compared to the existing office use, a hotel use would mean that the building is operational year-round, 24 hours a day. This change in use along with the additional development of commercial buildings along Olive would result in increased activity compared to what exists today. On the other hand, this property is located on a large tract of land in a prime location along the Olive Corridor with various commercial uses nearby. It could be anticipated that any proposal for this site other than reutilization of the existing office building would increase the intensity. Further, the property benefits from a 50-foot deep buffer from adjacent residential properties with a berm and mature trees. To provide further protection from adjacent residences and to mitigate any potential impacts with respect to noise and safety, the Commission should discuss the option of requiring a solid barrier in the form of a wall on the south side of the property between the adjacent residences.
11. The proposed development complies with all other applicable codes and ordinances.	To the extent known at this level of design development, Staff believes all other codes and ordinances have been addressed, outside of that already discussed above. However, the Landscape Plan should be revised to meet with Section 405.540, as well as address the comments under the Design Guidelines.
12. The layout of structures and spaces adequately takes into account the potential for future subdivision of the development.	The proposed layout limits the potential for future subdivision, and the Applicant has indicated that the entire site will remain under single ownership. The future development of the restaurant and commercial/retail space will, or any other modification will require repeating the approval procedure, including the public hearing and passage of an ordinance.
13. There is a demonstrated level of the public benefit to the City derived from the proposed development, per Section 405-390.B.	As discussed earlier, it is the Applicant's contention that public benefits are derived from the adaptive use of this property, infill development of a future Phase II that includes a commercial/retail development and freestanding restaurant. And that the hotel is

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	intended to attract high quality, sophisticated design that is consistent with the *Creve Coeur 2030* plan and the 39 N. Plan. While the proposed uses are all categories allowed within the existing CB District, Staff finds that additional refinement is necessary and direction should be provided to the Applicant on those items that need to be addressed to have the project fully meet with the intent of the District. It should be noted that the Applicant's list of allowed uses includes all of the uses permitted in the CB District, and the Conditional Uses are the conditional uses in the CB District. Therefore, the question before the Commission is whether or not this particular project with the stated benefits is so beneficial to the community that special zoning approval is warranted. The Planned Zoning Districts were created truly difficult zoning scenarios, allow for a more unique development environment than would normally provide through traditional zoning, and to give the City a means to allow projects not previously anticipated but with clear advantages if it is allowed.

SUMMARY AND RECOMMENDATION

The proposal represents a substantial change for this site. As reviewed above, there are many facets to consider since a whole new zoning district is created that would be unique to this project. The most significant of which is whether or not the proposal fully warrants such a unique zoning district and that it is so beneficial to the community that the City should consider alllowing for a waiver from the traditional standards under the existing Core Business District designation. The Key issues related to the development includes:

- The proposed mixture of uses, particularly, the hotel and the measures required to buffer this use from adjacent residential properties.
- The overall design quality of the site, the use of building materials covering the existing brick structure,
- The scale of the park and greenspace provided, and the landsaping, and placement of artwork and fountians that meet with the intent of the District.
- The amount of surface parking in consideration of the shared parking among the various uses where greater parking demand occurs at different times of the day.
- Lack of detail on the development of the restaurant and retail commercial building as a future phase that would be provided at a later date.
- Cross access connections with the businesses to the west.
- Demonstrated level of the public benefit to the City derived from the proposed development

Staff recommends that the Commission hear from residents at the public hearing, provide direction on the appropriateness of the development for the zoning, overall compatibility of the project with the surrounding land uses, and identify areas for further Staff analysis or for Applicant adjustments to the proposal. Further, no decision should be made, but discussion and direction with the Applicant is needed to move the proejct forward. Therefore, Staff request that following presentations and discussion, the Planning and Zoning Commission vote to continue the matter to a subsequent date of the Commission's choosing. The November 6th meeting is already full, and the Applicant will need time to address the Commission's comments. Therefore, Staff recommends either the November 20th meeting, or the first meeting in December to allow for such changes.

SUGGESTED ACTION

If the Planning and Zoning Commission agrees that a recommendation should be held until a subsequent meeting, the following is an example motion for a continuance:

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"I move to continue application #17-028, the rezoning and site development plan for to November 20, 2017, to allow for resolution of issues, review of the traffic study, and preparation of a draft PRD ordinance."

Note that the Commission may substitute a different meeting date as they deem necessary.

APPENDIX 1: COMPREHENSIVE PLAN

Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE

Included and attached by reference. See body of report for specific excerpts.

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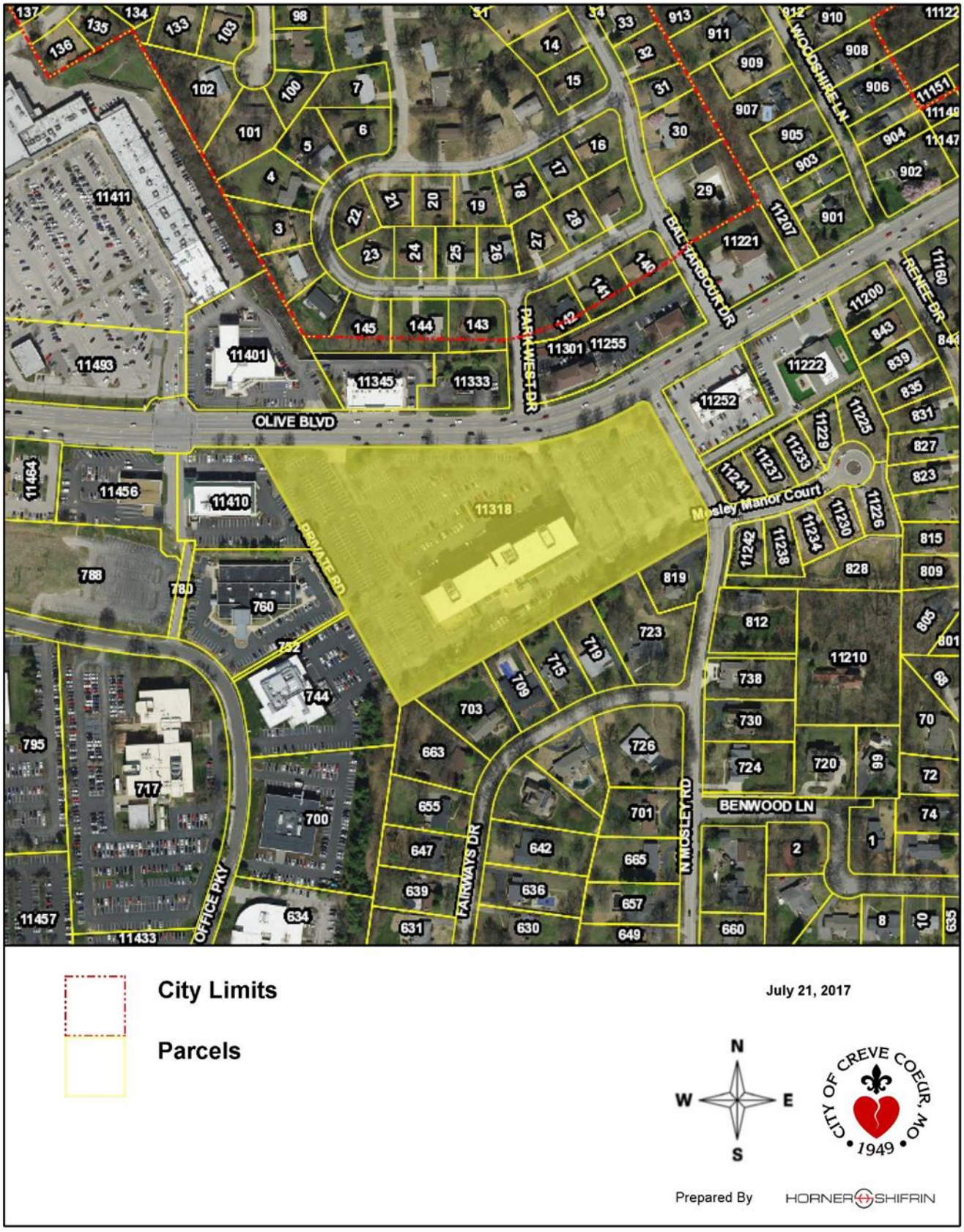
APPENDIX 3: AERIAL MAP

11318 Olive Boulevard (addressed as 11330 Olive Boulevard, Former HBE Office)



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APPENDIX 4: SITE PHOTOGRAPHS	Photo Date:10/17/2017
	Description: View looking south east from Olive Boulevard at the existing building.
	Description: View looking west from the corner of the subject property at the adjacent commercial building.

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	Description: View looking east along Olive Boulevard from the west entrance at the existing landscaping
	Description: View looking south from Olive Boulevard at the existing building entrance.

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	Description: View looking southwest from Olive Boulevard at the existing building from the east entrance.
	Description: View looking south along Mosley Road at the existing landscaping.

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	Description: View looking west from Mosley Road.
	Description: View looking south along the rear parking area at the existing landscaping to the homes on the south.

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	Description: View of the rear of the existing building.
	Description: View looking north along from the drive aisle next to the building at the toward the commercial building across Olive Boulevard.

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SUBMITTAL AND NARRATIVE
IN SUPPORT OF
APPLICATION FOR PLANNED COMMERCIAL ZONING DISTRICT

HBE Corporation ("HBE") and Kummer Hotel Development, LLC ("Applicant") hereby make this Submittal and Narrative in Support of the attached Application for Planned Commercial Zoning District (collectively herewith, the "Application"), in accordance with Sections 405.390 and 405.1060 of the Land Use and Development Code of the City of Creve Coeur. The applicable property is described below and graphically depicted on the excerpt of the City's Zoning Map attached hereto.

BACKGROUND

HBE developed the subject property site located at Olive Boulevard and Mosely Road as an office building in the early 1980's, and it is currently zoned "CB" Core Business District. The subject property site ("Property Site") contains approximately ten (10) acres, more or less. The building on the site ("Existing Building") is a six story concrete structure and masonry building with approximately 177,000 gross square feet. HBE occupied most of the Existing Building for its own use in connection with its Adams Mark hotel operations and its design-build business, with a minority of the Existing Building space occupied by smaller tenants. Until recent years, HBE fully utilized the Existing Building and the Property Site's parking facilities.

HBE sold its hotel operations in the second half of the last decade, and is presently winding down its design-build business operations. Because of the age of the Existing Building and its design for HBE's specific use, it has been difficult to attract high quality tenants, and the building is currently predominantly vacant. HBE has determined that it is not feasible to convert the Existing Building into a "Class A" office building that could suitably compete with the new construction at sites on Olive Boulevard in the same market.

The planned Creve Coeur Hotel and Suites, a Tapestry* by Hilton hotel, will have 260 hotel rooms; consisting of three large, business oriented, Hospitality suites on the first floor, 80 King Suites, 74 Double Queen Suites, 74 King Rooms, and 29 Double Queen Rooms, together with a significant lobby area, casual dining and bar/lounge facilities, in-house office facilities and an in-house laundry. The rooms are configured based on the current design of Hilton's New York City Conrad Hotel – one of the very best hotels and brands in the entire Hilton organization. Such room design is ideal for the individual business traveler, who is looking for more useful space to work and relax in rooms that are significantly larger than available at other hotels in St. Louis. These rooms will also offer a good solution for couples travelling with young children because the rooms will accommodate additional sleeping space, thereby avoiding the financial burden of paying full rate for an additional room and/or having to book two un-connected remote rooms.

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The Hotel's food and beverage offerings will include a three-meal restaurant, with an extensive breakfast buffet program, including made-to-order omelets and other breakfast offerings. The food and beverage areas are being designed primarily to service and meet the needs of hotel's guests, family and friends of hotel guests. The hotel food service will be, like the rest of the hotel -- a high-quality operation, which will be a compliment to the Property Site, the hotel operations and the surrounding community.

HBE plans to transfer the entire Property Site and Existing Building to Kummer Hotel Development LLC, the Applicant. The Applicant proposes to redevelop and repurpose the Existing Building into a hotel, and construct two additional buildings on the Northeast and Northwest portions of the Property Site. For such purpose, the Applicant is seeking that the Property Site be rezoned to Planned Commercial Development (PCD), consistent with the Plans being submitted with this Application pursuant to Sections 405.390, 405.1060 and 405.1080 of the Land Use and Development Code.

> * The Tapestry Collection is one of Hilton Hotel's newest high quality, full-service lifestyle brands, focused on meeting the lodging needs of the contemporary, discriminating and upscale individual and business traveler. Each property in the Collection Design is distinctive in itself and is integrally connected to its surrounding community.

RATIONALE FOR THE ESTABLISHMENT OF THE PLANNED COMMERCIAL DISTRICT

The approval of the Property Site as a Planned Commercial District (PCD) recognizes the integrated plan for the ten acre site and the unique benefits that will inure to the benefit of the City of Creve Coeur. As described in more detail in the Narrative in accordance with Section 405.390, the City's benefit from the PCD includes:

- The development of a high quality hotel which will complement 39 North, the Global Agtech development district. The planned Creve Coeur Hotel and Suites will be the closest hotel to that significant innovation district, which will attract visitors and businesses from throughout the World.
- The PCD as planned will generate significant sales tax, hotel tax and property tax revenue, without the expenditure of tax money and without any tax or other governmental incentives.
- The approximate ten acre site will be attractively landscaped, with increased green space, trees, outdoor seating and a fountain.
- HBE will utilize its existing Brother Mel statuary (already depicted in the Creve Coeur Art Commission's Master Plan) to be placed along the center pedestrian walk between Olive Boulevard and the Hotel.

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- HBE will purchase, in conjunction and consultation with the Creve Coeur Art Commission, special landscaping design and a piece of art which is consistent with Art Commission's Master Plan, and which will be placed in a landscaped area on the North-west portion of the property near the West entrance.
- Pursuant to a traffic study commissioned by HBE, the traffic associated with the Creve Coeur Hotel and Suites and the planned new buildings, a restaurant and retail space, will be less than the traffic generated by a fully occupied existing office building.
- The redeveloped Hotel facility will meet the exacting energy standards of current codes, thereby greatly reducing the energy consumption of a 35 year old office building.
- The alternative to not repurposing the Existing Building into a Hotel would be to fill the building with high use tenants utilizing the building as a telephone center and/or for clerical functions, which would fully utilized the existing parking, cause additional traffic and not promote the City's Comprehensive Plan.

NARRATIVE IN ACCORDANCE WITH SECTION 405.390

Section 405.390 E. (Submittal Requirements) provides (in subparagraph 20) that the Applicant include with its Application a Narrative addressing each of the standards contained in the Review Criteria listed in Section 405.390 (F). Accordingly, the following are the Applicant's narrative and response to each respective Review Criteria:

1. **The proposed development is in harmony with the general purpose and intent of this Chapter and is compatible with and implements the planning goals and objectives of the City including the Comprehensive Plan and CBD land use plan.**

The proposed development is consistent with the general purpose and intent of the Comprehensive Plan. The 2002 Comprehensive Plan specifically promoted the redevelopment of older underutilized properties, and Creve Coeur 2030 states that it continues that theme. Specifically, the Comprehensive Plan states that one of its purposes is the promotion of redevelopment of "aging" office buildings that have "reached market obsolescence" (Page 41). The Comprehensive Plan continues to state that "there is a great opportunity to improve the appearance and functionality of existing commercial areas, especially along Olive Boulevard east of I-270." (Page 28) Consequently, the repurposing of a tired old office building at the intersection of Olive Boulevard and Mosely Roads into a quality hotel and the development of new commercial/retail building and a first class restaurant at that important intersection, is in furtherance of the intent that legacy buildings and sites along Olive Boulevard contain vibrant updated commercial activities that are additive to the City community.

The Property Site is at the Eastern edge of the West Olive corridor referenced in the Comprehensive Plan. While not part of the Central Business District (CBD), the Property Site is immediately adjacent to the CBD. The CBD is envisioned to be a mixed-use

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commercial center for the community surrounding a high-intensity Downtown core (page 72); the Property Site as developed in accordance with this Application is completely consistent with such mixed use commercial center.

The West Olive Corridor is envisioned by the Comprehensive Plan to support the development of "a variety of medium-density commercial, retail, office, institutional, dining, commercial services… within a suburban context." Again, the development of the Property Site, including the Existing Building, is consistent with developing such a mixed use commercial area. Specifically, the Site Development Plan accompanying the Application provides for the public seating area, a fountain and art work that is encouraged by the Comprehensive Plan within the West Olive Corridor. In fact, none of the more recent new projects, including West Oak Square and the PNC Bank Building (immediately to the West of the Property Site) include any such amenities, and the Property Site as developed will be a significant enhancement to the character and appearance of this portion of the Olive Boulevard Corridor.

2. Streets or other means of access to the proposed development are suitable and adequate to carry anticipated traffic, and will not overload the adjacent streets.

Submitted with this Application is a Traffic Impact Study for Proposed 11330 Olive Boulevard Development (Traffic Study) authored by Lochmueller Group. That Traffic Study generally concluded that the proposed development of the Property Site in accordance with the Development Plans would improve traffic flow over the impact of a fully occupied office building. Specifically, the Traffic Study found:

a. Overall, the proposed uses for the Property Site will not substantially impact the surrounding roadway network, particularly considering it is anticipated to generate fewer trips than the existing by-right office use if the Existing Building was fully occupied (Pages 2 and 31).
b. With two full access entrances on Olive Boulevard, the traffic load is able to be spread across the entrances, resulting in shorter queues and delays. (Page 2). It should be noted in that regard, that the present Property Site has two access entrances on Olive Boulevard and one access entrance on Mosely Road.
c. The results of the Traffic Study showed that the proposed uses on the site will have a negligible impact on the signal at Olive and Mosely.

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3. The internal circulation system of the proposed development encourages safe movement for vehicles and pedestrians.

The Development Plan documents depict that attention has been given to internal circulation within the Property Site. With respect to pedestrian movement:

- There are two proposed pedestrian sidewalks from Olive Boulevard to the Hotel, one at the East entrance access and the other at the West entrance access.
- There is an additional pedestrian sidewalk from the sidewalk along Mosely Road passing in front of the proposed new commercial use building and connecting directly to the Hotel.
- There is pedestrian sidewalk access to the proposed new building at the Northwest section of the Property Site from Olive Boulevard.
- There are multiple means of gaining access to the Hotel from the various parking lots, including a pedestrian sidewalk approximately midway between the Eastern and Western boundaries of the Property Site from Olive Boulevard to the main entrance of the Hotel, with bench seating and relocated sculptures in landscaped areas adjacent to the walkway, as further described in Item 7 below.

The vehicular traffic flow is accommodated by wide and ample traffic lanes to, from and within the parking lots. There are no "blind spots" or obstructions that would limit visibility of drivers to oncoming traffic or pedestrians leaving or approaching their automobiles.

4. Existing and proposed utility services are adequate for the proposed development.

HBE and the Applicant have been working closely with the Metropolitan Sewer District in establishing a plan for storm water and sanitary system that meets MSD's criteria. At an early stage in the planning process, HBE identified sanitary and storm water disposal as crucial in the redevelopment of the Property Site.

- MSD and HBE have agreed to the amount of underground storm water detention to be incorporated within the Property Site and are working in concert with respect to storm water quality discharge issues.
- MSD and HBE have agreed upon the criteria for sanitary sewer lines and discharge with respect to the conversion of the Existing Building into a Hotel and the development of the new buildings on the Northwest and Northeast portions of the Property Site.

All utility lines within the Property Site will be buried. The present electrical and water service to the Existing Building will be adequate, and the electrical and water service to the new buildings on the Northwest and Northeast portions of the Property Site will be adequate for the uses of those buildings and in accordance with the policies of the utility companies.

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5. Appropriate buffering is provided to protect adjacent land use from light, noise and visual impacts.

The commercial properties to the West are at a lower elevation and are currently adequately buffered, and shall remain essentially as is. The North and East sides of the Property Site border Olive Boulevard and Mosely Road. There are existing trees along those boundaries that shall remain in placed or be replaced as necessary.

The existing buffer area on the south side of the property is 50 feet wide and contains a steep sloping berm for a majority of the slope on its south face from the near center of the Property to the west end of the Property. The top of berm to toe of berm, which is adjacent to the south property line and completely within the 50 buffer strip, varies from a few feet at the East end near Mosley to approximately 14 feet at the West end adjacent to the existing commercial property; the southern side of this berm area is very thick and dense with trees and vegetation. This existing buffer strip was landscaped with a variety of evergreen trees, deciduous trees and shrubbery with the construction of the building in 1982 and 1983. The trees have matured with many of them to be nearly 60 feet tall, providing a dense visual barrier to and from the adjacent residential property to the South.

The existing fence, approximately 8 feet high towards the middle of the property and on the top of the berm, shall remain in place.

There are certain areas along the south buffer where the low planting shrubbery and bushes lose their leaves in the winter months, allowing some of the residential property owners a view of the existing building. In response to comments made at the neighborhood meeting with residential neighbors, HBE will provide additional and substantial evergreen trees and shrubbery along the crest of the berm in several locations in order to reduce the visibility of the existing building from the south through the buffered area during the entire year.

6. Architecture and building materials are consistent with the character of the proposed development and compatible with the areas of the City proximate thereto.

The architecture and building materials of the Existing Building are consistent with the codes and prevalent designs of the early 1980s. However, the Existing Building does not meet the City's current energy requirements.

The City has adopted the ICC 2009 Model Codes. Specifically, those Codes include the 2009 International Energy Conservation Code, which requires continuous insulation for the energy efficiency of commercial buildings. Consequently, the Applicant has sought a method for insulating the Existing Building that meets the 2009 International Energy Conservation Code and the other requirements of the ICC 2009 Codes.

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The ICC 2009 Model Codes includes the 2009 International Building Code (IBC) for lateral load (wind and seismic) resistance. The Existing Building as currently constructed does not meet the IBC structural requirements for new construction, but falls within the exemption contained in 2009 IBC Chapter 34 Existing Structures. That exemption is applicable so long as the alteration to the Existing Building does not increase the mass or exterior load of the Existing Building by more than 10%. Accordingly, if the Applicant renovates the Existing Building, including the insulation of the Existing Building to meet the energy requirements of the ICC 2009 Codes, in a manner that would add more than a 10% load to the Existing Building, the Existing Building will not comply with the IBC structural requirements.

In developing the plans for the Existing Building, it was determined that the application of insulation with a glass, terra cotta, brick, porcelain or similar material would cause the load to the Existing Building to increase more than 10%, thereby causing the Existing Building to lose its "Grandfather" exemption under the IBC and would then be required to comply with the structural seismic requirements applicable to new structures. Reinforcing the existing structure's seismic force resisting system to conform to the structural requirements of a new structure is not feasible for the Existing Building due to the extensive amount of work required for this type of structure (cast-in-place concrete shear walls supported by drilled piers). To reinforce the Existing Building to meet the new structural requirements of the IBC would entail a complete reinforcement of the structure supporting the exterior skin, reinforcement of the concrete shear walls and foundation reinforcement, likely making it more economical to demolish the Existing Building and build a new structure rather than renovating the Existing Building.

As a consequence, the Applicant has designed an attractive exterior to the Existing Building that will limit the increase in load to less than 10% (thereby falling within the exemption for Existing Structures under the IBC) and also meet the 2009 International Energy Conservation Code. As indicated in the plans submitted with the Application, the Existing Building will be insulated with an insulating system, applied over the existing masonry surface, which results in the most energy efficient application to satisfy the stringent requirements of the continuous insulation of the Energy Code.

- The exterior facades shall be provided with a NewBrick, which is an innovative light weight insulated flat brick product with mortared joints applied to an insulation wrap at the first floor, extending up to the window sill of the second floor, a height of 16 feet above grade.
- The existing stair towers will remain with the present existing brick exposed.
- The exterior walls at the second floor up to the roof will be clad with an exposed plaster stucco surface applied to insulation which will be adhered to the face of the existing brick, providing the thermal system required to meet the 2009 IECC Energy

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Code requirement of "continuous insulation" applicable for the St. Louis climate zone.

- All exterior surfaces will be in coordinating colors, presenting a very attractive exterior façade on all sides.

In addition, in order to meet the energy requirements of the ICC 2009 Codes, all motors, equipment, and lighting shall be replaced and provided in conformity with the Energy Code.

The Northwest and Northeast new buildings shall be constructed with predominately masonry materials, natural brick or stone products, and appropriate fenestration for their intended use, providing durable building materials and compatible design appearance. These two new buildings will be designed in compliance with design criteria contained in the Creve Coeur Design Guidelines and as specified by the tenants of those buildings.

7. Landscaping is appropriate for the scale of development and consistent with any applicable City codes, ordinances and standards

The landscaping plan includes enhanced special pedestrian and artistic features. On the north side of the property, there will be a six foot wide promenade walk from the main entrance of the Hotel at the new Porte Cochere, connecting to the public sidewalks on Olive Boulevard. This promenade walkway will have bench seating and sculptures in well landscape islands located at the ends of the parking aisles, will feature Brother Mel's (the artist) statuary, and contain flowering shade trees and planting within each of these pleasant and distinct islands. It should be noted that the Brother Mel statuary is currently featured in the Art Commission's Master Plan. Each of these three landscaped areas will also contain a flag pole: one for our American flag, one for our Missouri State flag and one for the flag of the City of Creve Coeur.

The Porte Cochere, connected to the promenade walkway, will have granite stone fascia panels and a decorative skylight, enhancing the impressive entrance to the Building.

In addition, HBE has agreed to a $250,000 commitment to provide landscaping and a new sculpture at the West entrance from Olive Boulevard, towards the Northwest portion of the property. There will be a landscaped area, referred to as an "OASIS" in the drawings. This large "green space" will contain a water feature, consisting of a pool with a fountain, and a notable sculpture, all within an area planted well landscaped and with low shrubs and flowers. The selection of the sculpture will be in collaboration with Creve Coeur Art Commission.

Landscaping is being designed to include the retention of the existing mature trees and substantial shrubbery. New trees, planting and landscaping will be provided in the parking lot islands, along the periphery of the Property, where required to meet regulations, and adjacent to the Hotel building, commercial and restaurant facilities.

Attachment: Applicant's Materials submitted 10-11-2017 (#17-028: HBE Rezoning to PCD)

The Applicant has included a detailed landscaping plan with this Application.

8. The proposed development preserves any significant architectural and environmental features of the property.

The Existing Building will undergo substantial architectural improvements, which will enhance the features of the Existing Building, improve its energy efficiency in accordance with current energy requirements and code and convert it into a modern and attractive hotel facility. The basic footprint of the Existing Building will remain unchanged.

9. Operating and delivery hours are compatible with adjacent land uses.

The hotel operations will be unobtrusive to the adjacent land uses. The hotel will not provide for banquets or public restaurant facilities (the dining facilities are primarily for guests of the hotel).

Delivery of food and supplies should be minimal, and will only take place during normal daytime business hours.

Trash pickup should occur at normal times similar to what is currently servicing the Existing Building.

10. The proposed development uses are compatible with the area surrounding the proposed development and will not have a material net cumulative adverse impact on the surrounding area or the City as a whole.

The proposed development uses are compatible with the area surrounding the proposed development and will be a substantial improvement in the use of the Property Site. There is no net cumulative negative impact with respect to the conversion of the Existing Building into a Hotel and the development of the new buildings into commercial buildings.

Attachment: Applicant's Materials submitted 10-11-2017 (#17-028: HBE Rezoning to PCD)

11. The proposed development complies with all other applicable codes and ordinances.

Upon approval of the Application for designation of the Property Site as a Planned Commercial District, the proposed development of the Property Site will comply with all applicable codes and ordinances. The new buildings to be constructed at the Northwest and

Northeast portions of the Property Site will comply with all current applicable codes and ordinances.

It is the Applicant's intention to develop and design the two new buildings in concert with the construction work for the redevelopment of the Existing Building into a Hotel. It is acknowledged that it may be appropriate to obtain additional approvals from the City once final plans are developed based on the needs and specifications of the tenants of those buildings.

12. The layout of structures and spaces adequately takes into account the potential for future subdivision of the development.

The Applicant has no plans to subdivide the Property Site and plans on retaining ownership of all buildings and improvements depicted within the Plans. Upon completion of the renovation of the Existing Building and construction of the two new buildings on the Northeast and Northwest section of the Property Site, the Property Site will have been fully developed.

13. There is a demonstrated level of the public benefit to the City derived from the proposed development, per section 405.390.

There is a substantial public benefit to the City which will be derived to the City as a result of the renovation and conversion of the Existing Building into a hotel and the further development of the Property Site in accordance with the Plans submitted with this Application.

A. **Additional Hotel Space is Needed and Promotes Local Initiatives, Including 39 North.** One of the attributes of the Comprehensive Plan is the goal of enhancing and further developing the ag-tech and plant science industries led by Monsanto and the Danforth Plant Center. Each of these facilities needs additional hotel space within relatively close proximity to their buildings, and the hotel will be the closest hotel facility to those two important Creve Coeur institutions. It is anticipated that the proposed hotel facility will also help alleviate a need and demand for additional hotel rooms serving the Eastern section of the Creve Coeur Business District.

   Exciting plans for the development of 39 North as a Global Center for Agtech accentuates the need for high quality hotel space in the Eastern section of Creve Coeur along the Olive Boulevard corridor. The Applicant plans on specifically marketing to the visitors to Creve Coeur's global hub of plant science research.

B. **Enhancement of Tax Revenue.** The proposed hotel will likely generate additional tax revenue in the form of sales tax and likely property taxes as the result of the hotel operations. St. Louis County will experience an increase in hotel tax revenues from

Attachment: Applicant's Materials submitted 10-11-2017 (#17-028: HBE Rezoning to PCD)

a source within Creve Coeur. Additional property taxes will likely be generated by the two new proposed buildings at the Northwest and Northeast section of the Property Site.

C. **No Governmental Financial Incentives.** HBE and the Applicant are not requesting any financial assistance from the City of Creve Coeur or St. Louis County in the form of property tax abatement, tax increment financing (TIF) or any other form of governmental financial assistance.

D. Development of a Highly Visible Property Site. The Hotel will be an attractive and useful addition to the City of Creve Coeur and will develop an underutilized and highly visible track of land within the most traveled street in Creve Coeur and is consistent with and furthers the goals of the City's new Master Plan for the development of Olive Street Road properties**.**

Attachment: Applicant's Materials submitted 10-11-2017 (#17-028: HBE Rezoning to PCD)

NEIGHBORHOOD MEETING

On the evening of August 17, 2017, HBE representatives met with residential neighbors in proximity to the planned hotel site. At the meeting, HBE received a number of comments and suggestions. Based upon some of the comments made at the meeting, HBE has made modifications to its plan:

- HBE has determined to enhance the buffer to the South of the Property in order to enhance the privacy of the neighbors to the South as described above in Paragraph 5 of the Narrative.
- Adjacent to the south side of the building, there will be a small 20' by 40' shallow, in ground, “no-diving” swimming pool. The pool will be for the exclusive use of hotel guests during the summer months from 8:00AM to 10:00PM from Memorial Day to mid-September. In response to comments by residential neighbors to the South, there will be an approximate 8 foot solid privacy fence at the swimming pool, constructed of wood with some decorative lattice work at the top. The design of the surrounding fence will provide complete visual privacy on the East, South and West sides of the pool. In addition, there will also be landscaping and planting areas adjacent to the exterior side of the pool fence to further enhance privacy.
- In further response to comments from neighbors, food and other deliveries will only take place during normal business hours (no earlier than 7 AM and no later than 6 PM), and all trash pickup will also occur with those same business time frames.
- Trash containers will be kept concealed within garages with overhead doors on the south side of the small addition to the existing building.
- There were questions raised by the residential neighbors regarding parking. Hotel employee parking will be on the South side of the Hotel building and portions of the Southeast lot. In response to neighbors' concerns, Hotel guests will not be parking in the area adjacent to the residential neighbors to the South. Parking for the tenants and patrons of the commercial buildings at the Northeast and Northwest portions of the Property will be adjacent to those buildings.
- All parking lot lighting shall be facing downward and within the limits of the Property as required by the Code.
- Some neighbors questioned light coming from hotel rooms at night. In fact, the HBE Building currently has its florescent lights on all night, and it is likely that the hotel will emanate less night time light than what is currently being generated by the HBE office building. The windows of the Hotel will be energy efficient "low e" non-reflective glass. Guest room windows will have multiple draperies, including light weight sheer fabric and "black out" drapes in the perimeter sleeping rooms. The illumination within the guest room suites will be by lamps within the sleeping rooms, providing a low level of lighting visible from the exterior and only when the drapes are not drawn closed.

Attachment: Applicant's Materials submitted 10-11-2017 (#17-028: HBE Rezoning to PCD)

DESIGN CRITERIA:

(1) **Adjoining areas must be predominantly non-residential as defined for this district and the project shall have all access, not including emergency-use only driveways, from Olive Boulevard, Lindbergh Boulevard, North New Ballas Road or any street within the "LI" Light Industrial zoning district except that the project may also have cross access with an adjacent commercial property whose access is limited to only a major or minor arterial according to the City's published street classification map or from any street within the "LI" Light Industrial zoning district.**

(1) The adjoining areas are "predominately non-residential" as indicated by information provided by the City of Creve Coeur, and provides access from Olive Boulevard, a major arterial road, on the North side of the Property and from Mosley Road, a minor arterial road, on the East side.

(2) **Proposed development adjacent to any single-family residential development shall meet a sky exposure plane requirement. The sky exposure plane will be measured from a line located thirty-five (35) feet above the property line and will have a slope of thirty degrees (30°) rising towards the center of the site.**

(2) The proposed development is adjacent to single family residences on the South side of the Property and meets the sky exposure plane requirements as described herein.

(3) **The floor area ratio (FAR) for new developments shall not exceed six-tenths (0.6). However, where a proposed district includes pre-existing buildings that are found to otherwise satisfy the overall purpose and intent of this Chapter, the FAR may be waived so long as the building coverage does not exceed forty percent (40%) of the site area and the sky exposure plane requirement is met.**

(3) The floor area ratio (FAR) for the proposed development is 0.386 to 1.0, including the existing six-story building, which is being repurposed from an office use to a hotel use, and the building coverage is 14.3 percent (14.3%) of the site area, and the sky exposure plane requirement is met.

(4) **Any tract or site abutting or adjoining a single-family residential development shall provide a buffer yard of thirty-five (35) feet on all sides that abut the single-family development. The buffer yard shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.**

(4) The Property Site adjoins existing single-family residences on the South side of the property and presently provides an existing fifty (50) feet buffer yard, which exceeds this requirement of thirty-five (35) feet. There is no impervious surface in this densely landscaped existing buffer yard, which has many very mature trees and planting, providing very dense screening to the neighbors. It is the intent of this Application to retain this existing buffer yard, trees and planting, and to enhance certain portions of the buffer area with additional evergreen shrubs and trees to assist in reducing visibility and to improve the density of the landscaping

Attachment: Applicant's Materials submitted 10-11-2017 (#17-028: HBE Rezoning to PCD)

(5) No new residential building may be located closer than fifteen (15) feet to any property line or any required buffer yard.

(5) This item is not applicable to this PCD Application.

(6) No new commercial building may be located closer than forty (40) feet to any required buffer yard.

(6) As indicated on the proposed development plan, the new buildings and additions to the existing building are not closer than forty (40) feet to the required thirty-five (35) feet buffer yard.

(7) Makes efficient use of parking and storage areas including cooperative parking facilities.

(7) The proposed development provides very efficient and convenient parking for the buildings, as indicated on the submitted site development plan.

(8) Provides for the more efficient provision of public and private utilities and facilities throughout the development area.

(8) Public and private utilities are efficiently designed and provide for an underground storm water detention system on the Southwest portion of the property. All utility services are presently underground; any new or expansion of the existing utility systems will be underground. The Applicant is working with St. Louis Metropolitan Sewer District (MSD) with respect to storm water quality and discharge concerns.

(9) Provides adequate public facilities including streets, bicycle and pedestrian facilities, fire protection, water, storm water control, sanitary sewer and parks and recreation facilities.

(9) The proposed development provides convenient and adequate access to the site for vehicular and pedestrian traffic from the public streets. Internal sidewalks provide safe and convenient access to all buildings. Internal drives are convenient and adequate for automobile and truck traffic routes, as indicated on the submittal plans. Bicycle parking will occur at alcove spaces adjacent to the entries at the buildings with exact locations to be determined.

All buildings will be designed and constructed in compliance with current applicable codes and ordinances.

(10) Incorporates pocket parks, small plazas and places for public art where appropriate.

(10) Special pedestrian features are included in the Development Plan. A water fountain and sculpture will be provided at the West entrance to the property from Olive Boulevard. The Applicant plans on providing sculptures and special landscaping features internal to the site along the promenade walk from Olive Boulevard to the main entrance of the Hotel and with landscaping and patios adjacent to the buildings.

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(11) Locates buildings in appropriate relation to sidewalks or public parks and plazas.

(11) Buildings are located appropriate to sidewalks, as indicated on the Development Plans.

(12) Provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.

(12) Vehicular mobility is provided in a manner that does not compromise pedestrian safety and mobility, as indicated on the Development Plans. All sidewalks shall be in compliance with the applicable accessibility requirements. Accessible parking facilities shall be provided adjacent to building entries as indicated on the Development Plans.

(13) Allows for on-street parking and locates surface parking to the side and rear of buildings.

(13) As indicated on the Development Plans, surface parking is provided adjacent to and convenient to the buildings. There is no "on-street parking" within the Property or allowed on the public streets adjacent to the Property.

(14) Utilizes high-quality architectural design, placement, relationship and orientation of structures.

(14) The architectural design, placement, relationship and orientation of the structures are in accordance with good design practices. Please note that the Commercial Use and Restaurant buildings will be addressed at a later date and shall be designed using predominately masonry materials to comply with current guidelines, applicable codes and ordinances.

(15) Places all utilities serving new projects underground, to the extent feasible, except where specific allowances and design considerations are provided elsewhere in this Section. [Ord. No. 5381 §1, 7-14-2014]

(15) All utility services for the new and existing structures will be placed underground.

(16) Provides effective landscape or screening in or around the separate developments within the PCD.

(16) Effective landscaping is designed, as indicated in the submitted Development Plans, for the facilities within the Property and provides screening from the adjacent residential property to the South.

(17) Functionally and aesthetically integrates all proposed storm water collection basins with the surrounding development through undergrounding or extraordinary design of above ground facilities that is visually commensurate with surrounding development.

(17) The proposed storm water system shall be underground, including retention and water quality, which shall be approved by MSD.

Attachment: Applicant's Materials submitted 10-11-2017 (#17-028: HBE Rezoning to PCD)

STATEMENT: PLANNED COMMERCIAL DEVELOPMENT (PCD)

The Property Site in this Application is proposed for the development of commercial retail, hotel and restaurant use to provide attractive and compatible facilities with the surrounding neighborhoods. The proposed development provides an efficient use of land and resources, offers a mix of amenities for the area, promoting a greater efficiency in public and utility services.

This PCD would permit, as permitted uses: (1) the hotel, commercial retail and restaurant uses described in the Narrative accompanying the Application and as shown on the Site Development and other plans submitted therewith, including full-service and limited service restaurants (NAICS 722511-13); and (2) all permitted uses in the Core Business District (present zoning classification). The PCD would allow, as conditional uses, any other uses currently shown as conditional uses in the CB District.

The PCD for this project includes a six story, 260 room hotel, a one-story commercial use facility, and a one-story restaurant, as indicated on the accompanying Plans, on the Property Site, which is approximately 10 acres, more or less, as a single property. The Applicant has no plans to subdivide the Property Site.

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SECTION 405.390 PLANNED ZONING DISTRICTS

E. SUBMITTAL REQUIREMENTS:

In reference to E. Submittal Requirements, Item No. 18, please be advised that it is the Applicant's intention to start construction on the hotel facility before the end of this year and open in mid-2019. It is anticipated that the two "out buildings," the Commercial Use and Restaurant facility, will be constructed concurrently with the hotel.

Also, in reference to Item No. E.19, please be advised that there are no restrictive covenants at this time. There will be no subdivision. The entire Property shall be under one Ownership.

Attachment: Applicant's Materials submitted 10-11-2017 (#17-028: HBE Rezoning to PCD)

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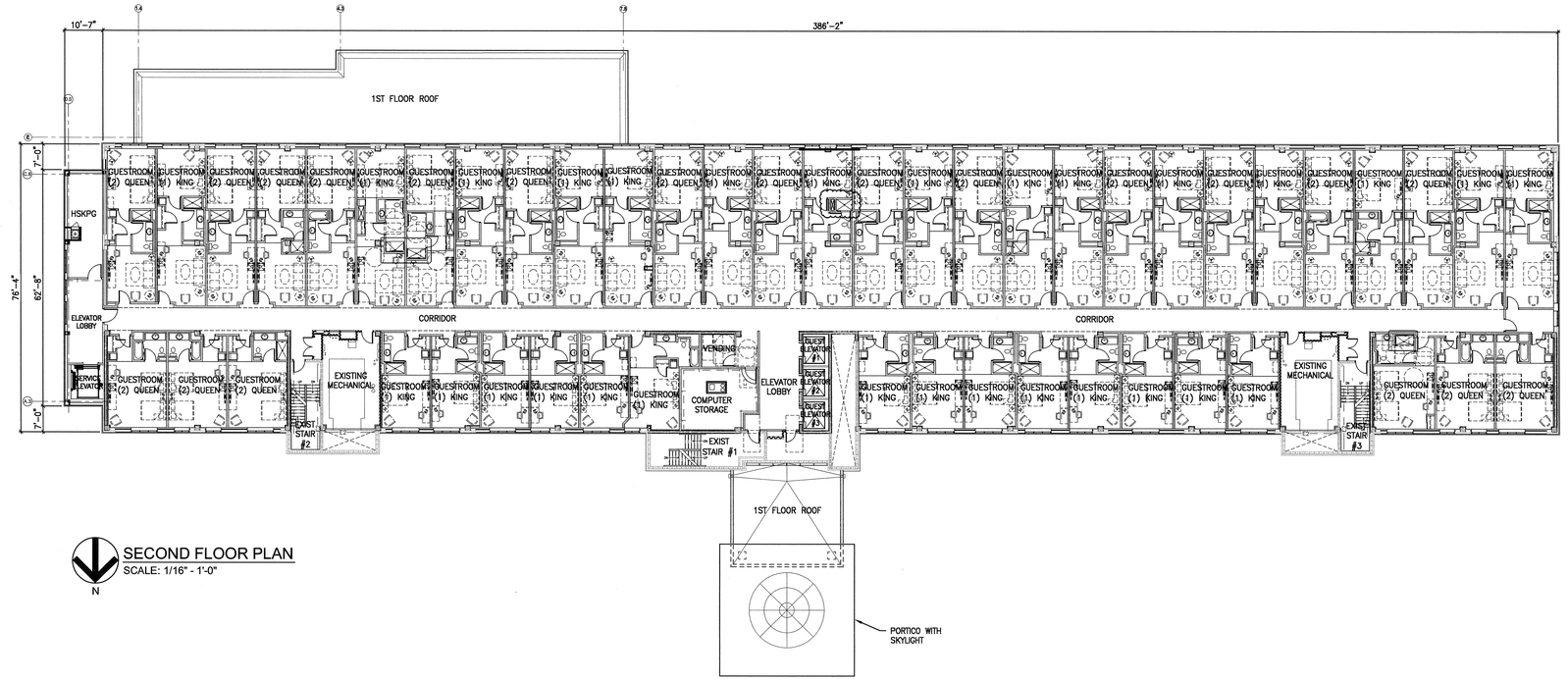
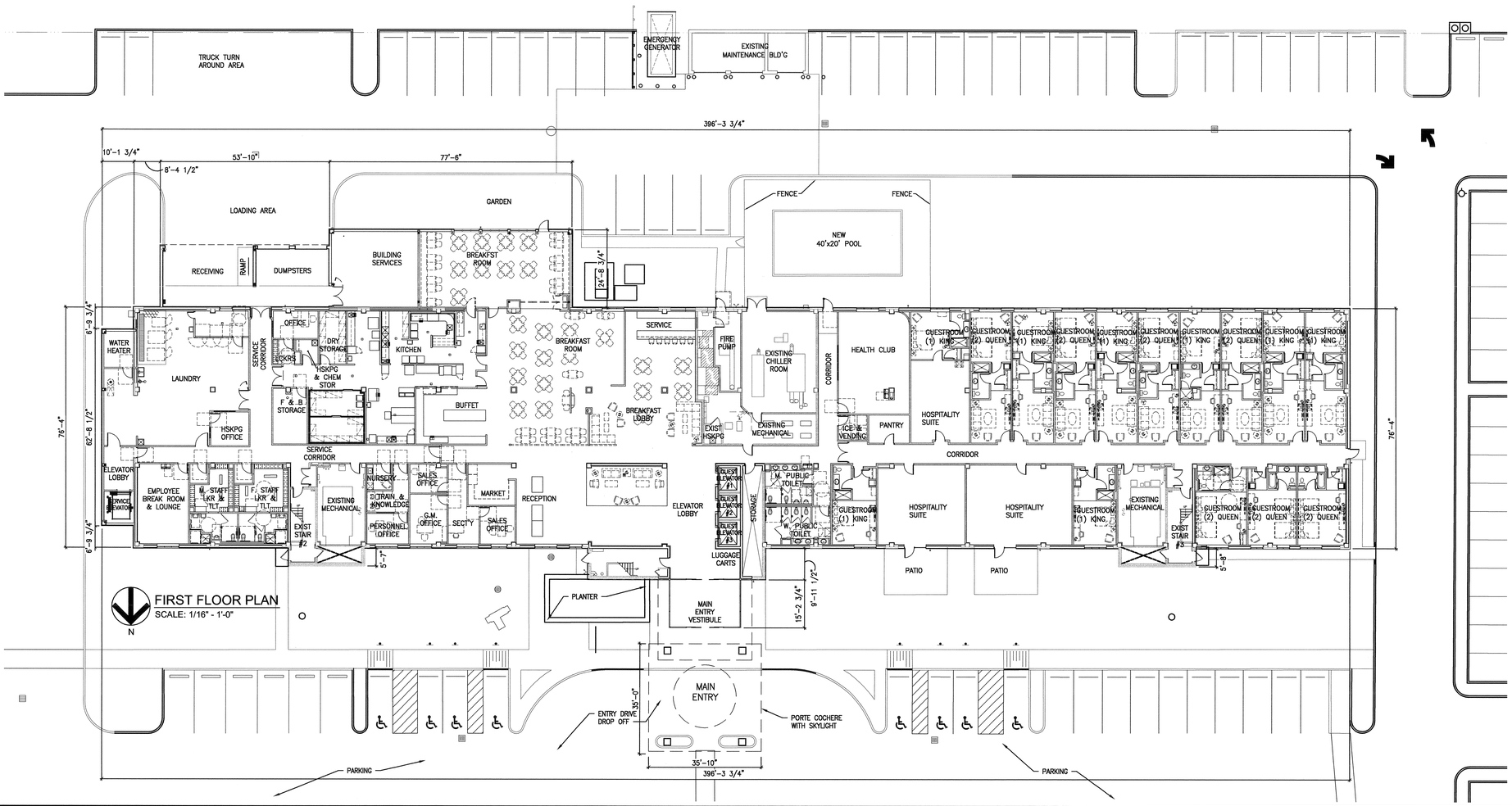


SECOND FLOOR PLAN
SCALE: 1/16" - 1'-0"



FIRST FLOOR PLAN
SCALE: 1/16" - 1'-0"

Proposed New
Creve Coeur Hotel & Suites
Creve Coeur, Missouri

Kummer Hotel Development, LLC
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

Hospital Designers, Inc.
Frederick S. Scott, Architect
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

Attachment: Applicant's Materials submitted 10-11-2017 (#17-028: HBE Rezoning to PCD)

STATE OF MISSOURI FREDERICK SCOTT REWARD NUMBER A-3444 REGISTERED ARCHITECT

Job No.: 84340

DB	AB	CB
–	–	–

Sheet No.: X of X

A1

PCD | 1st & 2nd Floor Plan

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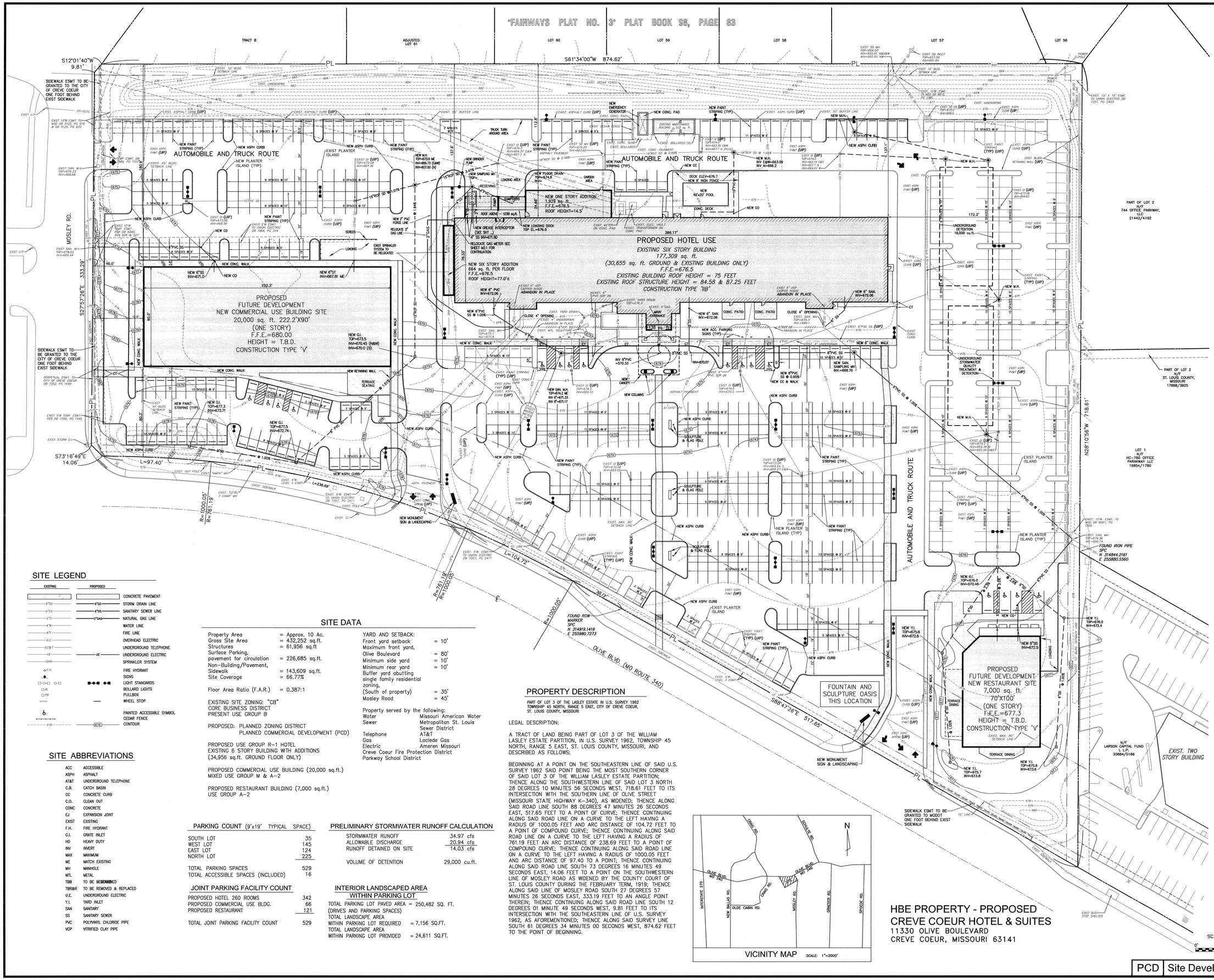
Date: 10/11/17


"FAIRWAYS PLAT NO. 3" PLAT BOOK 98, PAGE 83
TRACT B
ADJUSTED LOT 61
LOT 60
LOT 59
LOT 58
LOT 57
LOT 56
S12°01'40"W 9.81'
S61°34'00"W 874.62'
SIDEWALK ESMT TO BE GRANTED TO THE CITY OF CREVE COEUR ONE FOOT BEHIND EXIST SIDEWALK
AUTOMOBILE AND TRUCK ROUTE
NEW PLANTER ISLAND (TYP)
EXIST PLANTER ISLAND
NEW ASPH CURB
NEW PAINT STRIPING (TYP)
EXIST ASPH PVMT (UP)
EXIST ASPH CURB (UP)
MOSLEY RD.
PROPOSED FUTURE DEVELOPMENT NEW COMMERCIAL USE BUILDING SITE 20,000 sq. ft. 222.2'X90' (ONE STORY) F.F.E.=680.00 HEIGHT = T.B.D. CONSTRUCTION TYPE 'V'
PROPOSED HOTEL USE
EXISTING SIX STORY BUILDING
177,309 sq. ft.
(30,655 sq. ft. GROUND & EXISTING BUILDING ONLY)
F.F.E.=676.5
EXISTING BUILDING ROOF HEIGHT = 75 FEET
EXISTING ROOF STRUCTURE HEIGHT = 84.58 & 87.25 FEET
CONSTRUCTION TYPE "IIB"
NEW ONE STORY ADDITION 1,923 Sq. ft. F.F.E.=676.5 ROOF HEIGHT=14.5'
NEW SIX STORY ADDITION 664 sq. ft. PER FLOOR F.F.E.=676.5 ROOF HEIGHT=77.0'±
NEW 40'x20' POOL
DECK ELEV=676.7
NEW 8' HIGH FENCE
CONC. DECK
NEW CO
NEW LOADING DOCK TOP EL=676.5
NEW GREASE INTERCEPTOR (SEE SHT _)
RELOCATE GAS METER SEE SHEET M2.1 FOR CONTINUATION
NEW EMERGENCY GENERATOR
NEW CONC. PAD
EXISTING MAINTENANCE BUILDING ± 532 sq. ft. (1 STORY)
NEW M.H.
NEW M.H. INV E&W=663.09 INV N=666.2
NEW SIMPLIMA MH TOP=676.3 INV=667.80
NEW GRINDER PUMP
LOADING AREA
RECEIVING
GAZEBO
GREEN AREA
NEW FLOOR DRAIN TOP=674.8 INV=
DUMPSTERS
ROOF ABOVE - 1036 sq.ft.
NEW 2" PVC FORCE LINE
RELOCATE 2" GAS LINE
EXIST SPRINKLER SYSTEM TO BE RELOCATED
SCREEN
LOADING
NEW 6"SS INV=671.0
NEW 6"ST INV=667.81 ME
NEW CONC. WALK
NEW 6" SAN. INV=672.06
NEW 6"PVC SS @ 1.00%
NEW 6" SAN. INV=672.06
CONC. PATIO
CLOSE 4" OPENING
MAIN ENTRANCE
238 sq. ft.
NEW ACC. PARKING SIGNS (TYP)
NEW 6" CONC. WALK
NEW 6" SAN. INV=672.06
NEW 8"PVC SS @ 0.95%
NEW CC & WALK
NEW SAN. SAMPLING MH INV=666.70
INV 8"PVC =570.33
INV=670.07
NEW CANOPY
NEW COLUMNS
NEW RETAINING WALL
TERRACE SEATING
NEW G.I. TOP=677.3 INV=673.71
NEW G.I. TOP=677.5 INV=672.74
NEW SAN. M.H. TOP=674.2 ME INV 6"=671.33 INV 8"=671.17
NEW G.I. TOP=673.5 INV=670.45 (NBM) INV=670.0 (S)
NEW MONUMENT SIGN & LANDSCAPING
SCULPTURE & FLAG POLE
EXIST. MAX. 80' SETBACK LINE
EXIST. MAX. 85' SETBACK LINE
EXIST. 50' BUFFER LINE
EXIST. 10' BLDG. SETBACK LINE
EXIST. LANDSCAPING
EXIST. CEDAR FENCE
EXIST. CONC. SLAB
EXIST. BOLLARDS (8)
EXIST. CONC. PAVEMENT
EXIST. BLOCK RETAINING WALL (UP)
EXIST. PAINT STRIPING (TYP) (UP)
EXIST. CONC. CURB
EXIST. FH
EXIST. G (UP) TOP=673.08 INV=669.08
EXIST. SD MH TOP=675.20 INV=663.92
EXIST. SD MH INV=655.61 N&S&W INV=655.50 NW
EXIST. SD INLET TOP=657.59 INV=651.84
EXIST. SD IN GRATE TOP=657.5 INV=655.0
EXIST. 7"CA ESMT. PER DB 3636, PG 2489
EXIST. 15' X 15' ESMT. TO UNION ELECTRIC DB 7353, PG 2403
EXIST. 10'W. ESMT. TO MSD DB 6661, PG 1500
EXIST. SAN. MH TOP=679.36 INV=665.74
FOUND IRON PIPE SPC N 314844.2161 E 255880.5560
EXIST. 15'W ESMT TO MSD DB 5125, PG 618 & DB 5125, PG 620
EXIST. 10'W. ESMT. PER DB 5090, PGS. 526 & 527
EXIST. 45' BLDG. SETBACK LINE
EXIST. SAN. M.H. TOP=676.23 INV=668.68
EXIST. SAN. M.H. TOP=678.03 INV=669.44
EXIST. 10'W ESMT. PER DB 7352, PG 1499
EXIST. 5'W TEMP. ESMT. PER DB 7352, PG 1499
EXIST. STORM G.I.
EXIST. GUY POLE
EXIST. "MMPV" MH
EXIST. "LEVEL 3 COMM" MH
EXIST. 4'W. LEVEL 3 ESMT.
EXIST. 5'W. ESMT. TO UNION ELECTRIC DB 7357, PG 2411
EXIST. SIDEWALK
EXIST. CURB RAMP
EXIST. ASPH. PAVEMENT
EXIST. 10'W. ESMT. TO UNION ELECTRIC DB 1864, PG 374
EXIST. 10'W ESMT. PER DB 5090, PGS. 526 & 527
EXIST. U.P.
EXIST. U.E.
EXIST. 15'W ESMT. TO MSD DB 5125, PG 618 & DB 5125, PG 620
EXIST. 45' BLDG. SETBACK LINE
PERPETUAL ESMT. TO CITY OF CREVE COEUR DB 7352, PG 1499
EXIST. 5'W TEMP. ESMT. PER DB 7352, PG 1499
EXIST. STORM G.I.
EXIST. GUY POLE
EXIST. "MMPV" MH
EXIST. "LEVEL 3 COMM" MH
EXIST. 4'W. LEVEL 3 ESMT.
EXIST. 5'W. ESMT. TO UNION ELECTRIC DB 7357, PG 2411
EXIST. SIDEWALK
EXIST. CURB RAMP
EXIST. ASPH. PAVEMENT
S73°16'49"E 14.06'
L=97.40'
L=238.69'
L=104.72'
R=1000.05'
R=761.19
R=1000.05'
S27°57'26"E 333.29'
S88°47'06"E 517.65'
N28°10'56"W 718.61'
222.2'
90.0'
20.2'
46.0'
386.17'
172.2'
137.8'
137.7'
75.33'
FOUND ROW MARKER SPC N 314919.1419 E 255980.7273
OLIVE BLVD. (MO ROUTE 340)
PART OF LOT 2 N/F 744 OFFICE PARKWAY, LLC 21442/4192
PART OF LOT 2 N/F ST. LOUIS COUNTY, MISSOURI 17888/3825
LOT 1 N/F HC-766 OFFICE PARKWAY LLC 19854/1780
UNDERGROUND DETENTION 15,000 cu.ft.
UNDERGROUND STORMWATER QUALITY TREATMENT & DETENTION
PROPOSED FUTURE DEVELOPMENT NEW RESTAURANT SITE 7,000 sq. ft. 70'X100' (ONE STORY) F.F.E.=677.3 HEIGHT = T.B.D. CONSTRUCTION TYPE 'V'
TERRACE DINING
NEW Y.I. TOP=675.8 INV=672.8
NEW Y.I. TOP=675.7 INV=673.8
NEW Y.I. TOP=675.6 INV=673.6
NEW Y.I. TOP=676.0 INV=672.4
NEW 8"SS INV=672.5
NEW G.I. TOP=676.0 INV=670.46
NEW CO
FOUNTAIN AND SCULPTURE OASIS THIS LOCATION
N/F LARSON CAPITAL FUND L.P. 20884/0186
EXIST. TWO STORY BUILDING
SIDEWALK ESMT TO BE GRANTED TO MODOT ONE FOOT BEHIND EXIST SIDEWALK
EXIST BUS STOP SHELTER
NEW MONUMENT SIGN & LANDSCAPING
NEW CONC. WALK
EXIST. CONC APRON (UP)
EXIST. CONC CURB
EXIST ASPH PVMT (UP)
EXIST. ASPH CURB (UP)
EXIST. ASPH CURB (UP)
EXIST. PAINT STRIPING (TYP) (UP)
NEW PAINT STRIPING (TYP)
NEW ASPH CURB
EXIST PLANTER ISLAND
NEW PLANTER ISLAND (TYP)
EXIST. ASPH CURB (UP)
EXIST. PAINT STRIPING (TYP) (UP)
EXIST. CONC CURB
EXIST ASPH PVMT (UP)
EXIST. ASPH CURB (UP)
EXIST. PAINT STRIPING (TYP) (UP)
NEW PAINT STRIPING (TYP)
NEW ASPH CURB

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"FAIRWAYS PLAT NO. 3" PLAT BOOK 98, PAGE 83

TRACT B | ADJUSTED LOT 61 | LOT 60 | LOT 59 | LOT 58 | LOT 57 | LOT 56

S12°01'40"W 9.81'

S61°34'00"W 874.62'

SIDEWALK ESMT TO BE GRANTED TO THE CITY OF CREVE COEUR ONE FOOT BEHIND EXIST SIDEWALK

EXIST 15'W ESMT TO MSD DB 5125, PG 618 & DB 5125, PG 620

EXIST 10'W TEMP. ESMT. PER DB 5080, PGS 526 & 527

EXIST 5'W ESMT TO UNION ELECTRIC DB 1864, PG 374

EXIST 5'W TEMP. ESMT. PER DB 7352, PG 1499

EXIST 10' BLDG. SETBACK LINE

EXIST 45' BLDG. SETBACK LINE

EXIST 50' BUFFER LINE

EXIST 4'W LEVEL 3 ESMT

EXIST 5'W. ESMT. TO UNION ELECTRIC DB 7357, PG 2411

EXIST 10'W. ESMT. TO MSD DB 6661, PG 1900

EXIST 15' X 15' ESMT. TO UNION ELECTRIC DB 7357, PG 2403

MOSLEY RD.

S27°57'26"E 333.29'

S73°16'49"E 14.06'

R=1000.05' R=761.19' L=97.40'

R=761.19' R=1000.05' L=104.72'

R=1000.05' L=238.69'

OLIVE BLVD. (MO ROUTE 340)

S88°47'26"E 517.65'

N28°10'56"W 718.61'

PROPOSED FUTURE DEVELOPMENT
NEW COMMERCIAL USE BUILDING SITE
20,000 sq. ft. 222.2'X90'
(ONE STORY)
F.F.E.=680.00
HEIGHT = T.B.D.
CONSTRUCTION TYPE 'V'

PROPOSED HOTEL USE
EXISTING SIX STORY BUILDING
177,309 sq. ft.
(30,655 sq. ft. GROUND & EXISTING BUILDING ONLY)
F.F.E.=676.5
EXISTING BUILDING ROOF HEIGHT = 75 FEET
EXISTING ROOF STRUCTURE HEIGHT = 84.58 & 87.25 FEET
CONSTRUCTION TYPE "IIB"

NEW ONE STORY ADDITION
1,923 sq. ft.
F.F.E.=676.5
ROOF HEIGHT=14.5'±

NEW SIX STORY ADDITION
664 sq. ft. PER FLOOR
F.F.E.=676.5
ROOF HEIGHT=77.0'±

NEW 4'x20' POOL

SHARED CONFLICTED PARKING AREAS

SHARED CONFLICTED PARKING AREAS

SHARED CONFLICTED PARKING AREAS

FOUNTAIN AND SCULPTURE OASIS THIS LOCATION

PROPOSED FUTURE DEVELOPMENT
NEW RESTAURANT SITE
7,000 sq. ft.
70'x100'
(ONE STORY)
F.F.E.=677.3
HEIGHT = T.B.D.
CONSTRUCTION TYPE 'V'

PART OF LOT 2 N/F 744 OFFICE PARKWAY, LLC 21442/4192

PART OF LOT 2 N/F ST. LOUIS COUNTY, MISSOURI 17888/3825

LOT 1 N/F HC-760 OFFICE PARKWAY LLC 19854/1780

N/F LARSON CAPITAL FUND L.L.P. 20884/0186

EXIST. TWO STORY BUILDING

UNDERGROUND DETENTION 19,000 cu.ft.

UNDERGROUND STORMWATER QUALITY TREATMENT & DETENTION

FOUND IRON PIPE SPC N 314844.2161 E 255880.5560

FOUND ROW MARKER SPC N 314919.1419 E 255980.7273

NEW MONUMENT SIGN & LANDSCAPING

SIDEWALK ESMT TO BE GRANTED TO MODOT ONE FOOT BEHIND EXIST SIDEWALK

TRAVEL DISTANCES FROM FACILITY ENTRANCES TO AVAILABLE PARKING SPACES AND SHARED CONFLICTED AREAS OF PARKING TO FACILITIES

HBE PROPERTY - PROPOSED
CREVE COEUR HOTEL & SUITES
11330 OLIVE BOULEVARD
CREVE COEUR, MISSOURI 63141

SCALE: 1" = 30'
0' 30' 60'
SCALE IN FEET

SITE LEGEND

EXISTING	PROPOSED	
		CONCRETE PAVEMENT
8"SD	8"SD	STORM DRAIN LINE
8"SS	8"SS	SANITARY SEWER LINE
2"G	2"GAS	NATURAL GAS LINE
4"W		WATER LINE
8"F		FIRE LINE
O.E.		OVERHEAD ELECTRIC
AT&T		UNDERGROUND TELEPHONE
UE	UE	UNDERGROUND ELECTRIC
SPR		SPRINKLER SYSTEM
F.H.		FIRE HYDRANT
		SIGNS
		LIGHT STANDARDS
BL		BOLLARD LIGHTS
PB		PULLBOX
		WHEEL STOP
		PAINTED ACCESSIBLE SYMBOL
		CEDAR FENCE
678	678	CONTOUR

SITE ABBREVIATIONS

ACC	ACCESSIBLE
ASPH	ASPHALT
AT&T	UNDERGROUND TELEPHONE
C.B.	CATCH BASIN
CC	CONCRETE CURB
C.O.	CLEAN OUT
CONC	CONCRETE
EJ	EXPANSION JOINT
EXIST	EXISTING
F.H.	FIRE HYDRANT
G.I.	GRATE INLET
HD	HEAVY DUTY
INV	INVERT
MAX	MAXIMUM
ME	MATCH EXISTING
MH	MANHOLE
MTL	METAL
TBR	TO BE REMOVED
TBR&R	TO BE REMOVED & REPLACED
U.E.	UNDERGROUND ELECTRIC
Y.I.	YARD INLET
SAN	SANITARY
SS	SANITARY SEWER
PVC	POLYVINYL CHLORIDE PIPE
VCP	VITRIFIED CLAY PIPE

SITE DATA

Property Area	= Approx. 10 Ac.
Gross Site Area	= 432,252 sq.ft.
Structures	= 61,956 sq.ft
Surface Parking, pavement for circulation	= 226,685 sq.ft.
Non-Building/Pavement, Sidewalk	= 143,609 sq.ft.
Site Coverage	= 66.77%
Floor Area Ratio (F.A.R.)	= 0.387:1

EXISTING SITE ZONING: "CB"
CORE BUSINESS DISTRICT
PRESENT USE GROUP B

PROPOSED: PLANNED ZONING DISTRICT
PLANNED COMMERCIAL DEVELOPMENT (PCD)

PROPOSED USE GROUP R-1 HOTEL
EXISTING 6 STORY BUILDING WITH ADDITIONS
(34,956 sq.ft. GROUND FLOOR ONLY)

PROPOSED COMMERCIAL USE BUILDING (20,000 sq.ft.)
MIXED USE GROUP M & A-2

PROPOSED RESTAURANT BUILDING (7,000 sq.ft.)
USE GROUP A-2

YARD AND SETBACK:

Front yard setback	= 10'
Maximum front yard, Olive Boulevard	= 80'
Minimum side yard	= 10'
Minimum rear yard	= 10'
Buffer yard abutting single family residential zoning, (South of property)	= 35'
Mosley Road	= 45'

Property served by the following:

Water	Missouri American Water
Sewer	Metropolitan St. Louis Sewer District
Telephone	AT&T
Gas	Laclede Gas
Electric	Ameren Missouri
	Creve Coeur Fire Protection District
	Parkway School District

PARKING COUNT (9'x19' TYPICAL SPACE)

SOUTH LOT	35
WEST LOT	145
EAST LOT	124
NORTH LOT	225
TOTAL PARKING SPACES	529
TOTAL ACCESSIBLE SPACES (INCLUDED)	16

JOINT PARKING FACILITY COUNT

PROPOSED HOTEL 260 ROOMS	342
PROPOSED COMMERCIAL USE BLDG.	66
PROPOSED RESTAURANT	121
TOTAL JOINT PARKING FACILITY COUNT	529

PRELIMINARY STORMWATER RUNOFF CALCULATION

STORMWATER RUNOFF	34.97 cfs
ALLOWABLE DISCHARGE	20.94 cfs
RUNOFF DETAINED ON SITE	14.03 cfs
VOLUME OF DETENTION	29,000 cu.ft.

PROPERTY DESCRIPTION

PART OF LOT 3 OF THE LASLEY ESTATE IN U.S. SURVEY 1962 TOWNSHIP 45 NORTH, RANGE 5 EAST, CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI

LEGAL DESCRIPTION:

A TRACT OF LAND BEING PART OF LOT 3 OF THE WILLIAM LASLEY ESTATE PARTITION, IN U.S. SURVEY 1962, TOWNSHIP 45 NORTH, RANGE 5 EAST, ST. LOUIS COUNTY, MISSOURI, AND DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHEASTERN LINE OF SAID U.S. SURVEY 1962 SAID POINT BEING THE MOST SOUTHERN CORNER OF SAID LOT 3 OF THE WILLIAM LASLEY ESTATE PARTITION; THENCE ALONG THE SOUTHWESTERN LINE OF SAID LOT 3 NORTH 28 DEGREES 10 MINUTES 56 SECONDS WEST, 718.61 FEET TO ITS INTERSECTION WITH THE SOUTHERN LINE OF OLIVE STREET (MISSOURI STATE HIGHWAY K-340), AS WIDENED; THENCE ALONG SAID ROAD LINE SOUTH 88 DEGREES 47 MINUTES 26 SECONDS EAST, 517.65 FEET TO A POINT OF CURVE; THENCE CONTINUING ALONG SAID ROAD LINE ON A CURVE TO THE LEFT HAVING A RADIUS OF 1000.05 FEET AND ARC DISTANCE OF 104.72 FEET TO A POINT OF COMPOUND CURVE; THENCE CONTINUING ALONG SAID ROAD LINE ON A CURVE TO THE LEFT HAVING A RADIUS OF 761.19 FEET AN ARC DISTANCE OF 238.69 FEET TO A POINT OF COMPOUND CURVE; THENCE CONTINUING ALONG SAID ROAD LINE ON A CURVE TO THE LEFT HAVING A RADIUS OF 1000.05 FEET AND ARC DISTANCE OF 97.40 TO A POINT; THENCE CONTINUING ALONG SAID ROAD LINE SOUTH 73 DEGREES 16 MINUTES 49 SECONDS EAST, 14.06 FEET TO A POINT ON THE SOUTHWESTERN LINE OF MOSLEY ROAD AS WIDENED BY THE COUNTY COURT OF ST. LOUIS COUNTY DURING THE FEBRUARY TERM, 1919; THENCE ALONG SAID LINE OF MOSLEY ROAD SOUTH 27 DEGREES 57 MINUTES 26 SECONDS EAST, 333.19 FEET TO AN ANGLE POINT THEREIN; THENCE CONTINUING ALONG SAID ROAD LINE SOUTH 12 DEGREES 01 MINUTE 49 SECONDS WEST, 9.81 FEET TO ITS INTERSECTION WITH THE SOUTHEASTERN LINE OF U.S. SURVEY 1962, AS AFOREMENTIONED; THENCE ALONG SAID SURVEY LINE SOUTH 61 DEGREES 34 MINUTES 00 SECONDS WEST, 874.62 FEET TO THE POINT OF BEGINNING.

VICINITY MAP

SCALE: 1"=2000'

CREVE COEUR MILLS RD. | SCHOETTLER RD. | OLIVE BLVD. (MO ROUTE 340) | INTERSTATE 270 | NEW BALLAS RD. | CLARKSON RD. | OLDE CABIN RD. | MOSLEY RD. | CRAIGSIER RD. | SPOEDE RD. | N

Proposed New
Creve Coeur Hotel & Suites
Creve Coeur, Missouri

Kummer Hotel Development, LLC
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

Hospital Designers, Inc.
Frederick S. Scott, Architect
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Attachment: Applicant's Materials submitted 10-11-2017 (#17-028-HBE Rezoning to PCD)

STATE OF MISSOURI FREDERICK SEWARD SCOTT NUMBER A-3246 REGISTERED ARCHITECT

Job No.: 84340

DB	AB	CB
TDR		

Sheet No.: A-1.1 of ____

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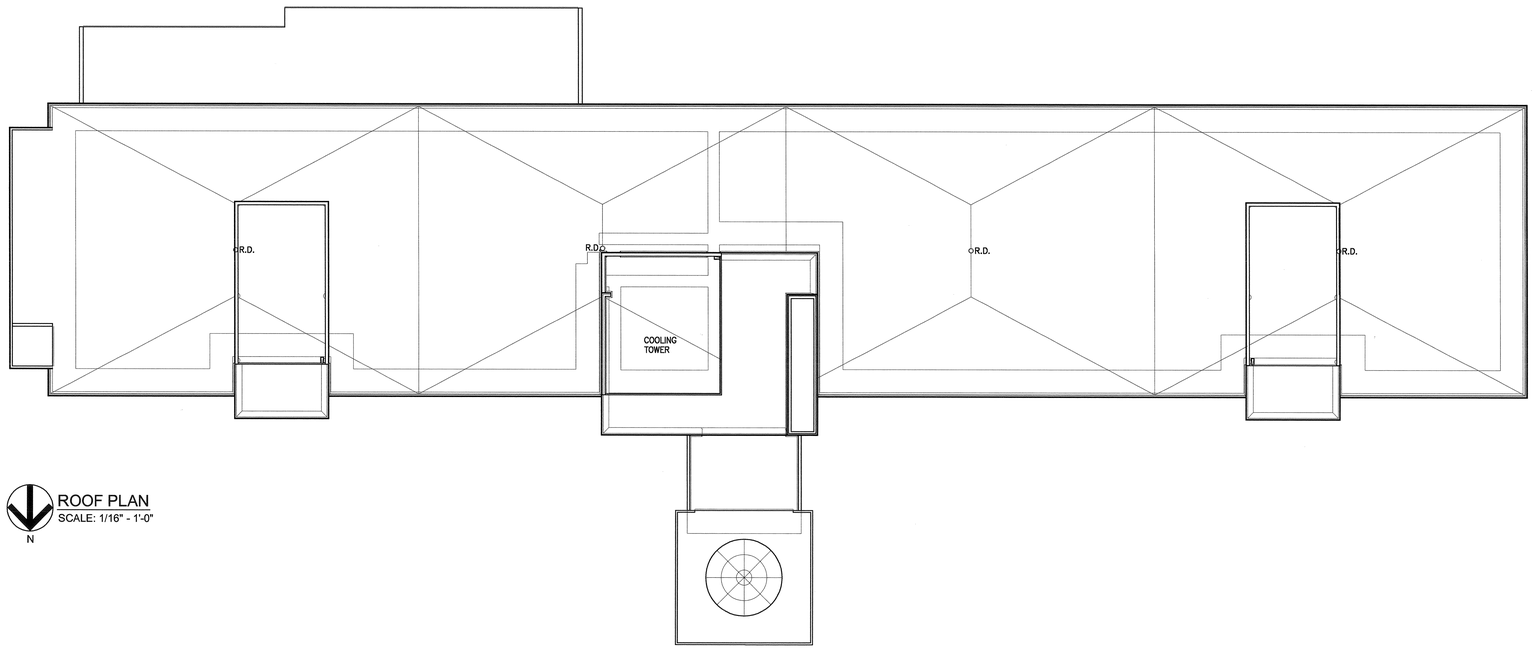
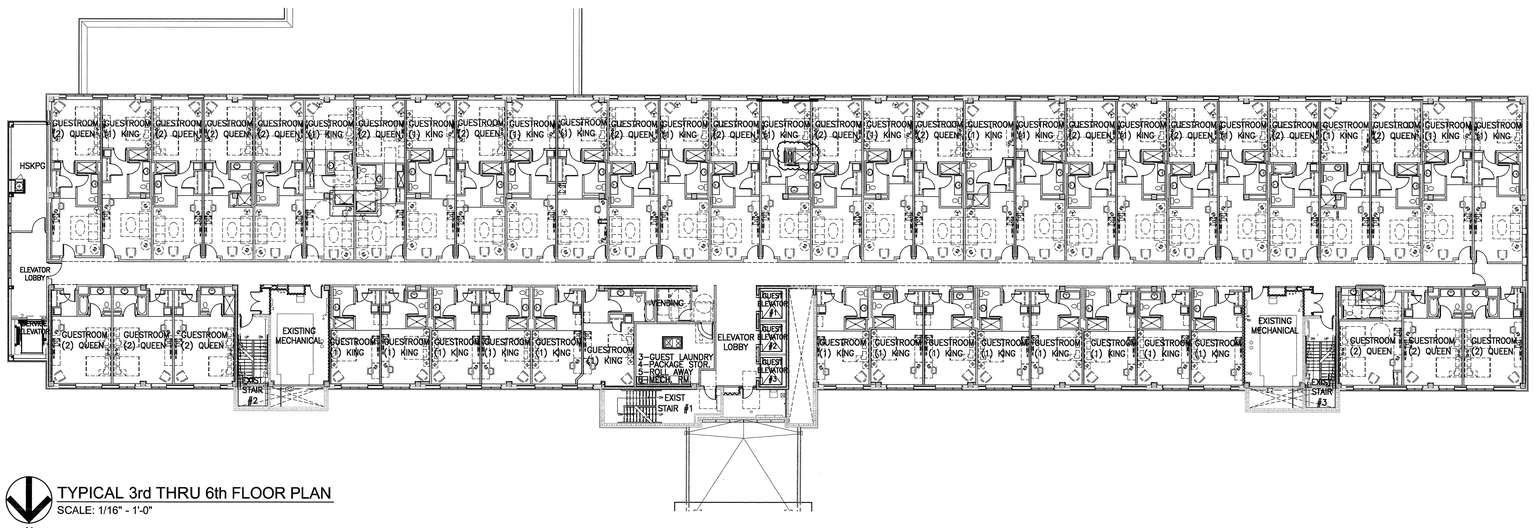
PCD | Travel Distance to Entry



ROOF PLAN
SCALE: 1/16" - 1'-0"



TYPICAL 3rd THRU 6th FLOOR PLAN
SCALE: 1/16" - 1'-0"

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STATE OF MISSOURI
FREDERICK SEWARD SCOTT
NUMBER A-002683
REGISTERED ARCHITECT

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Sheet No.: X of X

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PCD | Typical 3rd thru 6th Floor Plan & Roof Plan

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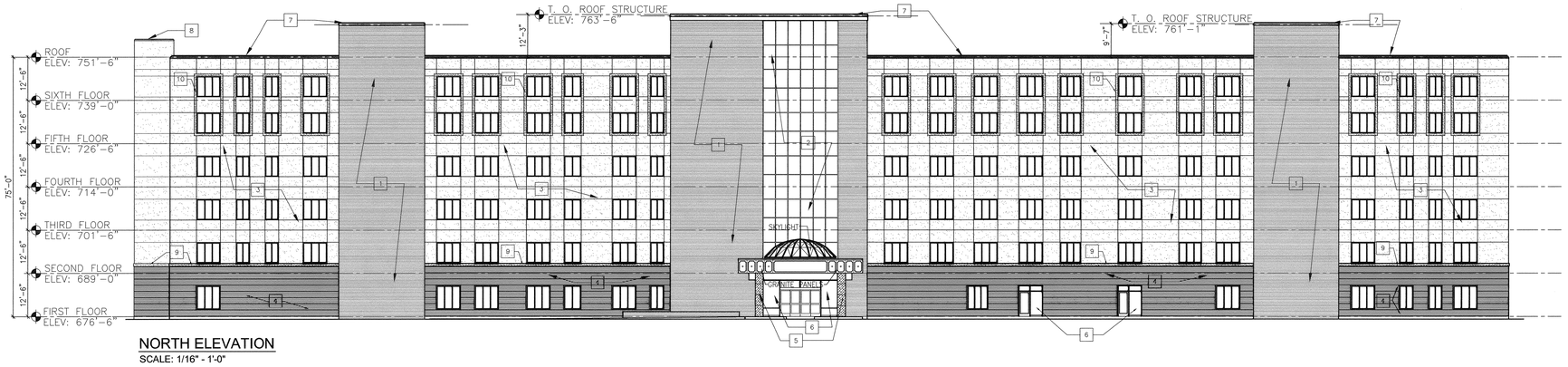
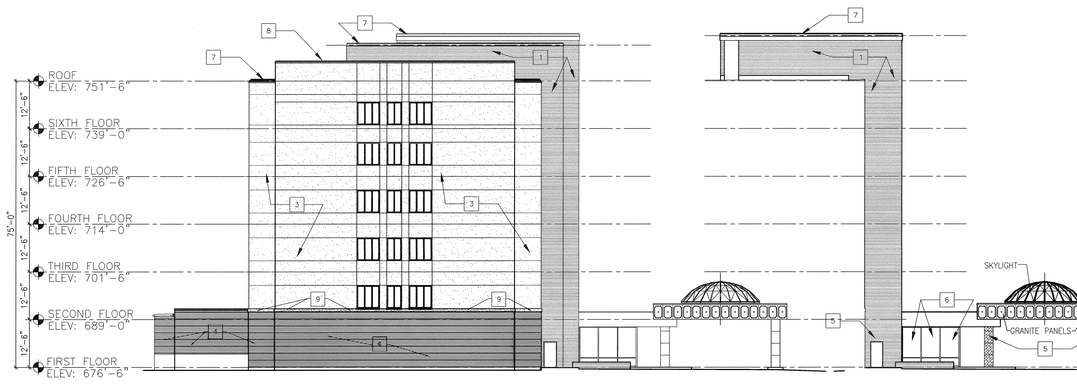


NORTH ELEVATION
SCALE: 1/16" - 1'-0"

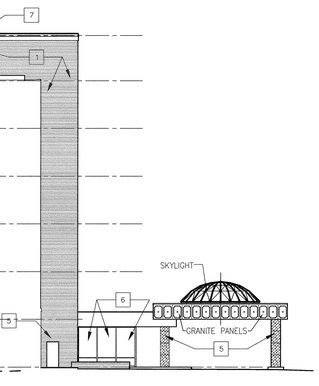
SOUTH ELEVATION
SCALE: 1/16" - 1'-0"

EXTERIOR MATERIAL FINISHES LEGEND:

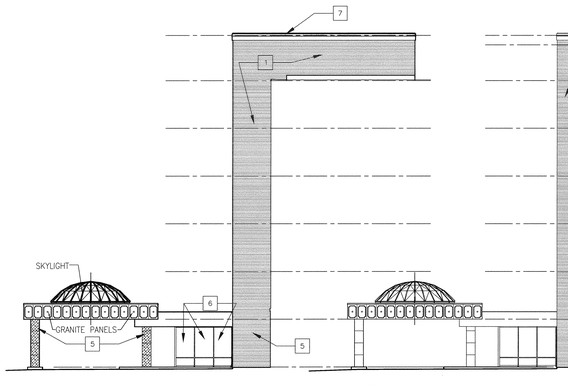
1. EXISTING BRICK TO REMAIN.
2. EXISTING CURTAIN WALL TO REMAIN.
3. STUCCO.
4. APPLIED BRICK.
5. APPLIED GRANITE.
6. STOREFRONT.
7. EXISTING GRAVEL GUARD TO REMAIN.
8. NEW GRAVEL GUARD.
9. PROJECTED SILL BAND.
10. PROJECTED WINDOW SURROUND.



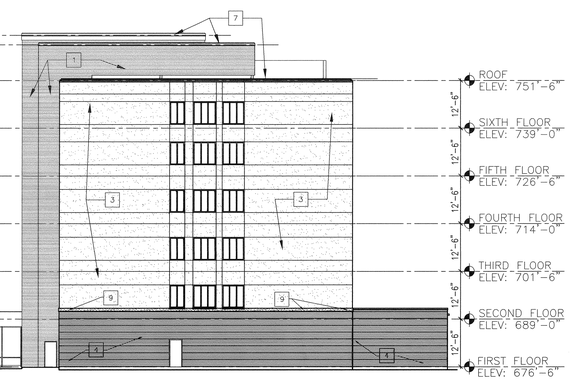
EAST ELEVATION
SCALE: 1/16" - 1'-0"



EAST ELEVATION
@ MAIN LOBBY
SCALE: 1/16" - 1'-0"



WEST ELEVATION
@ MAIN LOBBY
SCALE: 1/16" - 1'-0"



WEST ELEVATION
SCALE: 1/16" - 1'-0"

PCD | Exterior Elevations

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Creve Coeur, Missouri

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STATE OF MISSOURI
FREDERICK STEWARD SCOTT
NUMBER A-3263
REGISTERED ARCHITECT

Job No.: 84340

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Sheet No.: X of X

A3

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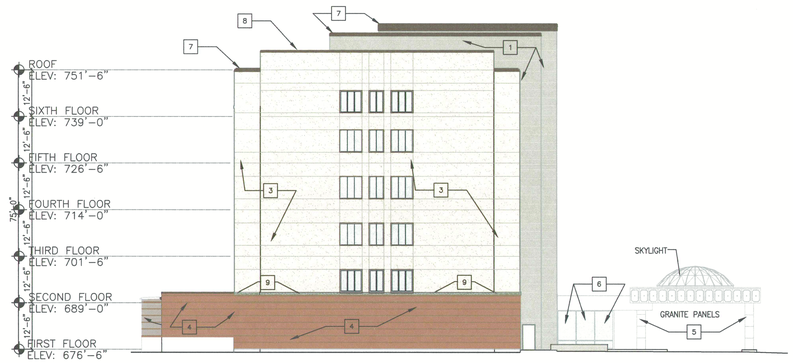
NORTH ELEVATION
SCALE: 1/16" - 1'-0"

SOUTH ELEVATION
SCALE: 1/16" - 1'-0"

EXTERIOR MATERIAL FINISHES LEGEN

1. EXISTING BRICK TO REMAIN.
2. EXISTING CURTAIN WALL TO REMAIN.
3. STUCCO.
4. APPLIED BRICK.
5. APPLIED GRANITE.
6. STOREFRONT.
7. EXISTING GRAVEL GUARD TO REMAIN.
8. NEW GRAVEL GUARD.
9. PROJECTED BAND



EAST ELEVATION
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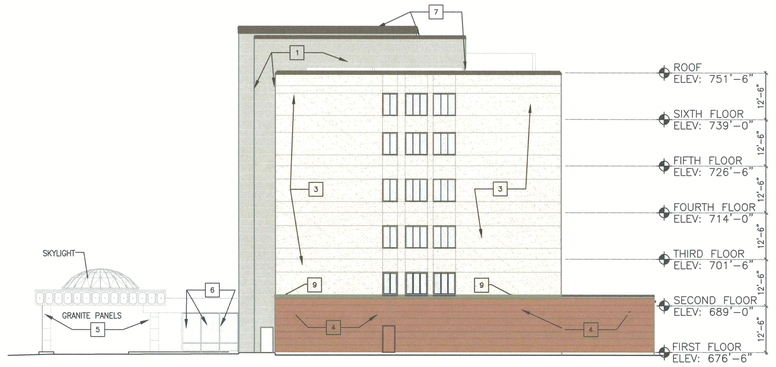

WEST ELEVATION
SCALE: 1/16" - 1'-0"

Proposed New

Creve Coeur Hotel & Suites

Creve Coeur, Missouri

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STATE OF MISSOURI
FREDERICK SEWARD SCOTT
NUMBER A-02[illegible]
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Job No.: 84340

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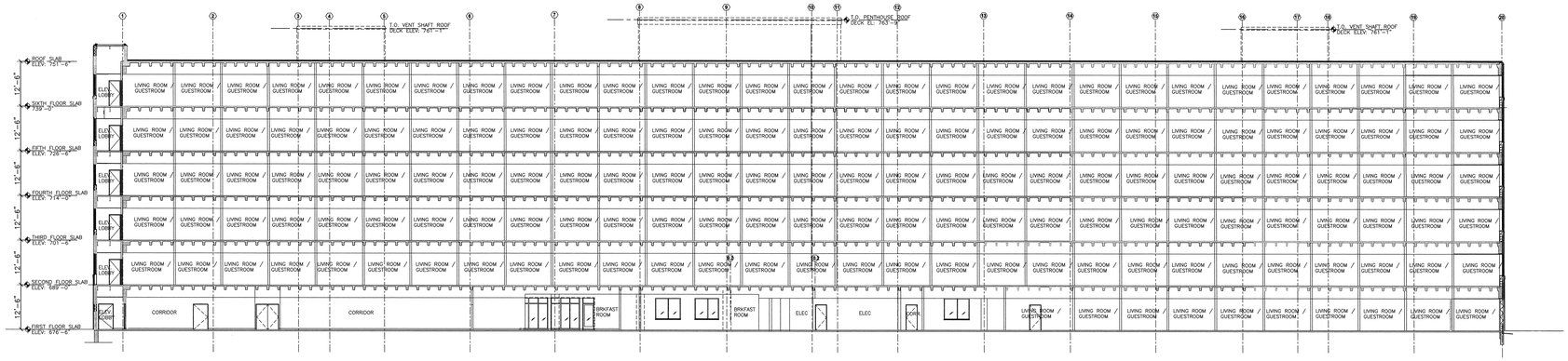
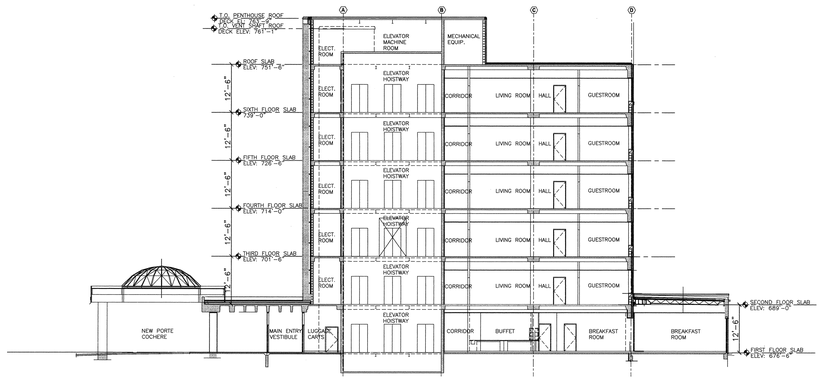
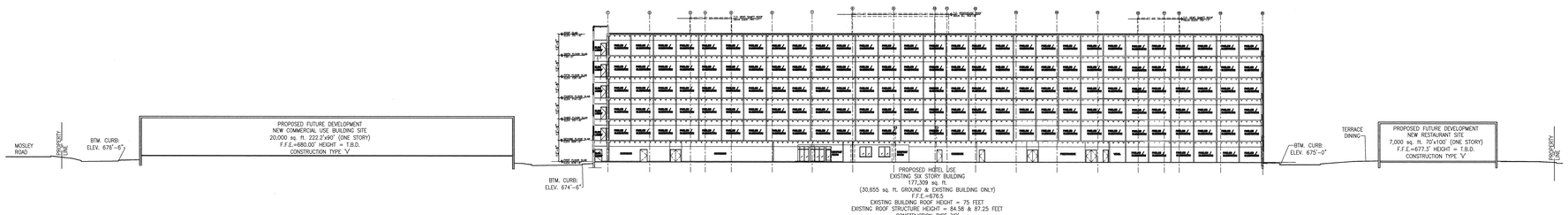
PCD | Colored Exterior Elevations

Attachment: Applicant's Materials submitted 10-11-2017 (#17-028: HBE Rezoning to PCD)

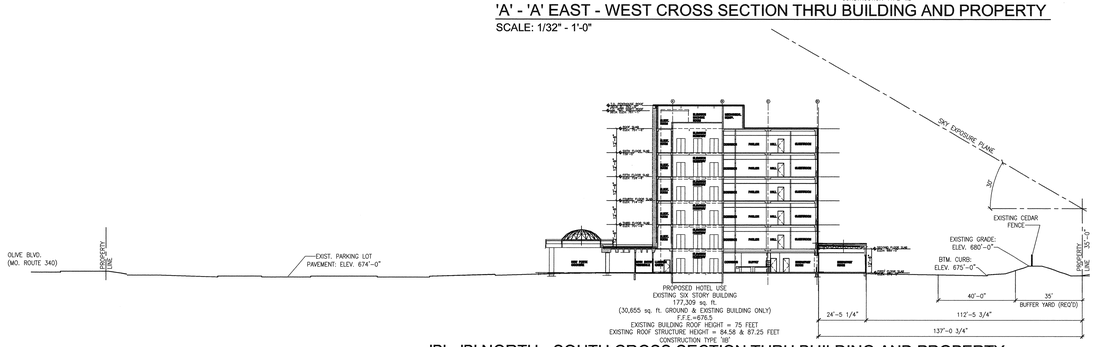




BB A4.7 A4.7 **NORTH - SOUTH SECTION THRU BUILDING**
SCALE:1/16" = 1'-0"



'A' - 'A' EAST - WEST CROSS SECTION THRU BUILDING AND PROPERTY
SCALE: 1/32" - 1'-0"



'B' - 'B' NORTH - SOUTH CROSS SECTION THRU BUILDING AND PROPERTY
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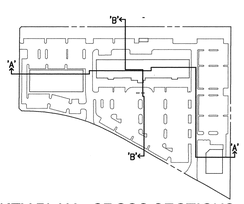

KEY PLAN - CROSS SECTIONS THRU BUILDING AND PROPERTY
SCALE: N.T.S.

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Creve Coeur, Missouri

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STATE OF MISSOURI FREDERICK SEWARD SCOTT NUMBER A-3647 REGISTERED ARCHITECT

Job No.: 84340

DB	AB	CB
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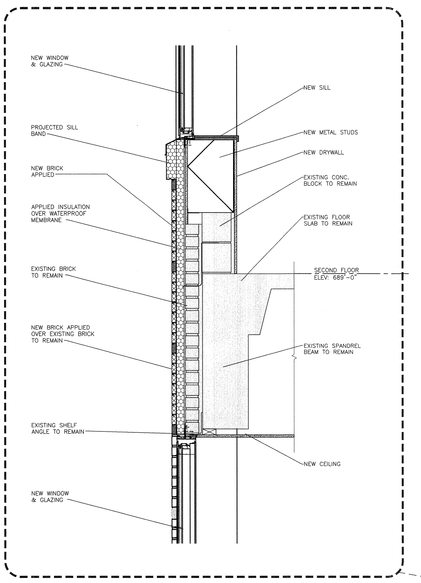
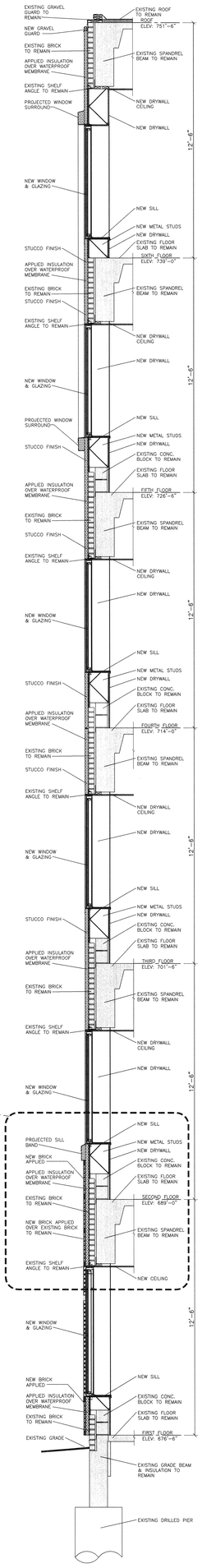
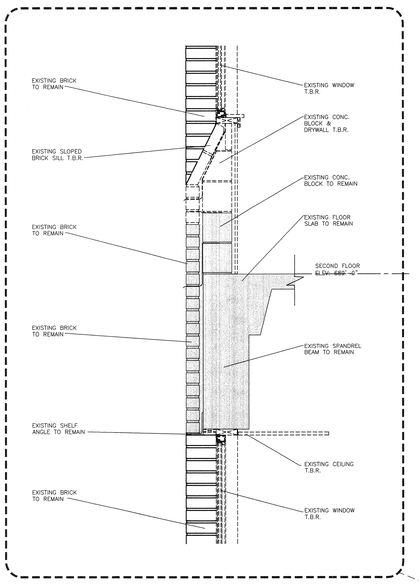
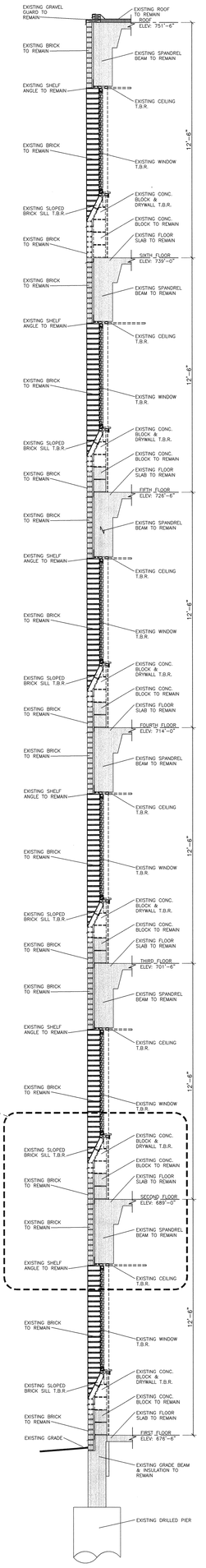
PCD | Building Sections









EXISTING WALL SECTION (MODIFIED)
SCALE: 3/8" = 1'-0"

EXISTING WALL SECTION (DEMOLITION)
SCALE: 3/8" = 1'-0"

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PCD | Exterior Wall Sections

A4.1

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Job No.: 84340

STATE OF MISSOURI
FREDERICK SEWARD SCOTT NUMBER A-5025
REGISTERED ARCHITECT

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11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

Proposed New
Creve Coeur Hotel & Suites
Creve Coeur, Missouri

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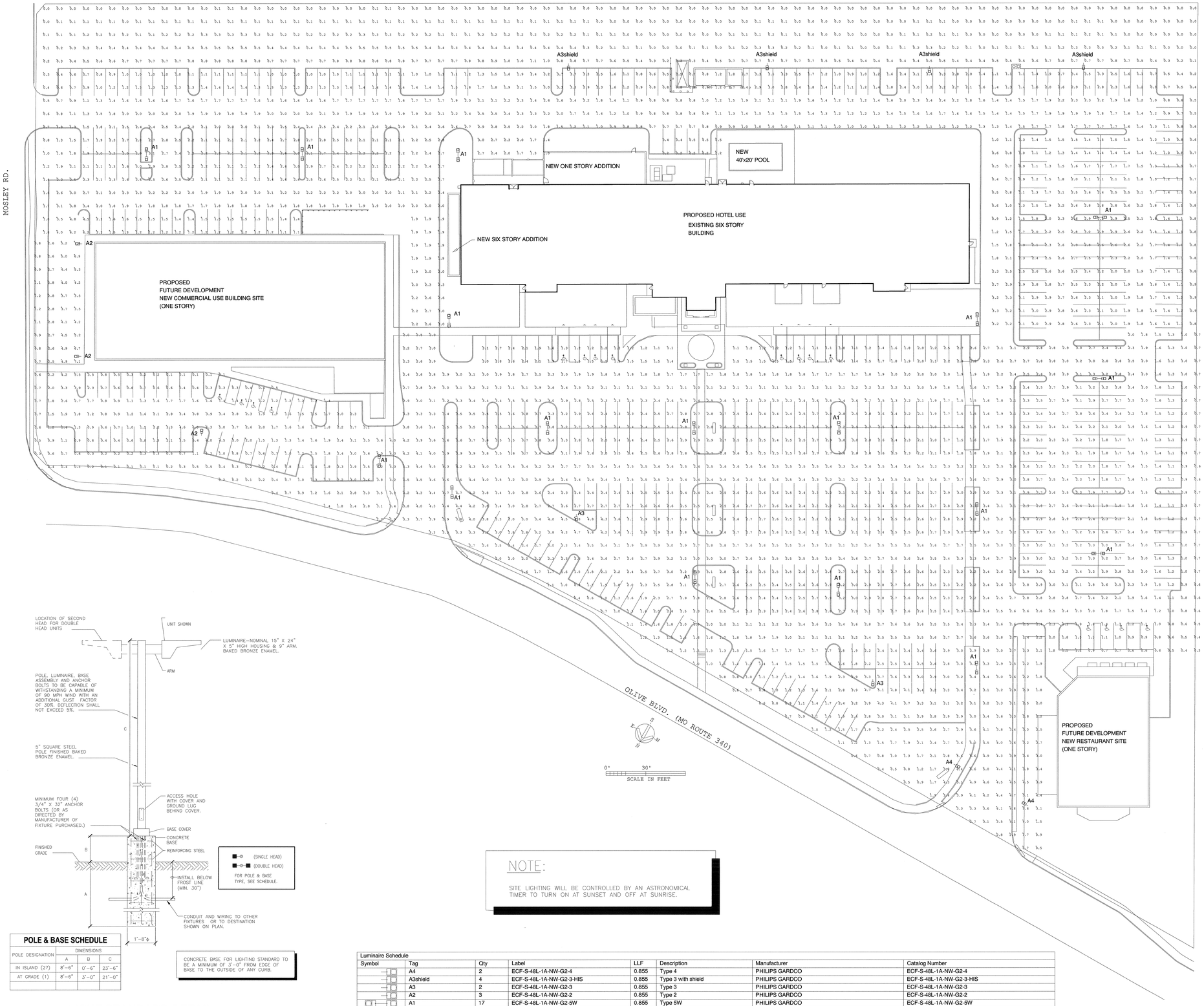

POLE & BASE SCHEDULE

POLE DESIGNATION	DIMENSIONS		
	A	B	C
IN ISLAND (27)	8'-6"	0'-6"	23'-6"
AT GRADE (1)	8'-6"	3'-0"	21'-0"

CONCRETE BASE FOR LIGHTING STANDARD TO BE A MINIMUM OF 3'-0" FROM EDGE OF BASE TO THE OUTSIDE OF ANY CURB.

LIGHT STANDARD DETAIL
NOT TO SCALE

NOTE:

SITE LIGHTING WILL BE CONTROLLED BY AN ASTRONOMICAL TIMER TO TURN ON AT SUNSET AND OFF AT SUNRISE.

Luminaire Schedule

Symbol	Tag	Qty	Label	LLF	Description	Manufacturer	Catalog Number
	A4	2	ECF-S-48L-1A-NW-G2-4	0.855	Type 4	PHILIPS GARDCO	ECF-S-48L-1A-NW-G2-4
	A3shield	4	ECF-S-48L-1A-NW-G2-3-HIS	0.855	Type 3 with shield	PHILIPS GARDCO	ECF-S-48L-1A-NW-G2-3-HIS
	A3	2	ECF-S-48L-1A-NW-G2-3	0.855	Type 3	PHILIPS GARDCO	ECF-S-48L-1A-NW-G2-3
	A2	3	ECF-S-48L-1A-NW-G2-2	0.855	Type 2	PHILIPS GARDCO	ECF-S-48L-1A-NW-G2-2
	A1	17	ECF-S-48L-1A-NW-G2-5W	0.855	Type 5W	PHILIPS GARDCO	ECF-S-48L-1A-NW-G2-5W

Proposed New
Creve Coeur Hotel & Suites
Creve Coeur, Missouri

Kummer Hotel Development, LLC
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

Hospital Designers, Inc.
Frederick S. Scott, Architect
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

STATE OF MISSOURI
FREDERICK SEWARD SCOTT
NUMBER
REGISTERED ARCHITECT

Job No.: 84340

DB	AB	CB
DH		

Sheet No.: X of X

E1P

PCD | Site Lighting Photometrics

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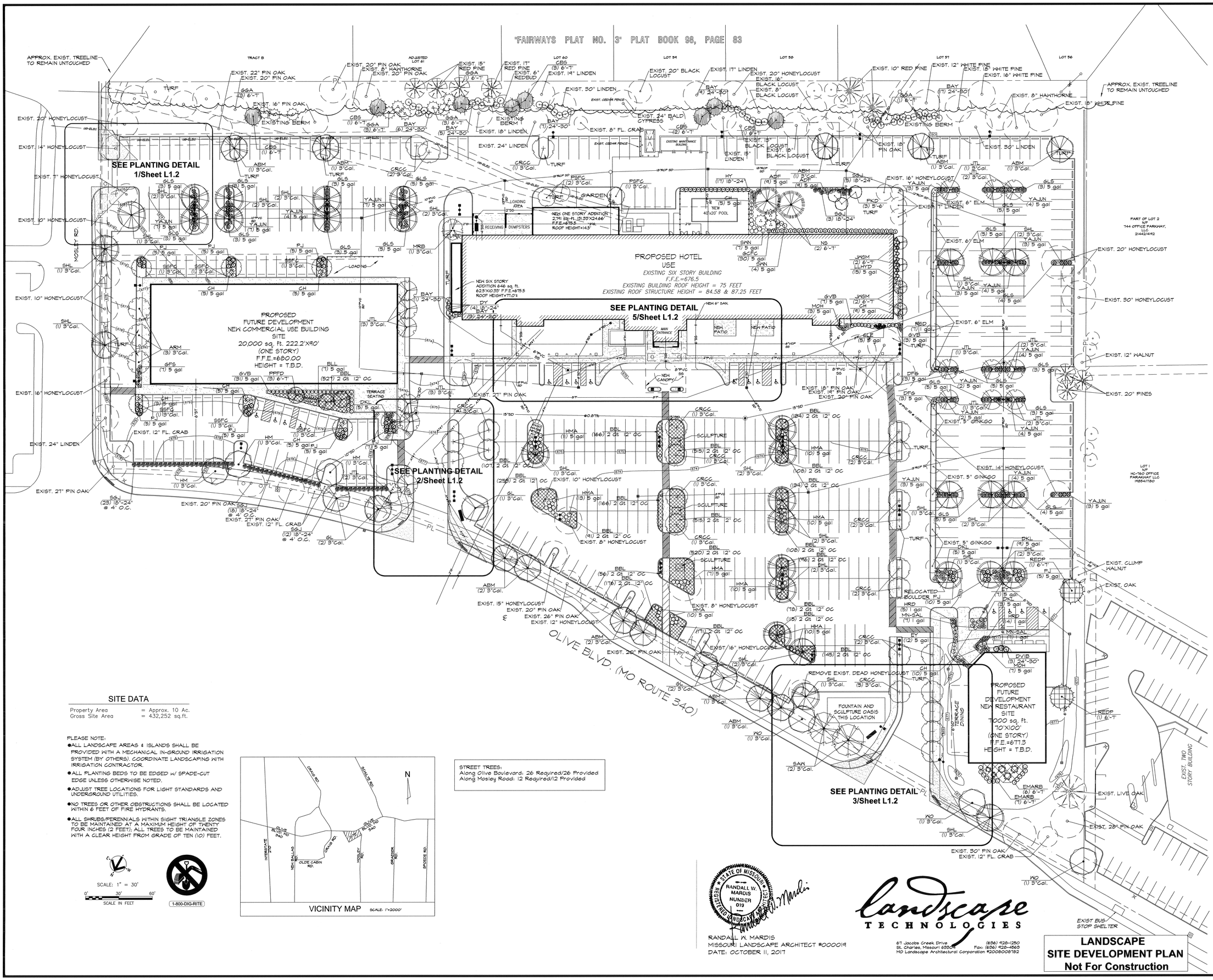
Attachment: Applicant's Materials submitted 10-11-2017 (#17-028: HBE Rezoning to PCD)



SITE DATA

Property Area	= Approx. 10 Ac.
Gross Site Area	= 432,252 sq.ft.

PLEASE NOTE:

- ALL LANDSCAPE AREAS & ISLANDS SHALL BE PROVIDED WITH A MECHANICAL IN-GROUND IRRIGATION SYSTEM (BY OTHERS). COORDINATE LANDSCAPING WITH IRRIGATION CONTRACTOR.
- ALL PLANTING BEDS TO BE EDGED w/ SPADE-CUT EDGE UNLESS OTHERWISE NOTED.
- ADJUST TREE LOCATIONS FOR LIGHT STANDARDS AND UNDERGROUND UTILITIES.
- NO TREES OR OTHER OBSTRUCTIONS SHALL BE LOCATED WITHIN 6 FEET OF FIRE HYDRANTS.
- ALL SHRUBS/PERENNIALS WITHIN SIGHT TRIANGLE ZONES TO BE MAINTAINED AT A MAXIMUM HEIGHT OF TWENTY FOUR INCHES (2 FEET); ALL TREES TO BE MAINTAINED WITH A CLEAR HEIGHT FROM GRADE OF TEN (10) FEET.

SCALE: 1" = 30'

0' 30' 60'

SCALE IN FEET

1-800-DIG-RITE

VICINITY MAP SCALE: 1"=2000'

STREET TREES:
Along Olive Boulevard: 26 Required/26 Provided
Along Mosley Road: 12 Required/12 Provided

STATE OF MISSOURI
RANDALL W. MARDIS
NUMBER 019
REGISTERED LANDSCAPE ARCHITECT

RANDALL W. MARDIS
MISSOURI LANDSCAPE ARCHITECT #000019
DATE: OCTOBER 11, 2017

landscape TECHNOLOGIES

67 Jacobs Creek Drive (636) 928-1250
St. Charles, Missouri 63304 Fax: (636) 928-4563
MO Landscape Architectural Corporation #2008008782

LANDSCAPE SITE DEVELOPMENT PLAN
Not For Construction

Proposed New

Creve Coeur Hotel & Suites

Creve Coeur, Missouri

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STATE OF MISSOURI
FREDERICK SEWARD SCOTT
NUMBER
REGISTERED ARCHITECT

Job No.: 2017-150

DB	AB	CB

Sheet No.: of

L1.1

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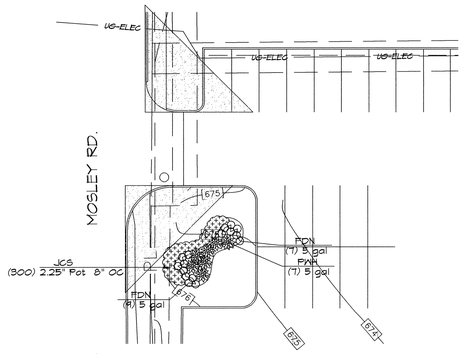
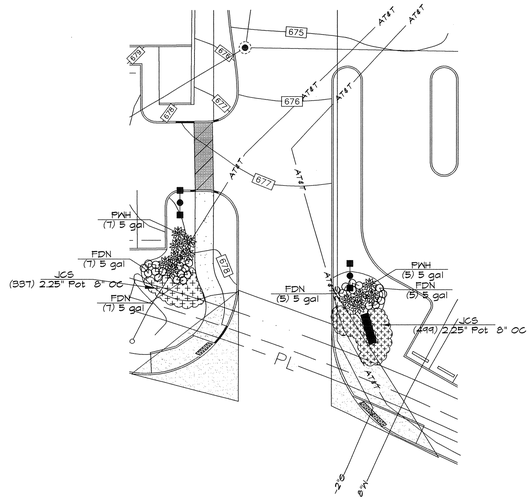


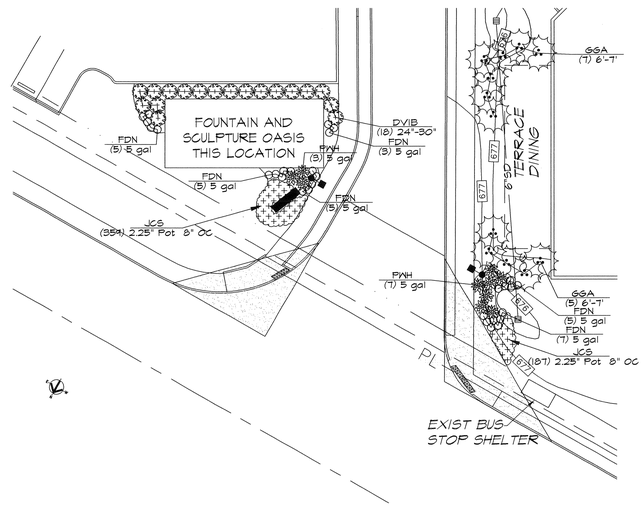
1 L1.2 ENTRANCE OFF MOSLEY RD.

SCALE: 1"=20'-0"



2 L1.2 EAST ENTRANCE OFF OLIVE BLVD.

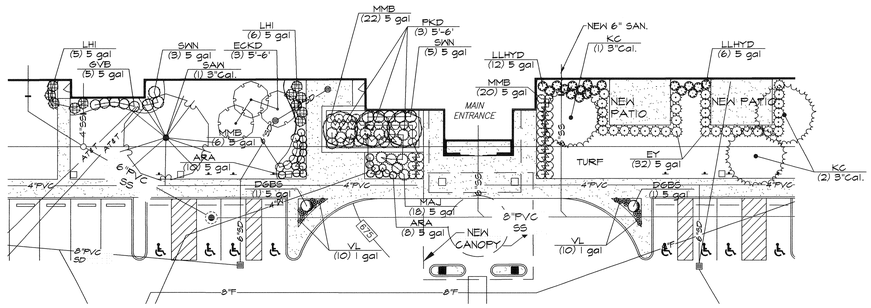
SCALE: 1"=20'-0"



3 L1.2 WEST ENTRANCE OFF OLIVE BLVD.

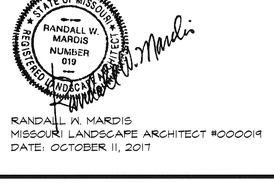
SCALE: 1"=20'-0"

PLANT SCHEDULE			
TREES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
ARM	3	Armstrong Red Maple / Acer rubrum 'Armstrong'	3"Cal.
ABM	11	Autumn Blaze Maple / Acer x freemanii 'Jeffersred'	3"Cal.
GL	5	Greenspire Littleleaf Linden / Tilia cordata 'Greenspire'	3"Cal.
HM	3	Hedge Maple / Acer campestre	3"Cal.
SAW	3	Sawtooth Oak / Quercus acutissima	3"Cal.
WO	3	Willow Oak / Quercus phellos	3"Cal.
SHL	51	'Skyline' Locust / Gleditsia triacanthos 'Skyline'	3"Cal.
EVERGREEN TREES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
CBS	8	Colorado Blue Spruce / Picea pungens 'Glauca'	6'-7'
EMARB	13	Emerald Arborvitae / Thuja occidentalis 'Emerald'	6'-7'
GGA	28	Green Giant Arborvitae / Thuja plicata 'Green Giant'	6'-7'
REDP	2	Red Pine / Pinus resinosa	6'-7'
FLOWERING TREES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
CRCC	24	Canada Red Chokecherry / Prunus virginiana 'Canada Red'	3"Cal.
ECKD	5	Empress of China Kousa Dogwood / Cornus kousa 'Empress of China'	5'-6'
FPR	2	Forest Pansy Redbud / Cercis canadensis 'Forest Pansy' TM	3"Cal.
JTL	17	Ivory Silk Japanese Tree Lilac / Syringa reticulata 'Ivory Silk'	3"Cal.
KC	3	Kwanzan Cherry / Prunus serrulata 'Kwanzan'	3"Cal.
MRB	1	Merlot Redbud / Cercis x 'Merlot'	3"Cal.
PKD	6	Pink Kousa Dogwood / Cornus kousa 'Satomi'	5'-6'
PPFD	5	Prairie Pink Flowering Dogwood / Cornus florida 'Prairie Pink'	6'-7'
PSFC	3	Professor Sprenger Flowering Crabapple / Malus 'Professor Sprenger'	3"Cal.
SSFC	6	Spring Snow Flowering Crabapple / Malus 'Spring Snow'	3"Cal.
JNSM	4	Sweetbay Magnolia / Magnolia virginiana 'Jim Wilson'	6'-7'
SHRUBS	QTY	COMMON NAME / BOTANICAL NAME	SIZE
ADF	18	Arnold's Dwarf Forsythia / Forsythia x intermedia 'Arnold's Dwarf'	5 gal
ARA	18	Autumn Royalty Azalea / Azalea x 'Conlec'	5 gal
BLL	7	Bloomerang Lilac / Syringa x 'Penda'	5 gal
CH	47	China Boy/Girl Holly / Ilex meserveae 'China Boy/Girl' TM	5 gal
YAJUN	64	Compact Youngstown Andorra Juniper / Juniperus horizontalis 'Youngstown'	5 gal
DY	4	Dense Yew / Taxus media 'Densiformis'	18"-24"
DGBS	2	Dwarf Globe Blue Spruce / Picea pungens 'Globosa'	5 gal
DKL	22	Dwarf Korean Lilac / Syringa meyeri 'Palibin'	5 gal
EY	42	Everlow Yew / Taxus x media 'Everlow'	5 gal
FDN	70	Firepower Dwarf Nandina / Nandina domestica nana 'Firepower'	5 gal
GFS	7	Gold Flame Spirea / Spiraea bumalda 'Gold Flame'	5 gal
GCFC	30	Golden Charm False Cypress / Chamaecyparis pisifera filifera 'Golden Charm'	5 gal
GVB	46	Green Velvet Boxwood / Buxus 'Green Velvet'	5 gal
GLS	70	Gro-Low Fragrant Sumac / Rhus aromatica 'Gro-Low'	5 gal
HMA	81	Hetz Midget Arborvitae / Thuja occidentalis 'Hetz Midget'	5 gal
HY	17	Hicks Yew / Taxus media 'Hicksii'	18"-24"
LLHYD	33	Little Lime Hydrangea / Hydrangea paniculata 'Little Lime'	5 gal
LHI	11	Little Henry Sweetspire / Itea virginica 'Little Henry' TM	5 gal
DVIB	21	Mariesii Double File Viburnum / Viburnum plicatum tomentosum 'Mariesii'	24"-30"
MAJ	18	Mini Arcadia Juniper / Juniperus sabina 'Mini-Arcadia'	5 gal
MMB	48	Morris Midget Boxwood / Buxus microphylla japonica 'Morris Midget'	5 gal
MOH	10	Munchkin Oakleaf Hydrangea / Hydrangea quercifolia 'Munchkin'	5 gal
BAY	48	Northern Bayberry / Myrica pensylvanica	24"-30"
PWH	29	Pinky Winky Hydrangea / Hydrangea paniculata 'Pinky Winky'	5 gal
PJ	57	Procumbens Juniper / Juniperus procumbens 'Nana'	5 gal
SGJ	61	Sea Green Juniper / Juniperus chinensis 'Sea Green'	18"-24"
SWN	19	Summer Wine Ninebark / Physocarpus opulifolius 'Summer Wine'	5 gal
GLE	5	'Hummingbird' Summersweet / Clethra alnifolia 'Hummingbird'	5 gal
ANNUALS/PERENNIALS	QTY	COMMON NAME / BOTANICAL NAME	SIZE
HRD	19	Happy Returns Daylily / Hemerocallis hybrid 'Happy Returns'	1 gal
MN-SAL	14	May Night Salvia / Salvia nemorosa 'May Night'	1 gal
RSD	7	Red Stella Daylily / Hemerocallis hybrid 'Red Stella'	1 gal
VL	20	Variegated Liriope / Liriope muscari 'Variegata'	1 gal
GRASSES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
DFG	6	Dwarf Fountain Grass / Pennisetum alopecuroides 'Hameln'	5 gal
GROUND COVERS	QTY	COMMON NAME / BOTANICAL NAME	SIZE
	4,181	Big Blue Liriope / Liriope muscari 'Big Blue'	2 Gt @ 12" OC
	1,682	John Creech Sedum / Sedum spurium 'John Creech'	2.25" Pot @ 8" OC



4 L1.2 MAIN ENTRANCE & PATIO

SCALE: 1"=20'-0"



RANDALL W. MARDIS
MISSOURI LANDSCAPE ARCHITECT #000019
DATE: OCTOBER 11, 2017

landscape TECHNOLOGIES
67 Jacobs Creek Drive (636) 928-1250
St. Charles, Missouri 63304 Fax: (636) 928-4563
MO Landscape Architectural Corporation #2008008782

LANDSCAPE
SITE DEVELOPMENT PLAN
Not For Construction

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Proposed New
Creve Coeur Hotel & Suites
Creve Coeur, Missouri

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Hospital Designers, Inc.
Frederick S. Scott, Architect
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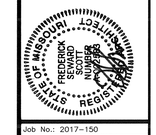
Attachment: Applicant's Materials submitted 10-11-2017 (P17-02S: HBE Rezoning to PCD)



Job No.: 2017-150

DB	AB	CB

Sheet No.: L1.2 of____

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Date: October 11, 2017

LANDSCAPE GUIDELINE SPECS:

GENERAL:

1.) All natural vegetation shall be maintained where it does not interfere with construction or the permanent plan of operation. Every effort possible shall be made to protect existing structures or vegetation from damage due to equipment usage. Contractor shall at all times protect all materials and work against injury to public.
2.) The landscape contractor shall be responsible for any coordination and sequencing with other site related work being performed by other contractors. Refer to additional drawings for further coordination of work to be done.
3.) Underground facilities, structures and utilities must be considered approximate only. There may be others not presently known or shown. It shall be the landscape contractor's responsibility to determine or verify the existence of and exact location of the above (Call utility location services in municipality).
4.) Plant material are to be planted in the same relationship to grade as was grown in nursery conditions. All planting beds shall be cultivated to 6" depth minimum and graded smooth immediately before planting of plants. Plant groundcover to within 12" of trunk of trees or shrubs planted within the area.
5.) It shall be the landscape contractor's responsibility to:
A.) Verify all existing and proposed features shown on the drawings prior to commencement of work.
B.) Report all discrepancies found with regard to existing conditions or proposed design to the landscape architect immediately for a decision.
C.) Stake the locations of all proposed plant material and obtain the approval of the owner's representative or landscape architect ten (10) days prior to installation.
6.) Items shown on this drawing take precedence over the material list. It shall be the landscape contractor's responsibility to verify all quantities and conditions prior to implementation of this plan. No substitutions of types or size of plant materials will be accepted without written approval from the landscape architect.
7.) Provide single-stem trees unless otherwise noted in plant schedule.
8.) All plant material shall comply with the recommendations and requirements of ANSI Z60.1 "American Standards for Nursery Stock".
9.) It shall be the contractor's responsibility to provide for inspection of the plant material by the Landscape Architect (or Owners' Representative) prior to acceptance. Inspections may take place before, during or after installation. Plants not conforming exactly to the plant list will not be accepted and shall be replaced at the landscape contractor's expense.
10.) All bids are to have unit prices listed. The Owner has the option to delete any portion of the contract prior to signing the contract or beginning work. This will be a unit price contract; quotes shall be valid for 12 months.
11.) Should auger equipment be utilized in excavating any plant pits, vertical sides of plant pits shall be thoroughly scarified to avoid creation of "polished side walls" prior to plant material installation.
12.) All excess topsoil, rocks, debris and/or tainted soils shall be removed by the general contractor prior to point project is turned over to the landscape contractor to commence landscape installation.
13.) Keep all plant material (except turf) a minimum of 36" clear of fire hydrants.
14.) Landscape contractor shall kill & remove all existing weeds within the project site.
15.) All tags, nursery stakes, labels, etc. shall be removed by the landscape contractor at completion of all landscape installation.
16.) Landscape contractor shall be in compliance with all federal, state and local laws / regulations relating to insect infestation and/or plant diseases.
17.) All substitutions of plant material shall be submitted to landscape architect for approval.

PRUNING:

1.) Lightly prune trees at time of planting. Prune only the crossover limbs, intermingled leaders and/or any broken branches. Some interior twigs and lateral branches may be pruned. However, do not remove the terminal buds of branches that extend to the edge of the crown.
2.) All pruning shall comply with ANSI A300 standards.

INSURANCE:

1.) The landscape contractor shall submit certificates of insurance for workman's compensation and general liability.

MULCH:

1.) All mulch to be shredded oak bark mulch at 3" depth (after compaction) unless otherwise noted. Mulch shall be clean and free of all foreign materials, including weeds, mold, deleterious materials, etc.
2.) No plastic sheeting or filter fabric shall be placed beneath shredded bark mulch beds. Mirafi fabric shall be used beneath all gravel mulch beds. Lap fabric 6" over adjacent coverages.
3.) Edge all beds with spade-cut edge unless otherwise noted.

MAINTENANCE:

1.) Landscape Contractor shall provide a separate proposal to maintain all plants, shrubs, groundcover, perennials and annuals for a period of 12 months after acceptance.
2.) Contractor shall ensure that only competent and trained personnel shall provide such services and that such services be provided in a timely manner.
3.) Watering of seeded or sodded lawns shall begin immediately and shall continue to be provided continuously for the following 72 hours. Regardless, the landscape contractor shall be responsible for all landscape maintenance until project turnover.

SIGHT TRIANGLES:

1.) No landscape material or other obstructions shall be placed or be maintained within the sight distance area so as not to impede the vision between a height of thirty inches (30") and ten feet (10') above the adjacent street or paving surfaces.
2.) Sight triangles at the intersection of a public street and a private access way (except for single family residences) shall also be formed by measuring from the point of intersection of the street frontage curbs and the entrance curb lines a distance of 35' and connecting the points so established to form the sight triangle area.

TOPSOIL:

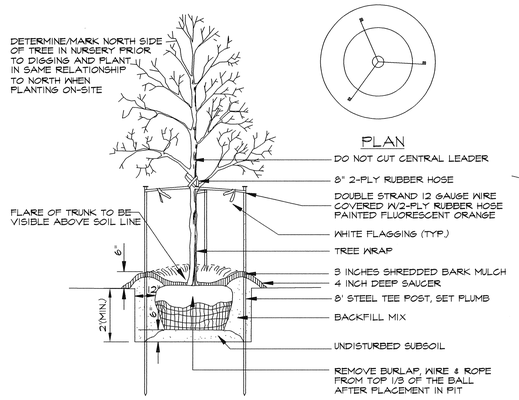
1.) Topsoil mix for all proposed landscape plantings shall be five (5) parts well-drained screened organic topsoil to one (1) part Canadian sphagnum peat moss as per planting details. Roto-till topsoil mix to a depth of 6" minimum and grade smooth.
2.) Provide a soil analysis, as requested, made by an independent soil-testing agency outlining the % of organic matter, inorganic matter, deleterious material, pH and mineral content.
3.) Any foreign topsoil used shall be free of roots, stumps, weeds, brush, stones (larger than 1"), litter or any other extraneous or toxic material. Landscape contractor shall be fully responsible for correcting all negative soil issues prior to plant installation. Killing and removal of all weeds shall be the responsibility of the landscape contractor as part of this task.
4.) Landscape contractor to apply pre-emergent herbicide to all planting beds upon completion of planting operations and before application of shredded bark mulch.
5.) Install siltation controls prior to commencement of any grading operations. Inspect and maintain all siltation fences on a weekly basis until vegetation is established.

TURF:

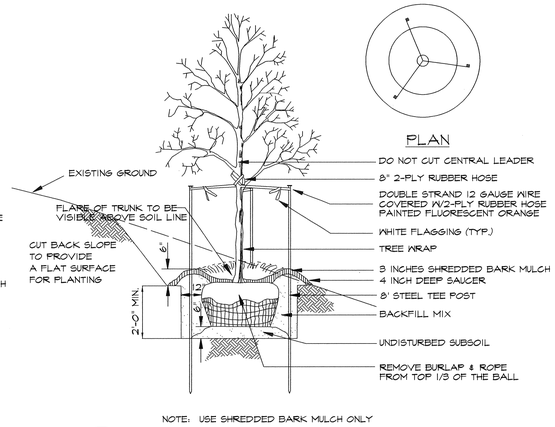
1.) All disturbed lawn areas to be seeded with a mixture of Turf-Type fescue (300# per acre) and bluegrass (18# per acre). Lawn areas shall be unconditionally warranted for a period of 90 days from date of final acceptance. Bare areas more than one square foot per any 50 square feet shall be replaced.
2.) The turf contractor shall be responsible for protection of finished grade, restore and repair any erosion or water damage and obtain owners' approval prior to seeding or sod installation.
3.) Landscape contractor shall offer an alternate price for sod in lieu of seed. Sod shall be cut at a uniform thickness of 3/4". No broken pieces, irregular places or torn places will be accepted.
4.) Any points carrying concentrated water loads and all slopes of 15% or greater shall be sodded.
5.) All sod shall be placed a maximum of 24 hours after harvesting.
6.) Recondition existing lawn areas damaged by Contractor's operations including equipment/material storage and movement of vehicles.
7.) Sod Contractor to ensure sod is placed below sidewalk and all paved area elevations to allow for proper drainage.

WARRANTY:

1.) All plant material (excluding ground cover, perennials and annuals) are to be warranted for a period of 12 months after complete installation of all landscape material at 100% of the installed price.
2.) Any plant material found to be defective shall be removed and replaced within 30 days of notification or in growth season determined to be best for that plant.
3.) Only one replacement per tree or shrub shall be required at the end of the warranty period, unless loss is due to failure to comply with the warranty.
4.) Lawn establishment period will be in effect once the lawn has been mowed three times. Plant establishment period shall commence on the date of acceptance and 100% completion.
5.) A written guarantee shall be provided to the owner per conditions outlined in #1 above.

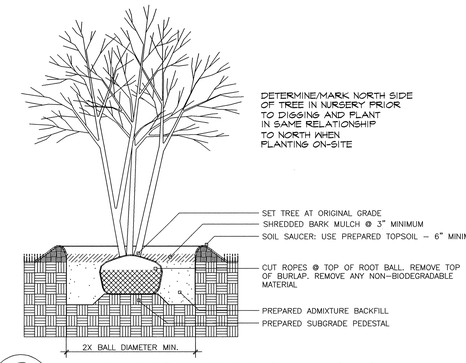


1 L1.3 DECIDUOUS TREE PLANTING N.T.S.

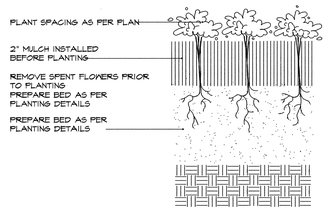


NOTE: USE SHREDDED BARK MULCH ONLY

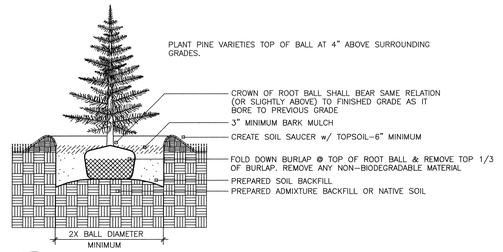
2 L1.3 TREE PLANTING ON SLOPE N.T.S.



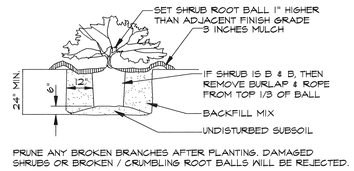
3 L1.3 MULTI-STEM TREE PLANTING N.T.S.



4 L1.3 PERENNIAL/ANNUAL PLANTING N.T.S.

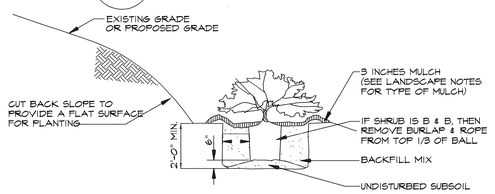


5 L1.3 EVERGREEN TREE PLANTING N.T.S.

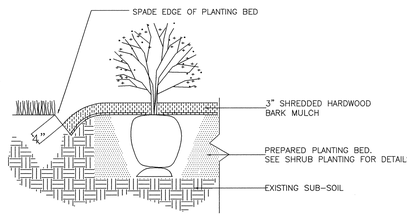


PRUNE ANY BROKEN BRANCHES AFTER PLANTING. DAMAGED SHRUBS OR BROKEN / CRUMBLING ROOT BALLS WILL BE REJECTED.

6 L1.3 SHRUB PLANTING N.T.S.



7 L1.3 SHRUB PLANTING ON SLOPE N.T.S.



8 L1.3 SPADE-CUT EDGE DETAIL N.T.S.

STATE OF MISSOURI RANDALL W. MARDIS NUMBER 019 REGISTERED LANDSCAPE ARCHITECT

RANDALL W. MARDIS
MISSOURI LANDSCAPE ARCHITECT #000019
DATE: OCTOBER 11, 2017

landscape TECHNOLOGIES
67 Jacobs Creek Drive (636) 928-1250
St. Charles, Missouri 63304 Fax: (636) 928-4563
MO Landscape Architectural Corporation #2008008782

LANDSCAPE SITE DEVELOPMENT PLAN Not For Construction

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Proposed New
Creve Coeur Hotel & Suites
Creve Coeur, Missouri

Kummer Hotel Development, LLC
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

Hospital Designers, Inc.
Frederick S. Scott, Architect
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

STATE OF MISSOURI FREDERICK SEWARD SCOTT NUMBER 13253 REGISTERED ARCHITECT

Job No.: 2017-150
DB | AB | CB

Sheet No.: L1.3 of ____

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Date: October 11, 2017

Attachment: Applicant's Materials submitted 10-11-2017 (P17-029: HBE Rezoning to PCD)

AN ALTA/NSPS LAND TITLE SURVEY FOR
11318 OLIVE BOULEVARD
A TRACT OF LAND BEING PART OF LOT 3 OF THE WILLIAM LASLEY ESTATE PARTITION, U.S. SURVEY 1962, TOWNSHIP 45 NORTH, RANGE 5 EAST, AND AS RECORDED IN D.B. 8372 PG. 2099, ST. LOUIS COUNTY, MISSOURI

DEVELOPMENT NOTES:

1. SITE ADDRESS:
11318 OLIVE BOULEVARD
CREVE COEUR, MO 63141
LOC. NO.: 17N420432
DEED BOOK 8372, PAGE 2099

2. OWNER INFORMATION:
HBE CORPORATION
11330 OLIVE BOULEVARD
CREVE COEUR, MO 63141

3. AREA OF TRACT: 432,252 SQUARE FEET OR 9.923 ACRES, MORE OR LESS

4. PRESENT ZONING:

"CB" CORE BUSINESS DISTRICT

MIN. DISTRICT SIZE = 5 ACRES
MIN. DEVELOPABLE LOT SIZE = 0.5 ACRES
MIN. LOT WIDTH = 100 FEET
MIN. LOT DEPTH = 100 FEET

BULK REGULATIONS:

STRUCTURE HEIGHT = LOT LESS THAN 3 ACRES = 4 STORIES, OR 60 FEET
= LOT MORE THAN 3 ACRES = NO RESTRICTIONS, UNLESS MORE THAN 6 STORIES OR 90 FEET IN HEIGHT (THEN CONDITIONAL USE PERMIT REQUIRED)
SKY EXPOSURE PLANE REQUIREMENT FOR BUILDINGS ADJACENT TO ANY SINGLE FAMILY ZONING DISTRICT – 30 DEGREES AT A HEIGHT OF 45 FEET FROM A POINT 100 FEET FROM THE PROPERTY LINE

SITE COVERAGE:

MAX. IMPERVIOUS/IMPROVED COVERAGE = 63% OF SITE
LANDSCAPING/SITE IMPROVEMENT/BURIED UTILITY BONUS (PERMITTED BY P/Z) = 70% OF SITE

MAX. FLOOR AREA RATIO:

1 SQUARE FOOT PER SQUARE FOOT OF SITE

YARD REQUIREMENTS:

MAX. FRONT = MINIMUM 50 FEET OF BUILDING ELEVATION PARALLEL TO STREET RIGHT-OF-WAY SHALL BE LOCATED AT MAXIMUM OF 15 FEET FROM RIGHT-OF-WAY. FIRST 10 FEET FROM RIGHT-OF-WAY SHALL CONTAIN PLANTINGS AT REGULAR INTERVALS AND SIDEWALK (UNLESS SIDEWALK ALREADY EXISTS IN RIGHT-OF-WAY).

FOR OLIVE BLVD FRONTAGE = 80 FEET FROM ESTABLISHED RIGHT-OF-WAY. FIRST 10 FEET FROM RIGHT-OF-WAY SHALL CONTAIN PLANTINGS AT REGULAR INTERVALS AND SIDEWALK (UNLESS SIDEWALK ALREADY EXISTS IN RIGHT-OF-WAY).

MIN. SIDE YARD = 10 FEET

MIN. REAR YARD = 10 FEET

BUFFER YARD = IF ABUTTING A SINGLE FAMILY RESIDENTIAL DISTRICT, BUFFER YARD OF 50 FEET OF ALL SIDES THAT ABUT OR ADJOIN A SINGLE FAMILY DISTRICT. ANY BUILDING OVER 3 STORIES OR 45 FEET SHALL HAVE A BUFFER SETBACK OF 200 FEET, AND SHALL BE INCREASED ADDITIONALLY BY 2 FEET FOR EVERY FOOT OF BUILDING HEIGHT EXCEEDING 45 FEET.

ADDITIONAL REQUIREMENTS FOR LIGHTING, PARKING, ETC. CONTAINED IN ZONING CODE TABLE

(INFORMATION ABOVE TAKEN BY SURVEYOR FROM CITY OF CREVE COEUR ZONING CODE. A ZONING REPORT WAS NOT PROVIDED).

5. PROPERTY SERVED BY THE FOLLOWING:

WATER	MISSOURI AMERICAN WATER COMPANY
SEWER	METROPOLITAN ST. LOUIS SEWER DISTRICT
TELEPHONE	AT&T
GAS	LACLEDE GAS
ELECTRIC	AMEREN MISSOURI
CREVE COEUR FIRE PROTECTION DISTRICT	
PARKWAY SCHOOL DISTRICT	

6. ACCORDING TO THE FIRM FLOOD INSURANCE RATE MAP 29189C0191 K DATED FEBRUARY 04, 2015, THIS DEVELOPMENT IS LOCATED IN ZONE X UNSHADED, AREAS DETERMINED TO BE OUTSIDE THE 0.2% CHANCE ANNUAL FLOODPLAIN.

7. THD DESIGN GROUP HAS USED EXCLUSIVELY THE TITLE COMMITMENT POLICY SUPPLIED BY RESOLUTIONS TITLE INC. (WESTCOR LAND TITLE INSURANCE COMPANY), ORDER NO. 16-27373, HAVING AN EFFECTIVE DATE OF SEPTEMBER 19, 2016. THE ITEMS FOUND IN THE SCHEDULE B, SECTION II ARE LISTED BELOW.

FILE NO. 16-27373

ITEM 1-11: ARE NOT OF A SURVEY NATURE
ITEM 12: EASEMENT GRANTED TO UNION ELECTRIC CO., ACCORDING TO INSTRUMENT RECORDED IN BOOK 1864 PAGE 374(DOES NOT AFFECT OUR PROPERTY), IN BOOK 7357 PAGE 2403(DOES NOT AFFECT OUR PROPERTY), AND IN BOOK 7357 PAGE 2411(AS SHOWN HEREON) OF THE ST. LOUIS COUNTY RECORDS.
ITEM 13: EASEMENT GRANTED TO METROPOLITAN ST. LOUIS SEWER DISTRICT, ACCORDING TO INSTRUMENT RECORDED IN BOOK 4955 PAGE 510(AS SHOWN HEREON), IN BOOK 5090 PAGE 526(AS SHOWN HEREON), IN BOOK 5125 PAGE 614(AS SHOWN HEREON), IN BOOK 5125 PAGE 616(AS SHOWN HEREON), IN BOOK 5125 PAGE 618(AS SHOWN HEREON), IN BOOK 5125 PAGE 520(AS SHOWN HEREON), IN BOOK 6661 PAGE 1300(AS SHOWN HEREON) AND IN BOOK 6815 PAGE 1386 (AS SHOWN HEREON) OF THE ST. LOUIS COUNTY RECORDS.
ITEM 14: EASEMENT GRANTED TO CITY OF CREVE COEUR, ACCORDING TO INSTRUMENT RECORDED IN BOOK 7352 PAGE 1499(AS SHOWN HEREON) AND IN BOOK 7389 PAGE 1157(AS SHOWN HEREON) OF THE ST. LOUIS COUNTY RECORDS.
ITEM 15: MAINTENANCE AGREEMENT GRANTED TO METROPOLITAN ST. LOUIS SEWER DISTRICT, ACCORDING TO INSTRUMENT RECORDED IN BOOK 7400 PAGE 2124 OF THE ST. LOUIS COUNTY RECORDS.(MAINTENANCE AGREEMENT, NOT SURVEY RELATED)
ITEM 16: EASEMENT GRANTED TO LEVEL 3 COMMUNICATIONS LLC, ACCORDING TO INSTRUMENT RECORDED IN BOOK 16619 PAGE 1367 OF THE ST. LOUIS COUNTY RECORDS.(AS SHOWN HEREON)
ITEM 17: EASEMENT GRANTED TO UNION ELECTRIC CO DBA AMEREN UE, ACCORDING TO INSTRUMENT RECORDED IN BOOK 18295 PAGE 3192 AND IN BOOK 18640 PAGE 3626 OF THE ST. LOUIS COUNTY RECORDS.(AS SHOWN HEREON)
ITEM 18: ARE NOT OF A SURVEY NATURE

8. THERE WERE A TOTAL OF 696 PARKING SPACES LOCATED ON THIS PARCEL, 14 OF WHICH ARE HANDICAP ACCESSIBLE.

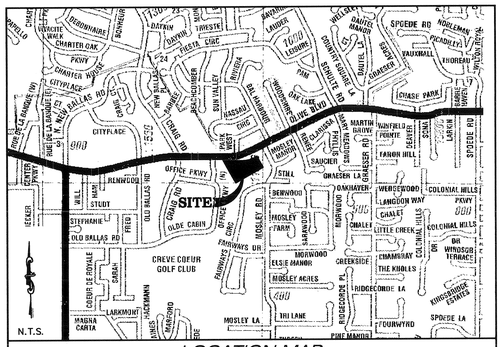
9. BASIS OF BEARINGS: GRID NORTH OF THE MISSOURI STATE PLANE COORDINATE SYSTEM, NAD' 83 (2011), ZONE EAST.

10. ORIGINAL SURVEY COMPLETED BY THD DESIGN GROUP, INC. ON NOVEMBER 11, 2016.

11. STATE PLANE COORDINATE VALUES SHOWN ON TWO CORNERS ARE LABELED AS "SPC", AND ARE BASED UPON VALUES DETERMINED BY OBSERVATIONS OBTAINED FROM THE MODOT VRS/GPS NETWORK. VALUES SHOWN ARE IN METERS, AND ARE BASED UPON THE MISSOURI STATE PLANE COORDINATE SYSTEM, NAD '83 (2011), EAST ZONE.

Call BEFORE you DIG
TOLL FREE
1-800-344-7483
MISSOURI ONE-CALL SYSTEM, INC.

UNDERGROUND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE INFORMATION AND THEREFORE THEIR LOCATIONS SHALL BE CONSIDERED APPROXIMATE ONLY. THE VERIFICATION OF THE LOCATION OF ALL UNDERGROUND UTILITIES, EITHER SHOWN OR NOT SHOWN ON THESE PLANS, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, AND SHALL BE LOCATED PRIOR TO ANY GRADING AND/OR CONSTRUCTION OF IMPROVEMENTS.



LOCATION MAP

LAND DESCRIPTION PER TITLE:

A TRACT OF LAND BEING PART OF LOT 3 OF THE WILLIAM LASLEY ESTATE PARTITION, IN U.S. SURVEY 1962, TOWNSHIP 45 NORTH, RANGE 5 EAST, ST. LOUIS COUNTY, MISSOURI, AND DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHEASTERN LINE OF SAID U.S. SURVEY 1962 SAID POINT BEING THE MOST SOUTHERN CORNER OF SAID LOT 3 OF THE WILLIAM LASLEY ESTATE PARTITION; THENCE ALONG THE SOUTHWESTERN LINE OF SAID LOT 3 NORTH 28 DEGREES 10 MINUTES 56 SECONDS WEST, 718.61 FEET TO ITS INTERSECTION WITH THE SOUTHERN LINE OF OLIVE STREET (MISSOURI STATE HIGHWAY K-340), AS WIDENED; THENCE ALONG SAID ROAD LINE SOUTH 88 DEGREES 47 MINUTES 26 SECONDS EAST, 517.65 FEET TO A POINT OF CURVE; THENCE CONTINUING ALONG SAID ROAD LINE ON A CURVE TO THE LEFT HAVING A RADIUS OF 1000.5 FEET AN ARC DISTANCE OF 104.72 FEET TO A POINT OF COMPOUND CURVE; THENCE CONTINUING ALONG SAID ROAD LINE ON A CURVE TO THE LEFT HAVING A RADIUS OF 761.19 FEET AN ARC DISTANCE OF 238.69 FEET TO A POINT OF COMPOUND CURVE; THENCE CONTINUING ALONG SAID ROAD LINE ON A CURVE TO THE LEFT HAVING A RADIUS OF 1000.05 FEET AN ARC DISTANCE OF 97.40 TO A POINT; THENCE CONTINUING ALONG SAID ROAD LINE SOUTH 73 DEGREES 16 MINUTES 49 SECONDS EAST, 14.06 FEET TO A POINT ON THE SOUTHWESTERN LINE OF MOSLEY ROAD AS WIDENED BY THE COUNTY COURT OF ST. LOUIS COUNTY DURING THE FEBRUARY TERM, 1919; THENCE ALONG SAID LINE OF MOSLEY ROAD SOUTH 27 DEGREES 57 MINUTES 26 SECONDS EAST, 333.19 FEET TO AN ANGLE POINT THEREIN; THENCE CONTINUING ALONG SAID ROAD LINE SOUTH 12 DEGREES 01 MINUTE 49 SECONDS WEST, 9.81 FEET TO ITS INTERSECTION WITH THE SOUTHEASTERN LINE OF U.S. SURVEY 1962, AS AFOREMENTIONED; THENCE ALONG SAID SURVEY LINE SOUTH 61 DEGREES 34 MINUTES 00 SECONDS WEST, 874.62 FEET TO THE POINT OF BEGINNING.

ALTA/NSPS LAND TITLE SURVEY CERTIFICATION:

TO: KUMMER HOTEL DEVELOPMENT LLC / WESTCOR LAND TITLE INSURANCE COMPANY / RESOLUTIONS TITLE, INC.:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS AND INCLUDES ITEMS 1,2,3,4,6(b),7(a),8,9,11(BY OBSERVED EVIDENCE) & 13 OF TABLE "A" THEREOF. THE FIELD WORK WAS COMPLETED ON JULY 1, 2017.

PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA NSPS AND IN EFFECT ON THE DATE OF THIS CERTIFICATION, I FURTHER CERTIFY THAT IN MY PROFESSIONAL OPINION, AS A LAND SURVEYOR REGISTERED IN THE STATE OF MISSOURI, THE RELATIVE POSITIONAL ACCURACY OF THIS SURVEY DOES NOT EXCEED THAT WHICH IS SPECIFIED THEREIN. THIS SURVEY WAS EXECUTED IN COMPLIANCE WITH THE CURRENT STANDARDS FOR PROPERTY BOUNDARY SURVEYS (20 CSR 2030-16.040) OF THE MISSOURI DEPARTMENT OF ECONOMIC DEVELOPMENT. THIS SURVEY MEETS THE ACCURACY STANDARDS SET FORTH FOR AN URBAN PROPERTY.

DATE OF PLAT OR MAP: 7/7/2017.

BRIAN J. FISCHER, L.S. 2584

SYMBOL LEGEND

×	FOUND CROSS	EB	ELECTRIC BOX	TV	CABLE TV BOX
○	FOUND IRON PIPE	EM	ELECTRIC METER		LIGHT STANDARD
●	SET IRON ROD		POWER POLE		CLEAN OUT
	BENCHMARK		GUY WIRE	S	SANITARY MANHOLE (EXISTING)
TS	TRAFFIC SIGNAL BOX	GM	GAS METER	D	STORM SEWER MANHOLE (EXISTING)
	PHONE BOX	GV	GAS VALVE	D	STORM SEWER DRAIN (EXISTING)
U	UTILITY MANHOLE	WM	WATER METER		GRATE INLET (EXISTING)
	BOLLARD	WV	WATER VALVE		AREA INLET (EXISTING)
	MAILBOX		HYDRANT		GENERAL SURFACE DRAINAGE
	SIGN		WATER SHUT OFF	516	EXISTING CONTOUR
	POST		SPRINKLER HEAD		TREE LINE
	EXISTING SHRUB		IRRIGATION VALVE BOX	8" PVC	SAN. SEWER (EXISTING)
	EXISTING DECIDUOUS TREE	W	WELL	12" CMP	STORM DRAIN (EXISTING)
	EXISTING EVERGREEN TREE	TP	TEST HOLE		

07/07/2017	SURVEY UPDATE AND RECERTIFICATION
07/27/2017	ADDED STATE PLANE COORDINATE VALUES/NOTES

THD DESIGN GROUP, INC.
"your solution for engineering and surveying"
146 CHESTERFIELD INDUSTRIAL BLVD, STE E, CHESTERFIELD, MO 63005
TEL: 636-394-2972
FAX: 636-394-3027
WEB: THDDESIGNGROUP.COM

AN ALTA/NSPS LAND TITLE SURVEY FOR
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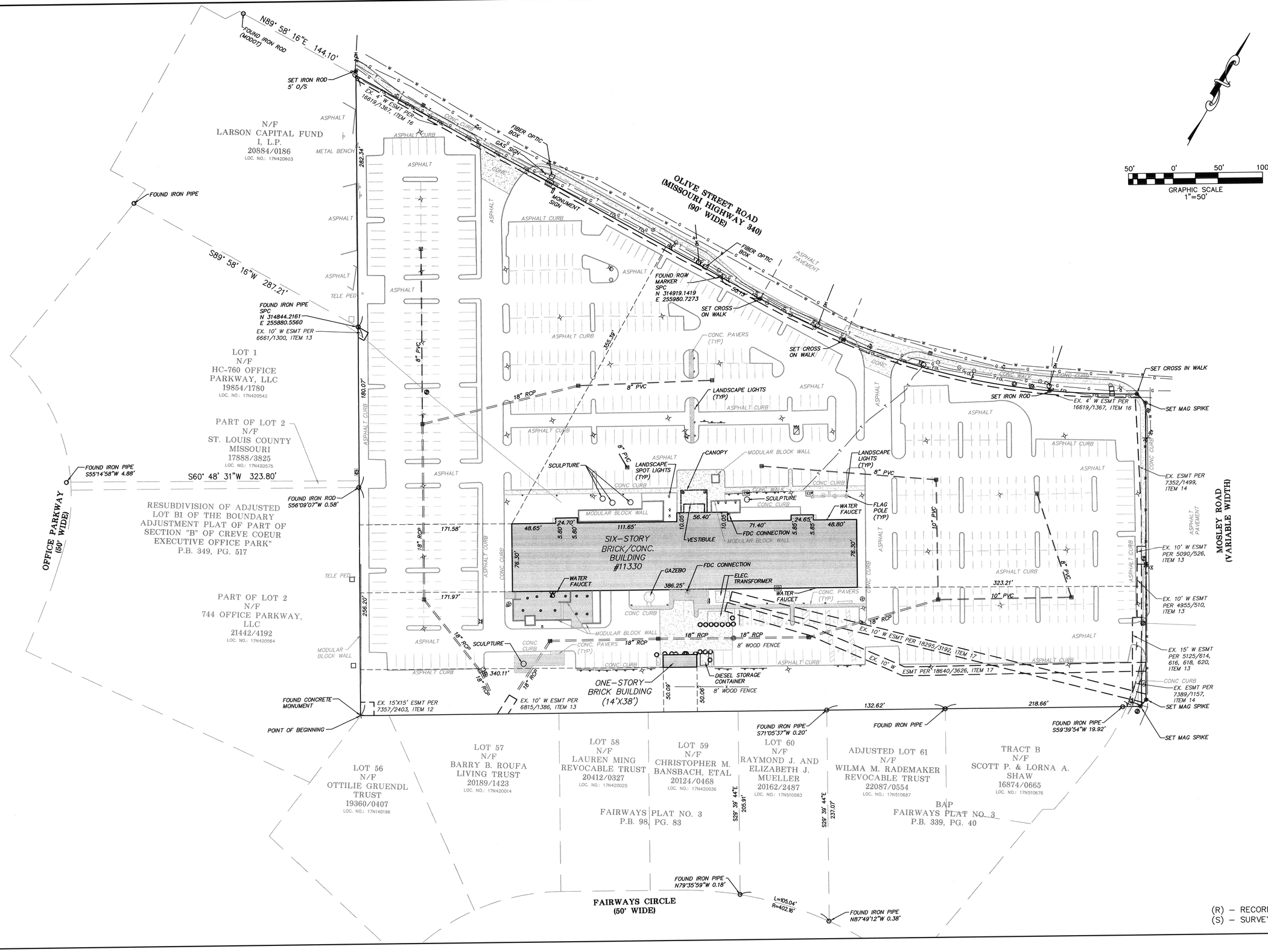
STATE OF MISSOURI
BRIAN J. FISCHER
NUMBER LS-2002544
PROFESSIONAL LAND SURVEYOR

Date: Aug 08, 2017
Brian J. Fischer
P.L.S. #2584

PROJECT NUMBER: 16-287
DATE: 11/11/2016
DRAWN BY: MTS

1 OF 2

All submitted 10-11-2017 (#17-028: HBE Rezoning to PCD)
Attachment: Applicant's Materials submitted 10-11-2017 (#17-028: HBE Rezoning to PCD)



(R) – RECORD DIMENSION
(S) – SURVEYED DIMENSION

07/07/2017	SURVEY UPDATE AND RECERTIFICATION
07/27/2017	ADDED STATE PLANE COORDINATE DATA/NOTES

THD DESIGN GROUP, INC.
"your solution for engineering and surveying"
146 CHESTERFIELD INDUSTRIAL BLVD, STE E, CHESTERFIELD, MO 63005
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WEB: THDDESIGNGROUP.COM
Corporate Certificate of Authority #2011030415

AN ALTA/NSPS LAND TITLE SURVEY FOR
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STATE OF MISSOURI
BRIAN J. FISCHER
NUMBER LS-2584
PROFESSIONAL LAND SURVEYOR

Date: Aug 08, 2017
Brian J. Fischer
P.L.S. #2584

PROJECT NUMBER: 16-287

DATE: 11/11/2016

DRAWN BY: MTS

2 OF 2

Attachment: Applicant's Materials submitted 10-11-2017 (ar17-028: HBE Rezoning to PCD)

Traffic Impact Study for Proposed 11330 Olive Boulevard Development

Creve Coeur, Missouri

July 7, 2017

Prepared For:

11330 Olive Boulevard Development
11330 Olive Boulevard
Creve Coeur, Missouri 63141

Prepared by:

Lochmueller Group, Inc.
411 North 10th Street, Suite 200
St. Louis, Missouri 63101

517-0058-0TE

Attachment: 11330 Olive Blvd Traffic limpact Study 2017-07-07 (#17-028: HBE Rezoning to PCD)

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Attachment: 11330 Olive Blvd Traffic limpact Study 2017-07-07 (#17-028: HBE Rezoning to PCD)

EXECUTIVE SUMMARY

Lochmueller Group prepared the following traffic impact study to evaluate the impact of a proposed multi-use redevelopment located in the southwest quadrant of Olive Boulevard and Mosley Road in Creve Coeur, Missouri. The development would consist of a hotel building, a commercial use building, and a restaurant. Access to the site is proposed via two existing driveways on Olive Boulevard and a driveway on North Mosley Road.

Existing conditions show that all intersections operate acceptably with all notable measures of effectiveness, such as level of service (LOS), delay per vehicle, and 95th percentile queues. The existing office building is approximately 10% occupied, so it is generating very little traffic, yet the outbound movements are operating at a LOS D due to the high amount of volume on Olive Boulevard. Queues are minimal and the volume-to-capacity (v/c) ratios show the approach can handle much more volume before reaching capacity.

Baseline 2019 and 2039 both considered a 0.5% growth per year to account for general regional growth in traffic. In addition, the 2039 baseline scenario also considered three likely background developments: Wolff Properties parcel located just west of the site, and two gas station and car wash developments near Olive with Schulte and Graeser. With the added development, very little changed in the analysis results when comparing to the existing condition. The northbound approach at the two Olive Boulevard site entrances fall to a LOS E (one during the midday peak, the second during the afternoon peak), but the signal at Olive and Mosley continued to operate acceptably.

Trips were forecasted for the proposed trips generated by the site. A common trip reduction was taken for those utilizing multiple land uses on the site, and pass-by trips were assumed for the commercial use building for the afternoon and midday peak hours. With these reductions, it is anticipated that the development will generate approximately 145 morning peak hour trips, 235 afternoon peak hour trips, and 245 midday peak hour trips. This is fewer morning and afternoon trips, but more midday peak trips, than what would be expected of the existing office building if it were completely occupied.

The anticipated trips for the proposed site were distributed onto the network based on prevailing traffic patterns, the proposed land uses, and a distribution that is similar to that used by other traffic studies performed recently in the area. The existing driveway volumes were removed from the network and the proposed trips were added on to the 2019 and 2039 baseline volumes to achieve the 2019 and 2039 forecasted volumes for the build-out of the site.

The forecasted volumes were then analyzed using Synchro 9, similar to the existing and baseline condition analyses. The results showed that the proposed uses on the site will have a negligible impact on the signal at Olive and Mosley. The driveways leaving the site may drop to a LOS E or F, depending on whether it's 2019 or 2039 condition, but a longer delay at an

Attachment: 11330 Olive Blvd Traffic limpact Study 2017-07-07 (#17-028: HBE Rezoning to PCD)

unsignalized location on a busy corridor such as Olive is to be expected. These longer delays are offset by minimal queuing (three vehicles or less as the 95th percentile queue) and low volume-to-capacity (v/c) ratios. To assist with any delays that may occur, wayfinding signage may be placed in the parking circulation area to direct patrons and visitors to the Mosley Road entrance, where drivers would have access to a signal in order to turn left onto Olive Boulevard. The analysis showed that there is still capacity remaining on the northbound approach to Olive Boulevard, and can accommodate more site traffic if it were to depart from the site differently than shown in this study.

With two full access entrances on Olive Boulevard, the traffic load is able to be spread across the entrances, resulting in shorter queues and delays. Delays onto a major road such as Olive are even expected by drivers, and they may be more tolerant of delay in this area, but with the heavy movements on Olive Boulevard, if left turns were restricted, drivers leaving the site would become frustrated at a longer delay, and may potentially hurt the viability of the site.

Overall, it is determined that the proposed uses will not substantially impact the surrounding roadway network, particularly considering it is anticipated to generate fewer trips than the existing by-right office use if the building was full.

Attachment: 11330 Olive Blvd Traffic limpact Study 2017-07-07 (#17-028: HBE Rezoning to PCD)

INTRODUCTION

Lochmueller Group prepared the following traffic impact study to evaluate the impact of a proposed multi-use redevelopment located in the southwest quadrant of Olive Boulevard and Mosley Road in Creve Coeur, Missouri.

The development would consist of a hotel building, a commercial use building, and a restaurant. Access to the site is proposed via two existing driveways on Olive Boulevard and a driveway on North Mosley Road. A preliminary site plan is shown in Figure 1.

The purpose of this traffic impact study was to determine how much traffic would be generated by the proposed redevelopment, evaluate its impact upon the adjoining roadways, identify the need for off-site improvements to mitigate any impacts, and assess the ability of motorists to safely enter and exit the redevelopment via the existing access driveways, as proposed. The study included the following intersections:

- Olive Boulevard at Mosley Road
- Olive Boulevard at the site's existing driveway (west)
- Olive Boulevard at the site's existing driveway (east)
- Mosley Road at the site's existing driveway

The study addressed conditions during the morning (7:00 to 9:00 a.m.), and afternoon (4:00 to 6:00 p.m.) peak periods of a typical weekday. If the development's traffic can be accommodated during these periods, it stands to reason that adequate capacity would be available throughout the remainder of the day. This study was prepared in accordance with parameters discussed and accepted by the City of Creve Coeur and the Missouri Department of Transportation (MoDOT) during a scoping meeting held on May 24, 2017.

Traffic impact studies typically evaluate conditions at the opening year of development and again twenty years after opening. Per discussions with the developer, 2019 was selected as the opening year. This would also facilitate a direct comparison with existing conditions for purposes of identifying potential impacts. Accordingly, 2039 was selected as the horizon planning year; conditions both with (baseline) and without (forecasted) the proposed redevelopment were evaluated for 2039. These scenarios and their contents are explained in greater detail in subsequent sections of this report.

Attachment: 11330 Olive Blvd Traffic limpact Study 2017-07-07 (#17-028: HBE Rezoning to PCD)

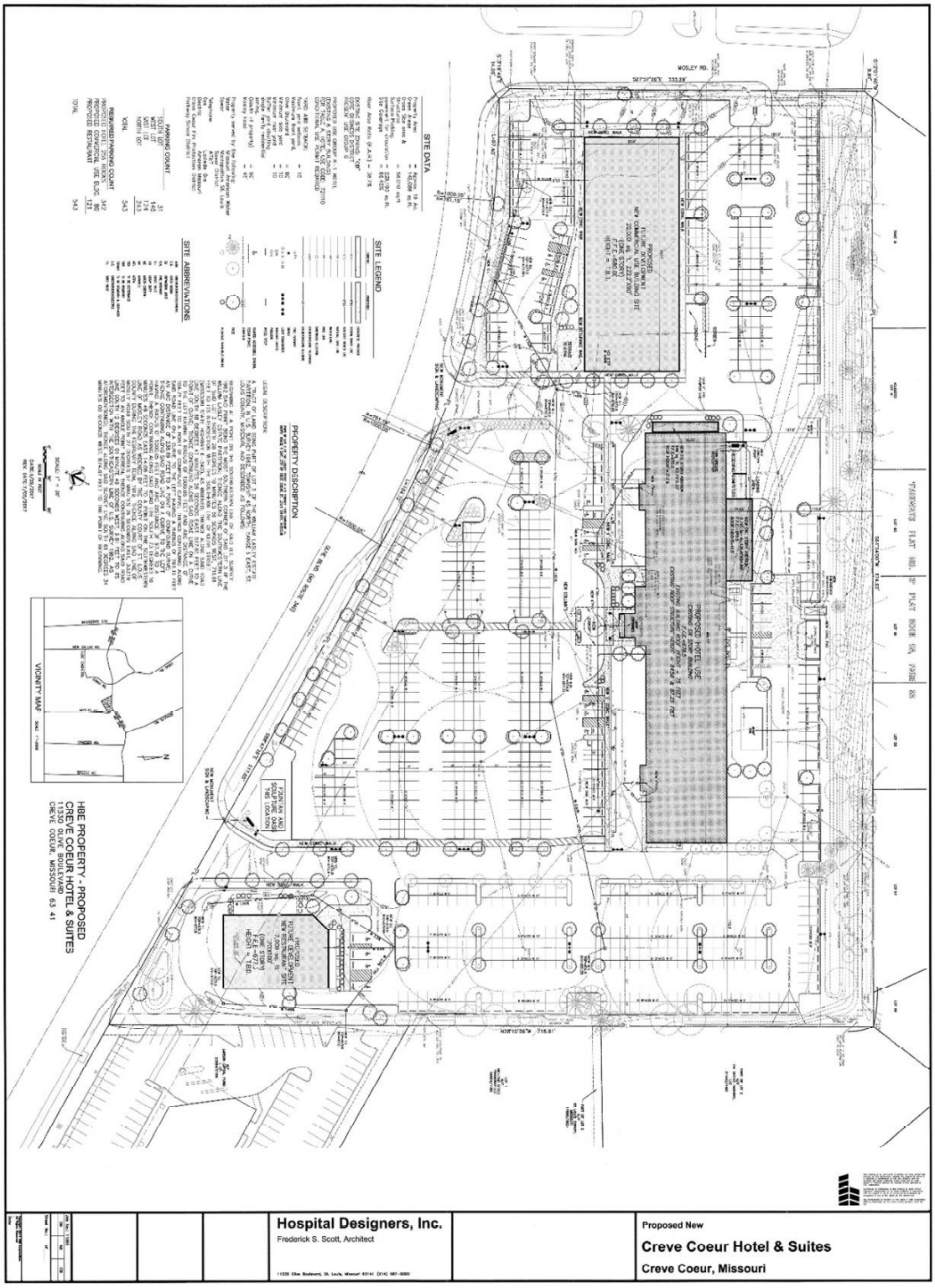

Figure 1: Preliminary Site Plan (By Others, Subject to Change)

Attachment: 11330 Olive Blvd Traffic limpact Study 2017-07-07 (#17-028: HBE Rezoning to PCD)

EXISTING CONDITIONS

To identify the traffic impacts associated with the proposed redevelopment, it was first necessary to quantify roadway, traffic, and operating conditions as they currently exist.

Existing Roadway Conditions

The study area road system was inventoried to identify existing roadway types, laneage, functional classifications, posted speeds, access provisions, and intersection configurations. Existing intersection laneage and traffic control are depicted in Figure 2.

Olive Boulevard (Route 340) is a principal arterial roadway and a major east-west commercial corridor in the City of Creve Coeur. It typically has two through lanes in each direction plus a center two-way left-turn lane. In select locations, Olive Boulevard includes auxiliary right-turn lanes, a third through lane, and/or raised medians to restrict left-turn movements. Olive Boulevard is maintained by MoDOT and has a posted speed limit of 35 miles per hour (mph).

Mosley Road is classified as a minor collector. It runs north-south along the eastern periphery of the site. Adjacent to the site, Mosley Road has one northbound lane, one southbound lane. It is maintained by the City of Creve Coeur and has a posted speed limit of 30 mph.

The intersection of Olive Boulevard with Mosley Road is signalized and operates as part of a coordinated system maintained by MoDOT. The system includes signals along the full length of Route 340 from University City to Ellisville. It operates a 140-second cycle length during the morning and afternoon commuter peak periods. Given the predominantly bi-directional traffic flows along Olive Boulevard, the system promotes two-way coordination to the extent possible. Though this is a coordinated system, only the intersection at Mosley was identified for inclusion in the traffic study.

The intersection of Olive Boulevard and Mosely Road is a three-legged 'T' intersection: Olive Boulevard runs east-west, and Mosley approaches from the south. The intersection has dedicated left-turn lanes on westbound and northbound approaches. Northbound left-turns may only occur during the protected phase (green arrow). Westbound left-turns may occur during the protected phase (green arrow) or during the permissive phase yielding to opposing traffic. The permissive phase is denoted with a flashing yellow arrow indicator. Signalized pedestrian accommodations exist across the east leg of the intersection.

Sidewalks are currently provided along the Olive Boulevard adjacent to the site, and along the west side of Mosley Road adjacent to the site. The intersection of Olive Boulevard and Mosley Road appears to be compliant with the Americans with Disabilities Act (ADA). The intersection has crosswalks, push buttons and signal indicators, and curb ramps enabling access between north and south sidewalks along Olive Blvd. The crosswalk operates with northbound approach's green phase.

Attachment: 11330 Olive Blvd Traffic limpact Study 2017-07-07 (#17-028: HBE Rezoning to PCD)

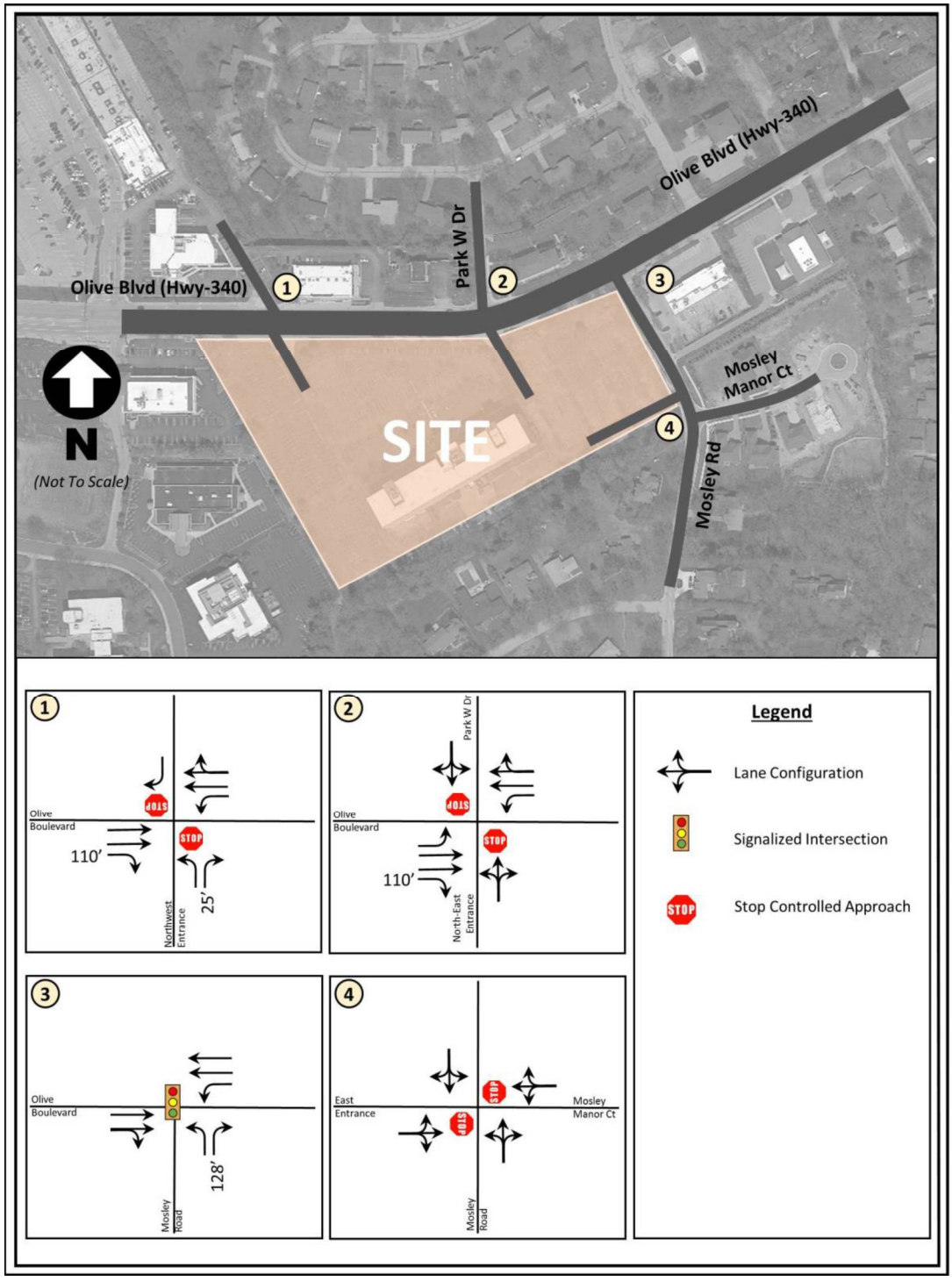

Figure 2: Existing Lane Configuration and Traffic Control

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Transit Network

Future patrons and employees will have access to a transit route on Olive Boulevard, as shown in Figure 3.

Route 91 (Olive) travels between the Delmar MetroLink Station and Chesterfield Mall. It generally uses the east-west routes on Olive Boulevard and Chesterfield Parkway East/South, and has 25-minute headways during weekday peak commuting periods and 40-minute headways during weekday non-peak periods.

Two bus stops currently exist near the site. One is located adjacent the northwest corner of the property for eastbound buses, immediately east of the intersection of Olive and Office Parkway North. It is glass-enclosed shelter to protect riders from inclement weather, and has a bench for seating. The complementary westbound bus stop immediately west of the Office Parkway North intersection does not have a shelter, but only a small standing area off the sidewalk next to a bus stop sign. Similarly, a second set of bus stops currently exist immediately east of the signal at Olive and Mosley, with the south stop that serves eastbound buses having a full bus shelter, while the westbound bus stop does not.

Figure 3: Existing Study Area Transit Routes

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Existing Traffic Conditions

To quantify study area traffic volumes, turning movement counts were conducted at the study intersections during the morning (7:00 to 9:00 a.m.), midday (11:00 a.m. to 1:00 p.m.), and afternoon (4:00 to 6:00 p.m.) peak periods of a typical weekday. Counts were obtained in May 2017 while school was still in session. From the counts, it was determined that the peak hours occur from 7:30 to 8:30 in the morning, 11:45 to 12:45 in the midday, and from 4:15 to 5:15 in the afternoon. Existing peak hour traffic volumes are illustrated in Figure 4.

The heaviest traffic volumes occur during the afternoon peak hour followed by the midday and morning peak hours. Volumes are relatively balanced in both directions along Olive Boulevard. On Mosley Road, morning peak hour volumes are marginally heavier in the northbound direction, whereas afternoon peak hour volumes are higher southbound. For the midday peak hour, there is no noticeable difference between the directions. MoDOT's historical average daily traffic volumes from 2015 show that Olive Boulevard carries approximately 28,600 vehicles per day. Mosley Road adjacent to the site serves approximately 200 vehicles during afternoon peak hour, suggesting that overall daily volume would be on the order of 2,000 vehicles. For purposes of this study, and to study a worst-case scenario, the intersection of Mosley Road with the east site entrance and the offset Mosley Manor Court was considered a single intersection.

Existing Operating Conditions

Traffic operating conditions at the study intersections were evaluated using Synchro 9, which is a commonly used traffic analysis tool based on methodologies outlined in the "Highway Capacity Manual" (HCM), published in 2010 by the Transportation Research Board.

The performance of the transportation system is quantified by Levels of Service (LOS), which are measures of traffic flow that consider factors such as speed, delay, interruptions, safety, and driver comfort and convenience. There are six levels of service ranging from LOS A ("free flow") to LOS F ("oversaturated"). LOS C is commonly used for design purposes and represents a roadway with volumes utilizing 70 to 80 percent of its capacity. LOS E is considered acceptable for peak period conditions in urban and suburban areas.

Levels of service criteria vary depending upon the roadway component being evaluated. Intersections are most commonly evaluated, since roadway capacity is typically dictated by the number of vehicles that can be served at critical intersections. For intersections, the criteria are based on delay and the type of control (i.e., whether it is signalized or unsignalized).

For signalized and all-way stop intersections, the average control delay per vehicle is estimated for each movement, then aggregated for each approach and the intersection as a whole. For intersections with partial (side-street) stop control, delay is calculated for the minor movements only (side-street approaches and major road left-turns), since through traffic on multi-lane major roads are not required to stop.

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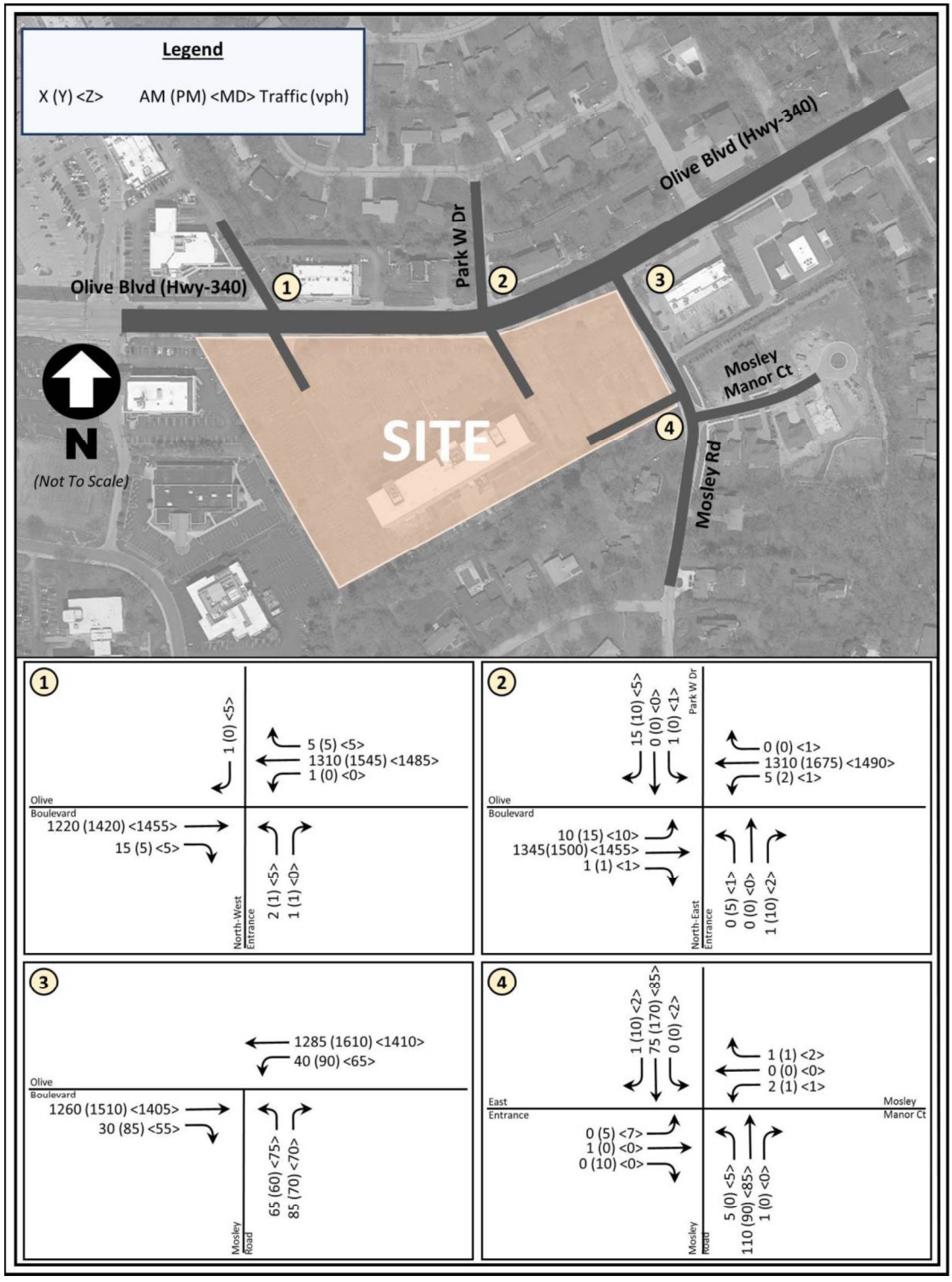

Figure 4: Existing Traffic Volumes

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The levels of service criteria also differ depending on the type of intersection control. Signalized intersections reflect higher delay tolerances as compared to unsignalized locations because motorists are accustomed to and accept longer delays at signals. The thresholds for intersection levels of service are summarized in Table 1.

Table 1: Intersection Level of Service Thresholds

Level of Service	Control Delay per Vehicle (sec/veh)	
	Signalized	Unsignalized
A	≤ 10	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

Existing operating conditions are summarized in Table 2, and presented in terms of level of service, delay, and 95th percentile queue.

Generally, the signalized intersection of Olive Boulevard with Mosley Road operates at acceptable levels of service which is LOS A. All the mainline movements at this intersection have LOS B or better during the peak hours, while the northbound movement that experiences lengthier delays commensurate with LOS D. This is typical for the Olive Boulevard corridor, which has signal timings that favor vehicle flow on the mainline movements.

Existing peak hour conditions are acceptable at each of the site's access driveways. All movements turning directly into or out of the site onto Olive Boulevard or Mosley Road operate at LOS D or better during the peak hours, with no more than a one-vehicle queue in any of the studied peak hours.

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Table 2: Existing Operating Conditions

Intersection/ Approach	AMPH		PMPH		MDPH	
	LOS (Delay)	Queue	LOS (Delay)	Queue	LOS (Delay)	Queue
Olive Blvd/NW Parking Entrance						
Eastbound Approach	A (0.0)	0'	A (0.0)	0'	A (0.0)	0'
Westbound Left Approach	B (12.2)	0'	B (13.0)	0'	B (13.3)	0'
Northbound Approach	D (25.7)	2'	C (24.7)	1'	D (33.9)	4'
Southbound Approach	B (12.4)	0'	B (12.5)	0'	B (11.9)	1'
Overall Intersection	**A (0.0)**	**--**	**A (0.0)**	**--**	**A (0.1)**	**--**
Olive Blvd/Park W Dr						
Eastbound Left Approach	B (12.0)	2'	C (15.2)	4'	B (13.3)	2'
Westbound Left Approach	B (13.0)	1'	B (14.6)	0'	B (13.8)	0'
Northbound Approach	D (27.7)	1'	D (33.1)	13'	D (25.5)	2'
Southbound Approach	B (14.0)	4'	C (17.5)	4'	C (18.1)	2'
Overall Intersection	**A (0.2)**	**--**	**A (0.4)**	**--**	**A (0.1)**	**--**
Olive Blvd/Mosley Rd						
Eastbound Approach	A (8.2)	320'	B (10.5)	508'	B (10.6)	378'
Westbound Approach	A (3.8)	208'	A (4.8)	294'	A (4.8)	231'
Northbound Approach	D (40.9)	113'	D (48.2)	108'	D (41.8)	109'
Overall Intersection	**A (7.6)**	**--**	**A (9.1)**	**--**	**A (9.5)**	**--**
Mosley Rd/Mosley Manor Ct						
Eastbound Approach	A (9.3)	0'	A (9.7)	2'	A (9.7)	1'
Westbound Approach	A (9.6)	0'	A (9.5)	0'	A (9.2)	0'
Northbound Approach	A (0.3)	0'	A (0.1)	0'	A (0.4)	0'
Southbound Approach	A (0.1)	0'	A (0.0)	0'	A (0.2)	0'
Overall Intersection	**A (0.3)**	**--**	**A (0.7)**	**--**	**A (0.6)**	**--**

2019 BASELINE CONDITIONS

Based on the developer's anticipated schedule, 2019 was assumed to be the opening year. As agreed upon at the scoping meeting, an annual growth rate of 0.5% was applied to existing traffic to account for regional traffic growth. No background sites were identified for inclusion in the 2019 Baseline condition. Peak hour traffic volumes and operating conditions in 2019 are illustrated in Figure 5 and Table 3, respectively.

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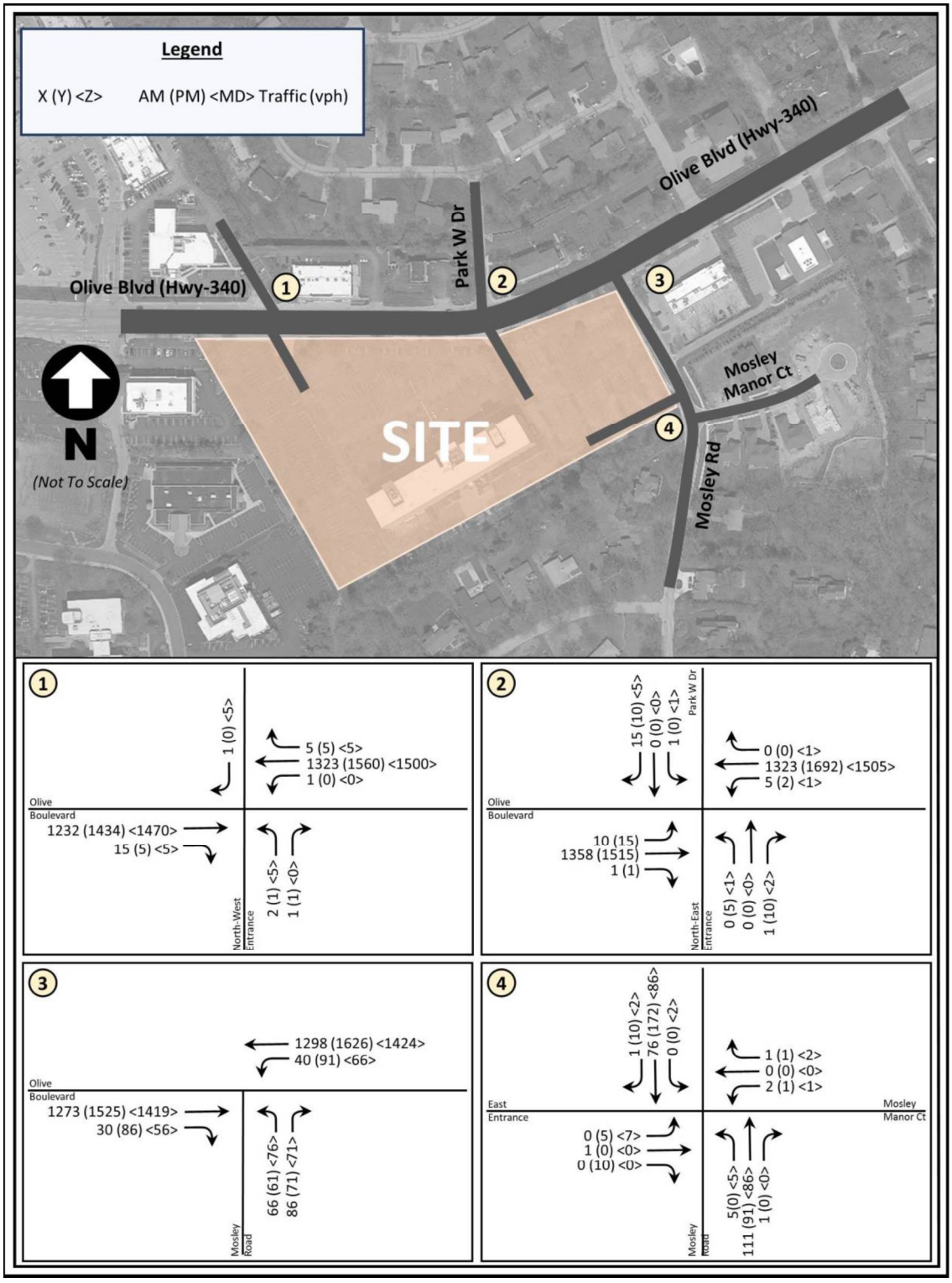

Figure 5: 2019 Baseline Traffic Volumes

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Table 3: 2019 Baseline Operating Conditions

Intersection/ Approach	AMPH		PMPH		MDPH	
	LOS (Delay)	Queue	LOS (Delay)	Queue	LOS (Delay)	Queue
Olive Blvd/NW Parking Entrance						
Eastbound Approach	A (0.0)	0'	A (0.0)	0'	A (0.0)	0'
Westbound Left Approach	B (12.2)	0'	B (13.1)	0'	B (13.4)	0'
Northbound Approach	C (24.2)	1'	D (25.0)	1'	D (33.8)	3'
Southbound Approach	B (12.2)	0'	B (12.4)	0'	B (12.0)	1'
Overall Intersection	**A (0.0)**	**--**	**A (0.0)**	**--**	**A (0.1)**	**--**
Olive Blvd/Park W Dr						
Eastbound Left Approach	B (12.1)	2'	C (15.4)	3'	A (2.0)	2'
Westbound Left Approach	B (13.1)	1'	B (14.3)	0'	A (0.0)	0'
Northbound Approach	C (15.0)	0'	D (29.0)	8'	D (28.3)	2'
Southbound Approach	B (13.2)	3'	C (18.2)	4'	C (19.2)	2'
Overall Intersection	**A (0.2)**	**--**	**A (0.3)**	**--**	**A (0.1)**	**--**
Olive Blvd/Mosley Rd						
Eastbound Approach	A (8.2)	324'	B (10.7)	522'	B (10.4)	385'
Westbound Approach	A (3.8)	210'	A (4.8)	298'	A (4.7)	235'
Northbound Approach	D (41.2)	112'	D (48.2)	107'	D (40.3)	112'
Overall Intersection	**A (7.9)**	**--**	**A (9.2)**	**--**	**A (9.1)**	**--**
Mosley Rd/Mosley Manor Ct						
Eastbound Approach	A (9.2)	0'	A (9.6)	2'	A (9.5)	1'
Westbound Approach	A (9.1)	1'	A (9.5)	0'	A (9.1)	0'
Northbound Approach	A (0.3)	0'	A (0.1)	0'	A (0.4)	0'
Southbound Approach	A (0.1)	0'	A (0.0)	0'	A (0.2)	0'
Overall Intersection	**A (0.3)**	**--**	**A (0.5)**	**--**	**A (0.6)**	**--**

The results of the 2019 baseline conditions are quite similar to existing conditions, with all approaches operating at acceptable levels of service.

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2039 BASELINE CONDITIONS

Future planning year conditions without the proposed redevelopment were established as a benchmark from which to compare potential traffic impacts. The opening year of the proposed development was assumed to be 2019, with future horizon year conditions evaluated for 2039.

Background Studies

Per the discussion during the scoping meeting, three developments were identified for inclusion in the 20-year design horizon analysis, locations of which are shown in Figure 6. The land uses described in the following tables are the best available information at this time, and are subject to change as development plans finalize.

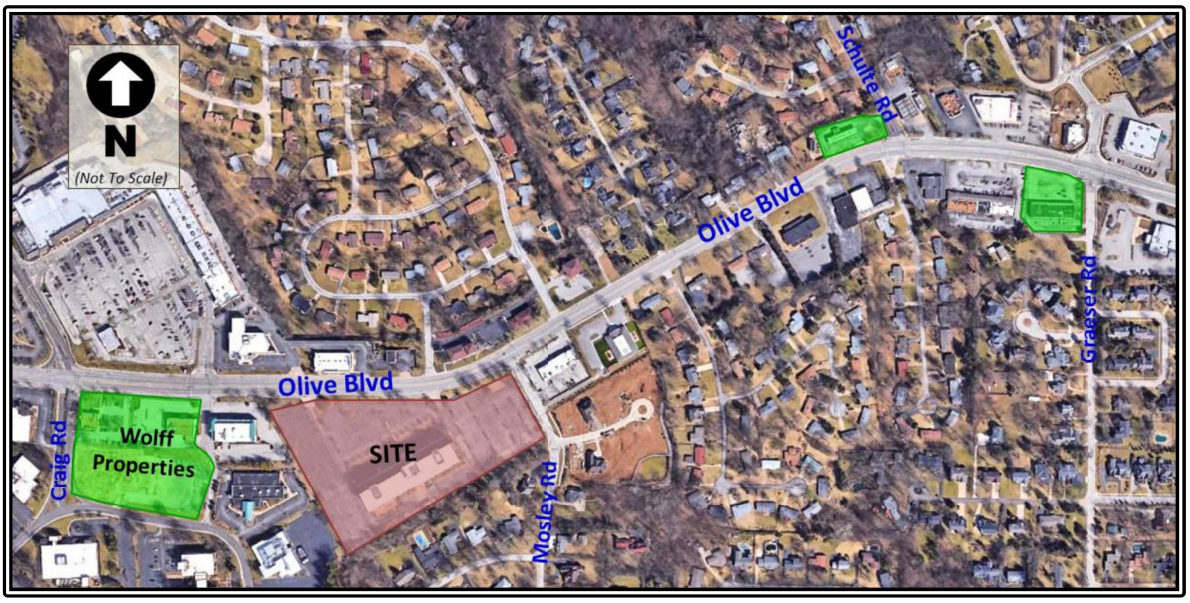

Figure 6: Location of Background Developments

Property at Olive & Craig

In August 2015, Lochmueller Group prepared a traffic impact study for Wolff Properties, Inc. to evaluate the impact of a proposed multi-use redevelopment surrounded by Olive Boulevard to the north, Craig Road to the west, Office Parkway North on the east, and Office Parkway to the south. At the time, the development would consist of an apartment building, a bank with drive-thru, a strip (specialty) retail building, and a Starbucks with drive-thru. The land use assumptions and trip distribution in this previous study were replicated in the current study as a background site, though these may change before redevelopment of the parcel takes place. These calculations, based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, and assumptions are provided in Table 4.

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Table 4: Wolff Properties Background Site Assumed Trip Generation (Subject to Change)

Use	AM Peak Hour			PM Peak Hour			Midday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Starbucks	130	120	250	55	50	105	45	45	90
Bank with Drive-Thru	15	15	30	30	30	60	35	30	65
Retail	10	5	15	25	25	50	30	25	55
Apartments	10	50	60	50	30	80	50	35	85
Craig Road Background Site	**160**	**195**	**355**	**160**	**135**	**295**	**160**	**135**	**295**
Existing Site Trips (2015 Counts)	**-145**	**-130**	**-275**	**-105**	**-95**	**-200**	**-65**	**-80**	**-145**
Net Increase - Wolff Properties Background Site	**15**	**65**	**80**	**55**	**40**	**95**	**95**	**55**	**150**

Property at Olive & Schulte

The second background site identified in the scoping meeting was the expansion of the existing gas station in the northwest quadrant of Olive Boulevard and Schulte Road, which is anticipated to add six fueling positions and a self-service car wash. Since it is an expansion of an existing land use, a trip generation was performed for only the new fueling positions and a separate self-service car wash, as shown in Table 5.

Table 5: Olive & Schulte Background Site Assumed Trip Generation (Subject to Change)

Use	AM Peak Hour			PM Peak Hour			Midday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Gasoline/Service Station with Convenience Market (new fueling positions only)	40	40	80	55	55	110	55	55	110
Pass-By Trips (62% AM, 56% PM & Midday)	-25	-25	-50	-30	-30	-60	-30	-30	-60
Self-Service Car Wash	10	5	15	30	25	55	30	25	55
Pass-By Trips (31% AM, 28% PM & Midday)	0	0	0	-10	-10	-20	-10	-10	-20
Net Increase - Olive & Schulte Background Site	**25**	**20**	**45**	**45**	**40**	**85**	**45**	**40**	**85**

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There is no morning or midday trip generation rate available for the land use, so the afternoon peak hour was used for midday as a worst-case scenario, and 25% of the afternoon rate was used for the morning peak hour. The ITE manual does not contain a pass-by rate for self-service car wash. While it will still attract pass-by trips from patrons already on the road, the anticipated self-service car wash is expected to be more of a destination than a gas station; therefore, the pass-by rate used was assumed to be half of the gas station pass-by rate. It was assumed that 30% of these new trips would approach to/from the west and 70% to/from the east of Olive Boulevard and Schulte Road.

Property at Olive & Graeser

The third identified background site included the redevelopment of the retail center located in the southwest quadrant of Olive Boulevard with Graeser Road. The existing strip retail building was estimated to be approximately 11,100 s.f., and would be redeveloped as an 8-fueling position gas station with convenience market and car wash. Due to the anticipated type of car wash it will be, it was assumed as part of a single land use code, as compared to the development described above, where the self-service car wash is a separate facility from the gas station.

Table 6: Olive & Graeser Background Site Assumed Trip Generation (Uses Subject to Change)

Use	AM Peak Hour			PM Peak Hour			Midday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Gasoline/Service Station with Convenience Market & Car Wash	50	45	95	55	55	110	55	55	110
Pass-By Trips (62% AM, 56% PM & Midday)	-30	-30	-60	-30	-30	-60	-30	-30	-60
Olive & Graeser Background Site	**20**	**15**	**35**	**25**	**25**	**50**	**25**	**25**	**50**
Existing Trips (LUC 826 Specialty Retail)	5	5	10	20	20	40	22	20	42
Pass-By Trips (34% PM, 26% Midday)	0	0	0	-5	-5	-10	-5	-5	-10
Existing Retail Center (To be Removed)	**5**	**5**	**10**	**15**	**15**	**30**	**17**	**15**	**32**
Net Increase - Olive & Graeser Bkgd Site (Future minus Existing)	**15**	**10**	**25**	**10**	**10**	**20**	**8**	**10**	**18**

It was assumed the development at Olive & Graeser would have a similar distribution to the development at Olive & Schulte, with 30% of these new trips would approach to/from the west and 70% to/from the east.

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2039 Baseline Operating Conditions

In addition to three developments for the 20-year design analysis, an annual growth rate of 0.5% was applied to existing through traffic to account for general regional growth in traffic. Horizon Year 2039 baseline traffic volumes, consisting of existing volumes with regional inherent growth and the three identified background sites, are illustrated in Figure 7.

The 2039 peak hour volumes were analyzed using Synchro 9 similar to the previous scenarios, with level of service, delay, and 95th percentile queue results summarized in Table 7. The additional background traffic would increase delay time and decrease the eastbound approach's LOS by one level at the signalized intersections on Olive Boulevard and Mosley Road during afternoon and midday peak hours. However, the LOS B is acceptable for the operation of this intersection at 2039 baseline condition. In addition, the increase in mainline through traffic causes the site entrance to drop to a LOS E at the two Olive Boulevard site entrances, one during the midday peak hour and the other during the afternoon commuter peak hour. Though these are a LOS E, queuing remains minimal on these approaches.

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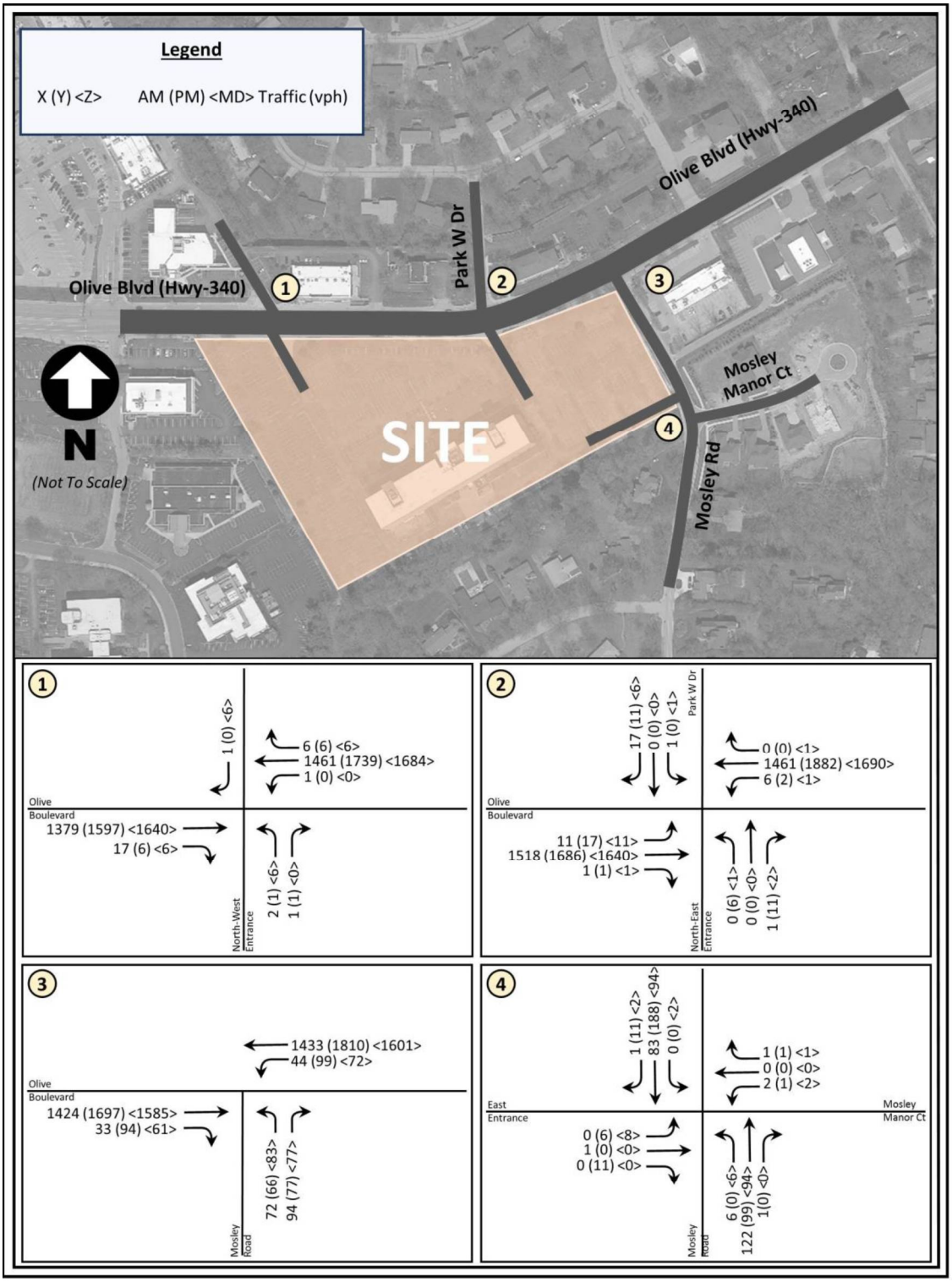

Figure 7: 2039 Baseline Traffic Volumes

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Table 7: 2039 Baseline Operating Conditions

Intersection/ Approach	AMPH		PMPH		MDPH	
	LOS (Delay)	Queue	LOS (Delay)	Queue	LOS (Delay)	Queue
Olive Blvd/NW Parking Entrance						
Eastbound Approach	A (0.0)	0'	A (0.0)	0'	A (0.0)	0'
Westbound Left Approach	B (13.2)	0'	B (14.4)	0'	B (14.8)	0'
Northbound Approach	D (28.4)	1'	D (29.4)	1'	E (43.7)	6'
Southbound Approach	A (1.5)	0'	B (12.3)	0'	B (12.0)	1'
Overall Intersection	**A (0.0)**	**--**	**A (0.0)**	**--**	**A (0.1)**	**--**
Olive Blvd/Park W Dr						
Eastbound Left Approach	B (13.1)	2'	C (17.7)	5'	C (15.2)	3'
Westbound Left Approach	B (14.4)	1'	C (15.9)	0'	C (15.4)	2'
Northbound Approach	D (33.5)	2'	E (39.2)	14'	D (34.1)	2'
Southbound Approach	C (15.1)	4'	C (19.6)	4'	D (27.8)	1'
Overall Intersection	**A (0.2)**	**--**	**A (0.4)**	**--**	**A (0.1)**	**--**
Olive Blvd/Mosley Rd						
Eastbound Approach	A (9.3)	394'	B (14.1)	717'	B (12.2)	480'
Westbound Approach	A (4.3)	255'	A (6.3)	383'	A (5.5)	290'
Northbound Approach	D (47.1)	121'	D (51.3)	114'	D (44.3)	120'
Overall Intersection	**A (9.0)**	**--**	**B (11.6)**	**--**	**B (10.4)**	**--**
Mosley Rd/Mosley Manor Ct						
Eastbound Approach	A (9.3)	0'	A (9.8)	2'	A (9.7)	1'
Westbound Approach	A (9.5)	0'	A (9.6)	0'	A (9.1)	0'
Northbound Approach	A (0.4)	0'	A (0.1)	0'	A (0.5)	0'
Southbound Approach	A (0.1)	0'	A (0.0)	0'	A (0.2)	0'
Overall Intersection	**A (0.3)**	**--**	**A (0.6)**	**--**	**A (0.7)**	**--**

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PROPOSED REDEVELOPMENT

As stated previously, the site will be redeveloped as a 255-room hotel and two outparcels consisting of a restaurant and a commercial use building. The following trip generation forecast and directional distribution estimates were prepared to quantify the net increase in traffic that would be generated by the proposed redevelopment.

Trip Generation

The development site currently consists of a mostly vacant office building that just 10% is occupied. Its trip generation potential assuming full occupancy was forecasted using the Trip Generation Manual, Ninth Edition, published by the Institute of Transportation Engineers (ITE). The site's trip generation potential using Land Use Code 710 (General Office) compared to the trips it is currently generating today with the current building occupancy is summarized in Table 8.

Table 8: Full Trip Generation Potential of the Existing Site

Use	Size	AM Peak Hour			PM Peak Hour			Midday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Existing Potential	183,522 s.f.	250	35	285	45	230	275	45	40	85
Existing Actual (~10% occupancy)	183,522 s.f. (10% occ.)	20	4	24	15	21	36	14	13	27
Actual vs. Potential		**-230**	**-31**	**-261**	**-30**	**-209**	**-239**	**-31**	**-27**	**-58**

The trip generation of the proposed development is summarized in Table 9. This trip generation forecast was based on the Trip Generation Manual and reflects the following land uses:

- The proposed hotel would include 255 rooms. Land Use Code: 310 Hotel was applied. The average trip rate was used with number of rooms as the independent variable (fitted curve equations are not provided). There is no midday rate available in the ITE Manual, so the midday trip generation rate was assumed to be the same as the PM peak hour rate. This may be high for a typical hotel during the midday, but it would account for the conference room and meeting space that will be available as part of the hotel that may be used during the midday peak hour.

- The proposed commercial use building would provide 20,000 square feet of space. Land Use Code: 826 Specialty Retail Center was applied. The average trip rate was used with square footage as the independent variable. Since it was not provided in the ITE manual, the morning peak hour forecast was estimated at 25% of the PM peak hour rates to acknowledge that there may be some but very few trips anticipated during that time

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period. The total midday peak hour forecast was estimated to be very similar to the afternoon peak hour, but with opposite directional distribution, based on an hourly distribution of Shopping Center trips provided by ITE.

- The proposed restaurant would consist of approximately 7,700 square feet of space. Land Use Code: 931 Quality Restaurant was applied. Average trip rates were used with square footage as the independent variable (fitted curve equations are not provided). The morning peak hour directional distribution was based on data for the PM peak hour, since it was not provided in the ITE manual.

The forecasts assume that each use would be freestanding, whereas the proposed uses would be connected internally with shared parking and points of external access. A reduction of 5% was applied to account for internal trips between complementary uses, or "common trips" between different land-uses of the site.

Based upon the ITE Trip Generation Handbook, A Recommended Practice, Second Edition, pass-by trips were estimated at 34% for the commercial use building for the afternoon peak period and 26% for the midday peak hour.

Table 9: Trip Generation Forecast for Proposed Redevelopment

Use	Size	AM Peak Hour			PM Peak Hour			Midday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Quality Restaurant	7,700 s.f.	5	0	5	40	20	60	40	20	60
Specialty Retail (Commercial Use Bldg)	20,000 s.f.	5	10	15	25	30	55	30	25	55
Hotel	255 rooms	80	55	135	80	75	155	80	75	155
Subtotal		90	65	155	145	125	270	150	120	270
Common Trip Reduction (5%)		-5	-5	-10	-5	-10	-15	-10	-5	-15
Total External Trips		85	60	145	140	115	255	140	115	255
Pass-By Trips (34% retail PM, 26% retail midday)		0	0	0	-10	-10	-20	-5	-5	-10
Forecasted Trips		**85**	**60**	**145**	**130**	**105**	**235**	**135**	**110**	**245**

The proposed development would generate approximately 145 new trips during the morning peak hour, 235 new trips during the afternoon peak hour, and 245 new trips in the midday peak hour.

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Directional Distribution

The site's incremental trip generation was assigned to the study area roadways based on an anticipated directional distribution that reflects prevailing traffic patterns, coupled with the market area of the proposed commercial uses and other studies performed in the area. The proposed directional distribution percentages are presented in Table 10.

Table 10: Directional Distribution Percentages

Origin/Destination	Percentage
To/From West on Olive Blvd	65%
To/From East on Olive Blvd	30%
To/From South on Mosley Rd	5%

The proposed directional distribution percentages in Table 10 were multiplied by the new forecasted trips in Table 9 to calculate the trip assignment illustrated in Figure 8. The majority of trips would be expected to use Olive Blvd to travel to/from the site. In addition to the new trips, pass-by trips were also distributed into the site, removing trips from the through movements in the process.

Site Access

Though the site is being redeveloped, the planned access points into the site are planned to remain in the same locations as they current exist. The northeast site driveway will have one lane inbound and one lane outbound. The existing eastbound right turn bay and westbound left turn bay will also remain.

Similarly, the northwest site driveway will also remain, but with one lane inbound and two lanes outbound. The existing eastbound right turn bay and westbound left turn bay will remain.

The entrance onto Mosley Road will also remain as-is. There are no turn bays into the site from this entrance. This entrance provides access to the signalized northbound left turn onto Olive Boulevard. With the site's land uses converting to more transient uses serving more visitors (as compared to consistent daily destinations such as residential or office), wayfinding signs can be placed on-site directing customers and visitors to the signal.

Attachment: 11330 Olive Blvd Traffic limpact Study 2017-07-07 (#17-028: HBE Rezoning to PCD)

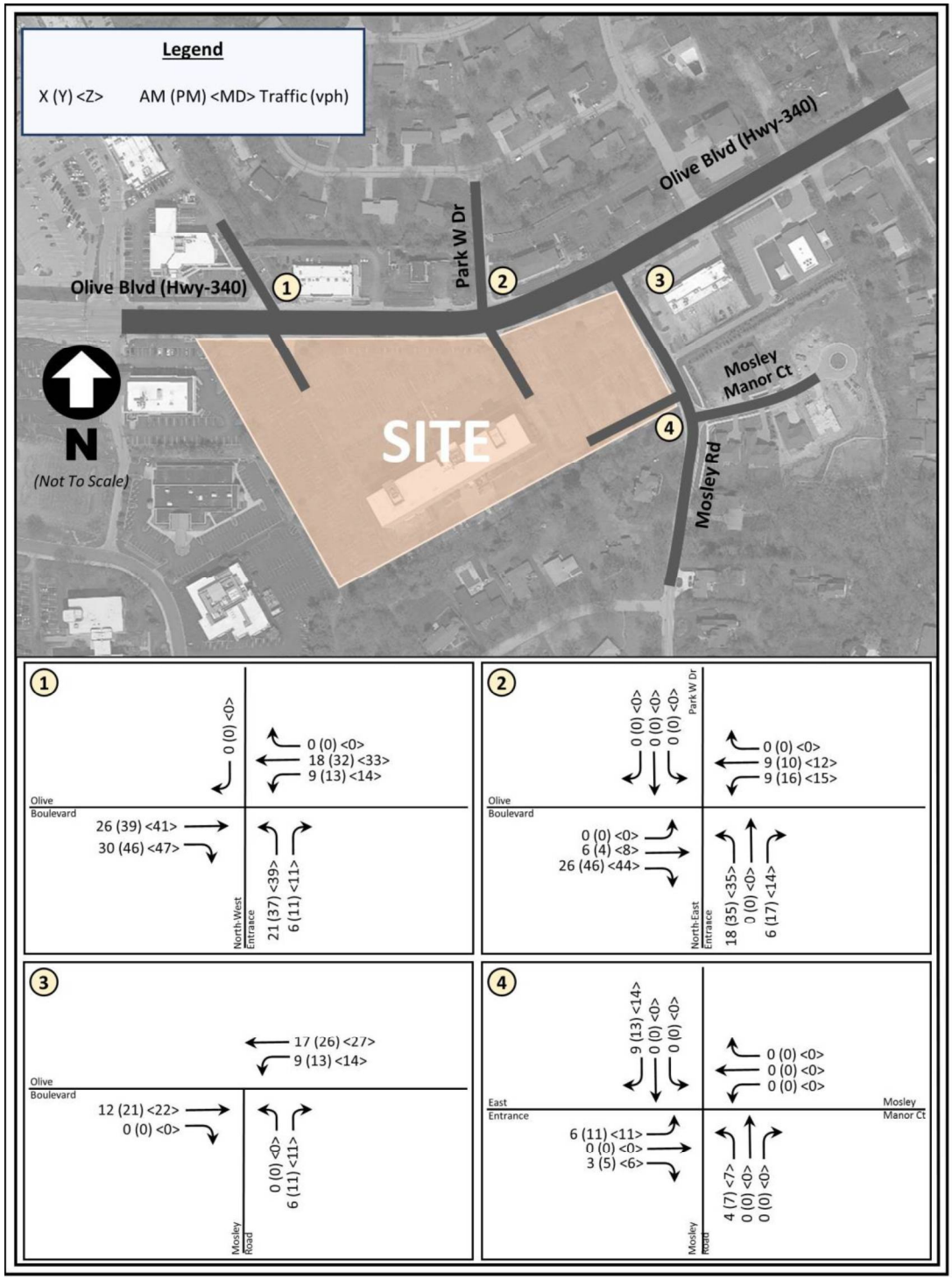

Figure 8: Site-Generated Traffic Volumes

Attachment: 11330 Olive Blvd Traffic limpact Study 2017-07-07 (#17-028: HBE Rezoning to PCD)

2019 FORECASTED CONDITIONS

Forecasted Traffic Volumes

The 2019 forecasted scenario represents conditions with the development in place and at full occupancy. The forecasted site generated volumes in Figure 8 were combined with the 2019 baseline volumes in Figure 5 and pass-by trips resulting in the 2019 forecasted traffic volumes illustrated in Figure 9. These volumes also reflect the removal of the existing site-generated traffic volumes.

Forecasted Operating Conditions

The 2019 forecasted operating conditions were evaluated to determine the adequacy of the road network to accommodate traffic generated by the proposed development and to mitigate external impacts. 2019 forecasted operating conditions are summarized in Table 11, presented as level of service, average delay per vehicle, and 95th percentile queues. Forecasted operating conditions were evaluated using the same method applied previously to existing and 2019 Baseline Conditions.

Comparing 2019 Forecasted with 2019 Baseline conditions, it was concluded that the additional trips generated by the development does not change the intersections LOS at all intersections; however, for two northbound approaches at the two Olive Boulevard site entrances, it causes a degradation in LOS from C and D to E and F. On a road such as Olive Boulevard, LOS E and F at unsignalized intersections between two signals is quite common. Despite this drop in LOS, the 95th percentile queue length for these two northbound approaches show the queues will be three vehicles or less, which is quite manageable. In addition, the volume-to-capacity (v/c) ratio shows the northbound approaches at both site entrances are no more than 0.50. A v/c ratio of 1.00 means the approach is at capacity, so a ratio of 0.50 shows the issue is more on waiting for a gap in mainline traffic than a capacity issue on the approach. On-site signage directing patrons and visitors to the Mosley entrance may help alleviate any queuing during peak hours. Additional traffic at the Mosley Road approach to Olive Boulevard has plenty of capacity and can handle an additional amount if vehicles chose a different route to leave the site than is anticipated.

Attachment: 11330 Olive Blvd Traffic limpact Study 2017-07-07 (#17-028: HBE Rezoning to PCD)

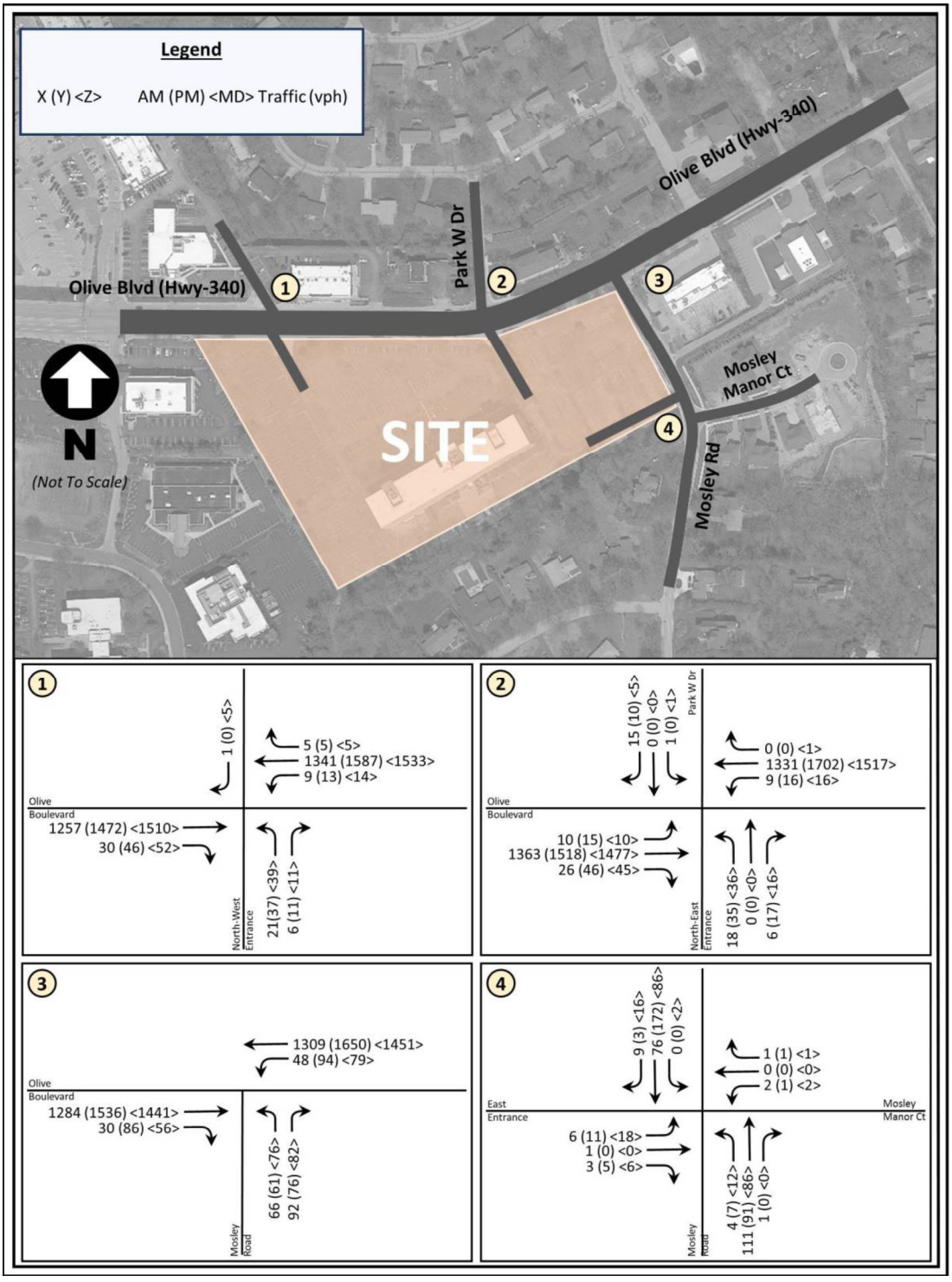

Figure 9: 2019 Forecasted Traffic Volumes

Attachment: 11330 Olive Blvd Traffic limpact Study 2017-07-07 (#17-028: HBE Rezoning to PCD)

Table 11: 2019 Forecasted Operating Conditions

Intersection/ Approach	AMPH		PMPH		MDPH	
	LOS (Delay)	Queue	LOS (Delay)	Queue	LOS (Delay)	Queue
Olive Blvd/NW Parking Entrance						
Eastbound Approach	A (0.0)	0'	A (0.0)	0'	A (0.0)	0'
Westbound Left Approach	B (12.6)	2'	B (14.0)	3'	B (14.5)	3'
Northbound Approach	D (29.9)	14'	E (44.5)	38'	E (49.1)	43'
Southbound Approach	B (12.3)	0'	B (12.5)	0'	B (12.1)	1'
Overall Intersection	**A (0.4)**	**--**	**A (0.7)**	**--**	**A (0.9)**	**--**
Olive Blvd/Park W Dr						
Eastbound Left Approach	B (12.2)	2'	C (15.5)	3'	B (13.6)	2'
Westbound Left Approach	B (13.4)	2'	C (15.2)	4'	B (14.8)	3'
Northbound Approach	E (36.6)	18'	F (64.5)	57'	F (56.5)	51'
Southbound Approach	B (14.6)	4'	C (19.0)	4'	C (20.5)	2'
Overall Intersection	**A (0.5)**	**--**	**A (1.2)**	**--**	**A (1.1)**	**--**
Olive Blvd/Mosley Rd						
Eastbound Approach	A (8.3)	329'	B (10.9)	538'	B (10.7)	400'
Westbound Approach	A (3.9)	214'	A (4.9)	308'	A (4.8)	243'
Northbound Approach	D (41.6)	114'	D (48.4)	107'	D (40.7)	113'
Overall Intersection	**A (8.0)**	**--**	**A (9.4)**	**--**	**A (9.3)**	**--**
Mosley Rd/Mosley Manor Ct						
Eastbound Approach	A (9.4)	1'	B (10.1)	2'	A (9.8)	2'
Westbound Approach	A (9.4)	0'	A (9.5)	0'	A (9.0)	0'
Northbound Approach	A (0.3)	0'	A (0.6)	0'	A (1.0)	1'
Southbound Approach	A (0.1)	0'	A (0.0)	0'	A (0.2)	0'
Overall Intersection	**A (0.6)**	**--**	**A (0.7)**	**--**	**A (1.3)**	**--**

Concern was noted at the scoping meeting about how the restriction of left turns at the northwest entrance onto Olive Boulevard would impact traffic operations into and out of the site. If left turns leaving the site were restricted, it would increase both delay and queuing at the northeast entrance onto Olive, likely to the point that drivers are frustrated. Internal wayfinding signage could assist directing drivers to use the Mosley Road entrance instead. However, it is recommended to keep all existing driveways to assist in spreading the traffic load to multiple access points instead of concentrating them all at a single entrance onto Olive Blvd.

Attachment: 11330 Olive Blvd Traffic limpact Study 2017-07-07 (#17-028: HBE Rezoning to PCD)

2039 FORECASTED CONDITIONS

The 2039 horizon year forecasted scenario was developed as a planning scenario that evaluates traffic conditions twenty years after the build-out of the site. Generally, the future year analysis is considered a planning-level evaluation to assess the ability of the study area road system to accommodate long-term traffic increases.

2039 Horizon Year Traffic Volumes

The 2039 forecasted traffic volumes summarized in Figure 10 were established by aggregating 2039 baseline traffic volumes with the incremental site-generated traffic volumes. 2039 forecasted operating conditions were reanalyzed using the same methodology applied in previous scenarios. The resulting operating conditions are summarized in Table 12.

Despite the addition of the incremental site-generated traffic, the 2039 forecasted conditions with the proposed redevelopment would not be meaningfully different from the 2039 baseline conditions without it. The study intersections would continue to operate at nearly identical levels of service in both scenarios, rendering any potential impacts as being negligible over the twenty year growth horizon.

Therefore, it can be concluded that the proposed redevelopment would not have an adverse impact upon the study area roadways based on long-term traffic loadings.

Attachment: 11330 Olive Blvd Traffic limpact Study 2017-07-07 (#17-028: HBE Rezoning to PCD)

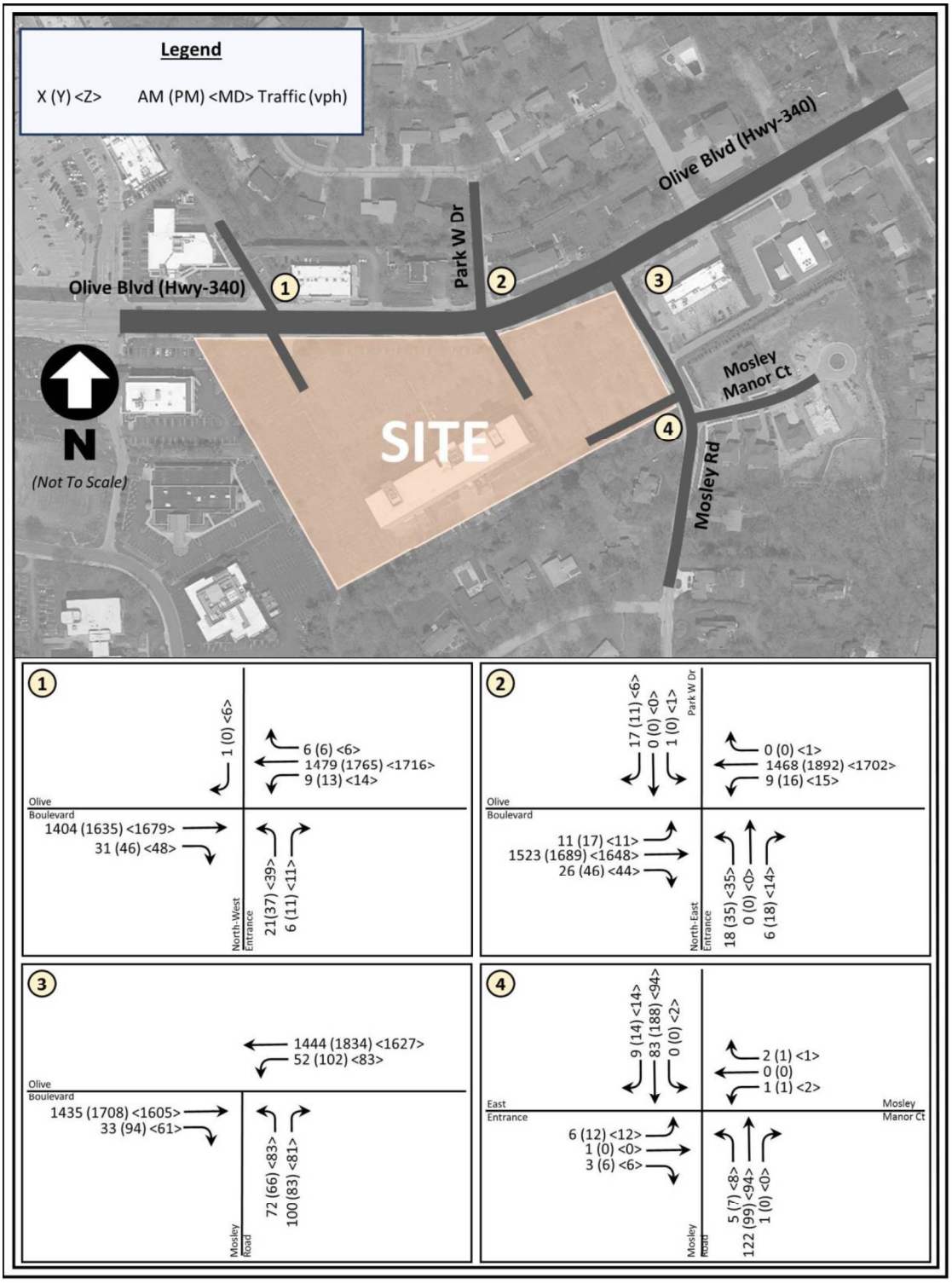

Figure 10: 2039 Forecasted Traffic Volumes

Attachment: 11330 Olive Blvd Traffic limpact Study 2017-07-07 (#17-028: HBE Rezoning to PCD)

Table 12: 2039 Forecasted Operating Conditions

Intersection/ Approach	AMPH		PMPH		MDPH	
	LOS (Delay)	Queue	LOS (Delay)	Queue	LOS (Delay)	Queue
Olive Blvd/NW Parking Entrance						
Eastbound Approach	A (0.0)	0'	A (0.0)	0'	A (0.0)	0'
Westbound Left Approach	B (13.7)	2'	C (15.5)	3'	C (16.0)	3'
Northbound Approach	E (41.9)	17'	F (60.6)	50'	F (69.7)	57'
Southbound Approach	B (12.6)	0'	B (12.4)	0'	B (12.2)	1'
Overall Intersection	A (0.4)	--	A (0.9)	--	A (1.1)	--
Olive Blvd/Park W Dr						
Eastbound Left Approach	B (13.2)	2'	C (17.9)	5'	C (15.3)	3'
Westbound Left Approach	B (14.7)	2'	C (17.0)	4'	C (16.5)	4'
Northbound Approach	E (47.2)	23'	F (99.1)	78'	F (83.5)	65'
Southbound Approach	C (15.3)	4'	C (20.6)	5'	C (21.2)	3'
Overall Intersection	A (0.6)	--	A (1.7)	--	A (1.4)	--
Olive Blvd/Mosley Rd						
Eastbound Approach	A (9.4)	401'	B (14.5)	737'	B (12.6)	514'
Westbound Approach	A (4.4)	258'	A (6.5)	394'	A (5.8)	298'
Northbound Approach	D (47.5)	121'	D (51.4)	114'	D (44.4)	120'
Overall Intersection	A (9.1)	--	B (12.0)	--	B (10.8)	--
Mosley Rd/Mosley Manor Ct						
Eastbound Approach	A (9.6)	1'	B (10.1)	3'	A (9.6)	2'
Westbound Approach	A (9.5)	0'	A (9.6)	0'	A (9.1)	0'
Northbound Approach	A (0.3)	0'	A (0.6)	0'	A (0.6)	0'
Southbound Approach	A (0.1)	0'	A (0.0)	0'	A (0.2)	0'
Overall Intersection	A (0.5)	--	A (1.0)	--	A (1.1)	--

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CONCLUSION

Lochmueller Group completed the preceding traffic impact study to evaluate the impact of a proposed multi-use redevelopment located southwest of the intersection of Olive Boulevard and Mosley Road in Creve Coeur, Missouri. The development would consist of a quality restaurant, a commercial use building, and a 255-room hotel.

The development site currently consists of a mostly vacant office building with three different vehicular site entrances. Two of them access the site from Olive Boulevard and the other one from Mosley Road. These three access points are planned to be used for the whole development in the future, as well as at the present time.

The purpose of this traffic impact study was to determine how much traffic would be generated by the proposed development, evaluate its impact upon the adjoining roadways, identify the need for off-site improvements to mitigate any impacts, and assess the ability of motorists to safely enter and exit the development via the existing access driveways, as proposed. The study addressed conditions during the weekday morning (7:00 a.m. to 9:00 a.m.), midday (11:00 a.m. to 1:00 p.m.), and weekday afternoon (4:00 p.m. to 6:00 p.m.) peak period of a typical weekday at the following intersections:

- Olive Boulevard at North-West Parking Entrance
- Olive Boulevard at Park W Drive
- Olive Boulevard at Mosley Road
- Mosley Road at Mosley Manor Ct

The ITE Trip Generation Manual, 9th Edition was used to provide the baseline number of trips that will be generated by the development. A pass-by reduction was assumed to account for those already traveling by who stop at the site, and then continue in the direction they were originally heading. At the end, taking into account these factors, it is anticipated that the site will generate approximately 145 new vehicle trips during the morning peak hour, 245 additional trips during the midday peak hour, and 235 new trips in the afternoon peak hours.

The anticipated trips for the proposed site were distributed onto the network based on prevailing traffic patterns, the proposed land uses, and a distribution that is similar to that used by other traffic studies performed recently in the area. The existing driveway volumes were removed from the network and the proposed trips were added on to the 2019 and 2039 baseline volumes to achieve the 2019 and 2039 forecasted volumes for the build-out of the site.

Operational analysis of the study intersections was performed using Synchro 9 for existing conditions, 2019 baseline conditions, 2019 forecasted conditions, 2039 baseline conditions, and 2039 horizon year conditions. All future conditions accounted for 0.5 percentage annual

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regional growth as well as known developments that will directly impact the roads within the study area.

The results showed that the proposed uses on the site will have a negligible impact on the signal at Olive and Mosley. The driveways leaving the site may drop to a LOS E or F, depending on whether it's 2019 or 2039 condition, but a longer delay at an unsignalized location on a busy corridor such as Olive is to be expected. These longer delays are offset by minimal queuing (three vehicles or less as the 95th percentile queue) and low volume-to-capacity (v/c) ratios. To assist with any delays that may occur, wayfinding signage may be placed in the parking circulation area to direct patrons and visitors to the Mosley Road entrance, where drivers would have access to a signal in order to turn left onto Olive Boulevard. The analysis showed that there is still capacity remaining on the northbound approach to Olive Boulevard, and can accommodate more site traffic if it were to depart from the site differently than shown in this study.

With two full access entrances on Olive Boulevard, the traffic load is able to be spread across the entrances, resulting in shorter queues and delays. Delays onto a major road such as Olive are even expected by drivers, and they may be more tolerant of delay in this area, but with the heavy movements on Olive Boulevard, if left turns were restricted, drivers leaving the site would become frustrated at a longer delay, and may potentially hurt the viability of the site.

Overall, it is determined that the proposed uses will not substantially impact the surrounding roadway network, particularly considering it is anticipated to generate fewer trips than the existing by-right office use if the building was full.

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MEMORANDUM

To: Jason Jaggi, AICP (City of Creve Coeur)
Whitney Kelly, AICP (City of Creve Coeur)
From: Kelly Schaefer, P.E., PTOE
Mike Erdtmann, P.E.
Mandy Anderson, P.E., PTOE
Date: July 18, 2017
Subject: Proposed 11330 Olive Blvd Redevelopment – Traffic Impact Study Review

As requested, GBA staff has completed a review of the traffic impact study report submitted in association with the proposed redevelopment of the 11330 Olive Boulevard, located in Creve Coeur, Missouri in the southwest quadrant of Olive Boulevard and Mosley Road. The study was prepared by Lochmueller Group and submitted on July 7, 2017.

It is our understanding from the report as well as a review of the site plan shown in Figure 1 on page 4 that the existing office building on the site will be repurposed as a 255-room hotel. The site will also accommodate a new 7,700 square-foot (s.f.) high quality restaurant and a new 20,000 s.f. commercial land use.

Currently, access is provided with three full access, unsignalized driveways. Two driveways are located on Olive Boulevard. As seen on the site plan on page 4, one driveway is located in the northwest corner of the site and opposite a commercial driveway that is right-in/right-out controlled. The second driveway is generally located in the middle of the site and across from Park West Drive, which is full access and serves residential and commercial land uses.

The third driveway is located on Mosley Road, approximately 250 feet south of Olive Boulevard of the signalized intersection. This driveway is the only one that provides a way to travel to/from Olive Boulevard and the site via a traffic signal.

Attachment: City's Traffic Engineer Review -11330 Olive Blvd Redevelopment Memo 7-18-17 (#17-028: HBE Rezoning to PCD)

As proposed in the study, these driveways would remain unchanged with respect to the number and type of access.

Proposed Land Use: Trip Generation and Directional Distribution

Based upon the trip generation rates for local medical office buildings, the redevelopment of the 11330 Olive Boulevard site would be expected to create 155 trips in the morning peak hour, 270 in the midday peak and 270 trips in the evening peak hours. After a 5% common trip reduction rate for the shared use site and pass-by rates of 26% and 34% for the retail use during the midday and afternoon peaks, respectively, the redeveloped site is expected to generate 145, 245 and 235 *new* trips during the morning, midday and afternoon peaks, respectively. Of these trips, the inbound versus outbound number of trips were calculated based upon ITE's percentages for the three land uses. These calculations are shown in Table 9 on page 21.

The directional distribution for these new trips was assumed to be 65% to/from the west on Olive Boulevard, 30% to/from the east on Olive Boulevard and 5% to/from the south on Mosley Road. *This directional distribution is considered appropriate due to the proximity of the site to Interstate 270, the proposed land uses and likelihood to attract more visitors as well as the prevailing traffic volumes.*

The traffic impact study stated the site-generated traffic was assigned to the adjoining roadway system based on existing traffic patterns, as shown in Figure 8 on page 23. The figure shows the majority of patrons utilizing the northwest and northeast unsignalized driveways for those traveling to/from the west and east on Olive Boulevard. Also, no traffic was assigned to and from the west on Olive Boulevard to the Mosley Road signalized driveway. *While this intersection can only be accessed from the eastern portion of the site, it seems prudent to assume that some site traffic would utilize the signal at Mosley Road to turn onto Olive Boulevard to travel west.*

Analysis: Opening Year Design Scenario

Overall, the redevelopment is not expected to have a substantial impact on Olive Boulevard, which is a principal arterial. The mainline is forecasted to operate at LOS B or better at the signal and is free flowing at the unsignalized intersections.

The signalized intersection at Mosley Road will also continue to operate favorably at an overall LOS A and the northbound approach incurs less than an additional 1.0 seconds of delay during all peak periods. Reviewing the signalized operations more closely, the northbound approach has excess capacity and could serve more of the site traffic returning to the west on Olive Boulevard and still operate at similar levels of delay for all approaches.

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The unsignalized driveways on Olive Boulevard are expected to operate at LOS E and F during the peak hours. The northwest driveway operates more favorably with delays between 29.1 to 49. seconds per vehicle (sec/veh); the Park West Drive ranges from 36.6 to 64.5 sec/veh in the peak hours. In agreement with the study, this is not uncommon for driveways along a heavily traveled arterial such as Olive Boulevard. These operations are considered acceptable for the opening year scenario.

The study should acknowledge that existing and forecasted queues from the Mosley Road intersection will often block the central driveway during peak hours. This is a condition is not favorable for the operation of the driveway, however it is an existing condition and will only affect those exiting the site at this location.

Analysis: Future Year Design Scenario

Progressing to the future design scenarios, the assumed annual background traffic growth rate of 0.5% per year for the future 20-year design horizon is considered reasonable for this location due to the limited potential for other new developments in the surrounding area. This is also consistent with the traffic growth rate used in recent traffic studies on Olive Boulevard for the City of Creve Coeur.

Using the previous methods of analyses, the study forecasted conditions in the 20-year design horizon that included three additional developments planned in Creve Ceuer along Olive Boulevard within the vicinity of the 11330 Olive Boulevard project; their locations are shown in Figure 6 on page 14. These developments include a Wolff Properties site in the southeast quadrant of Olive Boulevard and Craig Road which is to consist of apartments, a bank with drive-thru, specialty retail, and a Starkbucks with drive-thru; the expansion of an existing gas station in the northwest quadrant of the Schulte Road intersection; and the redevelopment of an existing retail center in the southwest quadrant of the Graeser Road intersection to a fueling station. Assumed trip generation for these sites are shown in Tables 4-6 on pages 15-16.

The directional distribution for the Wolff Property that was developed in the original traffic study was reused in the future scenario for this report. The directional distribution for new trips for the fueling station expansion and redevelopment sites was assumed to be 30% to/from the west and 70% to/from the east on Olive Boulevard. This directional distribution is nearly opposite the distribution used for the 11330 Olive Boulevard redevelopment where 65% of new trips would travel to/from the west, 30% to/from the east and 5% to/from the south on Mosley Road. *It is recommended that the study provide reasoning for the directional distribution for these land uses to be weighted to/from the west versus a distribution more similar to that proposed for the redevelopment project or more even based on prevailing traffic volumes.*

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These trips were layered onto the roadway network with 20 years of growth and the study intersections reanalyzed.

In the future year design scenario, the redevelopment is not expected to have a substantial impact on Olive Boulevard. The mainline is expected to operate at LOS C or better at the signal and is free flowing at the unsignalized intersections.

The signalized intersection at Mosley Road will also continue to operate favorably at an overall LOS B or better in the future scenario. The northbound approach again incurs less than an additional 1.0 seconds of delay compared to the 2039 baseline conditions. Compared to 2019 opening year conditions, the northbound approach delays is increased by less than 5 seconds in any time period. Like this scenario, the northbound approach has excess capacity and could serve more of the site traffic returning to the west on Olive Boulevard and still operate at similar levels of delay for all approaches.

While the northbound approach at the Olive Boulevard/Park West Drive intersection continues to operate at LOS D or better, which is considered acceptable, the northwest driveway is expected to operate at LOS E and F, with delays as high as 83.5 and 99.1 sec/veh in the midday and afternoon peak hours. This level of delay at an unsignalized intersection may pose a safety concern in the future as frustrated motorists could get more aggressive and accept shorter gaps in traffic trying to leave the site.

It is acknowledged that delays on the side street are largely affected by the implemented cycle length of the coordinated system. As stated in the report, the existing morning and afternoon peak periods run 140-second cycle lengths, which is relatively high in the St. Louis metropolitan area. This higher cycle length means that the side streets and driveways off of Olive Boulevard are subjected to longer periods where permissive access (at unsignalized driveways) and protected access (at signalized intersections) is afforded.

In 20 years, the existing signal timings will have been replaced with optimized timings for the conditions current to the time. As the future cycle length cannot be predicted, it is difficult to forecast the amount of delays on these driveways at that time. *Access restrictions at the unsignalized driveways may need to be reassessed in the future when traffic and safety conditions can be assessed more accurately*.

Traffic Model and Driveways

It was previously noted that the northwest driveway is located across from the right-in/right-out commercial driveway. It is less than 250 feet away from the Office Parkway North intersection and near or within the

Attachment: City's Traffic Engineer Review -11330 Olive Blvd Redevelopment Memo 7-18-17 (#17-028: HBE Rezoning to PCD)

functional area of this intersection. The traffic models used in the study did not include this intersection when analyzing operations of the area and system.

It is recommended that the study incorporate this intersection into the Synchro model in order to better understand queueing at this intersection, specifically in the westbound direction and how this impacts the operation of the northwest driveway (increased delays due to blockage). Including this intersection would provide more insight to the progression and platooning on Olive Boulevard and what opportunities side street motorists would have to access the arterial.

In addition, the study notes that the restriction of left turns at the northwest driveway was a concern at the scoping meeting. The developer could consider this option in order to be more consistent with the access management along Olive Boulevard to the west of the site, in conjunction with improvements to internal circulation to promote the use of the other access points.

It would, however, be prudent to have a better understanding of how the unsignalized driveways would operate in the future – with respect to reassigning site traffic resulting in less demand on the unsignalized driveways and also the impacts of the Office Parkway North Road signal on the results - before making a recommendation for opening and/or future year scenarios. As shown in the analysis, the Olive Boulevard/Park West Drive driveway is forecasted to operate with excessive delays in the future scenario and it may be more appropriate to restrict northbound left-turns at this driveway in the future to improve traffic and safety conditions.

Attachment: City's Traffic Engineer Review -11330 Olive Blvd Redevelopment Memo 7-18-17 (#17-028: HBE Rezoning to PCD)

Summary of TIS Review

As requested, GBA staff has completed a review of the traffic impact study report submitted in association with the proposed redevelopment of the 11330 Olive Boulevard, located in Creve Coeur, Missouri in the southwest quadrant of Olive Boulevard and Mosley Road. The study was prepared by Lochmueller Group and submitted on July 7, 2017.

It is our understanding from the report as well as a review of the site plan shown in Figure 1 on page 4 that the existing office building on the site will be repurposed as a 255-room hotel. The site will also accommodate a new 7,700 square-foot (s.f.) high quality restaurant and a new 20,000 s.f. commercial land use.

Currently, access is provided with three full access, unsignalized driveways. Two driveways are located on Olive Boulevard. The third driveway is located on Mosley Road, approximately 250 feet south of the signalized intersection at Olive Boulevard. As proposed in the study, these points would remain unchanged with respect to the number of driveways and type of access.

Below is a summary of recommendations and conclusions for the traffic impact study review:

- On page 3, please add that the study also addressed the midday peak period for a typical weekday.

- The traffic impact study stated the site-generated traffic was assigned to the adjoining roadway system based on existing traffic patterns, as shown in Figure 8 on page 23. No traffic was assigned to and from the west on Olive Boulevard to the Mosley Road signalized driveway. While this intersection can only be accessed from the eastern portion of the site, it seems prudent to assume that some site traffic would utilize the signal at Mosley Road to turn onto Olive Boulevard to travel west.

- The study should acknowledge that existing and forecasted queues from the Mosley Road intersection will often block the central driveway during peak hours. This is a condition is not favorable for the operation of the driveway, however it is an existing condition and will only affect those exiting the site at this location.

- In the future scenario, the directional distribution for new trips for the fueling station expansion and redevelopment sites was assumed to be 30% to/from the west and 70% to/from the east on Olive Boulevard. This directional distribution is nearly opposite the distribution used for the 11330 Olive Boulevard redevelopment where 65% of new trips would travel to/from the west, 30% to/from the east and 5% to/from the south on Mosley Road. It is recommended that the study provide reasoning for the

Attachment: City's Traffic Engineer Review -11330 Olive Blvd Redevelopment Memo 7-18-17 (#17-028: HBE Rezoning to PCD)

directional distribution for these land uses to be weighted to/from the west versus a distribution more similar to that proposed for the redevelopment project or more even based on prevailing traffic volumes.

- It is recommended that the study incorporate the intersection of Olive Boulevard and Office Parkway North into the Synchro model in order to better understand queueing at this intersection, specifically in the westbound direction and how this impacts the operation of the northwest driveway. Including this intersection would provide more insight to the progression and platooning on Olive Boulevard and what opportunities side street motorists would have to access the arterial.

cc: file

Attachment: City's Traffic Engineer Review -11330 Olive Blvd Redevelopment Memo 7-18-17 (#17-028: HBE Rezoning to PCD)

LOCHMUELLER GROUP

July 26, 2017

Mr. Jason Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Road
Creve Coeur, MO 63141

RE: 11330 Olive Boulevard Development Response to Traffic Impact Study Comments
517-0058-0TE

Dear Mr. Jaggi:

Lochmueller Group has received your comments on the traffic impact study prepared for the proposed 11330 Olive Boulevard Redevelopment at the intersection of Olive Boulevard and Mosley Road in Creve Coeur, Missouri and would like to offer the following responses. We have provided the comments in *italics* immediately followed by the corresponding response.

City Consultant's Comments

Comment 1: *On page 3, please add that the study also addressed the midday peak period for a typical weekday.*

Response 1: At this time, we do not intend to resubmit the full study. In the event we do, we will make this adjustment. It should be noted that MoDOT comments have not yet been received for this study.

Comment 2: *The traffic impact study stated the site-generated traffic was assigned to the adjoining roadway system based on existing traffic patterns, as shown in Figure 8 on page 23. No traffic was assigned to and from the west on Olive Boulevard to the Mosley Road signalized driveway. While this intersection can only be accessed from the eastern portion of the site, it seems prudent to assume that some site traffic would utilize the signal at Mosley Road to turn onto Olive Boulevard to travel west.*

Response 2: We believe by showing the distribution as we did, it reflects a worst-case scenario for the driveway entrances. The northbound approach to Olive Boulevard on Mosley Road was shown to have available capacity in the event some left turning traffic did use the signal, but the potential impact at the driveways would not have been revealed.

Comment 3: *The study should acknowledge that existing and forecasted queues from the Mosley Road intersection will often block the central driveway during peak hours. This is a condition not favorable for the operation of the driveway, however it is an existing condition and will only affect those exiting the site at this location.*

Response 3: Agreed, the queue will often block the east driveway on Olive Boulevard. This is not unusual for a corridor such as Olive Boulevard, and this situation meets driver's expectation.

411 North 10th Street, Suite 200
St. Louis, Missouri 63101
PHONE: 314.621.3395

Attachment: 11330 Olive Blvd TIS Response to Comments (#17-028: HBE Rezoning to PCD)

Comment 4: *In the future scenario, the directional distribution for new trips for the fueling station expansion and redevelopment sites was assumed to be 30% to/from the west and 70% to/from the east on Olive Boulevard redevelopment where 65% of new trips would travel to/from the west, 30% to/from the east and 5% to/from the south on Mosley Road. It is recommended that the study provide reasoning for the directional distribution for these land uses to be weighted to/from the west versus a distribution more similar to that proposed for the redevelopment project or more even based on prevailing traffic volumes.*

Response 4: The proposed uses at the 11330 Olive Boulevard site would be more heavily influenced by proximity to I-270, whereas the 2039 redevelopment sites at Schulte and Graeser are service oriented, located midway between I-270 and Lindbergh Road, and would likely draw more local traffic from all directions, resulting in the assumption of an even distribution of approximately 30% from the west and the remaining to/from Schulte (or Graeser) (30-35%) and the east on Olive Boulevard (30-35%) rather than draw customers because of the site's proximity from I-270.

Comment 5: *It is recommended that the study incorporate the intersection of Olive Boulevard and Office Parkway North into the Synchro model in order to better understand queueing at this intersection, specifically in the westbound direction and how this impacts the operation of the northwest driveway. Including this intersection would provide more insight to the progression and platooning on Olive Boulevard and what opportunities side street motorists would have to access the arterial.*

Response 5: The study for Wolff Properties cited in the study prepared by Lochmueller Group in 2015 was used to add this intersection to the Synchro model as requested in the comment. The previous study reviewed 2015 and 2035 conditions. These 2015 and 2035 volume forecasts at Olive Boulevard and Office Parkway North for all movements to and from the minor street approaches were placed into the 2019 and 2039 models. The eastbound and westbound through volumes were then balanced with the subject site's west driveway. Signal timings were added as well. The westbound volume data assumptions and resulting queue lengths are presented below.

Forecasted Year		2019						2039					
Time		AM		MD		PM		AM		MD		PM	
Approches		WBL	WBT	WBL	WBT	WBL	WBT	WBL	WBT	WBL	WBT	WBL	WBT
Traffic Volume		110	1198	100	1297	85	1395	120	1321	105	1456	85	1558
Queue Length	50th (ft)	16	138	26	308	22	283	18	164	27	376	24	426
	95th (ft)	28	149	46	395	42	464	39	163	m78	463	m64	504

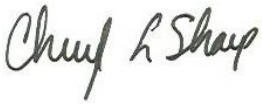
The queue storage length between Office Parkway North and the west entrance is approximately 325'. Similar to the eastbound queues on Olive Boulevard at Mosley Road discussed in the Comment 3 above, the westbound queues approaching Office Parkway North may extend past the west entrance of the site during the peak periods of the day. However, it should be noted that the 50th percentile queues will not extend past the intersection in 2019 in any of the three time periods. Therefore, when there is a gap in

Attachment: 11330 Olive Blvd TIS Response to Comments (#17-028: HBE Rezoning to PCD)

traffic due to the signals at Office Parkway North and Mosley Road, drivers would typically be clear to move to the back of the westbound queue and not block eastbound traffic. Per the finding in the traffic study, it is recommended that wayfinding signage be placed in the parking circulation area to direct patrons and visitors to the Mosley Road entrance. This will help reduce the traffic load at the entrances during the peak hours, while leaving convenient full access at the entrances during non-peak periods.

We trust you will find this information useful. Please contact me at (314) 621-3395 if you have any further questions regarding the traffic impact study for the redevelopment project at 11330 Olive Boulevard.

Sincerely,
Lochmueller Group, Inc.



Cheryl L Sharp, P.E., PTOE
Project Manager

Attachment: 11330 Olive Blvd TIS Response to Comments (#17-028: HBE Rezoning to PCD)

Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Goddard School Creve Coeur

Jason Jaggi <jjaggi@crevecoeurmo.gov> Mon, Aug 21, 2017 at 9:32 AM
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

---------- Forwarded message ----------
From: **Barry Glantz** <bglantz@crevecoeurmo.gov>
Date: Sat, Aug 19, 2017 at 9:34 PM
Subject: Re: Goddard School Creve Coeur
To: "\"Creve Coeur, MO - The Goddard School®\"" <CreveCoeurMO@goddardschools.com>
Cc: Ruzicka Ted <truzicka@crevecoeurmo.gov>, elawrence@crevecoeurmo.gov, Perkins Mark <mperkins@crevecoeurmo.gov>, Jaggi Jason <jjaggi@crevecoeurmo.gov>

Hi Julie - it's good to hear from you !

HBE has not yet presented to either the City Council or our Planning and Zoning Commission.

That said - they have recently submitted a plan to the City to redevelop the existing HBE building and convert it into a hotel. City staff is currently reviewing that proposal, and it will probably be presented to the planning and zoning commission at one of their meetings in September (they meet the first / third Monday of every month in City Council chambers).

The City Council will review the proposal only after it has gone through staff review and been thoroughly reviewed by the Planning and Zoning Commission - with a recommendation for approval or denial.

This past Thursday evening, HBE did host an informal meeting for neighboring residents most affected by the proposal. While this is not an official City requirement - we do highly recommend that developers with a "project of significance" try and meet with neighbors most directly affected.

I was unable to attend, but believe that one or both of the Ward II city council representatives were in attendance (I have copied both of them on this reply e-mail message as well).

I have seen the proposal and met with HBE representatives a number of times - and believe that as currently outlined, the redevelopment of the site will have a very difficult approval process (at best).

I have also copied our City Administrator (Mr. Mark Perkins) and Director of Community Development (Mr. Jason Jaggi) on this e-mail message - and believe that any / all can keep you updated on the proposal timeline.

The information should also be available on the City's website as well.

Please let me know if I can be of further assistance.

Sent from my iPhone

Best regards,

Barry L. Glantz
Mayor
City of Creve Coeur, MO
(314) 630-8772 cell

* Please note / update my new Creve Coeur e-mail address : bglantz@crevecoeurmo.gov

On Aug 18, 2017, at 12:10 PM, Creve Coeur, MO - The Goddard School® <CreveCoeurMO@goddardschools.com>

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

wrote:

Hi Barry,

It was address to me by serval of our Goddard families that at last night's City Council meeting there was a proposal for a new hotel in the HBE building at the corner of Olive and Mosley. Obviously this is very concerning to myself and many families at Goddard. I was curious if you can get me a copy of the proposal that was summited last night and if they have set a date for the planning and zoning meeting? Thank you in advance and have a great weekend!

Julie Bunton

Owner

<image004.jpg>

EMAIL:Crevecoeurmo@goddardschools.com

MAIN: 314-677-1414

FAX: 314-696-6615

- - - - -

11222 Olive Blvd.

Creve Coeur, MO 63141

- - - - -

GoddardSchool.com

<image003.jpg>

--
Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
314-872-2504

PLEASE NOTE MY NEW EMAIL ADDRESS:
jjaggi@crevecoeurmo.gov

www.creve-coeur.org

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

6.1.p

Whitney Kelly <wkelly@crevecoeurmo.gov>

HBE project

james hentschell <jhench321@gmail.com> Sun, Aug 20, 2017 at 4:00 PM
To: ellen lawrence <ellenblawrence@yahoo.com>
Cc: whitney kelly <wkelly@ci.creve-coeur.mo.us>

ellen, good afternoon. I wanted to quietly explain what I was talking about at the HBE info meeting. It was difficult to hear and I know all of us had a hard time following the dialog.

1) Code 405.390.C. Eligibility - A hotel is a conditional use under the present zoning. It therefore cannot be approved under a planned zoning district. HBEs architect stated that the hotel could be built under the present CB zoning but CC staff "encouraged" them to apply for a zoning change to PCD. I find it hard to believe that staff could encourage a zoning change that the code does not allow.

2) Code 405.390.D.2.b (1) This section states that ALL access shall be from Olive. The attorney told me that HBEs plan, with access to Mosley Road, is in "substantial compliance" with this code section. It does seem that the code does not allow variances to a definitive requirement. Joe Lehrer, HBE boss, echoed the attorney's justification.

3) I did not bring this up, but it is easy to draw "future" projects on the site map. The code requires HBE to show some features that compliment the hotel, but I find no requirement that the strip retail and restaurant actually have to be built. Due to HBEs history, it would seem prudent to have, as the part of any approval, a performance bond for the out buildings. A 3-5 year time limit and maybe a 500K penalty for non-compliance seems proper.

After the meeting several people gathered in front and fussed. Mosley access was a sore point as well as an open pool on the residential side of the hotel. The landscape buffer was another thorn. Potential for transient bad behavior was also raised. Lastly, due to HBEs recent disposal of a large development in Colorado, the sell off of the Adam's Mark hotel chain and the closing of HBE there was a serious concern that Kummer would get the zoning, build a hotel, sell it and walk away.

Pardon my droning on, but I know you rank the residents much higher than any developer and probably are not offended by my essay. Thanks for listening.

--
james hentschell
hentschell architect
11338 mosley lane
creve coeur, mo 63141
314-482-8065

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Jason Jaggi <jjaggi@crevecoeurmo.gov>

Re: HBE rezoning request to hotel plus adding structures on site at Olive and Mosley Roads

1 message

Dnote <Dnote@swbell.net> Thu, Oct 12, 2017 at 5:42 PM
To: Jjaggi@crevecoeurmo.gov, dnote@swbell.net
Cc: jfaron@crevecoeurmo.gov, atravers@crevecoeurmo.gov, truzicka@crevecoeurmo.gov, elawrence@crevecoeurmo.gov, rhoffman@crevecoeurmo.gov, cdalfonso@crevecoeurmo.gov, ssunders@crevecoeurmo.gov, sbaseley@crevecoeurmo.gov

o: Member of Creve Coeur City Council

To: Planning and Zone Committee for Creve Coeur

To Trustees of Fairways plats 2 & 3 subdivision

Regarding: HBE rezoning request to hotel plus adding structures on site at Olive and Mosley Roads

From: James and Dolores Baechle trustees of Baechle Living Trust at 726 Fairways Circle on southwest corner of Fairways and Mosley Road.

Right now it is a 9 to 5 type of use building which is fine. Before we moved here 30 years ago, we looked at the building and parking lot, and decided it was not an issue being so close to the house we wanted to buy. The grounds were well maintained and it looked like a park. The building was large and dominated the north direction from our house, but it did not cause any problems once the trash truck stopped coming to the HBE Building at 3:00 a.m. There was traffic in the morning and again in the evening and that was it.

The change to a hotel makes it a 24 hour/7 day a week business, and a chance for constant noise. This is a residential area very close to the property line and back of the HBE building. In addition, the hotel model of the property has an open air swimming pool close to the residential property line. Put the swimming pool on the Olive side. Better yet, do not approve the rezoning. We have two other hotels in town and one under construction on the city edge in the county. All three hotel locations are not near a residential area, and are near the interstate highway. The hotel is a misfit at this location. Because of lack of space, a sound buffer cannot be put into place between the back of the HBE building property and the residential subdivision behind it. How often does the trash truck service a hotel? Does it come more than once a week? How about the other service trucks for a hotel? The back of the building is very close to my subdivision.

Then, there is the addition of strip stores and a stand-alone restaurant. More traffic will be caused by both new buildings. Is the parking sufficient for all this new activity?

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Right now the light at Olive on Mosley is a 3 minute wait, and traffic does back up on Mosley. The curb cut for the entrance and exit accessing the HBE parking lot on Mosley is near a blind curve. To access west bound Olive, the Mosley exit must be used with a left turn which has limited visibility to the south direction on Mosley. This means more traffic on Mosley at all times, and more chances of accidents. Add a restaurant and strip stores and that adds more cars on the parking lot which need to access Olive or Mosley. The added traffic will be at all times, not just in the morning and evening rush. Is there enough parking for all the new activity? There will be less ground for parking because of new buildings, and customers for the new buildings will need parking space. Sounds crowded.

With hotel business comes crime. The average room rate quoted at an info meeting on August 17th, is $160. This is not a high end hotel. It is average, and an attractor for crime. If the rooms go on the hotel websites, the rate drops greatly from the $160. Will the police department need to be expanded for the added transient traffic and the problems it brings? Can the city make enough money in taxes from the hotel to cover the cost of police expense?

If spot zoning is given to this property, and then it is not developed, but sold by HBE, what does that do to my residential area? Do we have any protection from new developers? Will Planning and Zoning become involved with new owners and a new development?

We vote NO.

James O. & Dolores M. Baechle, trustees for Baechle Living Trust

726 Fairways Circle

Creve Coeur, MO 63141

October 12, 2017.

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

THE GODDARD SCHOOL℠
FOR EARLY CHILDHOOD DEVELOPMENT

The Goddard School, 11222 Olive Boulevard, Creve Coeur, MO 63141 | 314-677-1414 | GoddardSchool.com

Jason Jaggi
Director of Community Development
Planning Department
300 N. New Ballas Rd.
Creve Coeur, MO 63141

RECEIVED
SEP 14 2017
PLANNING DEPT.

Dear Mr. Jaggi,

My name is Julie Bunton and I am the on-site owner of Playful Learning LLC, The Goddard School, located at 11222 Olive Blvd. We have owned this property for a little more than four years and service childcare for roughly 130 children between the ages of six weeks and five years old. I chose to build a school in the Creve Coeur community for several reason, but one of the top priorities was because of the safety of the children and families that I would be servicing. Our property ends approximately 50 feet from the east parking lot entrance/exit of the HBE Office Building located at 11330 Olive Blvd.

As a small business owner and a mother myself I have very high concerns for the proposal to rezone the property at 11330 Olive Blvd. to a Planned Commercial District for a Hotel. A hotel brings a very transient population which could include crime, prostitution, drugs, among many other unsafe activities. I as a business owner worry about hotel staffing and guest coming onto our property. At The Goddard School we have had several unwanted guest on our property cutting through our back exit onto Mosley to get to Olive and have had a few car break ins. I worry that the hotel will only increase the traffic on my property either by car or by foot.

I also worry about my property in the evenings when our facility is closed. Although our facility has high security measures, can the City of Creve ensure that or the hotel management guarantee that guest and staff will not be coming onto our property at night?

Traffic flow onto Mosley, especially at morning and evening parent drop off is another high concern. We currently ask all of our families that need to exit west onto Olive Blvd. to use our back exit onto Mosley and exit west onto Olive at the stop light of Mosley and Olive. I worry that staffing, truck delivery, and guest of roughly 260 rooms, will cause an increase in traffic flow in which Mosley cannot handle. (We are experiencing this issue currently with Ladue being closed).

I appreciate you reviewing some of my concerns with the potential development of this hotel. I ask that you share my concerns with fellow council member and that you vote "no" to the rezoning of this property. I am available to answer any questions that you may have and look forward to seeing you at the Planning and Zoning meeting once scheduled.

Julie Bunton
Playful Learning Properties LLC, The Goddard School
11222 Olive Blvd.
Creve Coeur, MO 63141
314-677-1414

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

KARI
SUFFICOOL, MD

11242 Mosley Manor Ct, Creve Coeur, MO 63141 | (573) 645-9393 | kari.sufficool@gmail.com

SEPTEMBER 1, 2017

Jason Jaggi
Director of Community Development
Planning Department
300 N. New Ballas Rd.
Creve Coeur, MO 63141

Dear Mr. Jaggi:

I am a resident of Creve Coeur Ward 2 and have lived for a year and a half in the new cul-de-sac development of The Villas on Mosley with my husband, Adam Littich, and 1 ½ -year old son, Alexander. We chose to move out of St. Louis City and made the decision to buy our first family home in Creve Coeur because of the quiet suburban neighborhood, great school system, and safe environment in which to raise our young son. Our front yard is approximately 100 feet from the east parking lot entrance/exit of the HBE Office Building at 11330 Olive Boulevard.

As a mother, homeowner, and community member, I oppose the #17-028 and #17-029 HBE Proposal to Rezone 11330 Olive Boulevard to the Planned Commercial District for Hotel, Commercial/Retail, and Restaurant uses, that will be discussed at the September 18th Planning and Zoning Commission Meeting for the following reasons:

1. Concerns of a mother:
    a. The hotel business brings a transient population, and with it, crime, prostitution, and drugs. The hotel management cannot guarantee that the character of all hotel guests will be upstanding and cannot predict/prevent bad behavior by each guest. This is not an environment in which I want my son to be raised. He will be playing in our front yard and walking home from the bus stop just south of us on Mosley Road. He deserves a safe home and a neighborhood where he doesn't have to be concerned about the type of people that will be right outside his front door.

    b. Our son attends The Goddard School, which is a childcare facility for infants to pre-K students at 11222 Olive Boulevard. Should a person with mal-intent / predatory tendencies take up residence at the proposed hotel, can the City Council ensure the protection and safety of these children as they come and go to the school each day & play on the playgrounds surrounding facility? Of note, with the current zoning as an office location, during the past year, there have been several car break-ins in the parking lot of The Goddard School and I can only imagine that converting the location to a hotel and commercial/retail space, would increase the foot-traffic and create an environment for more potential crime to occur. At a minimum, it would seem that increased surveillance/presence by the Creve Coeur Police Department would be needed, and this would not be an insignificant cost to the community and the police force.

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

c. The presented hotel development plan outlined that the east parking lot entrance/exit would be used as a truck/delivery traffic-way. Given that our home is approximately 100 feet from this location, our son would be at increased risk of being hit or run-over by these large trucks as they enter and exit our residential area. Truck drivers may not be watching for children playing or be mindful of our son and his playmates as they are playing in our yard and/or crossing the street. This concern also applies to other residents in the neighborhood who enjoy walking along Mosley Road for exercise and leisure. Additionally, as many deliveries of food-stuffs for the hotel restaurant and the public restaurant proposed for the Northwest corner of the property would likely be during the evening/night hours, this would be a disturbance to our home and neighbors when we are trying to put our children to bed and get to sleep ourselves.

2. Concerns of a homeowner:
   a. The presence of a hotel decreases property values of our homes.

   b. Instead of activity during the daytime hours of 9am-5pm of an office complex, a hotel would bring traffic and noise at all hours of the day, particularly evening and nighttime hours, not to mention light pollution 24/7 to our residential neighborhood.

3. Concerns of a community member:
   a. Traffic volume would increase along Mosley Road, particularly at check-in (5-6pm) and check-out (12pm) hours. These are already busy traffic times on Olive Boulevard and Mosley Road, and, as a consequence, traffic disturbance for the community.
   b. Furthermore, any vehicles desiring to turn left onto Olive Boulevard would need to do so via the traffic light at the intersection at Mosley Road and Olive Boulevard. This would significantly increase traffic at this intersection, which is already backed up, requiring 2-light cycles to get through the intersection in our current traffic flow patterns. This would make it harder for residents to get to/from home to participate in their daily activities and work days.
   c. Lastly, the proposed development plan outlined potential retail "strip mall" space on the East side of the property. There are several available retail spaces that have been "for lease" for over a year along the Olive Boulevard corridor, and I am not entirely sure what would be different about this particular retail space such that it would be filled, given that many others have not been able to rent their vacant retail space (e.g. empty retail shop space immediately East of the HBE Office Building between the Subway and Fred & Ricky's at 11252 Olive Boulevard).

I appreciate your attention to these concerns. I urge you deliberate and discuss these issues, and more importantly, and urge you and our Council Members to vote "no" to the re-zoning request at the upcoming meeting on September 18, 2017. Thank you in advance for your time and consideration.

Sincerely,

Kari Sufficool, MD

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

October 22, 2017

To: Creve Coeur City Council Members
To: Creve Coeur Planning and Zoning Commission
To Trustees of Fairways Plats 2 & 3 Subdivision

Re: HBE rezoning request to hotel plus adding structures on site at Olive and Mosley Roads

To All Those Concerned:

Please place this letter in the Commission and Council's packets.

We are residents of Fairways Subdivision, Plats 2 & 3, the first subdivision south on Mosley from Olive, and are writing to submit our objections to the re-zoning and hotel proposals in regard to 11318 Olive Blvd., now known as the HBE Building.

One of our main objections is that the HBE property is very close to residential property lines and may be a source of disturbance to us and our neighbors. We question whether there is a huge need for another hotel in Creve Coeur, as there are other hotels that may already fill any need for hotel space.

Although the traffic study indicates that the proposed uses of the site will have "negligible impact" at the site, we do not believe that will be the case not knowing what additional strip stores would be placed there nor how the restaurant would affect the flow. We personally have to wait a long time (at least three long minutes) to make a left turn from Mosley onto Olive now, even at 6:00 in the morning when little traffic is present.

We are also concerned that if spot zoning is given to this property and at some time someone else develops the property, what might happen to the tranquility in our neighborhood? We bought our property here because we like the current, quiet environment in our subdivision. Please keep the zoning as it is and consider developing the HBE building into something more modest. Thank you!

Sincerely,

Gary and Diann Bomkamp

Gary and Diann Bomkamp (Fairway Plat 2 & 3 Trustee)
612 Fairways Circle
Creve Coeur, MO 63141 (314-432-7719)

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

October 20, 2017

Mr. Jason Jaggi
Director of Development
City of Creve Coeur, Missouri

Ms. Whitney Kelly, City Planner
City of Creve Coeur
Honorable Mayor and Council Members
Planning & Zoning Commission Members

RE: Letter to be included in P & Z and Council packets

Hello,

We purchased property in Creve Coeur over 20 years ago. We researched the area and were aware that HBE had an office building at the end of Mosley Road. The building and the employees have never been an issue. Traffic was slightly increased between the hours of 7:45-8:00 a.m., and from 5:00-5:15 p.m. The evening, nights and weekends were just as they are now – very peaceful with no issues.

I looked to Creve Coeur's website for information on rezoning. It states, "Most importantly, the proposed zoning must conform to the goals of the Comprehensive Plan…". I shifted my attention to the Plan dated March 2017. I found these points confirm my opposition to the rezoning and proposed hotel on the HBE property at 11318 Olive Boulevard.

- Strategy section – "Placemaking & Community Identity Creve Coeur will enhance its unique regional identity and develop an 18/7* community experience to become an even better place to live, shop, work and play!" *18/7 less-intense, suburban context. This is different from 24/7, which suggests a higher level of activity than would be appropriate for a community like Creve Coeur. (Hotel would be a 24/7/365 use.)
- Strategy 1.5: Preserve high-quality existing neighborhoods and community assets. (Hotel would be a detriment to existing neighborhoods and property values.)
- Strategy 1.8: Ensure that adjacent non-residential developments are compatible with each other. (Currently residential on three sides of proposed rezoning.)
- 2. Residential Development & Preservation Creve Coeur will preserve and evolve its high-quality residential development and stable property values…(Hotels are nuisances and most are placed along highways for that reason. With the new Holiday Inn being built north of Kohls, HBE's hotel may be unnecessary – then what? HBE suggested they would compete with other Creve Coeur Hotels. When checked, Marriott had a $99 a night cost, but outside sale sites posted $59. Not the high-end business we want abutting a residential area.)

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

- Strategy 2.8: Mitigate the impact of non-residential uses such as lighting, noise, and trash on residential uses where they are adjacent. (A hotel would do the exact opposite.)
- Strategy 2.9: Protect residential areas from negative encroachment of non-residentials uses. (This proposal would encourage encroachment.)
- Strategy 6.4: Use environmental design, operations and management to reduce vehicular congestion on Olive Boulevard. (Hotel will add to congestion)
- Strategy 6.5: Manage traffic impacts in residential neighborhoods. (Proposal encourages traffic to use Mosley Road by directional signs on hotel property.)

If a hotel is an allowable use in CB/Core Business, then why is HBE requesting the rezoing change to PCD? (Section405.390.C)

These reasons and many others prove that a hotel at the current HBE office building site is not compatible with the new Comprehensive Plan. Residents purchased their homes in good faith knowing that the office building was there. The homes purchased had stabilized property values. A hotel will bring in crime, noise, lighting issues, transient work force, traffic, and trash. CCPD confirmed 96 calls to another Creve Coeur hotel in 2 years. At what cost to tax payers and home owners? Any hotel tax collected would be used for increased Police, Fire and Ambulance calls.

The HBE application suggests that they will use signage to direct traffic to Mosley Road. This is a local street (as per Creve Coeur's Comprehensive Plan page 37). It is not an arterial or collector street and should not be used in this manner. The rezoning amendment should be denied based on these facts.

The traffic study (ordered by whom?) suggests that the hotel will not increase traffic, but check-in, check-out times are in peak traffic congestion times on Olive. How can it not? Based on Creve Coeur's Transportation and Movement (Comp Plan p. 37) "Congestion continues to be a problem in the City, especially along Olive Boulevard, Lindbergh Boulevard, New Ballas Road, and Ladue Road. This continues to be a primary source of quality of life concerns for residents and businesses in the City." The proposal will encourage more traffic on Olive and use Mosley Road as a conduit to Ladue Road.

And, "As a result, travel patterns are changing as drivers try to avoid congestion on Olive Boulevard at peak times. Some of this traffic diversion is affecting residents in adjacent neighborhoods."

We experienced what happens when traffic is shifted to Mosley Road during the Ladue Road shut down. The light at Olive and Mosley was backed up south to the curve and beyond. People were driving on the shoulder to get around the left turn line, cars were turning around in resident's driveways. East and Westbound Olive traffic blocked the intersection, sometimes allowing no movement when the Mosley light turned green. Is this what we want for our residents?

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

I understand that office buildings and businesses are experiencing a downturn, but rezoning this property will only hurt the neighborhoods and create more congestion in an area that is just not right for a project of this magnitude.

Please consider the Comprehensive Plan that Creve Coeur put into place to protect the City and residents -- VOTE NO on the proposed rezoning and hotel project.

Thank you,

Diana & Frank Sprich
417 North Mosley Road

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Jason Jaggi <jjaggi@crevecoeurmo.gov>

Fwd: [Mayor-Council] proposed hotel at Olive and Mosley

1 message

Mark Perkins <mperkins@crevecoeurmo.gov> Sat, Oct 21, 2017 at 12:40 PM
To: Jason Jaggi <jjaggi@crevecoeurmo.gov>

Mark Perkins
City Administrator
City of Creve Coeur
300 N. New Ballas Road
Creve Coeur, MO 63141
314-872-2511

Begin forwarded message:

From: John Peterson <john.m.peterson@sbcglobal.net>
Date: October 21, 2017 at 10:13:51 AM CDT
To: mayor-council@ci.creve-coeur.mo.us
Subject: [Mayor-Council] proposed hotel at Olive and Mosley

I would like to register my opposition to the proposed hotel at Olive and Mosley. This hotel will create even more congestion than we encountered when Ladue Road was closed and the inconvenience was considerable. Additionally, there are a number of school buses and bus stops on Mosley, and a child care facility within 200 yards, that will be affected by not only excess traffic, but also a population that largely is not from the area, and will have no vested interest in safety, or aesthetics.

Two outlying restaurants will create hundreds of additional cars per day, and those restaurants are sure to have liquor licenses. I don't see any good that will come from this project considering the number of young families in the vicinity. I am 100% opposed to this project, and I live south of Ladue Road. I can only imagine how those off Mosley are reacting.

Regards,

John Peterson
11367 Elzey Street
314/503-3506
john.m.peterson@sbcglobal.net

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: No zoning change for HBE

1 message

Deborah Ryan <dryan@crevecoeurmo.gov> Mon, Oct 23, 2017 at 3:27 PM
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

---------- Forwarded message ----------
From: **bwhuss** <bwhuss@sbcglobal.net>
Date: Mon, Oct 23, 2017 at 3:19 PM
Subject: No zoning change for HBE
To: bglantz@crevecoeurmo.gov

Wendy and Bill Huss 639 Fairways circle

Happy Connecting. Sent from my Sprint Samsung Galaxy S® 5

--

Deborah Ryan

City Clerk

PLEASE NOTE MY NEW EMAIL ADDRESS:

dryan@crevecoeurmo.gov

MoCCFOA Eastern Division President

MoCCFOA Scholarship Chair 17/18

City of Creve Coeur

300 N New Ballas Road

Creve Coeur MO 63141

314 872 2517 (office)

314 872 2539 (fax)

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Please vote NO on hotel

1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov> Mon, Oct 23, 2017 at 3:27 PM
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

---------- Forwarded message ----------
From: **Lauren Ming** <lnming1@icloud.com>
Date: Mon, Oct 23, 2017 at 3:08 PM
Subject: Please vote NO on hotel
To: "Barry Glantz - Mayor bglantz"@crevecoeurmo.gov, "Alexis Travers - Ward 1 atravers"@crevecoeurmo.gov, "James Faron - Ward 1 jfaron"@crevecoeurmo.gov, "Ellen Lawrence - Ward 2 elawrence"@crevecoeurmo.gov, "Ted Ruzicka - Ward 2 truzicka"@crevecoeurmo.gov, "Charlotte D'Alfonso - Ward 3 cdalfonso"@crevecoeurmo.gov, "Robert Hoffman - Ward 3 rhoffman"@crevecoeurmo.gov, "Scott Saunders - Ward 4 ssaunders"@crevecoeurmo.gov, "Sue Baseley - Ward 4 sbaseley"@crevecoeurmo.gov, Jjaggi@crevecoeurmo.gov
Cc: Diann Bomkamp <dbomkamp@sbcglobal.net>

Ladies & Gentlemen:

I am writing to urge your opposition to requested rezoning of the HBE property located at 11330 Olive St. Rd. for hotel/retail/restaurant bar purposes for the following reasons:

1. **Property *closely* backs up directly to residential property** … with no proposed sound barrier wall of significant height AND installation of a *complete* evergreen landscape barrier of fast growing, very tall white pines, Norway spruce and other varieties.

2. **Property lacks acceptable depth** … proposed pool in rear of HBE building is *far too close* to neighboring residential property and will cause unacceptable noise nuisance. Currently, residence directly behind property regularly hear building maintenance personnel yelling and "carrying on" after hours, disturbing neighbors.

3. **Vacant retail property currently exists** in this direct Olive corridor…no further vacant property desired to add to "blighted" look of community

4. **Hotel visitors create a nuisance to community** and strain on police/fire/ambulance emergency services per testimony of Fairways resident & EMS technician, Rob Daus, at HBE September presentation meeting. A hotel would invite 10's of thousands of "strangers" to the community rather than maintain the regular occupants of the current office use of the building.

5. **Added congestion to Olive St. Rd.** – Findings of traffic study ordered by HBE owners are completely unfathomable ! The previous commercial office building traffic was limited to employees arriving at 8-9 am and leaving at 5-6 pm with extremely limited traffic or related activity/noise in the evening or on weekends. Come now a proposal for a 24/7/365 day/year hotel/retail/restaurant/bar use which would create continuous traffic in and out of the property at ALL hours of the day and night, EVERY day of the week from hotel guests, hotel visitors, hotel meeting attendants, hotel maintenance personnel, daily trash service, daily food service and other suppliers, the added traffic of 4 additional retail units, as well as the comings and goings of a restaurant and bar facility, too ! No reasonably intelligent individual would *ever* guess this proposed use would do anything but increase the already congested traffic flow in the area. How many more stop lights do we want to put in the 1.5 miles east of Hwy 270? This building proposal would undoubtedly require an additional light to allow for the flow into/out of this property with such a use. From Craig to Mosley (less than 2/10ths of a mile) there would be 4 lights (and they are not very well synchronized as it is).

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

6. **Hotel saturation**. The direct area is already supported by 3 sizeable hotels (all of which are in commercial areas, by the way) with a 4th hotel proposed adjacent to the 270/Olive intersection…..a 5th hotel is NOT necessary….we don't even have any area attractions to support additional hotels that aren't currently served by existing Creve Coeur hotels and the significant number of hotel/motels in the Westport area, as well. What do we want Creve Coeur to look like ????

7. **Tax generation**. If the building continues to be used as commercial office space, it will continue to generate substantial real estate and income taxes to support the Creve Coeur community without the need to contribute to the unrest and nuisance of the community.

Current zoning laws do not allow for such a use *for a reason*. To allow them to make their own little subset of rules for this plot of ground goes against what has been considered for and designed by the City thus far for the area. I respectfully ask you to consider these needs and interests of the community and deny any zoning request allowing for a hotel facility.

Most sincerely,

Lauren Ming

709 Fairways Circle,

St. Louis, MO 63141

Donate Life! Register to be an organ donor

Lauren Nash Ming
Leo H. Ming Jr
Mingo & Associates LLC
Management Consultants
314 541-8083

Sent from my iPhone (please excuse typos)

--
Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
314-872-2504

PLEASE NOTE MY NEW EMAIL ADDRESS:
jjaggi@crevecoeurmo.gov

www.creve-coeur.org

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Proposed Hotel Development

1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov> Mon, Oct 23, 2017 at 3:28 PM
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

---------- Forwarded message ----------
From: **Laurna Godwin** <lgodwin@vector-comm-corp.com>
Date: Mon, Oct 23, 2017 at 11:48 AM
Subject: Re: Proposed Hotel Development
To: Barry Glantz <bglantz@crevecoeurmo.gov>
Cc: elawrence@crevecoeurmo.gov, Ruzicka Ted <truzicka@crevecoeurmo.gov>, Perkins Mark <mperkins@crevecoeurmo.gov>, Jaggi Jason <jjaggi@crevecoeurmo.gov>

Thanks Mayor for your timely response. I sent a similar email to Alderwoman Lawrence this morning.

I will be attending tonight.

Please include my email as part of the public record and distribute to all Planning and Zoning members.

Thanks again,

Laurna Godwin
Owner/President
Vector Communications
Power House at Union Station
401 South 18th Street
Suite 325
St. Louis, MO 63103
(w) 314-621-5566 x101
(cell) 314-210-8115
lgodwin@vectorstl.com
www.vectorstl.com

On Oct 23, 2017, at 11:42 AM, Barry Glantz <bglantz@crevecoeurmo.gov> wrote:

Laurna - it's good to hear from you....thanks so much for taking the time to write and clearly outline your thoughts and opinions in regard to the HBE proposal.

As you are probably aware - this issue is scheduled to be presented to our Planning and Zoning Commission tonight (6:30 pm at the Creve Coeur Government Center) and the hearing will include ample time for public comment.

Once the Planning and Zoning Commission has received sufficient input and feels that they have enough information to make an informed decision - they will vote to either recommend approval or denial when the proposal is finally presented to the City Council.

I have no timeline yet for that part of the process.

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Please be assured that the Planning and Zoning Commission, members of the City Council and I take this matter very seriously, and are acutely sensitive to the opinions of all residents in the area.

Thank you again for taking the time to write. I have included your Ward II City Council representatives (Dr. Ellen Lawrence and Mr. Ted Ruzicka) on this reply e-mail message, as well as our City Administrator (Mr. Mark Perkins) and Director of Community Development (Mr. Jason Jaggi)....so that they are all aware of your thoughts and comments on this matter as well.

In addition, if you would like, I will request that your e-mail message be made part of the record and distributed to all Planning and Zoning members at the Public Hearing this evening.

Sent from my iPhone

Best regards,

Barry L. Glantz
Mayor
City of Creve Coeur, MO
(314) 630-8772 cell

* Please note / update my new Creve Coeur e-mail address : bglantz@crevecoeurmo.gov

On Oct 22, 2017, at 7:59 PM, Laurna Godwin <lgodwin@vector-comm-corp.com> wrote:

> Hello Mayor Glantz:
>
> I have met you a few times most recently when I brought the head of the Missouri Department of Transportation to meet you and Pat Kelly of the Municipal League of Metro St. Louis. I live at 11230 Mosley Manor Court.
>
> I can't remember the last time I contacted my mayor about an issue but I am compelled to contact you about the proposed hotel project by HBD. My husband, Sam Hutchinson, and I are totally against this project. In fact, everyone living in Villas on Mosley has discussed this issue and we are all against it. A hotel, plus a strip mall on that lot will be detrimental to property values, create a safety concern for small children who live in our area and those who attend the Goddard School, and create much more traffic and congestion.
>
> I hope you will support the people whom you represent and vote against this proposal.
>
> ***Laurna Godwin***
> ***Owner/President***
> Vector Communications
> Power House at Union Station
> 401 South 18th Street
> Suite 325
> St. Louis, MO 63103
> (w) 314-621-5566 x101
> (cell) 314-210-8115
> lgodwin@vectorstl.com
> www.vectorstl.com

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

If you have received this message by mistake, please notify the City of Creve Coeur IT Coordinator (314-872-2509)and delete this message from your system. All email to and from the City are checked for viruses. Although this e-mail and any attachment(s) are believed to be free of any virus, worm, or other digital illness or defect that might affect any computer system that receives and opens this message, it is the responsibility of the recipient to make sure that it is free from any virus or other defect. The City does not accept, and specifically disclaims, any responsibility or liability for any loss or damage arising from the receipt or use of this message, and any attachment(s) in any way.

--
Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
314-872-2504

PLEASE NOTE MY NEW EMAIL ADDRESS:
jjaggi@crevecoeurmo.gov

www.creve-coeur.org

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Regarding Hotel Proposal for HBE Building 2017 (updated with my address)

1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov> Mon, Oct 23, 2017 at 3:27 PM
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

---------- Forwarded message ----------
From: **Christopher Bansbach** <stlchrisb@gmail.com>
Date: Mon, Oct 23, 2017 at 2:48 PM
Subject: Regarding Hotel Proposal for HBE Building 2017 (updated with my address)
To: bglantz@crevecoeurmo.gov, atravers@crevecoeurmo.gov, jfaron@crevecoeurmo.gov, elawrence@crevecoeurmo.gov, truzicka@crevecoeurmo.gov, cdalfonso@crevecoeurmo.gov, rhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, sbaseley@crevecoeurmo.gov, Jjaggi@crevecoeurmo.gov
Cc: Diann Bomkamp <dbomkamp@sbcglobal.net>

Ladies & Gentlemen:

I am writing to urge your opposition to requested rezoning of the HBE property located at 11330 Olive St. Rd.

for hotel/retail/restaurant bar purposes for the following reasons:

1. **Property *closely* backs up directly to residential property** … with no proposed sound barrier wall of significant height AND installation of a *complete* evergreen landscape barrier of fast growing, very tall white pines, Norway spruce and other varieties.

2. **Property lacks acceptable depth** … proposed pool in rear of HBE building is *far too close* to neighboring residential property and will cause unacceptable noise nuisance. Currently, residence directly behind property regularly hear building maintenance personnel yelling and "carrying on" after hours, disturbing neighbors.

3. **Vacant retail property currently exists** in this direct Olive corridor…no further vacant property desired to add to "blighted" look of community

4. **Hotel visitors create a nuisance to community** and strain on police/fire/ambulance emergency services per testimony of Fairways resident & EMS technician, Rob Daus, at HBE September presentation meeting. A hotel would invite 10's of thousands of "strangers" to the community rather than maintain the regular occupants of the current office use of the building.

5. **Added congestion to Olive St. Rd.** – Findings of traffic study ordered by HBE owners are completely unfathomable ! The previous commercial office building traffic was limited to employees arriving at 8-9 am and leaving at 5-6 pm with extremely limited traffic or related activity/noise in the evening or on weekends. Come now a proposal for a 24/7/365 day/year hotel/retail/restaurant/bar use which would create continuous traffic in and out of the property at ALL hours of the day and night, EVERY day of the week from hotel guests, hotel visitors, hotel meeting attendants, hotel maintenance personnel, daily trash service, daily food service and other suppliers, the added traffic of 4 additional retail units, as well as the comings and goings of a restaurant and bar facility, too ! No reasonably intelligent individual would *ever* guess this proposed use would do anything but increase the already congested traffic flow in the area. How

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

many more stop lights do we want to put in the 1.5 miles east of Hwy 270? This building proposal would undoubtedly require an additional light to allow for the flow into/out of this property with such a use. From Craig to Mosley (less than 2/10ths of a mile) there would be 4 lights (and they are not very well synchronized as it is).

6. **Hotel saturation**. The direct area is already supported by 3 sizeable hotels (all of which are in commercial areas, by the way) with a 4th hotel proposed adjacent to the 270/Olive intersection…..a 5th hotel is NOT necessary….we don't even have any area attractions to support additional hotels that aren't currently served by existing Creve Coeur hotels and the significant number of hotel/motels in the Westport area, as well. What do we want Creve Coeur to look like ????

7. **Tax generation**. If the building continues to be used as commercial office space, it will continue to generate substantial real estate and income taxes to support the Creve Coeur community without the need to contribute to the unrest and nuisance of the community.

Current zoning laws do not allow for such a use *for a reason*. To allow them to make their own little subset of rules for this plot of ground goes against what has been considered for and designed by the City thus far for the area. I respectfully ask you to consider these needs and interests of the community and deny any zoning request allowing for a hotel facility.

Most sincerely,

Christopher Bansbach
715 Fairways Circle
St. Louis, MO 63141

--
Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
314-872-2504

PLEASE NOTE MY NEW EMAIL ADDRESS:
jjaggi@crevecoeurmo.gov

www.creve-coeur.org

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Rezoning of HBE Bldg @ 11330 Olive

Deborah Ryan <dryan@crevecoeurmo.gov> Mon, Oct 23, 2017 at 2:51 PM
To: Jason Jaggi <jjaggi@crevecoeurmo.gov>, Whitney Kelly <wkelly@crevecoeurmo.gov>

---------- Forwarded message ----------
From: **jmmacd** <jmmacd@att.net>
Date: Mon, Oct 23, 2017 at 2:30 PM
Subject: Rezoning of HBE Bldg @ 11330 Olive
To: bglantz@crevecoeurmo.gov, atravers@crevecoeurmo.gov, jfaron@crevecoeurmo.gov, elawrence@crevecoeurmo.gov, truzicka@crevecoeurmo.gov, cdalfonso@crevecoeurmo.gov

Ladies & Gentlemen:

I am writing to urge your opposition to requested rezoning of the HBE property located at 11330 Olive St. Rd. for hotel/retail/restaurant bar purposes for the following reasons:

1. **Property *closely* backs up directly to residential property** … with no proposed sound barrier wall of significant height AND installation of a *complete* evergreen landscape barrier of fast growing, very tall white pines, Norway spruce and other varieties.

2. **Property lacks acceptable depth** … proposed pool in rear of HBE building is *far too close* to neighboring residential property and will cause unacceptable noise nuisance. Currently, residence directly behind property regularly hear building maintenance personnel yelling and "carrying on" after hours, disturbing neighbors.

3. **Vacant retail property currently exists** in this direct Olive corridor…no further vacant property desired to add to "blighted" look of community

4. **Hotel visitors create a nuisance to community** and strain on police/fire/ambulance emergency services per testimony of Fairways resident & EMS technician, Rob Daus, at HBE September presentation meeting. A hotel would invite 10's of thousands of "strangers" to the community rather than maintain the regular occupants of the current office use of the building.

5. **Added congestion to Olive St. Rd.** – Findings of traffic study ordered by HBE owners are completely unfathomable ! The previous commercial office building traffic was limited to employees arriving at 8-9 am and leaving at 5-6 pm with extremely limited traffic or related activity/noise in the evening or on weekends. Come now a proposal for a 24/7/365 day/year hotel/retail/restaurant/bar use which would create continuous traffic in and out of the property at ALL hours of the day and night, EVERY day of the week from hotel guests, hotel visitors, hotel meeting attendants, hotel maintenance personnel, daily trash service, daily food service and other suppliers, the added traffic of 4 additional retail units, as well as the comings and goings of a restaurant and bar facility, too ! No reasonably intelligent individual would *ever* guess this proposed use would do anything but increase the already congested traffic flow in the area. How many more stop lights do we want to put in the 1.5 miles east of Hwy 270? This building proposal would undoubtedly require an additional light to allow for the flow into/out of this property with such a use. From Craig to Mosley (less than 2/10ths of a mile) there would be 4 lights (and they are not very well synchronized as it is).

6. **Hotel saturation**. The direct area is already supported by 3 sizeable hotels (all of which are in commercial areas, by the way) with a 4th hotel proposed adjacent to the 270/Olive intersection…..a 5th hotel is NOT necessary….we don't even have any area attractions to support additional hotels that aren't currently served by existing Creve Coeur hotels and the significant number of hotel/motels in the Westport area, as well. What do we want Creve Coeur to look like ????

7. **Tax generation**. If the building continues to be used as commercial office space, it will continue to generate substantial real estate and income taxes to support the Creve Coeur community without the need to contribute to the unrest and nuisance of the community.

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Current zoning laws do not allow for such a use *for a reason*. To allow them to make their own little subset of rules for this plot of ground goes against what has been considered for and designed by the City thus far for the area. I respectfully ask you to consider these needs and interests of the community and deny any zoning request allowing for a hotel facility.

Most sincerely,

J. Michael MacDonald

715 Fairways Circle, St. Louis, MO 63141

--

Deborah Ryan

City Clerk

PLEASE NOTE MY NEW EMAIL ADDRESS:

dryan@crevecoeurmo.gov

MoCCFOA Eastern Division President

MoCCFOA Scholarship Chair 17/18

City of Creve Coeur

300 N New Ballas Road

Creve Coeur MO 63141

314 872 2517 (office)

314 872 2539 (fax)

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: rezoning of the HBE building for usage as a hotel

1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov> Mon, Oct 23, 2017 at 3:28 PM
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

---------- Forwarded message ----------
From: **Raymond mueller** <mueller-r@att.net>
Date: Mon, Oct 23, 2017 at 11:19 AM
Subject: rezoning of the HBE building for usage as a hotel
To: "bglantz@crevecoeurmo.gov" <bglantz@crevecoeurmo.gov>, "atravers@crevecoeurmo.gov" <atravers@crevecoeurmo.gov>, "jfaron@crevecoeurmo.gov" <jfaron@crevecoeurmo.gov>, "elawrence@crevecoeurmo.gov" <elawrence@crevecoeurmo.gov>, "truzicka@crevecoeurmo.gov" <truzicka@crevecoeurmo.gov>, "cdalfonso@crevecoeurmo.gov" <cdalfonso@crevecoeurmo.gov>, "rhoffman@crevecoeurmo.gov" <rhoffman@crevecoeurmo.gov>, "ssaunders@crevecoeurmo.gov" <ssaunders@crevecoeurmo.gov>, "sbaseley@crevecoeur.gov" <sbaseley@crevecoeur.gov>, Jason Jaggi <jjaggi@crevecoeurmo.gov>
Cc: Diann Bomkamp <dbomkamp@sbcglobal.net>

We are Ray Mueller and Betty of 719 Fairways Circle . We moved to Creve Coeur 3 years ago. Moving from Manchester , Mo we searched for a quieter metropolitan neighborhood to relocate. Creve Coeur was the winner for us. Creve Coeur's reputation for it's quality of neighborhoods and the services that it provides, such as the great police and fire departments, the leaf and limb collections and the trash/ recycling program. We feel we can go on vacation and our home will be safe.

When we researched the area we found the Fairways Circle Subdivision to be quiet and very friendly.

Our property is adjacent to the south side of the HBE building. They have been a good neighbor with a 9 to 5, 5 days a work week. Now they are asking for rezoning to a 24/7 – 365 a day business which will increase the noise level and traffic in addition to the pool that would be open till 10pm.

We strongly oppose the rezoning of this property for hotel usage and respectfully request that you do not approve the rezoning.

In the statement section of the proposal it states "no net cumulative negative impact to the conversion of the existing building into a hotel"

We beg to differ.

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

The Kummer group has personal reasons to develop this property into a hotel to be completed in 2019 to celebrate a 90th birthday as stated in the meeting with the residents in August. This reasoning has nothing to do with the betterment of the community.

This hotel proposal would create a business that has access 24 hours a day, 7 days a week, 365 days a year with a transient population. The noise level and traffic will significantly increase at all hours, every day of the year.

Under the background statements in the proposal the plan states – " because of the age of the building HBE has determined that it is not feasible to convert the existing building into a "class A" office building", yet it can convert this same aged building into a hotel? Again, the Kummer's group preference. Surely the building can be repurposed to attract other business. Let's not eliminate those options.

The 2 existing hotels east of 270 and Olive are not in residential areas and it is our understanding there is another hotel being constructed at the Kohl's location west of 270 in the unincorporated area. Plus there is an abundance of hotels in the Westport area.

The existing building is very close to the residential area on the south side as it is.

In the meeting with the residents in August there were other concerns and suggestions made by those in attendance.

- **construct a highway type retaining wall between the HBE building and the residential area to the south regardless of the business in the facility to control access to the neighborhood as well as reduce the noise level.**

- **Close the access from Mosley onto the property and create a new entrance from the west side of the property onto N. Office Parkway or Office Parkway which would direct traffic through a commercial area.**

- **Do not allow any parking behind the building by employees or guests to help reduce the noise level.**

- **Move the pool to the east or west sides of the building or better still place it indoors or eliminate it.**

We have heard contradictory statements from the Kummer group and their representatives concerning the usage of the property especially the restaurant and bar. One statement in the material from the August

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

meeting with the residents states the restaurant will be for hotel guests only, then there was an amended paper handed out at the meeting stating it would be open to the public. In the submitted proposal in the background section to the council it states the restaurant will be for hotel guests, family and friends, 3 meals a day. The bar/lounge is not addressed as to the hours of operation and usage.

How do you enforce the proposals once the operation is up and running?

The best solution to this issue is not to rezone this property.

In closing a hotel is a hotel. You can not control or guarantee the type of people you will attract 24/7/365 days a year regardless of the name of the hotel or the room rate you charge.

Would you like this business in your neighborhood? I would encourage those involved in the decision making to seriously evaluate the impact on the neighborhood. Visit not only the interior of the HBE building but the exterior and the impact it will have on the peaceful surroundings. Examine the south and east sides of the building and get a perspective from the Mosley, Fairways, and other area residents concerns.

We need to preserve the residential area and not create another Manchester Road. Please vote no on rezoning

Thank you

Raymond and Betty Mueller

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

--
Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd

Creve Coeur, MO 63141
314-872-2504

PLEASE NOTE MY NEW EMAIL ADDRESS:
jjaggi@crevecoeurmo.gov

www.creve-coeur.org

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Jason Jaggi <jjaggi@crevecoeurmo.gov>

Re: hotel at Mosley & Olive

1 message

Barry Glantz <bglantz@crevecoeurmo.gov> Fri, Oct 20, 2017 at 11:22 AM
To: Roberta Glaser <glasbobie@yahoo.com>
Cc: Faron James <jfaron@crevecoeurmo.gov>, Travers Alexis <atravers@crevecoeurmo.gov>, Ruzicka Ted <truzicka@crevecoeurmo.gov>, elawrence@crevecoeurmo.gov, Hoffman Robert <rhoffman@crevecoeurmo.gov>, D'Alfonso Charlotte <cdalfonso@ci.creve-coeur.mo.us>, ssaunders@crevecoeurmo.gov, sbaseley@crevecoeurmo.gov, Perkins Mark <mperkins@crevecoeurmo.gov>, Jaggi Jason <jjaggi@crevecoeurmo.gov>

Thank you !

I have included all of the members of the City Council on this reply e-mail message, as well as our Director of Community Development (Mr. Jason Jaggi) and our City Administrator (Mr. Mark Perkins).

Mr. Jaggi - please also share Mrs. Glaser's comments / e-mail with members of the Planning and Zoning Commission.

Sent from my iPhone

Best regards,

Barry L. Glantz
Mayor
City of Creve Coeur, MO
(314) 630-8772 cell

* Please note / update my new Creve Coeur e-mail address : bglantz@crevecoeurmo.gov

On Oct 20, 2017, at 11:14 AM, Roberta Glaser <glasbobie@yahoo.com> wrote:

> Absolutely. All of the commercial construction in Clayton & even Chesterfield hasn't seemed to hurt either property values or people wanting to live in those areas. It would be nice if we could live in country towns with all of the embellishments of city living. We moved to Creve Coeur when there was only a little grocery store called Dierbergs in a converted house, no theatres or restaurants. Thing have changed & if we're lucky enough to have a major company wanting to locate in Creve Coeur & not Clayton, we should embrace them & not shun the opportunity. Thank you for returning my email. We wanted the hotel in the first place.
>
> On Friday, October 20, 2017 09:01:38 AM MST, Barry Glantz <bglantz@crevecoeurmo.gov> wrote:
>
> Thank you for taking the time to write - and for your very thoughtful comments !
>
> Would you like for your e-mail message to be shared with members of the City Council and / or our Planning and Zoning Commission ?
>
> Sent from my iPhone
>
> Best regards,
>
> Barry L. Glantz
> Mayor
> City of Creve Coeur, MO

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

(314) 630-8772 cell

* Please note / update my new Creve Coeur e-mail address : bglantz@crevecoeurmo.gov

On Oct 18, 2017, at 11:51 AM, Roberta Glaser <glasbobie@yahoo.com> wrote:

> Dear Mr. Mayor:
> Louis & I have resided in Creve Coeur for over 50 years. As I walk up Mosley I see signs against the construction of a hotel at Mosley & Olive. Both of us feel that the city should encourage the building of it. I am reminded of how University City blocked Famous & Barr from building the department store on property which would have been in U. City so the store was built in Clayton & the parking lot went to U. City. U. City was deprived of the tax money & the same thing will happen to Creve Coeur. We need the revenue. This hotel is going to be a high class operation which will far surpass anything else in the area. For residents that live near Olive Blvd., they knew that Olive was commercial. If they didn't want to reside near commercial development, they shouldn't have move there.
>
> Yours truly,
> Bobbie Glaser

If you have received this message by mistake, please notify the City of Creve Coeur IT Coordinator (314-872-2509)and delete this message from your system. All email to and from the City are checked for viruses. Although this e-mail and any attachment(s) are believed to be free of any virus, worm, or other digital illness or defect that might affect any computer system that receives and opens this message, it is the responsibility of the recipient to make sure that it is free from any virus or other defect. The City does not accept, and specifically disclaims, any responsibility or liability for any loss or damage arising from the receipt or use of this message, and any attachment(s) in any way.

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Jason Jaggi <jjaggi@crevecoeurmo.gov>

Rezoning of 11318 Olive Blvd.

1 message

Ed Fliesher <efliesher@aol.com> Mon, Oct 23, 2017 at 8:54 AM
To: "mayor-council@crevecoeurmo.gov" <mayor-council@crevecoeurmo.gov>, "Jjaggi@crevecoeurmo.gov," <Jjaggi@crevecoeurmo.gov>
Cc: "dbomkamp@sbcglobal.net" <dbomkamp@sbcglobal.net>

To Mayor and City Council Members:

I am writing this e-mail to voice my concerns regarding the proposed rezoning of 11318 Olive Blvd. to a commercial development district for renovation of the existing building into a hotel, and the concurrent amendment to allow for secondary access to an arterial road (Mosley Road) with primary access to Olive Boulevard.

As a long time resident of Morwood Hills Subdivision in Ward 2, I feel the proposed development would do irreparable damage to the contiguous residential areas. It would only compound the traffic congestion at Olive and Mosley. We already know how congested Mosley becomes with increased traffic from the difficulties many of us had during the detour from Ladue Road's closure this past summer. Mosley Road is not a major arterial, and is not designed to handle traffic for a commercial district and hotel development.

I am very concerned about issues such as noise and security with the proposed development. Our neighborhood currently seems far enough from the commercial activity on Olive Blvd. that it feels quiet and secure. That serene residential feeling will be seriously undermined by this commercial development next door. My thoughts are that this will have a negative impact on our neighborhood, making it a less desirable neighborhood and even bringing a decline in our property values.

In summary, I am stating that as a resident of Ward 2 I feel that our neighborhood would suffer a severely negative impact from these proposed actions.

Thank you for your attention to my concerns.

Sincerely,

Edward Fliesher

31 Morwood Lane

Creve Coeur, MO 63141

Email: efliesher@aol.com

Sent from Mail for Windows 10

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Lauren/John Rice
120 N. Mosley RD
Creve Coeur, Mo 63141

RECEIVED
OCT 20 2017
PLANNING DEPT.

Dear Mayor Glantz, Ellen Lawrence, Ted Ruzicka, and Planning/Zoning Committee:

We have lived on Mosley Rd for 29 years. When we first moved here, Mosley RD was a quiet, almost country road. For the most part, things have remained peaceful and quiet. Our home is one of the oldest on the road, and next year we are turning the house over to our daughter and her husband. Her memories of growing up right on Mosley Rd are that good! I hope she will enjoy the same tranquil neighborhood we have.

For this reason, we are opposed to the zoning changes and the hotel idea at the HBE site at the end of our Street. We believe that this will increase Street traffic as well as crime. Please preserve our peaceful Street.

John & Lauren Rice

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd:

1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov> Tue, Oct 24, 2017 at 9:33 AM
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

---------- Forwarded message ----------
From: **Marcia Oberdorfer** <hansandmarcia@sbcglobal.net>
Date: Mon, Oct 23, 2017 at 11:22 PM
Subject: Fwd:
To: bglantz@crevecoeurmo.gov, atravers@crevecoeurmo.gov, jfaron@crevecoeurmo.gov, elawrence@crevecoeurmo.gov, truzicka@crevecoeurmo.gov, cdalfonso@crevecoeurmo.gov, rhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, sbaseley@crevecoeurmo.gov, Jjaggi@crevecoeurmo.gov

Ladies & Gentlemen:

I am writing to urge your opposition to requested rezoning of the HBE property located at 11330 Olive St. Rd. for hotel/retail/restaurant bar purposes for the following reasons:

1. **Property *closely* backs up directly to residential property** … with no proposed sound barrier wall of significant height AND installation of a *complete* evergreen landscape barrier of fast growing, very tall white pines, Norway spruce and other varieties.

2. **Property lacks acceptable depth** … proposed pool in rear of HBE building is *far too close* to neighboring residential property and will cause unacceptable noise nuisance. Currently, residence directly behind property regularly hear building maintenance personnel yelling and "carrying on" after hours, disturbing neighbors.

3. **Vacant retail property currently exists** in this direct Olive corridor…no further vacant property desired to add to "blighted" look of community

4. **Hotel visitors create a nuisance to community** and strain on police/fire/ambulance emergency services per testimony of Fairways resident & EMS technician, Rob Daus, at HBE September presentation meeting. A hotel would invite 10's of thousands of "strangers" to the community rather than maintain the regular occupants of the current office use of the building..

5. **Added congestion to Olive St. Rd.** – Findings of traffic study ordered by HBE owners are completely unfathomable ! The previous commercial office building traffic was limited to employees arriving at 8-9 am and leaving at 5-6 pm with extremely limited traffic or related activity/noise in the evening or on weekends. Come now a proposal for a 24/7/365 day/year hotel/retail/restaurant/bar use which would create continuous traffic in and out of the property at ALL hours of the day and night, EVERY day of the week from hotel guests, hotel visitors, hotel meeting attendants, hotel maintenance personnel, daily trash service, daily food service and other suppliers, the added traffic of 4 additional retail units, as well as the comings and goings of a restaurant and bar facility, too ! No reasonably intelligent individual would *ever* guess this proposed use would do anything but increase the already congested traffic flow in the area. How many more stop lights do we want to put in the 1.5 miles east of Hwy 270? This building

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

proposal would undoubtedly require an additional light to allow for the flow into/out of this property with such a use. From Craig to Mosley (less than 2/10ths of a mile) there would be 4 lights (and they are not very well synchronized as it is).

6. **Hotel saturation**. The direct area is already supported by 3 sizeable hotels (all of which are in commercial areas, by the way) with a 4th hotel proposed adjacent to the 270/Olive intersection…..a 5th hotel is NOT necessary….we don't even have any area attractions to support additional hotels that aren't currently served by existing Creve Coeur hotels and the significant number of hotel/motels in the Westport area, as well. What do we want Creve Coeur to look like ????

7. **Tax generation**. If the building continues to be used as commercial office space, it will continue to generate substantial real estate and income taxes to support the Creve Coeur community without the need to contribute to the unrest and nuisance of the community.

Current zoning laws do not allow for such a use *for a reason*. To allow them to make their own little subset of rules for this plot of ground goes against what has been considered for and designed by the City thus far for the area. I respectfully ask you to consider these needs and interests of the community and deny any zoning request allowing for a hotel facility.

Most sincerely,

Hans and Marcia Oberdorfer

647 Fairways Circle, St. Louis, MO 63141

Creve Coeur City Council Members

- Barry Glantz - Mayor bglantz@crevecoeurmo.gov
- Alexis Travers - Ward 1 atravers@crevecoeurmo.gov
- James Faron - Ward 1 jfaron@crevecoeurmo.gov
- Ellen Lawrence - Ward 2 elawrence@crevecoeurmo.gov
- Ted Ruzicka - Ward 2 truzicka@crevecoeurmo.gov
- Charlotte D'Alfonso - Ward 3 cdalfonso@crevecoeurmo.gov
- Robert Hoffman - Ward 3 rhoffman@crevecoeurmo.gov
- Scott Saunders - Ward 4 ssaunders@crevecoeurmo.gov
- Sue Baseley - Ward 4 sbaseley@crevecoeurmo.gov
- Jjaggi@crevecoeurmo.gov

--
Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
314-872-2504

PLEASE NOTE MY NEW EMAIL ADDRESS:
jjaggi@crevecoeurmo.gov

www.creve-coeur.org

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Whitney Kelly <wkelly@crevecoeurmo.gov>

Olive and Mosley Hotel project

1 message

Michael <216smock@gmail.com> Mon, Oct 23, 2017 at 6:26 PM
To: "wkelly@crevecoeurmo.gov" <wkelly@crevecoeurmo.gov>

Ms. Kelly

I am unfortunately unable to attend the planning and zoning commission meeting this evening. As an interested resident, I intended to come and make a comment and suggestion. I do not know the procedure for submitting comments via email, or if my comments are too late for the Commission to take into consideration.

I have reviewed much of the materials regarding this proposal. Overall, it looks like a positive change for this property. The traffic study that was provided is reassuring to me as a resident of Mosley Rd. I appreciate that they have proposed a reuse of the existing major building rather than new construction. What I would like to suggest is that connections to the properties to the immediate west be created. The development of off-street vehicular connections between parking areas is encouraged in the Creve Coeur Comprehensive Plan. It would be entirely feasible to create a connection from this property directly to the adjacent property on Olive Rd. (the PNC Bank/Pei Wei building). Not only would this facilitate off-street movements, it would provide hotel guests access to the traffic light at Olive and Office Pkwy for easier and safer left turns onto Olive. In addition to this connection, the Commission could consider a pedestrian connection further south. In this portion of the subject property, the grade difference to the adjacent properties may preclude a vehicular connection, but a stairway could be created to facilitate pedestrian access and may encourage pedestrian access to the Office Parkway district as well as the Dielmann Recreation Complex.

I hope that the Commission can take my comments into consideration.

Sincerely,

Michael Smock
11201 Mosley Hill Dr.
Creve Coeur, MO

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Safety Concern HBE proposal

1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov> Mon, Oct 23, 2017 at 5:22 PM
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

---------- Forwarded message ----------
From: **robert daus** <rdausjr@earthlink.net>
Date: Mon, Oct 23, 2017 at 5:19 PM
Subject: Safety Concern HBE proposal
To: atravers@crevecoeurmo.gov, jfaron@crevecoeurmo.gov, elawrence@crevecoeurmo.gov, truzicka@crevecoeurmo.gov, cdalfonso@crevecoeurmo.gov, rhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, sbaseley@crevecoeurmo.gov, Jjaggi@crevecoeurmo.gov

October 15, 2017

Council Members,

I am writing to express my concern and opposition to the proposed rezoning of the HBE property at 1330 Olive St. Rd. to allow for a hotel, restaurant, and retail space.

I agree with the general concerns that the area citizens have proposed however; I want to focus on one specific aspect of this proposed hotel that I feel will affect the safety of the area. I have had professional emergency service experience responding to similar area hotels that are in the same price range and class of the proposed HBE hotel.

- Hotels attract a transient client and there is no way for anyone to assure the type of client that will seek to stay at this proposed hotel. Keeping this in mind it should not be placed near any neighborhood.

- The room price-point is not consistent with a high-end type hotel that would attract a client best suited for the area. Rooms, if vacant, can and will find their way to online discount sites.

- Criminals search for inexpensive hotels to set-up operations in a target rich area. I can personally attest to the emergency services ongoing effort to address Prostitution, Drug Use, Drug Manufacturing, Drug Distribution, Burglary, and Cyber-Theft to name a few.

- This type of criminal activity will chronically draw from Police, Fire, and EMS resources that would have been otherwise available to the area residents.

I have shared these concerns with HBE in person and to-date they have not disputed my statements.

Being that the Planning and Zoning positions are appointed by the elected Mayor and confirmed by the elected City Council it is my expectation that the direction of the residents will be strongly represented when deciding this HBE proposal.

Sincerely,
Robert Daus
623 Fairways Circle
Creve Coeur, MO 63141
314-283-4575

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

--
Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
314-872-2504

PLEASE NOTE MY NEW EMAIL ADDRESS:
jjaggi@crevecoeurmo.gov

www.creve-coeur.org

HBE concern.docx
105K

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: FW: Forward this email to the Creve Coeur couch members

1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov> Mon, Oct 23, 2017 at 5:05 PM
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

---------- Forwarded message ----------
From: **Justin Michel** <justin_michel@hotmail.com>
Date: Mon, Oct 23, 2017 at 4:57 PM
Subject: FW: Forward this email to the Creve Coeur couch members
To: "bglantz@crevecoeurmo.gov" <bglantz@crevecoeurmo.gov>, "atravers@crevecoeurmo.gov" <atravers@crevecoeurmo.gov>, "jfaron@crevecoeurmo.gov" <jfaron@crevecoeurmo.gov>, "elawrence@crevecoeurmo.gov" <elawrence@crevecoeurmo.gov>, "truzicka@crevecoeurmo.gov" <truzicka@crevecoeurmo.gov>, "cdalfonso@crevecoeurmo.gov" <cdalfonso@crevecoeurmo.gov>, "rhoffman@crevecoeurmo.gov" <rhoffman@crevecoeurmo.gov>, "ssaunders@crevecoeurmo.gov" <ssaunders@crevecoeurmo.gov>, "sbaseley@crevecoeurmo.gov" <sbaseley@crevecoeurmo.gov>, "Jjaggi@crevecoeurmo.gov" <Jjaggi@crevecoeurmo.gov>

Dear council member,

In addition to the comments below, I'll add that my wife and I wouldn't have purchased our home 4 months ago if we'd know that the gigantic building looming over the back yard might be occupied outside of business hours. The fact that it was an office building eased our reservations about the property.

That being said, I think some reasonable compromise might be reached if the Kummer's were willing to alter their plans to be better neighbors with properties that adjoin the building which probably should never have been allowed in the first place.

1. Converting rear and side windows that can view adjoining properties to either walls or opaque balconies would alleviate part of the problem.
2. Adding a concrete barrier such as those along highways between the entire property and our subdivision could actually improve noise isolation from Olive.
3. Planting suitable fast-growing shrubs along the back of the property such as Thuja Green Giant or Leyland Cypress in addition to a slower growing thicker trees such as Norway Spruce could provide relatively short term isolation between the property and our neighborhood. Trees alone would require 20-30 years before providing any benefit.
4. Planning for traffic problems caused by the changes to their property (such as closing the Mosely access, or at least making it one-way, and possibly adding a replacement traffic light and entrance on Olive.

Additionally, the Kummers thoughtfully provided a picture of what a bad neighbor a hotel could be when they left all of their lights on for a few nights last week. Attached is the view of the building from my yard, and I'm not even the most affected, nor have all the trees dropped their leaves.

Thanks for your help and consideration,

Justin Michel

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

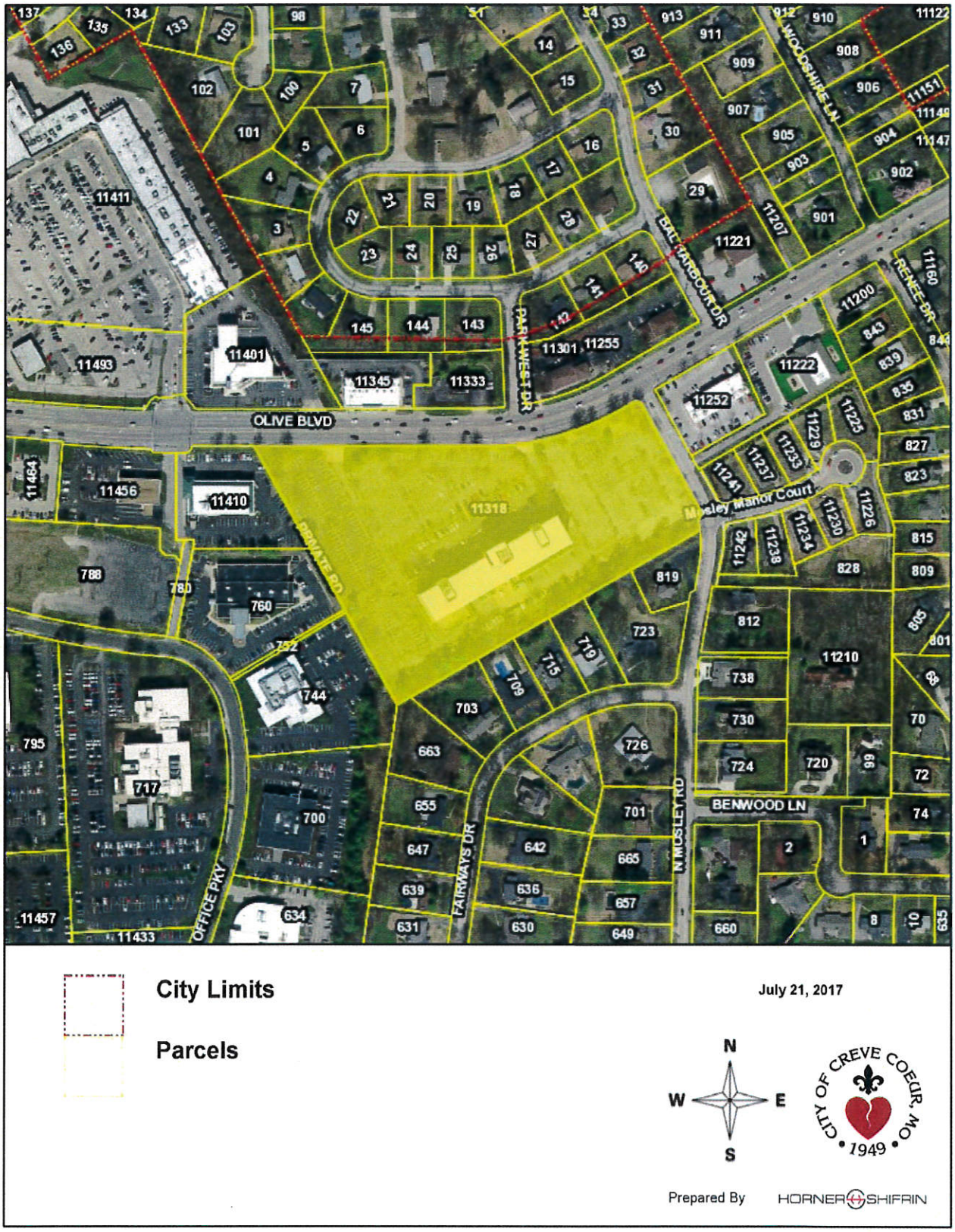
OPPOSITION ON BEHALF OF DIANA SPRICH

Mary B. Schultz
Schultz & Associates LLP
mschultz@sl-lawyers.com
636-537-4645

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Aerial Photo

11318 Olive Boulevard (addressed as 11330 Olive Boulevard, Former HBE Office)



Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

City of Creve Coeur

Existing Zoning Districts

MAP No. 2

Notice of public hearings, publication and mailing requirements, contents.

99.830. 1. Notice of the public hearing required by section 99.825 shall be given by **publication and mailing**. Notice by publication shall be given by publication at least twice, the first publication to be not more than thirty days and the second publication to be not more than ten days prior to the hearing, in a newspaper of general circulation in the area of the proposed redevelopment. Notice by mailing shall be given by depositing such notice in the United States mail by **certified mail** addressed to the person or persons in whose name the general taxes for the last preceding year were paid on each lot, block, tract, or parcel of land lying within the redevelopment project or redevelopment area which is to be subjected to the payment or payments in lieu of taxes and economic activity taxes pursuant to section 99.845. Such notice shall be **mailed not less than ten days** prior to the date set for the public hearing. In the event taxes for the last preceding year were not paid, the notice shall also be sent to the persons last listed on the tax rolls within the preceding three years as the owners of such property.

2. The notices issued pursuant to this section shall include the following:

(1) The time and place of the public hearing;

(2) The general boundaries of the proposed redevelopment area or redevelopment project by street location, where possible;

(3) A statement that all interested persons shall be given an opportunity to be heard at the public hearing;

(4) A description of the proposed redevelopment plan or redevelopment project and a location and time where the entire plan or project proposal may be reviewed by any interested party;

(5) Such other matters as the commission may deem appropriate.

3. Not less than forty-five days prior to the date set for the public hearing, the commission shall give notice by mail as provided in subsection 1 of this section to all taxing districts from which taxable property is included in the redevelopment area, redevelopment project or redevelopment plan, and in addition to the other requirements pursuant to subsection 2 of this section, the notice shall include an invitation to each taxing district to submit comments to the commission concerning the subject matter of the hearing prior to the date of the hearing.

4. A copy of any and all hearing notices required by section 99.825 shall be submitted by the commission to the director of the department of economic development. Such submission of the copy of the hearing notice shall comply with the prior notice requirements pursuant to subsection 3 of this section.

(L. 1982 H.B. 1411 & 1587 § 5, A.L. 1991 H.B. 502, A.L. 1993 H.B. 566, A.L. 1997 2d Ex. Sess. S.B. 1)

Effective 12-23-97

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Section 405.020. Purpose and Intent.

[R.O. 2008 §26-2; Ord. No. 1903 §1, 11-24-1997; Ord. No. 2091 §1, 11-27-2000]

A. This Chapter is adopted for the following purposes:

1. To protect, provide for and promote the public safety, health, convenience, comfort, morals, prosperity and general welfare **of the residents** of the City of Creve Coeur, Missouri.
2. To encourage **the most appropriate use of land**, to **conserve and enhance the value of property**, to provide adequate open spaces for light and air, to prevent undue concentration of population, to avoid excessive congestion of streets, to secure safety from fire, flood and other dangers **and to assist in the provision of adequate community utilities and facilities such as transportation,** water, sewage**, schools**, parks and other amenities in the City of Creve Coeur.
3. **To guide the future growth and further development of the City within the spirit and intent of the Comprehensive Plan** or current land use plan with variations requiring public disclosure and rational.
4. To protect and conserve the value of buildings and improvements and **to minimize the adverse impact of development on adjoining or nearby properties**.
5. **To establish a beneficial relationship between the uses of land and buildings and the public street system**; to require the proper location and design of streets and building lines; and to make adequate provision for pedestrian traffic circulation.
6. To encourage the wise use and management of natural resources; to provide adequate and safe recreational areas; to maintain the natural beauty and topography of the City and to ensure appropriate development with regard to these natural features; to minimize the pollution of air, ponds and streams; to ensure the adequacy of stormwater drainage and detention facilities.

....

Article III. Zoning District Regulations

Section 405.180. Establishment of Districts.

[R.O. 2008 §26-20; Ord. No. 1903 §1, 11-24-1997; Ord. No. 5057 §1, 9-4-2008]

The various zoning districts provided for in this Chapter are designed to fulfll the purpose and intent of the Chapter as described in Section 405.020 and further to restrict the location of uses and buildings designed for specific uses, to regulate and limit the height, location and size of buildings, to regulate and limit the intensity, improvement and use of lots and to regulate and determine the area of yards and other spaces within and surrounding buildings in a manner that will contribute to the orderly growth, quality of life and attractive appearance of the City of Creve Coeur. For the above purposes and to promote the public health, safety, morals and general welfare of the City of Creve Coeur, the following districts are hereby authorized:

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

a. *Minimum front yard.* No building or structure shall be located closer than thirty (30) feet from the right-of-way. In the event that parking is to be located in front of a building or structure, said building or structure shall be set back a minimum of fifty (50) feet from the right-of-way. The provisions of Section **405.240** shall prevail if they are stricter than the requirements of this district. In every instance, the first ten (10) feet of the front yard setback from the right-of-way shall be provided with and maintained with landscaping including, but not limited to, deciduous street trees at regular intervals in accordance with the requirements of Section **405.540**.

b. *Minimum side yard.* Ten (10) feet except when the building abuts a railroad right-of-way or siding. No side yard is required if the building abuts a railroad right-of-way or rail siding.

c. *Minimum rear yard.* Ten (10) feet except when the building abuts a railroad right-of-way or siding. No rear yard is required if the building abuts a railroad right-of-way or rail siding.

d. *Buffer yards.* Notwithstanding the provisions of Sections **405.380(E)(4)(b)** and **405.380(E)(4)(c)** above, any tract or site abutting or adjoining a residential zoning district shall provide a buffer yard of fifty (50) feet on all sides that abut or adjoin the single-family district. An additional two (2) feet of buffer yard shall be provided for every foot of building or structure height exceeding forty-five (45) feet. The buffer area resulting from these setback requirements shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.

F. *General Requirements.*

1. *Off-street parking and loading.* See Article **VII**.

2. *Environmental controls.* All site development shall conform with the environmental performance standards provided in Section **405.550** and with all other appropriate environmental controls including those relating to landscaping, tree conservation, flood hazard control and stormwater retention and erosion controls as provided in this Code.

3. *Landscaping.* See Section **405.540**.

4. *Lighting.* See Section **405.680**.

5. *Signs.* See Article **VIII**.

G. *Additional District Regulations.*

1. Reserved.

2. Except for limited quarters for night watchmen, no structure shall be used for residential purposes.

3. All business, services, storage, merchandise display and repairing and processing shall be conducted wholly within an enclosed building or within a fenced and screened exterior storage area, except for off-street automobile parking and off-street loading unless expressly permitted by a conditional use permit (see Section **405.1070**).

Section 405.390. Planned Zoning Districts.

[R.O. 2008 §26-46.1 — 26-46.13; Ord. No. 5057 §2, 9-4-2008; Ord. No. 5134 §§1 — 3, 4-26-2010; Ord. No. 5165 §7, 12-13-2010; Ord. No. 5243 §4, 2-13-2012; Ord. No. 5300 §§16 — 17, 4-22-2013]

A. *Definitions Of Terms.* Unless a contrary intention clearly appears, the following words and phrases shall have the meanings given in the following clauses for the purposes of this Section. Where a conflict arises between these definitions and those contained in Section **405.120**, Definitions, the wording in this Section shall prevail only to the extent needed to interpret and enforce the regulations of this Section. Further, words and phrases which are not defined by this Section nor Section **405.120**, Definitions, shall be given their usual meaning except where the context clearly indicates a different or specific meaning.

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

PLANNED ZONING DISTRICT

A designed grouping of varied and compatible land uses, such as housing, recreation, commercial centers and industrial parks, all within one (1) contained development or subdivision.

PREDOMINATELY NON-RESIDENTIAL

A descriptive phrase that applies to areas in which less than fifty percent (50%) of the adjoining land area (excluding streets) within five hundred (500) feet is developed as single-family residences, either detached or attached (the latter includes only stand-alone development of four (4) attached units or less).

PREDOMINATELY RESIDENTIAL OR INSTITUTIONAL

A descriptive phrase that applies to areas in which fifty percent (50%) or more of the adjoining land area (excluding streets) within five hundred (500) feet is developed as either:

1. Residential uses, or
2. Institutional uses consisting of non-profit or quasi-public uses, such as a religious institution, library, public or private school, hospital or government-owned or government-operated structure or land used for public purposes.

UTILITIES

All lines and facilities related to the provision, distribution, collection, transmission or disposal of water, storm and sanitary sewage, oil, gas, power, information, video, telecommunication and telephone.

B. *Purpose.* The purpose of the Planned Zoning District is to allow innovative design, solve problems on difficult sites, meet market niches, encourage housing in different price ranges, promote well designed developments and encourage infill and redevelopment within the existing urban area. Through the flexibility of the Planned Zoning District, the City seeks to achieve the following objectives:

1. Fulfillment of the goals and objectives of the Comprehensive Plan;
2. Creation of a more desirable environment than would be possible through application of conventional City land use regulations;
3. Promotion of a creative approach to the use of land and related physical facilities resulting in better design and development including aesthetic amenities;
4. Combination and coordination of architectural styles, building forms and building relationships;
5. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, preferably by means of natural erosion control and stormwater control best management practices;
6. Use of design, landscape or architectural features consistent with the City's design guidelines; and
7. Mutually desired elimination of obsolete or deteriorated structures or incompatible uses through redevelopment.

C. *Eligibility.* A development proposal shall be eligible for consideration under the planned zoning district process if the Zoning Administrator finds that it cannot be approved under any other Zoning District and that the applicant has provided credible evidence that the proposal is an appropriate implementation of the Comprehensive Plan due to the fulfillment of the purpose of this Section, the substantial incorporation of the design criteria for each the applicable district type identified in this Section **405.390** and the provision of a substantial tangible public benefit(s) to the City including, but not limited to, the following:

1. Provision of public or quasi-public parking facilities;
2. Provision of on-street and off-street pedestrian facilities linking surrounding business, office and residential uses;
3. Consolidation and/or elimination of overhead utility wires;

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

4. Inclusion of landscaped gardens, plazas or parks available for public use;

5. Provision of alternative street connections or the dedication of land for additional street right-of-way;

6. Fountains, statuary, public art;

7. Architectural distinction and significance that would make the building(s) noteworthy;

8. Extensive use of high quality building materials that would add to the assessed valuation of the structures.

It should be noted that the benefits listed may not necessarily satisfy the public benefit requirement as final discretion falls on the City Council, upon receipt of a recommendation of the Planning and Zoning Commission, in determining the level of benefit derived.

D. *Relationship Of Planned Districts To Zoning Map.*

1. *A mapped district.* The planned zoning district designation shall not be attached to existing zoning districts as an overlay. The planned zoning districts, as detailed in this Section, are separate zoning districts and applied to a specific parcel or parcels of land following a public hearing and all other requirements of Section **405.1060** Zoning Changes and Text Amendments.

2. *Types of planned zoning districts.*

a. *Planned residential development (PRD).* A *"planned residential development"* shall mean a development on a plot of land, containing a limited mixture of uses and building types, which may include single-family houses, clustered housing, multi-family dwellings, open space and small service commercial (boutique style business uses) that complement the area. Although no particular combination of the aforementioned uses is predetermined, all applications for PRD zoning must contain a clear statement and placement of the specific uses within the district with the NAICS Designation from Table A. Note that no use which is listed as a conditional use in the Creve Coeur zoning ordinance shall be considered approved for a PRD unless it is expressly listed in the application and approved. Subsequent requests for additional conditional uses shall be treated as amendments to the zoning district and subject to all of the original approval criteria. The minimum gross area (includes floodplain areas) required for PRD is five (5.0) acres, composed of one (1) parcel or two (2) or more contiguous parcels of land.
Design criteria.

(1) Adjoining areas should be predominately residential or institutional.

(2) Housing densities may not exceed six (6) units per acre for new single-family residential nor thirty (30) units per acre for new multi-family residential. For the purpose of calculating density, acreage shall not include areas located in a 100-year floodplain.
[Ord. No. 5333 §1, 9-9-2013]

(3) Includes dwelling units (all types) subject to height and development and performance standards substantially similar to surrounding residential development. In addition, properties adjacent to any single-family residential development shall meet a sky exposure plane requirement. The sky exposure plane will be measured from a line located thirty-five (35) feet above the property line and will have a slope of thirty degrees (30°) rising towards the center of the site.

(4) The floor area ratio (FAR) shall not exceed six-tenths (0.6). However, where a proposed district includes pre-existing buildings that are found to otherwise satisfy the overall purpose and intent of this Chapter, the FAR may be waived so long as the building coverage does not exceed thirty-three percent (33%) of the site area and the sky exposure plane requirement is met.
[Ord. No. 5333 §2, 9-9-2013]

(5) Any tract or site abutting or adjoining a single-family residential development shall provide a buffer yard of twenty-five (25) feet on all sides that abut the single-family development. The

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

buffer yard shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.

(6) No new residential building may be located closer than twenty (20) feet to any required buffer yard.

(7) No new commercial building may be located closer than forty (40) feet to any required buffer yard.

(8) Balances increased structure densities for the subject property with more cohesive and organized open space.

(9) Improves on, or provides for, efficient circulation patterns, access controls and screening of parking facilities.

(10) Provides adequate public facilities including streets, bicycle and pedestrian facilities, fire protection, water, storm water control, sanitary sewer and parks and recreation facilities.

(11) Utilizes high-quality architectural design, placement, relationship and orientation of structures.

(12) Places all utilities serving new projects underground, to the extent feasible, except where specific allowances and design considerations are provided elsewhere in this Section. [Ord. No. 5381 §1, 7-14-2014]

(13) Provides effective landscaping or screening in or around the separate developments within the PRD.

(14) Provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.

(15) Functionality and aesthetically integrates all proposed storm water collection basins with the surrounding development through undergrounding or extraordinary design of above ground facilities that is visually commensurate with the surrounding development.

b. *Planned commercial development (PCD).* A *"planned commercial development"* shall mean a development on a plot of land containing a mixture of commercial, office, miscellaneous service activities and multi-family dwellings when acceptable to the area. The purpose of a PCD is to provide sites for the development of commercial retail and office uses in a manner which is attractive for such uses and compatible with surrounding neighborhoods. The PCD will also encourage the efficient use of land and resources, offer a mix of amenities for the populace of the area and promote greater efficiency in public and utility services. Although no particular combination of the aforementioned uses is predetermined, all applications for PCD zoning must contain a clear statement and placement of the specific uses within the district, with the NAICS Designation from Table A. Note that no use which is listed as a conditional use in the Creve Coeur zoning ordinance shall be considered approved for a PCD unless it is expressly listed in the application and approved. Subsequent requests for additional conditional uses shall be treated as amendments to the zoning district and subject to all of the original approval criteria. The minimum gross area (includes floodplain areas) required for PCD is three and one-half (3.5) acres, composed of one (1) parcel or two (2) or more contiguous parcels of land. In addition, a PCD may not be requested for properties described by the Central Business District land use plan.

Design criteria.

(1) Adjoining areas must be predominantly non-residential as defined for this district and the project shall have all access, not including emergency-use only driveways, from Olive Boulevard, Lindbergh Boulevard, North New Ballas Road or any street within the "LI" Light Industrial zoning district except that the project may also have cross access with an adjacent commercial property whose access is limited to only a major or minor arterial according to the City's published street classification map or from any street within the "LI" Light Industrial zoning district.

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(2) Proposed development adjacent to any single-family residential development shall meet a sky exposure plane requirement. The sky exposure plane will be measured from a line located thirty-five (35) feet above the property line and will have a slope of thirty degrees (30°) rising towards the center of the site.

(3) The floor area ratio (FAR) for new developments shall not exceed six-tenths (0.6). However, where a proposed district includes pre-existing buildings that are found to otherwise satisfy the overall purpose and intent of this Chapter, the FAR may be waived so long as the building coverage does not exceed forty percent (40%) of the site area and the sky exposure plane requirement is met.

(4) Any tract or site abutting or adjoining a single-family residential development shall provide a buffer yard of thirty-five (35) feet on all sides that abut the single-family development. The buffer yard shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.

(5) No new residential building may be located closer than fifteen (15) feet to any property line or any required buffer yard.

(6) No new commercial building may be located closer than forty (40) feet to any required buffer yard.

(7) Makes efficient use of parking and storage areas including cooperative parking facilities.

(8) Provides for the more efficient provision of public and private utilities and facilities throughout the development area.

(9) Provides adequate public facilities including streets, bicycle and pedestrian facilities, fire protection, water, storm water control, sanitary sewer and parks and recreation facilities.

(10) Incorporates pocket parks, small plazas and places for public art where appropriate.

(11) Locates buildings in appropriate relation to sidewalks or public parks and plazas.

(12) Provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.

(13) Allows for on-street parking and locates surface parking to the side and rear of buildings.

(14) Utilizes high-quality architectural design, placement, relationship and orientation of structures.

(15) Places all utilities serving new projects underground, to the extent feasible, except where specific allowances and design considerations are provided elsewhere in this Section. [Ord. No. 5381 §1, 7-14-2014]

(16) Provides effective landscape or screening in or around the separate developments within the PCD.

(17) Functionally and aesthetically integrates all proposed storm water collection basins with the surrounding development through undergrounding or extraordinary design of above ground facilities that is visually commensurate with surrounding development.

E. *Submittal Requirements.* For a planned zoning district to be accepted for review, the application must be accompanied by a complete site development plan submitted in accordance with Section **405.1080** with the information listed below placed either on the plan or on a separate sheet accompanying the plan, unless otherwise approved by the Zoning Administrator.

1. All submissions to the City's Planning and Zoning Commission and City Council shall be properly sealed and signed by a licensed architect, professional engineer or land surveyor registered in the State of Missouri, as applicable, pursuant to laws and regulations established by the Missouri Board for Architects, Professional Engineers and Land Surveyors. An original seal, signature and print date shall

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appear on each page of one (1) original submittal set as evidence that the submitted material was prepared under the direction of a licensed architect, professional engineer or land surveyor. All other submissions shall be copies of the original set.

2. Title block including name of the proposed project, name, address and phone number of preparers and project applicant or owner.

3. The location, dimensions and total area of the site.

4. The location, height, floor area, type of construction and intended use of each proposed building or structure.

5. Architectural elevations depicting size, shape and special design elements proposed as well as proposed exterior finish materials to be used.

6. A plan of the entire planned zoning district shall be drawn at a scale of 1″ = 20′ or larger bearing a minimum of two (2) surveyed points located in conformance with the Missouri Coordinate System ("State Plane Coordinates").

7. Two (2) cross sections at ninety degrees (90°) from each other through the proposed site and building(s).

8. The number, location and dimensions of parking spaces, surface lot or structures and loading docks, in relation to the applicable parking regulations in Article **VII**, with means of ingress and egress. Layout of physically disabled parking and accessibility shall be included.

9. The proposed traffic circulation pattern within the area of the development including the location and description of public improvements to be installed including any streets and access easements.

10. The location and purpose of any existing or proposed dedication, easement or right-of-way (public or private) within the boundaries of the site.

11. Location and dimensions of adjacent properties, abutting public rights-of-way and easements and utilities serving the site.

12. Location of existing and proposed sewage treatment, stormwater runoff collection and detention and preliminary stormwater runoff calculations (amount of detention required and provided).

13. Existing and proposed contour lines or elevations based on mean sea level datum at two (2) foot intervals and extending one hundred (100) feet beyond the property line.

14. Site coverage data in a percentage form (a ratio of non-impervious to impervious area).

15. Ratio of floor area to site area (FAR).

16. Location and height of all light poles and trash enclosures including detailed sketches or cut sheets.

17. The proposed treatment of open spaces including existing and proposed landscaping.

18. When the planned development is to be constructed in stages or units, a schedule for the development of stages or units stating the approximate beginning and completion time for each stage or unit.

19. Copies of any restrictive covenants that are to be recorded with respect to property in the proposed planned zoning district.

20. A narrative addressing each of the standards set forth in Section **405.390(F)** Review Criteria and such additional standards, if any, as may be applicable under the specific provisions of these planned zoning district regulations. The statement shall explain specifically how the proposed planned zoning district relates to and meets each such standard.

21. A traffic impact analysis prepared by a Missouri registered traffic engineer depicting the project's impact on vehicular and pedestrian traffic.

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

F. *Review Criteria.* The Planning and Zoning Commission shall recommend to the City Council approval, approval with conditions or denial of a planned zoning district application primarily based upon satisfaction of Section **405.390(C)**, Eligibility and meeting the applicable design criteria in Section **405.390(D)(2)**, Types of Planned Zoning Districts. Supplemental to these items, every application shall also be reviewed for conformance with the standards set forth below:

1. The proposed development is in harmony with the general purpose and intent of this Chapter and is compatible with and implements the planning goals and objectives of the City including the Comprehensive Plan and CBD land use plan.
2. Streets or other means of access to the proposed development are suitable and adequate to carry anticipated traffic and will not overload the adjacent streets.
3. The internal circulation system of the proposed development encourages safe movement for vehicles and pedestrians.
4. Existing or proposed utility services are adequate for the proposed development.
5. Appropriate buffering is provided to protect adjacent land uses from light, noise and visual impacts.
6. Architecture and building materials are consistent with the character of the proposed development and compatible with areas of the City proximate thereto.
7. Landscaping is appropriate for the scale of development and consistent with any applicable City codes, ordinances and standards.
8. The proposed development preserves any significant architectural and environmental features of the property.
9. Operating and delivery hours are compatible with adjacent land uses.
10. The proposed uses are compatible with the area surrounding the proposed development and will not have a material net cumulative adverse impact on the surrounding area or the City as a whole.
11. The proposed development complies with all other applicable codes and ordinances.
12. The layout of structures and spaces adequately takes into account the potential for future subdivision of the development.
13. There is a demonstrated level of the public benefit to the City derived from the proposed development, per Section **405.390(B)**.

G. *Review Procedure For A Planned Zoning District.*

1. *Finding of eligibility.* The Zoning Administrator shall make a written finding of eligibility under Section **405.390(C)**, Eligibility, within fifteen (15) days following submittal of a proposal by an applicant.
2. Following a positive finding of eligibility by the Zoning Administrator, an application for approval of a planned zoning district shall be reviewed and presented at a public hearing according to the procedures outlined in Section **405.1060**.
3. Once approved by the City Council, the planned zoning district, including the associated site development plan, replaces all prior zoning regulations on the property and should be noted on the Zoning Map.
4. Any applicable time limitations shall be met, such as those pertaining to proposed wireless communications facilities and support structures under Section 67.5090 RSMo. et seq. and FCC Declaratory Ruling WT Docket No. 08-165, rel. 11-15-2009.[1]
[Ord. No. 5381 §1 7-14-2014]

[1] *Note: See also 47 U.S.C. 1455, 47 CFR 1.40001, FCC Report and Order, WT Docket No. 13-238 re. 10-21-2014.*

H. *Conditions Of Approval.*

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

1. The City Council shall consider the same criteria as set forth for the Planning and Zoning Commission review (Section **405.390(F)**, Review Criteria) and may impose such conditions and limitations including, but not limited to, those recommended by the Planning and Zoning Commission, as may be necessary or appropriate to prevent or minimize adverse effects upon other property and improvements in the vicinity of the planned zoning district, upon the City as a whole or upon public facilities and services. These conditions may include, but are not limited to, conditions concerning use, construction, character, location, landscaping, screening, parking, maintenance, operational elements that would impact adjoining land uses and other matters relating to the purposes and objectives of these planned zoning district regulations. Such conditions shall be expressly set forth in the ordinance and depicted, as appropriate, on the associated site development plan authorizing the planned zoning district.

2. The ordinance approving a planned zoning district shall contain a legal description of the subject property to the planned zoning district, all imposed conditions of approval and the site development plan. The ordinance and the approved development plan shall be recorded by the applicant in the office of County Recorder of Deeds. The applicant must present proof to the City of such recording before any permits may be issued.

3. Following planned zoning district approval, the development plan, rather than any other provision of this Chapter, shall govern the use, parking, loading, sign, bulk, space and yard regulations applicable to the subject property and no use or development, other than temporary uses, shall be permitted within the area of the planned zoning district pursuant to the zoning district regulations otherwise applicable to such area.

I. *Reapplication.* In the event the City Council denies an application for planned zoning district, no application for the same or substantially similar proposal will be accepted for a period of at least one (1) year from the date of denial by the City Council, unless the City Council affirmatively waives this restriction for good cause.

J. *Final Building, Construction And Site Improvement Plans.* Once a planned zoning district and its included site development plan receives final approval by the City Council, further review of the final building, construction and site improvement plans by the Planning and Zoning Commission or the City Council will not be required, provided those final plans are consistent with and in substantial conformance with the approved planned zoning district and its included site development plan.

K. *Building Permit Issuance.* A copy of the approved planned zoning district shall be retained in the records of the Department of Community Development and all building and occupancy permits issued by the City shall conform to the provisions of the approved planned zoning district.

L. *Violations.* Failure to comply with any of the conditions and/or provisions of an approved planned zoning district plan shall constitute a violation of this Chapter, punishable as provided in Section **405.1150** of this Chapter. The City may seek judicial remedies to compel compliance.

M. *Amendments.* No amendments shall be made in the construction, development or use permitted under a planned zoning district except as follows:

1. *Minor amendments.* During build-out of the planned zoning district, the Zoning Administrator may authorize minor adjustments to the approved site development plan when such adjustments appear necessary in light of technical or engineering considerations and the project will remain in substantial conformance with the original approval.

2. *Major amendments.* If the Zoning Administrator determines that the proposed amendment will result in a major change to the site development plan (not in substantial conformance with the original approval) or any change to the list of permitted uses, the matter shall be subject to review as a new application under the provisions of these planned zoning district regulations.

Section 405.400. through Section 405.440. (Reserved)

Article IV. Standards For Permitted, Accessory and Conditional Uses

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

October 20, 2017

Mr. Jason Jaggi
Director of Development
City of Creve Coeur, Missouri

Ms. Whitney Kelly, City Planner
City of Creve Coeur
Honorable Mayor and Council Members
Planning & Zoning Commission Members

RE: Letter to be included in P & Z and Council packets

Hello,

We purchased property in Creve Coeur over 20 years ago. We researched the area and were aware that HBE had an office building at the end of Mosley Road. The building and the employees have never been an issue. Traffic was slightly increased between the hours of 7:45-8:00 a.m., and from 5:00-5:15 p.m. The evening, nights and weekends were just as they are now – very peaceful with no issues.

I looked to Creve Coeur's website for information on rezoning. It states, "Most importantly, the proposed zoning must conform to the goals of the Comprehensive Plan…". I shifted my attention to the Plan dated March 2017. I found these points confirm my opposition to the rezoning and proposed hotel on the HBE property at 11318 Olive Boulevard.

- Strategy section – "Placemaking & Community Identity Creve Coeur will enhance its unique regional identity and develop an 18/7* community experience to become an even better place to live, shop, work and play!" *18/7 less-intense, suburban context. This is different from 24/7, which suggests a higher level of activity than would be appropriate for a community like Creve Coeur. (Hotel would be a 24/7/365 use.)
- Strategy 1.5: Preserve high-quality existing neighborhoods and community assets. (Hotel would be a detriment to existing neighborhoods and property values.)
- Strategy 1.8: Ensure that adjacent non-residential developments are compatible with each other. (Currently residential on three sides of proposed rezoning.)
- 2. Residential Development & Preservation Creve Coeur will preserve and evolve its high-quality residential development and stable property values…(Hotels are nuisances and most are placed along highways for that reason. With the new Holiday Inn being built north of Kohls, HBE's hotel may be unnecessary – then what? HBE suggested they would compete with other Creve Coeur Hotels. When checked, Marriott had a $99 a night cost, but outside sale sites posted $59. Not the high-end business we want abutting a residential area.)

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- Strategy 2.8: Mitigate the impact of non-residential uses such as lighting, noise, and trash on residential uses where they are adjacent. (A hotel would do the exact opposite.)
- Strategy 2.9: Protect residential areas from negative encroachment of non-residentials uses. (This proposal would encourage encroachment.)
- Strategy 6.4: Use environmental design, operations and management to reduce vehicular congestion on Olive Boulevard. (Hotel will add to congestion)
- Strategy 6.5: Manage traffic impacts in residential neighborhoods. (Proposal encourages traffic to use Mosley Road by directional signs on hotel property.)

If a hotel is an allowable use in CB/Core Business, then why is HBE requesting the rezoning change to PCD? (Section 405.390.C)

These reasons and many others prove that a hotel at the current HBE office building site is not compatible with the new Comprehensive Plan. Residents purchased their homes in good faith knowing that the office building was there. The homes purchased had stabilized property values. A hotel will bring in crime, noise, lighting issues, transient work force, traffic, and trash. CCPD confirmed 96 calls to another Creve Coeur hotel in 2 years. At what cost to tax payers and home owners? Any hotel tax collected would be used for increased Police, Fire and Ambulance calls.

The HBE application suggests that they will use signage to direct traffic to Mosley Road. This is a local street (as per Creve Coeur's Comprehensive Plan page 37). It is not an arterial or collector street and should not be used in this manner. The rezoning amendment should be denied based on these facts.

The traffic study (ordered by whom?) suggests that the hotel will not increase traffic, but check-in, check-out times are in peak traffic congestion times on Olive. How can it not? Based on Creve Coeur's Transportation and Movement (Comp Plan p. 37) "Congestion continues to be a problem in the City, especially along Olive Boulevard, Lindbergh Boulevard, New Ballas Road, and Ladue Road. This continues to be a primary source of quality of life concerns for residents and businesses in the City." The proposal will encourage more traffic on Olive and use Mosley Road as a conduit to Ladue Road.

And, "As a result, travel patterns are changing as drivers try to avoid congestion on Olive Boulevard at peak times. Some of this traffic diversion is affecting residents in adjacent neighborhoods."

We experienced what happens when traffic is shifted to Mosley Road during the Ladue Road shut down. The light at Olive and Mosley was backed up south to the curve and beyond. People were driving on the shoulder to get around the left turn line, cars were turning around in resident's driveways. East and Westbound Olive traffic blocked the intersection, sometimes allowing no movement when the Mosley light turned green. Is this what we want for our residents?

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

I understand that office buildings and businesses are experiencing a downturn, but rezoning this property will only hurt the neighborhoods and create more congestion in an area that is just not right for a project of this magnitude.

Please consider the Comprehensive Plan that Creve Coeur put into place to protect the City and residents -- VOTE NO on the proposed rezoning and hotel project.

Thank you,

Diana & Frank Sprich
417 North Mosley Road

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

STATUTORY ZONING PROTEST PETITION TRIGGERING SUPER MAJORITY

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

THE GODDARD SCHOOL FOR EARLY CHILDHOOD DEVELOPMENT

The Goddard School, 11222 Olive Boulevard, Creve Coeur, MO 63141 | 314-677-1414 | GoddardSchool.com

Form for protest of Zoning Change (September 2017)

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 11222 Olive Blvd. Creve Coeur, MO63141 do hereby protest the following zoning change from Core Business to Planned Commercial Development proposed for the property known by the address HBE Corporation, 11330 Olive Blvd. Creve Coeur, MO 631241.

Julie Bunton

Playful Learning Properties LLC, The Goddard School

11222 Olive Blvd.

Creve Coeur, MO 63141

314-677-1414

SWORN TO AND SUBSCRIBED BEFORE ME
THIS 6th DAY OF Sept A.D. 20 17
NOTARY PUBLIC STATE OF MISSOURI
MY COMMISSION EXPIRES Feb. 25th 2018
COUNTY OF St. Louis

MONIKA M. ELCAN
Notary Public, Notary Seal
State of Missouri
St. Louis County
Commission # 14437285
My Commission Expires February 25, 2018

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owner of the property known by the address

709 Fairways Circle, Creve Coeur, MO 63141_does hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Laurea Mark Henry

NOTARY ACKNOWLEGEMENT ATTACHED

SWORN TO AND SUBSCRIBED BEFORE ME
THIS 30th DAY OF August, A.D. 2017
NOTARY PUBLIC STATE OF MISSOURI
MY COMMISSION EXPIRES 8-6-17
COUNTY OF St. Louis, Missouri

NOTARY PUBLIC NOTARY SEAL STATE OF MISSOURI

SANDRA BURTON
My Commission Expires
August 6, 2019
St. Louis City
Commission #15176700

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 719 FAIRWAYS CIRCLE CREVE COEUR MO do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Elizabeth J Mueller 9/8/17

Raymond J. Mueller 9/8/17

State of Missouri County of ST LOUIS (ss)

On this 8th day of SEPTEMBER in the year 2017,

Before me, the undersigned notary public, personally appeared

Elizabeth J Mueller and Raymond J. Mueller

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therin contained. In witness whereof, I hereunto set my hand and official seal.

B L Tracy

Notary Public

BELINDA TRACY
My Commission Expires 03/08/2020
NOTARY PUBLIC NOTARY SEAL #16904081
St. Louis County
STATE OF MISSOURI

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 1663 Fairways Circle do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Othilie Gruendl TRUST

Caroline Gruendl Trustee

NOTARY ACKNOWLEGEMENT ATTACHED

Personally appeared, Caroline B. Gruendl.

THIS 5th DAY OF September A.D. 2017

Tonya Woods

NOTARY PUBLIC STATE OF MISSOURI

MY COMMISSION EXPIRES 1-18-21

COUNTY OF St Louis

NOTARY PUBLIC NOTARY SEAL STATE OF MISSOURI

TONYA WOODS
My Commission Expires
January 18, 2021
St. Charles County
Commission #12407413

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address Barry B. Roufa Living Trust 703 Fairways Cir do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

NOTARY ACKNOWLEGEMENT ATTACHED

SWORN TO AND SUBSCRIBED BEFORE ME
THIS 2 DAY OF September A.D. 2017
NOTARY PUBLIC STATE OF MISSOURI
MY COMMISSION EXPIRES 7-13-2021
COUNTY OF St. Louis

NOTARY PUBLIC NOTARY SEAL STATE OF MISSOURI

JULIA SERRA
My Commission Expires
July 13, 2021
St. Charles County
Commission #17512375

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 655 FAIRWAYS CIRCLE do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Ilene Litwag

NOTARY ACKNOWLEGEMENT ATTACHED

Subscribed and affirmed before me this 8th day of September 2017.

Notary: Aaron Hawkins

Aaron Hawkins

AARON HAWKINS
MY COMMISSION EXPIRES 6/27/2021
NOTARY PUBLIC NOTARY SEAL COMMISSION #17519958
ST. CHARLES COUNTY
STATE OF MISSOURI

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 819 N. Mosley Rd. do hereby protest the following zoning change PLANNED COMMERCIAL DEVELOPMENT (PCD) proposed for the property known by the address(es) HBE 11330 Olive Blvd.

Scott P. Shaw SCOTT P. SHAW 8-30-2017

Lorna A. Shaw LORNA A. SHAW 8-30-2017

ATTACH NOTARY ACKNOWLEDGMENT

Instructions: Signed and **notarized** form should be filed with City Clerk before final City Council vote on the zoning change.

Note: This form (or other equivalent document) should only be used by owners of property that would be rezoned by the proposed change or by owners of property that is within an area determined by lines drawn parallel to and one hundred eighty-five feet distant from the boundaries of the district proposed to be changed. All owners of a particular property should sign the form and such signatures should be properly **notarized**. If valid protests are timely submitted by owners of at least thirty percent of either of the areas of the land (exclusive of streets and alleys) included in the proposed zoning change or within the area determined by lines drawn parallel to and one hundred eighty-five feet distant from the boundaries of the district proposed to be changed, then a favorable vote of at least two-thirds of the City Council (6 out of the 8 members) will be required to approve the proposed change. A zoning protest is a legal document and the advice of an attorney may be appropriate prior to filing with City Clerk.

STATE OF MISSOURI

COUNTY OF ST. LOUIS

On this ___ day of _____ in the year of _____, before me, the undersigned Notary Public, personally appeared SCOTT P. SHAW AND LORNA A. SHAW, known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therein contained.

In witness whereof, I hereunto set my hand and official seal.

Notary Public Shannon K. Johnson

My Commission Expiration Date 03/28/2020

SHANNON K. JOHNSON
Notary Public - Notary Seal
STATE OF MISSOURI
St. Charles County
My Commission Expires: Mar. 28, 2020
Commission # 12320938

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

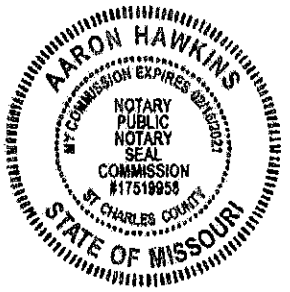
To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address **723 FAIRWAYS CIR** do hereby protest the following zoning change **FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE** proposed for the property known by the address **11330 OLIVE BLVD.**

NOTARY ACKNOWLEGEMENT ATTACHED

Subscribed and affirmed before me this 28th day of August, 2017.

Aaron Hawkins



Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 115 FAIRWAYS CIRCLE do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Christopher Bansbach

BANSBACH CHRISTOPHER M ETAL TT

State of Missouri County of St. Louis (ss)

On this 8th day of September in the year 2017,

Before me, the undersigned notary public, personally appeared

Christopher M Bansbach

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therin contained. In witness whereof, I hereunto set my hand and official seal.

Sandra Burton

Notary Public

NOTARY PUBLIC NOTARY SEAL STATE OF MISSOURI

SANDRA BURTON
My Commission Expires
August 6, 2019
St. Louis City
Commission #15176700

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address __700 Fairways Circle, Creve Coeur, Mo____ do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Michael S Bingfield

Helene Siegfried

NOTARY ACKNOWLEGEMENT ATTACHED

SWORN TO AND SUBSCRIBED BEFORE ME
THIS 5th DAY OF August A.D. 20 17
Sandra Burton
NOTARY PUBLIC STATE OF MISSOURI
MY COMMISSION EXPIRES 8-6-19
COUNTY OF St. Louis, Missouri

NOTARY PUBLIC NOTARY SEAL STATE OF MISSOURI

SANDRA BURTON
My Commission Expires
August 6, 2019
St. Louis City
Commission #15176700

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 11237 Mastey Manor Ct do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

George M. Hansford

Kristina Ann Hansford

State of Missouri County of St Louis (ss)

On this 18 day of September in the year 2017,

Before me, the undersigned notary public, personally appeared

Kimberly A Staebel

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therin contained. In witness whereof, I hereunto set my hand and official seal.

Kimberly A. Staebel

Notary Public

KIMBERLY A. STAEBEL
Notary Public, Notary Seal
State of Missouri
St. Louis County
Commission # 13672284
My Commission Expires 02-27-2021

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 11242 Mosley Manor Court do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Adam Litfich 9/20/17

State of Missouri County of St Louis (ss)

On this 20th day of September in the year 2017,

Before me, the undersigned notary public, personally appeared

Adam Litfich

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therin contained. In witness whereof, I hereunto set my hand and official seal.

Christal Hayes

Notary Public

CHRISTAL HAYES
Notary Public, Notary Seal
Commission Number 14966118
STATE OF MISSOURI
ST.LOUIS County
My Commission Expires: April 25, 2018

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

PETITION BY NEARBY RESIDENTS OPPOSED TO PROPOSED REDEVELOPMENT OF HBE PROPERTY

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

We, the undersigned owners of property affected by the requested zoning change described in the HBE proposal at 11330 Olive Blvd, St. Louis, MO. 63141 to rezone do hereby protest any change which would rezone the property to any classification that allows the conversion of the property from office to hotel. We are specifically voicing our protest that would allow the conversion of the property from office space to hotel. This property directly adjoins residential property and we oppose any zoning that will increase the noise and traffic that would detrimentally affect the peaceful enjoyment of our homes. We also feel that any change in zoning of this property would negatively affect the value of our homes.

Michael Barzoff	700 FAIRWAYS, 63141
[illegible]	
[illegible]	
Susan D. Murphy	624 Fairways Cr. 63141
John P. Murphy II	624 Fairways Cir 63141
Dianne J. Bomkamp	612 Fairways 63141
Patricia Robert	604 Fairways Cir 63141
Roy Wessel	601 Fairway Circle
Cynthia Wessel	601 Fairways Circle
[illegible]	11317 Fairways dr.
[illegible]	11317 Fairways dr.
Harry [illegible]	11317 Fairways Dr.
Brenda [illegible]	534 Fairways Cir.
David [illegible]	525 Fairways Circle
[illegible]	525 Fairway Circle
CHAD STOPER	526 Fairways Circle
[illegible]	526 Fairways Circle
[illegible]	507 Fairways Circle
Margaret Lang	507 Fairways Circle
Theresa Rozicka	607 Fairways Circle
[illegible]	615 Fairways Circle
[illegible]	615 Fairways Circle
Brian Williams	636 Fairways Circle
[illegible]	639 FAIRWAYS CIRCLE
[illegible]	639 Fairway Circle
[illegible]	631 Fairway Circle
[illegible]	660 N [illegible]

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

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Joel Behan	641 N. Mosley Rd 63141
[illegible]	641 N Mosley Rd 63141
[illegible]	625 N Mosley 63141
[illegible]	625 N Mosley Rd 63141
[illegible]	617 Mosley Road 63141
[illegible]	562 N Mosley 63141
Jordane C Elmassian	554 N Mosley 63141
Victoria Elmassian	554 N Mosley 63141
[illegible]	7 Morwood Lane 63141
Meiroy Yang	616 N. Mosley Rd
Jiangbo Tan	616 N. Mosley Rd.
Khal Elzoobi	632 N Mosley Rd.
Zena Elzoobi	632 N Mosley RD
Sue Ellen Mayer	11210 Still Lane 63141
[illegible]	719 Fairway Circle 63141-7524
[illegible]	719 Fairway Circle 63141
Deana Sprech	417 N. Mosley Rd 63141
[illegible]	417 N. Mosley Rd 63141
[illegible]	417 N. Mosley Rd 63141
[illegible]	422 N. Mosley Rd 63141

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Creve Coeur Citizens Opposing Hotel Development and Rezoning

We, the undersigned property owners and residents, oppose the rezoning request for the HBE property located at the intersection of Olive and Mosley Roads in the city of Creve Coeur. We also protest the accompanying site development plan that would allow the conversion of the existing office building to a hotel and the construction of additional retail/restaurant buildings. In our judgment the proposed development would –

--substantially increase noise, traffic hazards and congestion
--adversely affect property values and the character of the surrounding neighborhoods
--cause safety concerns for nearby residents based on the nature of the operation
--overtax public utilities

Printed Name	Signature	Address	Email	Date
Laura Fox	Laura Fox	307 N Mosley Rd	lcooperfox@sbcglobal.net	
Dennis Fox	Dennis Fox	307 N Mosley Rd	denniswfox@sbcglobal.net	
Laura Margas	Laura Margas	738 N. Mosley Rd	LMargas@aol.com	
Michael Margas	Michael Margas	738 N. Mosley Road	MikeMargas@gmail.com	
Deborah M Baechle for BAECHLE TRUST	Deborah M Baechle for BAECHLE TRUST	726 Fairways Circle	DNOTE@SWBELL.NET	
Baechle Trust	James E Baechle	726 Fairways Circle	Jim-B@swbell.net	
ERIC BAECHLE	Eric Baechle	726 FAIRWAYS CIR.		
Michael MacDonald	Michael MacDonald	76 Fairways Cir 63141		10-17-17
LISA McDonald	Lisa McDonald	642 Fairways Cir 63141		10-17-17
Laurie Rohm	Laurie Rohm	11311 Fairways Dr 63141	laurmu@yahoo.com	

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Printed Name	Signature	Address	Email	Date
Hansa Mreyoud	Mreyoud	11232 Mosley Farm ct St. Louis, MO 63141	Kansamreyoud@yahoo.com	
Eileen Scott	[signature]	609 N. Mosley Rd	escott1688@gmail.com	
Victoria Fox	[signature]	660 N. Mosely Rd.	vdalef@yahoo.com	
Yvonne Darrow	Yvonne Darrow	812 N Mosley Rd	ydarrow@gmail.com	
Rick Darrow	[signature]	812 N Mosley Rd	rsdarrow@icloud.com	
Shelley Zimbalist	S Zimbalist	28 Morwood Lane	Saz@zimbalist.com	
JORDANE Elmassian	Jordane	554 N Mosley Rd	jordane@elmassian.fr	
FRANCES GOULD	[signature]	515 N Mosley	frangould@aol.com	
Elizabeth Marshall	E.A. Marshall	123 N. Mosley Rd.	eamam@aol.com	
Corinne Manchy	[signature]	201 N. Mosley Rd	corimanamac.com	
Weigang Zhu	[signature]	219 N Mosley Rd	Weigangzhu@Hotmail.com	

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

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Printed Name	Signature	Address	Email	Date
Barry Routa	[signature]	703 Fairways Circle	redrout@aol.com	10/13/17
Moira Niemeier	[signature]	700 N Mosley Rd	REN2MPN@gmail.com	10/14/17
Robert Niemeier	[signature]	700 N. Mosley Rd	BNIEMEIER@ALBELICI.com	10/14
Sharon Sung	[signature]	665 N Mosley Rd	ssung SU@yahoo.com	
Nicole Maher	[signature]	11223 Mosley Farm Ct	nmaher@sbcglobal.net	
Marcus Maher	[signature]	11223 Mosley Farm Ct	nmaher@sbcglobal.net	
Mark Voelpel	[signature]	11215 Mosley Farm Ct	m.voelpel@subell.net	
Susan Voelpel	[signature]	11215 Mosley Farm Ct.	—	
Joseph Simpson	[signature]	11228 Mosely Farm	jrsimpson@wustl.edu	
Nemir Mreyoud	[signature]	11232 Mosley Farm Ct		
Hend Mreyoud	Hend S. Mreyoud	11232 Mosley Farm Ct		

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

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Printed Name	Signature	Address	Email	Date
Debra Wiens	Debra M Wiens	10959 Janridge Ln	debrawiens@gmail.com	10/14/17
Linda Baides	Linda Baides	1820 Leondale Ave	lindabaides18@gmail.com	10/14/17
Evelyn S.	Evelyn Sosa	4735 Michigan Ave	esosa2@stlcc.edu	10/14/17
Nury Vargas	Nury Vargas	4735 Michigan Ave	→ ↓	10/14/17
FRAN RDZ.	[illegible]	11160 CLARISSA DR.		10/14/17
Gina Rotman	[illegible]	90 Aberdeen PL	grotman@charter.net	10/14/17
Jesús Martinez	[illegible]	207 N Mosley		10-14-17
Jenny Wang	[illegible]	219 N Mosley	—	
Hans Oberdorf	[illegible]	647 Fairways Cir	—	10-14-17

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Creve Coeur Citizens Opposing Hotel Development and Rezoning

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Printed Name	Signature	Address	Email	Date
Sarah Zartman	SHZ	27 Morwood Lane	szartman@mindspring.com	10/19/17
Rakesh Kaw	Rakesh Kaw	10910 Brooktrail Ct	r_kaw@hotmail.com	10/19/17
BARBRA HORN	Barbra Horn	11240 TUREEN	bornworks@gmail.com	10/19/17
PETER WEISS	Peter D. Weiss	11240 TUREEN DR.	WEISSWORKS@AOL.COM	10/19/17
REBECCA PEARLSTONE	R Pearlstone	11201 Tri Lane Dr.	rpearlstone@hotmail.com	10/19/17
MIKE BARZOFF	Mike Barzoff	700 FAIRWAY	MSBARZ@YAHOO.COM	10/19/17
Adam Litfin	Adam Litfin	11242 Mosby Manor Ct	adam241@gmail.com	10/19/17
Calvin Walker	Calvin Walker	55 Sun Valley Dr.	CSCJ2820@gmail.com	
Michelle Agrawal	Michelle Agrawal	11 Morwood Lane	michelleagrawal@gmail.com Creve Coeur,	10/19/17
Mike James		834N Spoede 63141	mjames834@att.net	10/20/17
Kurt Lord		11035 Graeser Ln	Kurt.Lord@SVN.com	10/20/17

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Printed Name	Signature	Address	Email	Date
RICHARD MEYER	Richard Meyer	11210 STILLIN, 63147	SMEYER/OCSWBELL.NET	10-13-17
Jennifer Johnson	Jennifer Johnson	11514 Craig Ct., 63146	Jjohnson.2009@yahoo.com	10-17-17
OLIVIA COX	Olivia Cox	2425 canyon Rd.	OLIVIACOX01@gmail.com	10-17-17
TIFFANY BROWN	TBrown cc	4258 E FAELLN 63115	feeplus2@outlook.com	10/17/17
Jessica Drier	Jessica Drier	12500 Marine Ave 63146	jndrier@gmail.com	10-17-17
Dillon Paul	Dillon Paul	3803 Blaine Ave, 63110	dilpaul93@gmail.com	10.17.17
GREG BUNTON	Greg Bunton	11222 OLIVE BLVD CREVE COEUR, MO	greybunton3@gmail.com	10-17-17
Victoria Rosado	Victoria Rosado	1042 Art Hill Pl. 63139 FL #1	victoria.rose.rosado@gmail.com	10-19-17
DEAN RIEMKE	Dean Riemke	2020 Bellevue 63143	dr63108@gmail.com	10-19-17

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Creve Coeur Citizens Opposing Hotel Development and Rezoning

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Printed Name	Signature	Address	Email	Date
Scott McKenna	Scott McKenna	805 Renee Lane	SPMcKenna57@GMAIC	10-22-17
Katie McKenna	Katie McKenna	805 Renee Lane	K8mckenna7@gmail.com	10-22-17
Amelia Monish		815 Renee Ln.	amelia_monisn@yahoo.com	10.22.17
JOHN FU	John Fu	823 Renee Ln	JFU@YAHOO.com	
Dusty Edrington	Dusty Edrington	827 Renee Ln.	dalyssa827@gmail.com	10/22/17
Thomas Edrington	Thomas Edrington	827 Renee Ln.	finebiochemist@gmail.com	10/22/17
Alisa Walker	Alisa Walker	839 Renee Ln.	avonbyalisa@hotmail.com	10/22
Kristen Thurman	Kristen Thurman	843 Renee Ln	prader234@yahoo.com	10-22-17
Agnes M. McAfee	A Mc	844 Renee Ln		10-22-17
Peggy Napienta	Peggy Napienta	806 Renee Lane		10-22-17
Nancy Rubin	Mary R Rubin	11131 Sanier Dr	nancy.r.rubin@gmail	10-22-17

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Printed Name	Signature	Address	Email	Date
Ruthy Kolker	Ruthy Kolker	801 Renee Lane	ruthyartesbcglobal.net	10/[illegible]
JAMES VAN WELL	[illegible]	11160 CLARISSA DR	jwell@sbcglobal.net	10/22/17
XIAOYAN FU	[illegible]	11152 CLARISSA DR	fxyio@yahoo.com	10/22/17
Zongying He	[illegible]	803 Phyllis Lane	Zongying_h@yahoo.com	10/22/1
Sandra Lucado	[illegible]	804 Phyllis Lane	sanmaluc@yahoo.com	10/22/1
Reginald Lucado	[illegible]	804 Phyllis Lane	—	10/22/1
DOUGLAS ANDERSON	[illegible]	820 Phyllis LANE	dfaksa81@gmail.com	10/22/1
Velma Rolan	Velma Rolan	11133 Clarissa		10-22-17

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Creve Coeur Citizens Opposing Hotel Development and Rezoning

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Printed Name	Signature	Address	Email	Date
RICHARD MEYER	Richard Meyer	11210 STILLEN, 63147	SMEYER10@SWBELL.NET	10-13-17
Julie Bunton	JK Bunton	11222 Olive Blvd, 63141	creve coeurmo@GODARDschools.com	10-13-17
Brittney Friedman	[illegible]	1545 Virginia Dr, 63011	britni92@outlook.com	10-17-17
Melissa Morrison	[illegible]	3100 Railcar Blvd, 63301	MSM40392@gmail.com	10-17-17
Elizabeth Kiernan	[illegible]	1480 Versailles Dr. 63031	erkiernan@gmail.com	10/17/17
Emily Weaver	[illegible]	15508 Country Ridge Dr. 63017	emilyrachaelweaver@gmail.com	10/17/17
Tracy Simon	[illegible]	3 Green Oaks Dr. 63132	Tracy.Simon4360@gmail.com	10/17/17
Emily Pitti	[illegible]	4350 Humphrey Street 63116	pittie95@gmail.com	10-17
Kierra Hunter	[illegible]	2793 Rottingdean DR 63033	KiKi.hun7@gmail.com	10.17.17
Kristyn Taylor	[illegible]	5056 Lakeview Dr. Granite City, IL	krtaylo@siue.edu	10-17-17
Melissa Quigg	[illegible]	2309 Wesglen Dr	conawaymy@hotmail.com	10-17-17

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Creve Coeur Citizens Opposing Hotel Development and Rezoning

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Printed Name	Signature	Address	Email	Date
Nadia Alul	Nadia Alul	241 S. Mosley Rd	nadia.alul@yahoo.co	10/20/17

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--overtax public utilities

Printed Name	Signature	Address	Email	Date
RICHARD MEYER	Richard Meyer	11210 STILLEN, 63147	SMEYER/OESWBELL.NET	10-13-17
Stacie Quian	Stacie Quian	4050 westpine BLVD	S_quian@yahoo.com	10-17-17
Amanda Causey	Amanda Causey	2078C Tavel Ct ST 63146	causeya87@gmail.com	10/17/17
Alicia Lacey	Alicia Lacey	2332 Half Moon Dr. Apt C 63114	LaffyTaffy1234@aol.com	10/17/17
marissa finkbeiner	Marissa	1028 Rue la chelle 63141 walk creve coeur, MO	marissamcclane@aol.com	10/17/17
Alissa Dymes	Alissa Dymes	2250 FIORdawn DR FIORissant, MO, 63031	alissa.mdymes@gmail.com	10/17/17
Grace Gruenbacher	Grace Gruenbacher	7906 Gannon Ave. University City, MO, 63130	grue1491@gmail.com	10/17/17
Rachel Schwer		216 Falling Leaf Dr. St. Peters, MO 63376	rschwer3@gmail.com	10/17/17
Elizabeth Ryan	Elizabeth Ryan	11361 Birchhall circle, Maryland Hts, MO, 63043	elizabethlebeau@att.net	10/17/17
Tara Brown	Tara Brown	2723 Wtennyson, St. Louis, MO 63114	tara.brown05@yahoo.com	10/17/17
Sara Lawrence	Sara Lawrence	1410 Heritage Lndg St. Charles, MO 63303	Sahila2@hotmail.com	10/17/17

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

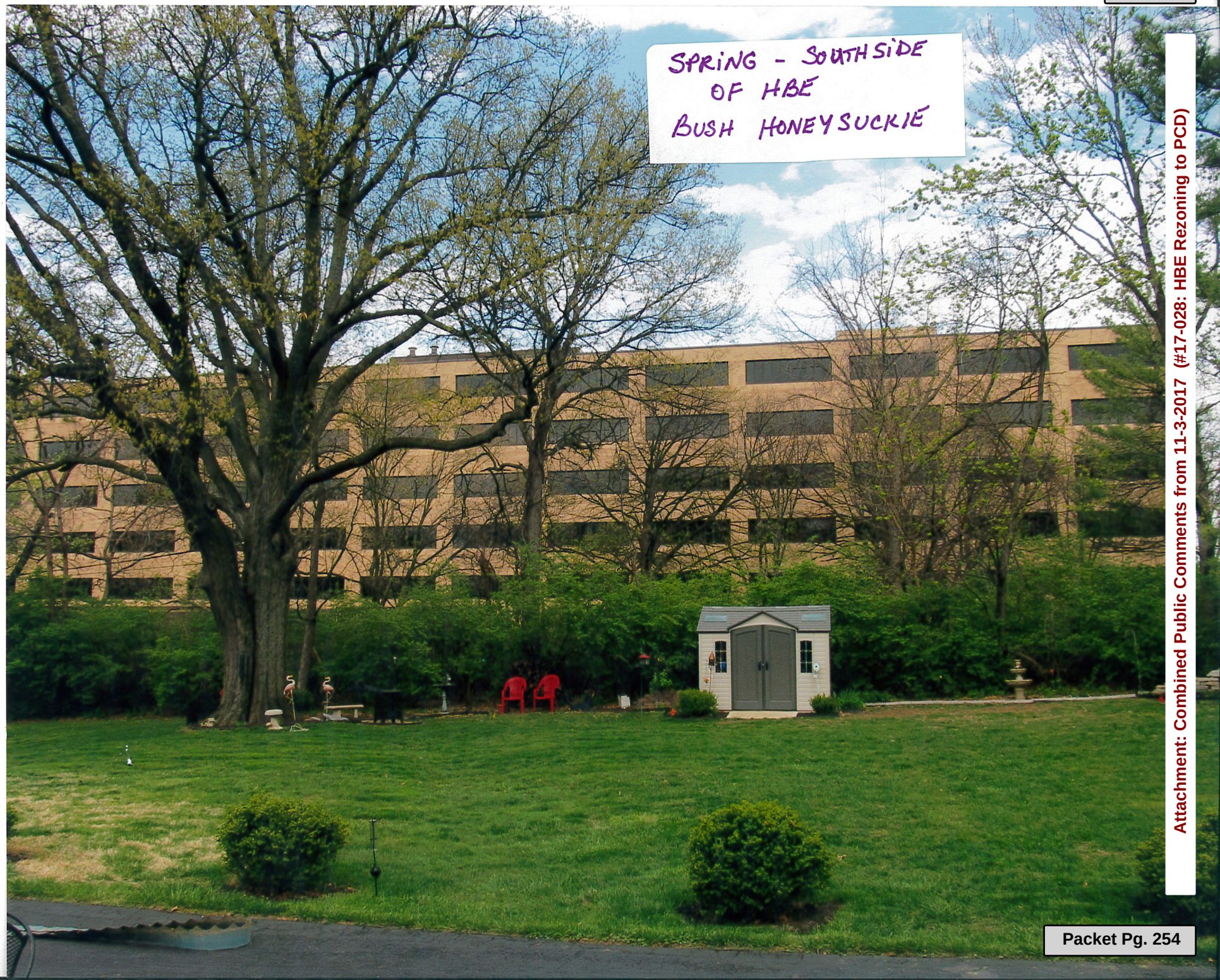
Creve Coeur Citizens Opposing Hotel Development and Rezoning

We, the undersigned property owners and residents, oppose the rezoning request for the HBE property located at the intersection of Olive and Mosley Roads in the city of Creve Coeur. We also protest the accompanying site development plan that would allow the conversion of the existing office building to a hotel and the construction of additional retail/restaurant buildings. In our judgment the proposed development would –

--substantially increase noise, traffic hazards and congestion
--adversely affect property values and the character of the surrounding neighborhoods
--cause safety concerns for nearby residents based on the nature of the operation
--overtax public utilities

Printed Name	Signature	Address	Email	Date

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)


SPRING - SOUTH SIDE
OF HBE
BUSH HONEYSUCKLE

SOUTH SIDE OF HBE IN WINTER – DORMANT BUSH HONEYSUCKLE

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

VIEW OF SOUTH SIDE OF HBE FROM RESIDENTIAL WINDOW

WINTER

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

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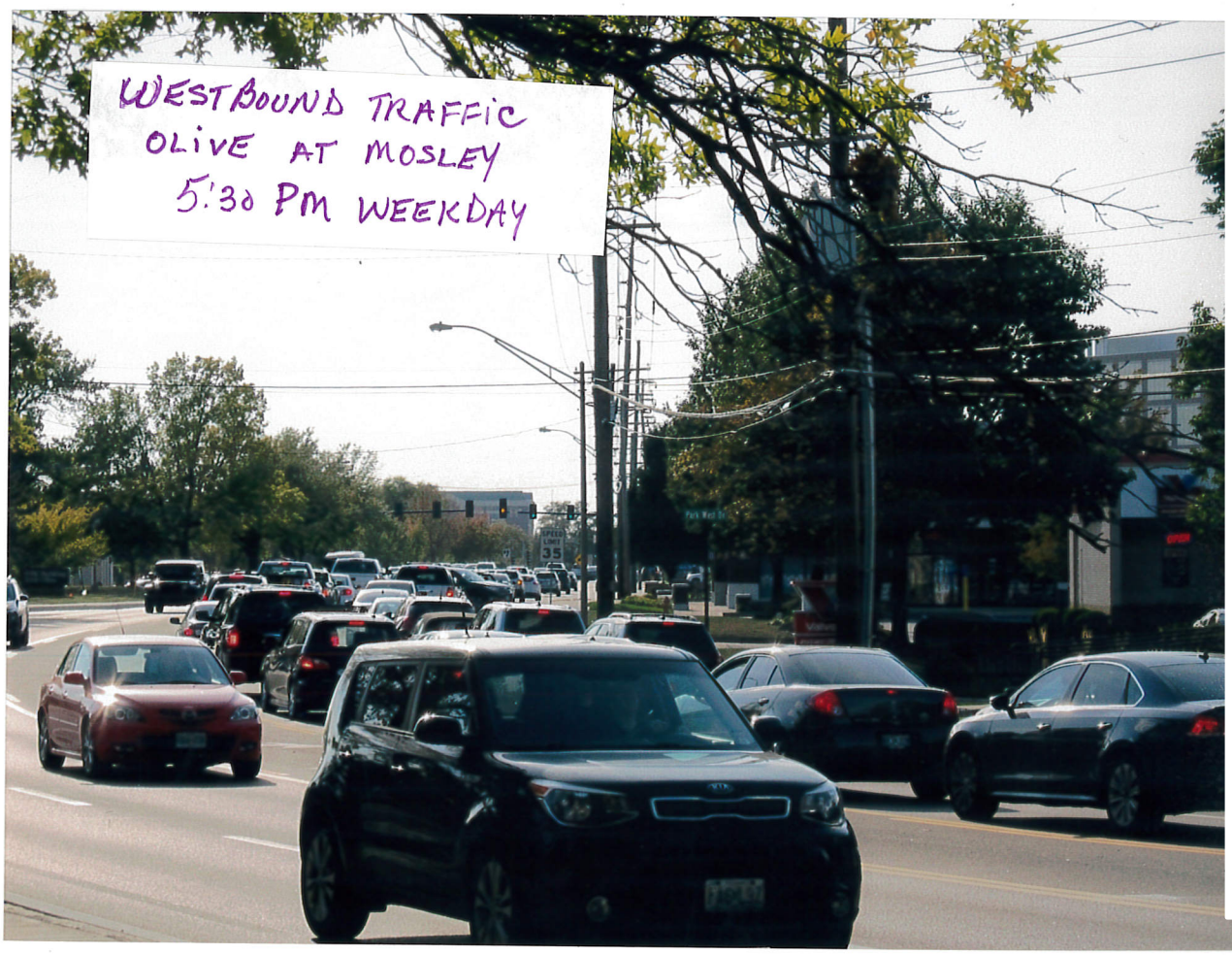

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723 Fairways Cir

From: jmmacd

Ladies & Gentlemen:

I am writing to urge your opposition to requested rezoning of the HBE property located at 11330 Olive St. Rd. for hotel/retail/restaurant bar purposes for the following reasons:

1. **Property *closely* backs up directly to residential property** … with no proposed sound barrier wall of significant height AND installation of a *complete* evergreen landscape barrier of fast growing, very tall white pines, Norway spruce and other varieties.

2. **Property lacks acceptable depth** … proposed pool in rear of HBE building is *far too close* to neighboring residential property and will cause unacceptable noise nuisance. Currently, residence directly behind property regularly hear building maintenance personnel yelling and "carrying on" after hours, disturbing neighbors.

3. **Vacant retail property currently exists** in this direct Olive corridor…no further vacant property desired to add to "blighted" look of community

4. **Hotel visitors create a nuisance to community** and strain on police/fire/ambulance emergency services per testimony of Fairways resident & EMS technician, Rob Daus, at HBE September presentation meeting. A hotel would invite 10's of thousands of "strangers" to the community rather than maintain the regular occupants of the current office use of the building.

5. **Added congestion to Olive St. Rd.** – Findings of traffic study ordered by HBE owners are completely unfathomable ! The previous commercial office building traffic was limited to employees arriving at 8-9 am and leaving at 5-6 pm with extremely limited traffic or related activity/noise in the evening or on weekends. Come now a proposal for a 24/7/365 day/year hotel/retail/restaurant/bar use which would create continuous traffic in and out of the property at ALL hours of the day and night, EVERY day of the week from hotel guests, hotel visitors, hotel meeting attendants, hotel maintenance personnel, daily trash service, daily food service

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

and other suppliers, the added traffic of 4 additional retail units, as well as the comings and goings of a restaurant and bar facility, too ! No reasonably intelligent individual would *ever* guess this proposed use would do anything but increase the already congested traffic flow in the area. How many more stop lights do we want to put in the 1.5 miles east of Hwy 270? This building proposal would undoubtedly require an additional light to allow for the flow into/out of this property with such a use. From Craig to Mosley (less than 2/10ths of a mile) there would be 4 lights (and they are not very well synchronized as it is).

6. **Hotel saturation**. The direct area is already supported by 3 sizeable hotels (all of which are in commercial areas, by the way) with a 4th hotel proposed adjacent to the 270/Olive intersection…..a 5th hotel is NOT necessary….we don't even have any area attractions to support additional hotels that aren't currently served by existing Creve Coeur hotels and the significant number of hotel/motels in the Westport area, as well. What do we want Creve Coeur to look like ????

7. **Tax generation**. If the building continues to be used as commercial office space, it will continue to generate substantial real estate and income taxes to support the Creve Coeur community without the need to contribute to the unrest and nuisance of the community.

Current zoning laws do not allow for such a use *for a reason*. To allow them to make their own little subset of rules for this plot of ground goes against what has been considered for and designed by the City thus far for the area. I respectfully ask you to consider these needs and interests of the community and deny any zoning request allowing for a hotel facility.

Most sincerely,

XXX Fairways Circle, St. Louis, MO 63141

Creve Coeur City Council Members

- Barry Glantz - Mayor bglantz@crevecoeurmo.gov
- Alexis Travers - Ward 1 atravers@crevecoeurmo.gov
- James Faron - Ward 1 jfaron@crevecoeurmo.gov
- Ellen Lawrence - Ward 2 elawrence@crevecoeurmo.gov
- Ted Ruzicka - Ward 2 truzicka@crevecoeurmo.gov
- Charlotte D'Alfonso - Ward 3 cdalfonso@crevecoeurmo.gov
- Robert Hoffman - Ward 3 rhoffman@crevecoeurmo.gov
- Scott Saunders - Ward 4 ssaunders@crevecoeurmo.gov
- Sue Baseley - Ward 4 sbaseley@crevecoeurmo.gov
- Jjaggi@crevecoeurmo.gov

--
Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
314-872-2504

PLEASE NOTE MY NEW EMAIL ADDRESS:
jjaggi@crevecoeurmo.gov

www.creve-coeur.org

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

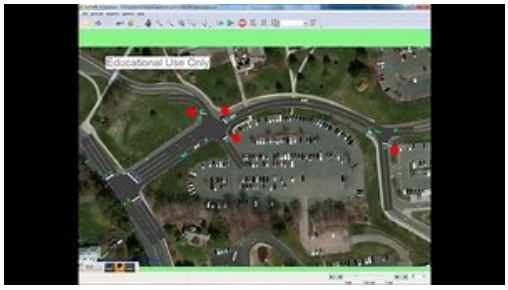
Whitney Kelly <wkelly@crevecoeurmo.gov>

synchro 9

1 message

A.James Wang <ajwang@hotmail.com> Tue, Oct 24, 2017 at 11:12 AM
To: Whitney Kelly <wkelly@crevecoeurmo.gov>, Elizabeth Kistner <bethkistner@gmail.com>, Carl Lumley <CLumley@chgolaw.com>, Mayor Council <mayor-council@crevecoeurmo.gov>, Mark Perkins <mperkins@crevecoeurmo.gov>

https://www.youtube.com/watch?v=H7Teu7hp3Oo



PM Simulation synchro 9

www.youtube.com

made with ezvid, free download at http://ezvid.com

The applicant's traffic study used this Synchro 9 software extensively in their analysis. This visual simulation is one of the functions it is capable of. Would sure be very helpful in visualizing what the study principals are talking about instead of confusing terms like "LOS" and "v/c". Surely, locals here can see the simulation of the baseline and decide for themselves whether it resembles what they experience. I can even provide actual drone video for comparison.

I am puzzled as to why the study used for its baseline, the trip generations based on "local medical office". A medical office building generates far more traffic than a regular office that does not interact with the public. It seems like the baseline traffic flow is being artificially projected on the high side so as to conclude that there is no significant change in traffic flow. \

I dispute the finding that the LOS for the northbound approach to the Mosley light is a B and that there is excess capacity. Even more perplexing is the conclusion that there will be less than an additional second during all peak periods. And despite the recommendation of signage in the parking lot directing westbound traffic to the Mosley light.

I believe it is imperative for HBE to provide cross access to the retail property on the immediate west. Their second parking row would be perfect as the elevation matches with just a separating berm. I know of other successful cross access stories that have been more difficult such as 555 North New Ballas. In the HBE instance, it calls for just the removal of the grassy knoll that separates the bank from the applicant's stand alone restaurant building . The proposed restaurant is set at the very northwest corner of the lot making it closer to the neighboring retail building than

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

to the hotel itself. The proximity of the restaurant to the Larson Investments property (bank, Pei Wei, etc) retail building is likely to cause confusion. Restaurant customers might drive into the Larson property instead of the hotel property.

The traffic study group has indicated that they already have done a traffic study for Wolff Properties. They should be able to model how the Mosley traffic light would be affected if the Olive westbound traffic from the proposed hotel is shunted through the cross access.

Even though there is no formal requirement for cross access, the city has been highly effective in inducing commercial property owners to reach this un-codified goal. This should be one of the concessions the applicant should make otherwise the requested zoning change should be denied as it is within the board's discretionary power. The applicant is using the PCD as a convenient way to subvert the staid requirements of general commercial zoning code.

Thank you,

A.J. Wang

544 Fairways Circle

St. Louis, MO 63141

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

October 25, 2017

Mr. Jason Jaggi

Director of Development

City of Creve Coeur, Missouri

Ms. Whitney Kelly, City Planner

City of Creve Coeur, Missouri

Honorable Mayor and Council Members

Planning and Zoning Commission Members

Re: Application #17-028 and #17-029

I am requesting the Planning and Zoning members deny the above requested rezoning for the reasons which I will outline in this letter. After the meeting 10/23/2017 the matter was continued which allows time for additional comments to be considered. Therefore I am requesting that you include this letter in the minutes from the meeting on 10/23/2017 and make it part of the official record.

When possible I will refer to the Creve Coeur Comprehensive Plan 2030 as CP2030 throughout the body of this letter for obvious reasons.

The CP2030 “provides specific recommendations, actions, and regulatory code updates to facilitate ongoing incremental implementation.” The document is designed to “supersede(s) all land use plans previously adopted by the city.” The purpose is to specify future plans for zoning, design guidelines, traffic programs, storm water etc.

It becomes apparent after reading the CP2030 that the City has many assets. These assets have to be managed for the betterment of all concerned, yet make sure all of us have a clear path to achieve the maximum benefit and protection for all.

The CP clearly states that the city appears to have an overbuilt situation when it comes to Class A office space. The CP states the city has close to 255,000 square feet of vacant space and another 1,306,000 square feet of vacant class B office space and plus or minus a 19% overall vacancy rate. Hence the reason HBE does not wish to update his current building; retail rents are not going to give HBE the return on investment they feel is acceptable. The problem is this project fails to meet the criteria stated in the CP. The project also fails to meet several of the criteria under section 405.390 Planned Commercial Development.

According to the CP the Creve Coeur community is mostly made up of secluded residential areas with lots of “heavy tree canopies” with approximately 75% of the city devoted to single family areas. The make-up has not changed for the last 45 years. Does the area need another hotel so far away from the

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

I270 corridor? The area along east Olive Blvd. consists of automobile and strip commercial properties with no unifying architectural styles. The site planning is fragmented, and the developments do not relate well to the street or one another. Future development needs to be more dynamic and feature more visually attractive buildings. The HBE proposal is nothing more than a face lifted 40 year old building. The architect last night said that the building can only withstand an additional 10% lateral load how will you be able to make a visually unique and attractive building using less than top grade materials?

Traffic would seem to be the next area that this plan is not able to address properly. Currently the traffic on Olive is defined by vehicle origin and destination. More traffic on Olive originates from external sources; because of this the volume of cars on Olive has caused significant congestion on Olive. The traffic study presentation on 10/23/2017 enforced this point that Olive would be worse, and that she wasn't sure, but traffic on Mosley was still a problem but she didn't remember exact grade that was given in the study. Under the request #17-029 HBE wish's to keep the current curb cut on Mosley Road, "local" streets are not designed to handle additional traffic, due to these limitations there are few if any improvements that can be made to improve traffic flow.

Under the CP there are planned objectives that need to be met.

Plan objective strategy: 1.3 Improve the city's streetscapes. Does the HBE project satisfy this?

1.5 Preserves high quality neighborhoods?

1.8 Ensure adjacent non-residential and residential are compatible

1.9 Improve quality of new development

2.8 Mitigate impact of non-residential lighting, noise and trash on residential users where they are adjacent.

2.9 Protect residential areas from negative encroachment of non-residential uses.

3.4 Improve regional transportation and mobility on Olive

6.4 Reduce vehicular congestion on Olive

6.5 Manage traffic impacts in residential neighborhoods

6.7 Promote vehicular cross-access between commercial parking lots, facilitate shared parking, reduce access points along commercial thoroughfares.

7.7 Storm water and erosion problems related to public infrastructure, mitigate storm water runoff, use green infrastructure best management practices including bio swales, raingardens and native landscape restoration.(not bury it underground)

According to the CP the East Olive Corridor presents its own set of problems. Apparently current parking and landscaping requirements often dictate that existing buildings be rebuilt with less square footage than the original building to meet requirements.

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Chapter 405

Section 405.390

Reasons I believe the HBE project fails to meet the provisions of the above Zoning Ordinance

The area is predominantly residential per the definition: A descriptive phrase that applies to areas in which 50% or more of the adjoining land (excluding streets) within 500 feet is developed as residential.

Page 4 paragraph b, the purpose of a PCD is to provide sites for development which are attractive and compatible with surrounding neighborhoods. HBE rezoning does not meet

All applications for PCD zoning must contain a clear statement and placement of the specific uses within the district. Neither of the two additional phases' for a restaurant or the mixed use building are specific as to when they will be built, the tenants, nor do they outline the construction.

b. 1 Adjoining areas must be predominantly non-residential. See attached map.

The project also fails to comply with sections b. 2, 3, 10, 14 and 17.

The last point I wish to make is contained in the application letter that was put into the P&Z packet. On packet page 194 the comments are "The applicant is not willing to work within the existing structure, or modify the site to remove the pre-existing site coverage. Therefore the only zoning option that would allow relief for those requirements is the PCD Planned Commercial District. I didn't know that if you aren't willing to work within the parameters set by the current codes that you could just demand the city rezone your project so you could move forward without regard to the CP.

I hope I have been able to convey to you clearly more than enough reasons why the requested Applications #17-028 and #17-029 should be rejected by all that I have addressed this letter to.

Thank you for your time and consideration in this matter.

Mr. & Mrs. Gene F. Sprich Jr.

417 N. Mosley Rd.

Saint Louis, MO. 63141

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Draw a circle

Address

11318 olive blvd saint louis missouri

Radius

500.00

Feet

Circle

AAAAAA

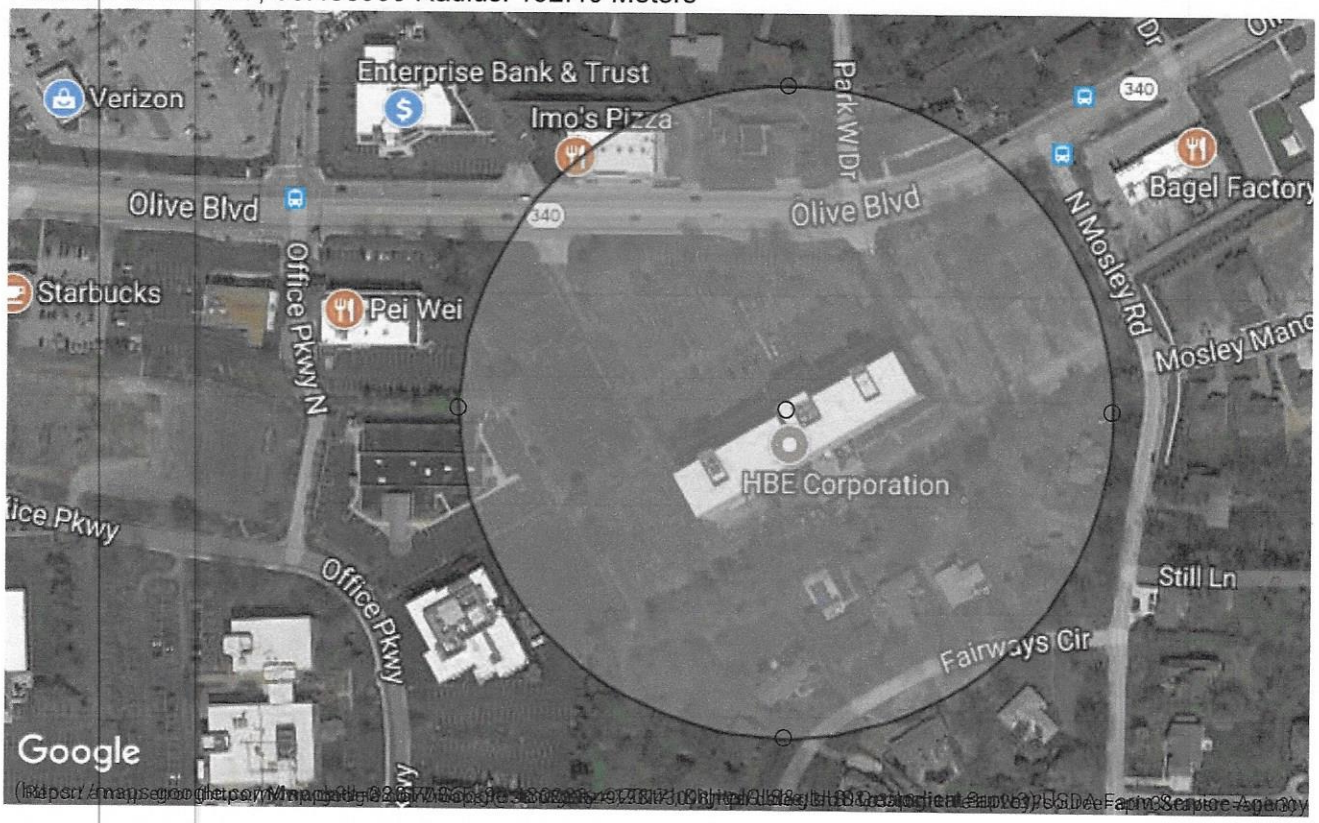
Border

000000

☐ Only Show Border

Zoom to Address | New Circle | Edit Circle | Remove Circle

Position: 38.670365,-90.430980 Radius: 152.40 Meters



Return to this radius map here, just save this link

https://www.mapdevelopers.com/draw-circle-tool.php?circles=%5B%5B152.4%2C38.6703649%2C-90.43098%2C%22%23AAAAAA%22%2C%22%23000000%22%2C0.4%5D%5D

Create Multiple Radius Circles?

You can use this tool to add as many radius circles to the map as you want. This allows you to find out where they intersect, and what areas are not within the radius of any of your locations.

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Chapter 405. Zoning Ordinance

Article III. Zoning District Regulations

Section 405.390. Planned Zoning Districts.

[R.O. 2008 §26-46.1 — 26-46.13; Ord. No. 5057 §2, 9-4-2008; Ord. No. 5134 §§1 — 3, 4-26-2010; Ord. No. 5165 §7, 12-13-2010; Ord. No. 5243 §4, 2-13-2012; Ord. No. 5300 §§16 — 17, 4-22-2013]

A. *Definitions Of Terms.* Unless a contrary intention clearly appears, the following words and phrases shall have the meanings given in the following clauses for the purposes of this Section. Where a conflict arises between these definitions and those contained in Section **405.120**, Definitions, the wording in this Section shall prevail only to the extent needed to interpret and enforce the regulations of this Section. Further, words and phrases which are not defined by this Section nor Section **405.120**, Definitions, shall be given their usual meaning except where the context clearly indicates a different or specific meaning.

PLANNED ZONING DISTRICT

A designed grouping of varied and compatible land uses, such as housing, recreation, commercial centers and industrial parks, all within one (1) contained development or subdivision.

PREDOMINATELY NON-RESIDENTIAL

A descriptive phrase that applies to areas in which less than fifty percent (50%) of the adjoining land area (excluding streets) within five hundred (500) feet is developed as single-family residences, either detached or attached (the latter includes only stand-alone development of four (4) attached units or less).

PREDOMINATELY RESIDENTIAL OR INSTITUTIONAL

A descriptive phrase that applies to areas in which fifty percent (50%) or more of the adjoining land area (excluding streets) within five hundred (500) feet is developed as either:

1. Residential uses, or
2. Institutional uses consisting of non-profit or quasi-public uses, such as a religious institution, library, public or private school, hospital or government-owned or government-operated structure or land used for public purposes.

UTILITIES

All lines and facilities related to the provision, distribution, collection, transmission or disposal of water, storm and sanitary sewage, oil, gas, power, information, video, telecommunication and telephone.

B. *Purpose.* The purpose of the Planned Zoning District is to allow innovative design, solve problems on difficult sites, meet market niches, encourage housing in different price ranges,

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

(7) No new commercial building may be located closer than forty (40) feet to any required buffer yard.

(8) Balances increased structure densities for the subject property with more cohesive and organized open space.

(9) Improves on, or provides for, efficient circulation patterns, access controls and screening of parking facilities.

(10) Provides adequate public facilities including streets, bicycle and pedestrian facilities, fire protection, water, storm water control, sanitary sewer and parks and recreation facilities.

(11) Utilizes high-quality architectural design, placement, relationship and orientation of structures.

(12) Places all utilities serving new projects underground, to the extent feasible, except where specific allowances and design considerations are provided elsewhere in this Section.
[Ord. No. 5381 §1, 7-14-2014]

(13) Provides effective landscaping or screening in or around the separate developments within the PRD.

(14) Provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.

(15) Functionality and aesthetically integrates all proposed storm water collection basins with the surrounding development through undergrounding or extraordinary design of above ground facilities that is visually commensurate with the surrounding development.

b. *Planned commercial development (PCD).* A *"planned commercial development"* shall mean a development on a plot of land containing a mixture of commercial, office, miscellaneous service activities and multi-family dwellings when acceptable to the area. The purpose of a PCD is to provide sites for the development of commercial retail and office uses in a manner which is attractive for such uses and compatible with surrounding neighborhoods. The PCD will also encourage the efficient use of land and resources, offer a mix of amenities for the populace of the area and promote greater efficiency in public and utility services. Although no particular combination of the aforementioned uses is predetermined, all applications for PCD zoning must contain a clear statement and placement of the specific uses within the district, with the NAICS Designation from Table A. Note that no use which is listed as a conditional use in the Creve Coeur zoning ordinance shall be considered approved for a PCD unless it is expressly listed in the application and approved. Subsequent requests for additional conditional uses shall be treated as amendments to the zoning district and subject to all of the original approval criteria. The minimum gross area (includes floodplain areas) required for PCD is three and one-half (3.5) acres, composed of one (1) parcel or two (2) or more contiguous parcels of land. In addition, a PCD may not be requested for properties described by the Central Business District land use plan.
Design criteria.

(1) Adjoining areas must be predominantly non-residential as defined for this district and the project shall have all access, not including emergency-use only driveways, from Olive Boulevard, Lindbergh Boulevard, North New Ballas

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Road or any street within the "LI" Light Industrial zoning district except that the project may also have cross access with an adjacent commercial property whose access is limited to only a major or minor arterial according to the City's published street classification map or from any street within the "LI" Light Industrial zoning district.

(2) Proposed development adjacent to any single-family residential development shall meet a sky exposure plane requirement. The sky exposure plane will be measured from a line located thirty-five (35) feet above the property line and will have a slope of thirty degrees (30°) rising towards the center of the site.

(3) The floor area ratio (FAR) for new developments shall not exceed six-tenths (0.6). However, where a proposed district includes pre-existing buildings that are found to otherwise satisfy the overall purpose and intent of this Chapter, the FAR may be waived so long as the building coverage does not exceed forty percent (40%) of the site area and the sky exposure plane requirement is met.

(4) Any tract or site abutting or adjoining a single-family residential development shall provide a buffer yard of thirty-five (35) feet on all sides that abut the single-family development. The buffer yard shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.

(5) No new residential building may be located closer than fifteen (15) feet to any property line or any required buffer yard.

(6) No new commercial building may be located closer than forty (40) feet to any required buffer yard.

(7) Makes efficient use of parking and storage areas including cooperative parking facilities.

(8) Provides for the more efficient provision of public and private utilities and facilities throughout the development area.

(9) Provides adequate public facilities including streets, bicycle and pedestrian facilities, fire protection, water, storm water control, sanitary sewer and parks and recreation facilities.

(10) Incorporates pocket parks, small plazas and places for public art where appropriate.

(11) Locates buildings in appropriate relation to sidewalks or public parks and plazas.

(12) Provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.

(13) Allows for on-street parking and locates surface parking to the side and rear of buildings.

(14) Utilizes high-quality architectural design, placement, relationship and orientation of structures.

(15)

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Places all utilities serving new projects underground, to the extent feasible, except where specific allowances and design considerations are provided elsewhere in this Section.
[Ord. No. 5381 §1, 7-14-2014]

(16) Provides effective landscape or screening in or around the separate developments within the PCD.

(17) Functionally and aesthetically integrates all proposed storm water collection basins with the surrounding development through undergrounding or extraordinary design of above ground facilities that is visually commensurate with surrounding development.

E. *Submittal Requirements.* For a planned zoning district to be accepted for review, the application must be accompanied by a complete site development plan submitted in accordance with Section **405.1080** with the information listed below placed either on the plan or on a separate sheet accompanying the plan, unless otherwise approved by the Zoning Administrator.

1. All submissions to the City's Planning and Zoning Commission and City Council shall be properly sealed and signed by a licensed architect, professional engineer or land surveyor registered in the State of Missouri, as applicable, pursuant to laws and regulations established by the Missouri Board for Architects, Professional Engineers and Land Surveyors. An original seal, signature and print date shall appear on each page of one (1) original submittal set as evidence that the submitted material was prepared under the direction of a licensed architect, professional engineer or land surveyor. All other submissions shall be copies of the original set.

2. Title block including name of the proposed project, name, address and phone number of preparers and project applicant or owner.

3. The location, dimensions and total area of the site.

4. The location, height, floor area, type of construction and intended use of each proposed building or structure.

5. Architectural elevations depicting size, shape and special design elements proposed as well as proposed exterior finish materials to be used.

6. A plan of the entire planned zoning district shall be drawn at a scale of 1″ = 20′ or larger bearing a minimum of two (2) surveyed points located in conformance with the Missouri Coordinate System ("State Plane Coordinates").

7. Two (2) cross sections at ninety degrees (90°) from each other through the proposed site and building(s).

8. The number, location and dimensions of parking spaces, surface lot or structures and loading docks, in relation to the applicable parking regulations in Article **VII**, with means of ingress and egress. Layout of physically disabled parking and accessibility shall be included.

9. The proposed traffic circulation pattern within the area of the development including the location and description of public improvements to be installed including any streets and access easements.

10. The location and purpose of any existing or proposed dedication, easement or right-of-way (public or private) within the boundaries of the site.

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

APPLICATION TO PLANNING AND ZONING COMMISSION #17-028 FOR THE REZONING OF 11318 OLIVE BOULEVARD TO PLANNED COMMERCIAL DEVELOPMENT DISTRICT FOR THE RENOVATION OF THE EXISTING BUILDING INTO A 260 ROOM HOTEL WITH A FREESTANDING RESTAURANT AND COMMERCIAL/RETAIL BUILDINGS

FOR THE MEETING OF: October 23, 2017

SUBJECT PROPERTY LOCATION: 11318 Olive Boulevard (see map), also addressed as 11330 Olive Boulevard. Zoned CB-Core Business District

REQUEST: Fred Kummer, of Kummer Hotel Development, LLC has submitted an application to rezone the property at 11318 Olive Boulevard to the PCD-Planned Commercial Development District for a new 260 room hotel, a 20,000 square foot multi-tenant retail/commercial building, and a 7,000 square foot freestanding restaurant. The proposal also includes application #17-029 to amend Section 405.390(D)(2)(b)(1) of the planned commercial development requirements to allow for secondary access to an arterial road (Mosley Road), with primary access from Olive Boulevard.

ADDITIONAL INFORMATION: The subject property is zoned CB-Core Business District. The building was originally developed in 1979 and contains pre-existing non-conformities on the site, including and not limited to, site coverage and setbacks for buildings over 45 feet when adjacent to residential districts. Hotels and Restaurants are permitted with conditions in the CB District. The purpose of the Planned Zoning District is to allow an innovative design, solve problems on difficult sites, meet market niches, encourage housing in different price ranges, promote well designed developments and encourage infill and redevelopment within the existing urban area.

Key Issues:
- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request follow the Design Guidelines?
- Does the project meet with the criteria for a Planned Commercial Development?

Creve Coeur 2030 Comprehensive Plan References
- Mixed-Use (MU) District
- Design Guidelines

Zoning Code References
- Section 405.210: Regulation of Uses
- Section 405.370: CB - Core Business District
- Section 405.390: Planned Zoning Districts
  Section 405.1080: Site Development Plans

APPLICANT: Kummer Hotel Development, LLC
11330 Olive Boulevard
St. Louis, MO 63141

APPLICANT'S REPRESENTATIVE: Timothy J. Trynieckl
Armstrong Teasdale LLP
7700 Forsyth Boulevard, Suite 1800
St. Louis, MO 63105-1847

REPORT PREPARED BY: Jason W. Jaggi, AICP Director of Community Development;
Whitney Kelly, AICP, City Planner

DATE: 10/17/2017

ATTACHMENTS:
Applicant's Materials received October 11, 2017
Traffic Impact Study
City's Traffic Engineer Consultant Comments
Public Comments received by October 17, 2017

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

BACKGROUND

The proposal involves rezoning the 9.97 acre HBE office property from CB-Core Business District to the PCD-Planned Commercial Development District. The PCD is a planned zoning district that is a separate and distinct zoning district that would be applied specifically for this property. If approved by the City Council upon recommendation by the Planning and Zoning Commission, the planned zoning district, including the associated site development plan replaces all prior zoning regulations on the property and the zoning map is changed to PCD-Planned Commercial District. Further, the City Council upon recommendation by the Planning and Zoning Commission, may place conditions and limitations on the project. These conditions may include, but are not limited to, conditions concerning use, construction, character, location, landscaping, screening, parking, maintenance, operational elements that would impact adjoining land uses and other matters relating to the purposes and objectives of these planned zoning district regulations, and are included in the ordinance and depicted, as appropriate, on the associated site development plan authorizing the planned zoning district. Following planned zoning district approval, the development plan, rather than any other provision of this Chapter, will govern the use, parking, loading, sign, bulk, space and yard regulations applicable to the subject property and no use or development, other than temporary uses, are permitted within the area of the planned zoning district. Minor technically related amendments may be approved by the Zoning Administrator while major amendments must be reviewed by the Planning and Zoning Commission and City Council, as a new application with a public hearing.

PROPOSED PROJECT

The Applicant is seeking to rezone the subject property for a planned commercial development to convert the existing six story office building to a 260 room hotel use, with a freestanding restaurant, and a 20,000 commercial/retail building. The design of the restaurant and commercial/retail buildings are not under review at this time, but will be reviewed as part of a second phase. The submitted plan provides a total site coverage at complete build out of 66.77%. The hotel includes a new six story addition to the east elevation for new service elevators, and an approximately 1,929 square foot addition to the rear of the property for dining area seating, with a 1,038 square foot covering for the trash enclosure and delivery area. The proposal includes covering the existing brick with an EIFS material that simulates brick on the lower floors and has a stucco finish on the upper floors. A new entry canopy and applied granite panels are provided at the main entrance. Existing brick will remain on the elevator towers.

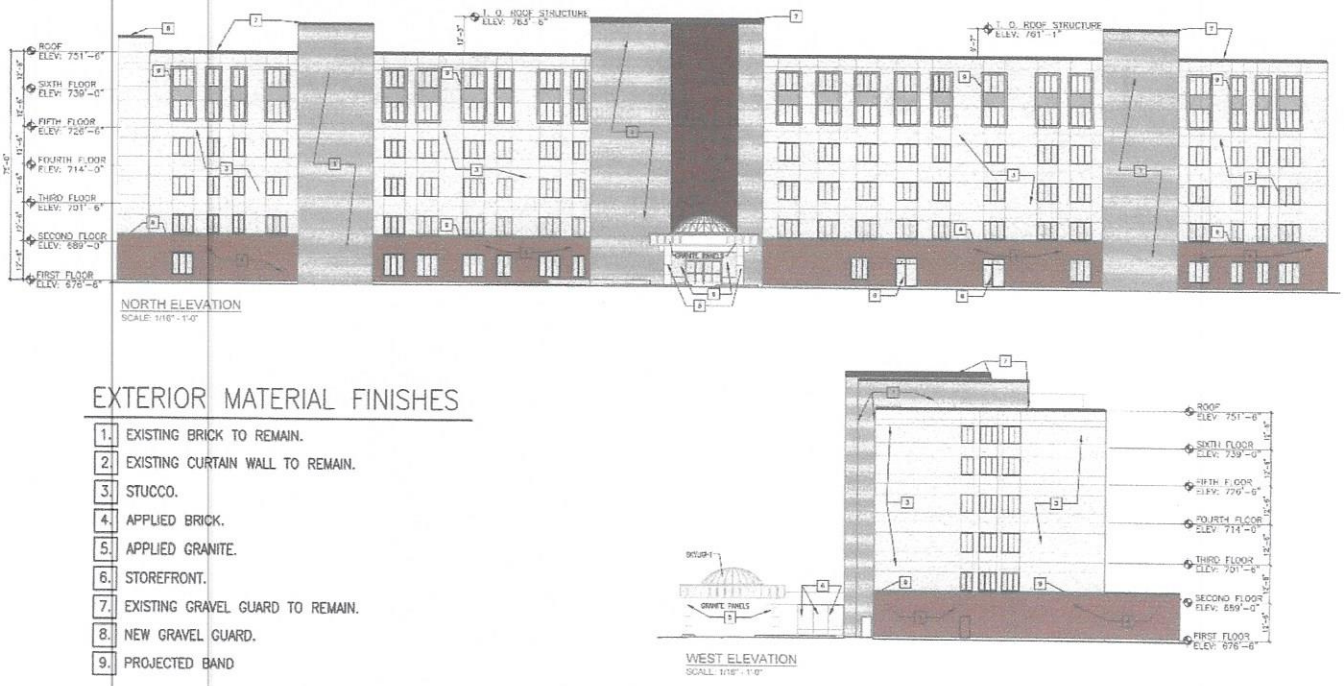


Figure 1: Close-up of the North and West Elevations from Sheet A3, with Exterior Materials indicated.

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

The purpose of this finding is primarily to serve as a quick review to determine if the proposal meets minimal standards; enough that it warrants further review. Greater scrutiny is applied in the subsequent discussion and is the purview of the Planning Commission and City Council.

Criteria	Finding
Cannot be approved under other zoning	The mix of uses can be accomplished in the CB District, and the planned zoning districts: Planned Commercial Development [Section 405.390(D)(2)(b)] However, as proposed, cannot be approved by any other District: • The HBE office building is non-conforming in the CB District with respect to building setback and buffer yards. Section 405.370.E.4.d states that the setback for any non-residential building exceeding 3 stories or 45 feet in height shall be increased to 200 feet. The existing building setback is 137.1 feet. Further, an additional 2 feet of buffer yard shall be provided for every foot of building height exceeding 45 feet. The existing buffer yard is approximately 50-feet. The height of the existing building is approximately 87 feet which would require a buffer yard of 134-feet which would be approximately 3-feet from the rear of the existing building. • Section 405.610.D states that no building shall be altered to project into the required setbacks. The proposal includes additions at the rear and east side of the building which project into the required setback of 200-feet. • Section 405.610.E.4 states that any non-residential lot with site-related non-conformities which is proposed for a change of use shall fully comply with all requirements of the zoning ordinance. The proposed change in use from office to hotel requires full conformance for site-related non-conformities. Specifically, due to the change in use, the required buffer yard of 134 feet must be met. • The Applicant is not willing to work within the existing structure, or modify the site to remove the pre-existing site coverage. Therefore, the only zoning district option that would allow relief for these requirements is the PCD Planned Commercial District
Fulfills purpose of Section 405.390, Planned Zoning Districts: "The purpose of the Planned Zoning District is to allow innovative design, solve problems on difficult sites, meet market niches, encourage housing in different price ranges, promote well designed developments and encourage infill and redevelopment within the existing urban area."	Without delving into the question of appropriateness, the following appear to be facts supporting the stated purpose: • It fulfills the goal of the Mixed Use District as stated in the comprehensive plan by incorporating a variety of uses in a coordinated fashion on a large development site with improved walkability. The proposal includes a hotel use, retail and restaurant uses which, depending on the chosen tenants, have the potential to complement each other. • The proposal includes various site amenities such as public art, a water feature, and enhanced landscaping as recommended in the comprehensive plan and design guidelines. However, the layout and placement of these features does not promote an innovative design as discussed further below. • It will infill a property that is currently underdeveloped with economically viable uses by repurposing an aging office building. • The architectural design and materials of the proposed hotel is an area that could be improved to better meet with the objectives of the Design Guidelines. Although the request does not include specific review of the two frontage buildings, the applicant states that these buildings will be of predominately masonry construction and will coordinate with the each other and the hotel to meet with the goals of the Design Guidelines.

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Jason Jaggi <jjaggi@crevecoeurmo.gov>

Opposition to proposed rezoning of HBE building for hotel

1 message

Suellen Meyer <smeyer10@swbell.net> Sun, Oct 29, 2017 at 9:03 PM
To: Jjaggi@crevecoeurmo.gov
Cc: dbomkamp@sbcglobal.net

Jason, please send this message to all members of the P&Z Commission and the City Council and include it in the P & Z's, full
Council's and Whitney Kelly, City Planner's packets.. Thank you. Suellen

---

HBE has requested rezoning of the existing office building site to build a hotel. We have many reservations about the location of the pool, the cladding of the building, traffic, and other issues, but they don't matter until the issue of rezoning itself is determined. This proposal does not merit rezoning.

First, it is not compatible with the residential neighborhood adjoining it. The adjacent neighbors have requested a solid masonry wall to protect their property from the noise and activity at the hotel. Importantly, Staff includes this request in their report and asks that if you find additional screening necessary, you provide guidance (page 13). If the proposed use were compatible with the existing neighborhood, there would be no need for the wall.

Second, the proposed zoning designation was conceived to make it possible for someone to offer Creve Coeur a transformative, dynamic project. This is not one. In fact, a representative of HBE told us at the neighborhood meeting that they couldn't fit the existing building into the current zoning criteria for a hotel in the CB district so they went looking through the regulations to find an area they could use and came up with PCD-Planned Commercial District. It's clear that they are uninterested in the proposed retail and restaurant: they have marked locations for them but there is no design work that would show how they relate to the hotel, much less create a dynamic integrated whole. We can only assume that they do not have a vision for the site beyond checking off the boxes that would make such a zoning change possible. Approving this project piecemeal would subvert the purpose of this zoning district.

As stated in the Staff Report introduction, "The purpose of the Planned Zoning District is to allow an innovative design, solve problems on difficult sites, meet market niches, encourage housing in different price ranges, promote well designed developments and encourage infill and redevelopment within the existing urban area." The only purpose this proposal meets is providing redevelopment and it does so at great cost to the neighborhood, both the residents and the nearby Goddard School. Thus, we encourage you to reject this request for rezoning.

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Suellen and Richard Meyer

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Robert E. Niemeier
700 North Mosley Road
Creve Coeur, Missouri 63141

Sent Via Electronic Mail

October 30, 2017

City of Creve Coeur
300 North New Ballas Road
Creve Coeur, MO 63141

Att: Members of the Planning and Zoning Commission
Members of the City Council

Re: Planning & Zoning Applications 17-028 and 17-029
Proposed Rezoning of 11330 Olive Boulevard Property

Gentlemen:

Please accept this correspondence as confirmation of my wife and my opposition to the proposed rezoning of the above referenced HBE property to permit its usage for a hotel. We have been residents at 700 North Mosley Road for 40-years and previously part of a very large group that opposed this same site being developed for a hotel in 1979 by this same owner for essentially the same reasons.

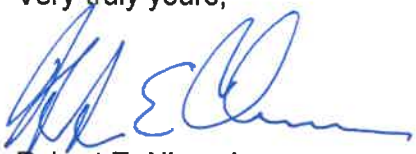
It is our view that a 24-hour per day / 7-day per week transient use, occupancy, and staffing of a hotel is not appropriate for this location and incompatible with a residential neighborhood. It statistically increases the opportunity for unlawful activity at the property and corresponding crime in the adjoining areas of single family homes and a school in the immediate area.

The safety and traffic impacts from an increased volume of transitory vehicles using the Mosley Road entrance to the property also needs to be prohibited, as this is a residential street versus a commercial intersection. This determination needs to be established based upon the current zoning regulations and what has been presented as the spirit of Creve Coeur's master plan for blending a long standing bedroom community of homes with commercial development consistent with the previously adopted business district concept.

As such this proposed project does not meet the criteria for creating a Special District for the purpose of unusual and dynamic projects; particularly evidenced by the economical make-over of an aging property for an ill-suited alternative usage that will require further variances to current regulatory requirements for construction.

Accordingly we urge you to vote no on Planning & Zoning Applications 17-028 and 17-029 and suggest that the city work with the owner to identify opportunities with other developers for a mixed use project that aptly reflects the spirit of Creve Coeur's master plan and provides greater benefit to its residents.

Very truly yours,



Robert E. Niemeier

cc: Jason Jaggi
Whitney Kelly

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Whitney Kelly <wkelly@crevecoeurmo.gov>

To be included in the record

1 message

Carol Lippman <carollippman@sbcglobal.net> Fri, Nov 3, 2017 at 9:10 AM
Reply-To: Carol Lippman <carollippman@sbcglobal.net>
To: "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>, "wkelly@crevecoeurmo.gov" <wkelly@crevecoeurmo.gov>
Cc: "bglantz@crevecoeurmo.gov" <bglantz@crevecoeurmo.gov>, "jfaron@crevecoeurmo.gov" <jfaron@crevecoeurmo.gov>, "elawrence@crevecoeurmo.gov" <elawrence@crevecoeurmo.gov>, "atravers@crevecoeurmo.gov" <atravers@crevecoeurmo.gov>, "truzicka@crevecoeurmo.gov" <truzicka@crevecoeurmo.gov>, "rhoffman@crevecoeurmo.gov" <rhoffman@crevecoeurmo.gov>, "cdalfonso@crevecoeurmo.gov" <cdalfonso@crevecoeurmo.gov>, "ssaunders@crevecoeurmo.gov" <ssaunders@crevecoeurmo.gov>, "sbaseley@crevecoeurmo.gov" <sbaseley@crevecoeurmo.gov>, "bkistner@crevecoeurmo.gov" <bkistner@crevecoeurmo.gov>, "grovak@crevecoeurmo.gov" <grovak@crevecoeurmo.gov>, "tcarney@crevecoeurmo.gov" <tcarney@crevecoeurmo.gov>, "hsilverman@crevecoeurmo.gov" <hsilverman@crevecoeurmo.gov>, "mschuh@crevecoeurmo.gov" <mschuh@crevecoeurmo.gov>, "mhall@crevecoeurmo.gov" <mhall@crevecoeurmo.gov>, "dmagruder@crevecoeurmo.gov" <dmagruder@crevecoeurmo.gov>

Good morning.

The purpose of this message is to strongly urge you to REJECT the HBE proposal for rezoning in order to build a hotel.

The infrastructure cannot support such a development. Furthermore, such a property would contribute to a deterioration of residential real estate values in Creve Coeur.

Three weeks ago we moved to Mosley Manor Court from the Briarcliff Condominiums. A key reason for our move was the construction of the six-building apartment complex on what had been Hamilton Church's property. In the proposal stage, we residents were told that this would be one building, not six. Old Olive Blvd. cannot accommodate the traffic of such a densely populated complex.

Recently we have read that Waterway Car Wash is requesting to relocate to the corner of Graeser and Olive, after having been happy at its current Old Olive location for decades. Our guess is that the traffic on Old Olive is having a negative effect on their business, even though those apartments appear to be only partially occupied. Yet, it is now difficult to make right turns in and out of Waterway; left turns are nearly impossible throughout much of the day.

As you well know, decisions have consequences. We realize that a city must consider and balance revenue generation with many other factors. But please consider the fact that Mosley Road has extreme curves. When driving from Olive down Mosley, to turn left onto Mosley Manor Court, it is necessary to inch forward and carefully look to make sure that no cars are coming around the curve from the south. These roads cannot support more traffic, without significant expenditures to widen and straighten the roads. Such expenditures (and disruptions) would likely significantly outpace revenues that such a hotel might generate.

We purchased this beautiful, Benton Homes, newly-built home in hopes of living peacefully here for 20-30 years. Please don't make us regret this decision. Please REJECT the HBE rezoning proposal and do not allow the plans for building a hotel to go forward.

Thank you very much.

Sincerely,

Carol M. Lippman
Teri G. Merchant
11226 Mosley Manor Court
Creve Coeur, MO 63141

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

wkelly@crevecoeurmo.gov

Attachment: Combined Public Comments from 11-3-2017 (#17-028: HBE Rezoning to PCD)

Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Fw: Nov. 2 Town Hall Meeting

2 messages

Jason Jaggi <jjaggi@crevecoeurmo.gov> Fri, Nov 3, 2017 at 10:53 AM
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Whitney,
Please include in the packet.

--Jason
---------- Forwarded message ----------
From: **ellen lawrence** <ellenblawrence@yahoo.com>
Date: Fri, Nov 3, 2017 at 10:50 AM
Subject: Fw: Nov. 2 Town Hall Meeting
To: Mark Perkins <mperkins@crevecoeurmo.gov>, Jason Jaggi <jjaggi@crevecoeurmo.gov>

FYI

----- Forwarded Message -----
From: Richard Mock <richard.mock76@gmail.com>
To: "elawrence@crevecoeurmo.gov" <elawrence@crevecoeurmo.gov>; "truzicka@crevecoeurmo.gov" <truzicka@crevecoeurmo.gov>
Sent: Friday, November 3, 2017, 10:44:04 AM CDT
Subject: Nov. 2 Town Hall Meeting

Council members Lawrence and Ruzicka:

I did not speak at the Ward 2 Town Hall Meeting last night, but I offer my comments via email:

- On the issue of rezoning HBE building for hotel, I see the proposed hotel as probably the best use of that property and in the best interests of Creve Coeur, especially since the owners are not asking for any tax breaks or financial assistance. It seems to me that vacant properties, especially vacant commercial properties like HBE building and like City Place Fresh Market, are a significant detriment to the wellbeing of Creve Coeur, and the city should encourage occupancy in these buildings by flexibility in zoning.

- I am willing to accept as correct the City Manager's statement that Mosley Road is a connecting street and not a residential street. It seems obvious to me that, whatever the eventual use of the HBE building, that property will generate some traffic on Mosley.

Thank you for your contribution in providing good local government to our city.

Richard Mock – 232 Eugenia Street 63141 - (Malcolm Terrace neighborhood)

If you have received this message by mistake, please notify the City of Creve Coeur IT Coordinator (314-872-2509)and delete this message from your system. All email to and from the City are checked for viruses. Although this e-mail and any attachment(s) are believed to be free of any virus, worm, or other digital illness or defect that might affect any computer system that receives and opens this message, it is the responsibility of the recipient to make sure that it is free from any virus or other defect. The City does not accept, and specifically disclaims, any responsibility or liability for any loss or damage arising from the receipt or use of this message, and any attachment(s) in any way.

Attachment: Comments Received 11-6-2017 (#17-028: HBE Rezoning to PCD)

--
Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
314-872-2504

PLEASE NOTE MY NEW EMAIL ADDRESS:
jjaggi@crevecoeurmo.gov

www.creve-coeur.org

Jason Jaggi <jjaggi@crevecoeurmo.gov> Mon, Nov 6, 2017 at 8:54 AM
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Whitney,
Can you check to see if this comment was included in the packet? If not, please provide copies for P&Z and save it in the project file.

Thanks.

---------- Forwarded message ----------
From: **Mark Perkins** <mperkins@crevecoeurmo.gov>
Date: Sat, Nov 4, 2017 at 10:12 AM
Subject: Fwd: Nov. 2 Town Hall Meeting
To: Jason Jaggi <jjaggi@crevecoeurmo.gov>

Jason, I assume you provide any citizen comments to p&z?

Mark Perkins
City Administrator
City of Creve Coeur
300 N. New Ballas Road
Creve Coeur, MO 63141
314-872-2511

Begin forwarded message:

From: ellen lawrence <ellenblawrence@yahoo.com>
Date: November 3, 2017 at 10:50:15 AM CDT
To: Mark Perkins <mperkins@crevecoeurmo.gov>, Jason Jaggi <jjaggi@crevecoeurmo.gov>
Subject: Fw: Nov. 2 Town Hall Meeting

FYI

----- Forwarded Message -----
From: Richard Mock <richard.mock76@gmail.com>
To: "elawrence@crevecoeurmo.gov" <elawrence@crevecoeurmo.gov>; "truzicka@crevecoeurmo.gov" <truzicka@crevecoeurmo.gov>
Sent: Friday, November 3, 2017, 10:44:04 AM CDT
Subject: Nov. 2 Town Hall Meeting

Council members Lawrence and Ruzicka:

I did not speak at the Ward 2 Town Hall Meeting last night, but I offer my comments via email:

Attachment: Comments Received 11-6-2017 (#17-028: HBE Rezoning to PCD)

- On the issue of rezoning HBE building for hotel, I see the proposed hotel as probably the best use of that property and in the best interests of Creve Coeur, especially since the owners are not asking for any tax breaks or financial assistance. It seems to me that vacant properties, especially vacant commercial properties like HBE building and like City Place Fresh Market, are a significant detriment to the wellbeing of Creve Coeur, and the city should encourage occupancy in these buildings by flexibility in zoning.

- I am willing to accept as correct the City Manager's statement that Mosley Road is a connecting street and not a residential street. It seems obvious to me that, whatever the eventual use of the HBE building, that property will generate some traffic on Mosley.

Thank you for your contribution in providing good local government to our city.

Richard Mock – 232 Eugenia Street 63141 - (Malcolm Terrace neighborhood)

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--
Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
314-872-2504

PLEASE NOTE MY NEW EMAIL ADDRESS:
jjaggi@crevecoeurmo.gov

www.creve-coeur.org

Attachment: Comments Received 11-6-2017 (#17-028: HBE Rezoning to PCD)

6.1.q

Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: HBE Fairways home buy out by HBE

1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov> Mon, Nov 6, 2017 at 9:04 AM
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Whitney,
Please save in HBE file and provide a copy to P&Z.

Thanks.
---------- Forwarded message ----------
From: **Winnie The Pough** <winniethepough4@gmail.com>
Date: Mon, Nov 6, 2017 at 12:40 AM
Subject: HBE Fairways home buy out by HBE
To:

Observation by someone who has not seen any or could identify any of the HBE personnel:

October 30, man driving a white Cadillac, was observed going door to door, north side of Fairways circle, corner of N. Mosley and west. Kummer's son drives a white Cadillac.

November 1, older man with documents, going door to door, same path as above. Might be Kummer senior or a lawyer.

October 31, man driving a red Ford pickup, was observed taking photos of houses and/or HBE building. Name on the truck leads to owner, Dave M. Cox, 60A N. Gore Ave,
Webster Groves, 314-968-2323. Aerial view, this could be an apartment complex. So, one might assume this to be an HBE employee. Could be wrong.

Heard that some unidentified person was taking pictures in the direction of "HBE building" from in front of south side of a 6xx Fairways Circle home, same time period.

Speculation: Kummer is trying to get signed options to buy out any one who lives with in the 185 ft. distance from HBE to avoid the super majority of city council votes.

This email has been checked for viruses by Avast antivirus software.
https://www.avast.com/antivirus

--
Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
314-872-2504

PLEASE NOTE MY NEW EMAIL ADDRESS:
jjaggi@crevecoeurmo.gov

www.creve-coeur.org

Attachment: Comments Received 11-6-2017 (#17-028: HBE Rezoning to PCD)

Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: HBE Hotel Proposal

1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov> Mon, Nov 6, 2017 at 9:03 AM
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

---------- Forwarded message ----------
From: **Rick Darrow** <rsdarrow@icloud.com>
Date: Sun, Nov 5, 2017 at 8:46 PM
Subject: HBE Hotel Proposal
To: jjaggi@crevecoeurmo.gov
Cc: bglantz@crevecoeurmo.gov, atravers@crevecoeurmo.gov, jfaron@crevecoeurmo.gov, elawrence@crevecoeurmo.gov, truzicka@crevecoeurmo.gov, cdalfonsa@crevecoeurmo.gov, rhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, sbasaley@crevecoeurmo.gov

Mr. Jaggi, Please Forward this letter to the members of the P & Z Commission and have it included in the P & Z's full council and Whitney Kelly, City Planners packets.

I am writing to the Planning and Zoning Commission regarding my concerns about the business proposal made by the failing HBE company. I have lived at 812 North Mosley for over 27 years and have seen the HBE building go from a fully occupied facility with what appeared to be a successful company, to a building that is currently occupied by fewer than 20 employees. As a business person I have seen other companies follow a very similar path of decline as the management of the company declines and becomes unable to compete in the current business environment.

The decline of this company is apparent by the need to close and/or sell all of their operations. This indicates an inability to properly run a hotel business (disposal of Adams Mark Hotels) as well as a number of their other defunct design, engineering and consulting businesses.

Attachment: Comments Received 11-6-2017 (#17-028: HBE Rezoning to PCD)

I attended the P & Z meeting October 23rd and was very concerned by the gentleman that spoke about the dramatic increase in crime, drug sales, drug manufacturing, prostitution, alcohol abuse etc, that this type of transient business brings to a residential area. There were a number of other major issues brought up that cause negative issues for the area including child safety regarding the Goddard school and potential traffic safety for all residents along the mile on Mosley Rd between Olive and Ladue Road.

Thank you for your time and I would be pleased to discuss these and other concerns with you personally.

Regards,

Richard Darrow
812 N. Mosley Rd.
Creve Coeur
314-994-0804

Attachment: Comments Received 11-6-2017 (#17-028: HBE Rezoning to PCD)

--
Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
314-872-2504

PLEASE NOTE MY NEW EMAIL ADDRESS:
jjaggi@crevecoeurmo.gov

www.creve-coeur.org

Creve Coeur Citizens Opposing Hotel Development and Rezoning

We, the undersigned property owners and residents, oppose the rezoning request for the HBE property located at the intersection of Olive and Mosley Roads in the city of Creve Coeur. We also protest the accompanying site development plan that would allow the conversion of the existing office building to a hotel and the construction of additional retail/restaurant buildings. In our judgment the proposed development would –

--substantially increase noise, traffic hazards and congestion
--adversely affect property values and the character of the surrounding neighborhoods
--cause safety concerns for nearby residents based on the nature of the operation
--overtax public utilities

Printed Name	Signature	Address	Email	Date
James O, Baechle	Trustee for Baechle Trust James O Baechle	726 Fairways Cir	Jim-B@swbell.net	11/2/17
DOLORES M. BAECHLE	Trustee for Baechle Trust Dolores M Baechle	726 Fairways Cir	–	11/2/17
Ray Mueller	Ray Mueller	719 " "	Mueller-R@ATT.Net	11/2/17
Jennifer Tuttle	Jennifer D Tuttle	11982 Emerald Green Dr		11/2/17
Doug McWand	[illegible]	11532 Lakeshore Drive	Doug.mcwand@Greybar.com	11/2/17
CHRISTOPHER BANSBACH	Christopher Bansbach	715 FAIRWAYS CIRCLE	stlchrisb@gmail.com	11/2/17
John Headrick	John M Headrick	1 Whadve Estates Dr	j.headrick@hotmail.com	11/2/17
LAURA NOLE	Laura Nole	310 Runnymede Dr.	L310nole@sbcglobal.net	11/2/17
Colleen McCadden	Colleen M. McCadden	434 Runnymede Dr.	chmccadden@sbcglobal.net	11/2/17
Frances Gould	Frances Gould	515 N Mosley Rd	frangould@aol.com	11/2/17
Mahmood & Shireen Qalbani	S. Qalbani	112, Emerson Rd	mqalbani@gmail.com	11/2

Printed Name	Signature	Address	Email	Date
Steven Rosen	Steven Rosen	617 Mosley Road	shrd@aol.com	
Carolyn Schuerman	Carolyn Schuerman	11345 Mosley Lane	cmschuerman@sbcglobal.net	
JIM HENTSCHEL		11328 Mosley Lane		

Attachment: Comments Received 11-6-2017 (#17-028: HBE Rezoning to PCD)

Creve Coeur Citizens Opposing Hotel Development and Rezoning

We, the undersigned property owners and residents, oppose the rezoning request for the HBE property located at the intersection of Olive and Mosley Roads in the city of Creve Coeur. We also protest the accompanying site development plan that would allow the conversion of the existing office building to a hotel and the construction of additional retail/restaurant buildings. In our judgment the proposed development would –

--substantially increase noise, traffic hazards and congestion
--adversely affect property values and the character of the surrounding neighborhoods
--cause safety concerns for nearby residents based on the nature of the operation
--overtax public utilities

Printed Name	Signature	Address	Email	Date
Sam Hutchinson	Sam Hutchinson	11230 Mosley Manor Ct.	samh@interfaceconstruction.com	11-5-17
Marla Levinson	Marla Levinson	11234 Mosley Manor Ct.	Levinsonmarla@gmail.com	11-5-17
Bruce Levinson	Bruce Levinson	11234 Mosley Manor Ct.	blevinson@paifashion.com	11-5-17
Laurna Hutchinson	Laurna Hutchinson	11230 Mosley Manor Ct.	lgodwin@vectorstl.com	11-5-17

SCHULTZ & ASSOCIATES LLP

Attorneys at Law

A Registered Limited Liability Partnership
640 Cepi Drive, Suite A
Chesterfield (St. Louis), Missouri 63005-1221
www.sl-lawyers.com

MARY BRIGID SCHULTZ
Admitted in Missouri, Illinois
mschultz@sl-lawyers.com

Telephone (636) 537-464
Facsimile: (636) 537-259
Direct Dial: (636)733-664

November 2, 2017

Planning Commission, City of Creve Coeur
Hon. Beth Kistner, Chair
Hon. Gene Rovak
Hon. Tim Rarney
Hon. Heather Silverman
Hon. Matthew Shuh
Hon. Muria Hall
Hon. Donald Magruder
300 N. New Ballas Road
Creve Coeur, MO 63141

Re: 17-28 & 17-29
HBE Corporation

Dear Members, Creve Coeur Planning Commission:

I and my law firm represent Ms. Diana Sprich of 417 N. Mosely Road. I am writing this letter to follow up on my comments during the meeting of the Creve Coeur Planning Commission on October 23, 2017. The Planning Commission left the public hearing open, so I ask that this letter be included in the record for the public hearing.

As I mentioned during my comments to the Planning Commission on October 23, 2017, there are at least 4 reasons enumerated in § 405.390 of the City's Zoning Ordinance that render the proposed HBE development ineligible for rezoning to PCD:

1. **Access.** Mosely Road is neither a major or minor arterial road as defined by Creve Coeur, but rather a "collector" road on the City's street classification map. Section 405.390.b.(1) provides that:

   Adjoining areas must be predominantly non-residential as defined for this district and the project shall have all access, not including emergency-use only driveways, from Olive Boulevard, Lindberg Boulevard, North New Ballas Road or any street within the "L1" Light Industrial zoning district except that the project may also have cross access with an adjacent commercial property whose access is limited to only a major or minor arterial according to the City's published street

Attachment: Comments Received 11-6-2017 (#17-028: HBE Rezoning to PCD)

classification map or from any street within the "L1" L:ight Industrial zoning district.

2. **Adjoining area is not predominantly "non-residential".** Staff had determined that 51.52% of the adjoining area is commercial and 48.48% of the adjoining area is residential. Respectfully, the staff's findings is belied by the aerial photo of the subject property and surrounding properties previously provided to the Planning Commission. Three of the four sides of the subject property are residential. Further, there is no margin left for error by the staff. Even by the staff's calculations, which are belied by the facts, staff has found that only 51.52% of the area within 500 feet of the subject property is commercial. Even the staff's calculation is extremely close.

3. **Absence of Required Findings**. The Zoning Administrator has not made the findings required by §405.390. In particular, in order for a proposal to be eligible for rezoning to PCD, the Zoning Administrator must find (first) that the development could not be approved under any other zoning district, and (second) that the applicant has provided credible evidence that the proposal is an appropriate implementation of the Comprehensive Plain due to the fulfillment of the purpose of §405.390.

4. **Not compatible with surrounding neighborhoods.** Section 405.390.D.b. requires that a PCD development be "compatible with surrounding neighborhoods".

In addition to the "black and white" lack of eligibility of the HBE proposal for a PCD rezoning, there are many "gray" discretionary reasons for denial. The HBE proposal is for poor use of land. Many of the residents surrounding the subject property testified about problems they fear from HBE's proposed development. Here is my own summary of those reasons.

- The HBE proposal contravenes the very purpose of zoning, and Creve Coeur's own Zoning Ordinance. The HBE proposal offers insufficient protection of the City's residential core. See generally, §405.020.A.1.

- Creve Coeur demands better than .what has been proposed. The City encourages "*the most appropriate use of land*", not just an acceptable use, or a proposed development that could be "shoehorned" onto a particular parcel. §405.020.2.

Attachment: Comments Received 11-6-2017 (#17-028: HBE Rezoning to PCD)

- Creve Coeur has recognized that one of the purposes of its own zoning is to "conserve and enhance the value of property". §405.020.2. The many residents who testified in opposition to HBE's proposal maintain that the proposed development would adversely affect their property value.

- Creve Coeur's zoning decisions are to be guided by the stated purpose "to minimize the adverse impact of development on adjoining or nearby properties." § 405.020.4.

- Creve Coeur requires that development must provide a beneficial relationship between the uses of land and buildings and the public street system. §405.020.A.5. Mosely Road is a narrow, winding residential street that was not constructed and not appropriate for the type and quantity of traffic that would be generated by this proposed development

Please recommend denial of HBE's proposal.

Sincerely,

Mary B. Schultz

/ms

Attachment: Comments Received 11-6-2017 (#17-028: HBE Rezoning to PCD)

November 6, 2017

To Planning and Zoning Members
Honorable Mayor and City Council Members
Mr. Jason Jaggi
Ms. Whitney Kelly

I would like to add the following for the record:

- The Proposed HBE hotel application states that there will be 260 rooms. Following the applicant's guests per room figures of 80 King Suites (6 people per suite), 74 Double Queen Suites (6 people per suite), 74 King Rooms (2 people per room), 29 Double Queen Rooms (4 people per room) there is a possibility of 1188 +/- STRANGERS being brought into our neighborhood on any given day.

  Syracuse, NY Tapestry has guest rooms for $116 a night, not a high-end hotel. I am sure Creve Coeur Tapestry will have to match the Marriott of $99 a night (Trivago price $59) to be competitive.

- Mosley Road is not now, nor has it ever been an ARTERIAL Street. It is posted 30 mph, double fine, and has TRUCK LIMITS posted at each end with a 1 TON LIMIT. The Comp Plan 2030 lists Mosley as a "local street", the City Street Map lists Mosley as a "collector street".
- If you will notice, HBE's Traffic Study submitted by Lochmueller Group, page 230 in your packet, states that "Mosley Road is classified as a minor collector."

- In 1981 under current HBE ownership 3 Underground Storage Tanks left over from the Moter Gas Station at 11304 Olive Boulevard were "closed in place". These tanks were probably steel, left underground to rust, corrode and possibly collapse, leaching gas and waste oil into our groundwater. The tanks could be exposed or ruptured with any digging or may be compromised by the proposed "adding of 3 feet of fill dirt" in that general area. A Phase II, ground sample testing and GPR (ground penetrating radar) may be necessary to determine what course of

Attachment: Comments Received 11-6-2017 (#17-028: HBE Rezoning to PCD)

action would need to be taken according to the EPA and Missouri Department of Natural Resources.

- The applicant states that they were “unwilling” to meet the current zoning to convert to a Class A Office Building. According to the St. Louis Business Journal it was built as a Class B Building.

- Crime – upon calling CCPD in August the officer stated to me that there have been 96 calls to The Drury in the past 2 years. That is almost 1 call a week. Many times an officer is accompanied by another back-up unit, Fire Department and Ambulance. If this holds true, any sales tax generated by the Hotel (Creve Coeur has no hotel tax) would be offset by the increase in City services. Based on the lower room rates the Tapestry would charge, crime would likely increase.

Diana Sprich
417 N. Mosley Road

Attachment: Comments Received 11-6-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 11226 MOSLEY MANOR COURT do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Carol M. Lippman Teri G. Merchant

CAROL M. LIPPMAN + TERI G. MERCHANT TRUSTEES OF LIVING TRUST DATED 9/1/17

State of Missouri County of ST. LOUIS (ss)

On this 3RD day of NOVEMBER in the year 2017,

Before me, the undersigned notary public, personally appeared

Carol Lippman, Teri Merchant

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therin contained. In witness whereof, I hereunto set my hand and official seal.

Katherine L. Underwood

Notary Public

KATHERINE L. UNDERWOOD
Notary Public - Notary Seal
STATE OF MISSOURI
St. Louis City
My Commission Expires: Aug. 18, 2019
Commission # 15536024

Attachment: Protest Petition Dropped off at CityClerk 11-6-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 623 Fairways Circle do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Robert Daws

STATE OF MISSOURI

COUNTY OF St. Louis

On this 8th day of September in the year 2017, before me, the undersigned notary public, personally appeared Robert Daws Jr., known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therein contained.

In witness whereof, I hereunto set my hand and official seal.

Brandy L. Douglas

Notary Public

Print Name: Brandy L. Douglas

My commission expires:

10-25-2018

BRANDY L. DOUGLAS
Notary Public - Notary Seal
State of Missouri, St Charles County
Commission # 14077440
My Commission Expires Oct 25 2018

Attachment: Protest Petition Dropped off at CityClerk 11-6-2017 (#17-028: HBE Rezoning to PCD)

From: [redacted]
Subject:
Date: November 6, 2017 at 2:12 PM
To:

RECEIVED
NOV 07 2017
BUILDING DEPT.

Creve Coeur means "broken heart" in french.

You have broken our hearts with what you want to come into Creve Coeur. We do not want another hotel on Olive Blvd. We have two already: the Courtyard by Marriott and the Drury Inn; both down the street from the HBE building.

When I worked at Monsanto in the 70's, we had our guests stay at the Frontenac Hilton on Lindbergh, which is very close for them to stay. So that is three close hotels to stay at.

You talked about a traffic study; how can you do a study on traffic from a building that is almost empty. You are not getting a true picture of the situation. When the building was full (before HBE told those people they could not stay any Longer)

~~When~~ the cars coming out of there at 5:00 pm. made traffic so busy; they had a hard time making a left or a right turn. When we would come out of our subdivision (Park West), we also were trying to get into the same center lane so

we could get out. It was a traffic nightmare. Now you want to put a hotel there, with that kind of traffic all day and evening trying to get out on to Olive blvd.

I think a medical building would be great there; maybe Barnes Hospital could use some more space.

Now you want to bring a Waterway Car Wash and gas station on Olive at Grasser. Do not understand why they would not stay where they are right near some new apartments that they would get so much business from. We have two

of those right across the street from where you want to build this. You have a Shell and Mobil, both have car washes; so, now that would be three hotels and three carwashes and gas stations. We do have another gas station

Attachment: Received 11-7-2017 (#17-028: HBE Rezoning to PCD)

(a Phillips 66 on Olive and Ballas)

When you use eminent domain to have businesses move so you can put in another business in it's place, is terrible. I worked at CityPlace for over 20 years and Creve Coeur used eminent domain to close a gas station had been

there for so many years. A lot of us used that station to get gas before we left to go home. It stayed vacant for years (because of the gas tanks underground) and then a Fresh Market was built. I told everyone that it will be closed

in six months; well, it closed in 8 months. Now we look at a vacant business. Do you know why it did not make it; because on Olive we have Aldi's, Trader Joe's, Schnucks and Dierbergs. Really, how many grocery stores do we need?

I think Trader Joe's should move into the old Fresh Market. Their parking lot is so small. You also took away parking spaces from McDonalds. The old McDonalds had so many parking spaces before you made them move. Did you

ever try and ~~set~~ get into McDonalds at lunch time? They have someone directing traffic because the guests can't back out of their spots. So you messed up two businesses to get this Fresh Market. Does that seem right.

Where you want to put this WaterWay, you will be taking down Edward Jones (my stockbroker, whom I have been using there for years) Olive Shoe Repair (where I get my shoes shined and repaired - they also make keys -) they are

the sweetest couple you will ever meet. Krummenacher Pharmacy where I used to get my prescriptions filled and still shop in there. I have known them for over 40 years. The Creve Coeur beauty shop - the new owner just

purchased this shop a few years ago and now you want to take her business away from her. Also the nail place and cleaners that has been there also for so many years. Have any of you gone into those

Attachment: Received 11-7-2017 (#17-028: HBE Rezoning to PCD)

businesses and met

these wonderful people that want to have their business in Creve Coeur and you want them to move out.

Have you every counted the banks on Olive blvd; there are too many to count. How do you expect these businesses to make it; if you keep putting in competing businesses.

There is a lot of empty ground behind Starbucks that you could build your Waterway.

I think Creve Coeur will not be the wonderful city and name it used to be. I am sorry, but you are downgrading this wonderful city.

On a positive note; I do like that you are putting two new restaurants where Macaronni Grill was taken down.

Attachment: Received 11-7-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 812 N Mosley Rd do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Richard S Darrow

Yvonne P Darrow

NOTARY ACKNOWLEGEMENT ATTACHED

RECEIVED
SEP 14 2017
PLANNING DEPT.

Shannon D Workman 9/13/2017

SHANNON D. WORKMAN
Notary Public - Notary Seal
State of Missouri
Commissioned for St. Louis County
My Commission Expires: February 29, 2020
Commission Number: 16122376

Attachment: Combined Protest Petition 11-3-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owner of the property known by the address

709 Fairways Circle, Creve Coeur, MO 63141_does hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Laurea Mark Mercy

NOTARY ACKNOWLEGEMENT ATTACHED

SWORN TO AND SUBSCRIBED BEFORE ME
THIS 30th DAY OF August A.D. 2017
NOTARY PUBLIC STATE OF MISSOURI
MY COMMISSION EXPIRES 8-6-17
COUNTY OF St. Louis, Missouri

NOTARY PUBLIC NOTARY SEAL STATE OF MISSOURI

SANDRA BURTON
My Commission Expires
August 6, 2019
St. Louis City
Commission #15176700

Attachment: Combined Protest Petition 11-3-2017 (#17-028: HBE Rezoning to PCD)

THE GODDARD SCHOOL FOR EARLY CHILDHOOD DEVELOPMENT

The Goddard School, 11222 Olive Boulevard, Creve Coeur, MO 63141 | 314-677-1414 | GoddardSchool.com

Form for protest of Zoning Change (September 2017)

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 11222 Olive Blvd. Creve Coeur, MO63141 do hereby protest the following zoning change from Core Business to Planned Commercial Development proposed for the property known by the address HBE Corporation, 11330 Olive Blvd. Creve Coeur, MO 631241.

Julie Bunton

Playful Learning Properties LLC, The Goddard School

11222 Olive Blvd.

Creve Coeur, MO 63141

314-677-1414

SWORN TO AND SUBSCRIBED BEFORE ME
THIS 6th DAY OF Sept A.D. 20 17
NOTARY PUBLIC STATE OF MISSOURI
MY COMMISSION EXPIRES Feb. 25th 2018
COUNTY OF St. Louis

MONIKA M. ELCAN
Notary Public, Notary Seal
State of Missouri
St. Louis County
Commission # 14437285
My Commission Expires February 25, 2018

Attachment: Combined Protest Petition 11-3-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 719 FAIRWAYS CIRCLE CREVE COEUR MO do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Elizabeth J Mueller 9/8/17

Raymond J. Mueller 9/8/17

State of Missouri County of ST LOUIS (ss)

On this 8th day of SEPTEMBER in the year 2017,

Before me, the undersigned notary public, personally appeared

Elizabeth J Mueller and Raymond J. Mueller

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therin contained. In witness whereof, I hereunto set my hand and official seal.

Notary Public

BELINDA TRACY
NOTARY PUBLIC
NOTARY SEAL
#16994081
St. Louis County
My Commission Expires 03/08/2020
STATE OF MISSOURI

Attachment: Combined Protest Petition 11-3-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address **723 FAIRWAYS CIR** do hereby protest the following zoning change **FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE** proposed for the property known by the address **11330 OLIVE BLVD**.

NOTARY ACKNOWLEGEMENT ATTACHED

Subscribed and affirmed before me this 28th day of August, 2017.

Aaron Hawkins

Attachment: Combined Protest Petition 11-3-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 1063 Fairways Circle do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Othilie Gruendl Trust

Caroline Gruendl Trustee

NOTARY ACKNOWLEGEMENT ATTACHED

Personally appeared, Caroline B. Gruendl.

THIS 5th DAY OF September A.D. 2017

Tonya Woods

NOTARY PUBLIC STATE OF MISSOURI

MY COMMISSION EXPIRES 1-18-21

COUNTY OF St Louis

NOTARY PUBLIC NOTARY SEAL STATE OF MISSOURI

TONYA WOODS
My Commission Expires
January 18, 2021
St. Charles County
Commission #12407413

Attachment: Combined Protest Petition 11-3-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address
BARRY B. ROUSA LIVING TRUST 703 FAIRWAYS Ct do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

NOTARY ACKNOWLEGEMENT ATTACHED

SWORN TO AND SUBSCRIBED BEFORE ME
THIS 2 DAY OF September A.D. 2017
NOTARY PUBLIC STATE OF MISSOURI
MY COMMISSION EXPIRES 7-13-2021
COUNTY OF St. Louis

NOTARY PUBLIC STATE OF MISSOURI NOTARY SEAL

JULIA SERRA
My Commission Expires
July 13, 2021
St. Charles County
Commission #17512375

Attachment: Combined Protest Petition 11-3-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 655 FAIRWAYS CIRCLE do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Irene Litvag

NOTARY ACKNOWLEGEMENT ATTACHED

Subscribed and affirmed before me this 8th day of September, 2017.

Notary: Aaron Hawkins

Aaron Hawkins

AARON HAWKINS
NOTARY PUBLIC
NOTARY SEAL
COMMISSION #17519958
ST. CHARLES COUNTY
STATE OF MISSOURI
MY COMMISSION EXPIRES 6/21/2021

Attachment: Combined Protest Petition 11-3-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 819 N. Mosley Rd. do hereby protest the following zoning change Planned Commercial Development (PCD) proposed for the property known by the address(es) HBE 11330 Olive Blvd..

Scott P. Shaw SCOTT P. SHAW 8-30-2017

Lorna A. Shaw LORNA A. SHAW 8-30-2017

ATTACH NOTARY ACKNOWLEDGMENT

Instructions: Signed and **notarized** form should be filed with City Clerk before final City Council vote on the zoning change.

Note: This form (or other equivalent document) should only be used by owners of property that would be rezoned by the proposed change or by owners of property that is within an area determined by lines drawn parallel to and one hundred eighty-five feet distant from the boundaries of the district proposed to be changed. All owners of a particular property should sign the form and such signatures should be properly **notarized**. If valid protests are timely submitted by owners of at least thirty percent of either of the areas of the land (exclusive of streets and alleys) included in the proposed zoning change or within the area determined by lines drawn parallel to and one hundred eighty-five feet distant from the boundaries of the district proposed to be changed, then a favorable vote of at least two-thirds of the City Council (6 out of the 8 members) will be required to approve the proposed change. A zoning protest is a legal document and the advice of an attorney may be appropriate prior to filing with City Clerk.

STATE OF MISSOURI

COUNTY OF ST. LOUIS

On this ___day of_____in the year of_____, before me, the undersigned Notary Public, personally appeared SCOTT P. SHAW AND LORNA A. SHAW, known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therein contained.
In witness whereof, I hereunto set my hand and official seal.

Notary Public Shannon K. Johnson

My Commission Expiration Date 03/28/2020

SHANNON K. JOHNSON
Notary Public - Notary Seal
STATE OF MISSOURI
St. Charles County
My Commission Expires: Mar. 28, 2020
Commission # 12320938

Attachment: Combined Protest Petition 11-3-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 715 FAIRWAYS CIRCLE do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Christopher Bansbach

BANSBACH CHRISTOPHER M ETAL JT

State of Missouri County of St. Louis (ss)

On this 8th day of September in the year 2017,

Before me, the undersigned notary public, personally appeared

Christopher M Bansbach

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therin contained. In witness whereof, I hereunto set my hand and official seal.

Sandra Burton

Notary Public

NOTARY PUBLIC NOTARY SEAL STATE OF MISSOURI

SANDRA BURTON
My Commission Expires
August 6, 2019
St. Louis City
Commission #15176700

Attachment: Combined Protest Petition 11-3-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address __700 Fairways Circle, Creve Coeur, Mo____ do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Michael S Burgoff

Helene Siegfried

NOTARY ACKNOWLEGEMENT ATTACHED

SUBSCRIBED AND SWORN TO BEFORE ME THIS 3rd DAY OF August / A.D. 20 17

Sandra Burton

NOTARY PUBLIC STATE OF MISSOURI

MY COMMISSION EXPIRES 8-6-19

COUNTY OF St. Louis, Missouri

NOTARY PUBLIC NOTARY SEAL STATE OF MISSOURI

SANDRA BURTON
My Commission Expires
August 6, 2019
St. Louis City
Commission #15176700

Attachment: Combined Protest Petition 11-3-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 11231 Mosby Manor Ct do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

George M. Hansford

Kristina and Hansford

State of Missouri County of St Louis (ss)

On this 18 day of September in the year 2017,

Before me, the undersigned notary public, personally appeared

Kimberly A Staebel

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therin contained. In witness whereof, I hereunto set my hand and official seal.

Kimberly A. Staebel

Notary Public

KIMBERLY A. STAEBEL
Notary Public, Notary Seal
State of Missouri
St. Louis County
Commission # 13672284
My Commission Expires 02-27-2021

Attachment: Combined Protest Petition 11-3-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 11242 Mosley Manor Court do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Adam Litsch 9/20/17

State of Missouri County of St Louis (ss)

On this 20th day of September in the year 2017,

Before me, the undersigned notary public, personally appeared

~~Andrew~~ Adam Litsch

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therin contained. In witness whereof, I hereunto set my hand and official seal.

Christal Hayes

Notary Public

CHRISTAL HAYES
Notary Public, Notary Seal
Commission Number 14966118
STATE OF MISSOURI
ST.LOUIS County
My Commission Expires: April 25, 2018

Attachment: Combined Protest Petition 11-3-2017 (#17-028: HBE Rezoning to PCD)

Jason Jaggi <jjaggi@crevecoeurmo.gov>

(no subject)

1 message

ellen lawrence <ellenblawrence@yahoo.com> Tue, Aug 29, 2017 at 10:59 AM
To: Mike Barzoff <msbarz@yahoo.com>, Jason Jaggi <jjaggi@crevecoeurmo.gov>, Helene Siegfried <hmsiegfried@gmail.com>

Jason,

Mike asked that this e-mail be entered into the record for the upcoming P&Z meeting related to the HBE development.

Thanks!

Ellen Lawrence

On Tuesday, August 29, 2017, 10:17:14 AM CDT, Mike Barzoff <msbarz@yahoo.com> wrote:

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address __700 Fairways Circle_____ do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Michael Barzoff

Helen Siegfried

Attachment: Combined Protest Petition 11-3-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owner of the property known by the address

709 Fairways Circle, Creve Coeur, MO 63141_does hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Lauren Nash Meng

NOTARY ACKNOWLEGEMENT ATTACHED

SHOWN TO AND SUBSCRIBED BEFORE ME
THIS 30th DAY OF August A.D. 2017
NOTARY PUBLIC STATE OF MISSOURI
MY COMMISSION EXPIRES 8-6-17
COUNTY OF St. Louis, Missouri

NOTARY PUBLIC NOTARY SEAL STATE OF MISSOURI

SANDRA BURTON
My Commission Expires
August 6, 2019
St. Louis City
Commission #15176700

Attachment: Combined Protest Petition 11-3-2017 (#17-028: HBE Rezoning to PCD)

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 623 Fairways Circle do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Robert Daws

STATE OF MISSOURI

COUNTY OF St. Louis

On this 8th day of September in the year 2017, before me, the undersigned notary public, personally appeared Robert Daws Jr., known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therein contained.

In witness whereof, I hereunto set my hand and official seal.

Brandy L. Douglas

Notary Public

Print Name: Brandy L. Douglas

My commission expires:

10-25-2018

BRANDY L. DOUGLAS
Notary Public - Notary Seal
State of Missouri, St Charles County
Commission # 14077440
My Commission Expires Oct 25, 2018

Attachment: Combined Protest Petition 11-3-2017 (#17-028: HBE Rezoning to PCD)

Whitney Kelly <wkelly@crevecoeurmo.gov>

HBE

Frank Sprich <franks129@sbcglobal.net> Wed, Nov 8, 2017 at 3:21 PM
Reply-To: Frank Sprich <franks129@sbcglobal.net>
To: Whitney Kelly <wkelly@crevecoeurmo.gov>
Cc: Jason Jaggi <jjaggi@crevecoeurmo.gov>, Mark Perkins <mperkins@crevecoeurmo.gov>, Ellen Lawrence <ellenblawrence@yahoo.com>, "truzicka@crevecoeurmo.gov" <truzicka@crevecoeurmo.gov>, "bkistner@crevecoeurmo.gov" <bkistner@crevecoeurmo.gov>

Whitney,

Please forward this email to Planning and Zoning, the Mayor and Full Council Members.

Since I have found errors in the 500' buffer rule for the PCD rezoning requirement, one being the North Office Parkway area of 5962.44, and the other 11210 Still Lane I am wondering how many more questionable properties are included in the 50% figure?

* I am looking at the Creve Coeur Zoning Map, the same map shown on the City website, the 2030 Comprehensive Plan website, the October 23, and November 6, 2017 Planning and Zoning Packets - all made available for inclusion in a legal public hearing.

* I believe on that map the Goddard School (area 59092.74) is shown as Residential, but you are telling me that a zoning change from October 2, 2011 has not been updated to commercial on the map.

* I believe that 11221 Olive Boulevard, the Fire Department (area 33176.99) is shown as residential, but included in your report as commercial. When was this zoning changed?

* North Office Parkway, the street that runs between Office Parkway and Olive at the Dierberg's stoplight (area 5962.44) is listed as commercial, but streets should not be included. Your email below states that this parcel was purchased by the City on March 28, 2016, and yet the Zoning Map is incorrect. You have corrected this on your report and I thank you.

How many more parcels have changed? How many more are incorrect? You state that you cannot provide me an updated Zoning Map because it is in process, so please tell me how the residents, Planning and Zoning Commission or City Council Members can make an educated decision based on faulty information?

I think it is inexcusable that several hundred residents opposed to this rezoning and development that could potentially affect their properties must rely on an old, outdated and incorrect Zoning Map.

Is Commercial percentage really more than the residential? It was very close during the presentation Monday evening, November 6, and these changes have made it even closer. What else will we find? How will we have an opportunity to challenge the figures without a new Zoning Map being made available to us?

The other question in my email was not answered. The Application from HBE states that, "It is the applicant's intention to develop and design the two new buildings in concert with the construction work for the redevelopment of the Existing Building into a Hotel." (Packet Page 199)

Attachment: Sprich email received 11-8-2017 (#17-028: HBE Rezoning to PCD)

At the meeting Monday, November 6, Mr. Kummer suggested that these buildings might be built in a couple years based on tenant requirements. If he is changing his mind on these two buildings, does he need to resubmit a new application?

Thank you for the environmental report from Mr. Kummer. I noticed that the report from Environmental Operations, Inc. is addressed to Bamboo Equity Partners, the same company we keep hearing is buying the building and property ordered the Phase II survey.

I appreciate all of your help on this matter.

Thank you,

Diana Sprich

From: Whitney Kelly <wkelly@crevecoeurmo.gov>
To: Frank Sprich <franks129@sbcglobal.net>
Cc: Jason Jaggi <jjaggi@crevecoeurmo.gov>; Mark Perkins <mperkins@crevecoeurmo.gov>
Sent: Wednesday, November 8, 2017 10:16 AM
Subject: Re: HBE

Diana,
We just received a copy of the report from Mr. Kummer, and I have attached it to this email.

The property that you are questioning was a separate parcel zoned Planned Office and not a public right-of-way, and therefore was included as a commercial property. In checking with our Public Works Department, this property was purchased by the City and became a public right-of-way in March 28, 2016. Based upon this additional information, I have excluded this area from the calculations. With this adjustment, the area surrounding the HBE Site is 48.63% Residential, and 51.37% Commercial.

Section 405.390 defines Predominantly Non-Residential as follows: A descriptive phrase that applies to areas in which less than fifty percent (50%) of the adjoining land area (excluding streets) within five hundred (500) feet is developed as single-family residences, either detached or attached (the latter includes only stand-alone development of four (4) attached units or less).

The area for 11210 Still Lane is the sum of 52506.5, plus the portion that extends to Mosley Road of 2552.74 sq. ft. (the square footage was determined in follow-up with the City's GIS Consultant) for a total of 55059.24 sq. ft. Since this area is really a private access for only that property and not a public right-of-way, I included it in the residential calculations. If this area is excluded, the residential decreases to 48.56% and Commercial is then 51.44%

Based upon the discussion at last night's meeting, and the need for additional information, including the two additional buildings, the item was tabled for revisions. If and when the Applicant has revised the drawings to address the Commission's concerns, it will be rescheduled for review by the Planning and Zoning Commission.

We are still in the process of updating all of the maps. Unfortunately, we do not have an updated Zoning Map available to give out at this time.

Sincerely,
Whitney

Attachment: Sprich email received 11-8-2017 (#17-028: HBE Rezoning to PCD)

Whitney Kelly, AICP
City Planner
City of Creve Coeur, Missouri
300 N. New Ballas Road
Creve Coeur, MO 63141
t: (314) 442-2087
f: (314) 872-2505
wkelly@crevecoeurmo.gov

On Wed, Nov 8, 2017 at 9:41 AM, Frank Sprich <franks129@sbcglobal.net> wrote:

> Hello Whitney,
>
> There is another discrepancy with the 500' Buffer list. I see on the list you sent the area at 11210 Still Lane is 55059.24, but on the map I picked up it is 52506.50. Please let me know which is correct and the new total percentages, along with the question I sent yesterday.
>
> I would like to know if you can email or if I can pick up a current Creve Coeur Zoning Map since the one online and in the new Comp Plan 2030 is incorrect and outdated by 6 years.
>
> Thank you for your help.
>
> Diana Sprich
> 314-623-2492

If you have received this message by mistake, please notify the City of Creve Coeur IT Coordinator (314-872-2509)and delete this message from your system. All email to and from the City are checked for viruses. Although this e-mail and any attachment(s) are believed to be free of any virus, worm, or other digital illness or defect that might affect any computer system that receives and opens this message, it is the responsibility of the recipient to make sure that it is free from any virus or other defect. The City does not accept, and specifically disclaims, any responsibility or liability for any loss or damage arising from the receipt or use of this message, and any attachment(s) in any way.

8688-HBE Office Building-Phase II Report.pdf
3811K

Attachment: Sprich email received 11-8-2017 (#17-028: HBE Rezoning to PCD)

RECEIVED
JAN 22 2018
PLANNING DEPT.

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 11234 Marley Manor Court do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Levinson Quail Creek Properties, Alex Levinson, manager
Alex Levinson

State of Missouri County of Franklin (ss)

On this 6Th day of Nov in the year 20 17,

Before me, the undersigned notary public, personally appeared

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therin contained. In witness whereof, I hereunto set my hand and official seal.

Brenda Ryther

Notary Public

BRENDA MARIE RYTHER
Notary Public - Notary Seal
State of Missouri, Franklin County
Commission Number 12356287
My Commission Expires Jun 17, 2020

Attachment: Protest Petition received 1-22-2018 (#17-028: HBE Rezoning to PCD)

January 31, 2018

Planning and Zoning Committee
Honorable Mayor Glantz and City Council Members
Mr. Mark Perkins
Mr. Jason Jaggi
Ms. Whitney Kelly

To be included in the record and packets for HBE meetings

This is a follow up to a letter I sent Ms. Kelly on November 8, 2017, with several questions regarding the application for rezoning submitted by HBE.

Upon reading the new information for the meeting scheduled for February 5, 2018, I have noticed that there are changes to the original proposal.

- One of the reasons a zoning change was requested was so that there could be a mixed use of hotel, office and restaurant on that parcel. Now I see that instead of "building the office and retail in concert with the hotel" HBE has changed their request to "build the office and restaurant in a future phase". The rendering of the office space to the east has also changed. Did the rendering change because the EPA/DNR has changed their Underground Storage Tank requirements for 2018? The information Mr. Kummer brought to the meeting regarding the UST report was addressed to Bamboo Equity Partners – the same name that keeps coming up as the prospective buyer of the property. It looks as if the building has been split and an outdoor passageway and dining area has been added. If the current zoning allows for a hotel and a restaurant, then there is no need for a PCD change.

  If HBE wants to change their proposal and application, they need to reapply. This meeting is a continuance from the prior meeting before all these items were changed. The public has a right to know that the applicant has changed these items in a Public Hearing that has been posted. If HBE is not willing to follow through with their application regarding office and restaurant space being "building in concert with the hotel", then a $10 million dollar performance bond should be provided by the applicant and a time frame of completion of all buildings in 2 years.

- The applicant does not meet the 50% commercial requirement/criteria for a zoning change. I have attached the letter previously sent with regards to the City not providing a current Zoning Map. I have sent many requests and have not been allowed to see a new Zoning Map, nor have I been able to view what the City is using to determine their figures.

Attachment: Public Comment received 2-1-2018 (#17-028: HBE Rezoning to PCD)

SECTION 405.390 PLANNED ZONING DISTRICTS STATES:

Predominately Non-Residential

A descriptive phrase that applies to areas in which less than fifty percent (50%) of the adjoining land area (excluding streets) within five hundred (500) feet is developed as single-family residences, wither detached or attached (the latter includes only stand-alone development of four (4) attached units or less).

Predominately Residential or Institutional

A descriptive phrase that applies to areas in which fifty percent (50%) or more of the adjoining land area (excluding streets) within five hundred (500) feet is developed as either:

1. **Residential uses**, or
2. Institutional uses consisting of non-profit or quasi-public uses such as religious institution, library**, public or private school**, hospital of government-owned or government-operated structure or land used for public purposes.

The City has claimed Goddard School, 11222 Olive as being "Predominately Non-Residential" and includes that land in their 50% figure. According to Section 405.390, the school should be Predominately Residential or Institutional, regardless of how it is zoned, it is an institutional use.

An argument could be made that the Fire Department, 11221 Olive could also be included in the "land used for public purposes" and included in "Predominately Residential or Institutional" figures.

Either one of these land areas counted towards the Residential or Institutional figures would put the Residential figure over 50% and would eliminate the 50% Commercial criteria for a Planned Commercial Development that the City says the HBE project has achieved. If so, why is the city reluctant to prove their figures due to their refusal to show us the Zoning map used?

If the City would like to prove their figures, then the residents deserve, under the Sunshine Law, a current Zoning Map or the Map that the City is using. To date, I have found two mistakes in their figures and there may be more, but without the right to see what Zoning Map the City is using there is no way the Planning and Zoning Committee or the City Council can base their decision to move forward on an outdated and faulty Zoning Map with several mistakes, some dating back to 2011.

- The HBE request has not addressed the 6-8 problems that the City pointed out at the last meeting including a signed contract with Hilton Hotels. Why was this information requested by the City at the last meeting not included in the new informational materials?

Finally, while researching the Goddard School planning phase there were several discussions regarding cross access. Again, with regard to other City Place planning discussions cross access was demanded, for example the City Place East property which abuts HBE also discussed cross access.

Attachment: Public Comment received 2-1-2018 (#17-028: HBE Rezoning to PCD)

Bill Number 4015, Ordinance 3043, Section 2.2, " The applicant shall provide an irrevocable roadway easement to create the new access road along the western property line. Said easement shall be submitted to the City Attorney for review and approval prior to recording."

This is the North Office Parkway that ends at Olive next to Pei Wei.

Section 2.3, " The applicant shall submit a cross access easement for the proposed cross access drives, as shown on the site development plan received by the Department of Community Development on January 13, 2005, to the City Attorney for review and approval prior to recording."

What cross access is this referring to? I have left a message at City Hall to determine what Koman was required to do for CityPlace East.

P&Z Minutes – January 18, 2005

Mr. Brandmeyer also stated that he fully expects people to park in the HBE lot, which would be restriped to allow for expansion. Such an expansion would be beneficial to HBE, giving them cross access and the ability to get to another light.

If City Place East is using the HBE lot and it was discussed 13 years ago when HBE was just an office building, then why isn't the City demanding that cross access be a requirement for this project where there will be far more cars coming into this area during the busiest times of the day on Olive, lunch and rush hours? Mosley Road is a residential street, not capable of handling this kind of vehicular and truck traffic. The curb cut to Mosley Road should be eliminated from this proposal and cross access should be addressed to the west behind City Place East to the stoplight at Dierbergs and Olive. No signage on the HBE property should be allowed as requested to direct traffic to Mosley Road.

I respectfully request that because of these reasons and many others that the applications #17-028 and #17-029 be denied.

Thank you,

Diana Sprich

417 North Mosley Road

Attachment: Public Comment received 2-1-2018 (#17-028: HBE Rezoning to PCD)

Whitney,

Please forward this email dated 11/8/2017 to Planning and Zoning, the Mayor and Full Council Members.

Since I have found errors in the 500' buffer rule for the PCD rezoning requirement, one being the North Office Parkway area of 5962.44, and the other 11210 Still Lane I am wondering how many more questionable properties are included in the 50% figure?

* I am looking at the Creve Coeur Zoning Map, the same map shown on the City website, the 2030 Comprehensive Plan website, the October 23, and November 6, 2017 Planning and Zoning Packets - all made available for inclusion in a legal public hearing.

* I believe on that map the Goddard School (area 59092.74) is shown as Residential, but you are telling me that a zoning change from October 2, 2011 has not been updated to commercial on the map.

* I believe that 11221 Olive Boulevard, the Fire Department (area 33176.99) is shown as residential, but included in your report as commercial. When was this zoning changed?

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I think it is inexcusable that several hundred residents opposed to this rezoning and development that could potentially affect their properties must rely on an old, outdated and incorrect Zoning Map.

Is Commercial percentage really more than the residential? It was very close during the presentation Monday evening, November 6, and these changes have made it even closer. What else will we find? How will we have an opportunity to challenge the figures without a new Zoning Map being made available to us?

The other question in my email was not answered. The Application from HBE states that, "It is the applicant's intention to develop and design the two new buildings in

Attachment: Public Comment received 2-1-2018 (#17-028: HBE Rezoning to PCD)

concert with the construction work for the redevelopment of the Existing Building into a Hotel." (Packet Page 199)

At the meeting Monday, November 6, Mr. Kummer suggested that these buildings might be built in a couple years based on tenant requirements. If he is changing his mind on these two buildings, does he need to resubmit a new application?

Thank you for the environmental report from Mr. Kummer. I noticed that the report from Environmental Operations, Inc. is addressed to Bamboo Equity Partners, the same company we keep hearing is buying the building and property ordered the Phase II survey.

I appreciate all of your help on this matter.

Thank you,

Diana Sprich

Attachment: Public Comment received 2-1-2018 (#17-028: HBE Rezoning to PCD)

PLANNING AND ZONING COMMISSION PUBLIC HEARING

CITY OF CREVE COEUR, MISSOURI

300 NORTH NEW BALLAS ROAD

MONDAY, NOVEMBER 6, 2017

6:30 P.M.

PUBLIC HEARING

APPLICATION NOS. 17-028 & 17-029

THOSE IN ATTENDANCE:

Ms. Beth Kistner, Chairman
Mr. Tim Carney
Ms. Muriel Hall
Mr. Don Magruder
Mr. Gene Rovak
Ms. Heather Silverman
Mr. Matthew Schuh
Mr. Carl Lumley, City Attorney
Mr. Jason Jaggi, Director of Community Development
Ms. Whitney Kelly, City Planner
Ms. Jessica Stutte, Planning Assistant/Recording Secretary

McLaughlin Court Reporting Services, Inc.

Deborah K. McLaughlin, RPR, MO-CCR #314, IL-CSR, KS-CCR
4772 Gatesbury Drive
St. Louis, MO 63128
(314) 974-1199

Attachment: #17-028 and #17-029 11-6-2017 Public Hearing Transcripts (#17-028: HBE Rezoning to PCD)

CHAIRMAN KISTNER: Good evening, everyone.

6:30, so we're going to get started.

Welcome to the Planning and Zoning Commission meeting the City of Creve Coeur, Monday, November 6th, 2017.

We're going to start with a call to order, our roll call.

Mr. Carney?

MR. CARNEY: Present.

CHAIRMAN KISTNER: Ms. Hall?

MS. HALL: Present.

CHAIRMAN KISTNER: Mr. Magruder?

MR. MAGRUDER: Present.

CHAIRMAN KISTNER: Mr. Rovak?

MR. ROVAK: Present.

CHAIRMAN KISTNER: Ms. Silverman?

MS. SILVERMAN: Present.

CHAIRMAN KISTNER: Mr. Schuh?

MR. SCHUH: Present.

CHAIRMAN KISTNER: City Attorney, Carl Lumley?

MR. LUMLEY: Present.

CHAIRMAN KISTNER: Director of Community Development, Jason Jaggi?

MR. JAGGI: Present.

CHAIRMAN KISTNER: City Planner, Whitney Kelly?

Attachment: #17-028 and #17-029 11-6-2017 Public Hearing Transcripts (#17-028: HBE Rezoning to PCD)

MS. KELLY: Present.

CHAIRMAN KISTNER: Planning Assistant/Recording Secretary, Jessica Stutte?

MS. STUTTE: Present.

CHAIRMAN KISTNER: And Beth Kistner, Chair, is present.

Now, we go to continuation of public hearing, Application 17-028, the rezoning of 11318 Olive Boulevard to Planned Commercial Development District for the renovation of the existing building into a 260-room hotel with a freestanding restaurant and commercial/retail buildings.

We will also be continuing the Public Hearing Application No. 17-029 to amend Section 405.390(D)(2)(B)(1) of the Planned Commercial Development requirements to allow for secondary access to an arterial road with primary access from Olive Boulevard.

So just reminder for those who were not here at the previous meeting. We, basically, this went on for quite a long time two weeks ago. We had heard from the applicant. We heard from many of you in the audience.

Now we have not gotten to the portion where the staff then gives their report. So we're going to start with that at this point. Staff has not begun to provide their assessment of this application.

Attachment: #17-028 and #17-029 11-6-2017 Public Hearing Transcripts (#17-028: HBE Rezoning to PCD)

Afterwards we will hear from the applicant. We will also hear from anyone in the audience who wants to speak. You will be -- need to be sworn in.

In fact, we'll ask for anybody who is planning to speak tonight to be sworn in together. I will ask that for -- for those of you who have already spoken, that we not -- all of those comments have been recorded in the record for this hearing and do not need to be repeated. So we're certainly interested in -- in new feedback or comment, but no need to -- to repeat it, it's all part of the record.

So anybody who is planning to speak to this matter, if you want to stand up to be sworn in.

This is the hotel.

MR. LUMLEY: Both -- both applications about the hotel.

CHAIRMAN KISTNER: The text amendment regarding access to Mosley, as well as the hotel, the rezoning.

(The speakers were sworn in by the court reporter.)

MR. JAGGI: Good evening, Members of the Commission. Jason Jaggi, Director of Community Development with the City of Creve Coeur.

As the Chair indicated, the applicant was here the last meeting to present their information for you. I

Attachment: #17-028 and #17-029 11-6-2017 Public Hearing Transcripts (#17-028: HBE Rezoning to PCD)

know that was a lot of information presented.

We've continued the public hearing. We've heard several comments from the citizens. So this is staff's opportunity to provide you with some information as you consider this request.

So, first of all, this is a rezoning request to change the existing base zoning from Core Business to what's referred to as a Planned Commercial District.

That is a -- a unique legislative process in terms of zoning that is site specific to govern all aspects of the development based on a development plan.

So it is a unique zoning district that would be applicable just to this property with specific conditions that would regulate a variety of -- of uses and how this site is developed, if it were to be approved.

Before I start into that, I would also mention that we had received a lot of comments regarding this application. Those comments have been included in your packet before it was generated on Friday. Anything received after that, today we did forward those and you have a copy of those on your desk. We will implement those into the system after tonight going forward, but I want to let everybody know if we did get comments, the Commission has all of those.

So, in terms of the Planned Development

Attachment: #17-028 and #17-029 11-6-2017 Public Hearing Transcripts (#17-028: HBE Rezoning to PCD)

District, the Planning and Zoning Commission makes a recommendation to City Council. City Council ultimately decides whether to approve the project or deny.

And the Planned Commercial District process involves four key steps.

The first is the zoning administrator's initial review and finding that it meets with the general parameters of the Planned Commercial District Zoning Ordinance, and then the Planning and Zoning Commission reviews the public hearing and recommendations, based on a set of eligibility requirements, design criteria and thirteen specific review points or development standards.

And then, like I said, it goes to Council, and if they choose to approve it, the approval is made with an ordinance with specific conditions.

So this evening what I'm going to do is touch on the zoning administrator's review, some elements to the Comprehensive Plan and how this application relates to those, the City's Design Guidelines and the zoning review criteria for the PCD.

At the end, I will summarize what we think are the key issues that would -- may be helpful to you as you consider the proposal or kind of boil it down into some maybe half a dozen or so key issues that may need further consideration.

Attachment: #17-028 and #17-029 11-6-2017 Public Hearing Transcripts (#17-028: HBE Rezoning to PCD)

So as the city's staff's initial review of this requires, you know, the first step is require a cursory review of this application by staff, and staff has to determine if it can be approved under any other zoning district; if it's an appropriate implementation of the Comp Plan; if it meets the purpose of the zoning, and if it incorporates substantially the design criteria within the ordinance.

So it's a lot of information to review. There's extensive review that has been done by staff, which leads us to our analysis that you've had in your packets for the last few weeks.

In terms of the Planned Commercial District option, this is the only option that we think is available for the city to consider this application. The existing building is nonconforming with respect to setbacks and buffer yards. The nonconforming status, as it were, does not allow any further encroachments, so the applicant is proposing to add some smaller additions to the project that can't happen unless it's rezoned, as well as the change in use proposed from an office to a hotel use, that requires full compliance with site conformities.

So there are specific reasons that are articulated more detailed in the report that don't allow the project to proceed under the current zoning.

Attachment: #17-028 and #17-029 11-6-2017 Public Hearing Transcripts (#17-028: HBE Rezoning to PCD)

The Planned Commercial District is available for the city to consider variations to this typical zoning standards, and that's what the applicant has chose to pursue.

So the purpose of the Planning -- the Planned Commercial District is to allow innovative design, solve problems on difficult sites, meet market niches, encourage housing in different price ranges, that's not offered on this application, promote well-designed developments and encourage infill and redevelopment within existing urban areas.

So in whole, we think there are certain elements of this proposal that certainly speak to some of these purpose criteria. We've articulated that in our report. And I'll describe a little bit more that as I move forward.

In terms of the Comp Plan, this area here, you can see a map of our Comprehensive Plan. This is a Community Place Type District that outlines different characteristics of each of the areas of the city.

This project here, the HBE site, is located within -- within the area we call the Mixed-use District Place Type, which encourages a variety of use -- uses in a coordinated fashion on larger sites with improved walkability.

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The goal is also to infill underutilized property and that, you know, objective certainly seem to be met with this application in terms of re-purposing an aging office building, adding more uses and a different mix of uses to the site versus a standalone office building with a lot of surface parking.

The Comp Plan also speaks to, in terms of site development, to provide various site amenities, such as fountains, public art, seating area, outdoor plazas, that is our objective as we develop sites within the city.

This site being 10 acres, there's certainly opportunities to incorporate all of these elements, and the applicant is proposing to -- to incorporate a lot of these into the development proposal.

The Comp Plan also speaks to design of buildings, and there is an attempt by the applicant to provide some type of coordination between all the proposed buildings.

Within the PCD design criteria there's seven points to consider. I won't go through all those. They're in the report. But we feel like there are substantially -- they are substantially meeting some of -- a lot of those requirements, but we do recognize there are certain areas that could be improved upon with further discussion in terms of maybe more -- more, you know,

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meeting with those objectives a little more fully.

You know, a significant element of the -- of the Planned Commercial District process also includes the notion of public benefit, and in the code there are eight different methods that you can achieve to -- to -- to get a project to provide public benefit.

But at the end of the day the discretion rests with this Commission, and ultimately City Council, to determine what level of public benefit is required for each development type.

But I would say that this project, in terms of specific development or a specific public benefit, includes landscaped plazas with seating, public art, and the applicant is proposing $250,000 contribution for public art that would be reviewed by the City's Art Committee. It does provide pedestrian connections, linking buildings within the development into the surrounding area.

One item in terms of street connection, the access is proposed to be maintained onto Mosley, but no -- no cross access is proposed to the west. And we pointed that out as -- as an item that needs further discussion.

Our Comprehensive Plan does suggest that -- that those be made as sites redevelop.

So, again, what the -- in terms of the

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Comprehensive Plan, the Mix-use Place Type District incorporates many of the basic elements that -- that -- that are the goals of that district.

We do think though, with the site plan proposed here, that there are some opportunities to maybe more -- more fully meet with the objectives of the Planned Commercial Development, as well as our Comprehensive Plan.

And that area here is how we relate to some of the open spaces.

This -- this map here I've marked up for you, kind of shows the areas where -- where there's public spaces, so little park areas, seating areas, public art, sculptures, fountains, things of this nature. You can see there's a major prominent entryway here with some public art that we -- that would be scattered along here leading from the sidewalk to the building.

There also is proposed an oasis, which is -- which is a kind of a feature that would have a water -- water feature, as well as some public art here.

And then we have some open space associated with the proposed commercial building, as well as some outdoor seating with the proposed freestanding restaurant.

One of the things our Comp Plan suggests is that when we look for redevelopment of properties that we focus on, you know, how all these -- it's great that the

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applicant is proposing a lot of these elements on this site, and these things are -- are very appropriate for a Planned Commercial Development. These extra public (inaudible), these extra amenities with the development.

But we do think there's some opportunity to arrange some of these elements in a more -- in a way that interacts more with the buildings, and with the way people use buildings, which is, you know, that to not to have them kind of sitting in a parking lot or by the road, that we can somehow bring a lot of these elements together, create some nice public open space, connecting the two buildings together.

So we think there's some opportunity to kind of improve the layout with some of these elements.

We also have recognized that access management is an issue or is a concern that's been looked at, you know, the existing curb cut on Mosley would be -- would remain. We've had conversation with the applicant. They may be prepared to speak to it about maybe looking at some cross access to the west that would lead you out to a signal to either Craig or Executive Parkway.

There's some concerns with doing that from the applicant's perspective.

Finally, in terms of the Comp Plan, there's storm water management and all the -- all the proposed

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storm water would be placed underground. Possibly that could be daylighted to create a more amenity in terms of public space that I just discussed.

And so the next part of it is the structure review when we look at the design criteria. So these are the proposed elevations. One of the main challenges the applicant has is re-purposing this building from an office building to a hotel. And in our building code it requires full compliance with the city's National Energy Conservation codes.

So it's an older building, but when it's re-purposed to a different use, it has to meet those requirements for energy efficiency.

The applicant is -- is proposing to address that by using an EIFS product through most of the exterior of the building. EIFS is an insulated product. Here's some examples here that they'll probably show it to you. But, basically, it has a finish on the outside and then there's insulated factors on the inside that help -- help manage the energy of the building.

So their proposal would be to leave the existing brick here on these towers and then clad the rest of it with an EIFS product for most of the floors, and then introduce this new product here, which is called new brick.

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And new brick is a type of EIFS, but it is a EIFS that resembles traditional masonry. And what's been described to us in the information that's been presented is, this product actually is applied individually and it's mortared in on site. So it actually, I would say it's probably not the same as traditional EIFS, which is more of your stucco finish that looks like this on these boards. It's more of just an applied stucco.

So this is a different type of -- of brick, but I think, if the Commission is comfortable with this type of material, it's something that we would probably need to look at. But it's not a traditional stucco EIFS that's put up in big sections, it's actually individual EIFS panels that are mortared in on site. So it's different than what we've seen in previous applications.

But it is a concern, in general, we think, with the proposed amount of EIFS. It's a large amount of EIFS. That's not something we typically look for in developments. Our Design Guidelines suggest that EIFS should be limited more to an accent, not as a predominant material.

If this new brick is found to be acceptable, there might be maybe some opportunity to increase the amount of that, to kind of switch between the natural brick and -- and this new proposed product to resemble

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brick.

We also think, again, going back to our Design Guidelines, we do encourage strong entry points. Certainly this building has some of that with a canopy, with this tower element, but there may be some opportunities to kind of further enhance the entry of this building a little bit more than what the applicant is proposing.

Moving on to the landscaping. We didn't have a whole lot of concerns with the landscape. They're generally meeting the city's code and landscape plan overall looked pretty good.

So the design criteria. One of the main -- or one of the criteria is -- is that you have to be predominantly non-residential. And staff performed that calculation according to the code, and we found that it's 51 percent -- or 51.52 percent predominantly non-residential that -- that adjoins this property within 300 feet, so we do think they meet that criteria.

The existing access onto Mosley, and the applicant has submitted a text amendment that's -- that's in consideration, along with this application, to clarify and to, you know, re-enforce the need that access to secondary streets would be required.

In the Planned Commercial Zoning District a

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35-foot buffer is required. That is -- that's the requirement for this type of zoning district they're seeking. They would exceed that with a 50-foot buffer that's already in place. They wouldn't disturb it. But we do think there's a need to look at that to make sure that the existing landscaping and berm is sufficient protection for residents. That's certainly an issue that we look at no matter what the use is, no matter what the application is, to make sure there's enough buffering.

But in terms of the code, they're exceeding that by approximately 15 feet.

Now, I would also state that, going back to the landscape plan, the applicants are proposing to fill in some of the existing landscaping here in the areas that maybe are a little more thin. We've had discussions with the applicant that maybe that would be a good -- a good thing to provide.

What they're not proposing is a solid wall or fence. And that is also something that we look for as an additional measure, if that's something the Commission felt strongly about that should be required, that's something that -- that is probably worth discussing this evening.

Detention, again, that's all underground. MSD has given some preliminary comments to the applicant.

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Again, the pedestrian amenities are provided, but we'd like to see some work on how all these elements integrate along with pocket parks and all these site amenities.

And we do certainly want to have some discussions and thoughts from the Commission with respect to the building materials that are proposed.

This is -- it's a significant change from the existing masonry on the building.

With respect to the review criteria. You know, the primary issue here is -- is for the primary, you know, thought for review is the conversion of existing office into hotel.

A hotel would mean that the building is operational year round 24 hours a day. A lot of times office uses are not as active at night, certainly there may be some people there working late, but -- but a hotel would certainly change that. But given the location and size of the property, you know, it could be reasonably expected that any sort of redevelopment may intensify the uses versus the existing office building that we have today.

It's a 10-acre piece of property in the heart of Creve Coeur, and there's certain expectations, you know, for -- for these types of property.

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So with that in mind, I would also point out that the hotel is a -- a conditional use in the Commercial Business -- in the Core Business District, but, obviously, with this proposal, the existing building, it doesn't meet all of those standards, so in exchange for that the city typically looks for other things as part of the development proposals.

The traffic study. Just to touch on that. You know, the analysis so far has said that the a.m. and p.m. peak hours would be reduced. And that's simply because the existing office building has a high concentration of a.m. trips and p.m. trips; a.m. trips entering the site, everybody kind of shows up at one time, typically, and everybody leaves the site at around the same time around five.

This would spread that out a little bit. A hotel and some of the commercial uses, they don't have such a high concentration, it's a little more spread out.

But we certainly are aware that, you know, there are some concerns with that, you know, the vehicles exiting Mosley, what's that mean for the Mosley traffic.

And then just knowing that Olive Boulevard, in terms of MoDOT's view of it, MoDOT controls Olive Boulevard, they favor MoDOT traffic and moving vehicles through Olive. They place more emphasis on that than they

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do on side streets, you know, moving vehicles into the side streets.

So we've seen that on a couple other projects, you know, so that is kind of the lay of the land when it comes to Olive Boulevard.

I would also just point out with the other notion the traffic and the cross access easement. We've had discussions with the applicant on this. Again, they're -- they're -- I can see they have their model, and they're showing you some of their concerns they have with that.

But I did want the Commission to realize that in 2005 when City Place East was under construction, which is right here, that's where Pei Wei is located, it was contemplated at that time that -- that cross access should be provided to get from this site through there.

So that was something the city thought about in 2005 and associated with that building, and I think it's kind of here.

CHAIRMAN KISTNER: Is that included in their approval?

MR. JAGGI: It was a condition of their approval, yeah.

CHAIRMAN KISTNER: That they have to allow for that?

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MR. JAGGI: Right. Right.

So, anyway, that issue was raised in 2005. I think it's -- it's still back in play today with respect to HBE, but I'll let them -- I'll let the applicant speak a little bit more directly to that.

So that does wrap up my comments.

If there's anything in more detail the Commission would like to ask of staff, I'd be happy to address specific comments.

I think the key issues here, again, that are in the staff report are useful in terms of where we think of staff where this project is.

One here is just, I think, you know, we need to discuss proposed mixture of uses, you know, specifically the hotel and the buffering may be required, any enhancements to that buffering, you know, such as a solid fence or wall running along the back property line, in addition to enhancing the landscaping, which the applicants are proposing.

Any uses that would be proposed for this site, since this is a Planned Commercial Development, those uses have to be included in the ordinance. So that gives the authority to actually dictate what allowable uses can be in here and what uses are not allowed.

And that's something as we move along, we can

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get into more detail, but that is a part of this application.

For example, if there's a -- just to give you an example, if there's not a desire to have a drive-thru restaurant, while that use can just be excluded from the allowable uses on this property, so we do have the ability to do that in the Planned Commercial District, where we don't necessarily have that ability in other locations and with other zoning procedures.

The other thing -- other item here is, obviously, design quality of the -- of the existing buildings, and the use of the proposed EIFS, and this new brick, I think, should be reviewed and the Commission should understand some of this material and be comfortable with it.

And then the scale and park of the green spaces and in those areas and how -- how -- what public benefit is received from that.

Again, we think there are further -- further visions to kind of elevate this proposal would be necessary.

We also think that the surface parking and the shared parking, that's certainly a part of this application with the different buildings, mix of uses, and actually have shared parking. They have reduced some of

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their parking based on that ability to do so, but we do think it maybe could go a little bit lower in terms of the parking that's provided, but that may in turn get us -- get us a little more of the green space.

And then I think we're looking at the request too, for the -- for the -- the lack of detail on the -- on the restaurant and the commercial building. That's -- that is something that, you know, the applicants are proposing to come back to you on. So if there's some, you know, basic parameters in terms of what that material should be for those buildings, any materials in particular, that would be good as this project moves forward to articulate what those materials and whatever, you know, elements those buildings need to have, that could be done earlier, but the final review would come in later if this project moves forward.

So, really, it's kind of like a concept plan in terms of, you know, you kind of have a layout of all the buildings, and then each project when it comes online gets reviewed specifically for building design.

And, of course, we have the cross access and traffic impacts, so that's certainly something I think needs a little more discussion, you know, is there absolutely the need to provide cross access to the west to get to another signal. It certainly seems like a good

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concept to -- to explore. And then, if not, is -- is there a need to look at the improvements to the Mosley and Olive interchange as well.

The traffic study suggests, you know, volumes don't warrant that, but, you know, that might be something that requires further discussions with the applicant.

Finally, I just -- touch on two -- two final things before I wrap up my comments.

At the last meeting the Commission asked for comments from the police department in terms of calls for service for hotels. That was in your packet from the Chief of Police, Chief Eidman, provided that calls for service data from 2014, I believe, January of '14 through July of 2017, this year, and you can see that information is in your packet.

I read the memo. Talked with the Chief. They generally don't have a lot of concerns with the proposed use, and you can see their -- their reporting and calls for service activity on two other hotels, that information is there for you to review, so.

The only other thing is we are combining the text amendment and the -- and the request rezoning. The ordinance, the Planned Commercial District ordinance, requires substantial performance with a lot of this criteria. So it could be viewed that, you know, absolute

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performance is not required for every single bit of criteria, but I think there's an effort made by the applicant that they want to, you know, kind of re-enforce that notion, that access to Mosley would be needed for this project to move forward.

I don't know if the City Attorney has anything else that you'd like to mention on that particular aspect, but.

MR. LUMLEY: No, I think you made the point well enough. If the Commission has questions about it, you know, essentially, if you approve the text amendment, you know, it wouldn't be an issue anymore.

If you don't approve it, then it's one factor among many. It they don't meet that factor, that doesn't mean that the project has to be denied, cause you have to look at the whole set of factors and look for substantial compliance, not total compliance with every single point of the checklist.

The other thing, perhaps, to mention, we had the issue of liquor licenses come up at the last meeting.

In general, in the city, an applicant for a liquor license, who's already qualified and has a state license, can apply at the staff level -- level, and if they meet the criteria, they get their liquor license.

But in this instance with the proximity of the

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school, that application would have to be presented to the City Council for approval. So it's not a matter of them not being eligible for a license, but unlike most restaurants and what have you in the city that just come to staff, they would have to come to the City Council meeting and have to be a debate about it, and the Council would have to decide whether or not that was a good idea.

MR. JAGGI: That's a good point.

Thank you, Mr. Lumley.

That -- that concludes my remarks. If there's any questions of the Commission, I'd be happy to answer those now or as we -- as we move forward with the discussion.

CHAIRMAN KISTNER: All right. I have one off the top of my head, but does anybody else have something for Jason?

On that question of predominantly non-residential.

MR. JAGGI: Uh-huh.

(Someone in the audience asked Chairman Kistner to speak up.)

CHAIRMAN KISTNER: I'm sorry.

On the question of that it be -- the adjoining areas must be predominantly non-residential, your review of that seems to indicate that predominantly means

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anything greater than 50 percent, and it's barely. I tend to think of the word "predominantly" meaning something more substantial than just over 50 percent.

Is this defined -- is the term "predominantly" defined specifically for this purpose?

MR. JAGGI: Greater than 50 percent. Yes, it's defined that way in the code.

CHAIRMAN KISTNER: Okay.

MR. JAGGI: Yes.

CHAIRMAN KISTNER: So it's right there on the edge.

MR. JAGGI: Just above, yes.

CHAIRMAN KISTNER: Okay.

That's the only specific question I have right now for -- for you, Jason.

Does anybody else?

MR. SCHUH: If I could just ask about the setback requirements from the back of the building to the -- the property lines from the -- the neighboring subdivision.

My understanding is you're saying that under the new zoning designation, it would be a 45 -- it would be a 50-foot buffer?

MR. JAGGI: That's correct. The existing zoning, and it deals with nonconformity, so this is a

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nonconforming building in CB District right now because of its height.

If you go above three stories in height, the building setback is 200 feet. They're at, I believe it's 134 right now, so they do not comply.

This zoning district that they're seeking requires a minimum buffer of 35 feet, and that means -- that's not a setback for a building though, but that's a buffer, meaning you can't have any disturbed area within 35 feet of the -- on this property to the adjacent residential property line, so no parking, no building encroachments, you have to maintain that buffer.

MR. SCHUH: Do you know when that -- that -- that became nonconforming?

MR. JAGGI: I -- you know, I'd have to research it specifically, but I'll tell you my understanding is, I believe that the -- soon or very soon after this project was built, there were some changes made to the zoning code at that time, probably back in 1980, that may have impacted how this property could be used.

MR. SCHUH: And then my last question, the swimming pool that's proposed to be on the back of it, is that included in the -- the distance between the -- the line and the --

MR. JAGGI: Right. So with the 134 feet

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required, and let me just check my notes to make sure. Okay, the existing building is 137.1 feet.

MR. SCHUH: Uh-huh.

MR. JAGGI: Okay. It's required to be 200 feet --

MR. SCHUH: Yeah.

MR. JAGGI: -- if it was a new application.

The height of the existing building is approximately 87 feet, which would require a buffer yard of 134 feet.

So you have to have additional feet depth of buffer for every, you know, for exceeding the building height.

So right now, yeah, that encroachment wouldn't be allowed. So that buffer yard would take you within 3 feet of the back of the building. So nothing could penetrate that -- that area in terms of providing the required buffer.

MR. SCHUH: So that's even inside of the -- the 50 feet that the --

MR. JAGGI: No.

MR. SCHUH: -- new zoning?

MR. JAGGI: So -- right. So this zoning district --

MR. SCHUH: Yeah.

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MR. JAGGI: -- only requires a 35-foot buffer, and they're maintaining their 50-foot buffer yard here, which is what they have today. So they wouldn't decrease the buffer as they exist today.

MR. SCHUH: Okay.

MR. MAGRUDER: I have a question about the 35 feet.

MR. JAGGI: Uh-huh.

MR. MAGRUDER: If a wall were to be built, would the wall be 35 feet or would the wall be within the 35 feet?

MR. JAGGI: You could put the wall within 35 feet, so that's landscaping and screening. You could have a wall in there, but you can't have parking, you can't have building, you can't have swimming pools, can't have any of those other improvements --

MR. MAGRUDER: So the wall --

MR. JAGGI: -- but you can have screening devices, landscaping, walls, fences and that's pretty much about it in that buffer area.

MR. MAGRUDER: So the wall could be 20 feet from it?

MR. JAGGI: Correct.

MR. MAGRUDER: Thank you.

MR. SCHUH: But the generator pad does go into

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the encroachment?

MR. JAGGI: The -- yeah, the generator pad may go in a couple feet into that 50 feet, if you're looking at strictly from the PCD requirement, it's 35 so, but, yeah, it does show a couple feet into that 50.

MR. SCHUH: Okay.

MR. JAGGI: But if that was a concern -- I think there's room to have that moved around.

MR. SCHUH: Okay.

MR. JAGGI: And there is also a little -- a partial fence back there, there's some storage and loading area items back here. There's a little bit of a wood fence back behind that, but it does not extend the full width of the property. There's -- there -- there's a berm back there with mature trees, and that's the extent of the buffer.

CHAIRMAN KISTNER: Did you discuss at all the location of the swimming pool instead of being on the south side, being on the west side?

MR. JAGGI: We did. Yeah, so it's a small pool here. I know the applicants are proposing, I believe it's an 8-foot tall fence to go around it, a screened fence to try to minimize some of the impacts.

We did suggest that, you know, maybe they look at relocating it to the west. There's a preference not to

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do that with just the layout of the building. But that's something, certainly, that -- that could be discussed.

I don't believe -- you know, that pool's not going to have a covering on it, so it will be a seasonal amenity to the site.

CHAIRMAN KISTNER: And you -- you had said that any discussion of those, is it up to us, the specificity to place on those other buildings on the site?

MR. JAGGI: Yes.

CHAIRMAN KISTNER: In this approval? I mean to me, it seems like those are open invitations right now.

MR. JAGGI: With this ordinance --

CHAIRMAN KISTNER: They're --

MR. JAGGI: -- it's required that the city state the allowable uses as part of this ordinance procedure.

CHAIRMAN KISTNER: There's uses and the look of it, the design, materials --

MR. JAGGI: Uh-huh.

CHAIRMAN KISTNER: -- all of that are, at this time, not specified at all?

MR. JAGGI: Well, they're -- they're not specifically, but there is -- the applicant is proposing that these outbuildings, these two additional buildings would have a minimum of -- would be predominantly masonry construction.

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There is the ability of the city to build in some basic parameters for that material for those buildings, including such things as they should be predominantly brick or stone to match, or whatever the case may be, the city does have the ability to regulate that within this zoning district.

But they are requesting, because they don't have any tenants, at least that we're not aware of, for these two sites, they don't have specific designs. They would rather hold off on that until they have tenants in mind to be able to provide a building with those tenants.

So, like I said earlier, it's somewhat like a concept plan is what they're suggesting, that you would be able to -- you know, the hotel is more specific in terms of where it is in the process.

The other two buildings would have to come back to this Commission and the City Council as -- as an amendment to this ordinance. And so you would have another look at it, you'd review all the materials and everything associated with those buildings, but the general placement, I think, would be -- would be pretty much in, you know, part of the approval.

CHAIRMAN KISTNER: Thank you.

MR. CARNEY: Is there any obligation for them have a timeframe when to complete those buildings or ever

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complete those buildings, or is that just --

MR. JAGGI: I mean, I, again, with this -- this ordinance allows the city a fair degree of flexibility to address items such as this.

I think you could put a timeframe on there, at least where, you know, you have to submit plans within two years of, you know, maybe construction of the hotel.

If it -- if there's not action taking place, at least requires the applicant to come back in and explain themselves, you know. We have done that under different projects where there's a timeline, and if it needs to be extended, it can, but those justifications, at least, have to be made before the city, it's not just an open approval.

But at the end of the day, I mean I think this project, you know, the hotel part is a little more certain, you know, the approval would be for the other two buildings, and that's what the city would approve.

If something, you know, if the hotel is under construction and something happens, we could put some of those protections in the ordinance, but if, whatever the reason is, the applicant says they can't build it, the hotel might already be approved and under construction, you know, but, we can -- we can approach that with some degree of specificity, but, you know, I don't want it to

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seem like, oh, you know, there would be a chance that maybe some of the other development couldn't occur due to unforeseen circumstances. That's not the request.

CHAIRMAN KISTNER: And if it didn't, then the question is would it be, you know, open unused parking space, or would it be required to be revert to green space, for example?

MR. JAGGI: We asked that question.

What -- what, in the unlikely event or in any event that the rest of the development wouldn't proceed because maybe there's some unforeseen -- you just never know, it's been explained that these would be sort of pad-ready sites, if you will.

So how we -- how we deal with that, you know, would it be just kept as parking, or would they be, you know, lawn areas, you know, that's something in terms of phasing that would need to be addressed, but the applicant is telling us that they are going to build these within a very short timeframe of approval of the hotel. So I have nothing else further to go on except for what -- what their request is.

CHAIRMAN KISTNER: Any other questions for staff?

I think I'd like to ask, I know that we'll hear again from the applicant, unless you all have changes that

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you are -- want to present from the applicant, I would like to hear from the residents first.

So unless there are substantial changes that the applicant is going to address, then I'd like to hear from the residents. Okay.

I have a pretty big set of -- of speaker cards here, so I'm going to call you up just one by one.

Just a couple of reminders for our process. We ask that, you know, given the number of people here in the room, and there's another matter on the Waterways, and there's a lot of people here who want to get to that, so I would like to keep this moving as much as possible. Ask you to limit your comments to three minutes or less; to not repeat something else somebody has said, either tonight or in a previous meeting.

So with all that in mind.

And if you have not been sworn in, please be sworn in before you start, begin with your name and your address.

Susan Murphy.

Gary Meyer will be next.

SUSAN MURPHY: Good evening. I'm Susan Murphy, 624 Fairways Circle.

Do I need to be sworn in?

CHAIRMAN KISTNER: Did you -- were you sworn in

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at the beginning?

SUSAN MURPHY: No, I didn't.

CHAIRMAN KISTNER: Then, yes, you'll need to be sworn in.

(The speaker was sworn in by the court reporter.)

SUSAN MURPHY: I have three comments for the Commission. The rumor, the plan and the process.

First, the rumor. There is a rumor that the HBE property is under contract pending a successful rezoning. If, indeed, that rumor proves true, then all of Mr. Kummer's promises and reassurances are meaningless.

Number two, the plan. Every request for rezoning in the city must be accompanied by a site development plan.

In my opinion, the plan before you is a hybrid. It is part site development plan, part site concept plan.

The reason the two buildings are so vague is they're simply conceptual.

The applicant states that they will be built to suit the tenant. What does that look like? The city doesn't know. The residents don't know. The developer doesn't even know.

Speaking from my experience of ten years on the Planning and Zoning Commission, in my opinion, this hybrid

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plan does not meet the requirements nor the letter nor the spirit of the site of the rezoning requirements.

Number three, the process. After the meeting on October 23rd, it was announced that this would be continued on November the 20th because the agenda for tonight was full.

We did not find out until the town hall meeting on November the 2nd that the item was on the agenda for this evening.

I know we have a great full house tonight, but I was going to say if some of the faces and voices that were here on October 23rd aren't here tonight, they're probably waiting for November the 20th.

Thank you so much.

CHAIRMAN KISTNER: Thank you.

Gary Meyer.

GARY MEYER: Gary Meyer, 11076 Graeser Lane.

And it was briefly mentioned that there's been a traffic study. I am very concerned about the volume that would be included. I know right now it's like a.m. and p.m., but with the school being close to there, the amount of foot traffic that there is on Mosley, and just people getting in and out of the -- like at Subway.

People not being familiar with the -- with the area coming into a hotel, I could just see additional

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traffic.

Concerned about if there's a access road at the back side. I'm assuming that this back side where the pool is, that would probably be also the loading area.

And the noise, even though there is this offset area, that the residents who abut behind there would have.

There is talk about park space. That looks like very little park space. And is this park space we really think that children or other people are going to actually be going and sitting in? I really question that.

Thank you.

CHAIRMAN KISTNER: Thank you.

Judy Arnowitz.

Robert Daus or Daus is next.

JUDY ARNOWITZ: Judy Arnowitz, 127 Fiesta Circle.

I combined two things for the Waterway too, so I'll just talk about the hotel.

These gentlemen had mentioned that there's no hotel for Monsanto people to go to. I worked at Monsanto in the '70s and everybody went to the Frontenac, which is like ten minutes away. The same distance as going to them. There are two hotels already down there, the Drury Inn and the Marriott, which are busy all the time, so I don't think they need another hotel.

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And about the traffic. When they did the traffic study, this is what's going on now, when there is not much traffic. When they do fill it up, that's when all the traffic will be there.

Thank you.

CHAIRMAN KISTNER: Thank you.

Robert, is it Daus?

ROBERT DAUS: Daus.

CHAIRMAN KISTNER: Daus. That's right.

Have you been sworn in?

ROBERT DAUS: Yes, I have.

CHAIRMAN KISTNER: Okay.

Next Judy Wasserman.

ROBERT DAUS: Thanks for having me speak again. I spoke last time, so I -- couple questions before I get started, if I could.

The report that you received from the Chief of Police, was that just for police?

MR. JAGGI: It was calls for service through the city's --

ROBERT DAUS: Police department.

MR. JAGGI: -- dispatch.

ROBERT DAUS: So it didn't take into account fire and EMS?

MR. JAGGI: I don't believe it did --

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ROBERT DAUS: Okay.

MR. JAGGI: -- but I can certainly follow-up with the Chief.

ROBERT DAUS: I got those.

All right. And then if I also just -- with the -- I thought I heard, but maybe I misheard you. Did I get that it was data on two hotels?

CHAIRMAN KISTNER: It was on --

MR. JAGGI: That's correct.

CHAIRMAN KISTNER: -- the Marriott and the -- the Drury.

ROBERT DAUS: Drury.

Do you think that's sort of skewed being that you guys have eight?

CHAIRMAN KISTNER: If you can just address your comments.

ROBERT DAUS: Well, I just -- you know, if we're going to look at data, we need to look at data, right?

I mean that's -- looking at two hotels is not really looking at all the hotels if you're going to crunch the data.

CHAIRMAN KISTNER: No, we just looked at the ones in Creve Coeur.

ROBERT DAUS: But those are -- you do have them all the way down Craigshire that are in Creve Coeur.

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Yeah.

That the EMS and fire run on. The other end of the fire district, so it affects the taxpayers.

But, nonetheless, I'm not going to get caught up in that.

I'm just -- what I'm going to focus on is, you know, we had -- I -- I talked about the addition of -- of hotels, and I'm going to compare that within the -- like the fire districts, not going to speak so much for the city of cause the districts kind of mingle out, but it's still paid for by the -- by the citizens, and I think that was kind of the point I wanted to make here.

Was that we added three new hotels, and I used 2017 for this data poll cause we're still underway on this. We added three new hotels, and it more than doubled our call volume in comparison to Creve Coeur.

So, if we look at that, that could easily be a 30 percent increase on fire and EMS calls to the -- to -- to that one hotel.

And I think that's important to say, and, you know, when I start looking at the type of calls that both -- both districts are running to these hotels, again, eight in Creve Coeur, I've got eleven in the neighboring district, and, you know, besides the chest pains and shortness of breath, seizures and all the things that you

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would expect, you know, every day kind of medical -- medical calls, but that still is an impact on the area. Those are services going to the hotel for people that don't live here that could be reserved for people that do live here.

But even still concerning are the amount of EMS and -- and fire calls that are specific to being dispatched as assaults, overdoses, suicides, psychiatric, unconscious, unconscious intoxication, and I like this, unknown, which I would have to go through and open up each one of those calls, which I can do, but, you know, a lot of this information, unfortunately, is -- is very protected, which is why I have to speak to it in a general sense, okay.

CHAIRMAN KISTNER: Okay. Thank you.

ROBERT DAUS: But -- but I think it's important to say that this will be an impact to the fire and EMS services, and then you need to take that and add it to your -- your police, and then you have the full impact of what one hotel can do here.

CHAIRMAN KISTNER: Thank you.

Judy Wasserman.

Have you been sworn in?

JUDY WASSERMAN: Yes.

CHAIRMAN KISTNER: Okay.

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Next is Eric Vanderhoef.

JUDY WASSERMAN: My name is Judy Wasserman. I live at 272 Prince Towne Drive in Creve Coeur.

I'm in favor of establishing a Hilton Hotel at Olive and Mosley Road. Adding the Hilton brand to the commercial Olive Street Corridor would be esthetically pleasing replacement for a vacant, unattractive and obsolete 41-year-old office building.

I feel that existing small businesses would welcome a first-class hotel. And that the city would reap tax -- tax benefits from having it within its city limits.

I spoke with a business owner who said more activity meant more business, and that he was very positive of having a hotel located in the vicinity of his establishment.

The hotel also would be an asset to the many large enterprises that are located in the City of Creve Coeur.

According to the City of Creve Coeur website, the city is, and I quote, home to the 39 North AgTech District, Monsanto Corporation, The Donald Danforth Plant Science Center, Mercy Hospital St. Louis, Thompson Reuters and Daugherty Systems, Incorporated. Eight of the twenty-five largest IT consulting firms, two of the largest banks and two of the largest international

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companies in the St. Louis metropolitan area are located in Creve Coeur.

Why have clients stay in Clayton and spend money there when they can be our guests in Creve Coeur?

The alternative to having a high-quality hotel in this location would be to have an office building. An office building would generate just as much traffic as a hotel. Office building traffic is concentrated at morning and evening rush hours, and to some extent the noon hour, which would be much more destructive to the traffic pattern of the neighborhood.

I am sympathetic to the residential neighbors who are concerned about traffic on Mosley Road.

Naturally, the developers would work with them to minimize disruption.

Exiting from Mosley to Olive at the present time is no picnic, but, hopefully, there will be improvement in this matter.

Thank you.

CHAIRMAN KISTNER: Thank you very much.

Eric Vanderhoef.

Next up is Melanie Brewer.

ERIC VANDERHOEF: Hello. My name is Eric Vanderhoef. I live at 57 Morwood Lane.

Two and a half minutes. Two and a half minutes,

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that's how long it takes for that trip light at Mosley and Olive to change.

Now, that -- adding traffic coming off of the Mosley access off of this -- this type of development, particularly when talking the -- the restaurant piece to it, I think's going to be a real challenge.

The term, I believe was it "preponderance", was that what you used, Mr. Jaggi? Talking about the preponderance of -- of the 51 percent preponderance of it being retail versus residential. Is that -- did I hear that right?

CHAIRMAN KISTNER: Predominant.

ERIC VANDERHOEF: Predominant. Okay. I'm sorry. Predominant.

So using the predominant argument that south of -- of the development, east of the development is predominantly, probably in the 90 percentile residential. To the west is 100 percent commercial.

Like property should be treated like properties. Access the west. Leave the residents alone.

CHAIRMAN KISTNER: Thank you.

Melanie Brewer.

Next up is Diana Sprick.

MELANIE BREWER: I would like to begin by thanking this Commission for allowing me to speak.

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My name is Melanie Brewer, and I live at 192 Plantation Drive here in Creve Coeur.

I have lived here with my family for twenty years. I am the youngest of three children that Fred Kummer has.

So, yes, I feel that I know quite a bit about Creve Coeur and HBE Corporation.

I think the hotel complex is a great idea, and I sincerely hope Creve Coeur will embrace this new opportunity.

First off, I worked at HBE for a number of years at the old building, also in Creve Coeur, behind Starbucks, and also in this -- in the present-day building on Olive Street Road.

The people who worked at HB -- at HBE were amazing, hardworking, creative and very decent people. In fact, here is a book, hot off the press, written by an employee of HBE who worked at the company for 32 years. It is called "Smart Design. The HBE Story".

I have not read it completely, since it is so new, but I know it speaks glowingly of HBE.

Here is my point. That people who want to start this new hotel are good, decent, hardworking, creative people who are well organized.

Why not give them a chance to do great things in

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our community. They have already proven themselves in the past. It's a new day, and I think we, as citizens of Creve Coeur, need to hopefully and energetically look to the future.

I would like to end with Ron Unterreiner's quote. He is the author of this book. "We all face boundaries in life, but there are times when we cannot let boundaries define us. We must reach beyond and face the unknown with excitement and confidence and total lack of fear."

I would like to give you a copy of this book.

And I urge this Commission to approve this project.

CHAIRMAN KISTNER: Thank you.

MELANIE BREWER: Thank you.

CHAIRMAN KISTNER: Diana Sprick.

Next up is Betty Mueller.

DIANA SPRICK: Hello. Diana Sprick, 417 North Mosley Road.

The proposed HBE hotel application states that there will be 260 rooms. Following the applicant's guests per room figures of 80 king suites and 74 double queen suites each with six people per room; 74 king rooms, two people per room; 29 double queen rooms, four people per room, there's a possibility of 1188-plus strangers being

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brought into our neighborhoods on any given day.

The Syracuse New York Tapestry has guest rooms for $116 a night. Creve Coeur Tapestry will have to match the Marriott at $59 a night discounted by Trivago at $59 a night to be competitive.

Mosley Road. It's not now or has ever been an arterial street. It is posted 35-miles an hour, double fine, and has truck limits posted at each end with a one-ton limit.

The Comprehensive Plan 2030 lists Mosley as a local street. The city street map lists Mosley as a collector street.

If you will notice, HBE's own traffic study submitted by Lochmueller Group, page 230 in your packet tonight, states that Mosley Road is classified as a minor collector.

In 1981, under current HBE ownership, three underground storage tanks left over from the Motor Gas Station at 11304 Olive Boulevard were closed in place. These tanks were probably steel, left underground to rust, corrode and possibly collapse leaching gas and waste oil into the groundwater.

The tanks could be exposed or ruptured with any digging or may be compromised by the proposed adding of 3 feet of fill dirt in that general area.

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A phase two ground sample testing and ground penetrating radar may be necessary to determine what course of action would be taken, according to the EPA and the Missouri DNR.

The crime report. 1756 calls in two and a half years for two hotels. That's not counting the other ones that Mr. Daus added tonight.

Creve Coeur has no hotel tax. We're getting sales tax off of a hotel. Is that going to offset the services that this place is going to require?

And, lastly, today I asked for the arterial map showing the commercial and residential areas within the 500 feet of the HBE boundaries for the PCD requirements. I sent a email asking for clarification and have not yet received a response.

But with what I was able to tabulate, the percentages I found were 51 percent residential, 48 percent commercial.

So I would like to challenge the report and view the city staff's findings on the 500-foot requirement.

CHAIRMAN KISTNER: Thank you.

DIANA SPRICK: Thank you.

CHAIRMAN KISTNER: Betty Mueller. Betty Mueller.

And next up is Ray Mueller.

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BETTY MUELLER: Thank you for the opportunity to speak again. We spoke last time.

My name is Betty Mueller. I live at 719 Fairways Circle, Creve Coeur.

I expressed my opposition to the hotel since it's in my backyard.

But I'd like to talk a little bit about the Mosley Road situation.

The development proposal by the Kummer Group has said that the truck route will be between the south side of the building and the residential area. Also, they have listed employee parking back there. The usage for trucks -- trucks and vehicles for trash, food service, cleaning services, linen, employees, et cetera.

We have discussed the exit on to Mosley Road, and at our Ward 2 and 3 meeting, they said that there are signs at each end of Mosley stating that there is no truck usage on Mosley. So how do we enforce those service trucks from using the Mosley access?

I was suggesting that possibly if you insist on leaving the Mosley exit open, that you possibly make it a left turn only, so that they would direct traffic to Olive and keep it out of the residential area.

The other thing is the parking issue. Where does the overflow parking go? You have the holidays

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coming up. Let's say the hotel is full. Let's say there's a development of restaurants and a little strip mall there. They're going to the residential areas. It's a short walk from our neighborhood over to the hotel and all those places.

Also, how do you prevent the turnaround traffic? Do you now make our residential areas private streets, private access? We did experience a lot of turnaround traffic during the Ladue Road closing.

The other thing that I'd like to talk about is the height of the building. It's my understanding that since it is so close to the property lines, that a six-story building is entirely too tall to actually be where it is now. So I don't know that with all the lighting and people and everything that that would be, you know, appropriate to put a hotel where it is.

You also, there's an opportunity that they could purchase all the property that's within the range of the hotel and make it another green space, build their own homes there if they think that's appropriate to have a hotel in a residential area. You know, there are plenty of other things to do with it. But I think there's a better usage for that building than a hotel, because, again, it's a transient population. If it's an office building, there's management there to, you know, control

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the employees and to -- to manage what goes on in the building.

There is nothing really to control who rents those rooms again and who has access to the building. And now you're encouraging other people to come in from other communities to use the other two buildings that you're proposing for the site, which, again, once that property's sold, there's no guarantees what will happen there.

Thank you.

CHAIRMAN KISTNER: Thank you.

Ray Mueller.

Next up is Patti Trout.

It's Ray -- I'm sorry, it's Ray Mueller, and then you're next --

PATTI TROUT: Oh, I'm sorry.

CHAIRMAN KISTNER: -- up after.

PATTI TROUT: I heard my name.

RAY MUELLER: She can go ahead.

PATTI TROUT: I heard my name.

RAY MUELLER: Chivalry is not dead yet.

You can go ahead.

CHAIRMAN KISTNER: Let's go.

Patti, why don't you.

PATTI TROUT: I can do this.

Patti Trout, 309 South Mosley Road.

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I want to cover just a couple of things. A little bit of it was covered before.

But I noticed on the picture you were talking about a water feature in this plan, which is kind of requirement now in Creve Coeur.

The interesting part is that water feature sits right on top of the old gas station, which actually I found out late this afternoon has five tanks, because there's, yeah, there's the waste oil and then the four types of gasoline. It was a big diesel place. And it was owned by Worman (phonetic), and he -- Kummer purchased it from Worman, so he knows very well that those tanks are there, and it would be hard-pressed to put a water feature there when you've got tanks without doing the proper remediation.

I'm a little worried. This is the first time I've seen it. The proposed facing of this building in itself, after sitting on the City Council, we don't want cheap in Creve Coeur, and this is a cheap way to go. So think about that.

It even said what's the lifespan of something like that.

I also read the traffic study, and had a lot of questions, and brought up the fact, especially about City Place East, it is a requirement now, anything commercial

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on Olive automatically is required, if possible, to have cross access, so that should have been presented to us right away.

Worst case scenario. I think all of their trash, pool, all of that stuff should be on the west side of the building, on the commercial side, not anywhere near the residential. It should not be placed in the back.

Why should we be hurt? Why should the residents be hurt? It should be the commercial side where you see all of that.

The other very important thing is somehow I'm getting the feeling that they want blind approval. Where's Hilton in all of this? Why aren't they here talking about what a great opportunity they're going to have? We have no proof that there is anything on the table with Hilton. He's building some kind of a hotel that may or may not be adopted by a Hilton brand, and I want to see something in writing, a proposal from Hilton, that says they're interested in this property.

Get your ducks in a row, that's what we were always taught before on the City Council.

Bring it forward, guys. We haven't seen enough that makes me want to even think about anything like this.

Thank you.

CHAIRMAN KISTNER: Thank you.

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Mr. Mueller.

And next up is Frank Sprich after Mr. Mueller.

RAY MUELLER: My name is Ray Mueller. I live at 719 Fairways Circle.

I want to address the great design book, which I feel is probably very well-written, and the employees of HBE were very good neighbors to us while they were there, cause our property adjoins the HBE building.

Now with the new hotel, we won't know any of those employees or customers of that hotel.

On Thursday we had a 1 -- Ward 1 and 2 meeting with our representatives and informed us that the City of Creve Coeur is 48.1 percent residential, 52.1 commercial.

Are we going to increase our broken heart city with all the commercial rather than residential?

Also, I would like to know if Mr. Jagger [sic] has received the MoDOT information about the traffic on Olive Boulevard?

Thank you very much for hearing me out.

CHAIRMAN KISTNER: Thank you.

Mr. Sprick.

And the next will --

FRANK SPRICH: I'll defer my time because everybody pretty well covered what I was going to say.

CHAIRMAN KISTNER: Okay. Thank you very much.

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Wayne Mosher.

Have you been sworn in?

WAYNE MOSHER: I have.

CHAIRMAN KISTNER: Okay. Great. Come on up.

WAYNE MOSHER: Members of the Commission, Kummers.

They have been, in the past, wonderful neighbors.

CHAIRMAN KISTNER: I'm sorry. Could you just add your name and address to start off.

WAYNE MOSHER: Sure. I thought I could leave it off because it was on the form.

My name is Wayne Mosher. My family and I live at 505 Fairways Circle, about as far into the Fairways Subdivision as you can go southbound.

We don't have concern about the immediate effect of this that the neighbors right next to it have.

We see, fairly often, walkers through our subdivision who are getting their exercise, that's fine.

But walkers out of a bar and a hotel walking through our subdivision is not fine. There are a lot of different ways that this building can be used other than as a hotel.

In its past it has been used as an office building for HBE and for others, and it was perfectly

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acceptable in that thing -- in that use.

I think now the Kummers are feeling that it can be used more economically advantageously as a -- as a upscale hotel, if, in fact, that were to happen.

I urge them to think of it in terms of an older building that still has a lot of life left in it as an office building, which it once was successfully before.

I'm concerned. My background is in financial analysis. I hold an MBA. I've done a fair amount of number crunching. I don't think that this hotel, two miles inland from the nearest interstate, is going to have the kind of intentional finding it and using it that would make it a successful hotel.

I think it's going to fail. And if it does, then what do we do with this building that's now modified away from being an office building and into just being a hotel?

I urge you to deny this use permit, or whatever it is we're considering.

Go back, Kummers, go back to that good use of this building as an office building. We would be glad to have you there.

CHAIRMAN KISTNER: Thank you.

WAYNE MOSHER: Thank you.

CHAIRMAN KISTNER: Those are all of the speaker

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cards that we have on this matter.

Is there anybody else in the audience that wishes to speak to this that didn't fill out a speaker card and that has something unique to add?

Okay. Please come up, and you'll need to be sworn in.

(The speaker was sworn in by the court reporter.)

CHAIRMAN KISTNER: If you could start with your name and address, please.

JULIE STORER: Hi. I'm Dr. Julie Storer, a wife, mother of four. I live at 526 Fairways Circle. So, again, little bit further away from the -- the building.

Just a little bit about ourselves. We have lived in several places in St. Charles, and we chose Creve Coeur to live because we love the wide big open lawns of Fairways Circle. We have fully renovated, as our neighbors know, fully renovated our house and built a wonderful home for our four children. And my husband and I plan to live there for the rest of our lives, and hope to be one of these citizens that are here for the next twenty or thirty years. That is our goal and that is our dream.

So I have a couple of concerns, and some of them have been addressed, but I just want to speak a little bit

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from my perspective as a wife and mother.

The -- my main concern is the safety. I did a little checking internet and was going to email you about some of the different safety concerns about a hotel, and there's some definite statistics about the safety and how the hotel can affect the area.

Specifically, and I can send those later, but there was a lawyer that speaks directly to this about how especially even high-end hotels even can give us a false sense of security about the safety for, not just the residents, but the -- the occupants of the hotel itself, whether it be the cameras or lack thereof.

Speaking to the safety is because with that being a residential area there's several bus stops, including my own kids', that are right along that area, right on the stop signs, that, unfortunately, already enough people kind of blow through those stop signs very, very quickly and don't obey the 30-mile an hour, you know, speed limit there.

So one of my concerns is that the kids in the morning, especially it's dark out, people don't see them. My own daughter almost got ran over the other day just because she was walking trying to get to the bus and someone blew right through the stop sign. So it's a high concern of safety for us.

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And that's already occurring enough in this area. We got a notice from Parkway that a stranger was approaching -- a man was approaching the kids at the bus stops. And so with that additional access from people, whether they're working at the hotel or whether they're just there as -- as guests, that's a concern of mine.

And I would love to have a hotel that had that big of a room in a way, because, again, with four children it is difficult to find a hotel with those of big rooms.

On the other hand, with the same big of rooms, you can have unrelated people in those rooms or have parties in those rooms, and have, again, it's a safety issue. It can attract the wrong type of person.

So, and including that with the School of Goddard. We had two children going to Goddard School, so I'm very familiar with Goddard, and that would be -- we no longer have children there, but that would be concern, again, addressing to the safety issue.

Number two, the noise and pollution. Real quickly with this. I'm unsure of the specifics of the drive-thrus of what Creve Coeur was, but I know there was some issues with the drive-thrus, and if there was, and specifically to protect the residents from noise and light pollution from the drive-thrus.

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And so if it was that big of a concern for the drive-thrus, which I do like some of those, but if it was that big of concern for residents for drive-thrus, I can only imagine what this type of hotel could do for the residents.

So if you're looking at drive-thrus about walls and -- then please consider what a hotel would do to the residents.

CHAIRMAN KISTNER: Thank you very much.

Did you have more?

JULIE STORER: I did have one more last quick point.

CHAIRMAN KISTNER: Okay. Okay. Quick.

JULIE STORER: Okay. Go ahead?

CHAIRMAN KISTNER: Yes.

JULIE STORER: Okay.

So just one thing. We moved here about five years ago, about 2012, and my concern is, again, I like -- the idea sounds great in certain aspects. They have some good ideas coming forward. The problem is, again, longterm.

Is we moved here about five years ago, and what we saw the HBE building, is we did see the remnants of some good -- good citizenship towards us, but we do not see that has continued in the last four or five years in

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the sense that it has been overgrown in weeds, the trees have not been cared for.

And my concern is what happens in ten years from now or twenty years from now when maybe they can't fill the hotel or are they going to keep the promises. And if they can't, who. Who, even now, who upholds those and keeps, you know what I mean, who keeps those -- who holds those to those standards?

CHAIRMAN KISTNER: Thank you much.

JULIE STORER: Thank you.

CHAIRMAN KISTNER: Thank you.

I think, unless there's somebody else who has not raised their hand, I think that'll conclude our public comment section right now.

Did the applicant wish to address the -- the Commission before we begin our discussions?

FRED KUMMER, SR.: I'm Fred Kummer, president of HBE, and, of course, the owner of the property.

And I'd like to address any of the issues that -- that you have that -- the questions that --

CHAIRMAN KISTNER: I will start with one.

The staff identified quite a number of items, concerns. And I'm sure they had discussed those with you prior to you bringing this application forward.

You know, we -- we, typically, you know, the

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staff are experts and we listen very carefully to concerns and suggestions.

Did -- do you all have any responses or plans to change or amend the proposal to meet some of the concerns that the staff raised, and if so, if you could be specific about what those are?

FRED KUMMER, SR.: Well, certainly, I've had discussions with the -- with the staff as to why particular things are handled in a particular ways.

And we do have issues that are not quite -- that we don't see eye-to-eye.

I'd like to say that -- that, you know, this -- this property is not under contract and nor do we have any mysterious ways that we're going to sell this -- this property at any time.

Also, I'd like -- right here is a report on the -- which was done recently on the -- on the oil tanks that were associated with the -- with the gas station that was actually at the corner of Mosley and -- and -- and Olive. And those tanks were -- were treated as -- as they are required and acknowledged by the state.

And I have talked to the Planning, and -- and we certainly have taken -- taken care of those, as we -- as we do typically with -- with any land that we own. And so I thought that was maybe something that I should -- I

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should mention.

The -- this is designed to be a -- a first-class hotel, full service, and one which we believe would enhance the -- the community. And hospitality is a part of a community. And -- and we would -- we -- and I think the -- the standards that have been set by -- by Hilton, which would be the -- the ones that we would have to -- have to meet to operate this property, so there is rather significant assurances for the -- for the quality of the -- of this kind of an establishment.

It's, we believe, that a good use from the standpoint, as I said at the -- at the last hearing, we -- this building would be difficult to operate as a Class A office building. But, you know, frankly, the Class A buildings that you see being built in the St. Louis area right now are -- are in Clayton and in -- and out on the west -- on the west toward Chesterfield along 64.

And -- and the better use of this particular asset is -- is -- is a hotel.

CHAIRMAN KISTNER: Okay. Thank --

FRED KUMMER, SR.: We have very significant analysis of the -- of the success of this hotel.

CHAIRMAN KISTNER: All right. Thank you.

And so to my question about whether there were any issues raised by staff that you would be willing to

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change in order to create -- to better meet some of the concerns raised, I didn't hear you suggest that there were any areas that you were willing.

FRED KUMMER, SR.: I think if you'll identify the individual one. I think the first thing off, cross traffic. And I think the -- the engineer that is here thought about those, and I think, you know, the cross traffic from here to the west.

I have -- I have one issue that I've shared with -- that I have shared with -- with Planning, and the -- this property to our west where Pei Lei -- Pei Wei, or whatever in the world that is, and -- and PNC Bank, and had a former tenant (inaudible) with AT&T, and AT&T was so dissatisfied with the available parking that they came to us to, and at the time we were -- staff (inaudible) --

CHAIRMAN KISTNER: Excuse me, sir, you're going to have to stay at the microphone.

FRED KUMMER, SR.: Okay. I'm sorry.

CHAIRMAN KISTNER: And if you could just keep your remarks very direct, we have a lot of --

FRED KUMMER, SR.: AT&T came to us, and we had an agreement with AT&T to provide -- to provide additional parking for them. And -- and we have the contract -- the contract with AT&T, which I shared with -- or offered to share with Planning, and -- and checks where they paid

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for -- for parking at the --

So -- so we were reluctant, and for several reasons, as to -- as to have cross traffic on to what has an 18-foot wide alleyway on over on the -- on our west side.

And we -- and the cross traffic would have to cross our hotel property in front of the port cochere, and for a number of design reasons, we said to -- to Planning that we don't think that's a reasonable -- a reasonable expectation on it.

So each of the -- the other issues of -- that have been raised by -- by Planning, one of them is --

MR. SCHUH: Microphone, please.

FRED KUMMER, SR.: -- one of them is the arts -- where is the -- yeah, that's the one I --

This -- this particular plan shows -- shows the travel distance from that -- from that entry into the hotel, and from that entry into -- into the restaurant, and it shows how competitive those -- those center parking spots are going to be competing between the hotel and this restaurant here.

And moving around to the side is -- is not going to be as -- so what Planning would -- has recommended is that we create more green space. We certainly meet the green space requirement today per the code, but they would

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like to eliminate some of the parking out here and turn it into green space. We say, no, that's not a good idea from an operation of the success of the hotel or the -- or the restaurant.

So -- so we have been resistive to that -- to that issue that they have -- that they have raised.

The -- if -- if there is specific -- specific issues that -- that they -- why, we are certainly willing, and have in a very professional way, had dialogue, met repeatedly in civil conversation with the -- with Planning and with City Manager, and we're not adverse to any -- any dialogue back and forth, but there are views that are different from the design and operation of these -- of these areas.

Now, know we have said we can't define specifically what these outbuildings will be, and we -- the one we have shown you in here, the one in our -- in our northwest corner is modeled after -- after Brio's visually --

MR. SCHUH: After what?

FRED KUMMER, SR.: -- and that's the kind of --

CHAIRMAN KISTNER: Brio's.

FRED KUMMER, SR.: Pardon?

MR. SCHUH: I couldn't understand. Thank you. I -- thank you.

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CHAIRMAN KISTNER: Go ahead.

FRED KUMMER, SR.: The Brio's Restaurant --

MR. SCHUH: Yeah.

FRED KUMMER, SR.: -- over on Clayton.

And, in fact, we have a number of inquires, more than inquiries, very interested in the -- in the property, in the facility, but -- but they do have standards.

I think the other day it was interesting to hear the gentleman that spoke about -- about the sign standards and how, well, buildings have the same kind of thing, and what we had hoped to do was to work with -- to work with those -- those tenants and the -- and Planning in terms of reaching a -- a more definitive building in that.

We could build a kind of a -- of a block building of -- but that's not what we want to do. We want to do -- to do one that was -- I won't mention any -- any -- any tenant -- by the way, we do not have any interest at all in any drive-thru because we think the property wouldn't lend itself at all well to a drive-thru (inaudible).

And we certainly pursued by a number of ones to -- to do that.

I -- I wouldn't -- it is not our intention to do that, that kind of --

CHAIRMAN KISTNER: Okay.

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FRED KUMMER, SR.: The plan -- the model, one of the reasons why we thought the model was much more important for this very important project, and I think it is a very, very important project for Creve Coeur.

MR. SCHUH: Sir, could I follow-up real quick on the Chair's question, which was whether you would be willing to make any concession as to the key issues that were raised by the staff.

There's seven of them up on the list. If you could just go through and identify any of those that you would be willing to make a concession on, and, if so, what that concession would be.

FRED KUMMER, SR.: Okay.

I -- the -- I think we have done a great deal of work with MSD, and there's going to be a -- a great deal of changes in terms of detention.

By the way, I'm educated as an engineer of our fine University of Missouri at Rolla. Missouri School of Mines Metallurgy when I went there.

And so we are affluent. Our storm discharge will have very high quality, and -- and we'll reduce the impact of -- of surge from major storms.

The --

CHAIRMAN KISTNER: And I'm going to ask you if we can -- if you can limit your -- finish up in about two

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minutes, you've -- we've had a lot more time for discussion here and we need to be moving along.

FRED KUMMER, SR.: The overall design quality of the -- each one of these -- these specific items, we are ready to sit down and discuss why we resistive to.

I think you -- the model here will demonstrate to you why the connection between the two properties, between us and the west -- west property is not a very reasonable sort of speculation.

It is -- it is very apparent that that is not a good idea from -- from the model, if you look at it, would isolate the corner property. And this -- this kind of a project requires more -- more detail and more -- and more considerate --

CHAIRMAN KISTNER: Okay. Thank you. Thank you very much.

FRED KUMMER, SR.: Thank you so much.

Appreciate your time.

MR. MAGRUDER: Could we ask questions of him?

FRED KUMMER, SR.: By the way, I'm very proud of my daughter and glad that she spoke here this evening.

MR. MAGRUDER: I have a question for you, sir.

Do you have documentation from Hilton that Hilton is --

FRED KUMMER, SR.: Fred has --

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MR. MAGRUDER: -- going to be involved?

FRED KUMMER, III: Yes.

CHAIRMAN KISTNER: And if you start just by identifying yourself when you begin to speak.

FRED KUMMER, III: My name is Fred Kummer, III. I'm principal in Kummer Hotel Development Corporation -- LLC. I'm sorry.

This weekend I was very pleasantly surprised to receive an email from Susan Bochman (phonetic), who is the regional out of, of all places, Grand Junction, Colorado, which handles the franchising of both the Tapestry, as well as the Curio brands for the upper midwest and midwest states, and she sent me an email, which I'll be glad to forward on to any one of you, that they have overcome their final objection or final problem with Hilton, and that she is looking forward to the 1919 -- or the 2019 opening of the Tapestry Hotel by Hilton Creve Coeur.

CHAIRMAN KISTNER: Thank you.

Maybe if you could share a copy of that with staff.

FRED KUMMER, III: I certainly can. I will --

MR. MAGRUDER: But that's not a legal commitment at this point, is it?

FRED KUMMER, III: I'm sorry?

MR. MAGRUDER: Is that a legal commitment at

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this point by Hilton?

FRED KUMMER, III: It is not a -- it is not -- what they do is there was some discussion on the land ownership, which we have settled with our legal people, and now, as I mentioned in my comments two weeks ago, they're very excited to be having the opportunity to work with me, and so I'm -- I'm confident that -- that I will -- I reached out to her this morning to follow-up, but she didn't get back to me cause she's very difficult to reach, but I'm confident that legal commitment will be coming in the very near future.

MR. MAGRUDER: Thank you.

CHAIRMAN KISTNER: Thank you.

For the Commission now we've heard a lot from our -- our applicants, from the staff -- I'm sorry.

FRED KUMMER, III: Can I just make one more other comment?

To date with the 260 rooms, we have almost $55,000 committed in our franchise proposal to Hilton, which will -- which is a no-refund-type option, so it is a significant upfront commitment that the company has made.

CHAIRMAN KISTNER: Okay. Thank you.

We've taken -- and, excuse me, there's a lot of noise coming from the audience. I know that you all have had a long night and we have too, but if you do have

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conversations, if you can take them outside, that would be appreciated.

There's a lot of complicated -- there's a lot in this with the rezoning. There's the criteria -- design criteria and review criteria for a Planned Commercial Development District.

Oh.

MR. LUMLEY: Can we close the hearing?

CHAIRMAN KISTNER: We're going to close the public hearing. Sorry. I was getting off ahead of it.

So we are going to close the public hearing as soon as we have these exhibits.

MR. LUMLEY: Thank you.

Let the record reflect the following exhibits: Documentation in possession of the City Clerk reflecting the notice provided to the public, and on that point, I would note that the minutes of our last meeting confirm that this hearing was continued to the meeting of November 6th. I -- certainly, people could misunderstand things in our conversation, but officially this hearing was continued to tonight's date. The staff reports on this matter, including the Chief of Police report, the -- all the various written comments that we received, including, but not limited to, the protest petition submittals, the City Code of Ordinances and Charter, the

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City's Comprehensive Plan, and the public file regarding this application.

CHAIRMAN KISTNER: All right.

This hearing is closed.

(The public hearing was closed at 8:10 p.m.)

oOo

STATE OF MISSOURI)
) SS
COUNTY OF ST. LOUIS)

I, Deborah K. McLaughlin, Registered Professional Reporter, Missouri Certified Court Reporter, Illinois Certified Shorthand Reporter and Kansas Certified Court Reporter, do hereby certify that I reported the Planning and Zoning public hearings stenographically and later reduced to typewriting; and that this is a true and accurate transcript of the public hearings.

_____, RPR, MO-CCR, IL-CSR, KS-CCR

Deborah K. McLaughlin, RPR, MO-CCR, IL-CSR, KS-CCR

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DIANA SPRICK: [2] 47/17 49/21
ERIC VANDERHOEF: [2] 44/22 45/12
FRANK SPRICH: [1] 55/22
FRED KUMMER, III: [6] 71/1 71/4 71/20 71/23 72/1 72/15
FRED KUMMER, SR.: [17] 62/16 63/6 64/20 65/3 65/17 65/20 66/13 67/20 67/22 68/1 68/3 68/25 69/12 70/2 70/16 70/19 70/24
GARY MEYER: [1] 37/16
JUDY ARNOWITZ: [1] 38/14
JUDY WASSERMAN: [2] 42/23 43/1
JULIE STORER: [5] 58/10 61/10 61/13 61/15 62/9
MELANIE BREWER: [2] 45/23 47/14
MR. CARNEY: [2] 2/8 32/23
MR. JAGGI: [37] 2/23 4/20 19/21 19/25 25/7 25/18 26/5 26/8 26/11 26/23 27/14 27/24 28/3 28/6 28/20 28/22 28/25 29/7 29/11 29/17 29/22 30/1 30/6 30/9 30/19 31/8 31/11 31/13 31/17 31/20 33/1 34/7 39/18 39/21 39/24 40/1 40/8
MR. LUMLEY: [5] 2/20 4/14 24/8 73/7 73/12
MR. MAGRUDER: [12] 2/12 29/5 29/8 29/16 29/20 29/23 70/18 70/21 70/25 71/21 71/24 72/11
MR. ROVAK: [1] 2/14
MR. SCHUH: [18] 2/18 26/16 27/12 27/20 28/2 28/5 28/18 28/21 28/24 29/4 29/24 30/5 30/8 66/12 67/19 67/23 68/2 69/4
MS. HALL: [1] 2/10
MS. KELLY: [1] 2/25
MS. SILVERMAN: [1] 2/16
MS. STUTTE: [1] 3/3
PATTI TROUT: [4] 52/14 52/16 52/18 52/23
RAY MUELLER: [3] 52/17 52/19 55/2
ROBERT DAUS: [11] 39/7 39/10 39/13 39/20 39/22 39/25 40/3 40/11 40/16 40/23 42/15
SUSAN MURPHY: [3] 35/21 36/1 36/6
WAYNE MOSHER: [4] 56/2 56/4 56/10 57/23

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137.1 feet [1] 28/2
15 feet [1] 16/11
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1756 [1] 49/5
18-foot [1] 66/4
1919 [1] 71/16
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1980 [1] 27/19
1981 [1] 48/17

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2012 [1] 61/18
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51.52 percent [1] 15/17
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PLANNING AND ZONING COMMISSION PUBLIC HEARING

CITY OF CREVE COEUR, MISSOURI

300 NORTH NEW BALLAS ROAD

MONDAY, OCTOBER 23, 2017

6:30 P.M.

PUBLIC HEARING

APPLICATION NO. 17-028

THOSE IN ATTENDANCE:

Ms. Beth Kistner, Chairman
Mr. Tim Carney
Ms. Muriel Hall
Mr. Don Magruder
Mr. Gene Rovak
Ms. Heather Silverman
Mr. Matthew Schuh
Mr. Carl Lumley, City Attorney
Mr. Jason Jaggi, Director of Community Development
Ms. Whitney Kelly, City Planner
Ms. Jessica Stutte, Planning Assistant/Recording Secretary

McLaughlin Court Reporting Services, Inc.

Deborah K. McLaughlin, RPR, MO-CCR #314, IL-CSR, KS-CCR
4772 Gatesbury Drive
St. Louis, MO 63128
(314) 974-1199

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CHAIRMAN KISTNER: We're going to start with our roll call.

Mr. Carney?

MR. CARNEY: Present.

CHAIRMAN KISTNER: Ms. Hall?

MS. HALL: Present.

CHAIRMAN KISTNER: Mr. Magruder?

MR. MAGRUDER: Here.

CHAIRMAN KISTNER: Mr. Rovak?

MR. ROVAK: Present.

CHAIRMAN KISTNER: Ms. Silverman?

MS. SILVERMAN: Present.

CHAIRMAN KISTNER: Mr. Schuh?

MR. SCHUH: Present.

CHAIRMAN KISTNER: We have City Attorney, Carl Lumley?

MR. LUMLEY: Here.

CHAIRMAN KISTNER: Director of Community Development, Jason Jaggi?

MR. JAGGI: Present.

CHAIRMAN KISTNER: City Planner, Whitney Kelly?

MS. KELLY: Present.

CHAIRMAN KISTNER: And Planning Assistant/Recording Secretary, Jessica Stutte?

MS. STUTTE: Present.

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CHAIRMAN KISTNER: And I'm Beth Kistner, the Chair.

Okay. Now, you've all been waiting for patiently. I thank you all very much.

Before I call the matter, let me say, obviously, very, very full house. Have a lot of speaker cards. We will get to everyone who has put in a speaker card.

I will ask that, you know, to be thoughtful, considerate of everybody else here in the room, that you make sure not to repeat the things that are said, to offer additional comments.

If there are groups of you who would like to have one person speak for the rest, we can do it that way.

But just keeping in mind, we'd like to keep to a three-minute maximum for speakers.

As you can tell, three minutes multiplied by the number here, it's still quite a bit. So if everybody can kind of work together to make sure we share your information sort of once through, I -- I think you'll all be happier.

So this is a public hearing, Application No. 17-028: The rezoning of 11318 Olive Boulevard, Planned Commercial Development District for the renovation of the existing building into a 260-room hotel, with a freestanding restaurant and commercial/retail buildings.

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(Inaudible.)

Okay. And I guess we said, everybody who intends to speak, if you could stand and be sworn in, this is a public hearing, so everyone must be sworn in.

If you decide later you want to speak and you didn't get sworn in, we can always do that later, but this will make it all go faster, if those speakers will stand now.

(The speakers were sworn in by the court reporter.)

CHAIRMAN KISTNER: All right. Thank you very much.

Now we're going to start with, I think the applicants are going to give a presentation, the staff will then follow with a presentation, and then we will open it up, and I will start culling through people from the comment cards. Okay.

The floor is yours. And always start with your name and address.

FRED KUMMER: I'm Fred Kummer. I'm president of HBE. And I live at 11 Squires Lane in Huntley.

I've been a owner of property, the three office buildings here in -- in Creve Coeur for more than fifty years.

And, of course, I don't exactly recognize that

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number you have up there. The address of Olive is 330 Olive -- 3300 Olive. So we also owned prior and previously sold 717 Office Parkway and the building just south of there, which I'm afraid I'm unaware at this time as to what that address was.

When I decided to sell our -- our corporate headquarters after decided to close down HBE, why, I put it up for sale. And, in fact, did sell the property to a real estate company that owns property in Creve Coeur along the Olive Street Road. And they, fortunately, I would say, they were unable to consummate the contract in the amount of time that we had.

So when they came to me for additional time, I thought, and I said I really am not pleased with what they're proposing to -- to do with the building.

And they would propose to turn it into a multi-tenant building. It would operate long hours. It would be operated as a B or a C building. And I didn't -- I wasn't particularly happy with that use and that remembrance the HB headquarter building. So I sat down with my son Fred, and Fred's been in business for many years with the hotel business.

I also have been in the hotel business over the years and with a number of hotels.

And we put together what we thought was a very

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impressive hotel. And I might say, not -- not a limited service hotel, which -- or a motel, which one might call it, but a real hotel.

And it's -- and this is the building that we -- we bring to you today.

The -- the -- the climate has shifted in terms of office buildings, and at this point in time, why, the most desirable marketplace for hotels, as you are -- excuse me -- for office is either Clayton or west of here.

So one might say, gee, Mr. Kummer, why don't you turn this into a -- a first-class -- Class A office building. And I think the marketplace, when we put it up for sale, tells us what the use of this as an office building.

And we -- we think that the project that we have put forward is one that we're proud of. Proud to present it.

Hope that when you're done with your deliberation, and the Council is done with theirs, why, I think we've made a good presentation.

With that, I'd like to let my people go ahead and present the project more fully.

Thank you.

CHAIRMAN KISTNER: Thank you very much.

TIM TRYNIECKI: Thank you, Fred.

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My name is Tim Tryniecki. I'm an attorney at Armstrong Teasdale, 7700 Forsyth in Clayton, 63105.

I got involved in this project late February.

I want to thank all of you for letting us make this presentation tonight. There are a lot of moving parts to the project. There's a lot of history to the conversations we've had with staff. And like the preceding applicant or two applicants ago, I want to thank staff for being patient with us.

This is an unusual project in that it's an existing building that's about 45 years there, and because of that, we -- we thought, I certainly did early on in the process, that it fit very neatly within the -- within the concept of a Planned Commercial Development.

I understand the city doesn't have a whole lot of experience with PCDs, although there are other planned districts. I noticed a Planned Office District next to us, and a Planned Hospital District, and a few others on the zoning map, if I'm reading those colors correctly.

But the -- this is a large site, and it's more than one use. All three of the uses are contemplated in the current CB zoning district. But because of the existing building, we just can't do three separate conditional use permits without a lot of other legal requirements that can't be met, and it just doesn't fit

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right.

I will be the first to say that, as a lawyer, to do this another way.

I want to emphasize, it's going to be said, it's been said in the staff report, which is, again, very thorough, but it bears repeating here at the outset, just to set the -- set the table.

In your all's PCD ordinance, the purpose is stated -- the purpose of the Planning -- a planning zoning district -- a Planned Zoning District -- excuse me -- is to allow innovative design, solve problems on difficult sites, meet market niches. I'll skip the housing one. Promote well-designed developments and encourage infill and redevelopment within the existing urban area.

This is a concept that you all are, I'm sure, are super familiar with from your Comp Plan discussions, the 2030 Comp Plan, so we'll address that tonight. Our substantive speakers will address that tonight.

I do want to comment, as a lawyer who deals in this area quite a bit, Planned Districts are very, very common all over St. Louis County, and they have been approved by the courts in Missouri since at least 1984, if not beforehand. And they're very common all over the country.

They're not something to look at cynically.

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It's just a way to shoehorn something that shouldn't otherwise be there. I think you should look at them positively as a way to achieve flexibility.

The basic fact here is this site is not going to be cut up. It's not going to be three separate applications in front of you. It's going to be a mixed-use with synergies.

So having said that, the substantive speakers tonight following me, Joseph Lehrer, executive vice president of HB Corporation is going to give you little more background about the concept and the project and what -- and the intent of the project in more detail than Mr. Hummer has -- has given you, and he'll speak for -- between five and ten minutes.

Then we'll have Fritz Kummer, Fred Kummer, III, will speak about the hotel operation itself, cause that's the first -- first use that we're going to present to the city, right out of the gate, if you all act favorably on this, and he will speak for about ten minutes.

Then Mr. Fred Scott is going to get into the nitty-gritty on the site plan and the architecture. And he's a professional architect and the project architect with many, many, many years of experience for HB -- HBE. And to give you a little bit of chronology of how we got to this design.

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And then we will close with our traffic expert, and she will probably focus on Mosley Road and the issue of the exit on Mosley Road and the results of her traffic report. Her name is Cheryl Sharp.

So I'll get out of the way. But, again, thank you for all -- all of you for giving us the opportunity to make this presentation tonight.

CHAIRMAN KISTNER: Thank you.

And I would encourage, it's a -- it's a big room and lots of people to speak, so to the extent that you can keep your remarks as brief as possible and convey the information we need, I appreciate it.

TIM TRYNIECKI: Yeah, and on that note, the staff has been very thorough on both of their staff reports, so we're going to avoid repeating the facts as much as we can.

CHAIRMAN KISTNER: Thank you.

JOSEPH LEHRER: Hello, my name is Joseph Lehrer.

As was stated by Tim, I'm executive vice president of HBE Corporation.

And I also wanted to thank the staff and all of you for allowing us to make this application.

Here's the dilemma. We have a 180,000 square foot massive building sitting on 10 acres in a very prominent section of Creve Coeur. The building is

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functionally obsolete. And the building is largely vacant.

So the issue that we're all faced with today is what should we be doing with that building.

As Mr. Kummer has stated, HBE Corporation has a long history of owning property in Creve Coeur. This particular piece of property has been owned for and built for about 35 years.

At the time that it was built, it was built specifically for HBE Corporation and it had a few other tenants.

But when HBE was up and running, we had a hotel division. We owned the Adam's Mark chain of hotels, about 25 hotels were being run. We had a equipment leasing company. We had a design-build company that was primarily involved in building banks. And our primary business was the design-build business of building hospitals.

Just for your information, background, HBE has built -- designed and built more than 1100 projects for hospitals around the country. Every single state other than Alaska.

So it was a very, very large operation. We had 719 parking spaces on the lots there, and of those 719 spaces, they were all just about filled. There were some days where it was hard to find a parking place in the 719

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parking places in this building.

In recent years, HBE has downsized. The leasing company was sold. It was determined that HBE should not continue being in the design-build business of -- of -- of banks.

All of the Adam's Mark hotels have been sold. And one by one some of them, you know, three or four, but all of them have been sold in the, basically, the mid-2000s.

And it has been determined that HBE will -- will, and is in the process of winding down its design-build business with respect to hospitals.

Currently we are occupying one half floor of the six floors. Everything else is vacant in that building.

And we intend to move the last people that are in that building, including Mr. Kummer and myself, we plan on moving -- we're going to be moving outside of this building, so the building will be 100 percent vacant.

So, what we have, again, is a massive, very imposing structure sitting on 10 acres on a very prominent and important part of Creve Coeur.

And that's -- that's our site, essentially.

So in determining what to do with the property we had to come up with something which is feasible, would benefit the city and is complimentary to the eastern

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section of the Olive -- Olive Boulevard Business District.

So in doing that, a touchtone for us was really, okay, what does the Comprehensive Plan for Creve Coeur state about this kind of situation.

And what I'm referring to is the Comprehensive Plan Creve Coeur 2030. So Creve Coeur 2030 specifically provides that one of its purposes is the promotion of redevelopment of, and I'm using the words in there -- in the Comprehensive Plan, aging of office buildings that have, quote, reached market obsolescence.

The Comprehensive Plan continues to state that there is a great opportunity to improve the appearance and functionality of existing commercial areas especially along Olive Boulevard east of 270.

We believe that our application and our plans to re-purpose the property is a substantial enhancement to Olive Street Boulevard and the Eastern Business corridor of Creve Coeur.

Yes, we looked at, as Mr. Kummer stated, we did look at alternative uses for the property, but we kept getting the same advice from real estate professionals.

And that is, from a financial point of view, the best use for this property is to do nothing. Fill it up with tenants.

Mr. Kummer has stated he really doesn't want to

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own a building that is a Class B or even a Class C building filled with -- with a bunch of tenants and filling up that parking lot again with 700 employees.

What he would much rather do is to have a high-class property, and we have determined that the best use for that property would be a hotel, if we're going to re-purpose the property.

A hotel, this hotel, if you think about it, will be the further east -- furthest eastern hotel in Creve Coeur. It's well situated to service the business organizations of that portion of the city.

But also, if you take a look at a map, this will be the hotel that is in closest proximity to Monsanto, the Danforth Plant Center, and I know a very important project for the City of Creve Coeur, 39 North, which is the AgTech technical center that is -- is proposed to be developed.

And, matter of fact, not only will we be the furthest -- furthest eastern hotel in Creve Coeur, but in addition to that, we would be the hotel that is the closest to those facilities on the eastern boundary of Creve Coeur.

Right now if somebody is visiting the Danforth Plant Center, they're, basically, going to either airport hotel or a hotel in Maryland Heights.

And we believe that -- that our hotel, right

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there, would be a very good compliment to what is occurring in the development of the eastern portion of Creve Coeur.

So we believe it's going to service the businesses and the organizations in this portion of the city. It will compliment Monsanto's headquarters, the Danforth Science Center and the 39 North.

We planned, and Fred Kummer, III, is going to talk about the operations of the hotel, but this is a hotel that, yes, it could be used for families, but it's going to be specifically well-designed for business travelers.

Another point that needs to be made here is is that a hotel will be a better enhancement for tax revenue than an office building.

Now, a lot of -- a lot of companies that would be redeveloping properties such as this, would say, hey, there's a big tax benefit coming to the city, so we would like to have some tax incentives, a TIF, TDDs, tax credits, we're asking for none of that. We're asking for no tax assistance from -- from the city whatsoever.

We do have a plan to put in a commercial development here, a commercial development over here.

Those, in today's -- in today's atmosphere, particularly with retail having the issues it's having,

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those need to be done more as a build-to-suit, or at least know who your primary tenants are going to be before you do the design. And we -- we recognize that. Our final design for those buildings will occur later, and we acknowledge that we will be coming back to your commission at the time we have more specific plans with respect to those two buildings.

We did have a neighborhood meeting, and we did hear a number of comments from neighbors. And we have reacted to some of the suggestions that have been made by the neighbors.

Fred Scott, our chief architect, will address some of those reactions that we've had to it and some of the changes that we've made.

For purposes of developing a hotel, we will be transferring that entire site to a new entity, the name of it is Kummer Hotel Development, LLC. This is being done for personal family reasons. And the manager of that entity will be Fred Kummer, III, who I'm going to introduce now to discuss some of the features of the hotel itself.

Thank you.

FRED KUMMER, III: Good evening, ladies and gentlemen. My name's Fred Kummer, III. I'm the director of what is to be the owner and managing arm of this

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proposed development, Kummer Hotel Development, L -- LLC.

We have a very interesting development here in that, you know, my original background is, my father says, I have over 30 years of hotel experience, and when this idea was originally proposed to me, especially when we moved from going from a limited service to a full service hotel, I became especially very much interested in this because, as we will talk about the Hilton connection little bit more later on, I'm used to running first-class hotels. And I will tell you, as -- as I will cover later, the people at Hilton are very excited to have the, as are we, the opportunity to work with myself as manager of another one of their properties.

In a recent -- my most recent experience in running an individual hotel, I took the dubious task of running -- becoming general manager of the third worst-rated hotel in the Hilton organization, and within eighteen months we were top 100.

So, and I would not allow anything less to -- to happen on this very critical piece of property.

Despite its size, you know, this is very much going to be a classy hotel, you know, this is going to be a family-ran, very -- very much of a family-ran operation, you know, even though I'm not going to be on their -- on property all the time, you know, and as Fred previously

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mentioned, you know, the Kummer family has had a long history in the Creve Coeur area, and I have no intention of doing anything to harm that reputation.

But it's very critical also that this whole project is viewed as a partnership between ourselves and the City of Creve Coeur.

The Kummer family and -- and Kummer Hotel Development is very much taking all the risk in this, while presenting a project, which, as Joe mentioned, has significant tax benefit to City of Creve Coeur.

While it is a very large hotel at 260 rooms, it is going to be very -- it is going to be ran as a very classy boutique hotel, because, as we will get later on, there are opportunities in the flag that we have chosen to go with that gives the developer a lot of flexibility.

And as Joe also mentioned, this particular design of the property is really centrally focused on the individual business traveler while during the week, and then very much oriented to the family traveler, recreational traveler on the weekend. And that is only emphasized by the fact that we will not have any banquet facilities, to speak of, in the hotel like what all of the previous Adams Marks used to.

But it really -- I'm really excited about this, because that concept in this location really addresses a

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very distinct need to this area with the 39 North and the Monsanto development, as well as its, obviously, close proximity to the Central Business District of Creve Coeur.

Yeah. Getting a little bit behind in my notes.

You know, besides the site of the hotel, you know, almost half of this hotel is going to be suites, very much designed in the ilk, and actually it was one of the properties that we looked, we used as kind of the design, which was the Conrad Hotel in New York City.

These -- these rooms range in square footage from 500 -- a little over 500 to over 390 square feet in the single rooms. So they are very spacious and, again, very -- very much of a size would be -- would be a very welcome size room for the individual business traveler, as well as a family traveler, especially those who come on weekends because with this suite arrangement, they also allow for up to sleep -- rooms that could sleep six individuals, which really meets the need of the families, so.

As I said, this is going to be a very classy hotel. You know, some of the phrases that we've used very extensively in the design -- throughout the design, these are -- these are not actual photographs of the rooms, but are intended to give one a feel of what -- of the -- of the true quality that we are talking about developing this

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hotel.

But some of the phrases, definitely contemporary, eloquent and very inviting. And I think you can see by these examples, and this is what we are working with a local interior design firm, and what we have seen from them very much is consistent with this.

We have elected to go with the Tapestry Collection, which is part of the fourteen different brands carried by the Hilton Family Hotels.

I'm sure none of you have heard of Tapestry. That's not unusual because it is Hilton's newest one. This is the first year for the Tapestry brand, and as it can -- as it says, Tapestry Collection leaves your -- your independent, original spirit while leveraging the Hilton performance advantage.

The Hilton performance advantage is a different services like central reservations, their sales program, their on-queue, which is their revenue -- or hotel management system. Everything that being part of the Hilton Family of Hotels will bring to the project.

As I mentioned, Tapestry is the newest brand in -- in Hilton. Started in 2017. It is what I would describe as a hybrid full service hotel brand. Hybrid in the sense that most of the full service, whether you go with Marriott, Hilton or IHG or any of them, really had

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their origin back in the '50s, '60s and '70s. This is a full service brand that in defining what is part of the brand has taken into consideration and gives developers the freedom to more closely address the -- the contemporary traveler, the millennials and those generations who have come about since some of the much older brands.

CHAIRMAN KISTNER: Can I interrupt you for just a second, and ask if you can move this along a little bit.

FRED KUMMER, III: Okay.

CHAIRMAN KISTNER: It's nice to have some information about this particular collection, but this is a rezoning issue and the identity of it doesn't really play into changing the rezoning, so --

FRED KUMMER, III: Yes, ma'am. Sorry.

CHAIRMAN KISTNER: -- let's get some detail.

FRED KUMMER, III: And one of the things that, as I said, is the very distinct nature of -- of the Tapestry brand.

As I said, it's a brand new, in fact, the Hotel Skyler is the only current Tapestry brand opening.

You know, while it still gives you a lot -- while Hilton gives a lot of flexibility, there's still a lot of standards to be maintained.

These are the Hilton brand standards -- excuse

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me. This is the construction and architectural design brand standard, so Hilton very much still gives a lot of direction.

This is what I will be dealing with, which is the operational brand standard.

So they are very interested in maintaining -- giving the property a lot of flexibility while still having a considerable amount of say in the operation.

You know, now, as we've discussed, you know, what -- what will this property bring to Creve Coeur.

It will revitalize a key section of Olive Boulevard. And it significantly updates an -- totally, as Joe mentioned, a -- a building that has definitely achieved market obsolescence, and it -- and I can't underemphasize, because we are looking for this hotel to be a market leader, in rate, occupancy and -- and (inaudible), so it will create a maximum new tax revenue source for the City of Creve Coeur.

And it will -- and through that will create a very attractive new draw for the corporate and individual recreational traveler.

As Joe mentioned, there -- we did have a neighborhood meeting, and I want to bring out a couple of points that -- and make a couple commitments.

A very common concern was what -- all these

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deliveries that would be coming to the hotel. With the design of the hotel, and especially the back entrance, deliveries will be strictly controlled, and I will commit here that no deliveries will be made before 7 a.m., no property-oriented generated deliveries will be made before 7 a.m. or after 6 p.m. Monday through Friday. So there will be very limited deliveries on the weekend, but they will also abide by that.

There was also a question on lower light levels. You know, one of the big things that this renovation will bring about is that the building -- if this building was to continue as an office building, the picture on the left will become the standard, literally 24 hours a day, versus the best example I could come was a Sheraton Westport, which I -- these two photographs were literally shot less than twenty minutes apart, you know, to give you an idea in a typical guest room, the number of foot candles range from ten to thirty.

This -- I don't have -- when all the lights were on in this office, in this -- in this room, we were at about 70.

Conversely in an office building, like in HBE, it can range from anywhere from 100 to 150 foot candles, so you're at three to five times more brightness coming out, you know, and so we are very cognizant of the light

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issue. There will be no lights coming since you don't have swag lamps anymore in the industry, there will be no direct lights, so it will be much closer to the Sheraton than -- than to the current status of the HBE building.

And another major point was lower traffic -- traffic volumes.

As we have discussed many times, and Fred, my dad, in his initial comments said that there's a possibility of renting this place out to call centers or something -- to operations that would just fill this place up with 700 people.

At full occupancy the hotel will have 65 employees during first shift. That's all. During second shift there will be somewhere around 20 to 25 employees. And at third shift we will be somewhere around ten.

So the -- as a hotel, while, yes, there is a concern about check-ins, but most -- from my own experience, I was hoping to get some industry specific numbers, but from my own experience through the years in the industry, over 80 percent of all check-ins occur before 8 p.m., so there will not be -- and they'll be out by about 10 a.m.

So the concern over traffic will be significantly reduced by allowing us to proceed with turning this into an office building.

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You know, this is only reaffirmed by our -- our -- Cheryl will speak in more detail, but her locular statement said that operating this hotel will not adversely affect a -- the traffic on Mosley or Olive, so.

So I would like to introduce now Fred Scott, who will be able to give you further details on the exact design and construction our -- of the hotel.

FRED SCOTT: Thank you, Members --

CHAIRMAN KISTNER: Thank you.

And, Mr. Scott, if I could again remind you, brevity would be most appreciated.

FRED SCOTT: Yes, ma'am. Brevity is our motto.

I've been an architect for nearly -- nearly fifty years. I've been in architectural business for nearly sixty. I've been a resident and a employee in Creve Coeur for over fifty years.

Completed over 2,000 buildings as an architect working throughout the United States, and very familiar with operations of hotels and constructions of a hotel.

VOICE: Can you speak a little louder?

FRED SCOTT: Oh, I'm sorry. Yes, I can. Is this on?

CHAIRMAN KISTNER: Yes, it is.

FRED SCOTT: Okay.

The conceptual plans developed and conceived by

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Fred Kummer for the best overall use of this site are architects, engineers, in conjunction with Fred Kummer have developed the plans for this very special hotel.

Many meetings with the staff began in February of this year, and we've worked closely with your staff resulting in a lot of considerations and enhancements to the project.

The existing building designed a multi-tenant 1980s. The building codes in effect at that time were 1978 BOCA codes, and that included the very first year that the BOCA codes included energy conservation.

Our current proposal to change the use in this building from an office to hotel requires that we comply with the current codes adopted by the City of Creve Coeur, the 2000 International Building Codes and all their reference codes, including the very more sophisticated and stringent energy code.

As mentioned earlier, the building -- existing building -- whoops -- sorry -- the existing building location, the retail center and the proposed restaurant, we plan on retaining this 50 foot buffer yard to the south of the property against the residential property. It's presently very heavily treed with trees over 40-years-old that were planted when we occupied the building.

There's special areas of landscaping that we

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propose, a promenade walk from Olive to the center porte cochere of the hotel and landscaping and planting around the proposed restaurant building that has seating areas, a terrace dining, and the same with the commercial building in the northeast corner.

We've proposed a -- what we're -- space we're calling an oasis that will contain a pool, a fountain and a sculpture, and that still has to be designed.

And we're going to maintain -- we're going to keep the main drives off of Olive on the west and on the east, which come through the property and go out to the east exiting on Mosley Road.

We've been working very closely with the site utilities. All of our utilities are underground. The current ones serving the existing building will be retained. New utilities for the proposed outbuildings will also be underground.

Our storm water system presently detains all the storm water on the surface of the parking lot, which is this entire parking lot, this parking and this parking, and we're working very closely with the MSD.

Mr. Kummer and our engineers have been working with them for months toward a satisfactory conclusion for the storm water retention, which we will have in a underground area in this portion of the site, is all the

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storm water presently drains to the southwest, and it will continue to do so.

When we -- the existing building built and occupied in 1983 is six stories poured in place concrete structure, type-two noncombustible building. And our new hotel will retain that existing structure.

The restaurant -- proposed restaurant and the commercial building will be lesser construction, but in accordance with the codes.

On our hotel we're going to put a six-story addition on the east side, which will contain an elevator to service all floors. We're going to have a one-story addition on the south that will expand the dining services, and that is also where our deliveries and our dumpsters will be, back here on the south side. They'll be enclosed, so you won't see the dumpsters.

And we'll have a swimming pool on the south side that is surrounded and enclosed with a -- a solid fence that is -- that is 6 -- 8 to 9 feet high.

This slide shows the proximity of the parking for the hotel coming into the front door where these are, and this is the proposed entrance for the restaurant and these are the arcs of proximity for parking, so that people parking in these areas can get to the front doors of the hotel.

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We had a lot of conversation about the quantity of parking, and we are maintaining the number of parking spaces required for each of the functions; 342 parking spaces for the hotel, 80 for this 20,000 square foot building and 121 for the restaurant.

This area here is going to be shared parking, and we want to maintain the quantity of parking required for each of the -- each of the buildings in order that they continue -- in order that they have a successful operation, and they don't have to drive around looking for a place to park, or make the complaint that there's not enough places to park at that hotel.

We -- we propose to bring the grade, this -- this parking right now is presently 3 feet below Olive Street Road, and we propose to fill this up and bring the level of the commercial building up to the level of the Olive Street Road at this point and along -- this is the parking, essentially, for the hotel. It is 3 feet below the berm, existing berm, along Olive Boulevard now. And presently this is parking. So this all becomes a large green area.

And, again, I want to repeat that we want to maintain the existing traffic pattern as it is. We've provided sidewalks coming off of Olive to get to the -- the restaurant, to get to the hotel, and run in the middle

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of the promenade and over on the east side of the property getting to the hotel from that way. We have an existing sidewalk that will extend the sidewalk from Mosley Road, so that there's continuity and circulation among all the buildings and structures of the hotel.

Going back to this slide, I want to reiterate the dense planting here. When we met with the neighbors, there was some conversations that in the wintertime that the residents on the -- bless you -- the six or seven residences on the south end of the property have a view of the hotel. A lot of these trees that I mentioned were 40-years-old and they're also pine trees, but we're going to add perineal planting along the spaces where there are gaps, pine trees and evergreen planting along here to minimize the view.

The property down here is 16 feet below this parking lot up here, so neighbors down here look directly out of their window horizontally, they look into a -- into a big bank of planting along there.

Let's see. On the promenade walk, we're going to have planting, seating and sculptures, Brother Mel sculptures, and flagpoles.

And I -- and I, and the point I want to make here on this little place we call an oasis, we'll have a -- a pool, a fountain, a public seating area and a

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sculpture to be chosen in collaboration with Creve Coeur's Art Commission.

Our developer, Mr. Kummer, is going to provide $250,000 to be provided for this amenity working with the Creve Coeur Art Commission. That still has to be designed. But that's the type of amenity that is encouraged by the Comprehensive Plan for the -- for Olive West Corridor.

We'll have lush landscaping at the monument entrances, and as required by the zoning code, because this surface parking has -- is parking facing Olive, we'll shield the parking with -- with the shrubbery and bushes along here. Not necessary here, because the parking is 3 feet below Olive Street Road.

Very quickly. This is our first floor. This is the porte cochere and the entrance to the lobby. This area here is dining. We'll have hospitality suites here, large -- large conference rooms right off the guest rooms. This is our -- our mechanical equipment room. This is our breakfast serving area and our kitchen and our laundry.

And this is the six-story addition on the east side of the building to house the service elevator for all the floors.

This is where the dumpsters would be. They'll have overhead doors, so they're concealed.

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This is our loading area, it's recessed. And as was mentioned, all trucks will be the smaller box-size delivery trucks.

Handful of guestrooms down here on the first floor.

The second floor through the sixth floors are all guestroom suites with the larger suites on the south side of the building, each one having a window looking out the south side. Smaller rooms are on the north side of the building, be the central corridor served by elevators in the middle. And then we have stair towers on the east and on the center and on the west.

And all of the -- I want to reiterate though, all of our guestrooms are going to be illuminated by -- by table lamps. It will be down lights at the entries and in the toilet rooms. But all of the sleeping rooms along the perimeter of the building are illuminated by table lamps, so there's not going to be a big glare of illumination coming out, as you recall it a slide or two you saw it before.

These are layouts, you can't see very well on this screen, but we have them back on the -- on our boards back there. These are the -- the king-size suites, king suites, or the double queen suites, and these are the rooms down here. They're big.

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The king suites are 161 square feet of living room and 225 square feet (inaudible) with pull-out sleeper sofas. I mean they're -- they're wonderful suites.

Let's see. Again, that's our existing building. As I mentioned, the code it was built under, and when we changed the use of the building, we have to comply with the current codes, which are very stringent.

The main -- main code that we had to deal with was the energy code, which really has specific requirements for the building (inaudible). Those requirements didn't exist 35 years ago when we put up the building.

We reduced -- go back one second. There's a lot of glass in this building. We reduced the glass area by 32 percent. 20 percent of the wall is now glass where it was much greater than that.

I'm going to go to this. This is our front entrance porte cochere, an entrance. These are the existing stair towers. Presently brick. They would remain the existing brick. The lower level will be a new brick applied to an insulation system, and the floor up above the first floor will have a plaster stucco applied to a thermal insulating system.

This is a bad slide of our elevations. But as I mentioned, this is the existing brick tower, brick tower,

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brick tower. The lower level is -- is new brick.

Our main concern was to comply with the energy requirements and the need for energy efficiency. So in order to do that, we have to follow, not only the energy code, but the building code.

And our design resulted from the code requirements, from the energy code, for continuous insulation for the energy efficiency for a commercial buildings in order to be brought into compliance with the requirement for exterior walls, and I'm talking about thermal requirement.

Many other options were discussed in our design process. And it's very important engineering and construction design decision, encourage influenced by the building structure and the thermal requirements for continuous insulation in order to be compliant with the current codes, which meant we -- we have a -- a exterior thermal insulation system that wraps around the existing building, wraps around the brick on the existing building except on the stairwells.

Our solution also had to meet the design requirements for lateral loads, and the code there says that we can't add a load greater than 10 percent to the -- for the lateral load to the existing building.

So our solution had to -- was not able to employ

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any increase in the lateral load. So when you looked at the application of other materials, terracotta, brick or porcelain, any similar material, that would cause our lateral load in certain portions of the building to be increased by more than 10 percent, thereby causing the building to -- those portions of the building to be out of compliance with the IBC Chapter 34, and, therefore, required to comply with the structural or seismic requirements for new structure.

CHAIRMAN KISTNER: If I could interrupt for just a second.

FRED SCOTT: Yes.

CHAIRMAN KISTNER: I think you're getting into a level of detail that is -- we may need to get to that at some point --

FRED SCOTT: Okay.

CHAIRMAN KISTNER: -- but right now I think if you could just focus on a high level overview --

FRED SCOTT: Okay.

CHAIRMAN KISTNER: -- so we could set the scene. We're going to let them -- we're going to move to letting the audience speak, and then hear from staff --

FRED SCOTT: Okay. Very good.

CHAIRMAN KISTNER: But I really need you to move along.

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FRED SCOTT: The product I'm talking about is called a new brick. It's manufactured by --

CHAIRMAN KISTNER: Please, you know what, you have -- audience.

FRED SCOTT: And it's -- it's a -- it's a brick product. It is applied to the insulation wrap.

And we've already went over that.

And so with that, I'll turn this over to Mrs. Cheryl Sharp of the traffic study.

Thank you.

CHAIRMAN KISTNER: Thank you.

CHERYL SHARP: Hi, my name is Cheryl Sharp. I'm with Lochmueller Group. I'm a professional traffic operations engineer with about sixteen years of experience in the field.

I just wanted to hit some -- I wanted to hit some high-level findings from the traffic study.

A traffic study was required for this site. To start off, we did scope this out with MoDOT and representatives of the city.

And one of the -- one of the -- one interesting thing from the beginning, the proposed uses versus the existing office building at 100 percent occupancy. Obviously, we can't really compare that to the current one since it's about only about 10 percent occupied right now.

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And the types of traffic that it'll generate from the new -- new building in the morning, it will be significantly less than an office building.

About midday it will be more because of the restaurant use and retail uses that are proposed, as compared to office, which doesn't produce as much during the midday.

And in the evening, it'll be comparable, but definitely less. It'll be about on par with what a office building would do.

So the three -- the three entrances on the site would help disperse traffic on to the network. If it's all consolidated into a single entrance with just the amount of traffic that's on the Olive Boulevard it would be hard to find a gap in traffic, so being able to spread that traffic load across the site at different entrances is quite helpful.

The Olive Boulevard entrances do already have both left and right turn bays into the site, so we would not be slowing down through traffic on mainline Olive Boulevard to try and get into the site.

Patrons to the new site, because of the layout of the site, as well as the types of uses, they will tend to gravitate towards Olive Boulevard. People not from the area, they'll be using their GPS trying to find this area,

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and with having a Olive Boulevard address, they won't -- they won't know to use some of the back roads.

Just even trying out, I, you know, took my GPS to the site even and just tried different various destinations, and every time it took me down Olive Boulevard as compared to Mosley Road.

So with all those assumptions and parameters and study, there was no change to overall intersection levels of service.

Level of service is the way we grade intersections on how they operate. Typically a level service A through D is acceptable. A level service E is at capacity, and then F is over capacity.

Now, the side entrances on Olive Boulevard do degrade to a level service E or F. That is for traffic exiting on to the site. I was okay with these operating that way because it was -- it had acceptable queues, and it was really just not necessarily a matter of capacity of people trying to exit, it was just trying to find a gap in traffic between those two signals on Olive Boulevard.

And, once again, because it did not impact the overall outside network, you know, I felt comfortable with the way those two entrances were operating.

CHAIRMAN KISTNER: You're saying that the entrances on Olive are the ones that degrade to an E and

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an F?

CHERYL SHARP: Correct, yes.

The one on Mosley was acceptable. I want to say a B or C. I would have to check.

We did take a look per city comments, city traffic consultant comment. We did add in in a supplement the intersection of Olive and Office Park North just to make sure that we were getting the signal system and progression and trying to make sure that we had both sides of the site accounted for, and that did not change the results of this study. It is still acceptable, so.

And with that, hand it back over.

CHAIRMAN KISTNER: Thank you.

FRED KUMMER, III: Well, as you can see, the closing remarks is very short.

CHAIRMAN KISTNER: They need to be very, very short.

FRED KUMMER, III: Yeah. You know, just in summation, two points.

The proposed -- this proposal we have submitted to you meets the criteria of the zoning ordinance. And in re-purposing the HBE building into a hotel provides a vibrant addition to the City of Creve Coeur.

I thank you all for your time this evening and attention, and look forward to working with you further

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through this process.

Thank you.

CHAIRMAN KISTNER: Thank you very much.

We had planned, and normally we would have the staff give a presentation after the applicant, but because it's gotten so late and there's so many of you here, and we're not going to conclude this -- this matter tonight by a long shot, so I think we'll use our time to hear from you all now, and so that we can get all of -- all of you who have come tonight on the record.

Anybody, you know, as this continues on to subsequent meetings, everybody is welcome to come back, but your comments will be part of the record, anybody who speaks here tonight.

I'm just going to start calling names from the -- the sheets that have arrived. And if you've been sworn in, great. If you have not, we'll swear you in as you get up here.

So first one I have is AJ Wang.

Mr. Wang needs to be sworn in.

(AJ Wang was sworn in by the court reporter.)

AJ WANG: Hi, Members. AJ Wang. I live at 544 Fairways Circle.

So last month I had the pleasure of attending some kind of a gathering with my neighbors. I see now

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that's been characterized as a neighborhood meeting, and I asked a question then. I didn't get an answer, so I'll ask it again. Hopefully, I'll get -- get an answer.

And that is access to the west. This -- this building, the -- the restaurant is almost at Pei Wei's complex, and it seems to me like if this -- if this building was built today, the city would be pressing them to have cross access to the -- to the business on the -- on the west, the banks. And, in fact, if somebody was going to go to Starbucks, right now they would have to go left turn at Mosley, left turn at Olive, left at Executive Parkway to get there.

So I was looking at the -- the traffic study, and, of course, it doesn't -- I've never come across a traffic study that actually says, yes, traffic will increase or the light will be less functional. But I notice that they use the software called Synchro 9, and rather than try and read this -- this report that's so -- so difficult to read, LOS, E over C, they have a visual simulation, and you can see the traffic actually occur, and it kind of looks like -- looks like a video from a drone. So something like that would be way more helpful.

I'm hoping for a good answer as to why we're not -- see, something like this with the -- I know we don't require them to have cross access, but you get --

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you get points for this, and the situation like this where you're looking for a -- you know, this hotel is already -- this -- this site is already zoned, a hotel is permissible, but they're intentionally going for a PCD, and I think this is the first time we're going to be allowing one, so. And in looking at the traffic report, they're saying things like there'll be wayfare signs that direct people to go to Mosley Road to take a left turn.

So I hope I'll get a good answer why -- I hope I don't get an answer like my neighbor asked a question of the applicant as to storm water. See that actually there is a consideration for storm water and the applicant said, oh, he should just call MSD, they're very easy to work with.

So I'm looking forward to an answer on this.

CHAIRMAN KISTNER: I'm sure we'll get -- we'll take up the issue of cross access as part of our discussion.

AJ WANG: Thank you.

CHAIRMAN KISTNER: Thank you.

Robert Doss.

ROBERT DOSS: Good evening. My name is Robert Doss. I live at 623 Fairways Circle.

Thank you for giving me an opportunity to speak this evening.

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You know, I'll just go ahead and say that I agree with all the points that are going to be made here this evening by the residents.

Just quickly, about myself, I serve as a deputy chief in a neighboring fire district. I'm also a tactical paramedic with their police department. I've got over 25 years experience in the emergency services. I've had the opportunity to work side-by-side some of the Creve Coeur fire and police members here. Can't say enough great things about them. Very topnotch professionals.

So I want to speak to the safety issues that most people may not be aware of that come with this type of a hotel being proposed.

I've also shared these views in writing with the Mayor and the City Council.

This type of hotel brings in a very transient client. No matter what you design it, your best intentions, there is no assurance as to the type of client that this hotel will attract.

And because of that right there, we should keep it away from our neighborhoods.

But we get a little bit of a heads-up here of the clientele with their price point of about 140, 150 bucks a night, right? High-end. Okay. Not even near.

This is -- this is not a five-star hotel. This

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is not room service. This is not a butler service type of hotel.

These are just like the other ones that our emergency services deal with on a regular basis, and it doesn't match this area.

I think that the point that they make that there's no other area -- there's no other hotel in this area this far east is perfectly made. You're creating a perfect storm of the criminal element that will come with this hotel.

I can speak from experience. What we deal with; prostitution, assaults, drug distribution, use, overdose, even manufacturing. The criminals set up. They burglarize the area; auto, home, cyber theft. These predators leave quickly, and the residents are left being the victims.

This will also draw on the local resources of EMS, fire and police. This will be ongoing long after HBE sells another hotel right down the street.

So they can have the best of intentions. They, obviously, do not live here. We do. This type of stuff does happen. This is a real threat to our area, and this is a wrong fit.

Thank you.

CHAIRMAN KISTNER: Diann Bomkamp. Diann

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Bomkamp. Is she still here?

Have you been sworn in?

DIANN BOMKAMP: Yes, I have.

Good evening. I'm a resident of Fairways Subdivision Plat Two and Three. That's that first subdivision right on Mosley there on Olive right behind HBE building, and we have many objections.

One of our objections is the property still is too close to the residential property lines, and may be a source of disturbance to us and our neighbors.

We question whether there's a huge need for another hotel in Creve Coeur, as there are others that may already fit -- fill the need for any hotel space.

Although the traffic study indicates that the proposed uses of the sites will have negligible impact at the site, we do not believe that that will be the case, not knowing what additional stores will be placed there or how the hotel or the restaurant would affect that flow.

We personally have to wait a long time, I know I wait at least three minutes even in the morning when there's nobody there to make a left turn from Mosley on to Olive.

We are also concerned that if spot zoning is given to this property, and at some time someone else develops the property, what might happen to the

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tranquility in our neighborhood.

We bought our property here because we liked the current quiet environment in our subdivision.

Please keep the zoning as it is and consider developing the HBE building in something more modest.

I also have a question as to how it was determined that the property area would be deemed nonresidential and what actual addresses were used to determine this category?

Thank you so much.

CHAIRMAN KISTNER: Thank you.

Ted Bartelstone.

MS. KELLY: Chair? Madam Chairman? Before he speaks, we didn't get her name for the record, if you could give us that information.

CHAIRMAN KISTNER: That's Diann Bomkamp, B-O-M-K-A-M-P.

Thank you.

And, yeah, everybody please start with your name and address.

TED BARTLESTONE: Good evening, Madam Chair, Members of the Commission. My name is Ted Bartelstone. I live at 525 Fairways Circle. We've been there with my wife and children for about 12-plus years now.

I want to address just two points, because I'm

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sure you're going to hear lots of this, so I don't want to repeat anything that's likely to be said by others.

One is, the question has been raised about Mosley, and I can tell you we've had an interesting experiment actually over the last few months. Many of you live in the area know that.

Ladue Road was closed. And now I enter and exit on to Mosley from Fairways Drive multiple times every day. And I can tell you, during the closing of Ladue for the repairs on the roadway surface there, the traffic on Mosley increased. And there are two stop signs between Olive and Ladue.

I can tell you the number of times I saw individuals going through those stop signs, because they were unfamiliar with the neighborhood, went up significantly.

In my observation, I'd be willing to bet that everybody else, whether on the Commission or behind me who have done that has seen the same thing.

Those stop signs, particularly at night when there will be increased traffic from this hotel, will likely increase hazards to people driving on Mosley.

Mosley also, I would mention, is a thoroughfare for school buses, so there's plenty of young children standing along on Mosley waiting for school buses and

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being dropped off.

The other thing I want to mention, and this is a broader picture, and that is with all due respect, Mr. Kummer, I wish him the best. This is a financial endeavor for him and many of the speakers on behalf of the applicant have told you and told us this is revenue producer for the city. Maybe it is. Maybe it's not.

As the first speaker mentioned, by the time we account for the additional fire, police, law enforcement and the evaluation of properties in and around the neighborhood, I'm not so sure.

The revenue will go into the owners -- property owners' pocket, no doubt, but I wouldn't want this Commission to be overly swayed by the fact that tax revenues will go up. They may, but I think the net effect will not be positive.

I would just end by saying, let's not just sell this as a tax revenue for a few pieces of silver that will go into the pockets of Creve Coeur. I would rather keep my taxes where they are, or even let them go up to preserve that neighborhood.

Thank you very much.

MICHAEL MACDONALD: Good evening. My name is Michael Macdonald. I live at 715 Fairways Circle.

There's a number of items of concern to the

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residents in the area. And, you know, the first thing I really want to say is HB, in its current use, employees come at eight o'clock in the morning, they leave at five o'clock, six o'clock in the evening, just like every other office building in the area.

They presented a picture of this huge, you know -- you know, lit-up building that's -- would definitely be obtrusive if that were the case, but any office -- any office building operator is controlling expenses, and the -- and the lighting of a building, and I have never seen their building lit up entirely at night for the most part.

The proposed use of this site as a hotel, a restaurant, will be bringing people in 24/7, 365 days a year.

Currently I feel like I don't have a neighbor in the evening after 6 p.m. or on the weekends whatsoever. And a hotel will bring a -- a round-the-clock-use to the -- to the property.

The pool, being -- and a pool proposed in the back of the property, if you drive through the area, there's just not enough room currently between the berm that exists there and the parking that's there to allow for a pool. I don't care whether there's a wall around the pool or not. If it's not domed, it's not going to

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contain the noise that we who live nearby the property -- we currently do hear personnel in the evening cackling and carrying on after hours, and -- and we pick up beer cans and other debris in the back area from employees that service that building currently.

The -- they talk about landscaping in the back of the building, and there's no commitment to any sound barrier whatsoever along the entire back line of that property.

If there was such a use, there would have to be something -- some commitment to sound barrier. And we'll show you pictures later of the vegetation, which largely exists now, is honeysuckle and weeds, some trees that lose all of their leaves during the fall, and we're entering that five to six-month-period where the building will be a complete open, you know, eyesight.

We'd like to see -- there's no commitment for evergreens, you know, fast-growing tall evergreens growing along the entire width of that back line property.

Currently, you're probably aware, that there are many vacant retail spaces along Olive Street Road. We don't need to add to that blighted eyesight, that blight to the area.

And I'll leave it to the rest of the residents to speak to the other areas.

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CHAIRMAN KISTNER: Thank you very much.

Frank Sprich -- Sprich.

FRANK SPRICK: How are you doing this evening?

My name is Frank Sprick. I live at 417 North Mosley. And I, basically, just have about two or three items here that I would like to make a point of.

It seems to me under CP 2030 the city says that any new development should enhance the living experience for the residents that live in the area. I don't believe that this building is going to enhance anything for any of the residents that live in this area in any way, shape or form.

I believe the CP says that we should be looking at a 18/7 concept, which is 18 hours, 7 days a week, not a 24/7, which I believe a hotel would bring along with it.

And then I noticed out of the packet today that it says that the applicant is not willing to work within the existing structure or modify the site to remove pre-existing site coverage.

So it sounds to me like what we are trying to do is make this easier for him to do what he would like to do his way. He's not willing to make this and bring this to a Class A office building, but it's going to be more economical for him to turn it into a hotel at the expense of all the residents that are around here.

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I lived here for twenty years, and I really don't think that we need to be looking at putting a hotel at this part of the city.

And if we're going to worry about -- the hotel's going to serve Monsanto, which I know is being sold to Bayer, I don't think that that's really going to be a point that's going to stick very well with anybody else.

That's probably really all I have to say at this point, okay.

CHAIRMAN KISTNER: Thank you.

Mary Schultz. Mary Schultz.

MARY SCHULTZ: My name is Mary Schultz. I'm an attorney. My law firm is Schultz & Associates.

I represent Diana Sprick only. 4 -- she lives at 417 North Mosley Road.

She had some handouts. Okay. This is Diana, so she's going to play my Vanna White, and distribute to you all packets that I previously submitted the originals for the record.

As an attorney, I also want to make sure that the record includes several things because this is a public hearing.

That the zoning ordinance, including the zoning map, which is incorporated into the zoning map, the Comprehensive Plan, and then what I characterize as the

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Sprick packet, which I provided to you, the copy of a statutory zoning protest pursuant to 89060 of the Missouri Statutes that requires a supermajority of six people at the City Council level, and then there's a political petition, and just prior to this evening's meeting, I received more signatures and submitted to -- that for the record. It's not included within your packet. I think the count now is up to 151 of signatures on the petition -- of residents that oppose this development.

And then I would also -- I've included for you a copy of a letter dated last Friday, October 20th, from Diana Sprick, but also the record should include all the letters and the emails to the city, that it should be deemed part of the record, and, obviously, I'm not privy to a lot of those, so whatever the city has received should be part of the record, even as late as today.

CHAIRMAN KISTNER: They all are.

MARY SCHULTZ: Okay.

This is not a garden-variety development, in that a lot of times deference is given in the courts to land use decisions by a municipality. It's rarely black and white. There are black and white issues upon which this Commission should deny approval, and the city ultimately should deny approval for this development.

One is included in your packet, a copy of the

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Statute 99830, which requires notice of a public hearing for -- to the residents or anybody else who -- about the proposed development.

There is a requirement of notice by publication, which I really can't speak to. I couldn't find the notice of publication. But also there's the statutory requirement notice by certified mail at least ten days prior to the hearing.

I know that at least four residents that immediately abut the subject property that did not receive notice. And the people that did receive notice, it wasn't by certified mail. It was by regular snail mail, which is not a statutory obligation.

The deference that is given to the city for land use decisions is not waiveable. It has to be earned.

There are also the findings that are required by the zoning ordinance for eligibility of a Planned District have not been made, including some admissions made by the applicant about findings that have to be made by the zoning administrator.

There are four basis in the zoning ordinance for eligibility of these -- of this development for a Planned Commercial District, and none of those requirements have been met.

In deference to the residents, I will defer to

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land use decisions based on those, but there are clearly not land use -- solely land use discretionary decisions that are to be made by the City of Creve Coeur. There are statutory imperatives that have not been met.

CHAIRMAN KISTNER: Thank you.

MARY SCHULTZ: Thank you very much.

CHAIRMAN KISTNER: Thank you.

Tim Broden (phonetic). Tim Broden.

TIM BRODEN: Tim Broden, 6 Ladue Meadows.

And unlike all the other speakers I think prior, I don't live on Fairways. I live at the other end of Mosley.

And I, too, was impacted by the recent closure of Ladue, and the increased traffic and the increased speeds. And my concern is more around that increased traffic, it is going to, in my opinion, be there.

She, the traffic analyst, said that there was entrances and exits that were rated as E or F. So from your experience, when there's Es and Fs, my assumption is that that traffic's going to go to the easiest route, which is Mosley, and making a left on Mosley, as these guys can attest, is tough, so that puts them making a right and taking a two lane 30-mile-an hour, if they travel 30, 30-mile-an-hour road that contains two stop signs and a -- a rather arduous bend just south of the

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second stop sign.

So those are my concerns. Beyond that, it does give me a little bit of hope that HBE is planning on doing something with the facility, cause I'm pretty sure that that model represents more maintenance than they've done on the building in the last six months. That's it.

CHAIRMAN KISTNER: Ray Mueller. Ray Mueller.

RAY MUELLER: Thank you for allowing me to speak to you this evening. My name is Ray Mueller. We live at 719 Fairways Circle, and I'm a trustee of the Fairways Subdivision.

We moved to Creve Coeur three years ago. Moving from Manchester, we searched for a quiet metropolitan neighborhood to relocate. Creve Coeur was the winner.

The neighborhood -- Creve Coeur's reputation for its quality neighborhood and services that Creve Coeur provides, such as a great police department and a fire department, and their leaf and limb collection, the recycling and their trash collection. We feel we can go on vacation and our home will be safe.

When we reached the area, we found the Fairways Circle Subdivision to be a very quiet one.

Our property is due south of the HBE building. Our property lines join together.

Now they are asking for a rezoning for 24/7, 365

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days a year. As one of the other neighbors said, right now they have a nine to five, five-day workweek. But now they want the 24/7, 365 days, which will increase noise level and traffic, addition to a pool that will be open until ten o'clock.

The facility restaurants will significantly increase the sanitation problem, disposing of food waste and attract rodents and other critters.

We respectfully ask that you do not approve the rezoning. I like the HBE as neighbors as they are now.

Thank you.

CHAIRMAN KISTNER: Thank you.

Betty Mueller.

BETTY MUELLER: Thank you for the opportunity to speak. I am Betty Mueller, and live at 719 Fairways Circle on the south side of the HBE building, and strongly oppose the rezoning of the property for hotel usage.

I have provided photos to support our concerns. These aren't renderings, these are actual photos of the landscaping and traffic.

In a statement section of the proposal it states, in quotes, no net cumulative negative impact to the conversion of existing building into a hotel, unquote.

I beg to differ. The existing building is very close to the residential area on the south side as it is.

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It's very imposing. The Kummer Group has a personal reason to develop this property into a hotel to be completed in 2019 to celebrate a 90th birthday, as stated in the meeting with the residents in August.

This reasoning has nothing to do with the betterment of the community. This hotel proposal would create a business that has access 24 hours a day, 7 days a week, 365 days a year with a transient population. The noise level and traffic will significantly increase at all hours every day.

We experienced such an increase when Ladue Road temporarily closed. Under the background statement in the proposal, the plan states, quote, because of the age of the building, HBE has determined that it is not feasible to convert the existing building into a Class A office building, unquote. Yet, it can convert the same age building into a hotel.

Again, the Kummers Group's preference. Surely the building can be re-purposed to attract other businesses. Let's not eliminate those options.

The two existing hotels east of 270 and Olive are not in a residential area, and my understanding, there's another hotel being constructed at the Kohl's location west of 270 in unincorporated area, plus there's an abundance of hotels in the Westport area.

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The best solution to this issue is not to rezone this property.

In closing, a hotel is a hotel. You cannot control or guarantee the type of people you will attract 24/7, 365 days a year regardless of the name you put on the building or the rates you charge.

Protect and preserve our neighborhood. Would you like a hotel in your neighborhood?

Thank you.

CHAIRMAN KISTNER: Thank you.

Scott Shaw.

SCOTT SHAW: Thank you very much for this opportunity to speak. My name is Scott Shaw, S-H-A-W. My wife and I live at 819 North Mosley Road. It's also known as Tract B.

I share 203 boundary feet with HBE right here. I'm the closest driveway to HBA's -- or HBE's driveway on Mosley Road. We're 60 feet apart around a very dangerous curve.

I'm speaking to you as an educator for 38 years, a father, a grandfather and a very concerned citizen of Creve Coeur.

My wife and I moved into this wonderful neighborhood, quiet, full of character, great neighbors, in 2005.

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I was home on Wednesday night this past week to see all of the lights on the back side of HBE go on, on the east side of HBE go on. I have a two-story home. The lights flooded into my two-story great room, my grandson's room, the master bedroom and master bathroom. It's unacceptable.

We cannot have a -- a building like this turned into a hotel with people that we don't know from our neighborhood coming to have alcohol in the parking lots, rubbish, rodents, trash, more dumpsters. I would need a wall of 60 feet to keep out the noise. Build the wall.

And in an emotional plea to the members of this committee, I ask you, put your family in my family's home. Would you want strangers looking in from above into your backyard, into your bathroom, into your grandson's bedroom? We are going to lose all privacy on this side.

I humbly, but firmly, request that you consider no rezoning, no hotel, no secondary access from Mosley Road.

And I thank you.

CHAIRMAN KISTNER: Patty Traut. Patty Traut.

PATTY TROUT: Can I be last, in case -- I don't want to repeat or am I last?

CHAIRMAN KISTNER: No, there are a few more.

PATTY TROUT: Put me at the bottom, please.

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Defer me.

CHAIRMAN KISTNER: Adam Littich.

ADAM LITTICH: Thank you for allowing me the opportunity to speak. My name is Adam Littich. I live at 11242 Mosley Manor Court, directly across to the east on Mosley Lane.

I recently moved there about a year and a half ago with my wife, my young son, who's a year-and-a-half old.

I'm a physician, and I work in Creve Coeur as well at Barnes-Jewish West County Hospital, so I'm heavily invested in the city.

I'd like to remind the members of this commission that this is a residential area. It's filled with taxpaying citizens, but more than that, it's filled with families, with young sons, with grandsons, wives, children.

Going forward I'd like to make a few points to state my opposition to this rezoning proposal.

First of all, there's a few problems with their hotel proposal.

While I don't doubt that Mr. Kummer would run a great hotel, my concern is that hotels change hands frequently, just as they are now claiming that their office building is obsolete, what happens in ten years

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when they no longer want to run the hotel, and they find it's financially beneficial to sell it and say, let's make it Super 8, something else like that.

Once we make this rezoning change, we cannot control what goes on there. They're free to do what they want and sell their hotel property and make it whatever brand they want.

As -- as mentioned previously, and I won't focus on very much, hotels bring crime. They bring noise 24/7.

We haven't said much about their proposed strip mall. Drive up and down Olive Boulevard. You can see lots of empty strip malls. Actually, you don't have to drive far from their proposed strip mall to see an empty one.

The Subway building across the street, that's had a large empty space for over two years. We don't need more strip malls in that area. Okay.

Finally, I'd like to point out some problems with traffic, which I think is our -- my biggest concern.

As we live right across the street from their entrance on Mosley, as it's been mentioned, it's a -- located on a bend. I invite all the members of this Commission to try to make a left turn on that bend. Drive your cars over there. You cannot see around the bend.

For the safety of our citizens, including my

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young son, who's likely to be playing in that area, I don't think this is a wise proposal.

Their traffic study that they mentioned earlier, highly misleading. As you know, you can make a study say, essentially, whatever you want if you manipulate the facts.

They compared their study to 100 percent occupancy office building. As they mentioned, currently their office building is 10 percent occupied. It's just not accurate to accept that traffic study.

I would propose that you would make them do a traffic study comparing to the current occupancy, because that's real world what it's being used as right now.

Another problem with their traffic study, I don't believe that they included their strip mall or the restaurant in their traffic study proposals. If you looked at their presentation, it only had the hotel in it, so there's going to be even more traffic with their strip mall and their hotel.

As many members of our community have already mentioned, the wait on that traffic light is long, and it got even longer with the recent construction.

Everybody that's going to be turning left onto Olive Boulevard, they're not going to be using the non-traffic light entrances on Olive. They're going to go

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over to Mosley where the traffic light is, and that's the residential street.

So, in summary, I'd like to say that everything HB presented and everything they're proposing benefits their bottom line.

I'm all for capitalism. I'd like for their company to make as much money as possible. That's what we want. But we can't change our rules of our city to harm all of these other members of the community just to benefit these few individuals right over here.

So thank you very much for your time tonight. And --

CHAIRMAN KISTNER: Thank you very much.

Ilene Litvag.

ILENE LITVAG: Good evening. My name is Ilene Litvag, and I live at 655 Fairways Circle. I'm probably one of the older residents. We built our house in January of 1964. We're still there. Not going anywhere. Love it. Fabulous. Creve Coeur is wonderful.

I am opposed to the proposed hotel. But I also heard a few things this evening that sort of disturbed me when we saw the drawings of the proposal. They were talking about the dumpsters being at the south end of the development, which is backing on to some of our homes.

Why not -- there, apparently, is a western part

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of the development. Dumpsters should be perhaps the western end, so that it's not interfering with any homes.

Secondly, they mention that there would be a restaurant at the hotel. Well, if there's a restaurant at the hotel, why is there a need for another restaurant and strip stores? I just -- I don't see that at all. But the whole thing I'm totally against.

Thank you for listening.

CHAIRMAN KISTNER: Thank you.

Robert Mahon. I always pronounce this last name wrong. Mahon. Mahon.

BOB MAHON: Close enough.

CHAIRMAN KISTNER: One or the other.

BOB MAHON: I live at 516 Fairways Circle. Bob Mahon, M-A-H-O-N.

My daughter and son-in-law live at 626 Fairways. And we are three weeks short of their first grandchild, a boy, who's already enrolled at Goddard School.

Goddard has an exit from Goddard's -- right behind Subway on to Mosley, just inches from the exit on Mosley from this new development.

I asked Mr. Kummer could they eliminate the entrance from their project on to Mosley or move it, and he said, no, that wasn't cost efficient.

So as a resident and a grandparent, I think

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having that Mosley entrance near Goddard School is dangerous.

And second thing is all of us who come down Mosley want to make a left turn on Olive, if you're not the lucky first six cars, you're not going to make it. And that's -- that's with the office project right now.

Also, one of the gentleman said, oh, there isn't a hotel within how many miles. The clearest -- the next clearest one is Maryland Heights. That's not true. There's one right there at 270 and Olive right where the Applebee's is.

So, as a resident speaking for both of our families, we are opposed to this project, as is, especially when we talked to them about a sound wall, and he said, oh, no, that's too expensive, and the changes on Mosley, you know.

So, in general, I vote against it.

Thank you.

CHAIRMAN KISTNER: Thank you very much have.

Patty Trout.

PATTY TROUT: I'm Patty Trout, 309 South Mosley. Almost as far away on Mosley Road as you can get from this hotel. But I have lived here all my life. And I've seen the changes, and I find this to be blatant disrespect to the residents. And it's not likely this applicant forgot

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their first failure to build a hotel.

The homes are worth more now than the first application making this more damaging and adverse to the Comp Plan.

Traffic is of utmost concern. They are trying to force commercial traffic on to residential streets.

Now, we've been here before with other applicants trying the same thing, and they were denied. Once you set a precedence, developers will come en masse to invade and encroach the residential areas.

This applicant is expecting the city and its residents to fix their functionally obsolete and neglected residentially zoned, not commercially zoned, property.

We are not responsible for the downgrade and lack of use of your old building. They are.

No special treatment or spot zoning should ever be allowed, especially when it has such a negative impact. This is not the action of a good neighbor.

Please vote no.

CHAIRMAN KISTNER: Is -- is there anybody else who would like to speak this evening who didn't fill out a card?

You can come up and please be sworn in.

JULIE BUNTON: Yes. No, I have not been sworn in.

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(Julie Bunton was sworn in by the court reporter.)

JULIE BUNTON: My name is Julie Bunton, and I am the owner of the Goddard School at 11222 Olive Boulevard.

And when we built the Goddard School four years ago, the city made us put an exit going out to Mosley, so that when our families were leaving in the morning or the evening, that they could get out to the light at Olive and -- yes, at Olive and Mosley to make a left instead of going out of our front entrance at Olive.

So my property line actually falls within 300 feet of this hotel.

So there are two things that I wanted to bring up to the Council tonight.

One is in your rules and regulations, it's Section 600-110, the sales of liquor are not allowed within 300 feet of a school or a church.

The other thing that I wanted to mention, which I could not find, but I'm sure that the City of Creve Coeur has rules and regulations against a hotel being built within a certain amount of feet of a school or a church.

CHAIRMAN KISTNER: Not aware. No.

JULIE BUNTON: Yes?

MR. JAGGI: No.

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JULIE BUNTON: Somebody -- somebody's saying yes behind me.

MR. JAGGI: There -- we don't have a requirement for hotels to be a minimum distance from residentially zoned property.

JULIE BUNTON: Okay. Well, then --

VOICE: School.

(Audience making comments.)

MR. JAGGI: Or from a school.

CHAIRMAN KISTNER: Excuse me, we're in a public hearing, and we have to be able to record comments.

JULIE BUNTON: So, obviously, I have many concerns that people have already addressed, but my biggest concerns would be that there's a hotel with people that are going to be staying there that we have no idea what kind of people. And I am running a facility that holds roughly 130 children under the age of five every single day.

I worry about people coming on to my property from that Mosley exit, even if they're trying to get on to Olive, driving on to my property at all hours of night or during the day when I am running my business.

And also, obviously, the liquor license is my biggest concern.

Thank you.

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CHAIRMAN KISTNER: Thank you very much.

Was there somebody else who -- yes.

And you'll need to be sworn.

JUDY ARWITZ: My name is Judy --

(Judy Arwitz (phonetic) was sworn in by the court reporter.)

JUDY ARWITZ: Thank you.

My name is Judy Arwitz. I live on the other side over at Park West Subdivision, and we hit the traffic going the other side.

When I try to come out of my subdivision, the people coming out of the HB building, we all have to try to see who's going to go first. We have two exits out. We have the same thing by the light with Mosley and Olive.

And I didn't realize that the building was empty. I drive by there all the time. Didn't pay attention cause it's so far back, didn't notice it.

So the traffic, you know, isn't as bad now, but before it was.

And my other concern is when Ladue was closed, we had the same thing. Tons of traffic. Could not get out. I had to go in the back of the subdivision, come out Craig Road or go out Schulte. We couldn't get out of our subdivision.

So I hope it's a no. Thank you.

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CHAIRMAN KISTNER: We've had our public comments.

Staff, do you have -- I think it's worth at least asking how far we're going to get tonight before we continue this. This is a late evening, and so I sort of ask for your guidance in terms of where the natural break this evening?

MR. JAGGI: Yeah, I think that's a valid -- valid point.

I think the main purpose of tonight was for you to hear from the applicant so you could hear their presentation, you could understand a little bit of their perspective from where they're coming from this evening.

And I think you've heard a lot of information from them tonight, as well as to conduct the public hearing and hear the thoughts and concerns of some of the residents, which -- which I think you've heard a lot of those tonight.

So I believe those are the two main objectives for you this evening.

This is a large development request. It's a somewhat complex proposal in terms of the various uses that are proposed, and then all of the criteria that is required of you, and ultimately City Council, based on your recommendation in terms of satisfying a lot of the

Attachment: 17-028: 10-23-2017 Public Hearing Transcripts (#17-028: HBE Rezoning to PCD)

criteria of a Planned Commercial District, so it's a lot of information.

The staff report has been on -- out on the website since, I believe, Tuesday afternoon.

I do want to mention that notices were mailed. The property was posted. Staff does believe we followed the procedure correctly.

With that being said, I don't think we -- we followed the procedure correctly, and the last information we had on file for -- for owners, we certainly sent that to.

But with that being said, I'll leave it up to you to decide whether you want to hear from staff this evening or if you want some additional information. I would offer you our staff report, which has twenty pages of analysis, which would be a lot to cover tonight. But I can certainly touch on any major points you'd like this evening, and we can continue this to another time with maybe some direction of the Commission.

CHAIRMAN KISTNER: I don't know about fellow commissioners. I think rather than stepping into it a little bit, it is a very, very large report. There's a lot of different issues.

And I think we would be better served to, first of all, everybody has some additional time then to read

Attachment: 17-028: 10-23-2017 Public Hearing Transcripts (#17-028: HBE Rezoning to PCD)

through that detail, and then to get -- start off the next meeting with staff's report.

I would also ask that, because a lot of people brought up a subject of crime, that we ask our police to prepare some analysis of other hotels in the area and the -- the types and level of crime that they see from that.

MR. SCHUH: I would -- I would also welcome anyone to submit into the record citation or articles or any literature in support of the idea of the effects of hotels. Just, I understand the anecdotal realities, and I just like to see some studies that -- that -- that support that or -- or counter -- counter articles that -- that disagree. I just -- I just like to see some evidence both ways.

CHAIRMAN KISTNER: If we were to continue this hearing till the next, would that also be true then, the -- the next item -- the only other item on the agenda is related to this one, and would we continue that as well --

MR. JAGGI: We --

CHAIRMAN KISTNER: -- since it's noticed for this meeting?

MR. JAGGI: Yeah. If you wanted to -- right. We would have to -- I think we need to open up the public

Attachment: 17-028: 10-23-2017 Public Hearing Transcripts (#17-028: HBE Rezoning to PCD)

hearing for that item as well, since it is a separate application that requires a public hearing.

If there's any other specific comments that the public may have relative to the request, which is to amend the Planned District criteria to allow the existing access to Mosley to remain.

That is a -- an application that's been filed. I know you've heard a lot of comments about it, but if there is anything specific to that application, we should probably take care of that tonight as well.

Mr. Lumley, if you have anything further on that.

MR. LUMLEY: Yeah, I think, you know, first we could have people that might not be able to come back that wanted to speak to it.

We can, at the start of that public hearing, incorporate the transcript from the first one, so people don't have to repeat what they said that's pertinent to that. We did have several speakers that -- that touched on that specifically, but, still, you know, I don't think the applicant really spoke to that specific proposal yet, and there may be other members of the audience that want to specifically address that.

MR. JAGGI: Okay.

CHAIRMAN KISTNER: Do we have to do it tonight

Attachment: 17-028: 10-23-2017 Public Hearing Transcripts (#17-028: HBE Rezoning to PCD)

or can that be continued?

MR. JAGGI: We can continue it to the next meeting, Mr. Lumley?

MR. LUMLEY: I would guess it's not going to take very long, and you could have folks that can't come back.

CHAIRMAN KISTNER: Okay. So for now, we need a motion to continue this matter till the next meeting, correct?

MR. MAGRUDER: I'll so move.

MR. SCHUH: Second.

MR. MAGRUDER: I move to continue Application 17-028, rezoning and site development plan for the November 20, 2017 to allow the resolution of issues, review of the traffic study and preparation of the draft PRD ordinance.

CHAIRMAN KISTNER: Second?

MR. CARNEY: Second.

MR. JAGGI: If I could just interject, I apologize to interject.

But just -- just to be clear, that is not the next regularly scheduled P and Z meeting. That would be the -- the meeting after the next regularly scheduled meeting.

The next regularly scheduled meeting is

Attachment: 17-028: 10-23-2017 Public Hearing Transcripts (#17-028: HBE Rezoning to PCD)

November the 6th.

MS. KELLY: 6th, correct.

MR. LUMLEY: Yeah, he was reading from the --

MR. JAGGI: Yeah.

MS. KELLY: The staff report --

MR. JAGGI: The staff report did suggest that if you wanted a bunch of additional information, further analysis, that the applicant and staff, perhaps, would need more time to compile that. But if you're wanting to continue the public hearing in a more expeditious fashion, you could do that to the next meeting, which would be November 6th.

CHAIRMAN KISTNER: Okay.

MR. MAGRUDER: I'll amend it to November 6th.

CHAIRMAN KISTNER: Okay. Second?

MR. SCHUH: Second.

CHAIRMAN KISTNER: All right. Any additional discussion on the motion to continue this hearing at our next meeting?

Ready for a vote?

Mr. Schuh?

MR. SCHUH: Aye.

CHAIRMAN KISTNER: Ms. Hall?

MS. HALL: Aye.

CHAIRMAN KISTNER: Mr. Carney?

Attachment: 17-028: 10-23-2017 Public Hearing Transcripts (#17-028: HBE Rezoning to PCD)

MR. CARNEY: Aye.

CHAIRMAN KISTNER: Mr. Rovak?

MR. ROVAK: Aye.

CHAIRMAN KISTNER: Ms. Silverman?

MS. SILVERMAN: Aye.

CHAIRMAN KISTNER: Mr. Magruder?

MR. MAGRUDER: Aye.

CHAIRMAN KISTNER: And the Chair votes aye.

(Public Hearing continued to November 6, 2017.)

Attachment: 17-028: 10-23-2017 Public Hearing Transcripts (#17-028: HBE Rezoning to PCD)

STATE OF MISSOURI)
) SS
COUNTY OF ST. LOUIS)

I, Deborah K. McLaughlin, Registered Professional Reporter, Missouri Certified Court Reporter, Illinois Certified Shorthand Reporter and Kansas Certified Court Reporter, do hereby certify that I reported the Planning and Zoning public hearing stenographically and later reduced to typewriting; and that this is a true and accurate transcript of the public hearing.

_____, RPR, MO-CCR, IL-CSR, KS-CCR

Deborah K. McLaughlin, RPR, MO-CCR, IL-CSR, KS-CCR

Attachment: 17-028: 10-23-2017 Public Hearing Transcripts (#17-028: HBE Rezoning to PCD)

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
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www.creve-coeur.org

APPLICATION TO PLANNING AND ZONING COMMISSION #17-029 TO AMEND SECTION 405.390(D)(2)(B)(1) OF THE PLANNED COMMERCIAL DEVELOPMENT REQUIREMENTS TO ALLOW FOR SECONDARY ACCESS TO AN ARTERIAL ROAD WITH PRIMARY ACCESS FROM OLIVE BOULEVARD.

FOR THE MEETING OF: October 23, 2017 and February 5, 2018

SUBJECT PROPERTY LOCATION: Planned Commercial Developments

REQUEST: Timothy Tryniecki, of Armstrong Teasdale, on behalf of Kummer Hotel Development, LLC, has submitted an application to amend Section 405.390(D)(2)(b)(1) of the Planned Commercial Development requirements to allow for secondary access to an arterial road (Mosley Road), with primary access from Olive Boulevard, in conjunction with the rezoning of 11318 Olive Boulevard (also addressed as 11330 Olive Boulevard), the former HBE Office Building, to the Planned Commercial Development District, and proposed conversion of the existing building into a hotel, with a commercial/retail building and a free standing restaurant.

ADDITIONAL INFORMATION: Currently, Section 405.390(D)(2)(b)(1) states: Adjoining areas must be predominantly non-residential as defined for this district and the project shall have all access, not including emergency-use only driveways, from Olive Boulevard, Lindbergh Boulevard, North New Ballas Road or any street within the "LI" Light Industrial zoning district except that the project may also have cross access with an adjacent commercial property whose access is limited to only a major or minor arterial according to the City's published street classification map or from any street within the LI-Light Industrial zoning district.

Key Issues:
- Does the request further the goals and/or implement the Comprehensive Plan?
- Are the changes consistent with the purposes of the Zoning Code?

Creve Coeur 2030 Comprehensive Plan References
- Mixed-Use (MU) District
- Transportation, Connectivity & Mobility Objective
- 39 N. Master Plan

Zoning Code References
- Section 405.390: Planned Zoning Districts

APPLICANT: Kummer Hotel Development, LLC
11330 Olive Boulevard
St. Louis, MO 63141

APPLICANT'S REPRESENTATIVE: Timothy J. Tryniecki
Armstrong Teasdale LLP
7700 Forsyth Boulevard, Suite 1800
St. Louis, MO 63105-1847

REPORT PREPARED BY: Whitney Kelly, AICP, City Planner
DATE: 10/17/2017
ATTACHMENTS: Applicant's Materials received August 4, 2017
Draft Ordinance

Attachment: 17-029.PCD Text Amendment.Staff Report.10-23-2017 (#17-029: Section 405.390(D)(2)(B)(1) Planned Commercial Development

Attachment: 17-029.PCD Text Amendment.Staff Report.10-23-2017 (#17-029: Section 405.390(D)(2)(B)(1) Planned Commercial Development

THE PROPOSAL

In conjuntion with Application #17-028 for the rezoning of 11318 Olive Boulevard to the Planned Commerical District, the Applicant is seeking to revise the language to allow for secondary access onto Mosley Road.

The proposed language would revise the text to read as follows:

Section 405.390 Planned Zoning District
D. Relationship Of Planned Districts To Zoning Map.
2. Types of planned zoning districts.
b. Planned commercial development (PCD).
(1) Adjoining areas must be predominantly non-residential as defined for this district and the project shall have all primary access, not including emergency-use only driveways, from Olive Boulevard, Lindbergh Boulevard, North New Ballas Road or any street within the "LI" Light Industrial zoning district except that the project may also have (a) cross access with an adjacent commercial property whose access is limited to only a major or minor arterial road according to the City's published street classification map or from any street within the "LI" Light Industrial zoning district~~.~~, and (b) continued access to an arterial road as existing on the date of approval of any PCD hereunder.

STAFF ANALYSIS AND RECOMMENDATION

As discussed in the Staff Report for application #17-028, The City's *Creve Coeur 2030 Plan*, includes the subject property in the Mixed-Use District Community Place Type that would support the development of medium-density commercial, retail, office, institutional, dining, community services and multi-family residential within a suburban context, that are supported through vehicular access, improved walkability, pedestrian connections to adjacent neighborhoods, and beautifully landscaped street frontages. The District supports large development sites with centralized, shared-use surface parking lots; comprehensive pedestrian connections between the street, parking areas, and buildings, and plentiful outdoor public space amities within a beautifully-landscaped site environment. (p. 82)

The *Creve Coeur 2030* Plan also discusses under the Transportation, Connectivity & Mobility Objective, promotion of vehicular cross-access between commercial parking lots to facilitate shared parking, reduce access points along commercial thoroughfares, improve traffic flow and provide access to Secondary Streets (p. 50).

Additionally, Section 405-390(D)(2)(b)(12) under Design Criteria also requires that any proposed project provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility. And under the subsection F, Review Criteria, includes that internal circulation system of the proposed development should encourage safe movement for vehicles and pedestrians. As the City's Traffic Engineering Consultant has indicated, it would be reasonable that people wishing to exit a development would seek to move to a signalized intersection to make a left turn onto Olive Boulevard providing a safer traffic flow.

Staff finds that the intent of the text did not mean to include that the only access should be allowed along Olive Boulevard, but it was not clearly written that way. Further, with the development of the 39 N. Master Plan and the completion of the Creve Coeur 2030 Plan and the recommendations for the Mixed-Use District, Staff will seek to revised the Zoning Ordinance to allow for the option of the Planned Commercial District in these areas at a later time when we have a more holistic review of the Zoning Ordinances.

Therefore, whether or not the Planning and Zoning Commission make a positive recommendation on Application #17-028, Staff finds that the language of Section 405.390(D)(2)(b)(1) should be revised to

simplify and provide greater clarity with primary access from the major commercial roads identified, with secondary access to the side street, to read as follows:

b. Planned commercial development (PCD).
(1) Adjoining areas must be predominantly non-residential as defined for this district and the project shall have ~~all~~ primary access, ~~not including emergency-use only driveways~~, from Olive Boulevard, Lindbergh Boulevard, North New Ballas Road or any street within "LI" Light Industrial zoning district ~~except that the project~~, and may also have ~~(a) cross access with an adjacent commercial property whose access is limited to only~~ secondary access to a side ~~a major or minor~~ arterial road according to the City's published street classification map or from any street within the "LI" Light Industrial zoning district.~~, and (b) continued access to an arterial road as existing on the date of approval of any PCD hereunder.~~

ACTION AND EXAMPLE MOTION
If the Commission is supportive of the proposed changes regarding the revised language to Section 405.390(D)(2)(b)(1) of the Planned Commercial District as proposed by Staff and within the Draft Ordinance, they should recommend approval to the City Council. Such a motion would be similar to the following:

> "I move to approve Application #17-029 for text amendments to the regulations in Section 405.390(D)(2)(b)Planned Commercial Development district regulations to allow for secondary access to a side arterial road as provided in the draft ordinance proposed by staff at the meeting on February 5, 2018." (Modification or revisions may be included by preceding motion).

APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE
Included and attached by reference. See body of report for specific excerpts.

Attachment: 17-029.PCD Text Amendment.Staff Report.10-23-2017 (#17-029: Section 405.390(D)(2)(B)(1) Planned Commercial Development

BILL NO._____ ORDINANCE NO. _____

AN ORDINANCE AMENDING SECTION 405.390 (D)(2)(b)(1) OF THE PLANNED COMMERCIAL DEVELOPMENT REQUIREMENTS OF THE CODE OF ORDINANCES OF THE CITY OF CREVE COEUR TO ALLOW FOR SECONDARY ACCESS TO AN ARTERIAL ROAD

WHEREAS, Section 405.390 establishes minimum requirements for the Planned Commercial Development District within the Zoning Code, Chapter 405 of the City Code of Ordinances; and

WHEREAS, an application was submitted by Timothy Tryniecki, of Armstrong Teasdale, on behalf of Kummer Hotel Development, LLC, to amend Section 405.390(D)(2)(b)(1) of the Planned Commercial Development requirements to allow for secondary access to an arterial road (Mosley Road), with primary access from Olive Boulevard, in conjunction with the rezoning of 11318 Olive Boulevard (also addressed as 11330 Olive Boulevard), the former HBE Office Building to the Planned Commercial Development District; and

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri, has recognized the need for such changes as set forth herein, to more effectively implement the goals of the Comprehensive Plan and the purposes of the Planning Ordinance and the Zoning Ordinance; and,

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri, held a public hearing thereon at the Creve Coeur Government Center on October 23, 2017, beginning at 6:30 p.m., or immediately following the close of the previous public hearing, and continued on February 5, 2018; and,

WHEREAS, the Planning and Zoning Commission reviewed and, by a vote of _____recommended approval of the subject amendments at its meeting on_____; and,

WHEREAS, notice of said public hearing had previously been published at least 15 days prior to the hearing in the St. Louis Countian, a newspaper of general circulation in the City of Creve Coeur and otherwise posted and published in accordance with the Zoning Ordinance; and,

WHEREAS, all persons who presented themselves at said meeting and desiring to be heard were given an opportunity to be heard and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the City Council; and the Bill was read by title in open meeting two times before final passage by the City Council; and,

WHEREAS, the City Council being fully informed finds that amending the City Code of Ordinances would be in harmony with and bear a substantial relation to the public welfare, health, safety, comfort and convenience of the citizens of the City of Creve Coeur and in the public interest,

NOW THEREFORE, be it ordained by the City Council of the City of Creve Coeur, Missouri, as follows:

Attachment: Draft Ordinance - revising 405.390.D.2.b.1 (#17-029: Section 405.390(D)(2)(B)(1) Planned Commercial Development Text Amend)

Section 1. Section 405.390(D)(2)(b)(1) of the Creve Coeur Code of Ordinances is hereby amended to read as follows:

Section 405.390 Planned Zoning District
D. Relationship Of Planned Districts To Zoning Map.
2. Types of planned zoning districts.
b. Planned commercial development (PCD).
(1) Adjoining areas must be predominantly non-residential as defined for this district and the project shall have ~~all~~ primary access, ~~not including emergency-use only driveways~~, from Olive Boulevard, Lindbergh Boulevard, North New Ballas Road or any street within "LI" Light Industrial zoning district ~~except that the project~~, and may also have ~~(a) cross access with an adjacent commercial property whose access is limited to only~~ secondary access to a side ~~a major or minor~~ arterial road according to the City's published street classification map or from any street within the "LI" Light Industrial zoning district.~~, and (b) continued access to an arterial road as existing on the date of approval of any PCD hereunder.~~

Section 2. This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS ____ DAY OF _____, 2018.

_____
DR. ROBERT HOFFMAN
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2018.

_____
BARRY GLANTZ
MAYOR

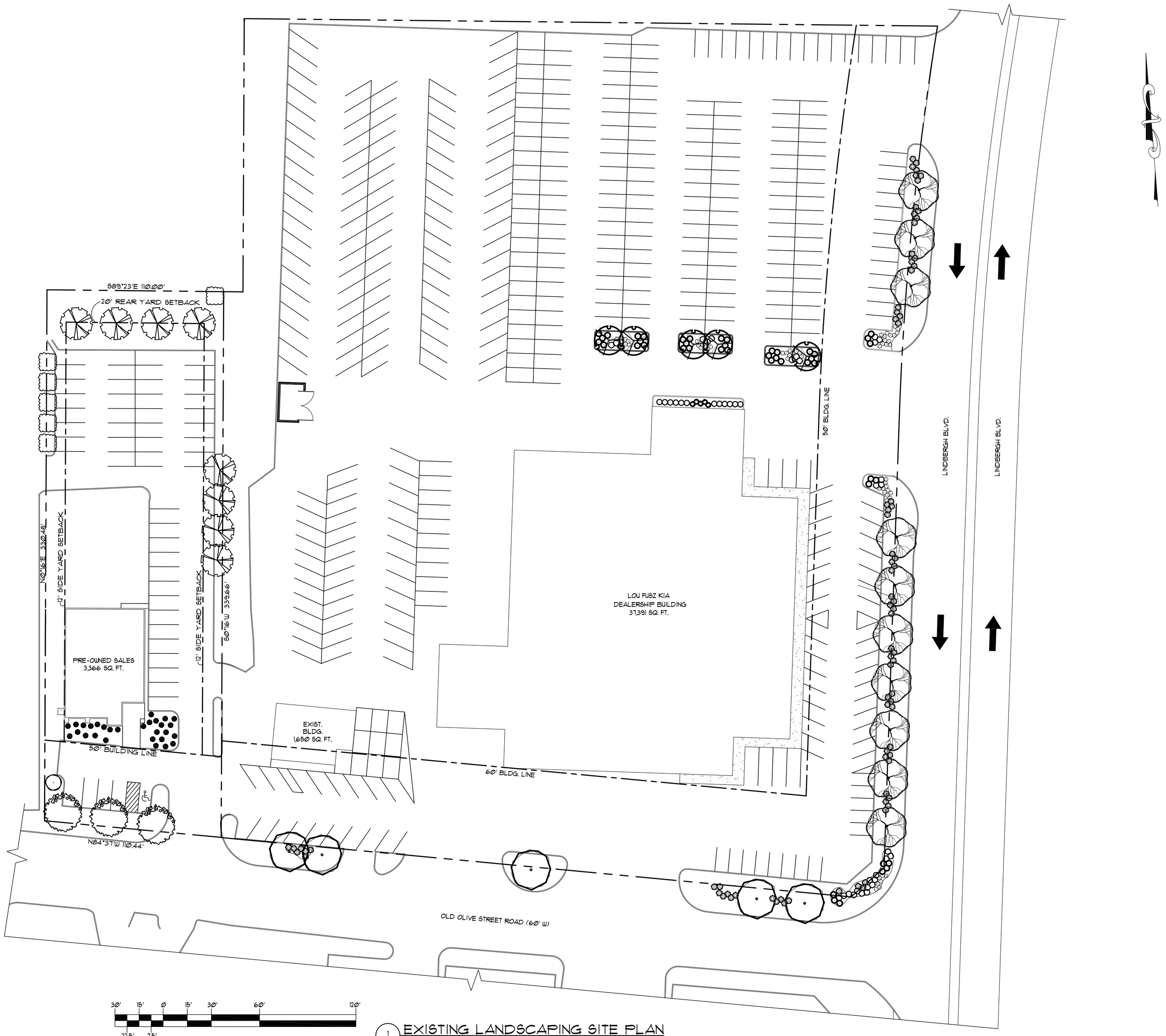
ATTEST:

_____

DEBORAH RYAN
CITY CLERK

Attachment: Draft Ordinance - revising 405.390.D.2.b.1 (#17-029: Section 405.390(D)(2)(B)(1) Planned Commercial Development Text Amend)

Attachment: Lou Fusz Kia-Preowned Existing Landscaping Site Plan (Lou Fusz Kia Pre-Owned Sales)



1 EXISTING LANDSCAPING SITE PLAN
SCALE: 1"=30'

STEPHEN J. HOLLANDER
MO Architect No. A-6126

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Site Layout for:
10329 Old Olive Street Creve Couer, MO 63141 and 1025 N. Lindbergh Blvd. St. Louis, MO 63132

PROJECT NO.
217061

REVISIONS

NO.	DATE	ITEM

S.J. Hollander Architect P.C.
Stephen J. Hollander, AIA
519 First Capitol Drive
St. Charles, Missouri 63301
Phone (636) 947-4140
Missouri Architectural Corporation #000801

DATE
January 4, 2018

SHEET TITLE
Exist. Landscaping Site Plan

SHEET NO.
A0.1

city of CREVE COEUR

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(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
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APPLICATION TO PLANNING AND ZONING COMMISSION #18-003 FOR AN AMENDMENT TO THE CONDITIONAL USE PERMIT AND SITE DEVELOPMENT PLAN FOR LOU FUSZ KIA AT 1025 NORTH LINDBERGH BLVD TO INCLUDE PRE-OWNED SALES AT 10329 OLD OLIVE STREET ROAD

FOR THE MEETING OF: Monday, February 5, 2018, 6:30 PM

LOCATION: 10329 Old Olive Street Road Zoned GC- General Commercial

REQUEST: Stephen Hollander, of SJ Hollander Architects, on behalf of Lou Fusz Automotive Network, has submitted a request for an amendment to the conditional use permit for the Lou Fusz Kia Dealership located at 1025 N. Lindbergh Boulevard to allow for used car sales in association with the Lou Fusz Automotive Network in the former Subaru location at 10329 Old Olive Street Rd. Used car sales are only permitted in association with a New Car Dealers. New Car Dealers (NAICS 441110) are permitted as conditional uses with review and approval by the City Council upon the recommendation of the Planning and Zoning Commission.

ADDITIONAL INFORMATION: This site was formerly used for the Lou Fusz Subaru dealership granted by Ordinance 3054 which established a conditional use permit in 2005. In September 2016, the Lou Fusz Subaru dealership relocated to 900 North Lindbergh Boulevard. Lou Fusz operates the Kia dealership on the adjacent property at 1025 North Lindbergh which received a conditional use permit in March 2017. Staff has included a new draft ordinance that would repeal all prior conditional use permits for the former Subaru dealership and result in the existing Kia dealership operating under one consolidated conditional use permit.

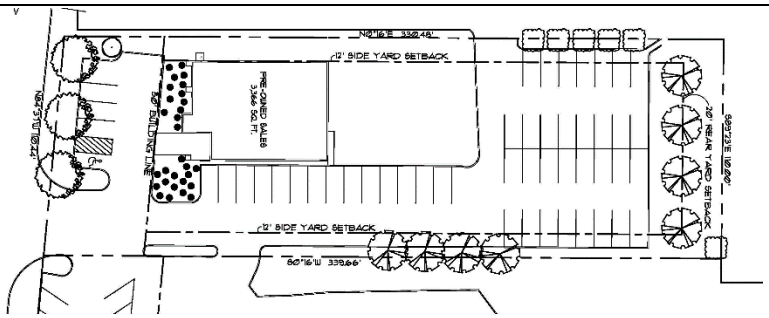
Key Issues:
- Does the request still meet the criteria for a conditional use permit?
- Does the request further the goals and/or implement the Comprehensive Plan?

Comp. Plan References
- Mixed-Use Campus Innovation District
- Design Guidelines

Zoning Code References
- Section 405.210: Regulation of Uses
- Section 405.360: "GC" General Commercial District
- Section 405.470: Conditional Uses
- Section 405.1080 Site Development Plans

APPLICANT: Randy Fusz
Lou Fusz Automotive Network
925 N. Lindbergh Blvd.
Creve Coeur, MO 63141

APPLICANT'S REPRESENTATIVE: Stephen Hollander, AIA
SJ Hollander Architect
519 First Capitol Drive
St. Charles, MO 63301



REPORT PREPARED BY: Jason W. Jaggi, AICP, Director of Community Development
DATE: February 5, 2018
ATTACHMENTS: Applicant's submittal documents received January 5, 2018
Draft Ordinance

Attachment: Staff Report (Lou Fusz Kia Pre-Owned Sales)

PROJECT DESCRIPTION

This request involves the conversion of the building at 10329 Old Olive Street Road, formerly occupied as the Lou Fusz Subaru dealership, into a Lou Fusz Pre-Owned Car Sales location. The Subaru dealership at this location received approval in 2005 (Ord. #3054) but has moved to 900 North Lindbergh in association with the changes in dealership locations associated with Lou Fusz's operations in Creve Coeur.

The Lou Fusz Automotive Network is requesting approval to allow pre-owned sales in a separate building as an expansion of the Kia dealership. Lou Fusz would also accept pre-owned vehicles from their other new car dealerships in Creve Coeur to this location for display and sale. The applicant states that there are no facility changes planned with this expansion and no other changes to the building or site are proposed. The Applicant has submitted a site and landscape plan showing existing conditions. Additional landscaping is not proposed.

Figure 1: Google Image of the existing building.

Attachment: Staff Report (Lou Fusz Kia Pre-Owned Sales)

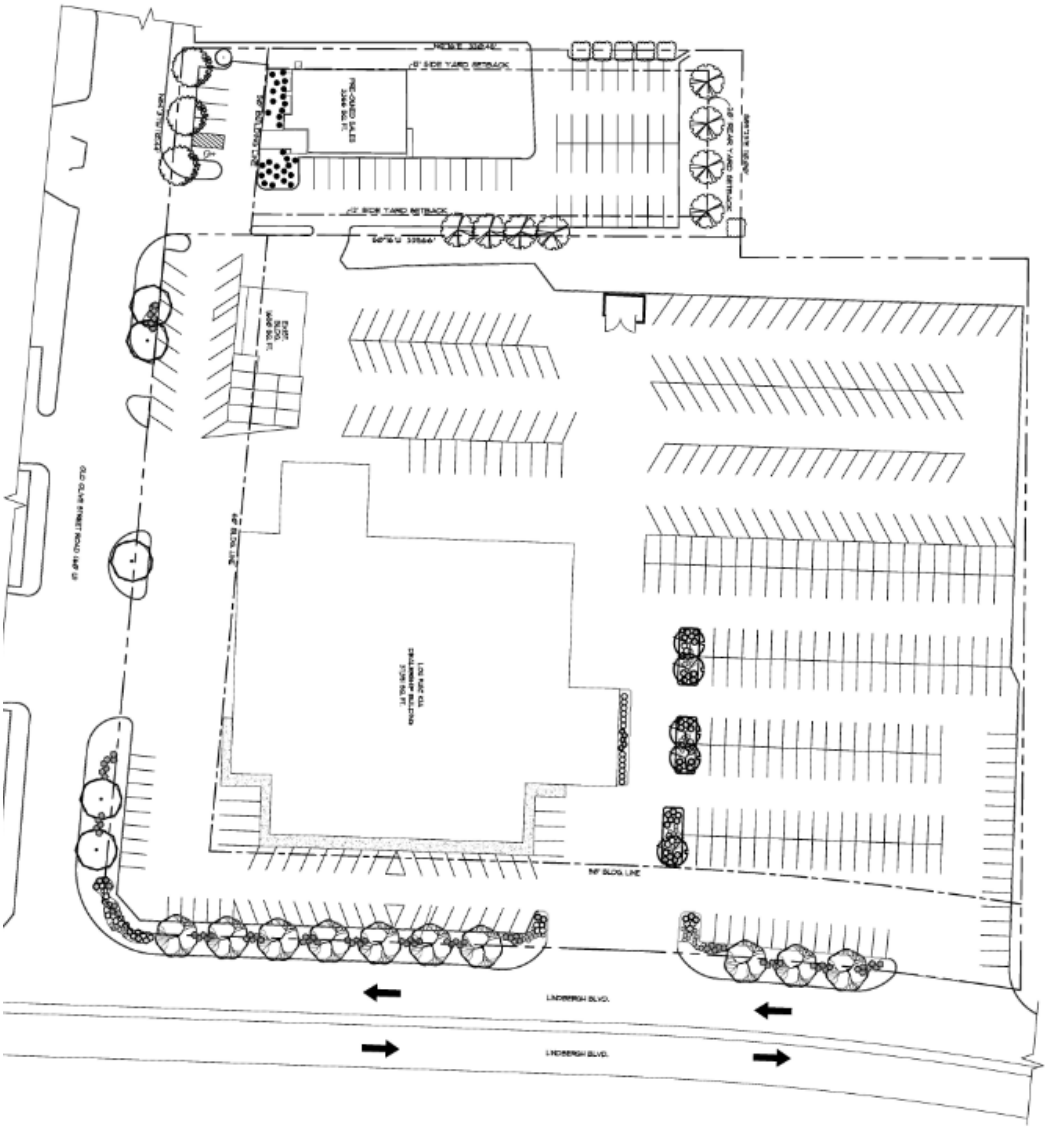


Figure 2: Site and Landscaping Plan for Kia and Pre-owned Sales building. The pre-owned sales plan shows current plantings.

Attachment: Staff Report (Lou Fusz Kia Pre-Owned Sales)

LAND USE AND ZONING OF SURROUNDING PROPERTIES
The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Apartments	R6-Unincorporated St. Louis County	NA
South	Office	GC-General Commercial	Old Olive Street Road
East	Lou Fusz Kia	GC-General Commercial	NA
West	Lou Fusz Service Center	GC-General Commercial	NA

COMPREHENSIVE PLAN DISCUSSION

Creve Coeur 2030 and 39 North Plan
The subject property is located within the Mixed Use Innovation Campus District of the Comprehensive Plan Update, *Creve Coeur 2030*, which has a vision for a sustainable hub of cutting-edge research, job

opportunities, and community amenities that encourage innovation collaboration and entrepreneurship in a vibrant, mixed-use environment that is to be co-terminus with the 39 North planning area. Recommendations of the *Creve Coeur 2030* for primary streets, such as Old Olive Street Road, and arterial frontages of Olive Boulevard and Lindbergh Boulevard, include allowing for a variety of active, office, and residential ground floor uses and encouraging parking that is primarily located in shared facilities, behind the building. When parking is located in front of buildings pedestrian amenities should be provided along the front façade of each building, with public site amenities, including outdoor dining, plazas, fountains, bicycle parking, "parklets", and other elements to promote district vibrancy (p. 99). The 39 North Plan also discusses that primary frontages including, building facades should address the public realm and ground floors should have active and engaging uses.

Design Guidelines
Since this project does not involve any changes to the building or site, most elements of the Design Guidelines are not applicable with the exception of the landscaping recommendations. The Design Guidelines state that landscaping should soften parking areas and buildings and provide a consistent design theme throughout the site. The site has appropriate landscaping with the required street trees along Old Olive frontage and landscaping has been provided adjacent to the building. Staff recommends additional plantings within the landscaped area between the front parking spaces and the street which would provide consistency with the recently approved landscape plans for the Kia dealership and provide screening of the parking areas adjacent to the street, as shown below.

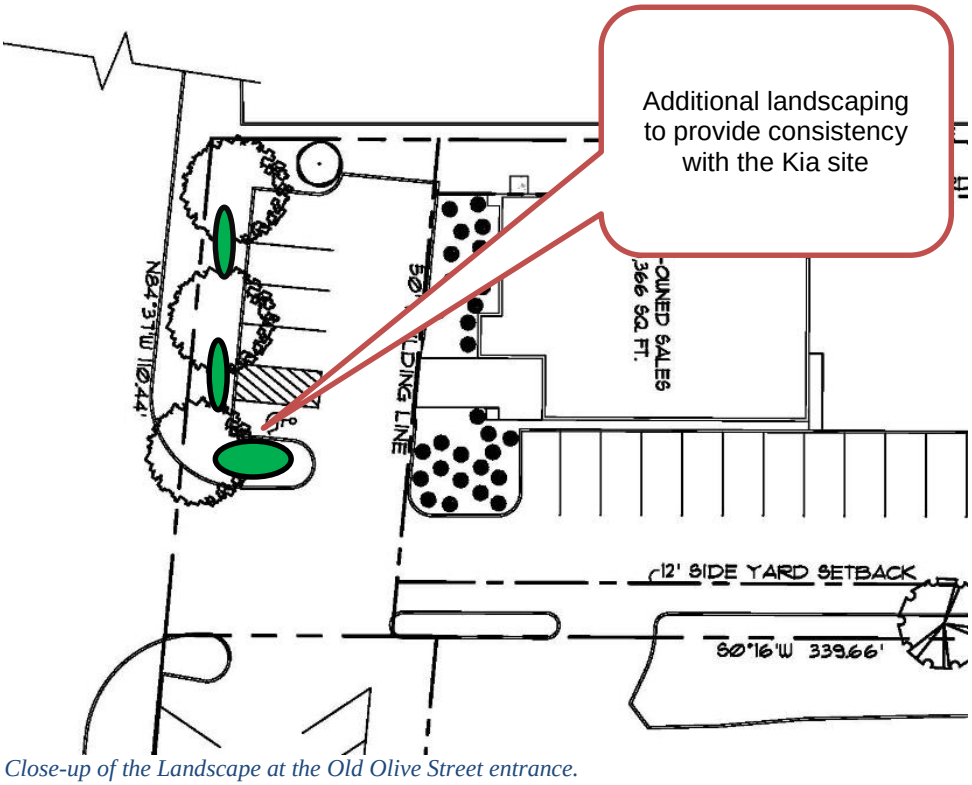


Figure 3: Close-up of the Landscape at the Old Olive Street entrance.

ZONING CODE DISCUSSION
As the proposal is not altering the site and no additional coverage is being created, zoning review is limited to the Conditional Use Requirements and Landscaping elements of the site.

Conditional Use Permit
Section 405.470(A)(11) New Car Dealers of the Conditional Uses Regulations, provides the minimum standards for such uses in the GC and CB District:

Attachment: Staff Report (Lou Fusz Kia Pre-Owned Sales)

Section 405.470 Conditional Uses.

A. Conditional uses allowed in zoning districts are as follows:

11. New car dealers — NAICS 441110 (conditional use in the "GC" and "CB" districts).

a. Site size. Shall be located on lots of not less than one (1) acre.

b. Service bays. Service bays shall be limited to one (1) per five thousand (5,000) square feet of land area. All service bays shall be contained entirely within the building. Service bay doors shall not face residentially zoned property ("A", "B", "C", "D", "AR" or "MR").

c. Trash disposal and storage. All used tires and parts, trash and similar objects shall be stored within a solid brick or concrete enclosure in the rear half or, in the case of corner sites, the rear quarter of the site.

d. Motor vehicle dealers (new or new and used) (all uses NAICS 441110). A motor vehicle dealer, whose new vehicle franchise has been terminated, may continue all other services performed by the dealer for a period of three (3) years from the later of the date of such termination or January 24, 2011, provided the dealer gives the City written notice of such termination within thirty (30) days of the effective date thereof and states in such notice an intent to seek a replacement franchise to sell new vehicles. Upon good cause shown, the City Council may extend the time period accordingly.

This site is pre-existing and previously served as a Lou Fusz dealership. The request to include pre-owned sales relies upon its connection with the new Kia franchise dealership and when combined, the site totals 6.12 acres. A condition has been provided which requires a new car sales franchise to be in operation at the location of the Lou Fusz Kia dealership in association with Lou Fusz Pre-owned sales at this location. The ordinance also would not allow used car sales at this location under separate ownership other than the Lou Fusz Automotive Network.

The existing building does not have any service bays and the trash is stored using a shared dumpster with Lou Fusz Kia.

Landscaping

As discussed in the prior applications, Section 405.540(F)(1) Design Standards for Landscape Plans states that street tress shall be deciduous hardwood trees, and may include existing trees, new trees or a combination thereof, provided that there is 1 street tree for every 30 lineal feet, or part thereof of street frontage and such street trees shall be located on the subject property at least 2'6" but not more than 12 feet from the back of the curb, unless additional setback is necessary to accommodate planned road widening, overhead utility lines or some other condition identified by the Director of Planning. The existing trees appear to be in good health and meet with the requirements of the zoning ordinance. In addition, there are trees and a buffer yard with a site proof wood fence located along the north property line which meets the zoning code for areas adjacent to residentially zoned property.

Section 405.810(A)(5) of the Off-Street Parking and Loading Regulations requires that all parking adjoining a residential use or public right-of-way, except for those associated with single-family and two-family residences, shall be screened from view by an earth berm, solid wall, decorative fence, evergreen planting of equivalent visual density or other effective means of a minimum of 18 inches, and an average of three feet in height. As noted in the prior Section, staff has included a condition to provide shrubs in the landscaped area adjacent to the parking stalls facing Old Olive Street.

Signs:

The applicant is preparing a master sign plan to address signage for all Lou Fusz properties in Creve Coeur located on the west side of Lindbergh. This master sign plan will be reviewed by the Planning and Zoning Commission at a later date and will provide signage allocations for this property.

SUMMARY AND ACTION

Staff finds that the request meets with the Comprehensive Plan and Design Guidelines as much as the existing conditions will allow with the additional landcaping and screening elements as previously discussed. If the members of the Commission are satisfied that the project meets with the intent of the

Attachment: Staff Report (Lou Fusz Kia Pre-Owned Sales)

Comprehensive Plan and Design Guidelines, then a recommendation to the City Council must be voted upon. Below are the recommended conditions of approval that would be included in the ordinance to amend the prior Kia dealership conditional use ordinance as discussed above:

- The applicant shall submit a Final Landscape Plan that provides shrubs along the street frontage within a mulched landscaped area to the extent the site conditions will allow, for approval by the Zoning Administrator.
- Used car sales operations located on the property addressed 10329 Old Olive Street shall only be in association with a new car dealership operating out of the building addressed 1025 North Lindbergh Boulevard as part of the Lou Fusz Automotive Network. The rights to conduct used car sales shall not be transferred to a separate ownership entity from new car sales business.
- All vehicles shall be in operable condition with no storage of derelict vehicles.
- Any future enlargement, extension, expansion or exterior alteration in the use of the structures or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as an amendment to the Conditional Use Permit before a Building Permit for the enlargement, expansion or exterior alteration may be issued.

MOTION

If the Commission wishes to vote on a recommendation to the City Council based on the current proposal, the following would be an appropriate motion:

> "I move to recommend approval of the conditional use permit amendment for Lou Fusz Kia dealership to allow Pre-owned sales at 10329 Old Olive Street in accordance with the draft ordinance attached to the staff report on application #18-003, for the meeting of February 5, 2018." (Conditions in the draft ordinance may be added, eliminated, or modified by preceding motion)

APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES

Included and attached by reference. See body of report for specific excerpts.

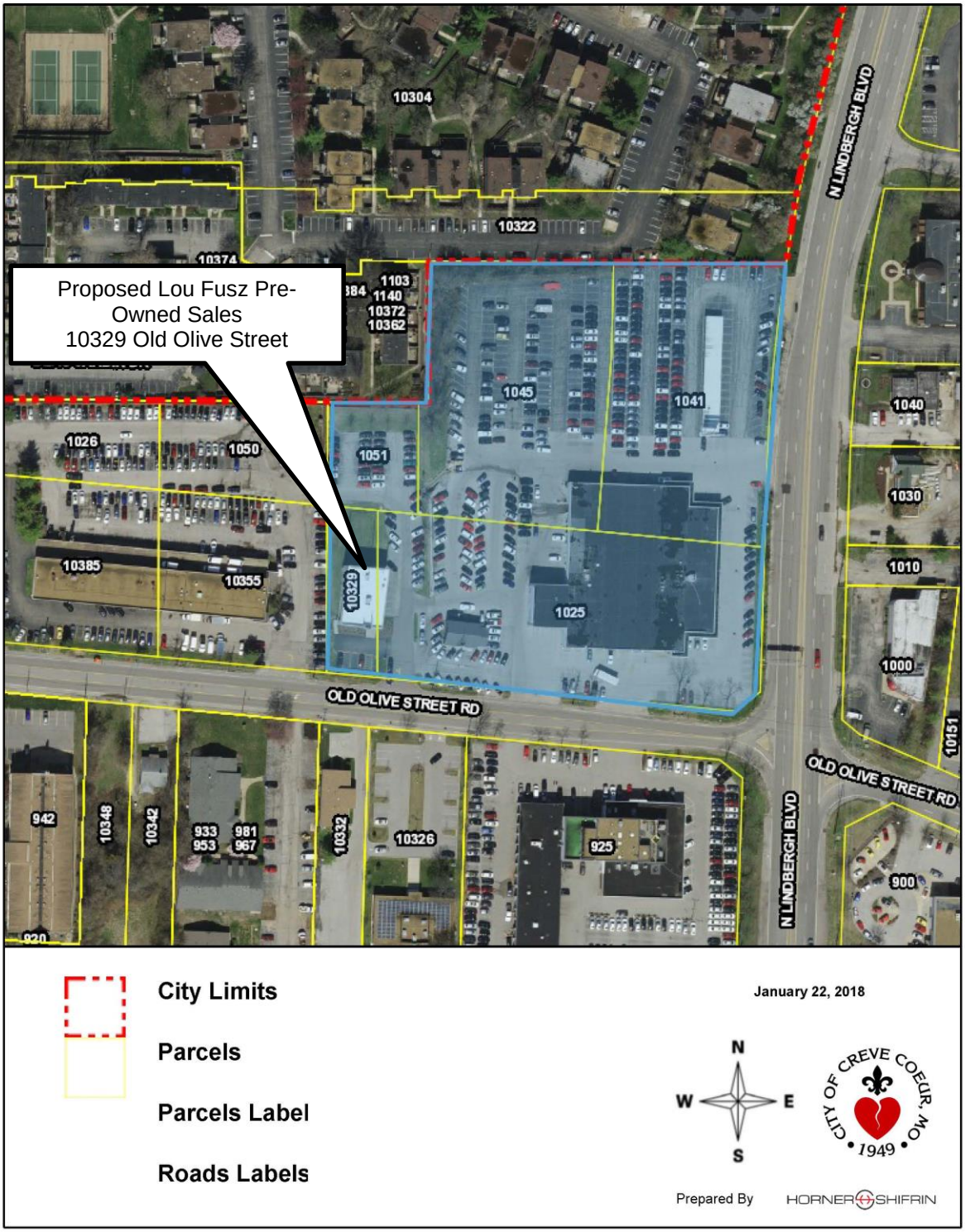
APPENDIX 2: ZONING CODE

Included and attached by reference. See body of report for specific excerpts.

Attachment: Staff Report (Lou Fusz Kia Pre-Owned Sales)

APPENDIX 3: AERIAL PHOTOGRAPH

Lou Fusz Kia



Attachment: Staff Report (Lou Fusz Kia Pre-Owned Sales)

APPENDIX 4: SITE PHOTOGRAPHS	Photo Date: 2/24/2017
	Description: View of the existing building looking northwest from the Old Olive Street entrance.
	Description: Google Maps view looking north at the existing building from Old Olive Street.

Attachment: Staff Report (Lou Fusz Kia Pre-Owned Sales)

BILL NO. _____ **ORDINANCE NO. _____**

AN ORDINANCE APPROVING AN AMENDMENT TO THE CONDITIONAL USE PERMIT FOR AN AUTOMOTIVE DEALERSHIP PURSUANT TO SECTION 405.360(C)OF THE CITY OF CREVE COEUR'S CODE OF ORDINANCES FOR THE LOU FUSZ KIA LOCATED WITHIN THE "GC" GENERAL COMMERCIAL BUSINESS DISTRICT AT 1025 N. LINDBERGH BOULEVARD TO ALLOW USED CAR SALES AT 10329 OLD OLIVE STREET ROAD

WHEREAS, application was made by Stephen Hollander, of SJ Hollander Architect, on behalf of Lou Fusz Automotive, to amend Ordinance #5524 which granted a conditional use permit at 1025 N. Lindbergh Boulevard for Lou Fusz Kia to allow an expansion of the uses to include used car sales at 10329 Old Olive Street Road; and,

WHEREAS, under Section 405.360(C)(6)(a), motor vehicle dealers (new or new and used) in the "GC", commercial zoning district require the issuance of a conditional use permit as provided in Section 405.1070, Conditional Use Permits; and

WHEREAS, the existing facility is pre-existing, where Lou Fusz Automotive had been operating a car dealership at this location since 2005; and,

WHEREAS, Section 405.1070 provides, in part, that any future enlargement or alteration in the use of the structure or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as an amendment to the conditional use permit before a building permit for the enlargement or alteration may be issued; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, February 5, 2018, beginning at 6:30 p.m. or immediately following the close of the previous public hearing, on said application for the conditional use permit as provided by Section 405.1070(D)(3); and

WHEREAS, notice of said public hearing had been previously published at least 15 days prior to the hearing, in the St. Louis Countian, a newspaper of general circulation in the City of Creve Coeur; and

WHEREAS, the Planning and Zoning Commission reviewed and, by a ____vote, recommended approval of the application, subject to the conditions contained herein, at its meeting on Monday, February 5, 2018; and

WHEREAS, all parties desiring to be heard, either for or against said application, were given an opportunity to be heard, and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the Council; and this Bill having been read by title in open meeting two times before final passage by the City Council, and

WHEREAS, the City Council finds that the application and evidence presented clearly indicate that the proposed conditional use, when subject to certain conditions set forth herein:

1. Will contribute to and promote the community welfare and convenience at the specific location.
2. Will not cause substantial injury to the value of neighboring property.
3. Meets the applicable provisions of the City's Comprehensive Plan and any applicable neighborhood or sector plans and complies with other applicable zoning district

Attachment: Draft Ordinance [Revision 1] (Lou Fusz Kia Pre-Owned Sales)

BILL NO. _____ **ORDINANCE NO. _____**

regulations and provisions of this Chapter, unless good cause exists for deviation therefrom.

4. Will be compatible with the surrounding area and thus will not impose an excessive burden or have a substantial negative impact on surrounding or adjacent users or on community facilities or services.

NOW, THEREFORE, be it ordained by the City Council of the City of Creve Coeur, St. Louis County, Missouri, as follows:

Section 1: Previously approved conditional use permits for 10329 Old Olive including Ordinance 3054 are hereby repealed. A Conditional Use Permit is authorized for an Automotive Dealership at 1025 N. Lindbergh Boulevard and 10329 Old Olive Street Road for new and used car sales pursuant to Section 405.360(C) in the "GC" General Commercial zoning district, which property is legally described as follows:

Parcel 1:
A tract of land in the Northwest ¼ of Section 1 Township 45 North Range 5 East being more particularly described as follows: Beginning at the intersection of the West line of property conveyed to Willow Brook Construction Co. by deed recorded in Book 5311 page 19 of the St. Louis County Records with the North line of Old Olive Street Road 60 feet wide; thence North 0° 16' East along the West line of said Willow Brook Construction Co. property, a distance of 339.77 feet to a point in the South line of property conveyed to Gordon Wolff by deed recorded in book 5490 page 449 of the St. Louis County Records; thence South 89° 23' East along the South line of said property conveyed to Gordon Wolff a distance of 12 feet to the Southeast corner of said Wolff property; thence Northwardly along the East line of said Wolff property a distance of 58.08 feet to a point in the South line of property conveyed to Harry J. Talbot and wife by deed recorded in Book 2446 page 41 of the St. Louis county Records; thence North 0° 16' 20" East a distance of 112 feet; thence South 89° 28' East a distance of 431.61 feet to a point in the West line of Lindbergh Boulevard, 100 feet wide; thence Southwardly along the West line of Lindbergh Boulevard, along the arc of a curve to the left, having a radius of 1959.85 feet a distance of 247.75 feet; thence continuing along the West line of Lindbergh Boulevard South 1° 56' west a distance of 278.20 feet to a point; thence South 48° 39' 30" West a distance of 27.42 feet to a point in the North line of Old Olive Street Road; thence North 84° 37' West along the North line of Old Olive Street Road, a distance of 393.80 feet to the point of beginning, according to a survey thereof executed by Jack L. Norman, Surveyor, during the month of July 1964.

Parcel 2:
A tract of land being part of Lot 1 of Gustav Guelbreth's Subdivision and part of the Northwest Quarter of Section 1, Township 45 North, Range 5 East, St. Louis County, Missouri, described as beginning at an old iron pipe in the Northern line of Old Olive Street Road, 60 feet wide, and being distant South 84 degrees 37 minutes East, 409.64 feet from the intersection of the Northern line of Old Olive Street Road with the Eastern line of a road 50.16 feet wide, on the West line of Lot 2 of said Subdivision; thence North 0 degrees 19 minutes East, 330.48 feet to an old iron pipe; thence South 89 degrees 23 minutes East, 110.00 feet to an iron pipe; thence South 0 degrees 16 minutes West, 339.66 feet to an iron pipe in the Northern line of Old Olive Street Road; thence along the Northern line of Old Olive Street Road North 84 degrees 37 minutes West, 110.44 feet to the point of beginning, containing 0.846 acres according to a survey thereof made by Kopp & Steele Surveying Company on July 20, 1948.

Attachment: Draft Ordinance [Revision 1] (Lou Fusz Kia Pre-Owned Sales)

BILL NO. _____ **ORDINANCE NO. _____**

SECTION 2: The issuance of this conditional use permit and the operation and maintenance of said facilities provided for by this ordinance shall be subject to all ordinances, rules and regulations of the City of Creve Coeur and the following conditions:

1. All requirements of Ordinance #5524 remain in effect; unless modified herein.
2. Used car sales operations located on the property addressed 10329 Old Olive Street shall only be in association with a new car dealership operating out of the building addressed 1025 North Lindbergh Boulevard as part of the Lou Fusz Automotive Network. The rights to conduct used car sales shall not be transferred to a separate ownership entity from new car sales business.
3. Hours of operation shall be limited to 7:00 AM – 9:00 PM Monday, Wednesday, and Friday, and 7:00 AM – 6:00 PM Tuesday, Thursday, and Saturday. Additional hours may be approved by the Zoning Administrator.
4. The applicant shall submit a Final Landscape Plan that provides shrubs along the street frontage within a mulched landscaped area to the extent the site conditions will allow, for approval by the Zoning Administrator.
5. All vehicles shall be in operable condition with no storage of derelict vehicles.
6. Any future enlargement, extension, expansion or exterior alteration in the use of the structures or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as an amendment to the Conditional Use Permit before a Building Permit for the enlargement, expansion or exterior alteration may be issued.
7. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code or as may be approved by a Master Sign Plan under Section 405.950(J).
8. The owner of the property shall address any outstanding property maintenance violations on the property to the satisfaction of the Chief Building Official prior to the issuance of a final Certificate of Occupancy.
9. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation of said permit by the City Council, provided, however, no permit shall be revoked without prior notice to the owner of the intention of the City Council to revoke this permit and reasonable time granted to the owner to correct or remedy any such breach of conditions, except for repeated breaches or violations.
10. Any transfer of ownership or lease of the property shall include in the transfer or lease agreement a provision that the purchaser or lessee agrees to be bound by the approved Site Development Plan for the property and the conditions herein set forth, and written confirmation thereof signed by the new owner or lessee shall be filed with the City at the time of such transfer or lease. Failure to comply with this provision shall not excuse anyone from these conditions.

Section 3: The City Administrator of the City of Creve Coeur is hereby authorized and directed to issue a Conditional Use Permit in accordance with the provisions of this ordinance, said permit to expressly provide for the conditions and stipulations hereinabove set out in Section 2 of this ordinance. Exercise of the rights granted pursuant to the issued permit shall constitute acceptance of all conditions and stipulations set forth herein.

Section 4: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

Attachment: Draft Ordinance [Revision 1] (Lou Fusz Kia Pre-Owned Sales)

BILL NO. _____ **ORDINANCE NO. _____**

ADOPTED THIS ____ DAY OF _____, 2018.

_____
DR. ROBERT HOFFMAN
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2018.

_____
BARRY GLANTZ
MAYOR

ATTEST:

_____
DEBORAH RYAN, MPCC
CITY CLERK

Attachment: Draft Ordinance [Revision 1] (Lou Fusz Kia Pre-Owned Sales)

BILL NO. 5645 ORDINANCE NO. 5524

AN ORDINANCE APPROVING A NEW CONDITIONAL USE PERMIT FOR AN AUTOMOTIVE DEALERSHIP PURSUANT TO SECTION 405.360(C) OF THE CITY OF CREVE COEUR'S CODE OF ORDINANCES FOR THE LOU FUSZ KIA LOCATED WITHIN THE "GC" GENERAL COMMERCIAL BUSINESS DISTRICT AT 1025 N. LINDBERGH BOULEVARD

WHEREAS, application was made by Stephen Hollander, of SJ Hollander Architect, on behalf of Lou Fusz Automotive, for a conditional use permit at 1025 N. Lindbergh Boulevard to modify the exterior of the building of the former Mazda Dealership for the Lou Fusz Kia Dealership and add a 1,714 square foot Service addition to the building.; and

WHEREAS, under Section 405.360(C)(6)(a), motor vehicle dealers (new or new and used) in the "GC", commercial zoning district require the issuance of a conditional use permit as provided in Section 405.1070, Conditional Use Permits; and

WHEREAS, The existing facility is pre-existing non-conforming, where Lou Fusz Automotive has been operating a car dealership at this location since 1965, when at the time sales and showrooms were a permitted use; and

WHEREAS, Section 405.1070 provides, in part, that any future enlargement or alteration in the use of the structure or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as a conditional use permit before a building permit for the enlargement or alteration may be issued; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, March 6, 2017, beginning at 6:30 p.m. or immediately following the close of the previous public hearing, on said application for the conditional use permit as provided by Section 405.1070(D)(3); and

WHEREAS, notice of publication for said public hearing had been previously published at least 15 days prior to the hearing, in the St. Louis Countian, a newspaper of general circulation in the City of Creve Coeur; and

WHEREAS, the Planning and Zoning Commission reviewed and, by a 6-0 vote, recommended approval of the improvements, subject to the conditions contained herein, at its meeting on Monday, March 6, 2017; and

WHEREAS, all parties desiring to be heard, either for or against said application, were given an opportunity to be heard, and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the Council; and this Bill having been read by title in open meeting two times before final passage by the City Council, and

WHEREAS, the City Council finds that the application and evidence presented clearly indicate that the proposed conditional use, when subject to certain conditions set forth herein:

1. Will contribute to and promote the community welfare and convenience at the specific location.
2. Will not cause substantial injury to the value of neighboring property.
3. Meets the applicable provisions of the City's Comprehensive Plan and any applicable neighborhood or sector plans and complies with other applicable zoning district regulations and provisions of this Chapter, unless good cause exists for deviation therefrom.

Attachment: Ordinance 5524 Lou Fusz Kia (Lou Fusz Kia Pre-Owned Sales)

BILL NO. 5645 ORDINANCE NO. 5524

4. Will be compatible with the surrounding area and thus will not impose an excessive burden or have a substantial negative impact on surrounding or adjacent users or on community facilities or services.

NOW, THEREFORE, be it ordained by the City Council of the City of Creve Coeur, St. Louis County, Missouri, as follows:

Section 1: A Conditional Use Permit is authorized for an Automotive Dealership at 1025 N. Lindbergh Boulevard pursuant to Section 405.360(C) in the "GC" General Commercial zoning district whose legal description is as follows:

A tract of land in the Northwest ¼ of Section 1 Township 45 North Range 5 East being more particularly described as follows: Beginning at the intersection of the West line of property conveyed to Willow Brook Construction Co. by deed recorded in Book 5311 page 19 of the St. Louis County Records with the North line of Old Olive Street Road 60 feet wide; thence North 0° 16' East along the West line of said Willow Brook Construction Co. property, a distance of 339.77 feet to a point in the South line of property conveyed to Gordon Wolff by deed recorded in book 5490 page 449 of the St. Louis County Records; thence South 89° 23' East along the South line of said property conveyed to Gordon Wolff a distance of 12 feet to the Southeast corner of said Wolff property; thence Northwardly along the East line of said Wolff property a distance of 58.08 feet to a point in the South line of property conveyed to Harry J. Talbot and wife by deed recorded in Book 2446 page 41 of the St. Louis county Records; thence North 0° 16' 20" East a distance of 112 feet; thence South 89° 28' East a distance of 431.61 feet to a point in the West line of Lindbergh Boulevard, 100 feet wide; thence Southwardly along the West line of Lindbergh Boulevard, along the arc of a curve to the left, having a radius of 1959.85 feet a distance of 247.75 feet; thence continuing along the West line of Lindbergh Boulevard South 1° 56' west a distance of 278.20 feet to a point; thence South 48° 39' 30" West a distance of 27.42 feet to a point in the North line of Old Olive Street Road; thence North 84° 37' West along the North line of Old Olive Street Road, a distance of 393.80 feet to the point of beginning, according to a survey thereof executed by Jack L. Norman, Surveyor, during the month of July 1964.

SECTION 2: The issuance of this conditional use permit and the operation and maintenance of said facilities provided for by this ordinance shall be subject to all ordinances, rules and regulations of the City of Creve Coeur and the following conditions:

1. The Conditional Use Permit is for the operation of a new and used automobile sales facility with accessory indoor repair facilities.
2. Hours of operation is limited to 7:00 AM – 9:00 PM Monday, Wednesday, and Friday, and 7:00 AM – 6:00 PM Tuesday, Thursday, and Saturday. Additional hours may be approved by the Zoning Administrator.
3. The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code. Exterior elevations shall be in substantial conformance with the "Architectural Elevations" submitted on February 2, 2017 as bound together and submitted in conjunction with Application #17-009 by S.J. Hollander Architect P.C.
4. The applicant is required to submit A Site Improvement Permit, showing all exterior improvements, for all new construction to the Division of Planning for review, as required by Section 410.380 of the Subdivision and Land Development Regulations (Subdivision Code). The Grading Plans shall be in substantial conformance with the "Landscape Plan" submitted on February 2, 2017 as bound together and submitted in conjunction with Application #17-009 by S.J. Hollander Architect P.C., and as amended below.

Attachment: Ordinance 5524 Lou Fusz Kia (Lou Fusz Kia Pre-Owned Sales)

5. The Landscape Plan shall be revised to indicate that the existing ash trees will be replaced with a street tree type per the City's approved street tree list to be approved the Zoning Administrator, subject to retention of specific trees per recommendation of certified arborist and the approval of the Zoning Administrator.
6. The Landscape Plan shall be revised to provide a landscaped island on the south side of the entrance along N. Lindbergh Boulevard, as discussed in the Staff Report for approval by the Zoning Administrator.
7. The Landscape Plan shall be revised to include additional landscaping at the southwest corner of the site for approval by the Zoning Administrator.
8. The Landscape Plan shall be revised to provide shrubs along the street frontages to the extent the site conditions will allow for approval by the Zoning Administrator.
9. An underground irrigation system shall be installed as required under Section 405.540(10), subject to recommendations of certified arborist as to best method of installation near existing ash trees, as approved by the Zoning Administrator. All landscaping shall be maintained per the approved Landscape Plan and any vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt and workmanlike manner as dictated by accepted horticultural standards.
10. All roof-top equipment shall be screened with a material approved by the Planning and Zoning Commission in a color similar to the main building.
11. The trash dumpsters shall be fully enclosed with materials that are consistent with the main building.
12. All lighting shall be installed or modified to be in conformance with Section 405.680, Lighting, of the Zoning Ordinance.
13. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code.
14. The owner of the property shall address any outstanding property maintenance violations on the property to the satisfaction of the Chief Building Official prior to the issuance of a final Certificate of Occupancy.
15. Any future enlargement, extension, expansion or exterior alteration in the use of the structures or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as an amendment to the Conditional Use Permit before a Building Permit for the enlargement, expansion or exterior alteration may be issued.
16. A copy of all herein conditions shall be furnished by the owner or petitioner to the operator(s) and managers, including successive operator(s), owner(s) and manager(s) who shall forward to the Zoning Administrator an acknowledgement that he or she has read and understood all conditions and agrees to comply therewith.
17. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation of said permit by the City Council, provided, however, no permit shall be revoked without prior notice to the owner of the intention of the City Council to revoke this permit and reasonable time granted to the owner to correct or remedy any such breach of conditions, except for repeated breaches or violations.
18. Any transfer of ownership or lease of the property shall include in the transfer or lease agreement a provision that the purchaser or lessee agrees to be bound by the approved Site Development Plan for the property and the conditions herein set forth, and written confirmation thereof signed by the new owner or lessee shall be filed with the City at the time of such transfer or lease. Failure to comply with this provision shall not excuse anyone from these conditions.

Attachment: Ordinance 5524 Lou Fusz Kia (Lou Fusz Kia Pre-Owned Sales)

BILL NO. 5645 ORDINANCE NO. 5524

Section 3: The City Administrator of the City of Creve Coeur is hereby authorized and directed to issue a Conditional Use Permit in accordance with the provisions of this ordinance, said permit to expressly provide for the conditions and stipulations hereinabove set out in Section 2 of this ordinance. Exercise of the rights granted pursuant to the issued permit shall constitute acceptance of all conditions and stipulations set forth herein.

Section 4: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS 27th DAY OF March, 2017.

Ellen Lawrence

ELLEN LAWRENCE
PRESIDENT OF CITY COUNCIL

APPROVED THIS 27th DAY OF March, 2017.

BARRY GLANTZ
MAYOR

ATTEST:

Deborah Ryan

DEBORAH RYAN, MPCC
CITY CLERK

Attachment: Ordinance 5524 Lou Fusz Kia (Lou Fusz Kia Pre-Owned Sales)

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

APPLICATION TO PLANNING AND ZONING COMMISSION #17-038 FOR A CONDITIONAL USE PERMIT AND SITE DEVELOPMENT PLAN FOR MODIFICATIONS TO THE EXTERIOR OF THE EXISTING BUILDING FOR LOU FUSZ MAZDA FRANCHISE AT 925 NORTH LINDBERGH BOULEVARD

FOR THE MEETING OF: Monday, February 5, 2018, 6:30 PM

LOCATION: 925 N. Lindbergh Blvd (see attached map). Zoned GC- General Commercial

REQUEST: Stephen Hollander, of SJ Hollander Architects, on behalf of Lou Fusz Automotive Network, has submitted a request for a conditional use permit to modify the exterior of the building of the former Nissan Dealership located at 925 N. Lindbergh Boulevard for the Lou Fusz Mazda Dealership and add a 4,700 square foot addition to the building. New Car Dealers (NAICS 441110) are permitted as conditional uses with review and approval by the City Council upon the recommendation of the Planning and Zoning Commission.

ADDITIONAL INFORMATION: Lou Fusz has been operating a car dealership at this location since 1977, when at the time sales and showrooms were a permitted use. Sales and Servicing of Motor Vehicles became a conditional use in 1983 in the GC District. Therefore, the use and the site are pre-existing, non-conforming. Section 405.1080 provides that site development plan approval is required for any conditional use, and where there is significant alteration to the exterior of the building and site. Staff has included a new draft conditional use permit ordinance to properly govern the site.

Key Issues:
- Does the request still meet the criteria for a conditional use permit?
- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request follow the Design Guidelines?

Comp. Plan References
- Mixed-Use Innovation Campus District (MUIC)
- Design Guidelines

Zoning Code References
- Section 405.210: Regulation of Uses
- Section 405.360: "GC" General Commercial District
- Section 405.470: Conditional Uses
- Section 405.1080 Site Development Plans

APPLICANT: Randy Fusz
Lou Fusz Automotive Network
925 N. Lindbergh Blvd.
Creve Coeur, MO 63141

APPLICANT'S REPRESENTATIVE: Stephen Hollander, AIA
SJ Hollander Architect
519 First Capitol Drive
St. Charles, MO 63301

REPORT PREPARED BY: Jason W. Jaggi, AICP, Director of Community Development
DATE: January 31, 2018
ATTACHMENTS: Applicant's submittal documents received October 9, 2017, January 9, 2018; Revised elevations received January 26, 2018.
Draft Ordinance

Attachment: Staff Report 020518 (Lou Fusz Mazda)

PROJECT DESCRIPTION

As discussed in prior applications for Lou Fusz dealerships, Lou Fusz is shifting several of the dealerships throughout their campus. Fiat was moved to a location out of the City, and Subaru received approval in 2016 to utilize the 900 N. Lindbergh location. The Lou Fusz Kia Dealership was approved in 2017 and a request is on the February 5th meeting agenda for an expansion of the Lou Fusz Kia dealership to allow used car sales at 10329 Old Olive Street Road. This request involves the conversion of the former Nissan dealership to a Mazda dealership.

The Applicant has included a rationale statement with the application as follows: This request is a modification to an existing vehicle sales & service facility built in 1977. The facility was previously a Nissan dealership and has changed to selling new Mazda vehicles and preowned vehicles, servicing of all makes and models will remain the same as it currently is. There is no change in operations associated with this change and we do not anticipate any additional impact to the surrounding residences or businesses. The project is a remodel of existing showroom & office area and will incorporate the existing open canopy into the showroom. Exterior materials are changing and will provide a more updated appearance with a linear, gridded white EIFS parapet face on the canopy and aluminum cladding material on the updated entrance. The existing exterior painted brick walls will be refreshed. Landscaping is being updated and enhanced.

Figure 1: Google Image of the existing building.

Figure 2: Close-up of the East Elevation along Lindbergh Blvd.

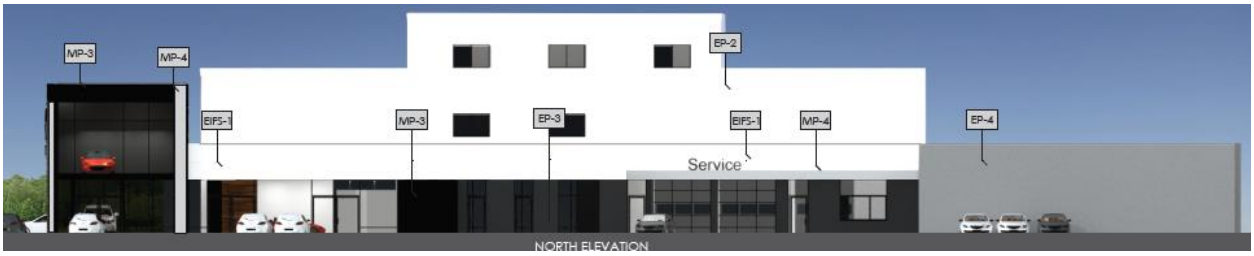


Figure 3: Close-up of the North Elevation along Old Olive Street Road.

Attachment: Staff Report 020518 (Lou Fusz Mazda)

The Applicant is also providing additional landscaping along Lindbergh Boulevard and Old Olive Street Road, and new landscaping at the northeast corner of the building to aid in directing traffic as well as on the southeast corner of the lot surrounding existing monument sign. The applicant is also re-working the parking configuration along the Lindbergh frontage to remove double-stacking of vehicles and to improve circulation through this area of the site. A masonry dumpster enclosure is also proposed to meet with City code.

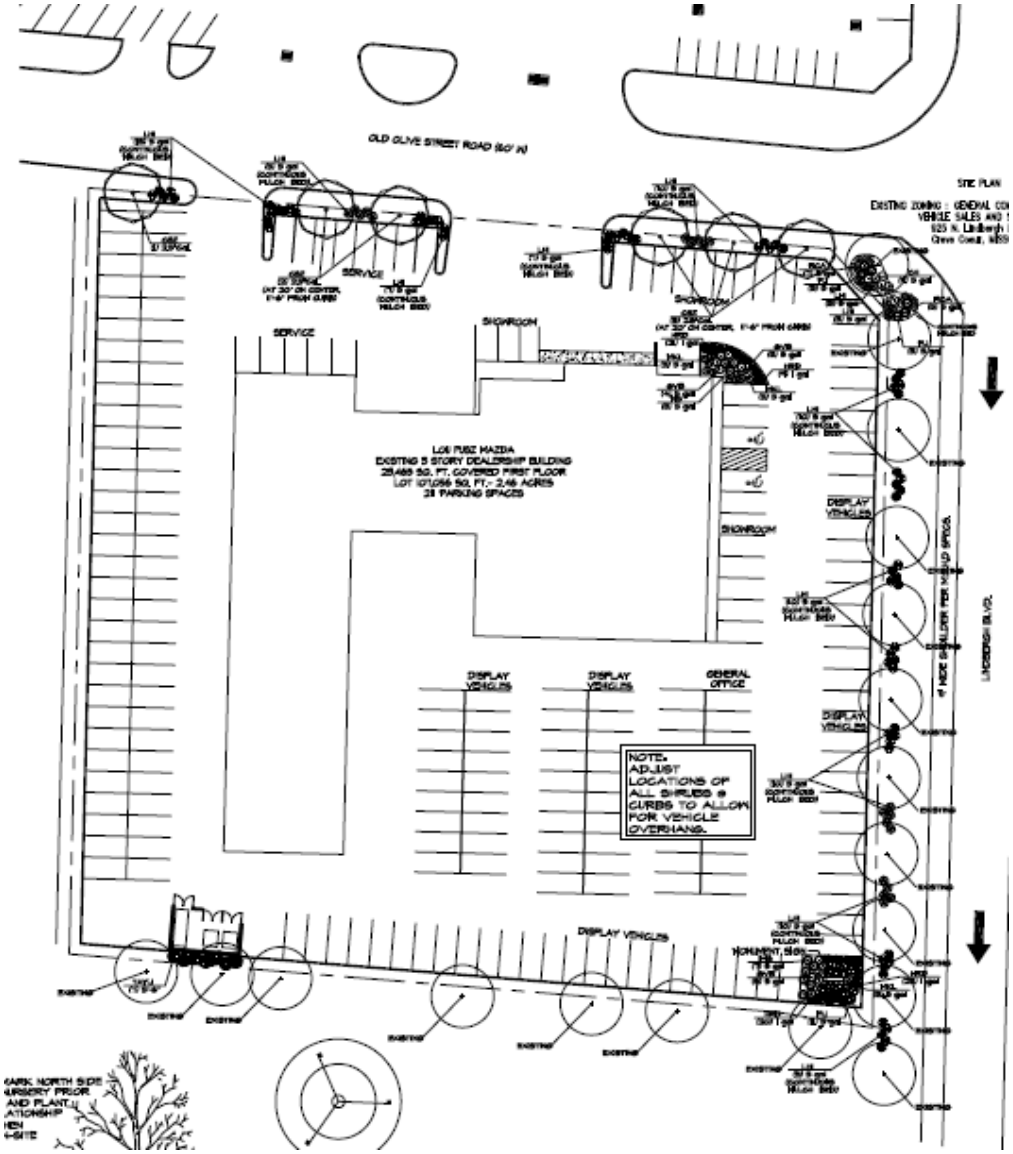


Figure 4: Proposed Landscape Plan.

LAND USE AND ZONING OF SURROUNDING PROPERTIES
The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Lou Fusz Kia	GC-General Commercial	Old Olive Street Road
South	Lindbergh/Olive ROW	NA	NA
East	Lou Fusz Subaru	GC-General Commercial	Lindbergh Boulevard
West	Lou Fusz Service Center	GC-General Commercial	NA

Attachment: Staff Report 020518 (Lou Fusz Mazda)

COMPREHENSIVE PLAN DISCUSSION

Creve Coeur 2030 and 39 North Plan

The subject property is located within the Mixed Use Innovation Campus District of the Comprehensive Plan Update, *Creve Coeur 2030* that has a vision for a sustainable hub of cutting-edge research, job opportunities, and community amenities that encourages innovation collaboration and entrepreneurship in vibrant, mixed-use environment that is to be co-terminus with the 39 North planning area. Recommendations of the *Creve Coeur 2030* for primary streets, such as Old Olive Street Road, and arterial frontages of Olive Boulevard and Lindbergh Boulevard, include allowing for a variety of active, office, and residential ground floor uses and that Parking should primarily be located in shared facilities, behind the building. When parking is located in front of buildings pedestrian amenities should be provided along the front façade of each building, with public site amenities, including outdoor dining, plazas, fountains, bicycle parking, "parklets", and other elements to promote district vibrancy (p. 99). The 39 North Plan also discusses that primary frontages including, building facades should address the public realm and ground floors should have active and engaging uses.

The proposal includes enhanced landscaping along the roadway frontages for an improved appearance and with a design that is consistent with the Lou Fusz Kia dealership across the street which corresponds to the sense of renewal and vibrancy in the area as articulated in the comprehensive plan.

Design Guidelines

The Design Guidelines recommend the use of natural materials and architectural consistency between all building elevations, and an overall sense of architectural continuity on all elevations. The use of false or decorative façade treatments is discouraged. Material and/or color changes at the outside corners of structures that give the impression of thinness and artificiality of the material are also discouraged. Further buildings that are stylized in an attempt to use the building itself as advertising are strongly discouraged, particularly where the proposed architecture is the result of a "corporate" or franchise style. Landscaping should soften parking areas and buildings, screen retaining walls, and provide a consistent design theme throughout the site. The following summarizes the goals and discusses their applicability to the project:

1. As is often the case with automotive dealerships, corporate façade treatments are required. However, it is the unique use of these treatments that is generally the point of discussion during the review. The proposal will significantly add corporate elements to the site, most notably with the addition of the black Mazda tower "jewel box "element. The existing gray painted brick will be re-painted in an "Atmosphere" white color for the sales and office portion of the building. The service portion of the building will be painted a gray color, referred to as "Flagstone" in the drawings. A new EIFS band painted in a white color to match the rest of the color is proposed above the showroom areas. While the proposal contains significant corporate elements, it could be argued that the addition of the corporate elements would create more interest over the existing structure that hasn't been updated since its original construction, and that the neutral colors may not be specific to any one corporate identity. If the proposal represents too much of a corporate identity, the Planning and Zoning Commission should provide direction to the applicant.
2. The Design Guidelines discuss that all roof-top equipment is to be screened with materials consistent with the main building. The existing mechanical equipment is currently unscreened. Staff has included a condition that any mechanical equipment be screened with a material for the Zoning Administrators approval that is a similar color to the exterior elevation where it is located.
3. The Design Guidelines state that all elevations should receive equal treatment with similar details and materials. The new service addition which is currently painted brick is proposed to be painted a gray color, which is different from the rest of the building. For consistency with the Design Guidelines, staff recommends that the gray color be used consistently for all of the brick areas while the black and white colors be limited to the tower element and band above the storefront. In addition, for consistency with the other recent Lou Fusz approvals, staff

Attachment: Staff Report 020518 (Lou Fusz Mazda)

recommends that the EIFS material be eliminated and substituted with a metal panel. The graphic below illustrates the recommended design changes to the building:

4.

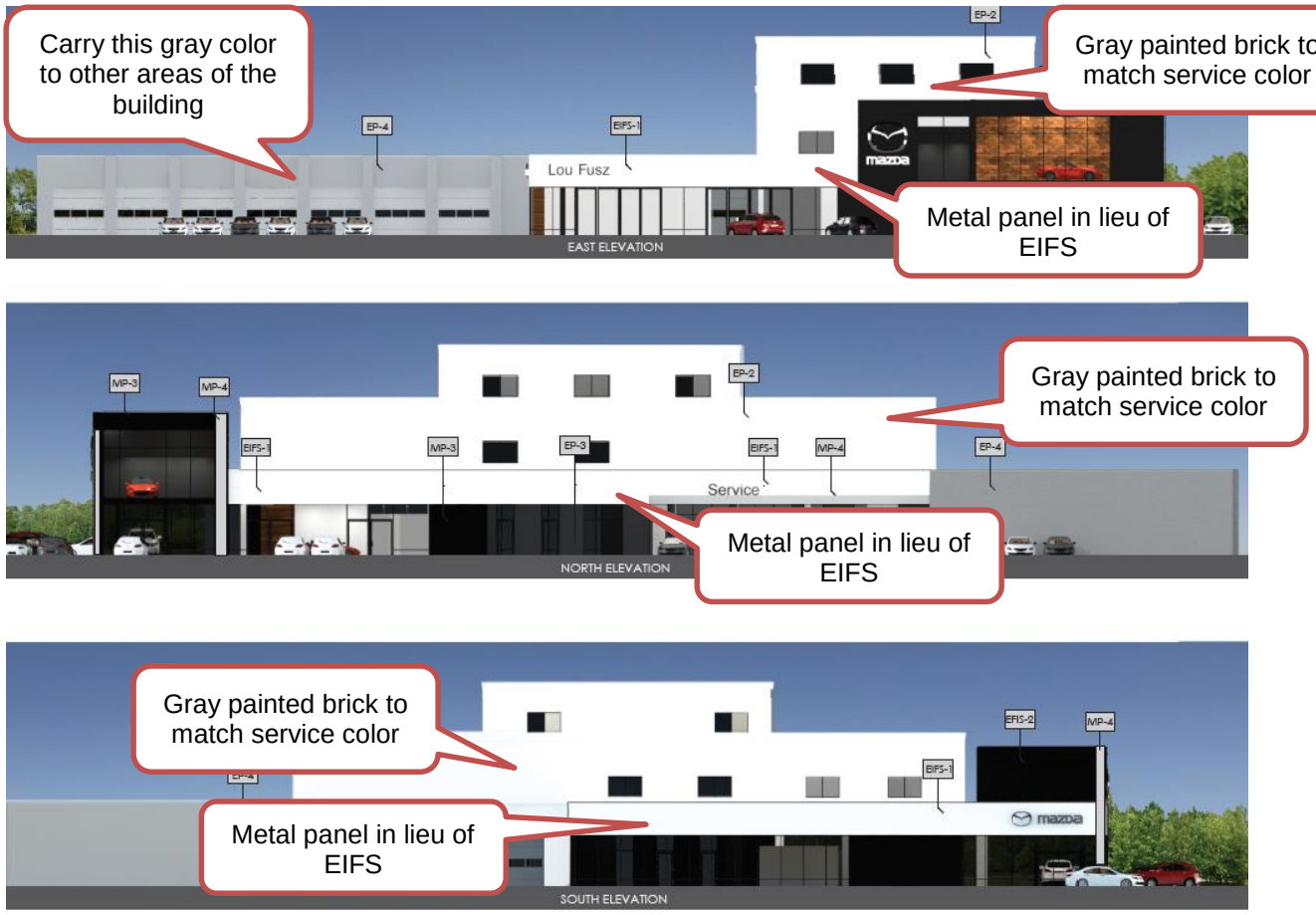


Figure 5: Proposed revisions to colors and materials

5. New landscaping is provided adjacent to the building and drive aisle at the northeast corner to aid in the vehicular circulation, thus decreasing the amount of coverage on site. However the exact calculation has not been provided. The Landscape Plan shows the existing Green Ash trees to remain along the Lindbergh Boulevard frontage. Based on a prior inspection with the recent Lou Fusz Kia application, visually, these trees appear to be in good health. An arborist report is attached which confirms the condition of these trees. A condition of approval has been included that requires the applicant to replace any dead trees to meet with City code. New street trees are provided along Old Olive Street Road. Consistent with the prior approval for the Kia Dealership, clusters of new shrubs are proposed in between the street trees along both frontages and a new landscaped area is proposed at the corner of Old Olive and Lindbergh to match the additional landscaping for the new Kia dealership across Old Olive. Overall, the landscape plan coordinates well with the Kia dealership which will aid in creating a uniformed design element among the various Lou Fusz dealerships.

ZONING CODE DISCUSSION

As the proposal is not significantly altering the site where no additional coverage is being created, zoning review is limited to the Conditional Use Requirements and Landscaping elements of the site.

Attachment: Staff Report 020518 (Lou Fusz Mazda)

Conditional Use Permit
Section 405.470(A)(11) New Car Dealers of the Conditional Uses Regulations, provides the minimum standards for such uses in the GC and CB District:

> Section 405.470 Conditional Uses.
> A. Conditional uses allowed in zoning districts are as follows:
> 11. New car dealers — NAICS 441110 (conditional use in the "GC" and "CB" districts).
> a. Site size. Shall be located on lots of not less than one (1) acre.
> b. Service bays. Service bays shall be limited to one (1) per five thousand (5,000) square feet of land area. All service bays shall be contained entirely within the building. Service bay doors shall not face residentially zoned property ("A", "B", "C", "D", "AR" or "MR").
> c. Trash disposal and storage. All used tires and parts, trash and similar objects shall be stored within a solid brick or concrete enclosure in the rear half or, in the case of corner sites, the rear quarter of the site.
> d. Motor vehicle dealers (new or new and used) (all uses NAICS 441110). A motor vehicle dealer, whose new vehicle franchise has been terminated, may continue all other services performed by the dealer for a period of three (3) years from the later of the date of such termination or January 24, 2011, provided the dealer gives the City written notice of such termination within thirty (30) days of the effective date thereof and states in such notice an intent to seek a replacement franchise to sell new vehicles. Upon good cause shown, the City Council may extend the time period accordingly.

The use is pre-existing and located on approximately 2.46 acres, or 107,056 square feet of land area. The ordinance would limit the number of service bays to 21 based on land area. Based on the submitted floor plan, staff estimates that the number of service bays currently exceeds code and would be considered a pre-existing condition with no proposed expansion. To address the trash disposal requirement, the applicant is proposing to install a painted brick enclosure on the southwest corner of the site with landscaping on the south side. The location of this enclosure would not be visible from the primary frontages along Lindbergh and Old Olive; however, it would have visibility from the Olive/Lindbergh interchange ramps. The applicant is proposing evergreen trees placed behind the enclosure to reduce the visibility.

Landscaping
As discussed in the prior applications, Section 405.540(F)(1) Design Standards for Landscape Plans states that street tress shall be deciduous hardwood trees, and may include existing trees, new trees or a combination thereof, provided that there is 1 street tree for every 30 lineal feet, or part thereof of street frontage and such street trees shall be located on the subject property at least 2'6" but not more than 12 feet from the back of the curb, unless additional setback is necessary to accommodate planned road widening, overhead utility lines or some other condition identified by the Director of Planning. The Department of Public Works maintains a list of recommended street trees as well as undesirable trees. The Public Works Director or his/her designee may approve street trees not included in the list of recommended trees if the proposed tree is a deciduous hardwood, is disease resistant, is salt tolerant and has a clear trunk height of at least 7' 6" or as directed by the Director of Public Works. As indicated above the Applicant is maintaining the existing mature ash trees along Lindbergh, and 6 Zelkova trees are proposed along Old Olive. As previously mentioned, an inspection of the existing Ash trees on this property was made by a certified arborist in August 2017 and, in the opinion, of the arborist, they remain in overall good health; therefore, staff is not recommending their removal at this time. A copy of the arborist's letter dated October 18, 2017 is provided in the applicant's material.

Attachment: Staff Report 020518 (Lou Fusz Mazda)

Figure 4: Google Street View of the Existing Ash Trees, July 2017.

Additionally, Section 405.540(F)(3) and (4) requires a minimum of 10 square feet of interior landscaping for each 350 square foot of paved area within the parking lot including parking spaces and driving aisles, and that the minimum area of the interior landscaped areas shall be 50 square feet and a minimum width of 3 feet. Each separate interior landscaped area shall include at least one (1) deciduous shade tree of a type and size required therein. Such shade trees may include any approved street tree or may include a deciduous tree that is disease resistant and has a suitable clear trunk height considering its proposed placement on the site. There shall be a minimum of two (2) deciduous shade trees, within and up to, every one hundred (100) linear feet of parking for each parking row. Such trees shall be spaced evenly around the perimeter. The ends of parking rows abutting a circulation aisle shall be defined by interior landscaped areas whenever feasible. Since the site is pre-existing non-conforming, and the Applicant is not significantly altering the site, the current minimum interior landscaping is not provided. However, additional landscaping has been provided along the roadway frontages with the minimum requirements for those islands are being met, per the image below:

Attachment: Staff Report 020518 (Lou Fusz Mazda)

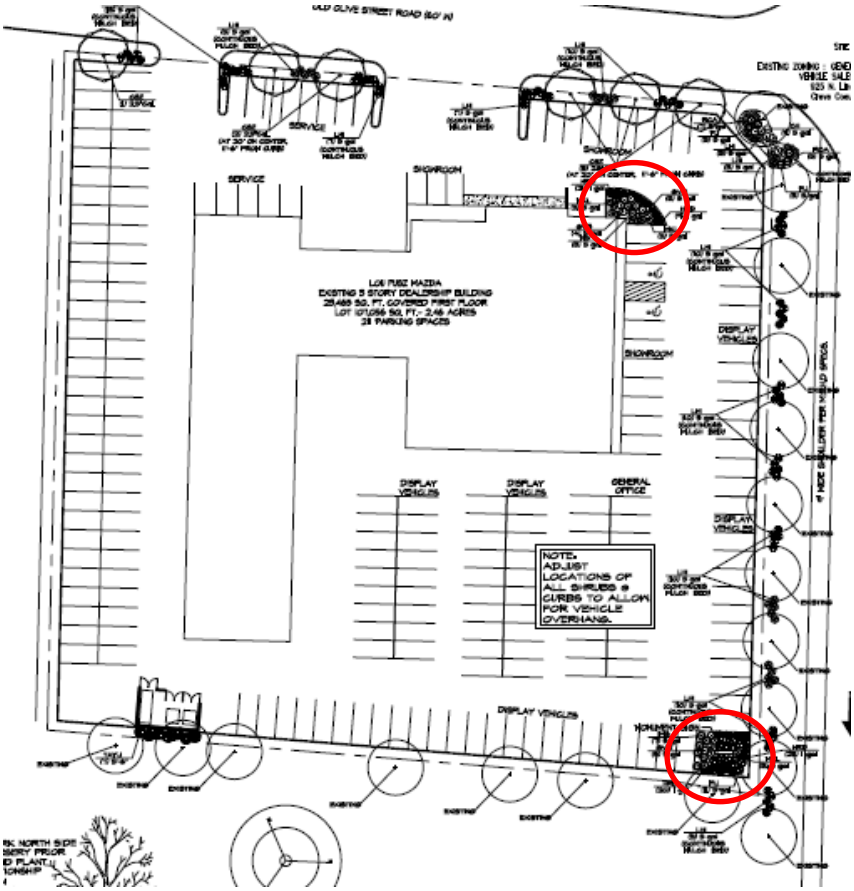


Figure 5: Proposed new landscaped islands

Section 405.810(A)(5) of the Off-Street Parking and Loading Regulations requires that all parking adjoining a residential use or public right-of-way, except for those associated with single-family and two-family residences, shall be screened from view by an earth berm, solid wall, decorative fence, evergreen planting of equivalent visual density or other effective means of a minimum of 18 inches, and an average of three feet in height. The Applicants are providing additional shrubs in between the existing trees to meet with this requirement and there is an existing berm that also helps to conceal the vehicles.

Signs:
The applicant is preparing a master sign plan to address signage for all Lou Fusz properties in Creve Coeur located on the west side of Lindbergh. This master sign plan will be reviewed by the Planning and Zoning Commission at a later date and will provide signage allowances for this property.

SUMMARY AND ACTION
Staff finds that the proposed improvements meet with the intent of the Comprehensive Plan and Design Guidelines as much as the existing conditions will allow with the recommendations for changes to the materials and design of the facades. If the members of the Commission are satisfied that the project meets the intent of the Comprehensive Plan and Design Guidelines, then a recommendation to the City Council must be voted upon. Below are the recommended conditions of approval as discussed above:

- The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code. Exterior elevations shall be in substantial conformance with the "Architectural Elevations" submitted on January 26, 2018 as bound together and submitted in conjunction with Application #17-038 by S.J. Hollander Architect P.C., and as amended below.
- The applicant is required to submit a Site Improvement Permit, showing all exterior improvements, for all new construction to the Division of Planning for review, as required by Section 410.380 of the Subdivision and Land Development Regulations (Subdivision Code). The

Attachment: Staff Report 020518 (Lou Fusz Mazda)

Grading Plans shall be in substantial conformance with the "Landscape Plan" submitted on January 9, 2018 as bound together and submitted in conjunction with Application #17-009 by S.J. Hollander Architect P.C.

- The elevations should be amended to use the gray paint color, "Flagstone", in lieu of the white "Atmosphere" color and that the banding above the storefront shall be a metal panel in lieu of the EIFS panel.
- An underground irrigation system shall be installed as required under Section 405.540(10). All landscaping shall be maintained per the approved Landscape Plan and any vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt and workmanlike manner as dictated by accepted horticultural standards.
- All roof-top equipment shall be screened with a material approved by the Planning and Zoning Commission in a color similar to the proximate part of the main building.
- The trash dumpsters shall be fully enclosed with materials that are consistent with the main building.
- All lighting shall be installed or modified to be in conformance with Section 405.680, Lighting, of the Zoning Ordinance.
- All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code or as may be approved by a Master Sign Plan under Section 405.950(J).
- The owner of the property shall address any outstanding property maintenance violations on the property to the satisfaction of the Chief Building Official prior to the issuance of a final Certificate of Occupancy.
- Any future enlargement, extension, expansion or exterior alteration in the use of the structures or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as an amendment to the Conditional Use Permit before a Building Permit for the enlargement, expansion or exterior alteration may be issued.

MOTION

If the Commission wishes to vote on a recommendation to the City Council based on the current proposal, the following would be an appropriate motion:

> "I move to recommend approval of the conditional use permit for Lou Fusz Mazda dealership to allow for the exterior renovation and landscaping as presented and according to the draft ordinance attached to the staff report on application #17-038, for the meeting of February 5, 2018." (Conditions in the draft ordinance may be added, eliminated, or modified by preceding motion)

APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES

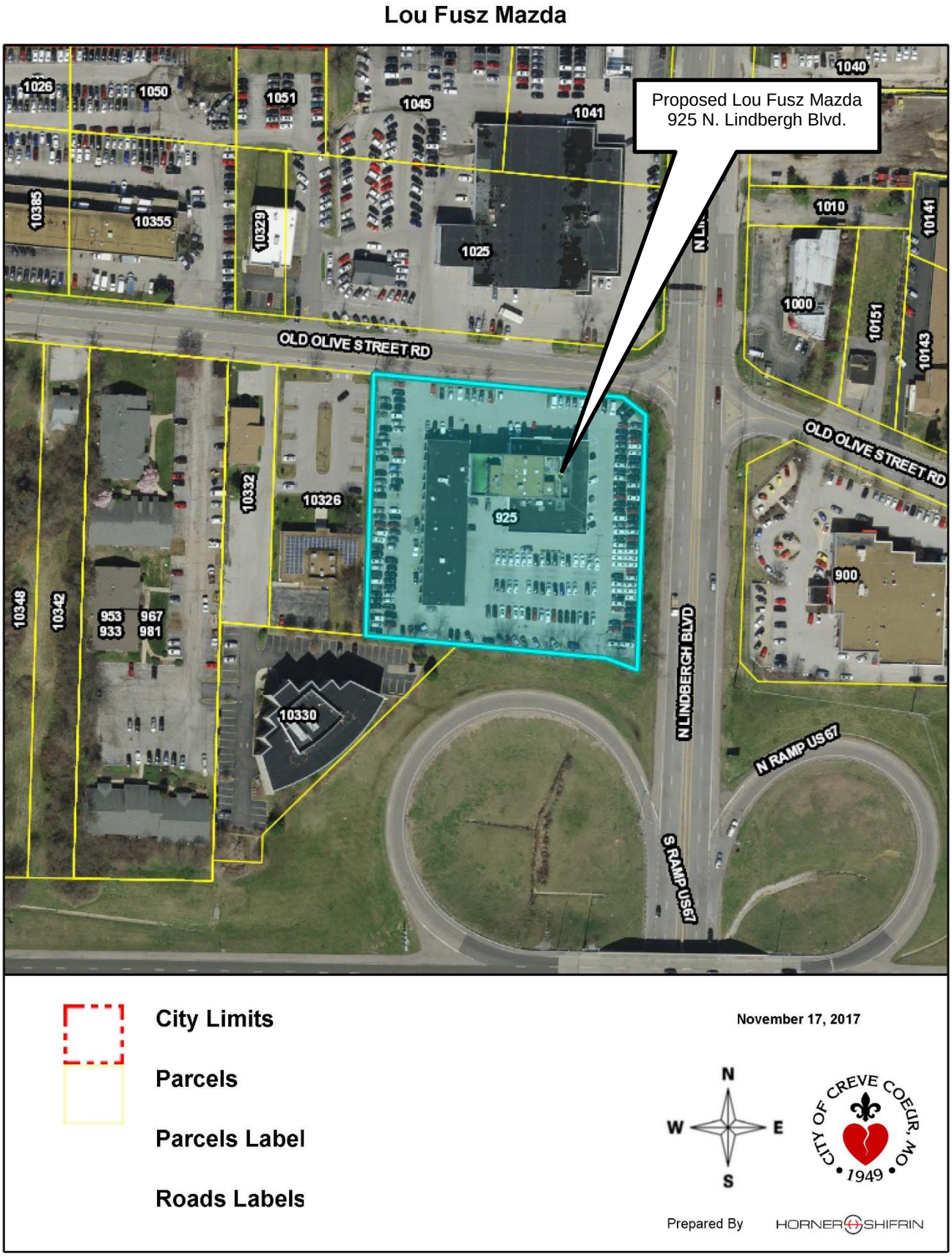
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE

Included and attached by reference. See body of report for specific excerpts.

Attachment: Staff Report 020518 (Lou Fusz Mazda)

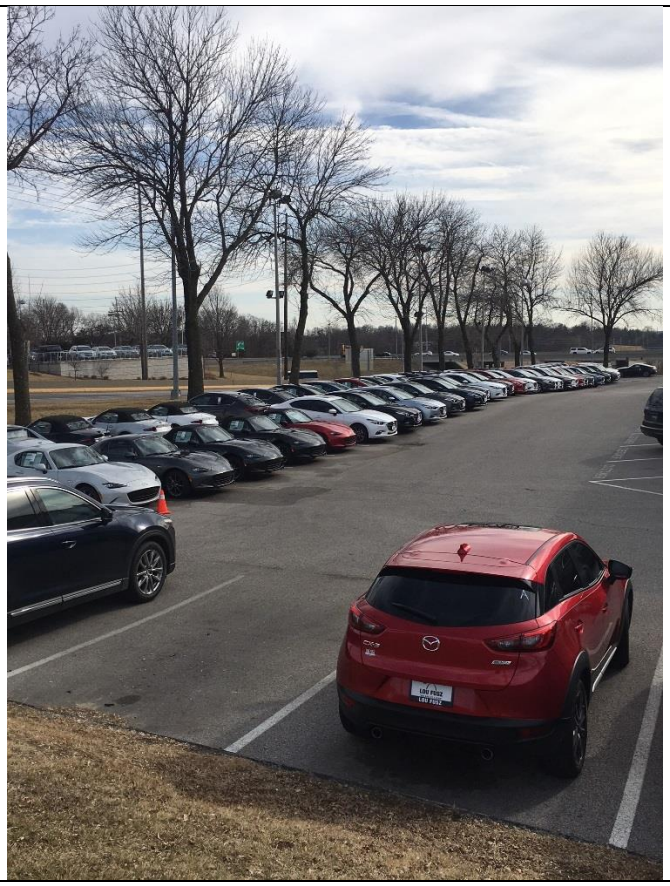
APPENDIX 3: AERIAL PHOTOGRAPH



Attachment: Staff Report 020518 (Lou Fusz Mazda)

APPENDIX 4: SITE PHOTOGRAPHS	Photo Date: 2/24/2017
	Description: View of the existing building looking south from Old Olive.

Attachment: Staff Report 020518 (Lou Fusz Mazda)

	Description: View looking southeast along the Lindbergh frontage. The double-stacking of vehicles will be eliminated.
	Description: View looking west at the unenclosed dumpsters.

Attachment: Staff Report 020518 (Lou Fusz Mazda)

	Description: View along the Old Olive Street Road frontage. The existing street trees will be removed and replaced.

Attachment: Staff Report 020518 (Lou Fusz Mazda)

BILL NO. _____ **ORDINANCE NO. _____**

AN ORDINANCE APPROVING A NEW CONDITIONAL USE PERMIT FOR AN AUTOMOTIVE DEALERSHIP PURSUANT TO SECTION 405.360(C) OF THE CITY OF CREVE COEUR'S CODE OF ORDINANCES FOR THE LOU FUSZ MAZDA LOCATED WITHIN THE "GC" GENERAL COMMERCIAL BUSINESS DISTRICT AT 925 N. LINDBERGH BOULEVARD

WHEREAS, application was made by Stephen Hollander, of SJ Hollander Architect, on behalf of Lou Fusz Automotive, for a conditional use permit at 925 N. Lindbergh Boulevard to modify the exterior of the building of the former Nissan Dealership for the Lou Fusz Mazda Dealership and add a 4,700 square foot addition to the building; and

WHEREAS, under Section 405.360(C)(6)(a), motor vehicle dealers (new or new and used) in the "GC", commercial zoning district require the issuance of a conditional use permit as provided in Section 405.1070, Conditional Use Permits; and

WHEREAS, The existing facility is pre-existing non-conforming, where Lou Fusz Automotive has been operating a car dealership at this location since 1977, when at the time sales and showrooms were a permitted use; and

WHEREAS, Section 405.1070 provides, in part, that any future enlargement or alteration in the use of the structure or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as a conditional use permit before a building permit for the enlargement or alteration may be issued; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, February 5, 2018, beginning at 6:30 p.m. or immediately following the close of the previous public hearing, on said application for the conditional use permit as provided by Section 405.1070(D)(3); and

WHEREAS, notice of said public hearing had been previously published at least 15 days prior to the hearing, in the St. Louis Countian, a newspaper of general circulation in the City of Creve Coeur; and

WHEREAS, the Planning and Zoning Commission reviewed and, by a ___ vote, recommended approval of the improvements, subject to the conditions contained herein, at its meeting on Monday, February 5, 2018; and

WHEREAS, all parties desiring to be heard, either for or against said application, were given an opportunity to be heard, and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the Council; and this Bill having been read by title in open meeting two times before final passage by the City Council, and

WHEREAS, the City Council finds that the application and evidence presented clearly indicate that the proposed conditional use, when subject to certain conditions set forth herein:

1. Will contribute to and promote the community welfare and convenience at the specific location.
2. Will not cause substantial injury to the value of neighboring property.
3. Meets the applicable provisions of the City's Comprehensive Plan and any applicable neighborhood or sector plans and complies with other applicable zoning district regulations and provisions of this Chapter, unless good cause exists for deviation therefrom.

Attachment: Draft Ordinance 17-038 (Lou Fusz Mazda)

BILL NO. _____ **ORDINANCE NO. _____**

4. Will be compatible with the surrounding area and thus will not impose an excessive burden or have a substantial negative impact on surrounding or adjacent users or on community facilities or services.

NOW, THEREFORE, be it ordained by the City Council of the City of Creve Coeur, St. Louis County, Missouri, as follows:

Section 1: A Conditional Use Permit is authorized for an Automotive Dealership at 925 N. Lindbergh Boulevard for retail new and used car sales pursuant to Section 405.360(C) in the "GC" General Commercial zoning district whose legal description is as follows:

A tract of land in the Northern ½ of the Northwestern ¼ of Section 1, Township 45 North, Range 5 East in St. Louis County, Missouri, and being a part of Lot or Share C as shown on the plat accompanying Commissioner's Report in the Partition Suit of Matthew Legg, et. al., vs. Gustave Guelbreth in the St. Louis Land Court, October Term, 1865 as described in the following: Beginning at a point in the South line of Old Olive Street Road, 60 feet wide, at its intersection with the West line of a tract of land conveyed to Jacob J. Cohen and wife by deed recorded in Book 1439 page 424, thence South 2 degrees 14 minutes West and along said West line a distance of 320 feet to a point, said last mentioned point being also the Northern line of property now or formerly of the St. Louis Suburban Teachers Association, Inc.; thence South 84 degrees 32 minutes East and parallel with the South line of Old Olive Street Road a distance of 295.74 feet to a point; thence South 79 degrees 54 minutes 40 seconds East a distance of 40.91 feet to a point in the Western line of Lindbergh Boulevard, as widened; thence North 2 degrees 04 minutes 10 seconds East a distance of 298.36 feet to a point; thence North 41 degrees 13 minutes 55 seconds West a distance of 36.35 feet to a point in the Southern line of Old Olive Street Road; thence North 84 degrees 32 minutes West along the South line of Old Olive Street Road a distance of 310.44 feet to the point of beginning, and containing 2.456 acres, more or less.

SECTION 2: The issuance of this conditional use permit and the operation and maintenance of said facilities provided for by this ordinance shall be subject to all ordinances, rules and regulations of the City of Creve Coeur and the following conditions:

1. The Conditional Use Permit is for the operation of a new and used automobile sales facility with accessory indoor repair facilities. Used car sales cannot be conducted if new sales cease.
2. Hours of operation are limited to 7:00 AM – 9:00 PM Monday, Wednesday, and Friday, and 7:00 AM – 6:00 PM Tuesday, Thursday, and Saturday. Additional hours may be approved by the Zoning Administrator.
3. The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code. Exterior elevations shall be in substantial conformance with the "Architectural Elevations" submitted on January 26, 2018 as bound together and submitted in conjunction with Application #17-038 by S.J. Hollander Architect P.C., and as amended below.
4. The applicant is required to submit A Site Improvement Permit, showing all exterior improvements, for all new construction to the Division of Planning for review, as required by Section 410.380 of the Subdivision and Land Development Regulations (Subdivision Code). The Grading Plans shall be in substantial conformance with the "Landscape Plan" submitted on January 9, 2018 as bound together and submitted in conjunction with Application #17-038 by S.J. Hollander Architect P.C., and as amended below.

Attachment: Draft Ordinance 17-038 (Lou Fusz Mazda)

BILL NO. _____ **ORDINANCE NO. _____**

5. The elevations should be amended to use the gray paint color, “Flagstone”, in lieu of the white “Atmosphere” color and that the banding above the storefront shall be a metal panel in lieu of the EIFS panel.
6. An underground irrigation system shall be installed as required under Section 405.540(10). All landscaping shall be maintained per the approved Landscape Plan and any vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt and workmanlike manner as dictated by accepted horticultural standards.
7. All roof-top equipment shall be screened with a material approved by the Planning and Zoning Commission in a color similar to the proximate part of the main building.
8. The trash dumpsters shall be fully enclosed with materials that are consistent with the main building.
9. All lighting shall be installed or modified to be in conformance with Section 405.680, Lighting, of the Zoning Ordinance.
10. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code or as may be approved by a Master Sign Plan under Section 405.950(J).
11. The owner of the property shall address any outstanding property maintenance violations on the property to the satisfaction of the Chief Building Official prior to the issuance of a final Certificate of Occupancy.
12. Any future enlargement, extension, expansion or exterior alteration in the use of the structures or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as an amendment to the Conditional Use Permit before a Building Permit for the enlargement, expansion or exterior alteration may be issued.
13. A copy of all herein conditions shall be furnished by the owner or petitioner to the operator(s) and managers, including successive operator(s), owner(s) and manager(s) who shall forward to the Zoning Administrator an acknowledgement that he or she has read and understood all conditions and agrees to comply therewith. Failure to comply with this provision shall not excuse anyone from these conditions.
14. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation of said permit by the City Council, provided, however, no permit shall be revoked without prior notice to the owner of the intention of the City Council to revoke this permit and reasonable time granted to the owner to correct or remedy any such breach of conditions, except for repeated breaches or violations.
15. Any transfer of ownership or lease of the property shall include in the transfer or lease agreement a provision that the purchaser or lessee agrees to be bound by the approved Site Development Plan for the property and the conditions herein set forth, and written confirmation thereof signed by the new owner or lessee shall be filed with the City at the time of such transfer or lease. Failure to comply with this provision shall not excuse anyone from these conditions.

Section 3: The City Administrator of the City of Creve Coeur is hereby authorized and directed to issue a Conditional Use Permit in accordance with the provisions of this ordinance, said permit to expressly provide for the conditions and stipulations hereinabove set out in Section 2 of this ordinance. Exercise of the rights granted pursuant to the issued permit shall constitute acceptance of all conditions and stipulations set forth herein.

Section 4: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS ____ DAY OF _____, 2018.

Attachment: Draft Ordinance 17-038 (Lou Fusz Mazda)

BILL NO. _____ **ORDINANCE NO. _____**

DR. ROBERT HOFFMAN
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2018.

BARRY GLANTZ
MAYOR

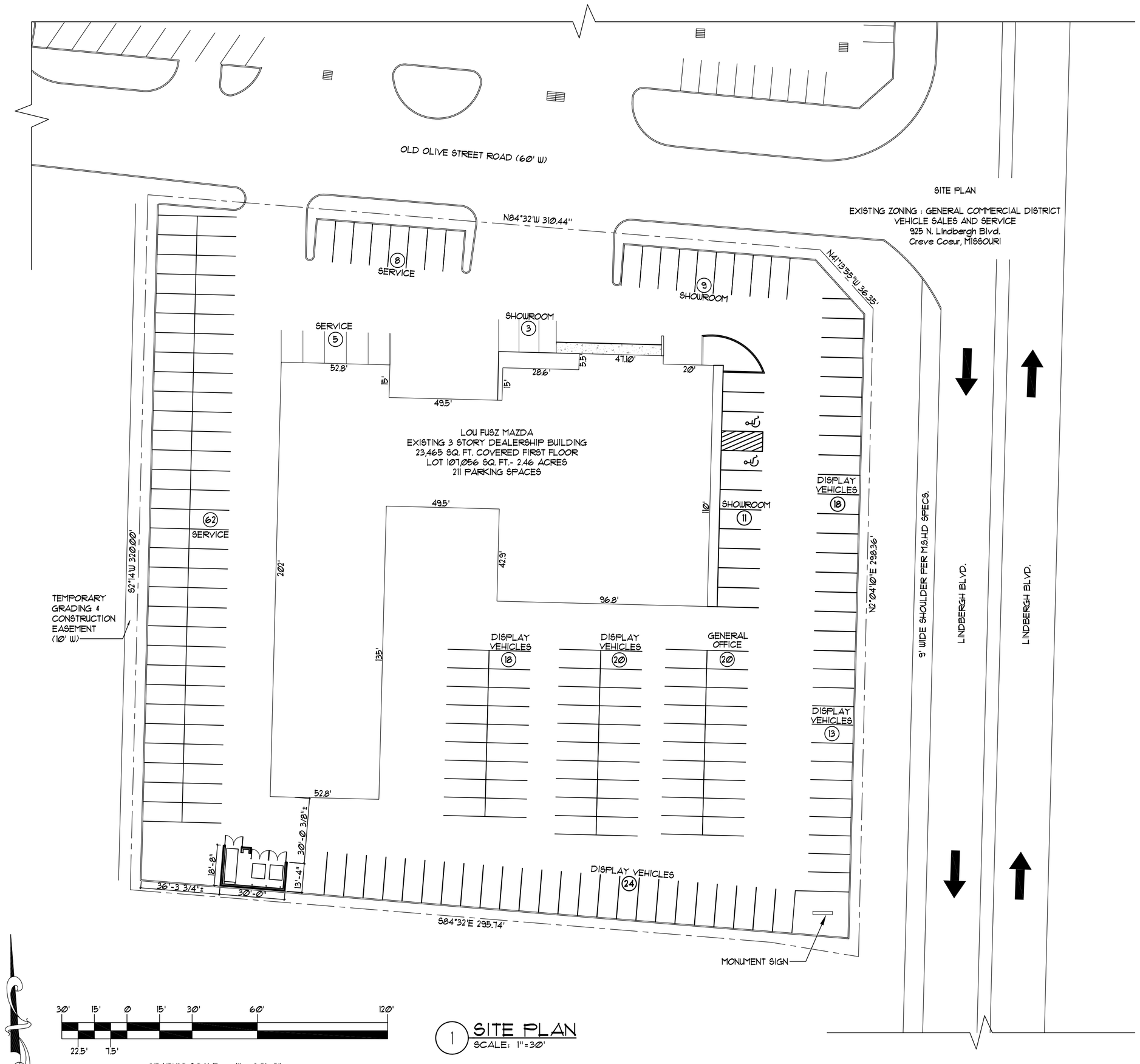
ATTEST:

DEBORAH RYAN, MPCC
CITY CLERK

Attachment: Draft Ordinance 17-038 (Lou Fusz Mazda)

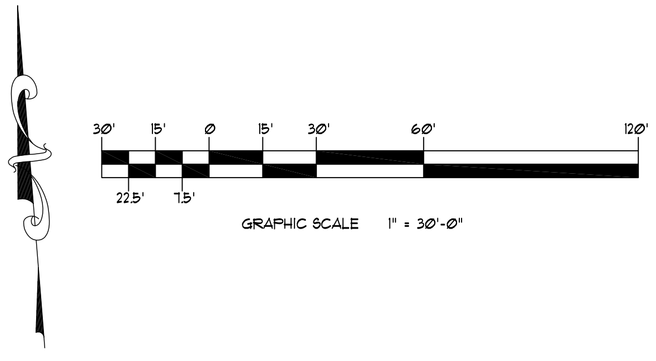
Attachment: Lou Fusz Mazda Site Plan (Lou Fusz Mazda)

PARKING SPACE TABLE
1 SPACE/250 SQ. FT. SHOWROOM (5,148 SQ FT.) = 21 SPACES
1 SPACE/1,250 SQ. FT. TOTAL BLDG. (23,465 SQ. FT.) = 19 SPACES
3 SPACES/1 SERVICE BAY (25 SERVICE BAYS) = 75 SPACES
TOTAL PARKING SPACES REQUIRED = 115
TOTAL PARKING SPACES = 211



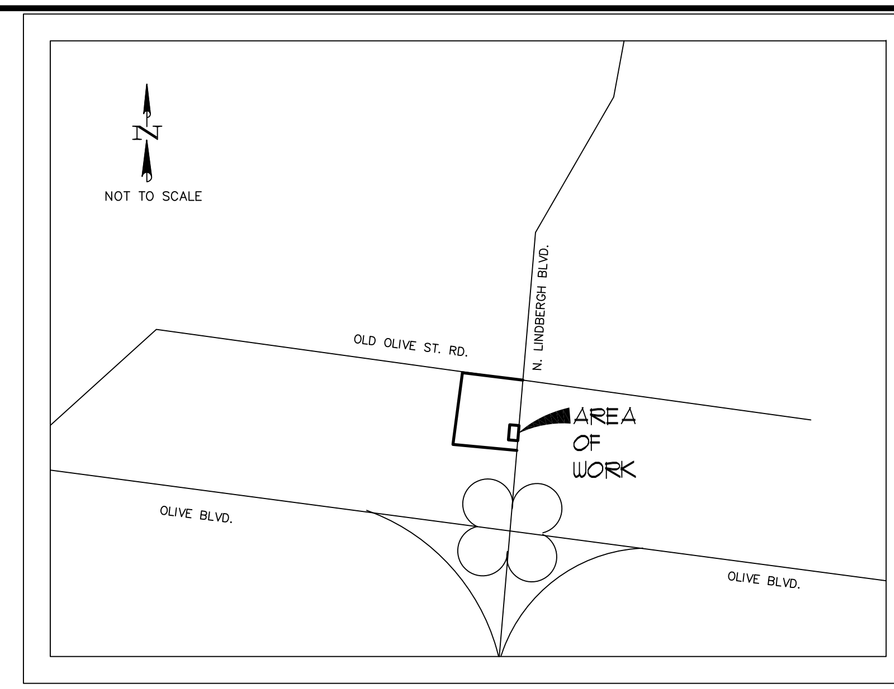
SITE PLAN

EXISTING ZONING : GENERAL COMMERCIAL DISTRICT
VEHICLE SALES AND SERVICE
925 N. Lindbergh Blvd.
Creve Coeur, MISSOURI

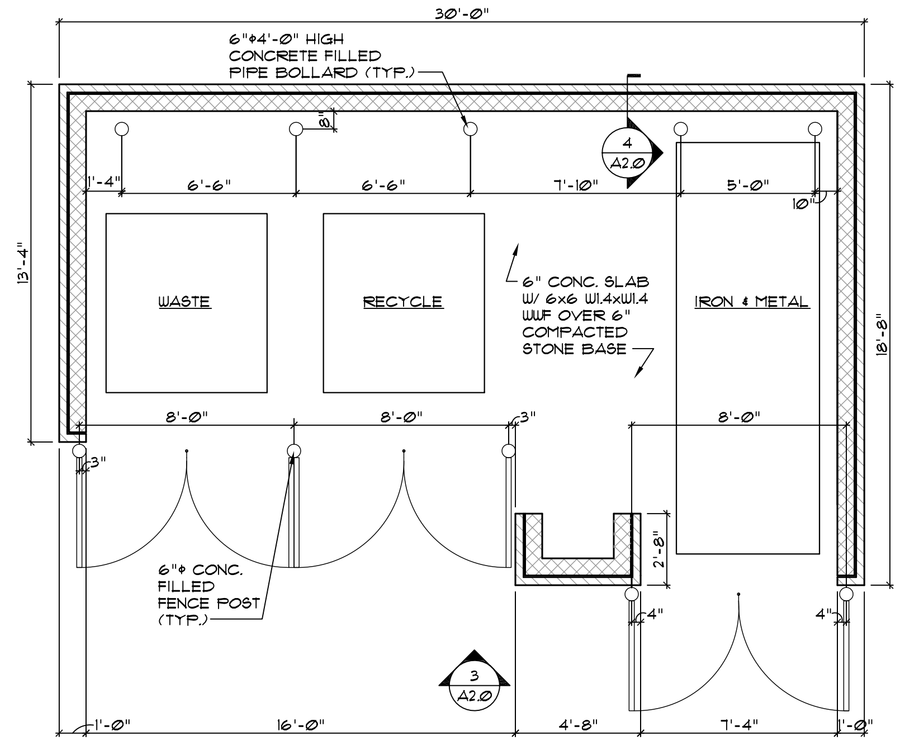


GRAPHIC SCALE 1" = 30'-0"

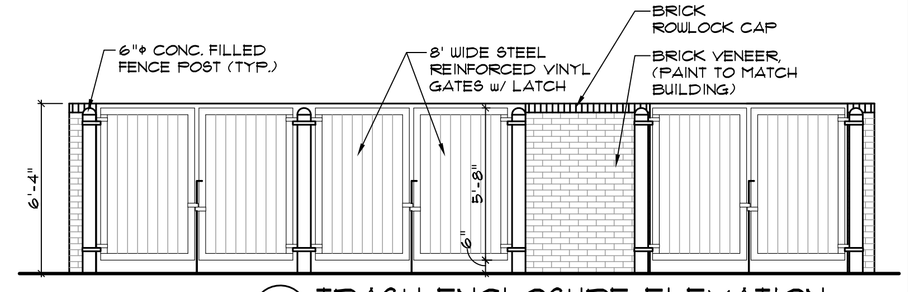
1 SITE PLAN
SCALE: 1"=30'



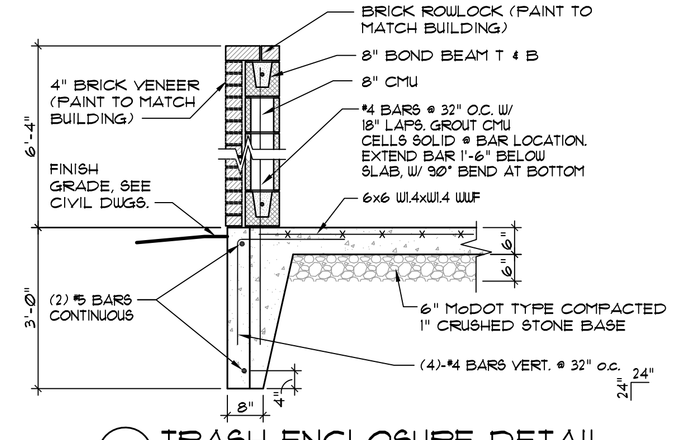
KEY PLAN



2 TRASH ENCLOSURE PLAN
SCALE: 1/4" = 1'-0"



3 TRASH ENCLOSURE ELEVATION
SCALE: 1/4" = 1'-0"



4 TRASH ENCLOSURE DETAIL
SCALE: 1/2" = 1'-0"

STEPHEN J. HOLLANDER
MO Architect No. A-6126

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Site Layout for:
Lou Fusz Mazda
925 N. Lindbergh Blvd.
Creve Coeur, MO 63141

PROJECT NO.
216027

REVISIONS

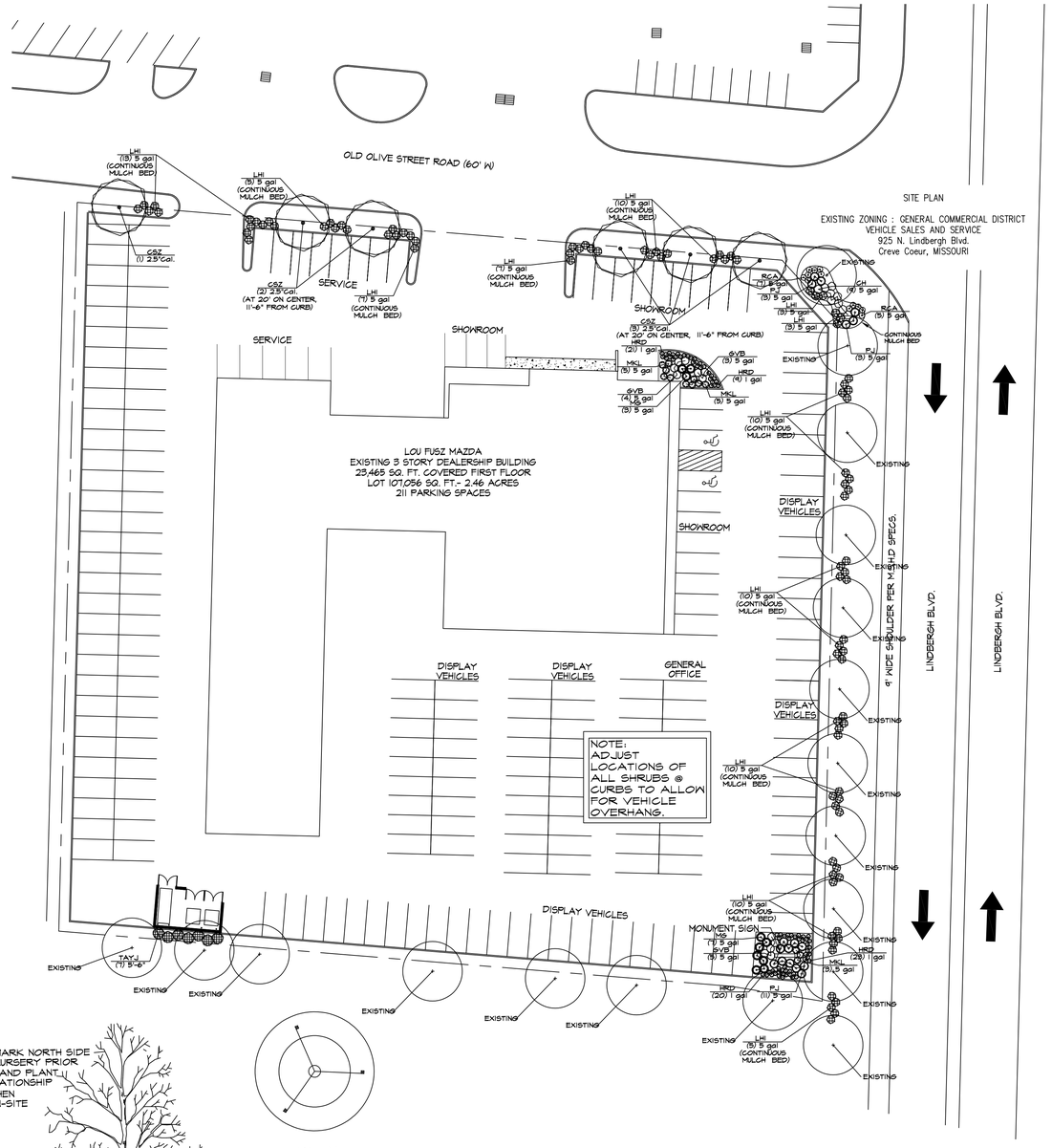
NO.	DATE	ITEM

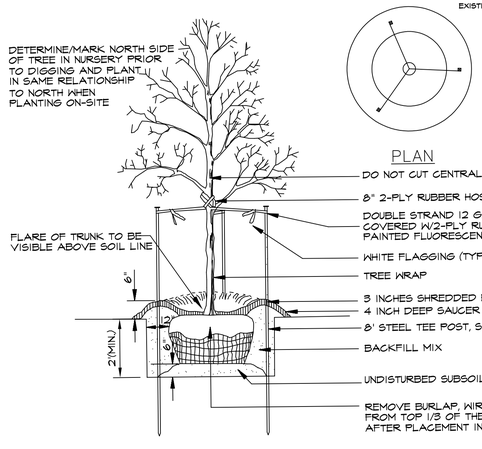
S.J. Hollander Architect P.C.
Stephen J. Hollander, AIA
519 First Capitol Drive
St. Charles, Missouri 63301
Phone (636) 947-4140
Missouri Architectural Corporation #000801

DATE
Janurary 4, 2018

SHEET TITLE
Site Plan

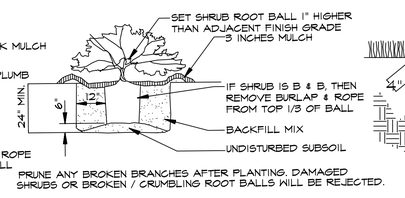
SHEET NO.
A0.1





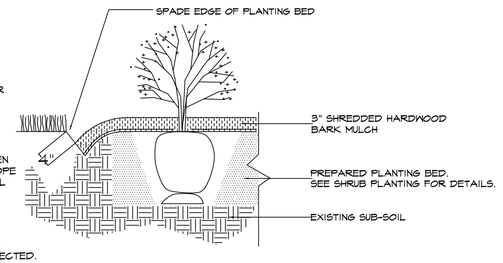
DECIDUOUS TREE PLANTING

N.T.S.



SHRUB PLANTING

N.T.S.



SPADE-CUT EDGE DETAIL

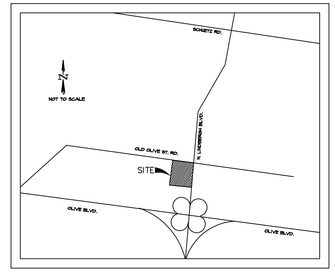
N.T.S.

1-800-DIG-RITE

STATE OF MISSOURI
RANDALL W. MARDIS
NUMBER 019
REGISTERED LANDSCAPE ARCHITECT

RANDALL W. MARDIS
MISSOURI LANDSCAPE ARCHITECT #000019
DATE: 1/4/18

0 30 60 90 feet
SCALE: 1" = 30'



KEY PLAN

LANDSCAPE GUIDELINE SPECS:

GENERAL:

1.) All natural vegetation shall be maintained where it does not interfere with construction or the permanent plan of operation. Every effort possible shall be made to protect existing structures or vegetation from damage due to equipment usage. Contractor shall at all times protect all materials and work against injury to public.
2.) The landscape contractor shall be responsible for any coordination and sequencing with other site related work being performed by other contractors. Refer to additional drawings for further coordination of work to be done.
3.) Underground facilities, structures and utilities must be considered approximate only. There may be others not presently known or shown. It shall be the landscape contractor's responsibility to determine or verify the existence of and exact location of the above (Call 1-800-DIG-RITE in Missouri).
4.) Plant material are to be planted in the same relationship to grade as was grown in nursery conditions. All planting beds shall be cultivated to 6" depth minimum and graded smooth immediately before planting of plants. Plant groundcover to within 12" of trunk of trees or shrubs planted within the area.
5.) It shall be the landscape contractor's responsibility to:
A.) Verify all existing and proposed features shown on the drawings prior to commencement of work.
B.) Report all discrepancies found with regard to existing conditions or proposed design to the landscape architect immediately for a decision.
C.) Stake the locations of all proposed plant material and obtain the approval of the owner's representative or landscape architect ten (10) days prior to installation.
6.) Items shown on this drawing take precedence over the material list. It shall be the landscape contractor's responsibility to verify all quantities and conditions prior to implementation of this plan. No substitutions of types or size of plant materials will be accepted without written approval from the landscape architect.
7.) Provide single-stem trees unless otherwise noted in plant schedule.
8.) All plant material shall comply with the recommendations and requirements of ANSI Z60.1 "American Standards for Nursery Stock".
9.) It shall be the contractor's responsibility to provide for inspection of the plant material by the Landscape Architect (or Owners' Representative) prior to acceptance. Inspections may take place before, during or after installation. Plants not conforming exactly to the plant list will not be accepted and shall be replaced at the landscape contractor's expense.
10.) All bids are to have unit prices listed. The Owner has the option to delete any portion of the contract prior to signing the contract or beginning work. This will be a unit price contract; quotes shall be valid for 12 months.
11.) Should auger equipment be utilized in excavating any plant pits, vertical sides of plant pits shall be thoroughly scarified to avoid creation of "polished side walls" prior to plant material installation.
12.) All excess topsoil, rocks, debris and/or tainted soils shall be removed by the general contractor prior to point project is turned over to the landscape contractor to commence landscape installation.
13.) Keep all plant material (except turf) a minimum of 36" clear of fire hydrants.
14.) Landscape contractor shall kill & remove all existing weeds within the project site.
15.) All tags, nursery stakes, labels, etc. shall be removed by the landscape contractor at completion of all landscape installation.
16.) Landscape contractor shall be in compliance with all federal, state and local laws / regulations relating to insect infestation and/or plant diseases.

PRUNING:

1.) Lightly prune trees at time of planting. Prune only the crossover limbs, intermingled leaders and/or any broken branches. Some interior twigs and lateral branches may be pruned. However, do not remove the terminal buds of branches that extend to the edge of the crown.
2.) All pruning shall comply with ANSI A300 standards.

INSURANCE:

1.) The landscape contractor shall submit certificates of insurance for workman's compensation and general liability.

MULCH:

1.) All mulch to be shredded oak bark mulch at 3" depth (after compaction) unless otherwise noted. Mulch shall be clean and free of all foreign materials, including weeds, mold, deleterious materials, etc.
2.) No plastic sheeting or filter fabric shall be placed beneath shredded bark mulch beds. Mirafi fabric shall be used beneath all gravel mulch beds.
3.) Edge all beds with spade-cut edge unless otherwise noted.

TOPSOIL:

1.) Topsoil mix for all proposed landscape plantings shall be five (5) parts well-drained screened organic topsoil to one (1) part Canadian sphagnum peat moss as per planting details. Roto-till topsoil mix to a depth of 6" minimum and grade smooth.
2.) Provide a soil analysis, as requested, made by an independent soil-testing agency outlining the % of organic matter, inorganic matter, deleterious material, pH and mineral content.
3.) Any foreign topsoil used shall be free of roots, stumps, weeds, brush, stones (larger than 1"), litter or any other extraneous or toxic material. Landscape contractor shall be fully responsible for correcting all negative soil issues prior to plant installation. Killing and removal of all weeds shall be the responsibility of the landscape contractor as part of this task.
4.) Landscape contractor to apply pre-emergent herbicide to all planting beds upon completion of planting operations and before application of shredded bark mulch.
5.) Install siltation controls prior to commencement of any grading operations. Inspect and maintain all siltation fences on a weekly basis until vegetation is established.

TREE MISCELLANEOUS MATERIALS:

1.) Provide stakes and deadmen of sound, new hardwood, free of knotholes and defects.
2.) Tree wrap tape shall be 4" minimum, designed to prevent borer damage and winter freezing. Additionally, only 3-ply tying material shall be used.

TURF:

1.) All disturbed lawn areas to be seeded with a mixture of Turf-Type fescue (300# per acre) and bluegrass (18# per acre). Lawn areas shall be unconditionally warranted for a period of 90 days from date of final acceptance. Bare areas more than one square foot per any 50 square feet shall be replaced.
2.) The turf contractor shall be responsible for protection of finished grade; restore and repair any erosion or water damage and obtain owners' approval prior to seeding or sod installation.
3.) Landscape contractor shall offer an alternate price for sod in lieu of seed. Sod shall be cut at a uniform thickness of 3/4". No broken pieces, irregular pieces or torn pieces will be accepted.
4.) Any points carrying concentrated water loads and all slopes of 15% or greater shall be sodded.
5.) All sod shall be placed a maximum of 24 hours after harvesting.
6.) Recondition existing lawn areas damaged by Contractor's operations including equipment/material storage and movement of vehicles.
7.) Sod Contractor to ensure sod is placed below sidewalk and all paved area elevations to allow for proper drainage.

WARRANTY:

1.) All plant material (excluding ground cover, perennials and annuals) are to be warranted for a period of 12 months after complete installation of all landscape material at 100% of the installed price.
2.) Any plant material found to be defective shall be removed and replaced within 30 days of notification or in growth season determined to be best for that plant.
3.) Only one replacement per tree or shrub shall be required at the end of the warranty period, unless loss is due to failure to comply with warranty.
4.) Lawn establishment period will be in effect once the lawn has been mowed three times. Plant establishment period shall commence on the date of acceptance and 100% completion.
5.) A written guarantee shall be provided to the owner per conditions outlined in #1 above.

MISCELLANEOUS:

1.) All landscape areas & islands shall be be provided with a mechanical underground irrigation system (by others). Coordinate landscaping with irrigation contractor.
2.) Adjust tree locations for light standards and underground utilities.
3.) No trees or other obstructions shall be located within 6'-0" of fire hydrants.

PLANT SCHEDULE

TREES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
CSZ	6	City Sprite Zelkova / Zelkova serrata `City Sprite`	2.5"Cal.
EVERGREEN TREES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
TAYJ	7	Taylor Juniper / Juniperus virginiana `Taylor`	5`-6"
SHRUBS	QTY	COMMON NAME / BOTANICAL NAME	SIZE
CH	9	China Boy/Girl Holly / Ilex meserveae `China Boy/Girl` TM	5 gal
GVB	12	Green Velvet Boxwood / Buxus `Green Velvet`	5 gal
LHI	93	Lttle Henry Sweetspire / Itea virginica `Little Henry` TM	5 gal
MKL	13	Miss Kim Lilac / Syringa patula `Miss Klm`	5 gal
PJ	17	Procumbens Juniper / Juniperus procumbens `Nana`	5 gal
RCA	12	Rose Creek Abelia / Abelia x grandiflora `Rose Creek`	5 gal
ANNUALS/PERENNIALS	QTY	COMMON NAME / BOTANICAL NAME	SIZE
HRD	73	Happy Returns Daylily / Hemerocallis hybrid `Happy Returns`	1 gal
GRASSES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
MG	10	Maiden Grass / Miscanthus sinensis `Gracillimus`	5 gal

PLEASE NOTE:
AN UNDERGROUND IRRIGATION SYSTEM SHALL BE INSTALLED AS REQUIRED UNDER SECTION 405.540(10). ALL LANDSCAPING SHALL BE MAINTAINED PER THE APPROVED LANDSCAPE PLAN AND ANY VEGETATION THAT IS TOTALLY OR PREDOMINANTLY DEAD AND/OR DISFIGURED DUE TO DISEASE OR INJURY SHALL BE REPLACED AS NEEDED IN A PROMPT AND WORKMANLIKE MANNER AS DICTATED BY ACCEPTED HORTICULTURAL STANDARDS. ALL PLANTING BEDS ARE TO BE EDGED w/ SPADE-CUT EDGE UNLESS OTHERWISE NOTED. ADJUST TREE LOCATIONS FOR FIRE HYDRANTS, LIGHT STANDARDS AND UNDERGROUND UTILITIES. ALL SHRUBS WITHIN SIGHT TRIANGLE ZONES TO BE MAINTAINED AT A MAXIMUM HEIGHT OF TWENTY FOUR (24) INCHES; ALL TREES TO BE MAINTAINED WITH A CLEAR HEIGHT FROM GRADE OF EIGHT (8) FEET OR GREATER.

landscape TECHNOLOGIES
67 Jacobs Creek Drive (636) 928-1250
St. Charles, Missouri 63304 Fax: (636) 928-4563
MO Landscape Architectural Corporation #2008008782

STEPHEN J. HOLLANDER
MO Architect No. A-6126

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Building Renovation for:
Lou Fusz Mazda
925 N. Lindbergh Blvd.
Creve Coeur, MO 63141

PROJECT NO.
216027

REVISIONS

NO.	DATE	ITEM

S.J. Hollander Architect P.C.
Stephen J. Hollander, AIA
519 First Capitol Drive
St. Charles, Missouri 63301
Phone (636) 947-4440
Missouri Architectural Corporation #000801

DATE
January 4, 2018

SHEET TITLE
Planting Plan

SHEET NO.
L-1

Attachment: Lou Fusz Mazda Landscape Plan (Lou Fusz Mazda)

EAST ELEVATION

NORTH ELEVATION

SOUTH ELEVATION

MP-3

aluminum composite material

-ELEGANT BLACK-

MP-4

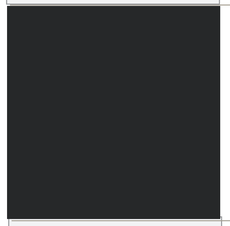
aluminum composite material

-COLORWELD 500-
anodic clear

EIFS-1

exterior finish insulated system

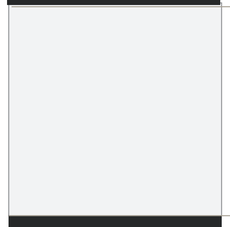
-to match ATMOSPHERE-



EIFS-2

exterior finish insulated system

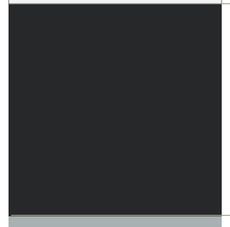
-to match ONYX-



EP-2

exterior paint

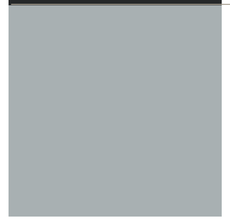
-ATMOSPHERE-



EP-3

exterior paint

-ONYX-



EP-4

exterior paint

-FLAGSTONE-

Attachment: Lou Fusz Mazda Elevations - Revised 1-26-18 (Lou Fusz Mazda)

Lou Fusz Mazda
925 N. Lindbergh Blvd.
Creve Coeur, MO 63141

S.J. Hollander Architect
519 First Capitol Drive
St. Charles, MO. 63301

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Attachment: Lou Fusz Mazda Perspective Illustration (Lou Fusz Mazda)

Lou Fusz Mazda
925 N. Lindbergh Blvd.
Creve Coeur, MO 63141

S.J. Hollander Architect
519 First Capitol Drive
St. Charles, MO. 63301

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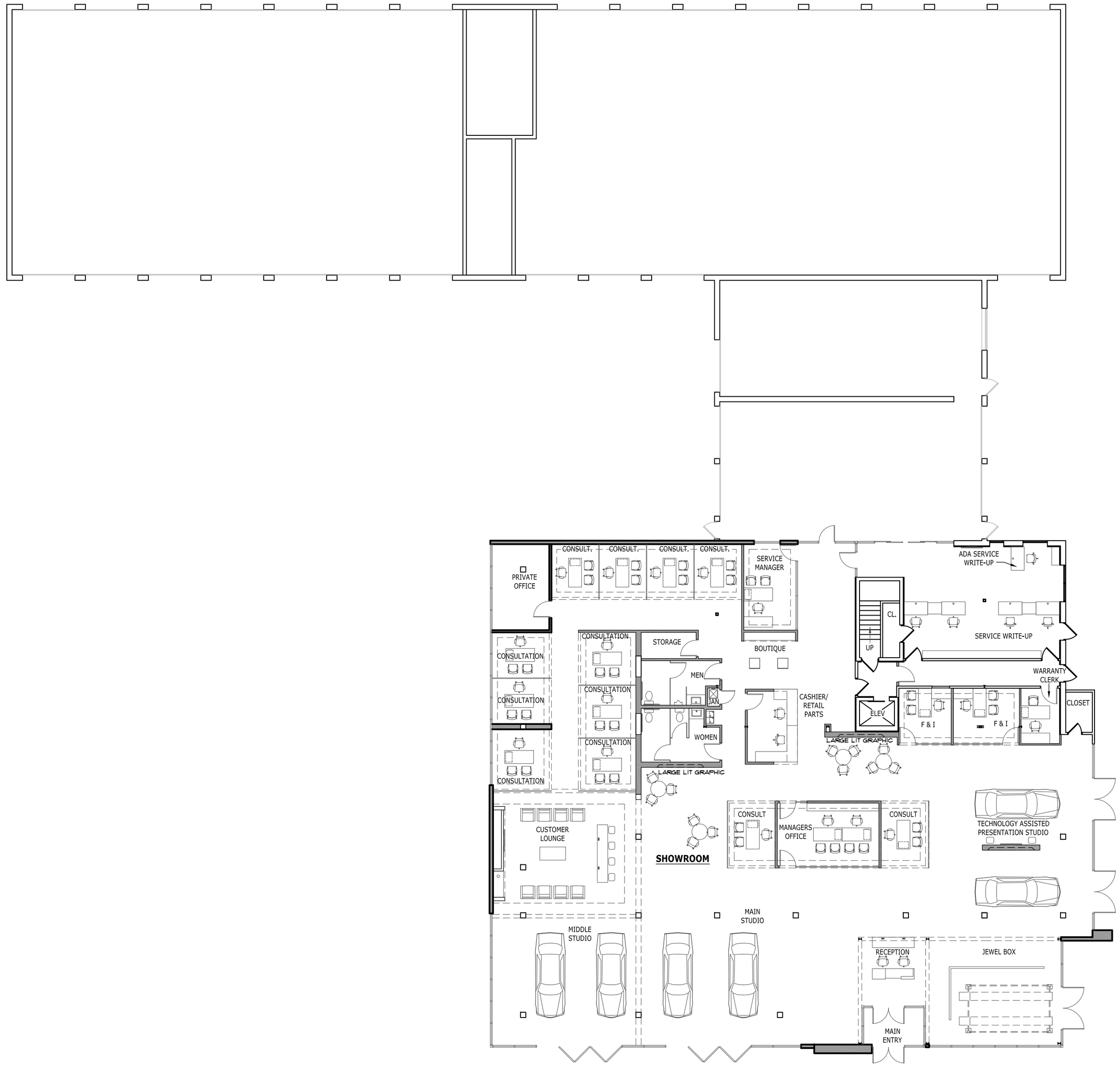

1 MAZDA FLOOR PLAN
SCALE: 3/32"=1'-0"

STEPHEN J. HOLLANDER
MO Architect No. A-6126

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Building Renovation for:
Lou Fusz Mazda
925 N. Lindbergh Blvd.
Creve Coeur, MO 63141

S.J. Hollander Architect P.C.
Stephen J. Hollander, AIA
59 First Capitol Drive
St. Charles, Missouri 63301
Phone (636) 947-4140
Missouri Architectural Corporation #000801

PROJECT NO.
216027

REVISIONS

NO.	DATE	ITEM

DATE
August 07, 2017

SHEET TITLE
Floor Plan

SHEET NO.
A1.1

MEMO

S. J. HOLLANDER ARCHITECT, PC
519 First Capitol Drive St. Charles, Missouri 63301
Phone: 636-947-4140
Email: SJHArchitect@SBCGlobal.net

PROJECT: Lou Fusz Mazda
Creve Coeur, MO

RATIONAL:

This request is a modification to an existing vehicle sales & service facility built in 1977. The facility was previously a Nissan dealership and has changed to selling new Mazda vehicles and preowned vehicles, servicing of all makes and models will remain the same as it currently is. There is no change in operations associated with this change and we do not anticipate any additional impact to the surrounding residences or businesses. The project is a remodel of existing showroom & office area and will incorporate the existing open canopy into the showroom. Exterior materials are changing and will provide a more updated appearance with a linear, gridded white EIFS parapet face on the canopy and aluminum cladding material on the updated entrance. The existing exterior painted brick walls will be refreshed. Landscaping is being updated and enhanced.

Attachment: Lou Fusz Mazda Rationale (Lou Fusz Mazda)

Attachment: Lou Fusz Mazda Rationale (Lou Fusz Mazda)

Metropolitan Forestry Services, Inc.

Trimming - Removals - Diagnosis - Insect & Disease Management - Appraisals - Landscape Design & Installations

Dan Christie - Arborist & President

Check out our website for questions about your tree
www.Metro-Forestry.com

October 18, 2017

S J Hollander Architect, PC
519 First Capitol Dr, Ste 200
St Charles MO 63301

RE: Lou Fusz Kia
1025 N Lindbergh Blvd
St Louis MO 63132

Dear Mr. Hollander,

As you requested I'm sending along my comments and reiteration about the ash trees located at the Lou Fusz Kia dealership at 1025 N Lindbergh Blvd. which we had inspected and made recommendations on earlier. These are my comments in regard to the building to the south which is ringed by ash trees in the tree lawn area. In my previous inspections I had made some recommendations which I think have been followed through on for the building to the north. The building to the south has 19 ash trees on the east and south side in the tree lawn area. There are 6 trees on the north side in the tree lawn area. The 19 trees on the east and south side are in excellent health due to the irrigation system and the more spacious tree lawn area. These trees have obviously been doing well where they are for many years.

.

As long as they are cared for as they have been in the past, in addition to the treatment for the prevention of the emerald ash borer, these trees should do well well into the future. I could see no reason from an aesthetic or structural standpoint of the trees that would necessitate their removal. If there are other considerations that enter the mix, I am not privy to those but from an arboriculture standpont, I think these trees are in relatively good shape.

.

If you need any further information or have any question, please feel free to contact me.

Sincerely,

Dan Christie

Dan Christie
Registered Consulting Arborist #338
Certified Forester #2156

President - Metropolitan Forestry Services, Inc.

Attachment: Arborist report (Lou Fusz Mazda)

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

APPLICATION TO PLANNING AND ZONING COMMISSION
#18-001 APPROVAL OF A REVISED SITE CONCEPT PLAN FOR MISSOURI BAPTIST UNIVERSITY, BOUNDARY ADJUSTMENT, AND SITE DEVELOPMENT PLAN FOR NEW PARKING LOT IMPROVEMENTS OVER THE EXISTING GRAVEL LOT

FOR THE MEETING OF: Monday, February 5, 2018 at 6:30 PM

LOCATION: 1 College Park Drive. The property is zoned HE-Higher Education.

REQUEST: George Stock, of Stock & Associates, on behalf of Missouri Baptist University, submitted for approval of an updated campus site concept plan, boundary adjustment and site development plan for new parking lot to replace the existing gravel lot. In the Higher Education District, all site concept and site development plans require Planning Commission approval. No City Council action is required.

ADDITIONAL INFORMATION: The Missouri Baptist University campus consists of approximately 65.26 acres located between Conway Road and Interstate 64. The original site concept plan for the entire campus was approved in 1994. In August 2008, the Planning and Zoning Commission approved a new site concept plan that included the student housing. Phase I of the Student Housing received approval in November 2009, and Phase II received approval on March 19, 2012. A revised Site Concept Plan and Phase III of the student housing complex, the new football facility and locker room, received approval on April 21, 2014. A condition of this approval included that within two years the north gravel parking lot shall be returned to a green lawn or be properly paved to comply with the City's Zoning Ordinance. In 2016, the Planning and Zoning Commission extended the timeframe for the improvements to the gravel lot to the Summer of 2018 to allow for the Phase I of the parking to the south and connecting road to be completed.

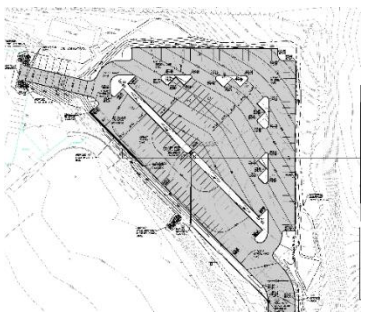
Key Issues:
- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request follow the Design Guidelines?

Creve Coeur 2030 References
- Campus (CP) District
- Design Guidelines

Zoning Code References
- Section 405.300: "HE" Higher Education District
- Section 405.540 Landscaping
- Article VII Off-Street Parking and Loading Regulations
- Section 405.1080, Site Concept, Site Development And Minor Site Plan Approval

APPLICANT: George M. Stock, P.E., President
Stock & Associates Consulting Engineers, Inc.
257 Chesterfield Business Parkway
Chesterfield, MO 63005

PROPERTY OWNER: Missouri Baptist University
1 College Park Drive
Creve Coeur, MO 63141



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner
DATE: 2/1/2018
ATTACHMENTS: Applicant's Materials submitted December 16, 2017
MSD Approval Letter

Attachment: 18-001.MBU Phase II Parking and BA.Staff Report.2-5-2018 (#18-001.MBU Phase II Parking and Boundary Adjustment)

PROPOSAL SUMMARY

Site Concept Plan

During the 2016 review of the Site Concept Plan, the campus plan included the future additions of the locker room and bleachers for the football/soccer/tack field on the south west portion of the campus, future 45,000 square foot chapel/fine arts addition, future 16,000 sq. ft. two story addition between the existing field hall and library building. A future sand volleyball courts, Phase I of the parking lot improvements and detention basin were also reviewed, and Phase II parking lot improvements to the gravel field at the north east corner scheduled to be completed in the Summer of 2018. This proposal includes the site development plans for the Phase II parking lot.

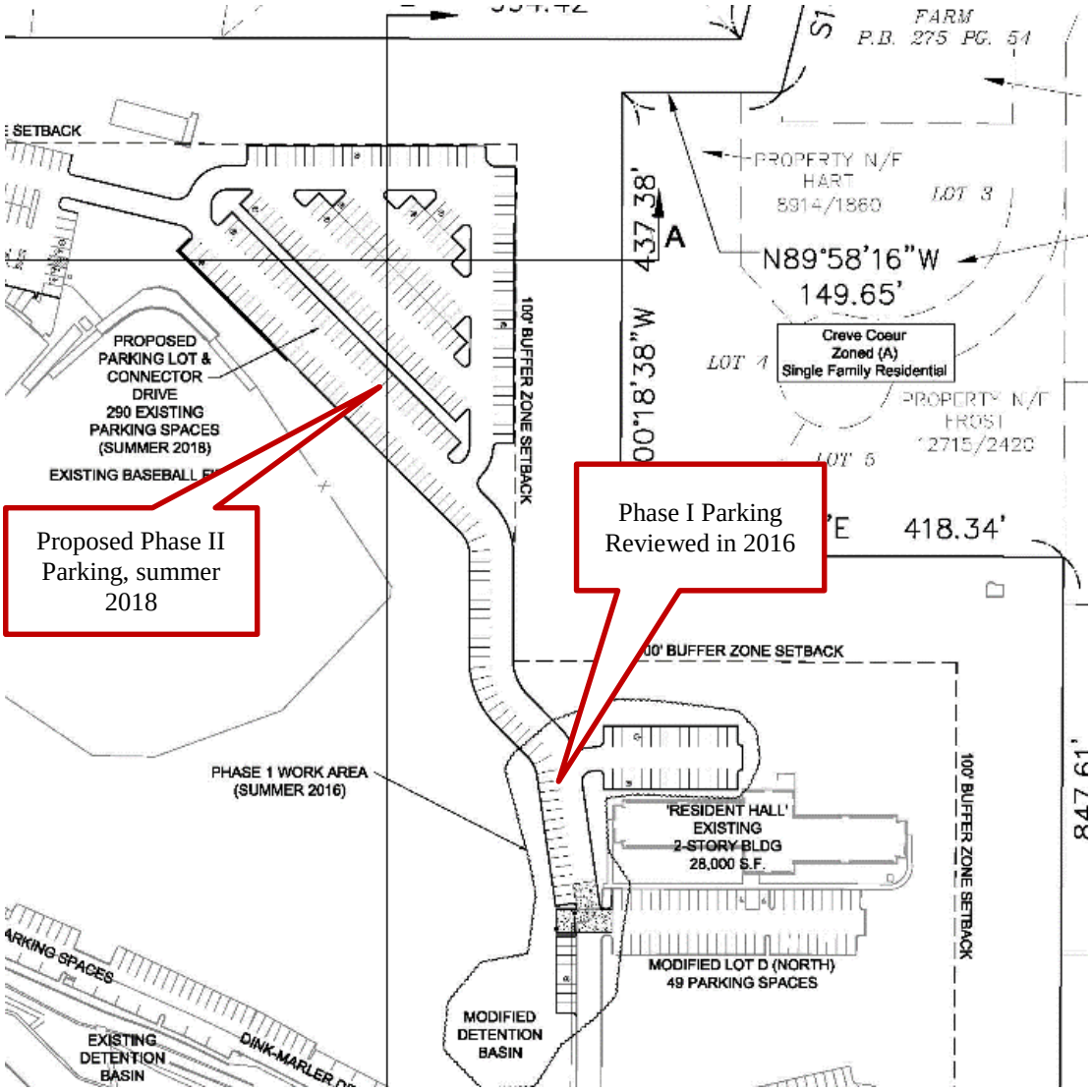


Figure 1: Close-up of the Site Concept Plan from 2016 showing the proposed Parking Lot area.

BOUNDARY ADJUSTMENT

Attachment: 18-001.MBU Phase II Parking and BA.Staff Report.2-5-2018 (#18-001.MBU Phase II Parking and Boundary Adjustment)

Missouri Baptist University has purchased available land from the adjacent Ladue Nursery School Association at 12546 Conway Park Road that follows along the creek line, to provide additional parking in the future for the campus adjacent to the Fine Arts Building. The overall acreage of the campus will increase from 65.26 to 66.26 acres.

The Ladue Nursery School Association property is zoned A Single Family Residential, where institutional uses in a residential district require a minimum of 3 acres. The proposed boundary adjustment will reduce the property from 5.56 to 4.556 acres. A school has been at this location since 1950. The area was rezoned from HE to A-Single Family Residential in 1999, and Lucky Lane Nursery received a Conditional Use Permit in 2003 for a revised site plan for a new building. However, the building was never built and the Ordinance has lapsed. Therefore the existing facility is pre-existing non-conforming. The proposed boundary adjustment would not create any additional non-conformities on the site.

The proposed boundary adjustment will follow along the centerline of the creek at the southwest corner of the property of 12546 Conway Park Road.

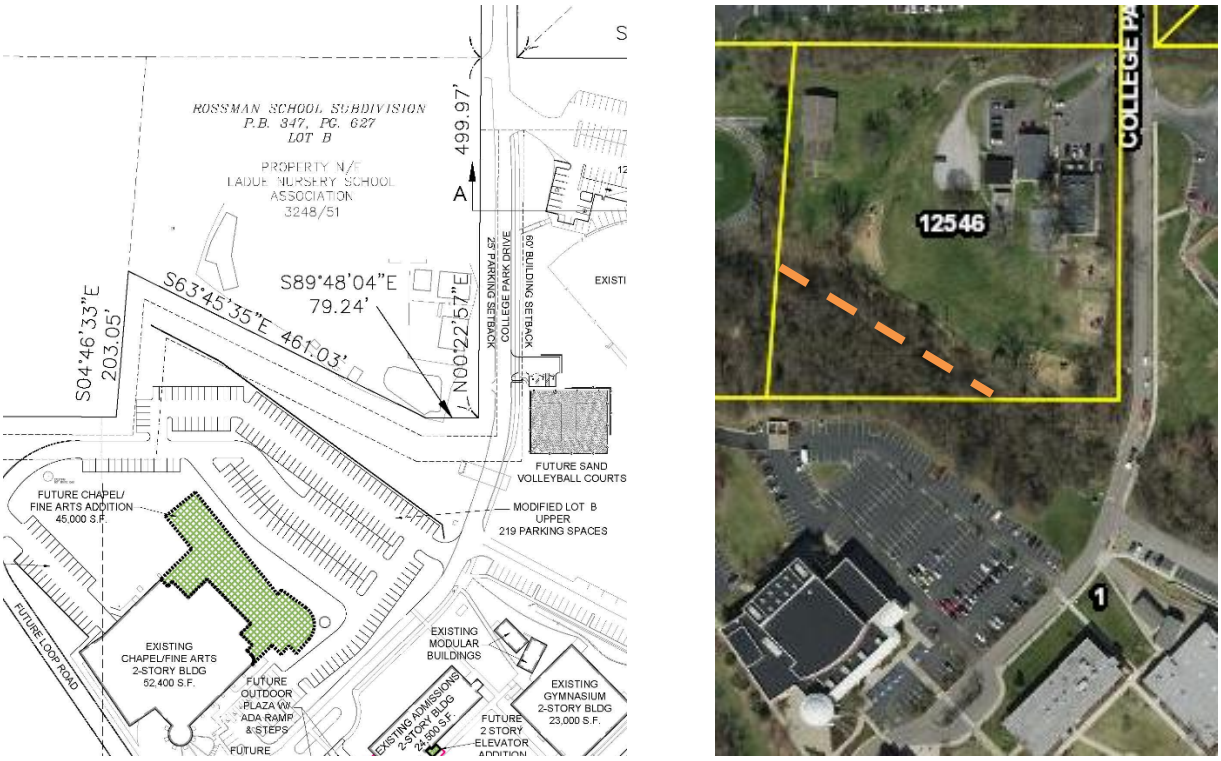


Figure 2: Close-up of the revised Site Concept Plan showing the area under consideration of a boundary adjustment, with future Chapel/Fine Arts Addition and modified parking lot, along with the aerial from City's GIS of the existing area, with the approximate boundary adjustment line shown in orange dashed line.

Modular Buildings

The Site Concept Plan shows the temporary modular buildings between the Existing Administration Building and the Existing Gymnasium. A condition of the approval of the site concept plan and site development plan for the football field in 2014 included the University shall remove the temporary modular office structures within five years of the date of Planning Commission approval of this site development plan. The Planning Director may approve a one-year extension upon receipt of a written request from the school, prior to the date of plan approval expiry. Additional extensions will require approval by the Planning Commission of a new Site Development Plan. The expiration date for the removal of the modular buildings is 2019.

Attachment: 18-001.MBU Phase II Parking and BA.Staff Report.2-5-2018 (#18-001.MBU Phase II Parking and Boundary Adjustment)

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North (partial)	Institutional-Lucky Lane Nursery, Rossman School, Single family residential	A Single Family Residential District	N/A
South	Institutional	MEC District (City of Town & Country)	N/A
East	Single family residential	A Single Family Residential District	N/A
West	Park	P Park District (City of Town & Country)	N/A

PARKING LOT SITE DEVELOPMENT PLAN

The proposed site development plan for the parking lot is in keeping with what was shown on the Site Concept Plan, and maintains the 100 foot buffer yard along the north and east where adjacent to residential.

Figure 3: Close-up of the Landscape plan for the Phase II Parking Lot with the 100 foot Buffer indicated in a green dashed line.

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COMPREHENSIVE PLAN REVIEW

The subject property is within the Campus (CP) Place Type District that is intended for the development of large, multi-building office structures, institutional facilities, research buildings, educational, and healthcare facilities, deeply set back from site edges and surrounded by beautiful landscape buffers. The site development plan and landscape plan is well landscaped, and maintains the required buffer yard where adjacent to residential. Staff also finds that the amended Site Concept Plan for the proposed boundary adjustment and for future parking modification provides for sufficient green space adjacent to the institutional uses. Therefore, in as much as this request can, the proposal meets with the recommendations of the Comprehensive Plan.

ZONING REVIEW

SITE CONCEPT PLAN

A site concept plan is intended to provide a basis for reviewing future site development plans which will include items such as landscaping, tree preservation, site grading, and stormwater management. The applicant is required to submit site development plans for each phase of the concept plan. The individual site plans will provide more detailed information including architectural elevations, landscape plans, and specific information on the building's use, bulk, and placement. The proposed amendment to the Site Concept Plan does not constitute a significant change to the prior approved plan, and therefore a full review has not been included at this time.

The Zoning regulations for HE Districts require Site Concept and Site Development Plan approval by the Planning and Zoning Commission. District regulations include:

SECTION 405.300: "HE" HIGHER EDUCATION DISTRICT

E. Dimensional Regulations. The following area and yard regulations apply in the "HE" Higher Education District.

2. Building bulk regulations.

a. Maximum structure height. No building or structure shall exceed three (3) stories or forty-five (45) feet, except faculty or student housing shall not exceed three (3) stories or thirty-five (35) feet in height. The City Council may allow a twenty percent (20%) increase in the height of chapels, gymnasiums and auditoriums if it determines the increase will not be detrimental to surrounding property owners.

b. Maximum site coverage. Fifty percent (50%).

c. Maximum floor area ratio. Twenty-five hundredths (0.25).

d. Residential density. The total number of dwelling units for faculty and students shall not exceed three (3) dwelling units per net acre of the total site zoned "HE" in accordance with a site development plan.

3. Yard and setback requirements.

a. Minimum front yard. Fifty (50) feet.

b. Minimum side yard. Fifty (50) feet.

c. Minimum rear yard. Fifty (50) feet.

d. Buffer yards. Notwithstanding the provisions of Sections 405.300(E)(3)(b) and 405.300(E)(3)(c) above, any tract or site abutting a single-family residential zoning district shall provide a buffer yard of one hundred (100) feet. However, the setback may be reduced to twenty-five (25) feet for parking or driveways and sixty (60) feet for buildings when adjacent to any single-family residential zoning district property containing a conditional use. The buffer area resulting from these setback requirements shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission. No buildings or parking lots and no streets shall be built within the resulting buffer yard except those crossing the buffer to provide access to the site. Utility rights-of-way and easements are permitted in the buffer. Pre-existing buildings and other improvements within the buffer may not be expanded within the buffer.

Attachment: 18-001.MBU Phase II Parking and BA.Staff Report.2-5-2018 (#18-001.MBU Phase II Parking and Boundary Adjustment)

These structures, however, are not to be regarded as non-conforming and may be expanded where the expansion extends outside of the buffer.

The review of the Phase I and Phase II of the parking in 2016 included the calculation of the parking provided throughout the campus, and all site conditions that were within the District Regulations. Therefore a revised parking table has not been included at this time. Site Coverage is 28.7% where 50% is the maximum allowable. The parking spaces provided with Phase I was 929 spaces, and this Phase II of the parking will add 290 spaces. The Site Concept Plan also indicates the existing 100 foot buffer adjacent to residential properties will be maintained.

SITE DEVELOPMENT PLAN FOR PHASE II PARKING LOT
The HE District requires Site Concept Approval and Site Development approval for all proposed developments in the District. Section 405.1080, Site Concept, Site Development and Minor Site Plan Approval of the Zoning Ordinance requires Site Development Plan approval for any development that is adding more than five thousand (5,000) square feet of new impermeable surface to a site. The existing gravel lot and asphalt connector drive to the lower lot to the west equates to 1.80 acres of impervious area (which is highly compacted gravel, and acts as pavement for runoff evaluation under MSD requirements). The proposed parking lot improvements equate to 1.91 acres of impervious Area (all vehicular and sidewalk paving shown) for a net increase of 0.11 Acres of Impervious Area for this phase as viewed by MSD. However, the gravel lot was not included as coverage, due to its temporary nature. Therefore review of the Site Development Plans of the improvement is necessary. A condition of the approval in 2016 included: A Site Development Plan for Phase II of the Parking Lot Improvements replacing the temporary gravel lot shall be submitted for review by the Planning and Zoning Commission and construction completed in the summer of 2018.

Landscaping
The City's Landscaping requirements include a minimum of 10 square feet of interior landscaping within a parking lot for every 350 square feet of pavement including the drive aisles, per Section 405.540(F)(3). Section 405.540(F)(4) includes that 2 deciduous shade trees are to be provided for every 100 lineal feet of parking for each row. However, the Planning and Zoning Commission may waive the interior landscaping requirement for large planned developments of over 3 acres that have an overall site coverage of less than 40%, per Section 405.540(F)(%), and which provide additional landscaping elsewhere on the site in compensation for that which otherwise would be located in required interior landscaped areas in parking lots. With an overall site coverage of 28.75%, the significant landscaping provided surrounding the parking lot and the existing woodland within the 100 foot buffer yard, along the north and west, the intent of the ordinance has been met to a high degree.

Lighting
As indicated in the prior review of the Phase I parking, the Applicant's photometric plan indicates that the lighting fixtures are downcast, and will not be cast upon adjacent property in compliance with Section 405.680, and Section 405.810(A)(4) Lighting of the Off-Street Parking and Loading Regulations that provides for a minimum at least one foot-candle of illumination over the area of the parking to be used.

Sidewalks
The site development plan provides for a pedestrian connection to the Phase I area on the south corner, however a crosswalk needs to be included and additional connection provided at the north end of the sidewalk. Therefore, Staff has included a condition of approval that the site development plan shall be revised to meet with the requirements of Section 405.730 Sidewalks that include the use of textured or tinted materials for pedestrian crossings to be utilized where pedestrian circulation paths cross a vehicular route as determined by the Planning and Zoning Commission.

Attachment: 18-001.MBU Phase II Parking and BA.Staff Report.2-5-2018 (#18-001.MBU Phase II Parking and Boundary Adjustment)

CONCLUSION

The proposed site concept plan and the site development plan for new parking facilities appear to meet the goals of the Comprehensive Plan and the Design Guidelines, and satisfy the regulations contained in the Zoning Code, with the exception of the conditions addressed above and included in the list of conditions below:

1. The applicant is required to submit Grading Plans, showing all exterior improvements, for all new construction to the Division of Planning for review, as required by Section 410.380 of the Subdivision and Land Development Regulations (Subdivision Code). The Grading Plans shall be in substantial conformance with the "Site Development Plans," received March 23, 2016, as bound together and submitted in conjunction with Application #18-001 by Stock and Associates.
2. The Landscape Plan for Phase II Parking Lot shall meet with the requirements of Section 405.540 Landscaping, as well as providing an underground irrigation system.
3. All sidewalks and pedestrian connection shall be in compliance with Section 405.730 of the Zoning Ordinance, including the use of textured or tinted material at cross-walks.
4. No lighting of the field or placement of seating shall occur without the prior approval by the Planning and Zoning Commission of a new site development plan.
5. The University shall remove the temporary modular office structures by 2019. The Planning Director may approve a one-year extension upon receipt of a written request from the school, prior to the date of plan approval expiry. Additional extensions will require approval by the Planning Commission of a new Site Development Plan.
6. All lighting shall be in conformance with Section 405.680, Lighting, of the Zoning Code and Section 405.810(A)(4) Lighting of the Off-Street Parking and Loading Regulations.
7. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code.

BOUNDARY ADJUSTMENT PLAT

As discussed above, the Ladue Nursery School Association property is zoned A Single Family Residential, where institutional uses in a residential district requires a minimum of 3 acres. The proposed boundary adjustment will reduce the property from 5.56 to 4.556 acres. A school has been at this location since 1950, and the existing facility is pre-existing, non-conforming. The proposed boundary adjustment would not create any additional non-conformities on the site. As the Lucky Lane Nursery property is adjacent to Rossman School to the north and west (Zoned A Single Family Residential, where both are institutional uses), and Missouri Baptist University, HE District, to the east and south, maintaining a required buffer yard is not necessary for either property. The MBU tract will increase from 65.26 acres to 66.26 acres.

A boundary adjustment, which is not a subdivision plat, is possible when the following regulation from the Subdivision Code is satisfied:

> *410.030(D) Sale or transfer of small parcels of land to or between adjoining property owners, where such sale does not create additional lots, is exempt from the requirement of recording by plat; provided, however, that certification by the Planning and Zoning Commission shall be required prior to such sale or transfer. This certification shall be recorded with the title of the property by the St. Louis County Recorder of Deeds.*

This appears to be the case with the current application. The survey submitted indicates that the property changes do not appear to create any additional non-conformities on the site. As such, and given the staff conclusion that the drawings are technically accurate, the adjustment should be approved by the Planning and Zoning Commission. Under section 405.190 upon recording of the adjustment plat the zoning of the area added to the MBU property shall be HE.

Attachment: 18-001.MBU Phase II Parking and BA.Staff Report.2-5-2018 (#18-001.MBU Phase II Parking and Boundary Adjustment)

ACTION
If the members of the Planning Commission are satisfied that the requested boundary adjustment meets the applicable requirements of the Subdivision Code, the Planning Department staff request that a final decision be voted upon; no action by the City Council is required.

MOTIONS
The proposal will require two different motions for approval; one for the boundary adjustment, and one for the site concept amendment and site development plan for the parking lot improvements. Below are example motions, in the appropriate order:

> "I move to approve Application #18-001 for the boundary adjustment plat between the Missouri Baptist University and Ladue Nursery School Association property at 12546 Conway Park Rd, subject to the condition that a final drawing be prepared for review by staff and signature and recording." (Conditions may be added, eliminated, or modified by preceding motion)

And,

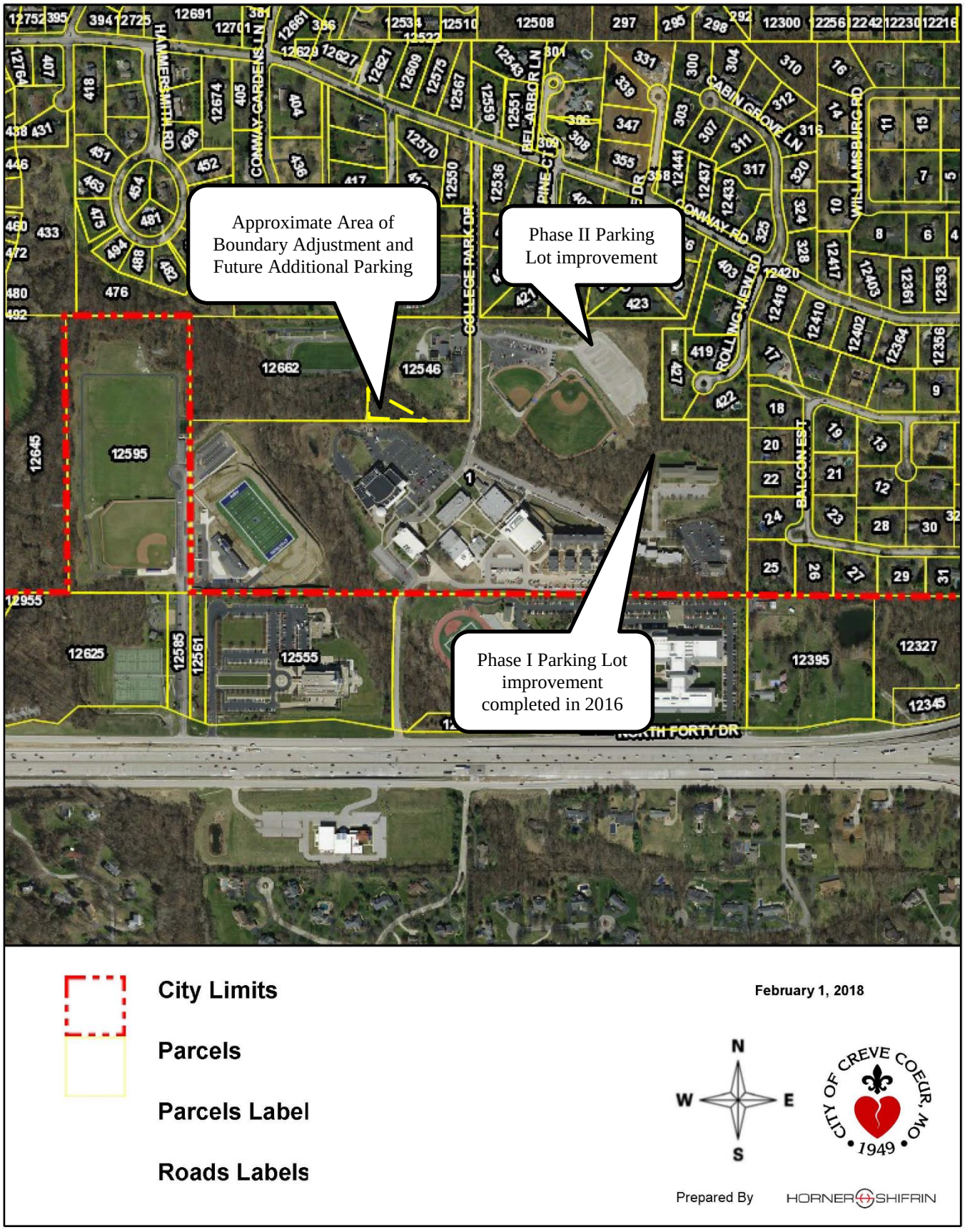
> "I move to approve the site concept plan for Missouri Baptist University and approve the site development plan for Phase II of the Parking Lot Improvements subject to the conditions listed in the staff report on Application #18-001, for the meeting of February 5, 2018" (Conditions may be added, eliminated, altered, and modified by preceding motion).

APPENDIX 1: COMPREHENSIVE PLAN
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE
Included and attached by reference. See body of report for specific excerpts.

Attachment: 18-001.MBU Phase II Parking and BA.Staff Report.2-5-2018 (#18-001.MBU Phase II Parking and Boundary Adjustment)

APPENDIX 3: AERIAL PHOTO



Attachment: 18-001.MBU Phase II Parking and BA.Staff Report.2-5-2018 (#18-001.MBU Phase II Parking and Boundary Adjustment)

APPENDIX 4: SITE PHOTOGRAPHS	Photo Date:4/29/2016
	Description: View of the existing gravel lot adjacent to the baseball fields.
	Description: View of the temporary modular buildings.

Attachment: 18-001.MBU Phase II Parking and BA.Staff Report.2-5-2018 (#18-001.MBU Phase II Parking and Boundary Adjustment)

MISSOURI BAPTIST UNIVERSITY/ ROSSMAN SCHOOL SUBDIVISION BOUNDARY ADJUSTMENT PLAT

A TRACT OF LAND BEING ADJUSTED LOT 2 OF MISSOURI BAPTIST UNIVERSITY BOUNDARY ADJUSTMENT PLAT AS RECRODED IN PLAT BOOK 362 PAGES 540 AND 541, AND PART OF LOT B OF ROSSMAN SCHOOL SUBDIVISION AS RECORDED IN PLAT BOOK 347 PAGE 627, TOWNSHIP 45 NORTH RANGE 5 EAST OF THE 5th PRINCIPAL MERIDIAN, CITY OF CREVE COEUR AND TOWN AND COUNTRY, ST. LOUIS COUNTY, MISSOURI

GRAPHIC SCALE
100 0 50 100 200 400
(IN FEET)
1 inch = 100 ft.

ABBREVIATIONS

DB. – DEED BOOK
FT. – FEET
FND. – FOUND
N/F – NOW OR FORMERLY
PB. – PLAT BOOK
PG. – PAGE
P.O.B. – POINT OF BEGINNING
P.O.C. – POINT OF COMMENCEMENT
SQ. – SQUARE
(86'W) – RIGHT-OF-WAY WIDTH

LEGEND

BENCH MARK
FOUND IRON ROD
FOUND IRON PIPE
RIGHT OF WAY MARKER

ST. LOUIS COUNTY BENCHMARK

BENCHMARK# 13-373
NGVD29 Elev = 580.07
Cut "L" at the easternmost of two angle points in the back edge of sidewalk behind the handicap ramp in the pavement rounding east of Conway Aire Drive and south of Conway Road, roughly 28 feet east of the centerline of Conway Aire Drive and 28 feet south of the centerline of Conway Road.

PREPARED FOR:
MISSOURI BAPTIST COLLEGE
1 COLLEGE PARK DR
ST. LOUIS, MO 63141

PREPARED BY:
STOCK & ASSOCIATES Consulting Engineers, Inc.
257 Chesterfield Business Parkway
St. Louis, MO 63005 PH. (636) 530-9100 FAX (636) 530-9130
e-mail: general@stockassoc.com
Web: www.stockassoc.com

BOUNDARY ADJUSTMENT PLAT

MISSOURI BAPTIST UNIVERSITY/ROSSMAN SCHOOL

1 COLLEGE PARK DR.

Attachment: Boundary Adjustment Plat (#19-001.1MBU Phase II Parking and Boundary Adjustment)

STATE OF MISSOURI
DANIEL EHLMANN
NUMBER PLS-2215
PROFESSIONAL LAND SURVEYOR

DANIEL EHLMANN P.L.S.
MO. P.L.S. # 2215
CERTIFICATE OF AUTHORITY LC-222-D

REVISIONS:
1 00/00/0000-

DRAWN BY: T.E.B.	CHECKED BY: G.M.S.
DATE: 9/21/17	JOB NO. 214-5380
M.S.D. P #: P-XXXXX-XX	BASE MAP #: XXX
S.L.C. H&T #: XXXX	H&T S.U.P. #: XX-XXX-X
M.D.N.R. #: MO-XXXXXXX	

SHEET TITLE:
BOUNDARY ADJUSTMENT PLA

SHEET NO.:
1 OF 2

MISSOURI BAPTIST UNIVERSITY/ROSSMAN SCHOOL SUBDIVISION
BOUNDARY ADJUSTMENT PLAT

A TRACT OF LAND BEING ADJUSTED LOT 2 OF MISSOURI BAPTIST UNIVERSITY BOUNDARY ADJUSTMENT PLAT AS RECORDED IN PLAT BOOK 362 PAGES 540 AND 541, AND PART OF LOT B OF ROSSMAN SCHOOL SUBDIVISION AS RECORDED IN PLAT BOOK 347 PAGE 627, TOWNSHIP 45 NORTH RANGE 5 EAST OF THE 5th PRINCIPAL MERIDIAN, CITY OF CREVE COEUR AND TOWN AND COUNTRY, ST. LOUIS COUNTY, MISSOURI

ABBREVIATIONS

DB.	– DEED BOOK
FT.	– FEET
FND.	– FOUND
N/F	– NOW OR FORMERLY
PB.	– PLAT BOOK
PG.	– PAGE
P.O.B.	– POINT OF BEGINNING
P.O.C.	– POINT OF COMMENCEMENT
SQ.	– SQUARE
(86'W)	– RIGHT-OF-WAY WIDTH

ADJUSTED LOT 2

A TRACT OF LAND BEING ALL OF ADJUSTED LOT 2 OF THE "MISSOURI BAPTIST UNIVERSITY BOUNDARY ADJUSTMENT PLAT", ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 362, PAGE 540-541, AND PART OF THE NORTH HALF OF SECTION 16, TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN, CITY OF CREVE COEUR AND CITY OF TOWN AND COUNTRY, ST. LOUIS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 1 OF COLLEGE WOODS ESTATES; THENCE ALONG THE EAST LINE OF LOT 9 OF PRESERVATION PARK BOUNDARY ADJUSTMENT PLAT, A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 350, PAGE 690 OF THE ST. LOUIS COUNTY RECORDS, NORTH 00 DEGREES 05 MINUTES 08 SECONDS WEST 835.69 FEET TO A POINT ON THE SOUTH LINE OF "ROSSMAN SCHOOL SUBDIVISION", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 347, PAGE 627 OF SAID RECORDS; THENCE ALONG THE SOUTH LINE OF SAID "ROSSMAN SCHOOL SUBDIVISION, SOUTH 89 DEGREES 48 MINUTES 04 SECONDS EAST 1350.66 FEET TO A POINT AT THE SOUTHEAST CORNER OF SAID "ROSSMAN SCHOOL SUBDIVISION", THENCE ALONG THE EAST LINE OF SAID "ROSSMAN SCHOOL SUBDIVISION", NORTH 00 DEGREES 22 MINUTES 57 SECONDS EAST 499.97 FEET TO A POINT AT THE SOUTHEAST CORNER OF LOT A OF "THE ROSSMAN SCHOOL CONSOLIDATION PLAT", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 358, PAGE 316 OF SAID RECORDS; THENCE ALONG THE EAST LINE OF SAID LOT "A", THE EAST LINE OF LOT 5 OF "CONWAY WOLD", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 239, PAGE 62 OF SAID RECORDS AND THE EAST LINE OF PROPERTY CONVEYED TO CURA INVESTMENTS ACCORDING TO THE DEED RECORD IN BOOK 12198, PAGE 280 OF SAID RECORDS, NORTH 00 DEGREES 24 MINUTES 04 SECONDS EAST 851.24 FEET TO A POINT ON THE SOUTH LINE OF CONWAY ROAD; THENCE ALONG THE SOUTH LINE OF CONWAY ROAD SOUTH 70 DEGREES 39 MINUTES 51 SECONDS EAST 52.87 FEET TO A POINT ON THE WEST LINE OF "CONWAY PINE ESTATES", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 302, PAGE 5 OF SAID RECORDS; THENCE ALONG THE WEST LINE OF SAID "CONWAY PINE ESTATES", SOUTH 00 DEGREES 24 MINUTES 01 SECONDS WEST 833.87 FEET TO A POINT AT THE SOUTHEAST CORNER OF SAID "CONWAY PINE ESTATES"; THENCE ALONG THE SOUTH LINE OF SAID "CONWAY PINE ESTATES", THE SOUTH LINE OF "CONWAY PINE ESTATES ADDITION", A SUBOIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT 800K 348, PAGE 83 OF SAID RECORDS AND THE SOUTH LINE OF "CONWAY AIRE" A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 231, PAGE 84 OF SAID RECORDS, SOUTH 89 DEGREES 48 MINUTES 55 SECONDS EAST 994.42 FEET TO A POINT- AT THE SOUTHEAST CORNER OF SAID "CONWAY AIRE"; THENCE ALONG THE EAST LINE OF SAID "CONWAY AIRE", NORTH 14 DEGREES 02 MINUTES 09 SECONDS EAST 408.47 FEET TO A POINT ON THE SOUTH LINE OF CONWAY ROAD; THENCE ALONG THE SOUTH LINE OF CONWAY ROAD, SOUTH 61 DEGREES 17 MINUTES 26 SECONDS EAST 61.97 FEET TO A POINT ON THE WEST LINE OF "ROLLING VIEW FARM", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 275, PAGE 54 OF SAID RECORDS; THENCE ALONG THE EASTERN LINE OF SAID "ROLLING VIEW FARM" THE FOLLOWING COURSES AND DISTANCES: SOUTH 13 DEGREES 56 MINUTES 56 SECONDS WEST 39.87 FEET TO A POINT; THENCE NORTH 61 DEGREES 15 MINUTES 08 SECONDS WEST 10.33 FEET TO A POINT; THENCE SOUTH 14 DEGREES 10 MINUTES 04 SECONDS EAST 394.82 FEET TO A POINT; THENCE NORTH 89 DEGREES 58 MINUTES 16 SECONDS WEST 149.65 FEET TO A POINT; THENCE SOUTH 00 DEGREES 18 MINUTES 38 SECONDS WEST 437.38 FEET TO A POINT ON THE SOUTH LINE OF SAID "ROLLING VIEW FARM"; THENCE ALONG THE SOUTH LINE OF SAID "ROLLING VIEW FARM"; SOUTH 89 DEGREES 47 MINUTES 37 SECONDS EAST 418.34 FEET TO A POINT ON THE WEST LINE OF "BALCON ESTATES", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 78, PAGE 24 OF SAID RECORDS; THENCE ALONG THE EAST LINE OF SAID "BALCON ESTATES", SOUTH 00 DEGREES 21 MINUTES 40 SECONDS WEST 847.61 FEET TO A POINT ON THE NORTH LINE OF ADJUSTED LOT "A" OF "THE BOUNDARY ADJUSTMENT PLAT", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 350, PAGE 302 OF SAID RECORDS; THENCE ALONG THE NORTH LINE OF SAID ADJUSTED LOT "A", NORTH 89 DEGREES 47 MINUTES 22 SECONDS WEST 1352.09 FEET TO A POINT; THENCE CONTINUING ALONG SAID NORTH LINE. NORTH 89 DEGREES 50 MINUTES 11 SECONDS WEST 1269.20 FEET TO A POINT ON THE EAST LINE OF A 75 FEET WIDE STRIP OF LAND DESCRIBED IN BOOK 8780, PAGE 1743 OF SAID RECORDS; THENCE ALONG THE EAST LINE OF SAID 75 FEET WIDE STRIP OF LAND, SOUTH 00 DEGREES 18 MINUTES 35 SECONDS WEST 628.96 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF MISSOURI INTERSTATE HIGHWAY 64; THENCE ALONG THE NORTH RIGHT OF WAY LINE OF MISSOURI INTERSTATE HIGHWAY 64, NORTH 70 DEGREES 29 MINUTES 47 SECONDS WEST 79.41 FEET TO A POINT ON THE EAST LINE OF THE AFORESAID LOT "8" OF "PRESERVATION PARK BOUNDARY ADJUSTMENT PLAT", THENCE ALONG WEST LINE OF SAID LOT "8", NORTH 00 DEGREES 18 MINUTES 35 SECONDS EAST 602.66 FEET TO THE POINT OF BEGINNING AND CONTAINING 65.260 ACRES.

ORIGINAL LOT B

A TRACT OF LAND BEING ALL OF LOT "B" OF "ROSSMAN SCHOOL SUBDIVISION", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 347, PAGE 627 OF THE ST. LOUIS COUNTY RECORDS AND BEING PART OF THE NORTH HALF OF SECTION 16, TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN, CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI ANO BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT "B" OF "ROSSMAN SCHOOL SUBDIVISION", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 347, PAGE 627; THENCE ALONG THE NORTHERN LINEOF SAID LOT "B" SOUTH 89 DEGREES 49 MINUTES 23 SECONDS EAST, 464.96 FEET TO THE NORTHEAST CORNER THEREOF; THENCE ALONG THE EASTERN LINEOF SAID LOT "B" SOUTH 00 DEGREES 22 MINUTES 57 SECONDS WEST, 499.97 FEET TO THE SOUTHEAST CORNER THEREOF; THENCE ALONG THE SOUTHERN LINEOF SAID LOT "B" NORTH 89 DEGREES 48 MINUTES 04 SECONDS WEST, 503.37 FEET TO THE SOUTHWEST CORNER THEREOF; THENCE ALONG THE WESTERN LINEOF SAID TRACT NORTH 04 DEGREES 46 MINUTES 33 SECONDS EAST, 501.39 FEET TO THE POINT OF BEGINNING AND CONTAINING 5.556 ACRE MORE OR LESS.

RE-ADJUSTED LOT 2

A TRACT OF LAND BEING ALL OF ADJUSTED LOT 2 OF THE "MISSOURI BAPTIST UNIVERSITY BOUNDARY ADJUSTMENT PLAT", ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 298, PAGE 35, AND PART OF LOT "B" OF "ROSSMAN SCHOOL SUBDIVISION", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 347, PAGE 627AND PART OF THE NORTH HALF OF SECTION 16, TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN, CITY OF CREVE COEUR AND CITY OF TOWN AND COUNTRY, ST. LOUIS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 1 OF COLLEGE WOODS ESTATES; THENCE ALONG THE EAST LINE OF LOT 9 OF PRESERVATION PARK BOUNDARY ADJUSTMENT PLAT, A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 350, PAGE 690 OF THE ST. LOUIS COUNTY RECORDS, NORTH 00 DEGREES 05 MINUTES 08 SECONDS WEST 835.69 FEET TO A POINT ON THE SOUTH LINE OF "ROSSMAN SCHOOL SUBDIVISION", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 347, PAGE 627 OF SAID RECORDS; THENCE ALONG THE SOUTH LINE OF SAID "ROSSMAN SCHOOL SUBDIVISION, SOUTH 89 DEGREES 48 MINUTES 04 SECONDS EAST 847.29 FEET TO THE SOUTHWEST CORNER OF LOT "B" OF SAID "ROSSMAN SCHOOL SUBDIVISION"; THENCE ALONG THE WEST LINE OF SAID LOT "B" NORTH 04 DEGREES 46 MINUTES 33 SECONDS EAST, 203.05 FEET TO A POINT; THENCE LEAVING SAID WEST LINE SOUTH 63 DEGREES 45 MINUTES 35 SECONDS EAST, 461.03 FEET TO A POINT ON THE SOUTH LINE OF THE AFORESAID LOT "B"; THENCE ALONG SAID SOUTH LINE SOUTH 89 DEGREES 48 MINUTES 04 SECONDS EAST, 72.94 FEET TO THE SOUTHEAST CORNER OF SAID "ROSSMAN SCHOOL SUBDIVISION"; THENCE ALONG THE EAST LINE OF SAID "ROSSMAN SCHOOL SUBDIVISION", NORTH 00 DEGREES 22 MINUTES 57 SECONDS EAST 499.97 FEET TO A POINT AT THE SOUTHEAST CORNER OF LOT A OF "THE ROSSMAN SCHOOL CONSOLIDATI0N PLAT", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 358, PAGE 316 OF SAID RECORDS; THENCE ALONG THE EAST LINE OF SAID LOT "A", THE EAST LINE OF LOT 5 OF "CONWAY WOLD", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 239, PAGE 62 OF SAID RECORDS AND THE EAST LINE OF PROPERTY CONVEYED TO CURA INVESTMENTS ACCORDING TO THE DEED RECORD IN BOOK 12198, PAGE 280 OF SAID RECORDS, NORTH 00 DEGREES 24 MINUTES 04 SECONDS EAST 851.24 FEET TO A POINT AT THE SOUTHEAST CORNER OF LOT A OF "THE ROSSMAN SCHOOL CONSOLIDATI0N PLAT", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 358, PAGE 316 OF SAID RECORDS; THENCE ALONG THE EAST LINE OF SAID LOT "A", THE EAST LINE OF LOT 5 OF "CONWAY WOLD", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 239, PAGE 62 OF SAID RECORDS AND THE EAST LINE OF PROPERTY CONVEYED TO CURA INVESTMENTS ACCORDING TO THE DEED RECORD IN BOOK 12198, PAGE 280 OF SAID RECORDS, NORTH 00 DEGREES 24 MINUTES 04 SECONDS EAST 851.24 FEET TO A POINT ON THE SOUTH LINE OF CONWAY ROAD; THENCE ALONG THE SOUTH LINE OF CONWAY ROAD SOUTH 70 DEGREES 39 MINUTES 51 SECONDS EAST 52.87 FEET TO A POINT ON THE WEST LINE OF "CONWAY PINE ESTATES", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 302, PAGE 5 OF SAID RECORDS; THENCE ALONG THE WEST LINE OF SAID "CONWAY PINE ESTATES", SOUTH 00 DEGREES 24 MINUTES 01 SECONDS WEST 833.87 FEET TO A POINT AT THE SOUTHEAST CORNER OF SAID "CONWAY PINE ESTATES"; THENCE ALONG THE SOUTH LINE OF SAID "CONWAY PINE ESTATES", THE SOUTH LINE OF "CONWAY PINE ESTATES ADDITION", A SUBOIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT 800K 348, PAGE 83 OF SAID RECORDS AND THE SOUTH LINE OF "CONWAY AIRE" A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 231, PAGE 84 OF SAID RECORDS, SOUTH 89 DEGREES 48 MINUTES 55 SECONDS EAST 994.42 FEET TO A POINT- AT THE SOUTHEAST CORNER OF SAID "CONWAY AIRE"; THENCE ALONG THE EAST LINE OF SAID "CONWAY AIRE", NORTH 14 DEGREES 02 MINUTES 09 SECONDS EAST 408.47 FEET TO A POINT ON THE SOUTH LINE OF CONWAY ROAD, SOUTH 61 DEGREES 17 MINUTES 26 SECONDS EAST 61.97 FEET TO A POINT ON THE WEST LINE OF "ROLLING VIEW FARM", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 275, PAGE 54 OF SAID RECORDS; THENCE ALONG THE EASTERN LINE OF SAID "ROLLING VIEW FARM" THE FOLLOWING COURSES AND DISTANCES: SOUTH 13 DEGREES 56 MINUTES 56 SECONDS WEST 39.87 FEET TO A POINT; THENCE NORTH 61 DEGREES 15 MINUTES 08 SECONDS WEST 10.33 FEET TO A POINT; THENCE SOUTH 14 DEGREES 10 MINUTES 04 SECONDS EAST 394.82 FEET TO A POINT; THENCE NORTH 89 DEGREES 58 MINUTES 16 SECONDS WEST 149.65 FEET TO A POINT; THENCE SOUTH 00 DEGREES 18 MINUTES 38 SECONDS WEST 437.38 FEET TO A POINT ON THE SOUTH LINE OF SAID "ROLLING VIEW FARM"; THENCE ALONG THE SOUTH LINE OF SAID "ROLLING VIEW FARM"; SOUTH 89 DEGREES 47 MINUTES 37 SECONDS EAST 418.34 FEET TO A POINT ON THE WEST LINE OF "BALCON ESTATES", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 78, PAGE 24 OF SAID RECORDS; THENCE ALONG THE EAST LINE OF SAID "BALCON ESTATES", SOUTH 00 DEGREES 21 MINUTES 40 SECONDS WEST 847.61 FEET TO A POINT ON THE NORTH LINE OF ADJUSTED LOT "A" OF "THE BOUNDARY ADJUSTMENT PLAT", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 350, PAGE 302 OF SAID RECORDS; THENCE ALONG THE NORTH LINE OF SAID ADJUSTED LOT "A", NORTH 89 DEGREES 47 MINUTES 22 SECONDS WEST 1352.09 FEET TO A POINT; THENCE CONTINUING ALONG SAID NORTH LINE. NORTH 89 DEGREES 50 MINUTES 11 SECONDS WEST 1269.20 FEET TO A POINT ON THE EAST LINE OF A 75 FEET WIDE STRIP OF LAND DESCRIBED IN BOOK 8780, PAGE 1743 OF SAID RECORDS; THENCE ALONG THE EAST LINE OF SAID 75 FEET WIDE STRIP OF LAND, SOUTH 00 DEGREES 18 MINUTES 35 SECONDS WEST 628.96 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF MISSOURI INTERSTATE HIGHWAY 64; THENCE ALONG THE NORTH RIGHT OF WAY LINE OF MISSOURI INTERSTATE HIGHWAY 64, NORTH 70 DEGREES 29 MINUTES 47 SECONDS WEST 79.41 FEET TO A POINT ON THE EAST LINE OF THE AFORESAID LOT "8" OF "PRESERVATION PARK BOUNDARY ADJUSTMENT PLAT", THENCE ALONG WEST LINE OF SAID LOT "8", NORTH 00 DEGREES 18 MINUTES 35 SECONDS EAST 602.66 FEET TO THE POINT OF BEGINNING AND CONTAINING 66.260 ACRES MORE OR LESS.

ADJUSTED LOT B

A TRACT OF LAND BEING PART OF LOT "B" OF "ROSSMAN SCHOOL SUBDIVISION", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 347, PAGE 627 OF THE ST. LOUIS COUNTY RECORDS AND BEING PART OF THE NORTH HALF OF SECTION 16, TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN, CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI ANO BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT "B" OF "ROSSMAN SCHOOL SUBDIVISION", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 347, PAGE 627; THENCE ALONG THE NORTHERN LINEOF SAID LOT "B" SOUTH 89 DEGREES 49 MINUTES 23 SECONDS EAST, 464.96 FEET TO THE NORTHEAST CORNER THEREOF; THENCE ALONG THE EASTERN LINEOF SAID LOT "B" SOUTH 00 DEGREES 22 MINUTES 57 SECONDS WEST, 499.97 FEET TO THE SOUTHEAST CORNER THEREOF; THENCE ALONG THE SOUTHERN LINE OF SAID LOT "B" NORTH 89 DEGREES 48 MINUTES 04 SECONDS WEST, 72.94 FEET TO A POINT; THENCE LEAVING SAID SOUTHERN LINE NORTH 63 DEGREES 45 MINUTES 35 SECONDS WEST, 461.03 FEET TO A POINT ON THE WESTERN LINEOF SAID LOT "B"; THENCE ALONG THE WESTERN LINEOF SAID TRACT NORTH 04 DEGREES 46 MINUTES 33 SECONDS EAST, 298.34 FEET TO THE POINT OF BEGINNING AND CONTAINING 4.556 ACRE MORE OR LESS.

TOTAL TRACT

A TRACT OF LAND BEING ALL OF ADJUSTED LOT 2 OF THE "MISSOURI BAPTIST UNIVERSITY BOUNDARY ADJUSTMENT PLAT", ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 298, PAGE 35, ALL PART OF LOT "B" OF "ROSSMAN SCHOOL SUBDIVISION", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 347, PAGE 627AND PART OF THE NORTH HALF OF SECTION 16, TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN, CITY OF CREVE COEUR AND CITY OF TOWN AND COUNTRY, ST. LOUIS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 1 OF COLLEGE WOODS ESTATES; THENCE ALONG THE EAST LINE OF LOT 9 OF PRESERVATION PARK BOUNDARY ADJUSTMENT PLAT, A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 350, PAGE 690 OF THE ST. LOUIS COUNTY RECORDS, NORTH 00 DEGREES 05 MINUTES 08 SECONDS WEST 835.69 FEET TO A POINT ON THE SOUTH LINE OF "ROSSMAN SCHOOL SUBDIVISION", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 347, PAGE 627 OF SAID RECORDS; THENCE ALONG THE SOUTH LINE OF SAID "ROSSMAN SCHOOL SUBDIVISION, SOUTH 89 DEGREES 48 MINUTES 04 SECONDS EAST 847.29 FEET TO THE SOUTHWEST CORNER OF LOT "B" OF SAID "ROSSMAN SCHOOL SUBDIVISION"; THENCE ALONG THE WEST LINE OF SAID LOT "B" NORTH 04 DEGREES 46 MINUTES 33 SECONDS EAST, 501.39 FEET TO THE NORTWEST CORNER THEREOF; THENCE ALONG THE NORTHERN LINE OF SAID LOT "B" SOUTH 89 DEGREES 49 MINUTES 23 SECONDS EAST, 464.96 FEET TO THE SOUTHEAST CORNER OF LOT A OF "THE ROSSMAN SCHOOL CONSOLIDATI0N PLAT", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 358, PAGE 316 OF SAID RECORDS; THENCE ALONG THE EAST LINE OF SAID LOT "A", THE EAST LINE OF LOT 5 OF "CONWAY WOLD", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 239, PAGE 62 OF SAID RECORDS AND THE EAST LINE OF PROPERTY CONVEYED TO CURA INVESTMENTS ACCORDING TO THE DEED RECORD IN BOOK 12198, PAGE 280 OF SAID RECORDS, NORTH 00 DEGREES 24 MINUTES 04 SECONDS EAST 851.24 FEET TO A POINT ON THE SOUTH LINE OF CONWAY ROAD; THENCE ALONG THE SOUTH LINE OF CONWAY ROAD SOUTH 70 DEGREES 39 MINUTES 51 SECONDS EAST 52.87 FEET TO A POINT ON THE WEST LINE OF "CONWAY PINE ESTATES", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 302, PAGE 5 OF SAID RECORDS; THENCE ALONG THE WEST LINE OF SAID "CONWAY PINE ESTATES", SOUTH 00 DEGREES 24 MINUTES 01 SECONDS WEST 833.87 FEET TO A POINT AT THE SOUTHEAST CORNER OF SAID "CONWAY PINE ESTATES"; THENCE ALONG THE SOUTH LINE OF SAID "CONWAY PINE ESTATES", THE SOUTH LINE OF "CONWAY PINE ESTATES ADDITION", A SUBOIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT 800K 348, PAGE 83 OF SAID RECORDS AND THE SOUTH LINE OF "CONWAY AIRE" A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 231, PAGE 84 OF SAID RECORDS, SOUTH 89 DEGREES 48 MINUTES 55 SECONDS EAST 994.42 FEET TO A POINT- AT THE SOUTHEAST CORNER OF SAID "CONWAY AIRE"; THENCE ALONG THE EAST LINE OF SAID "CONWAY AIRE", NORTH 14 DEGREES 02 MINUTES 09 SECONDS EAST 408.47 FEET TO A POINT ON THE SOUTH LINE OF CONWAY ROAD, SOUTH 61 DEGREES 17 MINUTES 26 SECONDS EAST 61.97 FEET TO A POINT ON THE WEST LINE OF "ROLLING VIEW FARM", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 275, PAGE 54 OF SAID RECORDS; THENCE ALONG THE EASTERN LINE OF SAID "ROLLING VIEW FARM" THE FOLLOWING COURSES AND DISTANCES: SOUTH 13 DEGREES 56 MINUTES 56 SECONDS WEST 39.87 FEET TO A POINT; THENCE NORTH 61 DEGREES 15 MINUTES 08 SECONDS WEST 10.33 FEET TO A POINT; THENCE SOUTH 14 DEGREES 10 MINUTES 04 SECONDS EAST 394.82 FEET TO A POINT; THENCE NORTH 89 DEGREES 58 MINUTES 16 SECONDS WEST 149.65 FEET TO A POINT; THENCE SOUTH 00 DEGREES 18 MINUTES 38 SECONDS WEST 437.38 FEET TO A POINT ON THE SOUTH LINE OF SAID "ROLLING VIEW FARM"; THENCE ALONG THE SOUTH LINE OF SAID "ROLLING VIEW FARM"; SOUTH 89 DEGREES 47 MINUTES 37 SECONDS EAST 418.34 FEET TO A POINT ON THE WEST LINE OF "BALCON ESTATES", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 78, PAGE 24 OF SAID RECORDS; THENCE ALONG THE EAST LINE OF SAID "BALCON ESTATES", SOUTH 00 DEGREES 21 MINUTES 40 SECONDS WEST 847.61 FEET TO A POINT ON THE NORTH LINE OF ADJUSTED LOT "A" OF "THE BOUNDARY ADJUSTMENT PLAT", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 350, PAGE 302 OF SAID RECORDS; THENCE ALONG THE NORTH LINE OF SAID ADJUSTED LOT "A", NORTH 89 DEGREES 47 MINUTES 22 SECONDS WEST 1352.09 FEET TO A POINT; THENCE CONTINUING ALONG SAID NORTH LINE. NORTH 89 DEGREES 50 MINUTES 11 SECONDS WEST 1269.20 FEET TO A POINT ON THE EAST LINE OF A 75 FEET WIDE STRIP OF LAND DESCRIBED IN BOOK 8780, PAGE 1743 OF SAID RECORDS; THENCE ALONG THE EAST LINE OF SAID 75 FEET WIDE STRIP OF LAND, SOUTH 00 DEGREES 18 MINUTES 35 SECONDS WEST 628.96 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF MISSOURI INTERSTATE HIGHWAY 64; THENCE ALONG THE NORTH RIGHT OF WAY LINE OF MISSOURI INTERSTATE HIGHWAY 64, NORTH 70 DEGREES 29 MINUTES 47 SECONDS WEST 79.41 FEET TO A POINT ON THE EAST LINE OF THE AFORESAID LOT "8" OF "PRESERVATION PARK BOUNDARY ADJUSTMENT PLAT", THENCE ALONG WEST LINE OF SAID LOT "8", NORTH 00 DEGREES 18 MINUTES 35 SECONDS EAST 602.66 FEET TO THE POINT OF BEGINNING AND CONTAINING 70.816 ACRES MORE OR LESS.

It is hereby certified that this Boundary Adjustment Plat was approved on the _____ day of _____,20___, pursuant to the Subdivision Regulations of the City of Creve Coeur, Missouri, as outlined in said regulations in Section 410.030 of Ordinance Number 5123.

Planning and Zoning Commission
City of Creve Coeur, Missouri

_____
Planning and Zoning Chair

I, Deborah Ryan, City Clerk for and within the City of Creve Coeur, Missouri, do hereby certify that this Boundary Adjustment Plat *is in complete compliance* with Ordinance No. *5123 approved on the* 22nd day of February, 2010, *as* approved by the City Council of the City of Creve Coeur.

_____
Deborah Ryan, MRCC
City Clerk

OWNER'S CERTIFICATION

We, the undersigned owners of the tracts of land platted and further described in the foregoing Surveyor's Certification, have caused the same to be surveyed and consolidated in the manner shown on this plat, which subdivision shall hereinafter be known as"

"MISSOURI BAPTIST UNIVERSITY/ROSSMAN SCHOOL SUBDIVISION
BOUNDARY ADJUSTMENT PLAT"

Building lines as shown on this plat are hereby established.

It is hereby certified that all existing easements are shown on this plat as of the time and date of the recording of this plat.

No new easements are created by this plat.

Permanent and/or semi-permanent monuments will be set, as required to aid in later recovery, within twelve months of the recording of this subdivision plat, in accordance with 10 CSR 30-2.090 of the Missouri Department of Natural Resources, and 4 CSR 30-16.090 of the Missouri Department of Economic Development. In addition, other survey monuments indicated on this subdivision plat, required by the subdivision ordinance of the City of Creve Coeur, Missouri will be set.

IN WITNESS WHEREOF, the party have hereunto set his hand this _____ day of _____, 20___.

Missouri Baptist University

By:_____

Name: _____

Title: _____

Ladue Nursery School Association

By: _____

Name: _____

Title: _____

STATE OF MISSOURI)
) SS
COUNTY OF ST. LOUIS)

On this _____ day of _____, before me, _____, a Notary Public in and for said state, personally appeared _____, _____ of the _____ known to me to be the person who executed the within plat in behalf of said _____ and acknowledged to me that he executed the same for the purposes therein stated

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal in the County and State aforesaid, the day and year first above written.

_____
Notary Public

My Commission Expires:_____

STATE OF MISSOURI)
) SS
COUNTY OF ST. LOUIS)

On this _____ day of _____, before me, _____, a Notary Public in and for said state, personally appeared _____ of the _____ known to me to be the person who executed the within plat in behalf of said _____ and acknowledged to me that he executed the same for the purposes therein stated

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal in the County and State aforesaid, the day and year first above written.

_____
Notary Public

My Commission Expires:_____

SURVEYOR'S CERTIFICATION

This is to certify that Stock and Associates Consulting Engineers, Inc. have, during November and December, 2017, by order of and for the use of Missouri Baptist University executed a Property Boundary Survey and Boundary Adjustment Plat of a tract of land being known as "**ADJUSTED LOT 2 OF MISSOURI BAPTIST UNIVERSITY BOUNDARY ADJUSTMENT PLAT AS RECORDED IN PLAT BOOK 362 PAGES 540 AND 541, AND PART OF LOT B OF ROSSMAN SCHOOL SUBDIVISION AS RECORDED IN PLAT BOOK 347 PAGE 627, TOWNSHIP 45 NORTH RANGE 5 EAST OF THE 5th PRINCIPAL MERIDIAN, CITY OF CREVE COEUR AND TOWN AND COUNTRY, ST. LOUIS COUNTY, MISSOURI**" located in Section 45, Township 45 North, Range 5 East of the Fifth Principal Meridian, City of Creve Coeur, Missouri, and that the results of said survey and Boundary Adjustment Plat are shown hereon. We further certify that the above plat was prepared from an actual survey, according to the records available and recorded, and said survey meets or exceeds the current minimum standards for Property Boundary Surveys for "Class Urban Property" as defined in Chapter 16, Division 2030 Missouri Minimum Standards for Property Boundary *Surveys as* adopted by the Missouri *Board for Architects*, Professional Engineers, *Professional Land* Surveyors, and Landscape Architects.

STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC.
LC NO. 222-D

By:_____ 12/14/17
Daniel Ehlmann, Missouri P.L.S. No. 2215

PREPARED FOR:
MISSOURI BAPTIST COLLEGE
1 COLLEGE PARK DR
ST. LOUIS, MO 63141

PREPARED BY:
STOCK & ASSOCIATES
Consulting Engineers Inc
257 Chesterfield Business Parkway
St. Louis, MO 63005 PH. (636)
530-9100 FAX (636) 530-9130
e-mail: general@stockassoc.com
web: www.stockassoc.com

BOUNDARY ADJUSTMENT PLAT
1 COLLEGE PARK DR.
MISSOURI BAPTIST UNIVERSITY/ROSSMAN SCHOOL

Attachment: Boundary Adjustment Plat (#18-901-MBU Phase II Parking and Boundary Adjustment)

STATE OF MISSOURI
DANIEL EHLMANN
NUMBER PLS-2215
PROFESSIONAL LAND SURVEYOR
DANIEL EHLMANN P.L.S. NO. P.L.S. # 2215 CERTIFICATE OF AUTHORITY LC-222-D

REVISIONS:

1	00/00/0000-

DRAWN BY: T.E.B.	CHECKED BY: G.M.S.
DATE: 9/21/17	JOB NO. 214-5380.-
M.S.D. P #: P-XXXXX-XX	BASE MAP #: XXX
S.L.C. H&T #: XXXX	H&T S.U.P. #: XX-XXX-X
M.D.N.R. #: MO-XXXXXXX	

SHEET TITLE:
BOUNDARY ADJUSTMENT PLA

SHEET NO.:
2 OF 2

DRAWING FILE: C:\DRAWINGS\14380\BOUNDARY\5380-ADJSM.dwg, 8.5"X11" Layout1 (2) - PLOTTED: Dec 14, 2017 - 2:06pm PLOTTED BY: dhehlmann

SITE DEVELOPMENT CONCEPT PLAN FOR

MISSOURI BAPTIST UNIVERSITY

ALL OF ADJUSTED LOT 2 OF MISSOURI BAPTIST UNIVERSITY BOUNDARY ADJUSTMENT PLAT RECORDED IN PLAT BOOK 362 AT PAGE 540-541 BEING A TRACT OF LAND BEING ALL OF LOT 1 OF THE RESUBDIVISION OF LOT 7 OF THE SUBDIVISION OF SECTION 16, PLAT BOOK 244 AT PAGE 28, PART OF THE LOT 1 OF 'COLLEGE WOODS ESTATES', PLAT BOOK 298, PAGE 35, AND PART OF THE NORTH HALF OF SECTION 16, TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN, CITY OF CREVE COEUR AND CITY OF TOWN AND COUNTRY, ST. LOUIS COUNTY, MISSOURI

RE-ADJUSTED LOT 2

A TRACT OF LAND BEING ALL OF ADJUSTED LOT 2 OF THE "MISSOURI BAPTIST UNIVERSITY BOUNDARY ADJUSTMENT PLAT", ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 298, PAGE 35, AND PART OF LOT "B" OF "ROSSMAN SCHOOL SUBDIVISION", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 347, PAGE 627AND PART OF THE NORTH HALF OF SECTION 16, TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN, CITY OF CREVE COEUR AND CITY OF TOWN AND COUNTRY, ST. LOUIS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 1 OF COLLEGE WOODS ESTATES; THENCE ALONG THE EAST LINE OF LOT 9 OF PRESERVATION PARK BOUNDARY ADJUSTMENT PLAT, A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 350, PAGE 690 OF THE ST. 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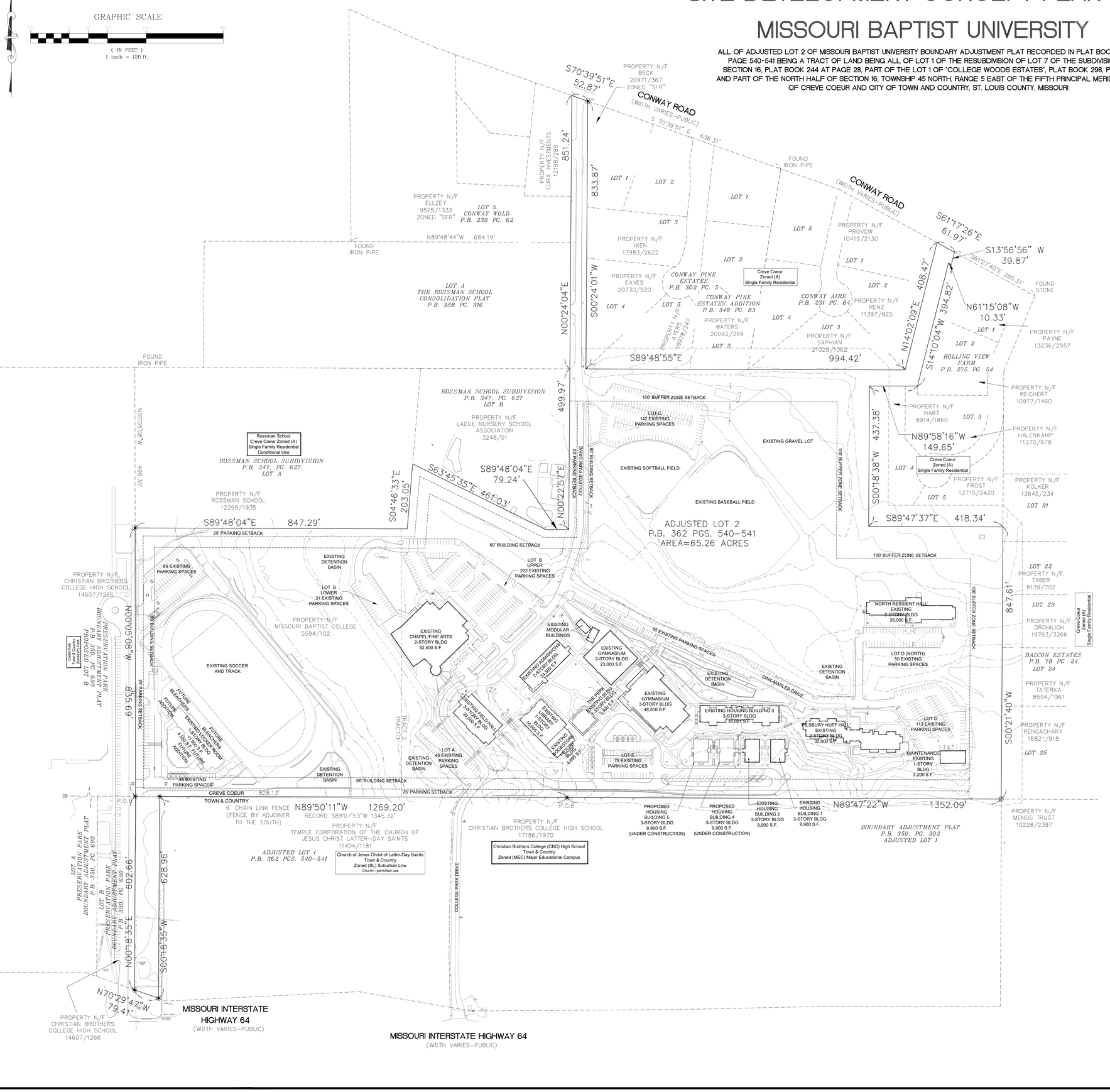
GRAPHIC SCALE

(IN FEET)
1 inch = 120 ft.



PREPARED FOR:
MISSOURI BAPTIST UNIVERSITY
CONTACT:
KEN REVENAUGH –
SR. VICE PRESIDENT, BUSINESS AFFAIRS
PHONE: 314-392-2356
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SITE CONCEPT PLAN FOR:
MISSOURI BAPTIST UNIVERSITY
ONE COLLEGE PARK DRIVE
CREVE COEUR, MISSOURI

STATE OF MISSOURI
GEORGE MICHAEL STOCK
NUMBER PE-25116
PROFESSIONAL ENGINEER
12/15/17
GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY NUMBER: 000996

REVISIONS:

DRAWN BY: J.E.B.	CHECKED BY: G.M.S.
DATE: 12/15/17	JOB NO: 214-5380.4
M.S.D. P #: –	BASE MAP #: 19-O
S.L.C. H&T #: –	H&T S.U.P. #: –
M.D.N.R. #: MO-00	

SHEET TITLE:
EXISTING CAMPUS PLAN

SHEET NO.:
1

Attachment: Site Concept Plans (#18-001.MBU Phase II Parking and Boundary Adjustment)

DRAWING FILE: G:\PROJECTS\2014\5380\Dwg\Plans\Phase II\2014-5380.4 BOUNDARY ADJUSTMENT PLAT.dwg LAYOUT: EXISTING CAMPUS PLAN PLOTTED: Dec 14, 2017 - 4:41pm by PLOTTED BY: jeff.brown

SITE INFORMATION:

1. BUILDING CALCULATIONS:

EX. MAINTENANCE BLDG.	=	3,200 S.F.
EX. PHILLSBURY HUFF HALL	=	32,900 S.F.
NORTH RESIDENCE HALL	=	28,000 S.F.
EX. HOUSING BLDG. 1	=	9,900 S.F.
EX. HOUSING BLDG. 2	=	9,900 S.F.
EX. HOUSING BLDG. 3	=	35,001 S.F.
EX. HOUSING BLDG. 4	=	9,900 S.F. (UNDER CONSTRUCTION)
EX. HOUSING BLDG. 5	=	9,900 S.F. (UNDER CONSTRUCTION)
EX. GYMNASIUM	=	48,510 S.F.
EX. GYMNASIUM	=	23,000 S.F.
EX. THE PERK	=	3,300 S.F.
EX. BOOKSTORE	=	4,695 S.F.
EX. LIBRARY	=	10,665 S.F.
EX. ADMINISTRATION BLDG.	=	24,500 S.F.
EX. FIELD HALL	=	39,000 S.F.
EX. CHAPEL/FINE ARTS	=	52,400 S.F.
EX. LOCKER ROOM	=	11,500 S.F.
FUTURE 2 STOREY ELEVATOR ADD.	=	460 S.F.
FUTURE 1 STORY VESTIBULE	=	250 S.F.
FUTURE 2 STORY LIBRARY ADD.	=	16,000 S.F.
FUTURE LOCKER ROOM ADD.	=	4,550 S.F.
FUTURE CHAPEL/FINE ARTS ADD.	=	45,000 S.F.
TOTAL	=	422,531 S.F.

2. PROPOSED F.A.R. = 0.15
   ALLOWABLE F.A.R. = 0.25

3. SITE COVERAGE:

BUILDING AREA	=	206,000 s.f.
DRIVES/PARKING/LOADING	=	556,653 s.f.
TRACK	=	67,214 s.f.
TOTAL	=	829,867 s.f./(66.26 Ac. * 43,560 s.f.) = 28.75%
ALLOWABLE COVERAGE	=	50%

4. RESIDENTIAL DENSITY = 1.35 UNITS/ACRE
   ALLOWABLE RESIDENTIAL DENSITY = 3 UNITS/ACRE

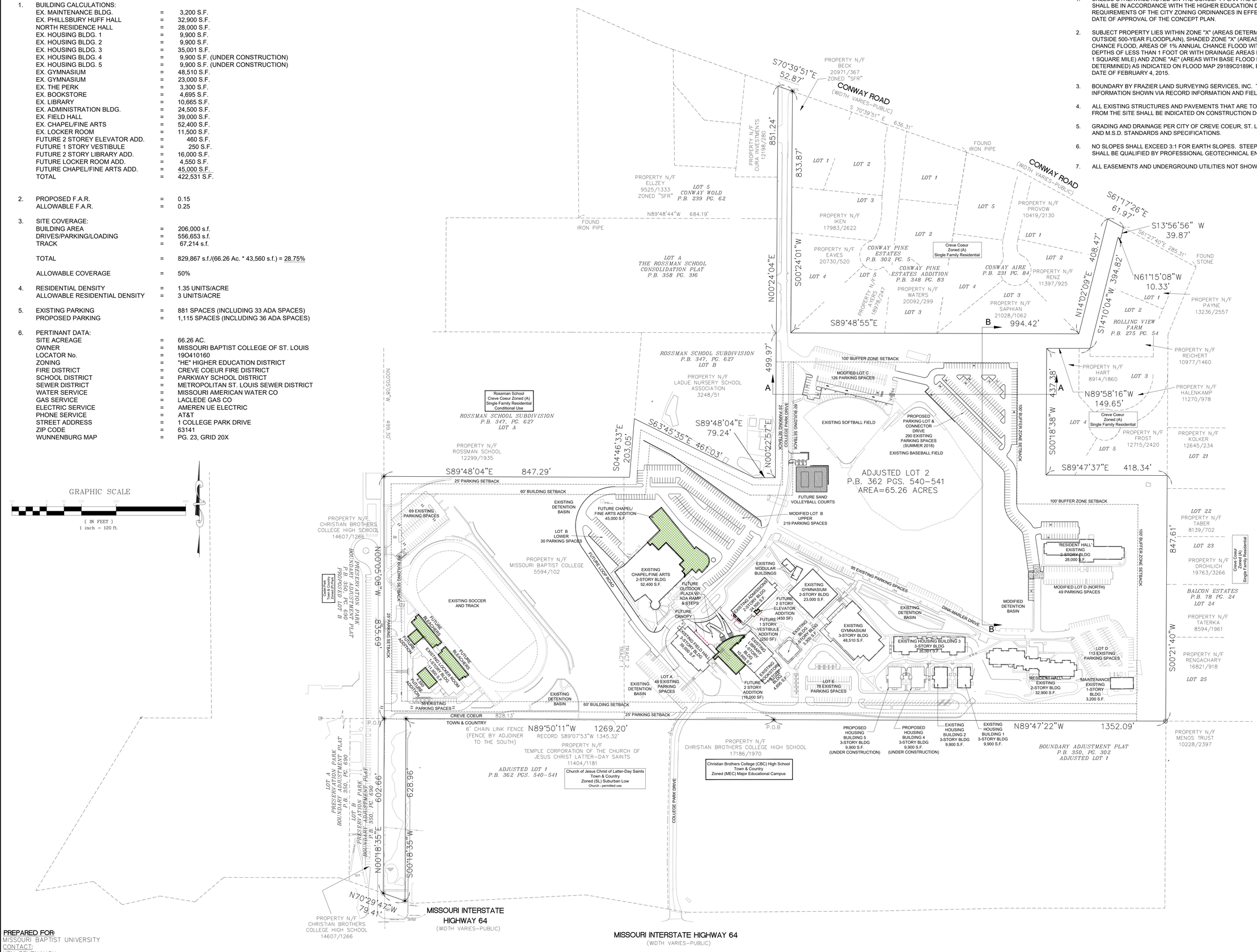
5. EXISTING PARKING = 881 SPACES (INCLUDING 33 ADA SPACES)
   PROPOSED PARKING = 1,115 SPACES (INCLUDING 36 ADA SPACES)

6. PERTINANT DATA:

SITE ACREAGE	=	66.26 AC.
OWNER	=	MISSOURI BAPTIST COLLEGE OF ST. LOUIS
LOCATOR No.	=	19O410160
ZONING	=	"HE" HIGHER EDUCATION DISTRICT
FIRE DISTRICT	=	CREVE COEUR FIRE DISTRICT
SCHOOL DISTRICT	=	PARKWAY SCHOOL DISTRICT
SEWER DISTRICT	=	METROPOLITAN ST. LOUIS SEWER DISTRICT
WATER SERVICE	=	MISSOURI AMERICAN WATER CO
GAS SERVICE	=	LACLEDE GAS CO
ELECTRIC SERVICE	=	AMEREN UE ELECTRIC
PHONE SERVICE	=	AT&T
STREET ADDRESS	=	1 COLLEGE PARK DRIVE
ZIP CODE	=	63141
WUNNENBURG MAP	=	PG. 23, GRID 20X

CONCEPT PLAN NOTES:

1. UNLESS OTHERWISE NOTED ON THE CONCEPT PLAN THE DEVELOPMENT SHALL BE IN ACCORDANCE WITH THE HIGHER EDUCATION DISTRICT REQUIREMENTS OF THE CITY ZONING ORDINANCES IN EFFECT AS OF THE DATE OF APPROVAL OF THE CONCEPT PLAN.
2. SUBJECT PROPERTY LIES WITHIN ZONE "X" (AREAS DETERMINED TO BE OUTSIDE 500-YEAR FLOODPLAIN), SHADED ZONE "X" (AREAS OF 0.2% ANNUAL CHANCE FLOOD, AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE) AND ZONE "AE" (AREAS WITH BASE FLOOD ELEVATIONS DETERMINED) AS INDICATED ON FLOOD MAP 29189C0189K, EFFECTIVE DATE OF FEBRUARY 4, 2015.
3. BOUNDARY BY FRAZIER LAND SURVEYING SERVICES, INC. TOPOGRAHIC INFORMATION SHOWN VIA RECORD INFORMATION AND FIELD SURVEY.
4. ALL EXISTING STRUCTURES AND PAVEMENTS THAT ARE TO BE REMOVED FROM THE SITE SHALL BE INDICATED ON CONSTRUCTION DOCUMENTS.
5. GRADING AND DRAINAGE PER CITY OF CREVE COEUR, ST. LOUIS CO., AND M.S.D. STANDARDS AND SPECIFICATIONS.
6. NO SLOPES SHALL EXCEED 3:1 FOR EARTH SLOPES. STEEPER SLOPES SHALL BE QUALIFIED BY PROFESSIONAL GEOTECHNICAL ENGINEER.
7. ALL EASEMENTS AND UNDERGROUND UTILITIES NOT SHOWN FOR CLARITY.



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CONTACT:
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PREPARED BY:
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e-mail: general@stockassoc.com
Web: www.stockassoc.com
STOCK & ASSOCIATES Consulting Engineers, Inc.

SITE CONCEPT PLAN FOR:
MISSOURI BAPTIST UNIVERSITY
ONE COLLEGE PARK DRIVE
CREVE COEUR, MISSOURI

STATE OF MISSOURI
GEORGE MICHAEL STOCK
NUMBER PE-25116
PROFESSIONAL ENGINEER
12/15/17
GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY NUMBER: 000996

REVISIONS:

DRAWN BY: J.E.B.	CHECKED BY: G.M.S.
DATE: 12/15/17	JOB NO: 214-5380.4
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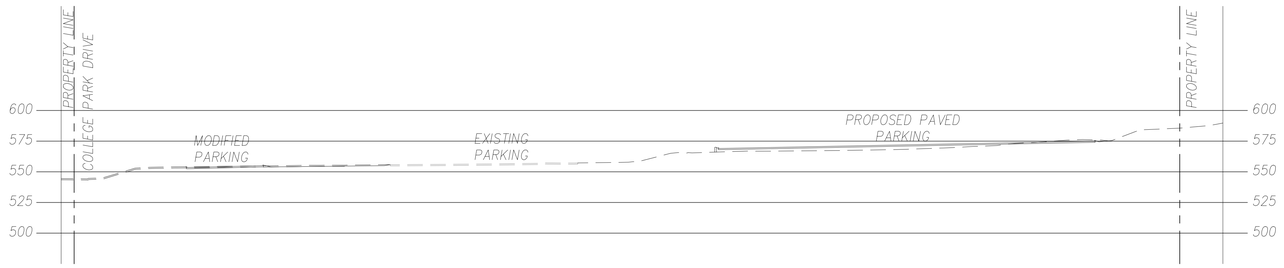
M.D.N.R. #: MO-00	

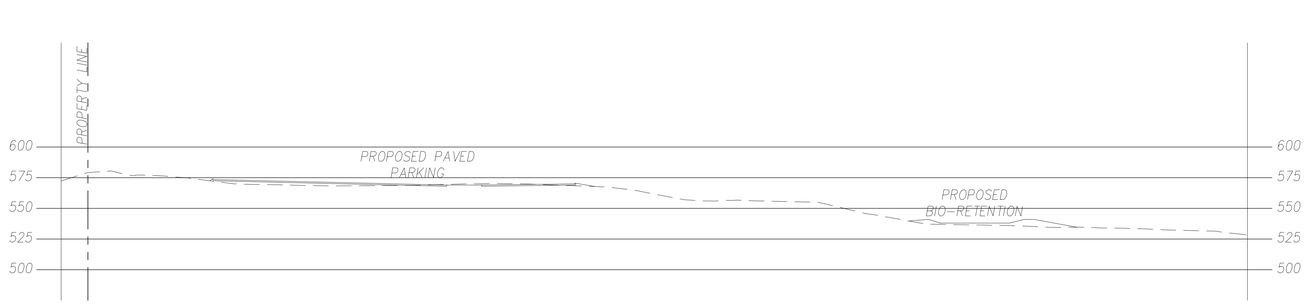
SHEET TITLE: SITE CONCEPT PLAN

SHEET NO.: 2

Attachment: Site Concept Plans (#18-001.MBU Phase II Parking and Boundary Adjustment)



SECTION A-A
HORIZONTAL SCALE: 1" = 50'
VERTICAL SCALE: 1" = 50'



SECTION B-B
HORIZONTAL SCALE: 1" = 50'
VERTICAL SCALE: 1" = 50'

PREPARED BY:
STOCK & ASSOCIATES
Consulting Engineers, Inc.
257 Chesterfield Business Parkway
St. Louis, MO. 63005 PH: (636) 530-9100 FAX: (636) 530-9130
e-mail: general@stockassoc.com
Web: www.stockassoc.com

SITE CONCEPT PLAN FOR:

MISSOURI BAPTIST UNIVERSITY

ONE COLLEGE PARK DRIVE
CREVE COEUR, MISSOURI

Attachment: Site Concept Plans (#18-001.MBU Phase II Parking and Boundary Adjustment)

STATE OF MISSOURI
GEORGE MICHAEL STOCK
NUMBER PE-25116
PROFESSIONAL ENGINEER

12/15/17

GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY
NUMBER: 000996

REVISIONS:

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DATE: 12/15/17	JOB NO: 214-5380.4
M.S.D. P. #: –	BASE MAP #: 19-O
S.L.C. H&T #: –	H&T S.U.P. #: –
M.D.N.R. #: MO-00	

SHEET TITLE:
SITE SECTIONS

SHEET NO.:
3

Plotted: 15 Dec 17 - 10:41am By: PORTRAIT
Xrefs: C:\Drawings\2018\Missouri Baptist University\Site Plans\CONCEPT PLANS\SECTIONS.dwg, LAYOUT: SECTIONS PLOTTED: Dec 15, 2017 - 10:41am, PLOTTED BY: pmclaren

SITE DEVELOPMENT PLAN FOR

MISSOURI BAPTIST UNIVERSITY

ALL OF ADJUSTED LOT 2 OF MISSOURI BAPTIST UNIVERSITY BOUNDARY ADJUSTMENT PLAT RECORDED IN PLAT BOOK 362 AT PAGE 540-541 BEING A TRACT OF LAND BEING ALL OF LOT 1 OF THE RESUBDIVISION OF LOT 7 OF THE SUBDIVISION OF SECTION 16, PLAT BOOK 244 AT PAGE 28, PART OF THE LOT 1 OF 'COLLEGE WOODS ESTATES', PLAT BOOK 298, PAGE 35, AND PART OF THE NORTH HALF OF SECTION 16, TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN, CITY OF CREVE COEUR AND CITY OF TOWN AND COUNTRY, ST. LOUIS COUNTY, MISSOURI

RE-ADJUSTED LOT 2

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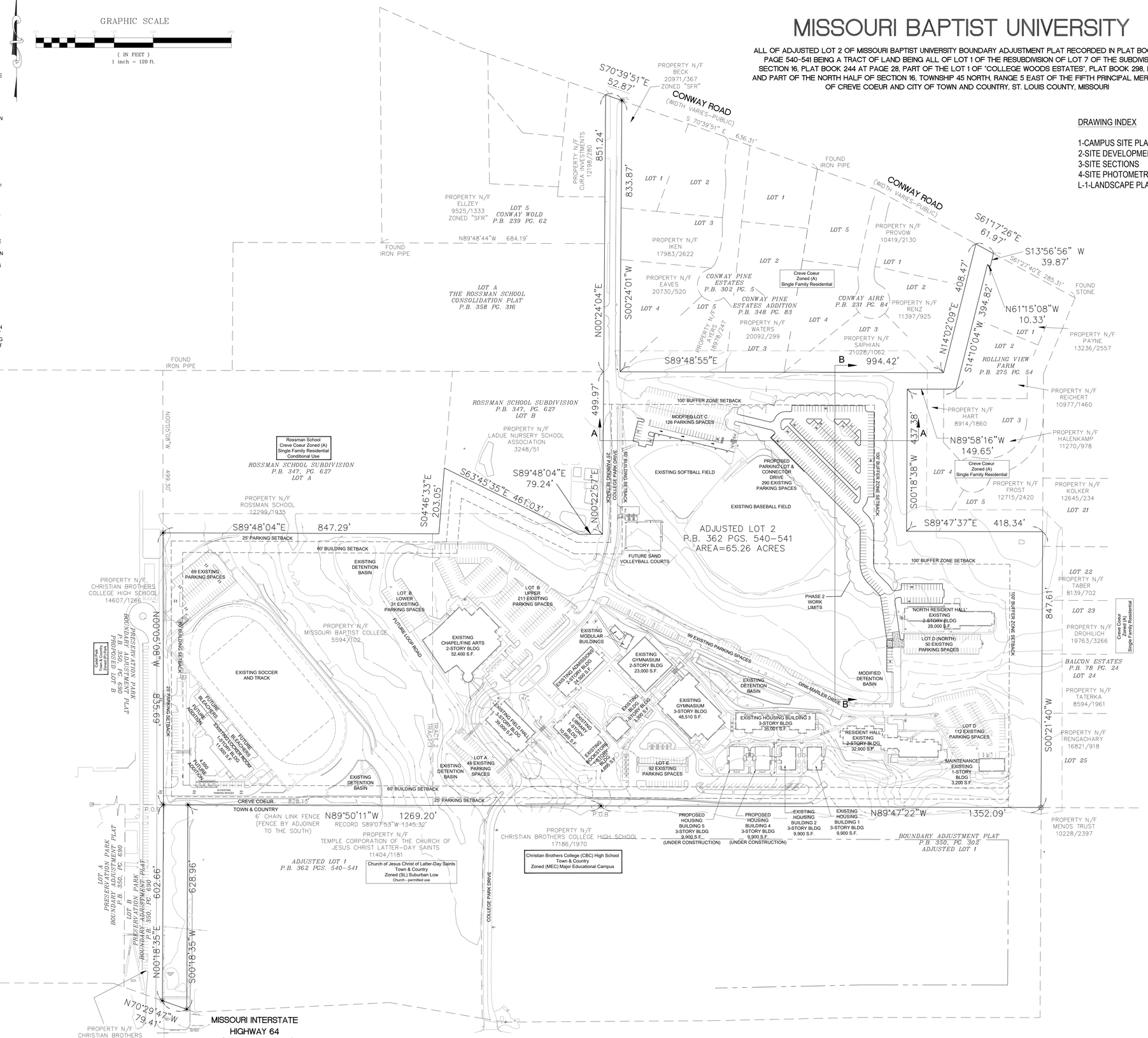
(IN FEET)
1 inch = 120 ft.

LOCATION MAP
(NOT TO SCALE)



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SR. VICE PRESIDENT, BUSINESS AFFAIRS
PHONE: 314-392-2356
EMAIL: revenaug@mobap.edu

DRAWING INDEX

1-CAMPUS SITE PLAN
2-SITE DEVELOPMENT PLAN
3-SITE SECTIONS
4-SITE PHOTOMETRICS
L-1-LANDSCAPE PLAN

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SITE DEVELOPMENT PLAN FOR:
MISSOURI BAPTIST UNIVERSITY
ONE COLLEGE PARK DRIVE
CREVE COEUR, MISSOURI

STATE OF MISSOURI
GEORGE MICHAEL STOCK
NUMBER PE-25116
PROFESSIONAL ENGINEER
12/15/17

GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY
NUMBER: 000996

REVISIONS:

DRAWN BY: J.E.B.	CHECKED BY: G.M.S.
DATE: 12/15/17	JOB NO: 214-5380.5
M.S.D. P #: P-XXXX-XX	BASE MAP #: 190
S.L.C. H&T #: N/A	H&T S.U.P. #: N/A
M.D.N.R. #: MO-XXXXXXX	

SHEET TITLE:
CAMPUS SITE PLAN

SHEET NO.:
1

Attachment: Site Development Plans (#18-001.MBU Phase II Parking and Boundary Adjustment)

RE-ADJUSTED LOT 2

A TRACT OF LAND BEING ALL OF ADJUSTED LOT 2 OF THE "MISSOURI BAPTIST UNIVERSITY BOUNDARY ADJUSTMENT PLAT", ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 298, PAGE 35, AND PART OF LOT "B" OF "ROSSMAN SCHOOL SUBDIVISION", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 347, PAGE 627AND PART OF THE NORTH HALF OF SECTION 16, TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN, CITY OF CREVE COEUR AND CITY OF TOWN AND COUNTRY, ST. LOUIS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 1 OF COLLEGE WOODS ESTATES; THENCE ALONG THE EAST LINE OF LOT 9 OF PRESERVATION PARK BOUNDARY ADJUSTMENT PLAT, A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 350, PAGE 690 OF THE ST. LOUIS COUNTY RECORDS, NORTH 00 DEGREES 05 MINUTES 08 SECONDS WEST 835.69 FEET TO A POINT ON THE SOUTH LINE OF "ROSSMAN SCHOOL SUBDIVISION", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 347, PAGE 627 OF SAID RECORDS; THENCE ALONG THE SOUTH LINE OF SAID "ROSSMAN SCHOOL SUBDIVISION, SOUTH 89 DEGREES 48 MINUTES 04 SECONDS EAST 847.29 FEET TO THE SOUTHWEST CORNER OF LOT "B" OF SAID "ROSSMAN SCHOOL SUBDIVISION"; THENCE ALONG THE WEST LINE OF SAID LOT "B" NORTH 04 DEGREES 46 MINUTES 33 SECONDS EAST, 203.05 FEET TO A POINT; THENCE LEAVING SAID WEST LINE SOUTH 63 DEGREES 45 MINUTES 35 SECONDS EAST, 461.03 FEET TO A POINT ON THE SOUTH LINE OF THE AFORESAID LOT "B"; THENCE ALONG SAID SOUTH LINE SOUTH 89 DEGREES 48 MINUTES 04 SECONDS EAST, 72.94 FEET TO THE SOUTHEAST CORNER OF SAID "ROSSMAN SCHOOL SUBDIVISION"; THENCE ALONG THE EAST LINE OF SAID "ROSSMAN SCHOOL SUBDIVISION", NORTH 00 DEGREES 22 MINUTES 57 SECONDS EAST 499.97 FEET TO A POINT AT THE SOUTHEAST CORNER OF LOT A OF "THE ROSSMAN SCHOOL CONSOLIDATION PLAT", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 358, PAGE 316 OF SAID RECORDS; THENCE ALONG THE EAST LINE OF SAID LOT "A", THE EAST LINE OF LOT 5 OF "CONWAY WOLD", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 239, PAGE 62 OF SAID RECORDS AND THE EAST LINE OF PROPERTY CONVEYED TO CURA INVESTMENTS ACCORDING TO THE DEED RECORD IN BOOK 12198, PAGE 280 OF SAID RECORDS, NORTH 00 DEGREES 24 MINUTES 04 SECONDS EAST 851.24 FEET TO A POINT ON THE SOUTH LINE OF CONWAY ROAD; THENCE ALONG THE SOUTH LINE OF CONWAY ROAD SOUTH 70 DEGREES 39 MINUTES 51 SECONDS EAST 52.87 FEET TO A POINT ON THE WEST LINE OF "CONWAY PINE ESTATES", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 302, PAGE 5 OF SAID RECORDS; THENCE ALONG THE WEST LINE OF SAID "CONWAY PINE ESTATES", SOUTH 00 DEGREES 24 MINUTES 01 SECONDS WEST 833.87 FEET TO A POINT AT THE SOUTHEAST CORNER OF SAID "CONWAY PINE ESTATES"; THENCE ALONG THE SOUTH LINE OF SAID "CONWAY PINE ESTATES", THE SOUTH LINE OF "CONWAY PINE ESTATES ADDITION", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT 800K 348, PAGE 83 OF SAID RECORDS AND THE SOUTH LINE OF "CONWAY AIRE" A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 231, PAGE 84 OF SAID RECORDS, SOUTH 89 DEGREES 48 MINUTES 55 SECONDS EAST 994.42 FEET TO A POINT AT THE SOUTHEAST CORNER OF SAID "CONWAY AIRE"; THENCE ALONG THE EAST LINE OF SAID "CONWAY AIRE", NORTH 14 DEGREES 02 MINUTES 09 SECONDS EAST 408.47 FEET TO A POINT ON THE SOUTH LINE OF CONWAY ROAD; THENCE ALONG THE SOUTH LINE OF CONWAY ROAD, SOUTH 61 DEGREES 17 MINUTES 26 SECONDS EAST 61.97 FEET TO A POINT ON THE WEST LINE OF "ROLLING VIEW FARM", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 275, PAGE 54 OF SAID RECORDS; THENCE ALONG THE EASTERN LINE OF SAID "ROLLING VIEW FARM" THE FOLLOWING COURSES AND DISTANCES: SOUTH 13 DEGREES 56 MINUTES 56 SECONDS WEST 39.87 FEET TO A POINT; THENCE NORTH 61 DEGREES 15 MINUTES 08 SECONDS WEST 10.33 FEET TO A POINT; THENCE SOUTH 14 DEGREES 10 MINUTES 04 SECONDS EAST 394.82 FEET TO A POINT; THENCE NORTH 89 DEGREES 58 MINUTES 16 SECONDS WEST 149.65 FEET TO A POINT; THENCE SOUTH 00 DEGREES 18 MINUTES 38 SECONDS WEST 437.38 FEET TO A POINT ON THE SOUTH LINE OF SAID "ROLLING VIEW FARM"; THENCE ALONG THE SOUTH LINE OF SAID "ROLLING VIEW FARM", SOUTH 89 DEGREES 47 MINUTES 37 SECONDS EAST 418.34 FEET TO A POINT ON THE WEST LINE OF "BALCON ESTATES", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 78, PAGE 24 OF SAID RECORDS; THENCE ALONG THE EAST LINE OF SAID "BALCON ESTATES", SOUTH 00 DEGREES 21 MINUTES 40 SECONDS WEST 847.61 FEET TO A POINT ON THE NORTH LINE OF ADJUSTED LOT "A" OF "THE BOUNDARY ADJUSTMENT PLAT", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 350, PAGE 302 OF SAID RECORDS; THENCE ALONG THE NORTH LINE OF SAID ADJUSTED LOT "A", NORTH 89 DEGREES 47 MINUTES 22 SECONDS WEST 1352.09 FEET TO A POINT; THENCE CONTINUING ALONG SAID NORTH LINE, NORTH 89 DEGREES 50 MINUTES 11 SECONDS WEST 1269.20 FEET TO A POINT ON THE EAST LINE OF A 75 FEET WIDE STRIP OF LAND DESCRIBED IN BOOK 8780, PAGE 1743 OF SAID RECORDS; THENCE ALONG THE EAST LINE OF SAID 75 FEET WIDE STRIP OF LAND, SOUTH 00 DEGREES 18 MINUTES 35 SECONDS WEST 628.96 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF MISSOURI INTERSTATE HIGHWAY 64; THENCE ALONG THE NORTH RIGHT OF WAY LINE OF MISSOURI INTERSTATE HIGHWAY 64, NORTH 70 DEGREES 29 MINUTES 47 SECONDS WEST 79.41 FEET TO A POINT ON THE EAST LINE OF THE AFORESAID LOT "B" OF "PRESERVATION PARK BOUNDARY ADJUSTMENT PLAT", THENCE ALONG WEST LINE OF SAID LOT "6", NORTH 00 DEGREES 18 MINUTES 35 SECONDS EAST 602.66 FEET TO THE POINT OF BEGINNING AND CONTAINING 66.260 ACRES MORE OR LESS.

ABBREVIATIONS

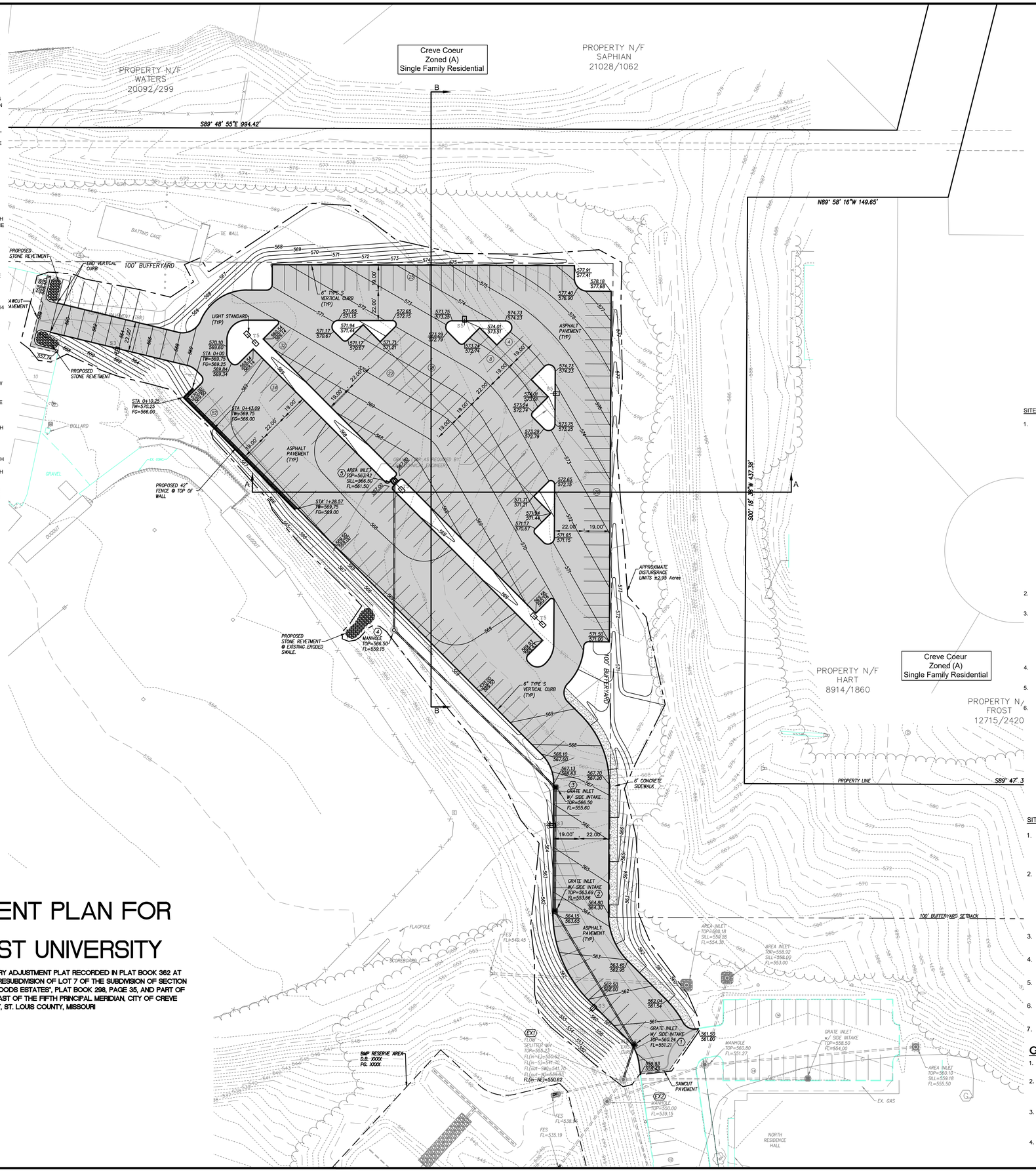
C.O.	– CLEANOUT
DB.	– DEED BOOK
E	– ELECTRIC
FL	– FLOWLINE
FT	– FEET
FND.	– FOUND
G	– GAS
M.H.	– MANHOLE
N/F	– NOW OR FORMERLY
PB.	– PLAT BOOK
PG.	– PAGE
P.O.B.	– POINT OF BEGINNING
P.O.C.	– POINT OF COMMENCEMENT
P.V.C.	– POLYVINYL CHLORIDE PIPE
R.C.P.	– REINFORCED CONCRETE PIPE
SQ.	– SQUARE
T	– TELEPHONE CABLE
V.C.P.	– VETRIFIED CLAY PIPE
W	– WATER

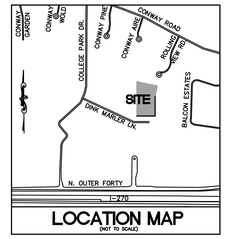
LEGEND

- BENCH MARK
- FOUND IRON ROD
- FOUND IRON PIPE
- RIGHT OF WAY MARKER
- UTILITY POLE / SUPPORT POLE
- UTILITY POLE WITH LIGHT
- LIGHT STANDARD
- ELECTRIC METER
- ELECTRIC MANHOLE
- ELECTRIC PEDESTAL
- ELECTRIC SPLICE BOX
- GAS DRIP
- GAS METER
- GAS VALVE
- TELEPHONE MANHOLE
- TELEPHONE PEDESTAL
- TELEPHONE SPLICE BOX
- CABLE TV PEDESTAL
- FIRE HYDRANT
- FIRE DEPARTMENT CONNECTION
- WATER MANHOLE
- WATER METER
- WATER VALVE
- POST INDICATOR VALVE
- CLEAN OUT
- STORM MANHOLE
- GRATED MANHOLE
- STORMWATER INLET
- GRATED STORMWATER INLET
- SANITARY MANHOLE
- TREE
- BUSH
- TRAFFIC SIGNAL
- PARKING METER
- STREET SIGN
- SPRINKLER
- MAIL BOX

SITE DEVELOPMENT PLAN FOR MISSOURI BAPTIST UNIVERSITY

ALL OF ADJUSTED LOT 2 OF MISSOURI BAPTIST UNIVERSITY BOUNDARY ADJUSTMENT PLAT RECORDED IN PLAT BOOK 362 AT PAGE 540-541 BEING A TRACT OF LAND BEING ALL OF LOT 1 OF THE RESUBDIVISION OF LOT 7 OF THE SUBDIVISION OF SECTION 16, PLAT BOOK 244 AT PAGE 28, PART OF THE LOT 1 OF "COLLEGE WOODS ESTATES", PLAT BOOK 298, PAGE 35, AND PART OF THE NORTH HALF OF SECTION 16, TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN, CITY OF CREVE COEUR AND CITY OF TOWN AND COUNTRY, ST. LOUIS COUNTY, MISSOURI





LOCATION MAP
(NOT TO SCALE)

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

ST. LOUIS COUNTY BENCHMARK

BENCHMARK# 13–373
NGVD29 Elev = 580.07
Cut "L" at the easternmost of two angle points in the back edge of sidewalk behind the handicap ramp in the pavement rounding east of Conway Aire Drive and south of Conway Road; roughly 28 feet east of the centerline of Conway Aire Drive and 28 feet south of the centerline of Conway Road.

SITE INFORMATION:

1. BUILDING CALCULATIONS:

EX. MAINTENICE BLDG.	=	3,200 S.F.
EX. PHILLSBURY HUFF HALL	=	32,900 S.F.
NORTH RESIDENCE HALL	=	28,000 S.F.
EX. HOUSING BLDG. 1	=	9,900 S.F.
EX. HOUSING BLDG. 2	=	9,900 S.F.
EX. HOUSING BLDG. 3	=	35,001 S.F.
EX. HOUSING BLDG. 4	=	9,900 S.F. (UNDER CONSTRUCTION)
EX. HOUSING BLDG. 5	=	9,900 S.F. (UNDER CONSTRUCTION)
EX. GYMNASIUM	=	48,510 S.F.
EX. GYMNASIUM	=	23,000 S.F.
EX. THE PERK	=	3,300 S.F.
EX. BOOKSTORE	=	4,695 S.F.
EX. LIBRARY	=	10,665 S.F.
EX. ADMINISTRATION BLDG.	=	24,500 S.F.
EX. FIELD HALL =	=	39,000 S.F.
EX. CHAPEL/FINE ARTS	=	52,400 S.F.
EX. LOCKER ROOM	=	11,500 S.F.
FUTURE 2 STOREY ELEVATOR ADD.	=	460 S.F.
FUTURE 1 STORY VESTIBULE	=	250 S.F.
FUTURE 2 STORY LIBRARY ADD.	=	16,000 S.F.
FUTURE LOCKER ROOM ADD.	=	4,550 S.F.
FUTURE CHAPEL/FINE ARTS ADD.	=	45,000 S.F.
TOTAL	=	422,531 S.F.

2. PROPOSED F.A.R. = 0.15
   ALLOWABLE F.A.R. = 0.25

3. SITE COVERAGE:

BUILDING AREA	=	206,000 s.f.
DRIVES/PARKING/LOADING	=	543,072 s.f.
TRACK	=	67,214 s.f.
TOTAL	=	816,286 s.f./(65.26 Ac. * 43,560 s.f.) = 28.7%
ALLOWABLE COVERAGE	=	50%

4. RESIDENTIAL DENSITY = 1.35 UNITS/ACRE
   ALLOWABLE RESIDENTIAL DENSITY = 3 UNITS/ACRE

5. EXISTING PARKING = 881 SPACES (INCLUDING 33 ADA SPACES)
   PROPOSED PARKING = 1,099 SPACES (INCLUDING 36 ADA SPACES)

6. PERTINANT DATA:

SITE ACREAGE	=	65.26 AC.
OWNER	=	MISSOURI BAPTIST COLLEGE OF ST. LOUIS
LOCATOR No.	=	19O410160
ZONING	=	"HE" HIGHER EDUCATION DISTRICT
FIRE DISTRICT	=	CREVE COEUR FIRE DISTRICT
SCHOOL DISTRICT	=	PARKWAY SCHOOL DISTRICT
SEWER DISTRICT	=	METROPOLITAN ST. LOUIS SEWER DISTRICT
WATER SERVICE	=	MISSOURI AMERICAN WATER CO
GAS SERVICE	=	LACLEDE GAS CO
ELECTRIC SERVICE	=	AMEREN UE ELECTRIC
PHONE SERVICE	=	AT&T
STREET ADDRESS	=	1 COLLEGE PARK DRIVE
ZIP CODE	=	63141
WUNNENBURG MAP	=	PG. 23, GRID 20X

SITE DEVELOPMENT PLAN NOTES:

1. UNLESS OTHERWISE NOTED ON THE CONCEPT PLAN THE DEVELOPMENT SHALL BE IN ACCORDANCE WITH THE HIGHER EDUCATION DISTRICT REQUIREMENTS OF THE CITY ZONING ORDINANCES IN EFFECT AS OF THE DATE OF APPROVAL OF THE CONCEPT PLAN.
2. SUBJECT PROPERTY LIES WITHIN ZONE "X" (AREAS DETERMINED TO BE OUTSIDE 500-YEAR FLOODPLAIN), SHADED ZONE "X" (AREAS OF 0.2% ANNUAL CHANCE FLOOD, AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE) AND ZONE "AE" (AREAS WITH BASE FLOOD ELEVATIONS DETERMINED) AS INDICATED ON FLOOD MAP 29189C0189K, EFFECTIVE DATE OF FEBRUARY 4, 2015.
3. BOUNDARY BY FRAZIER LAND SURVEYING SERVICES, INC. TOPOGRAPHIC INFORMATION SHOWN VIA RECORD INFORMATION AND FIELD SURVEY.
4. ALL EXISTING STRUCTURES AND PAVEMENTS THAT ARE TO BE REMOVED FROM THE SITE SHALL BE INDICATED ON CONSTRUCTION DOCUMENTS.
5. GRADING AND DRAINAGE PER CITY OF CREVE COEUR, ST. LOUIS CO., AND M.S.D. STANDARDS AND SPECIFICATIONS.
6. NO SLOPES SHALL EXCEED 3:1 FOR EARTH SLOPES. STEEPER SLOPES SHALL BE QUALIFIED BY PROFESSIONAL GEOTECHNICAL ENGINEER.
7. ALL EASEMENTS AND UNDERGROUND UTILITIES NOT SHOWN FOR CLARITY.

GENERAL NOTES

1. EXISTING BOUNDARY AND TOPO INFORMATION BY STOCK & ASSOCIATES CONSULTING ENGINEER, INC.
2. EXISTING UTILITIES SHOWN FROM AVAILABLE RECORD MAPS. EXTENTS AND LOCATIONS OF EXISTING UTILITIES SUBJECT TO FIELD MARKING AND SURVEY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE UTILITY LOCATIONS AND THE EXISTENCE OF ANY NOT SHOWN.
3. THIS PLAN IS SUBJECT TO ALL LOCAL, STATE AND FEDERAL REGULATIONS. THERE HAS BEEN NO WETLAND DELINEATION, GEOTECHNICAL OR ENVIRONMENTAL DATA PROVIDED TO THIS ENGINEER PRIOR TO DESIGNING THIS PLAN.
4. THIS PLAN IS FOR THE EXCLUSIVE USE OF MISSOURI BAPTIST UNIVERSITY. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION BUT RATHER FOR CONCEPT AND QUANTITY TAKE–OFFS. NO UTILITY RESEARCH OR COORDINATION HAS BEEN PERFORMED BY STOCK & ASSOCIATES.

PREPARED BY:
STOCK & ASSOCIATES
Consulting Engineers, Inc.
257 Chesterfield Business Parkway
St. Louis, MO. 63005 PH. (636) 530-9100 FAX (636) 530-9130
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CREVE COEUR, MISSOURI

STATE OF MISSOURI
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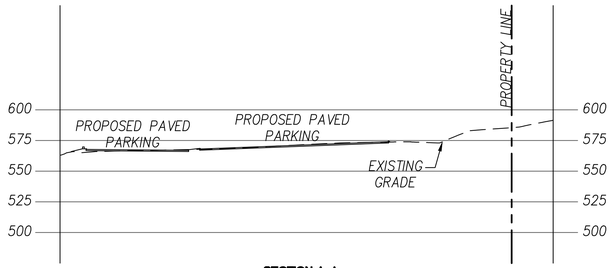
DRAWN BY: J.E.B.	CHECKED BY: G.M.S.
DATE: 12/15/17	JOB NO: 214-5380.5
M.S.D. P #: P-XXXXX-XX	BASE MAP #: 190
S.L.C. H&T #: N/A	H&T S.U.P. #: N/A
M.D.N.R. #: MO-XXXXXXX	

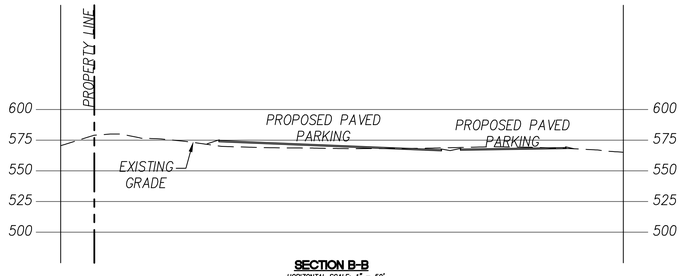
SHEET TITLE:
SITE DEVELOPMENT PLAN

SHEET NO.:
2

Attachment: Site Development Plans (#18-001.MBU Phase II Parking and Boundary Adjustment)



SECTION A-A
HORIZONTAL SCALE: 1" = 50'
VERTICAL SCALE: 1" = 50'



SECTION B-B
HORIZONTAL SCALE: 1" = 50'
VERTICAL SCALE: 1" = 50'

PREPARED BY:
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Consulting Engineers, Inc.
257 Chesterfield Business Parkway
St. Louis, MO 63005 PH. (636) 530-9100 FAX (636) 530-9130
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M.D.N.R. #: MO-XXXXXXX	

SHEET TITLE:
SITE SECTIONS

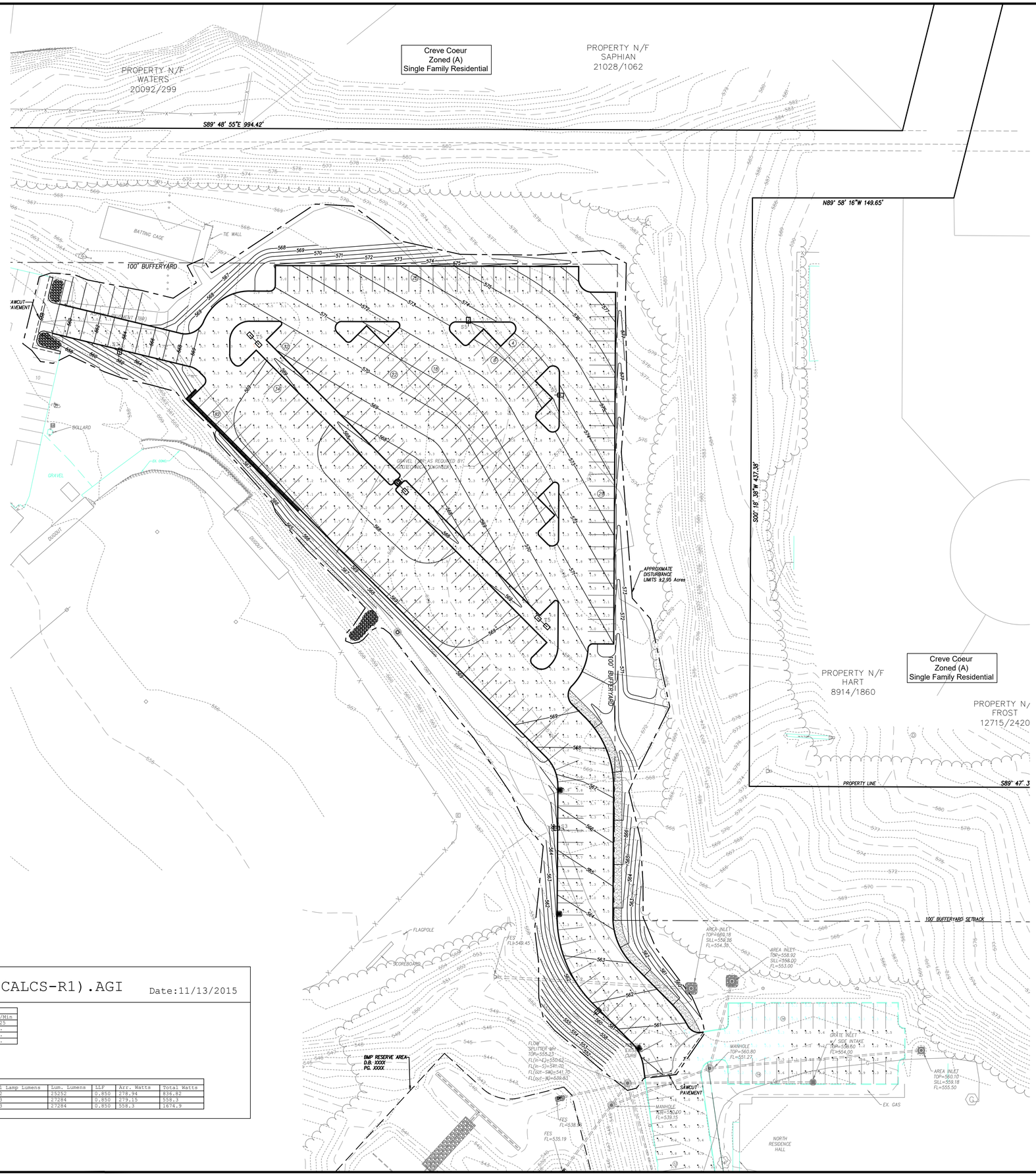
SHEET NO.:
3

Attachment: Site Development Plans (#18-001.MBU Phase II Parking and Boundary Adjustment)

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.



Filename: MBU SITE LIGHTING (P-L CALCS-R1).AGI Date:11/13/2015

Luikart-Eason-Calcaterra & Co.
11088 Millpark Dr. Ste. 120
Maryland Heights, Mo. 63043
314-298-7500 - www.lecltg.com

Calculation Summary						
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
CORNER PARKING LOT & DRIVE	Fc	2.14	11.7	0.4	5.35	29.25
EAST	Fc	0.01	0.1	0.0	N.A.	N.A.
NORTH LOWER	Fc	0.00	0.0	0.0	N.A.	N.A.
NORTH UPPER	Fc	0.00	0.1	0.0	N.A.	N.A.

Luminaire Schedule								
Symbol	Qty	Label	Description	Total Lamp Lumens	Lum. Lumens	LLF	Arr. Watts	Total Watts
	3	S3	VP-L-96NB-280-5K-T3 (24 FT AFG)	25252	25252	0.850	278.94	836.82
	2	S5	VP-L-96NB-280-5K-T5W (24 FT AFG)	27283	27284	0.850	279.15	558.3
	3	T5	TWIN VP-L-96NB-280-5K-T5W (24 FT AFG)	27283	27284	0.850	558.3	1674.9

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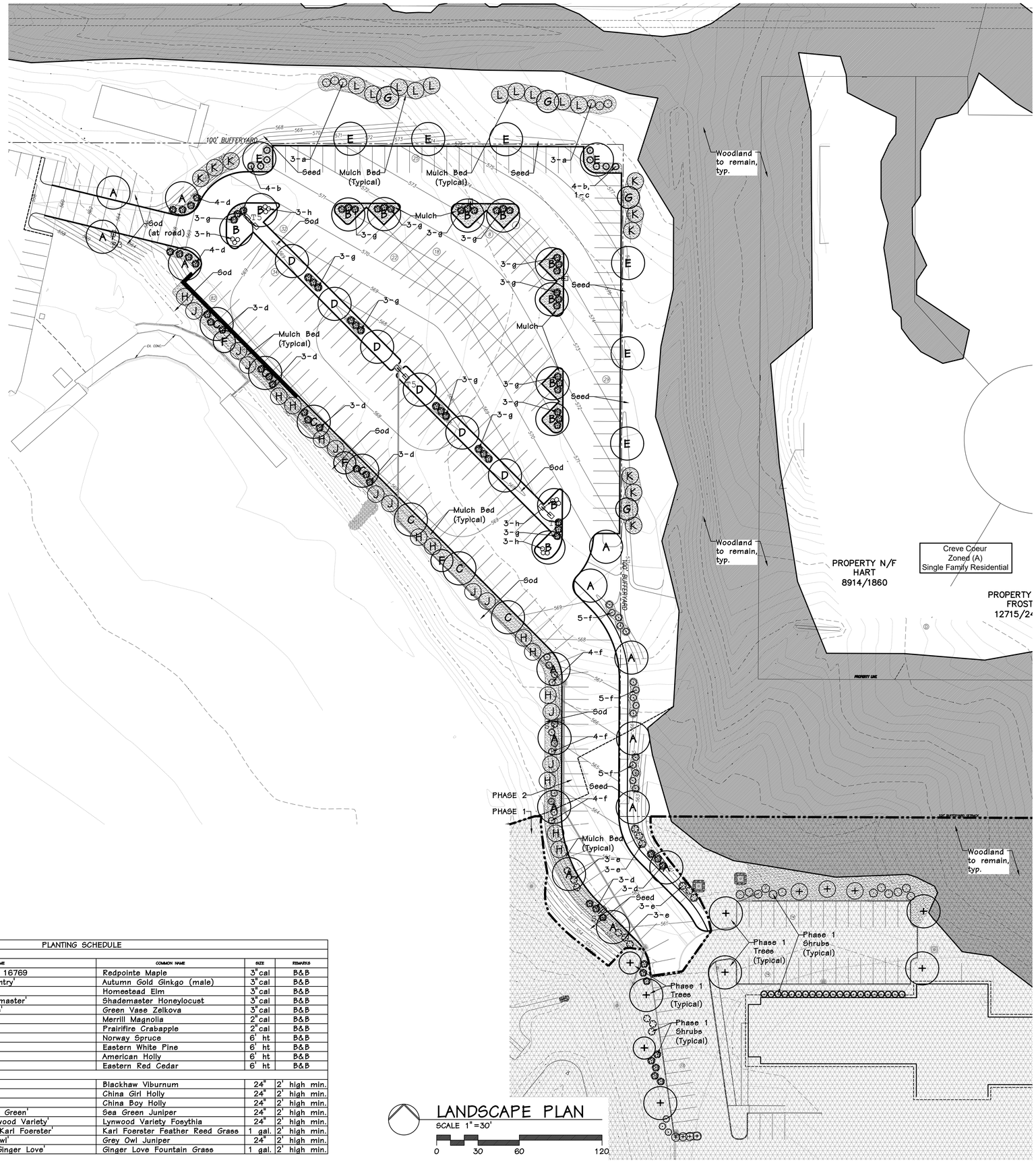
SHEET TITLE:
SITE PHOTOMETRICS

SHEET NO.:
4

Attachment: Site Development Plans (#18-001.MBU Phase II Parking and Boundary Adjustment)



LANDSCAPE PLAN
SCALE 1"=30'
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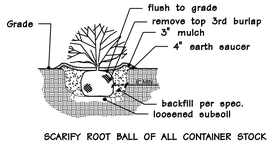
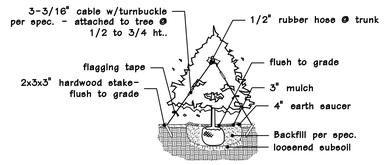
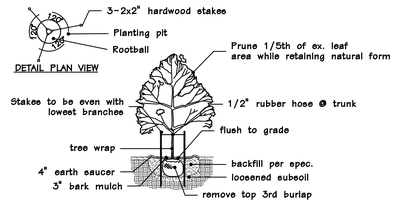


SCARIFY ROOT BALL OF ALL CONTAINER STOCK

TYPICAL SHRUB PLANTING



TYPICAL EVERGREEN PLANTING



CANOPY TREE PLANTING

KEY

Phase I Area

Existing Woodland To Remain

Notes:

1. Sod to be Latitude Bermuda sod
2. Seed to be turf-type Fescue

PLANTING SCHEDULE

SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
TREES					
A	15	Acer rubrum 'Frank Jr.' PP 16769	Redpointe Maple	3"cal	B&B
B	12	Ginkgo biloba 'Princeton Sentry'	Autumn Gold Ginkgo (male)	3"cal	B&B
C	7	Ulmus 'Homestead'	Homestead Elm	3"cal	B&B
D	6	Gleditsia triacanthos 'Shademaster'	Shademaster Honeylocust	3"cal	B&B
E	8	Zelkova serrata 'Green Vase'	Green Vase Zelkova	3"cal	B&B
F	3	Magnolia x loebneri 'Merrill'	Merrill Magnolia	2"cal	B&B
G	4	Malus 'Prairifire'	Prairifire Crabapple	2"cal	B&B
H	12	Picea abies	Norway Spruce	6' ht	B&B
J	10	Pinus strobus	Eastern White Pine	6' ht	B&B
K	9	Ilex opaca	American Holly	6' ht	B&B
L	10	Juniperus virginiana	Eastern Red Cedar	6' ht	B&B
SHRUBS AND LARGE GRASSES					
a	6	Viburnum prunifolium	Blackhaw Viburnum	24"	2' high min.
b	8	Ilex 'Mesog' China Girl	China Girl Holly	24"	2' high min.
c	1	Ilex 'Mesdob' China Boy	China Boy Holly	24"	2' high min.
d	26	Juniperus x pfitzeriana 'Sea Green'	Sea Green Juniper	24"	2' high min.
e	12	Forsythia x intermedia 'Lynwood Variety'	Lynwood Variety Fosythia	24"	2' high min.
f	27	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	1 gal.	2' high min.
g	42	Juniperus virginiana 'Grey Owl'	Grey Owl Juniper	24"	2' high min.
h	12	Pennisetum alopecuroides 'Ginger Love'	Ginger Love Fountain Grass	1 gal.	2' high min.

STATE OF MISSOURI
JERALD A. SAUNDERS
NUMBER
LA-7
LANDSCAPE ARCHITECT

Jerald Saunders - Landscape Architect
MO License # LA-007
11/16/17

Consultants:

Missouri Baptist University
Ball Field Parking

One College Park Drive - Creve Coeur, Missouri

Revisions:

Date	Description	No.

Drawn: KP
Checked: RS

loomisAssociates

landscapeArchitectsIplanners
707 Spirit 40 Park Drive, Suite 155
Chesterfield, Missouri 63005-1194
(636) 519-8668 Fax (636) 519-0797
e-mail: lai@loomis-associates.com

Loomis Associates Inc.
Missouri State Certificate of Authority #: LAC #000019

Sheet Title: Landscape Plan

Sheet No: L-1

Date: 11/16/17
Job #: 434.001

Attachment: Site Development Plans (#18-001.MBU Phase II Parking and Boundary Adjustment)

Metropolitan St. Louis
Sewer District

2350 Market Street
St. Louis, MO 63103
Phone 314.768.6200
www.stlmsd.com

APPROVAL DATE: 01/09/2018
MSD Reference No.: 17MSD-00118

Stock & Associates
Joshuah Barcus
257 Chesterfield Business Parkway
Chesterfield, MO 63005

PROJECT NAME: Missouri Baptist University - 1 College Park Dr. Phase 2 Pkg Lot Expansion

Site Address: 1 COLLEGE PARK DR CREVE COEUR 63141

Plans for the above referenced project have been approved. Please log into https://aca3.accela.com/STLMSD/ to view / download approved plans.
No MSD Permits are required.
NOTE:
1. THIS APPROVAL IS SUBJECT TO STATE HIGHWAY REGULATIONS AND U.S. ARMY CORPS OF ENGINNERS REQUIREMENTS WHERE APPLICABLE.
2. If MSD Permits are required, no occupancy permits are to be issued until MSD grants construction approval on this work.

John C. Grimm, P.E.
Program Manager - Development Review

CC: MSD Environmental Compliance

Attachment: MSDPlanApprovalLetter_20180109_095744 (#18-001.MBU Phase II Parking and Boundary Adjustment)

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

APPLICATION TO PLANNING AND ZONING COMMISSION #18-002: SITE CONCEPT PLAN AND SITE DEVELOPMENT PLAN APPROVAL FOR MERCY HOSPITAL FOR A 260,100 SQUARE FOOT OUTPATIENT CENTER AT 12120, 12130 CONWAY ROAD & 3011 BALLAS ROAD

FOR THE MEETING OF: February 5, 2018

LOCATION: 615 S. New Ballas. Zoned PH Planned Hospital District

REQUEST: George Stock, Stock and Associates Consulting Engineers, Inc, behalf of Mercy Health East Communities at 615 S. New Ballas Road, has submitted a request for a new site concept plan for the Mercy Campus and site development plan for a new 260,100 sq. ft. outpatient center located at 12120, 12130 Conway Road & 3011 Ballas Road.

ADDITIONAL INFORMATION: Site concept and site development plan approval by the Planning and Zoning Commission and the City Council is required for the total area comprised by the PH-Planned Hospital District for all proposed developments or revisions to existing site concept or site development plans within the District, as provided for in Section 405.1080. The Mercy Campus is located at the northwest and southwest corners of S. New Ballas Road and Conway Road, extending southward to Town and Country. The north campus area is 70.42 acres, and the area of the south campus within the City of Creve Coeur is approximately 9.95 acres. In January 17, 2017 the Boundary Adjustment was approved between the Hospital and the Temple Emanuel in anticipation of the redevelopment of this area. Additionally, a text amendment was approved by the City Council to clarify the buffer requirements when adjacent to residentially zoned institutions.

Key Issues:
- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request follow the Design Guidelines?

Creve Coeur 2030 Plan References
- Campus (CP) District

Zoning Code References
- Section 405.310 "PH" Planned Hospital District
- Section 405.1080: Site Concept, Site Development And Minor Site Plan Approval

APPLICANT: Catherine Grasso
Mercy Hospital – St. Louis
615 S. New Ballas Road
Creve Coeur, MO 63141

APPLICANT'S REPRESENTATIVE: George Stock
Stock & Assoc. Consulting Engineers, Inc.
257 Chesterfield Business Pkwy
Chesterfield, MO 63005

REPORT PREPARED BY: Jason Jaggi, AICP Director of Community Development; Whitney Kelly, AICP, City Planner

DATE: 2/2/2018

ATTACHMENTS: Applicant's Materials submitted January 22, 2017
Applicant's Traffic Impact Study and response to City's consultant review
City's Consulting Traffic Engineer Memo

PROPOSAL

Attachment: 18-002.Mercy Outpatient Builing, SCP and SDP.Staff Report.2-5-2018 (#18-002 Mercy South Campus Outpatient Center)

The Site Concept plan has been revised to include the Outpatient Center and the revisions to the access on the Town and Country side from S. New Ballas Road, and the relocation of the Ameren Substation. The access drive and the other areas that were indicated in the prior plan to be removed, will be completed with this Application, and those items that had been included as part of a future phase, but are no longer under consideration have been removed from the overall site concept plan. Future North Patient Pavilion and West Patient Pavilion are shown, along with the East Parking Garage Expansion along S. New Ball Road, but there are no plans to pursue those for the foreseeable future.

Figure 1: new Site Concept Plan for the Mercy Campus including the South campus areas, along with the Close-up of the area indicated in the prior plan of the pavement and building that had been designated for removal, and proposed future buildings in green.

Attachment: 18-002.Mercy Outpatient Builing, SCP and SDP.Staff Report.2-5-2018 (#18-002 Mercy South Campus Outpatient Center)

The site development plans for Phase I of the South Campus area include a 6 story Outpatient Services Building with a three level above grade and two levels below grade parking structure.

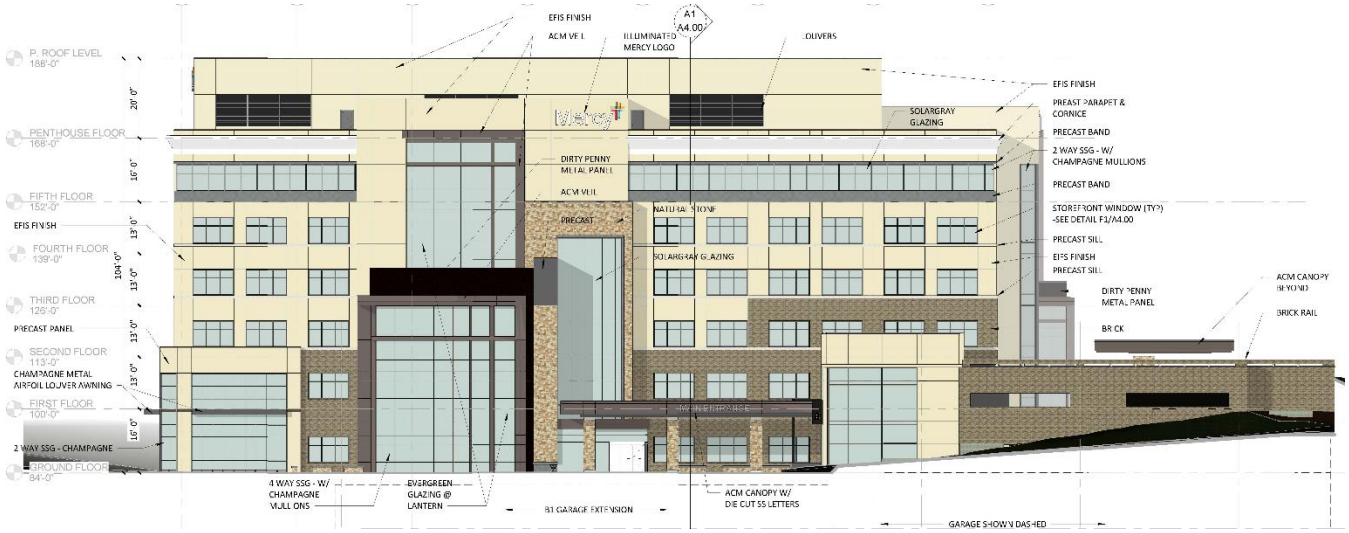


Figure 2: Proposed west elevation of the South Campus Outpatient building

The (averaged) percentage of materials used on all sides of the Outpatient Center include:

- Natural Stone – 4%
- Brick – 13%
- Precast Stone – 6%
- Glazing – 49%
- Precast Cornice & Trim – 2%
- Aluminum Composite – 5%
- Louvers – 2%
- EIFS – 18%

Figure 3: Proposed mix of materials for the building

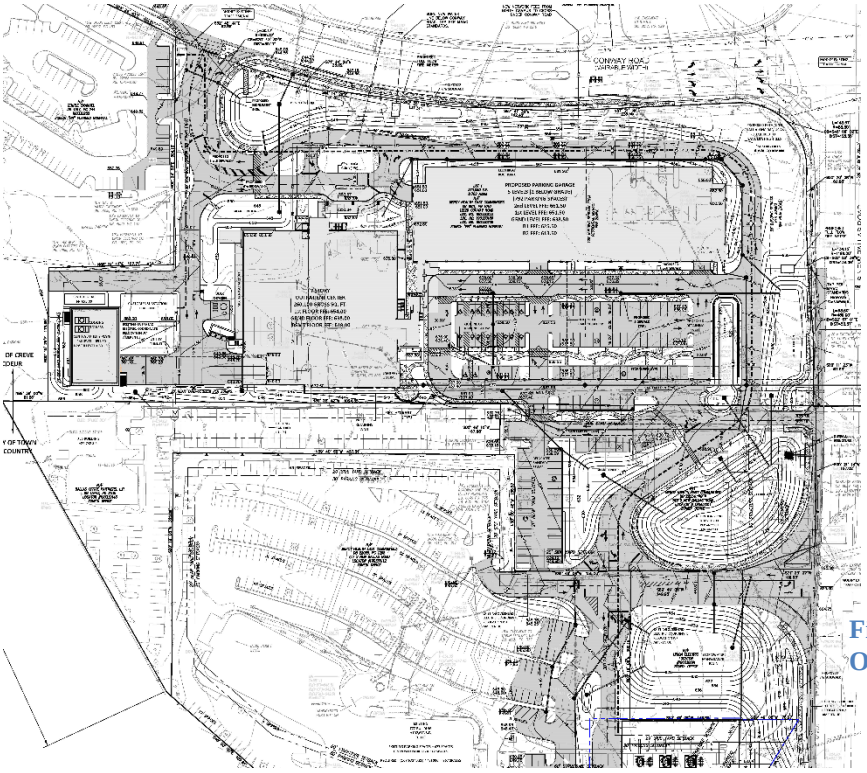


Figure 4: Applicant's Site Plan for new Outpatient Services Center

Attachment: 18-002.Mercy Outpatient Builing, SCP and SDP.Staff Report.2-5-2018 (#18-002 Mercy South Campus Outpatient Center)

LAND USE AND ZONING OF SURROUNDING PROPERTIES
The adjacent zoning and land uses are as follows:

Direction	Use	Zoning District	Separated by
North	Single-family residences	A Single-family Residential	N/A
South	Future Mercy South Campus Expansion	City of Town and Country	I-270/I-64
East	Single-family residences	Westwood Village residential	S. New Ballas Road
West	Temple Emanuel	A-Single Family Residential	NA

COMPREHENSIVE PLAN REVIEW
The Mercy Hospital is included in the Campus (CP) Place Type district that is intended for the development of large, multi-building office structures, institutional facilities, research buildings, educational, and healthcare facilities, deeply set back from site edges and surrounded by beautiful landscaped buffers. Campuses, by definition, consist of multiple primary buildings on a single site. Recommendations include Establish Primary Street and Secondary Street setbacks that are compatible with neighboring residential and commercial place type districts; setbacks should be developed separately for each civic and institutional place type, to reflect each place type articulated vision. Staff finds that the proposal meets with the recommendations of the Comprehensive Plan, with significant well-designed landscaping along the frontages.

DESIGN GUIDELINES ANALYSIS
Structures:
The City's Design Guidelines encourage interesting, articulated and high quality structures, that are designed with an architectural and urban scale compatible with the neighboring developments, and with primary building entrances that are clearly defined and provide a sense of entry, oriented to the street and provide protection from the elements, such as by means of recesses, roof overhangs, projecting canopies and other similar features. Further, materials are to be of good architectural character, where natural, traditional building materials are encouraged, and architectural consistency of colors, materials and detailing are to be provided between all building elevations. False or decorative façade treatment, where one or more unrelated materials are placed upon the building should be avoided, and where there is more than one building on the site, coordination in the design of the structures should be provided. Material or color changes should occur at a change of plane and changes at the outside corners of structures that give the impression of "thinness" and artificiality of the material are discouraged. Inconsistent adornment and frequent changes in material should be avoided.

The Design Guidelines state that Exterior Insulating Finishing Systems (EIFS) and concrete masonry should not be the predominant building material. EIFS should be used as a way to accentuate an architectural element and should be limited to areas not subject to damage or abuse. Concrete masonry should be limited to split face or burnished units (p. 9). Additionally, rooftop screening should be treated as an integral part of the architecture, incorporating similar design, detail and materials as the primary structure and be part of the architectural design with similar detailing and materials and not appear as add-ons. The proposed material includes accents of natural stone at 4% of the overall building material, 13% brick, 6% Precast Stone, 2% Cornice and Trim and 18% EIFS on the remaining structure on all of the upper floors to give the appearance of precast stone to be consistent with other Mercy clinics. Although the percentages are such, Staff would view the EIFS as the predominant building material, given windows are not generally considered as part of the building material, and therefore inconsistent with these recommendations. Staff recommends that the amount of brick and precast stone should be increased to be consistent with the buildings on the north campus.

Attachment: 18-002.Mercy Outpatient Builing, SCP and SDP.Staff Report.2-5-2018 (#18-002 Mercy South Campus Outpatient Center)

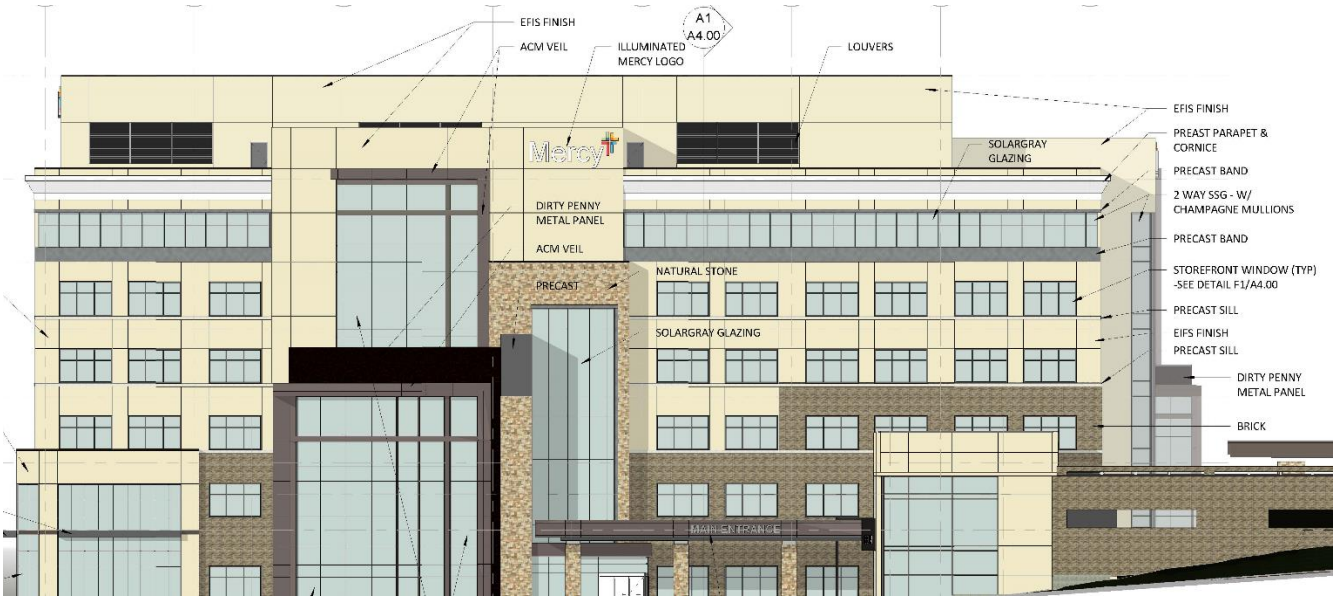


Figure 5: close-up of the proposed front elevation with material call outs.

Figure 6: Google Earth view of the Pratt Cancer Center Building located on the main campus, built in 2003 that utilized precast architectural concrete, brick and window glazing.

The Design Guidelines also suggest that parking lots need to be broken up into smaller spaces with landscaped pedestrian linkages; and that parking areas located to the side or rear of commercial buildings are encouraged and where possible, on-street parking areas are desirable. Underground parking or the use of parking structures to replace large open asphalt parking areas in commercial areas are strongly encouraged. Parking design should minimize glare, reflection and visual impact of a large number of cars. Decorative elements, such as fences and walls, wall extensions, plantings or topographic features should be utilized to screen parking and loading areas.

The main entrance is along S. New Ballas, with all of the parking located in front of the building. The proposal includes a five story parking structure, of which two floors are located below grade. Due to the location of the structure along two street frontages, the design and screening becomes a significant consideration. The Applicant has addressed this issue by increasing the height of the walls on the top level to shield vehicles on the upper deck, as well as providing berming and well-designed landscaping along the frontages, as well as on the surface lot in front of the building to meet with the intent of the

Attachment: 18-002.Mercy Outpatient Builing, SCP and SDP.Staff Report.2-5-2018 (#18-002 Mercy South Campus Outpatient Center)

recommendations. Further the overall landscape plan is well-designed along both street frontages and is consistent with the Comprehensive Plan recommendations. Staff has included a condition of approval that proper tree protection be provided of the existing tree grove at the northeast corner of the site.

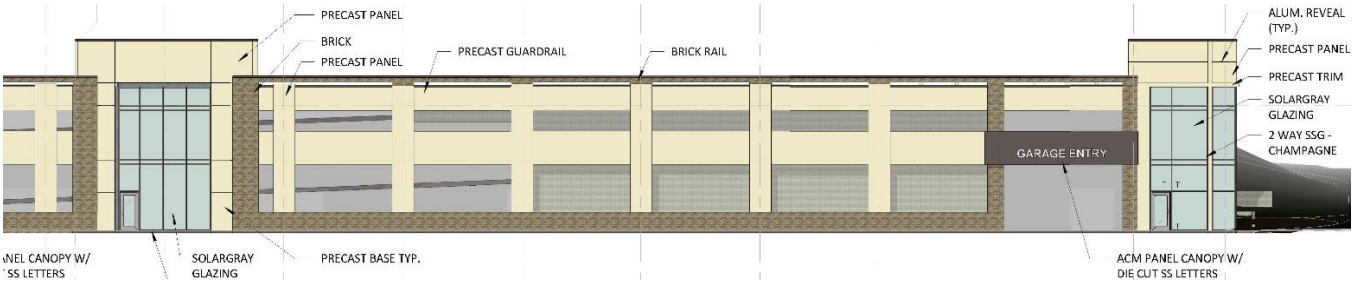


Figure 7: Close-up of the south parking garage elevation.

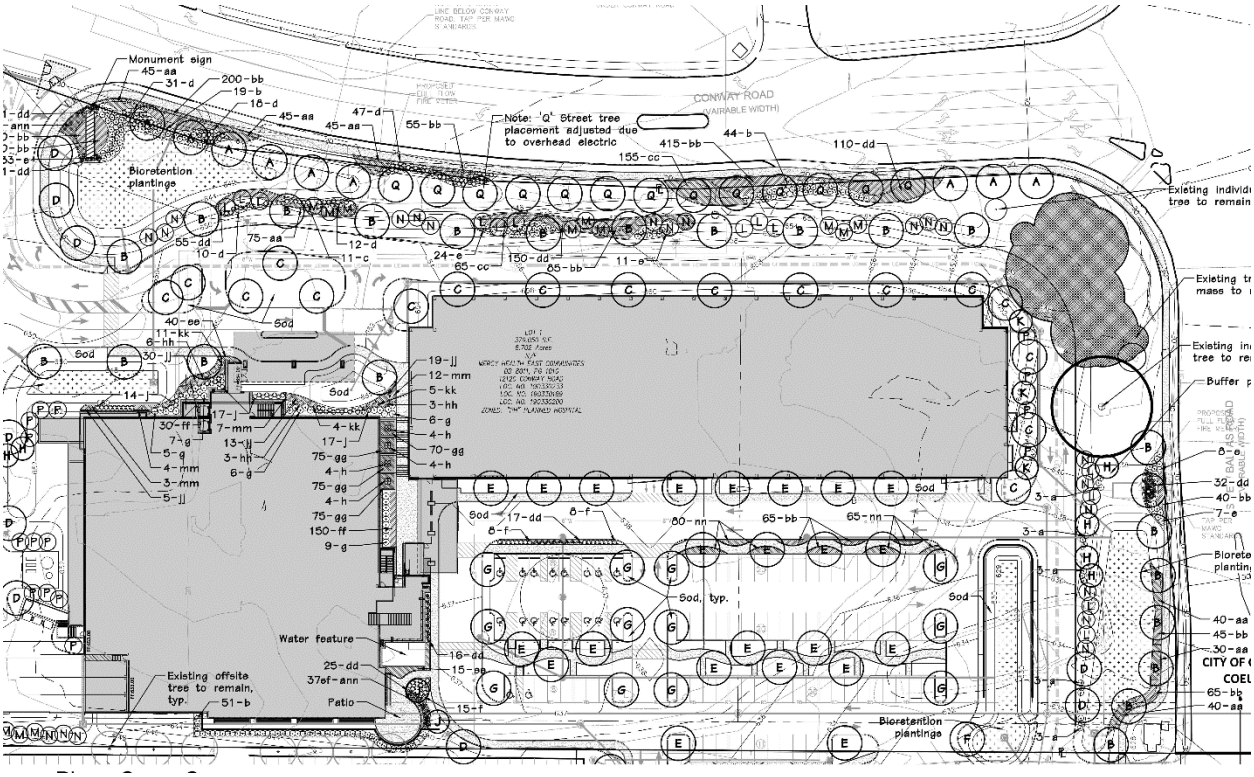
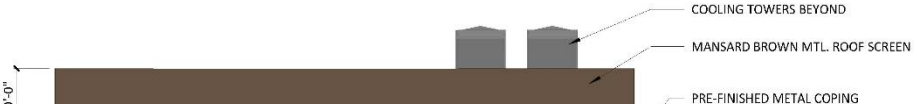


Figure 8: Close-up of the Proposed Landscape Plan.

Further, the Building's Central Utility Plant is screened with a similar brick as the main building, and a mansard brown metal roof screen, as well as significant landscaping of evergreen hedge surrounding the area to be consistent with the City's Design Guidelines that utility areas should be positioned to minimize view and visual impact. Building equipment and utilities are to be located, designed and /or screened to minimize visual impact on public streets, surface parking lots and neighboring properties (p.10); and are to be designed to directly relate in material, character, and detail to the primary buildings on the site (p. 14). Staff does recognize that the upper portions of the cooling towers will project above the structure, however, this would be similar to any chimney and would be difficult to fully screen given their height.



Attachment: 18-002.Mercy Outpatient Builing, SCP and SDP.Staff Report.2-5-2018 (#18-002 Mercy South Campus Outpatient Center)

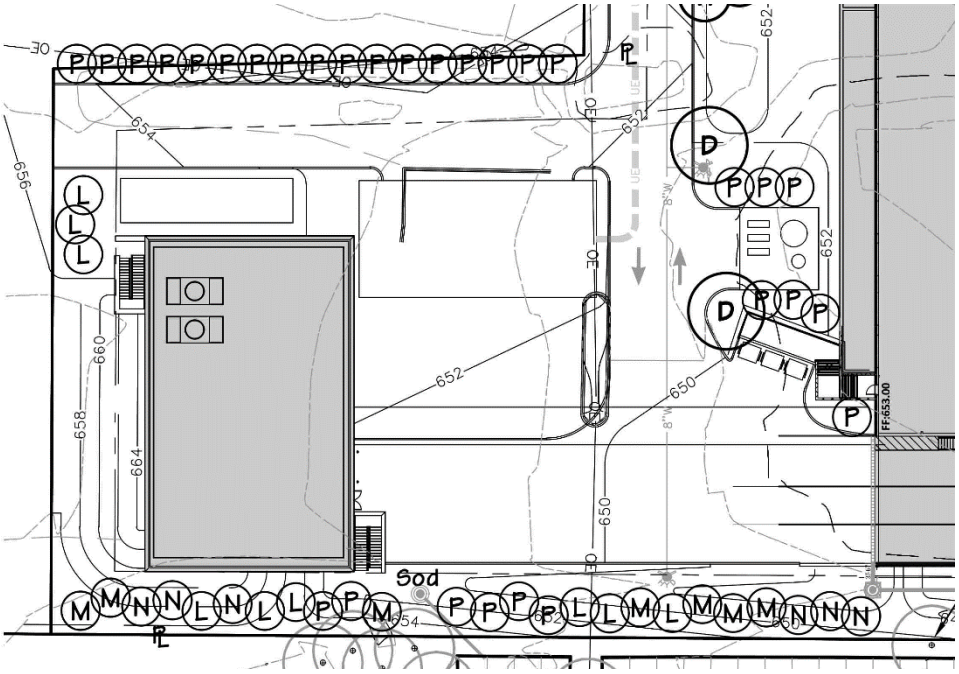


Figure 10: Close-up of the Landscape Plan screening of the building's central utility plant and delivery areas.

Overall, the proposal meets with the intent of the Creve Coeur 2030 Plan, and the City's Design Guidelines, with the exception of the amount of EIFS on the building.

ZONING REVIEW

SITE CONCEPT PLAN/SITE DEVELOPMENT PLAN

A site concept plan is intended to provide a basis for reviewing future site development plans which will include items such as landscaping, tree preservation, site grading, and stormwater management. Individual site development plans are intended to provide more detailed information including architectural elevations, landscape plans, and specific information on the building's use, bulk, and placement.

As discussed earlier, Section 405.310(D) of the Zoning Code states that site concept and site development plan approval by the Planning and Zoning Commission and the City Council shall be required for the total area comprised by the PH-Planned Hospital District for all proposed developments or revisions to existing site concept or site development plans within the District.

Section 405.310(E)(2)(a)(2) of the Planned Hospital District, states: Sites Fifty-Five And One-Hundredth (55.01) Acres Or More. On sites in excess of fifty-five (55) acres, no building or structure shall exceed seven (7) stories nor exceed one hundred five (105) feet. However, no building or structure located within

Attachment: 18-002.Mercy Outpatient Builing, SCP and SDP.Staff Report.2-5-2018 (#18-002 Mercy South Campus Outpatient Center)

four hundred (400) feet of residentially zoned property shall exceed three (3) stories or forty-five (45) feet in height, except that this additional limitation shall not apply if the adjacent property is devoted to an institutional use. The text amendment in 2017 removed the requirement of the buffer yard when adjacent to a residentially zoned institution, to allow for the six story building to be pushed to the southwest corner of the site to comply with the 400 foot buffer requirement from the residential homes to the east, and thereby relocating the garage in front of the building.

Maximum site coverage for the PH District is 63% and the proposed new outpatient building will increase the total site coverage of the entire campus to 56.2%

Section 405.460(D)(4) of the Accessory Uses and Structures Regulations states that detached garages shall not be located in front of the main building, along any street frontage. And subsection (1) provides that if an accessory-type building shares a structural wall with a principal building, it shall be deemed to be a part of the principal building and shall comply in all respects with the requirements of this Chapter applicable to a principal building. The Applicant believes that the structures are connected at the foundation which is below grade. The proposal also includes attaching the garage through a canopy structure. However, Staff does not believe that this enough of a connection to be a single structure. Therefore, a more architecturally and meaningful connection is needed to comply with the Zoning Requirements. The Planning and Zoning Commission should discuss options and provide direction to the Applicant. The proposal meets with all other regulations of the PH District.

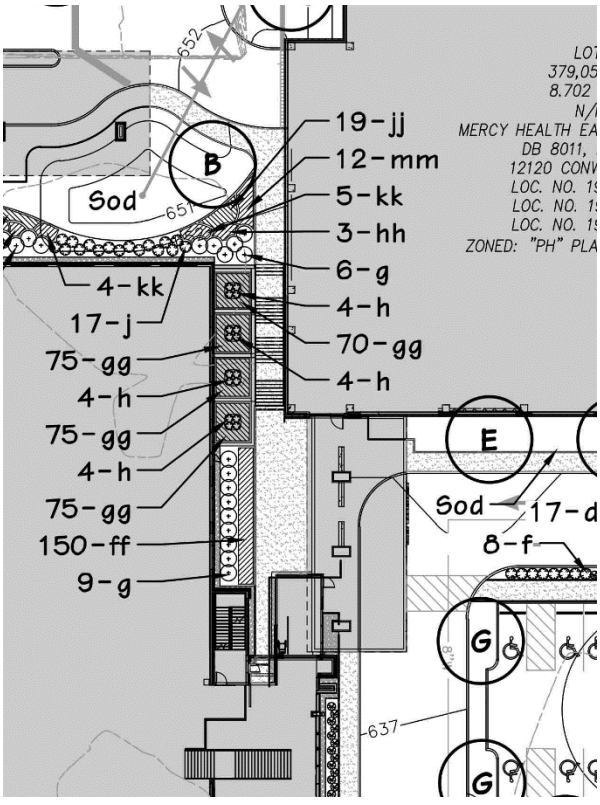


Figure 11: close-up of the Landscape Plan showing the connection of the parking garage to the main building.

Figure 12: Close-up of Rendering E of the Canopy between the buildings.

Figure 13: View of the Exterior Rendering D of the Main Entry Canopy connecting the two structures.

Landscaping

Attachment: 18-002.Mercy Outpatient Builing, SCP and SDP.Staff Report.2-5-2018 (#18-002 Mercy South Campus Outpatient Center)

As discussed above, Staff finds the overall landscaping to be well-designed throughout the site, with lush year round landscaping along Conway Road and S. New Ballas Road. Section 405.540 discusses the landscaping requirements of a site development plan. Street trees are required at a ratio of 1, three inch tree for every lineal feet of roadway frontage. The plans show conformance with this requirement along both Conway Road and S. New Ballas Road, and as well as the required trees within the surface parking area. The parking lots contain appropriate landscaping as required by code and the Design Guidelines which require parking rows be broken up by landscaped islands, however the specific calculation of square footage has not been provided. As discussed with the Site Concept Plan review, the Applicant is proposing a sloped landscaped berm to screen the parking structure from Conway Road. The design of this berm appears to be effective to screen the vehicles. Staff has included a condition of approval that proper tree protection be provided of the existing tree grove at the northeast corner of the site.

Sidewalks
Section 405.730 Sidewalks requires that all sidewalks shall be safe, clearly defined and direct, buffered from the street vehicular traffic and parking areas by a minimum of 3 foot greenspace or landscape area, provide safe clearly defined and direct access between buildings from the principal building's entrance to the public side walk, and all internal sidewalks in non-residential developments shall be at least 6 feet in width or 8 feet if used as a curb stop, and the use of textured or tinted materials for pedestrian crossings shall be utilized where pedestrian circulation paths cross a vehicular route All sidewalks appear to meet with the minimum width standards for the most, part, however, in some of the connections within the parking lot to the main walkway, the sidewalks are measuring at 4 feet in width, and the use of a textured material is not indicated. Therefore, Staff has included a condition of approval that all sidewalks shall comply with Section 405.730 of the Zoning Ordinance.

Additionally, Staff recommends that additional pedestrian connection at the lighted intersection of the main entrance connecting the north and south campus area be provided, which would be located closer to the building.

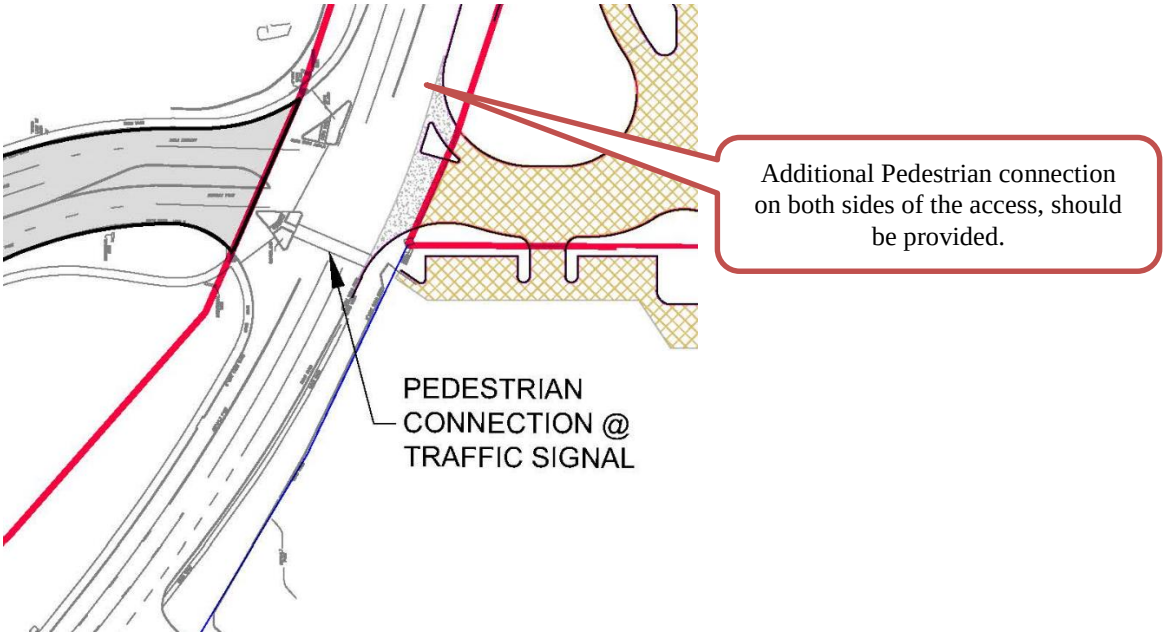


Figure 14: Close-up of the Site Concept Plan of the Pedestrian connection, Staff recommends that an additional connection be provided to the north

CAMPUS SIGNAGE

Attachment: 18-002.Mercy Outpatient Builing, SCP and SDP.Staff Report.2-5-2018 (#18-002 Mercy South Campus Outpatient Center)

Since new signage is required for this building and as well as recommended as part of the Traffic Impact Study, discussed below, a condition of approval requires that Mercy pursue a revision to the Master Sign Plan to include the entire South Campus area for review by the Commission with final approval by the City Council.

TRAFFIC IMPACT STUDY

The Applicant has submitted a traffic impact study compeleted by the Lochmueller Group, which been reviewed by the City's Engineer and Traffic Consultant. MoDOT has not yet provided comments at this time.

The City's Engineer and Traffic Consultant recommends that the access drive in front of the Ronald McDonald House to Conway Road should be removed with this proposal, and extending the median, and improve signage and pavement marking for eastbound traffic on Conway Road. As this was proposed to be removed under the prior Site Concept Plans, Staff has included a condition the it be completed with this application. Additionally, wayfinding sign in the immediate area of the Mercy campus would assist drivers with ingress and egress, specifically guiding those exiting on Conway Road to the exact lane for the interstate or arterial they need. Furthermore, wayfinding signs should include information for both 1-64 and 1-270 and be consistent throughout the campus. The existing signage for eastbound traffic on Conway is poor. The overhead sign in the median was originally intended to have multiple signs to guide drivers into the correct right-turn lanes for highway 64/40, but the overhead sign would get too close to the electric wires. What is in place was a compromise among Ameren, Mercy, and the City. With the removal of the access drive from the Ronald McDonald House the median could be adjusted to provide for the necessary wayfinding signage. Therefore, Staff has included a condition that updated signage be provided for this area as well as the South Campus with an amendment to the Master Sign Plan.

Further, the City's Director of Public Works, on behalf of the City, recommends that as part of the current Mercy project, Mercy should install video detection cameras on the traffic signal located at their northern entrance on Ballas and any necessary controller cabinet modifications. Currently there is no vehicle detection at that location so the signal is on a loop and continuously repeats the programmed cycle. The addition of Video detection equipment on each of the three mast arms would allow the signal timing to be more efficient. This will not only be a benefit to Mercy Staff and visitors, it will be a benefit to all motorists on S. New Ballas Road as well.

SUMMARY AND RECOMMENDATION

The new Site Concept Plan and site development plan are overall consistent with the City's Comprehensive Plan, and the PH-Planned Hospital District. There are a few notable discussion items the Commission members should review and provide direction to the Applicant, and as Staff has not received comments from MoDOT, a draft ordinance has not been prepared at this time. If the Commission feels comforatble making a recommendation, a conditon of approval would be compliance with any recommendations from MoDOT

In addition to the traffic and roadway impacts, the Commission should consider these key items for review with the applicant in relation to the City's Design Guidelines and as discussed with the approval of the Site Concept Plan:

- The use of EIFS of the new Outpatient Building, is inconsistent with the City's Deisgn Guidelines, and with the buildings on the north Campus. The materials should be adjusted to utilize more brick and precast archtectural panels in a consistent manner as the Cancer Center on the North Campus.
- The connection between the parking structure and the main building should provide for a more architecturally and meaningful designed connection to make it one overall structure to comply with the Zoning Requirements discussed above.

Attachment: 18-002.Mercy Outpatient Builing, SCP and SDP.Staff Report.2-5-2018 (#18-002 Mercy South Campus Outpatient Center)

- Additional pedestrian connection between the north and south campus shall be added at the lighted access on Conway Road, and all internal sidewalks shall comply with Section 405.730 of the City's Zoning Ordinance.
- The access drive in front of the Ronald McDonald House to Conway Road should, and the median extended, with improved wayfinding signage and pavement marking for eastbound traffic on Conway Road.
- Mercy shall pursue a revision to the Master Sign Plan to include the entire South Campus area for review by the Commission with final approval by the City Council.
- Proper tree protection shall be provided of the existing tree grove at the northeast corner of the site.
- A video detection cameras on the traffic signal located at their northern entrance on Ballas and any necessary controller cabinet modifications should be installed to allow the signal timing to be more efficient.
- Complaince with MODOT requirements is required.

After discussion with the applicant, if the Planning and Zoning Commission finds that the Application is in conformance with the purposes and regulations of the Comprehensive Plan and Zoning Code and all impacts have been addressed, it may vote on a recommendation to the City Council with any changes discussed and made by separate actions. Staff will then prepare a draft ordinance for City Council based upon the Commission's decision.

ACTION
The following is an example of an appropriate motion for this application:

> "I move to continue Application #18-002 for the Site Concept Plan and Site Development Plan for Mercy Outpatient Center to the February 20, 2018 meeting to allow the Applicant to address any desired changes and to provide additional information based upon the discussion and direction from the Commission regarding the design, and any comments from MoDOT." (Specific conditions may be added, eliminated, or modified by preceding motion).

Should the Commission wish to move the project forward to City Council for review, the following is an example of an appropriate motion:

> "I move to recommend approval of Application #18-002 for the Site Concept Plan and Site Development Plan for Mercy Outpatient Center and direct Staff to prepare a draft ordinance based upon the discussion from the meeting of February 5, 2018, including all conditions recommended in Staff's report." (Specific conditions discussed and approved by preceding motion).

APPENDIX 1: COMPREHENSIVE PLAN
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE
Included and attached by reference. See body of report for specific excerpts.

Attachment: 18-002.Mercy Outpatient Builing, SCP and SDP.Staff Report.2-5-2018 (#18-002 Mercy South Campus Outpatient Center)

APPENDIX 3: AERIAL PHOTO

Mercy Hospital, 615 S. New Ballas Road

Attachment: 18-002.Mercy Outpatient Builing, SCP and SDP.Staff Report.2-5-2018 (#18-002 Mercy South Campus Outpatient Center)

APPENDIX 4: SITE PHOTOGRAPHS	Photo Date:2/2/2018
	Description: View from the Site looking southeast toward the I-64 ramp entrance area.
	Description: View looking west along Conway Road at the existing past arm in the median.

Attachment: 18-002.Mercy Outpatient Builing, SCP and SDP.Staff Report.2-5-2018 (#18-002 Mercy South Campus Outpatient Center)

	Description: View looking north along Conway Road at blocked Ronald McDonald entrance that is recommended to be removed.
	Description: View looking southwest from the Outpatient Center site at the adjacent office buildings in Town and Country.

Attachment: 18-002.Mercy Outpatient Builing, SCP and SDP.Staff Report.2-5-2018 (#18-002 Mercy South Campus Outpatient Center)

STOCK & ASSOCIATES
Consulting Engineers, Inc.

Mercy Health East Communities – Southward Campus Expansion
Cities: Creve Coeur
Town & Country

Stock Project No. 215-5653

Project Narrative

Mercy Health East Communities has been actively planning the Southward Expansion of their Campus. The Southward Expansion includes the following properties, Mercy's former Skilled Nursing Facility @12120 Conway Road, the 763 South New Ballas Road and 777 South New Ballas Road Property. The Conway Road property is located within the City of Creve Coeur and the 763 & 777 properties are located within the City of Town & Country.

On January 17, 2017 Mercy obtained approval of A "Boundary Adjustment Plat" from the City of Creve Coeur Planning Commission. The purpose of the Boundary Adjustment Plat was to facilitate the acquisition of 0.968 Acres of property from Temple Emanuel, located at 12166 Conway Road. This acquisition & Zoning of .968 Acres allows for an intersection improvement at Conway Road for both vehicles and pedestrians. In addition, on March 20, 2017 Mercy requested "Text Amendments" to the "Planned Hospital District". The Text Amendments which were approved by the City of Creve Coeur were in support of a proposed new Outpatient Services Building and Parking Structure. At that time the project was a Six (6) story Outpatient Services Building and a Six (6) Story Parking Structure above grade.

Ultimately, the Text Amendments were approved by the City Council on 4/10/17. The Boundary Adjustment Plat was recorded with St. Louis County on 4/10/17.

Mercy has continued to develop and refine their South Campus Master Planning Efforts which included acquisition of the two (2) existing offices buildings located at 763 & 777 South New Ballas Road, both properties are located within the City of Town & Country, MO. In addition, Mercy continues to work closely with Ameren regarding the relocation of the Existing Ameren Sub-Station located at 767 South New Ballas Road. The Ameren Sub-Station relocation is a necessary component in the implementation of the Southward Expansion. The relocation of the sub-station allows the reconfiguration of the campus access at South New Ballas Road, as outlined in the Lochmueller Traffic Impact study, Dated November 2017

The Current Site Development Plan is Phase I of the Southward Expansion. It includes the Six (6) Story Outpatient Services Building along w/ a Three (3) Level above grade parking structure and Two (2) level structure below grade. The location of the Parking Structure has been relocated to the east side of the Outpatient Services Building vs. the West side as referenced in 2017. The new plan addresses

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www.stockassoc.com | general@stockassoc.com

Attachment: 2018-01-22 Project Narrative (#18-002 Mercy South Campus Outpatient Center)

the view corridor from Conway Road. The combination of working with the site topography, landscaping, and by Berming, the Parking Structure is not visible from Conway Road. The implementation of Architectural Design on the portion of the East Exposed Face with "High Quality Materials" and enhanced landscaping address the view corridor from Ballas Road. The current design provides improved Greenscape, landscape, and overall views along Conway Road, and Ballas Road. The Master Plan re-design allows an interconnected access management system through the project and the existing 777 & 757 buildings located within the City of Town & Country. An internal Drive within the Site, interconnects Ballas & Conway signalized Intersections to all buildings and their parking facilities. Implementation of Phase I infrastructure allows for the potential of a future Phase II development which may include the replacement of the 777 South New Ballas Road Building & Parking.

The current submission was part of a neighborhood open house meeting for residents and officials of both the City of Creve Coeur and the City of Town & Country on 10/19/17 at Mercy Hospital. This meeting was the third neighborhood meeting held for residents relative to the South Campus, the previous two (2) were held on 8/24/16 & 8/30/17.

Architectural Building Narrative:

The overall articulation, fenestration and use of materials for the Outpatient Center is intended to provide a building with a greater sensitivity and visual consistency to it's surrounding residential neighborhood. The Outpatient Center embodies multiple building elements broken down in scale using a mix of warm, relatable and natural materials.

The material palette for the proposed Outpatient Center includes natural stone, blended brick and precast stone panels incorporated into the lower floors of the building to form a visual foundation. EIFS with reveals are sensitively placed and limited to the upper floors and penthouse to provide the texture and appearance of precast. Grey precast accent banding, precast cornice/ copings provide horizontal separation. Solar gray glass curtainwall and storefront mullions are provided with a champagne finish. The canopy, louvered overhangs and large glazed "lantern" elements are clad in an aluminum composite with a rich dark-brown modeled color or champagne color. Both the building and site design contribute to the facilities sense of arrival and maximize a comfortable patient experience consistent with other Mercy clinics.

The (averaged) percentage of materials used on all sides of the Outpatient Center include:

- Natural Stone – 4%
- Brick – 13%
- Precast Stone – 6%
- Glazing – 49%
- Precast Cornice & Trim – 2%
- Aluminum Composite – 5%
- Louvers – 2%
- EIFS – 18%

Attachment: 2018-01-22 Project Narrative (#18-002 Mercy South Campus Outpatient Center)

Planning & Zoning

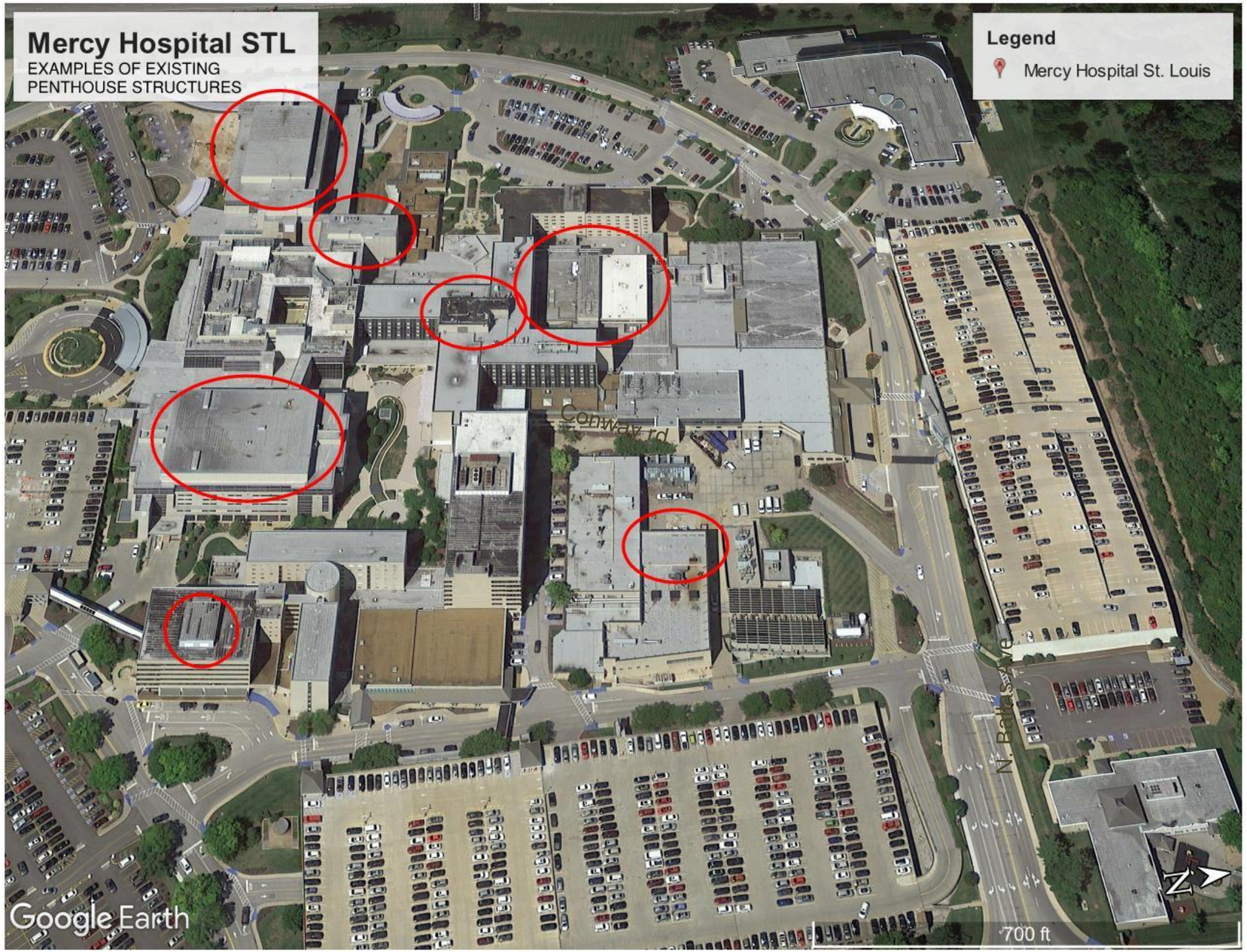
Mercy Hospital St. Louis Outpatient Center

January 22, 2018

Mercy | Your life is our life's work.

Attachment: 2018-01-22 Exterior Renderings and Views (#18-002 Mercy South Campus Outpatient Center)

Aerial View



Attachment: 2018-01-22 Exterior Renderings and Views (#18-002 Mercy South Campus Outpatient Center)

Aerial View

NORTH CAMPUS

Attachment: 2018-01-22 Exterior Renderings and Views (#18-002 Mercy South Campus Outpatient Center)

Exterior Rendering A

Attachment: 2018-01-22 Exterior Renderings and Views (#18-002 Mercy South Campus Outpatient Center)

Exterior Rendering A1

Attachment: 2018-01-22 Exterior Renderings and Views (#18-002 Mercy South Campus Outpatient Center)

Exterior Rendering B

Attachment: 2018-01-22 Exterior Renderings and Views (#18-002 Mercy South Campus Outpatient Center)

Exterior Rendering C

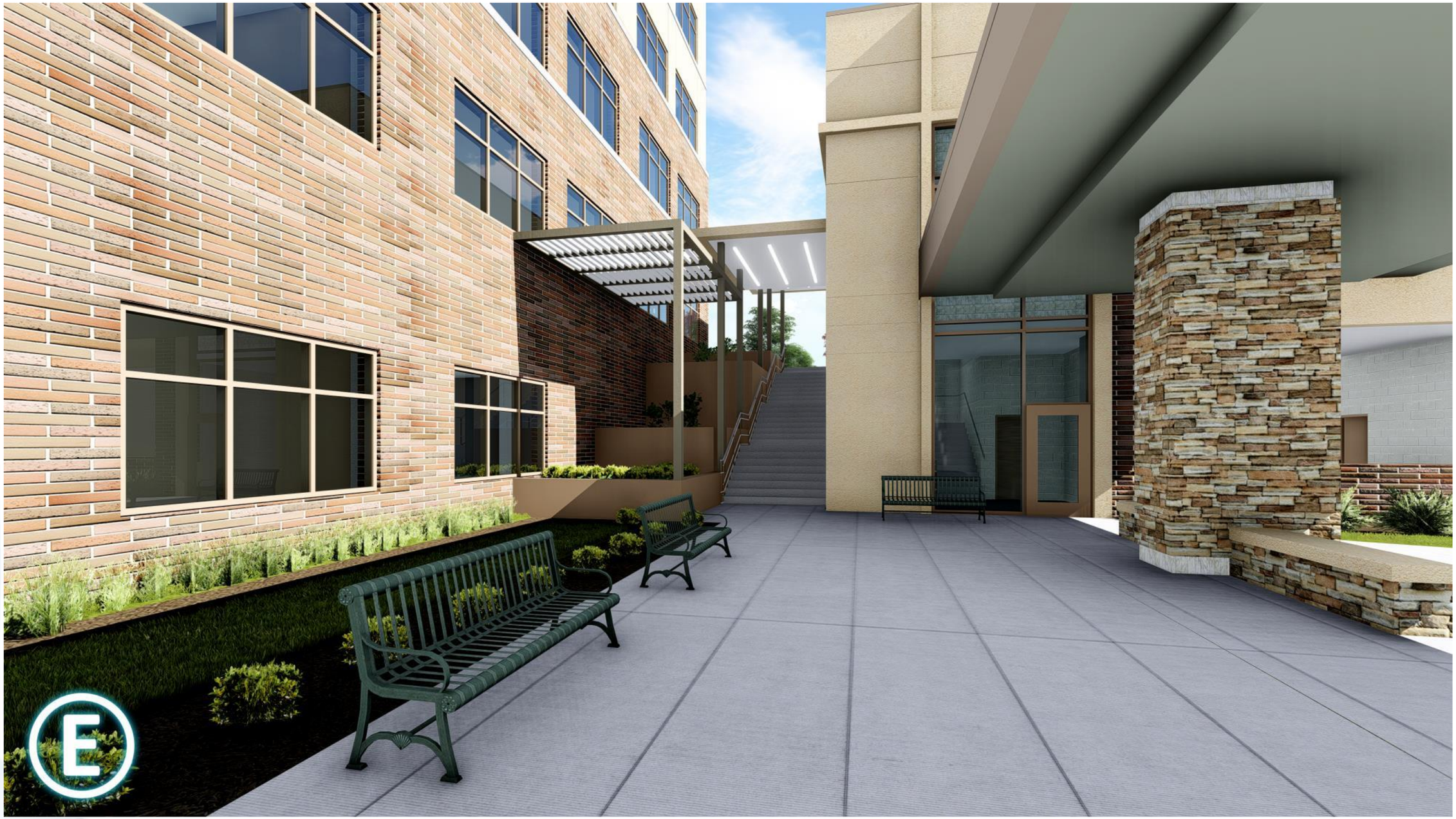
©

Attachment: 2018-01-22 Exterior Renderings and Views (#18-002 Mercy South Campus Outpatient Center)

Exterior Rendering D

Attachment: 2018-01-22 Exterior Renderings and Views (#18-002 Mercy South Campus Outpatient Center)

Exterior Rendering E



Attachment: 2018-01-22 Exterior Renderings and Views (#18-002 Mercy South Campus Outpatient Center)

Interior Rendering F

Attachment: 2018-01-22 Exterior Renderings and Views (#18-002 Mercy South Campus Outpatient Center)

Interior Rendering F1

Attachment: 2018-01-22 Exterior Renderings and Views (#18-002 Mercy South Campus Outpatient Center)

Exterior Rendering G

Attachment: 2018-01-22 Exterior Renderings and Views (#18-002 Mercy South Campus Outpatient Center)

Exterior Rendering H

Attachment: 2018-01-22 Exterior Renderings and Views (#18-002 Mercy South Campus Outpatient Center)

Exterior Rendering I

Attachment: 2018-01-22 Exterior Renderings and Views (#18-002 Mercy South Campus Outpatient Center)

Exterior Rendering J

Attachment: 2018-01-22 Exterior Renderings and Views (#18-002 Mercy South Campus Outpatient Center)

Exterior Rendering K

Attachment: 2018-01-22 Exterior Renderings and Views (#18-002 Mercy South Campus Outpatient Center)

Exterior Rendering L

Attachment: 2018-01-22 Exterior Renderings and Views (#18-002 Mercy South Campus Outpatient Center)

Exterior Rendering M

Attachment: 2018-01-22 Exterior Renderings and Views (#18-002 Mercy South Campus Outpatient Center)

Exterior Rendering M

Attachment: 2018-01-22 Exterior Renderings and Views (#18-002 Mercy South Campus Outpatient Center)

SITE DEVELOPMENT PLAN
OUTPATIENT CENTER

A TRACT OF LAND BEING PART OF SECTION 15
TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE 5TH PRINCIPAL MERIDIAN
CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI

SITE DATA:

ZONING CLASSIFICATION: PH (PLANNED HOSPITAL)

DEVELOPMENT AREA

CAMPUS	70.42 Acres
*SKILLED NURSING FACILITY	8.70 Acres
OLD R.O.W. TAKINGS	1.25 Acres
TOTAL AREA	80.37 Acres
	(3,500,917 Sq. Ft.)

*SKILLED NURSING FACILITY (OUTPATIENT CENTER)

BUILDING USE
OUTPATIENT CENTER

F.A.R. (FLOOR AREA RATIO):

EXISTING - 2,428,578 Sq. Ft. (PREVIOUSLY APPROVED Sq. Ft.)
3,500,917 Sq. Ft. = 0.69 FAR

PROPOSED - 2,428,578 + 261,355 Sq. Ft. (OUTPATIENT FACILITY)
3,500,917 Sq. Ft. = 0.77 FAR

(MAXIMUM ALLOWED BY ZONING = 1.0)
*GROSS BUILDING AREA

SITE COVERAGE:

EXISTING - 53.7% [42.75 Ac. - BASED ON 79.60 Ac]
NEW - 56.2% (42.75 Ac. - 2.56 Ac (SKILLED NURSING COVERAGE)
+ 5.00 Ac (OUTPATIENT CENTER = 45.19 Ac) - [BASED ON 80.37 Ac.]

(MAXIMUM SITE COVERAGE = 63%)

OUTPATIENT CENTER PARKING REQUIREMENTS:

BUILDING S.F. = 261,355 Sq. Ft. * 0.85 = 221,151 Sq. Ft.

(221,155 * 3.3)/1000 = 730 PARKING SPACES

ACCESSIBLE PARKING REQUIREMENTS:

884 * 0.02 = 18 SPACES; 5 OF WHICH SHALL BE LIFT VAN ACCESSIBLE

OUTPATIENT CENTER PARKING PROVIDED:

884 SPACES (789 GARAGE SPACES AND 95 SURFACE SPACES)

ACCESSIBLE PARKING PROVIDED:

29 SPACES (7 OF WHICH ARE LIFT VAN ACCESSIBLE)

MAIN CAMPUS PARKING:

EXISTING PARKING = *6,136 SPACES
* 213 HC ACCESSIBLE

TOTAL CAMPUS PARKING: = *6136 SPACES + 884 SPACES = 7,020
*213 HC ACCESSIBLE + 29 HC ACCESSIBLE = 242 HC ACCESSIBLE

SITE LIGHTING:

MATCH HOSPITAL STANDARD LIGHTING AT
CANCER CENTER (AEROLUME, 250W, METAL HALIDE)

24' MAX HEIGHT

FIXTURES TO BE DOWNCAST, CUTOFF AT
73° FROM VERTICAL AND FULLY SHIELDED

BUILDING HEIGHT:

AVERAGE EXISTING GRADE BETWEEN BUILDING AND A POINT 6' FROM BUILDING
= [652 + 644]/2 = 648.00

HEIGHT OF HIGHEST POINT OF BUILDING COPING = 742.00

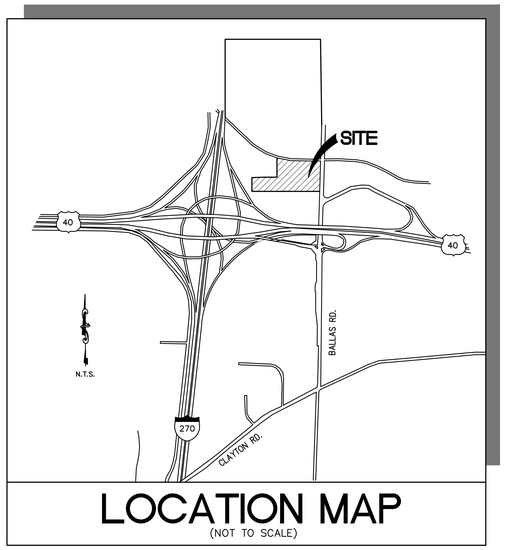
BUILDING HEIGHT = 742.00 - 648.00 = 94'

SITE LANDSCAPING:

SEE LANDSCAPE PLAN

STORMWATER DETENTION, CHANNEL PROTECTION & WATER QUALITY:

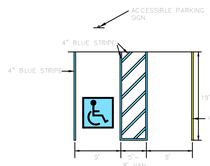
STORMWATER MANAGEMENT PER M.S.D. REGULATIONS



LOCATION MAP
(NOT TO SCALE)

PERTINENT DATA:

SITE ACREAGE	=	80.37 Ac.
CAMPUS	=	70.42 Ac.
OUTPATIENT CENTER	=	8.70 Ac.
OLD R.O.W. TAKINGS	=	1.25 Ac.
OWNER	=	MERCY HEALTH EAST COMMUNITIES
LOCATOR No.	=	19O330233, 19O331089, 19O330200
ZONING	=	"PH" PLANNED HOSPITAL DISTRICT
FIRE DISTRICT	=	CREVE COEUR FIRE DISTRICT
SCHOOL DISTRICT	=	PARKWAY SCHOOL DISTRICT
SEWER DISTRICT	=	METROPOLITAN SEWER DISTRICT
WATER SERVICE	=	MISSOUIR-AMERICAN WATER CO
GAS SERVICE	=	LACLEDE GAS CO
ELECTRIC SERVICE	=	AMEREN UE ELECTRIC
PHONE SERVICE	=	AT&T
STREET ADDRESS (OUTPATIENT CENTER		
	=	12120 CONWAY ROAD
	=	12130 CONWAY ROAD
	=	3011 N. BALLAS ROAD
ZIP CODE	=	63141
WUNNWNBURG MAP	=	PG. 23 GRID V-20, W20



PARKING STALL DETAIL
(n.t.s.)

LEGEND

- BENCH MARK
- FOUND IRON ROD
- FOUND IRON PIPE
- RIGHT OF WAY MARKER
- UTILITY POLE
- SUPPORT POLE
- UTILITY POLE WITH LIGHT
- LIGHT STANDARD
- ELECTRIC METER
- ELECTRIC MANHOLE
- ELECTRIC PEDESTAL
- ELECTRIC SPLICE BOX
- GAS DRIP
- GAS METER
- GAS VALVE
- TELEPHONE MANHOLE
- TELEPHONE PEDESTAL
- TELEPHONE SPLICE BOX
- CABLE TV PEDESTAL
- FIRE HYDRANT
- FIRE DEPARTMENT CONNECTION
- WATER MANHOLE
- WATER METER
- WATER VALVE
- POST INDICATOR VALVE
- CLEAN OUT
- STORM MANHOLE
- GRATED MANHOLE
- STORMWATER INLET
- GRATED STORMWATER INLET
- SANITARY MANHOLE
- TREE
- BUSH
- TRAFFIC SIGNAL
- PARKING METER
- STREET SIGN
- SPRINKLER
- MAIL BOX

ABBREVIATIONS

C.O. – CLEANOUT
DB. – DEED BOOK
E – ELECTRIC
FL – FLOWLINE
FT – FEET
FND. – FOUND
G – GAS
M.H. – MANHOLE
N/F – NOW OR FORMERLY
PB. – PLAT BOOK
PG. – PAGE
P.O.B. – POINT OF BEGINNING
P.O.C. – POINT OF COMMENCEMENT
P.V.C. – POLYVINYL CHLORIDE PIPE
R.C.P. – REINFORCED CONCRETE PIPE
SQ. – SQUARE
T – TELEPHONE CABLE
V.C.P. – VETRIFIED CLAY PIPE
W – WATER
(86'W) – RIGHT-OF-WAY WIDTH
M.B. – MAIL BOX

M.S.D. BENCHMARK

BENCHMARK# 13374 NGVD29 Elev = 649.20
Cut "L" on the top northwest corner of concrete base for raised metal traffic signal control box at the northeast corner of Conway Road and South New Ballas Road; roughly 6.8 feet east of a traffic signal mast with signal arm extending over New Ballas Road, and 39 feet north of the centerline of Conway Road.

STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC. AND THE UNDERSIGNED ENGINEER HAVE NO RESPONSIBILITY FOR SERVICES PROVIDED BY OTHERS TO IMPLEMENT THE IMPROVEMENTS SHOWN ON THIS PLAN AND ALL OTHER DRAWINGS WHERE THE UNDERSIGNED ENGINEER'S SEAL APPEARS. THE CONSTRUCTION MEANS AND METHODS ARE THE SOLE RESPONSIBILITY OF THE OWNER AND CONTRACTOR. STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC. HAS NO RESPONSIBILITY TO VERIFY FINAL IMPROVEMENTS AS SHOWN ON THIS PLAN UNLESS SPECIFICALLY ENGAGED AND

UTILITY NOTE

UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS, RECORDS AND INFORMATION, AND , THEREFORE DO NOT NECESSARILY REFLECT THE ACTUAL EXISTENCE, NON-EXISTENCE, SIZE, TYPE, NUMBER, OR LOCATION OF THESE FACILITIES, STRUCTURES AND UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UNDERGROUND FACILITIES, STRUCTURES, AND UTILITIES, EITHER SHOWN OR NOT SHOWN ON THESE PLANS. THE UNDERGROUND FACILITIES, STRUCTURES, AND UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO ANY GRADING, EXCAVATION OR CONSTRUCTION OF IMPROVEMENTS. THESE PROVISIONS SHALL IN NO WAY ABSOLVE ANY PARTY FROM COMPLYING WITH THE UNDERGROUND FACILITY SAFETY AND DAMAGE PREVENTION ACT, CHAPTER 319 RSMo..

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ST. LOUIS COUNTY:
SIGNALS & LIGHTING: (314) 615-0215

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C3.0	-	OFFSITE ROADWORK PLAN
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A1.03	-	GARAGE - SECOND FLOOR
A1.04	-	GARAGE - THIRD FLOOR
A2.00	-	SUB-BASEMENT FLOOR PLAN
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A2.05	-	FOURTH FLOOR PLAN
A2.06	-	FIFTH FLOOR PLAN
A2.07	-	PENTHOUSE FLOOR PLAN
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L1.1	-	LANDSCAPE PLAN - CREVE COEUR
E1.00	-	SITE PLAN - PHOTOMETRIC

LOT 1 BOUNDARY DESCRIPTION (OUTPATIENT CENTER)

A tract of land being located in Section 15, Township 45 North, Range 5 East of the Fifth Principal Meridian, City Of Creve Coeur, St. Louis County, Missouri, being more particularly described as follows:

Beginning at a found cut cross located at the southeast corner of a tract of land as conveyed to St. Johns Medical Center, by instrument recorded in Book 8011, Page 1010 of the St. Louis County records, said point also being located on the west right-of-way line of South New Ballas Road, variable width; thence along the south line of said St. Johns Medical Center tract, North 89 degrees 38 minutes 42 seconds West, 1024.35 feet to a found iron pipe at the southeast corner of said St. Johns Medical Center tract, said point also being the southeast corner of a tract of land as conveyed to Temple Emanuel, by instrument recorded in Book 4514, Page 244 of above said records; thence along the east and north lines of said Temple Emanuel tract the following courses and distances: North 00 degrees 15 minutes 26 seconds East, 178.65 feet; North 88 degrees 31 minutes 47 seconds East, 167.71 feet; thence North 00 degrees 25 minutes 35 seconds East, 304.15 feet to the southern right-of-way line of Conway Road, variable width; thence along said right-of-way line the following courses and distances: South 62 degrees 48 minutes 41 seconds East, 48.81 feet to the beginning of a curve to the left having a radius of 995.37 feet; along said curve with an arc length of 30.17 feet and a chord which bears South 70 degrees 43 minutes 32 seconds East, 30.17 feet; South 71 degrees 35 minutes 38 seconds East, 87.11 feet to a found iron rod; South 71 degrees 44 minutes 20 seconds East, 33.02 feet to a found spindle; South 84 degrees 14 minutes 28 seconds East, 51.85 feet; South 82 degrees 25 minutes 46 seconds East, 137.31 feet; South 87 degrees 41 minutes 36 seconds East, 142.40 feet; North 87 degrees 21 minutes 59 seconds East, 236.55 feet to the beginning of a curve to the right having a radius of 88.50 feet and along said curve with an arc length of 143.61 feet and a chord which bears South 46 degrees 09 minutes 02 seconds East, 128.36 feet to a point of tangency, said point also being located on the west right-of-way line of above said South New Ballas Road; thence along said right-of-way line, the following courses and distances: South 00 degrees 20 minutes 08 seconds West, 60.98 feet to a point of curvature to the left having a radius of 1196.00 feet; along said curve an arc length of 134.15 feet, and a chord which bears South 02 degrees 52 minutes 38 seconds East, 134.08 feet to a point of reverse curvature tot the right having a radius of 489.00 feet; along said curve with an arc length of 53.60 feet and a chord which bears South 02 degrees 57 minutes 01 seconds East, 53.57 feet and South 00 degrees 11 minutes 23 seconds West, 67.85 feet to the Point of Beginning, containing 379,050 square feet or 8.702 acres more or less.

SURVEYORS NOTES:

1) The area shown as DED-ROW is an area that is shown as "R/W Dedication" on a Right-of-way Survey recorded in Survey Book 9, Page 7 of the St. Louis County Records. No evidence of the actual dedication to the City of Creve Couer, St. Louis County or the State of Missouri has been found by the surveyor or title company as of the date of this survey.

2) Mercy Hospitals East Communities conveyed a strip of land along New Ballas Road to the State of Missouri by a deed recorded in Deed Book 19969, Page 459 which was not excepted from the description in the title commitment.

GENERAL NOTES:

Yard and setback requirements.

Minimum front yard. No building or structure shall be located closer than ten (10) feet from the right-of-way established by the adopted site concept plan for a "PH" Planned Hospital District. In the event that parking is to be located in front of a building or structure, said building or structure shall be set back a minimum of fifty (50) feet from the planned right-of-way. In the event the planned right-of-way is greater than the present right-of-way width, the required setback shall be measured from a line located a distance equal to one-half (½) of the present right-of-way. The provisions of Section 405.240 shall prevail where applicable on major streets and highways. In every instance, the first ten (10) feet of the front yard setback from the right-of-way shall be provided with and maintained with sidewalks, unless improved sidewalks exist in the abutting public right-of-way, and with landscaping including, but not limited to, deciduous street trees as required by Section 405.540.

Minimum side yard. Twenty (20) feet.

Minimum rear yard. Twenty (20) feet.

Buffer yards. Any tract or site abutting a single-family residential zoning district with no intervening right-of-way shall provide a buffer yard setback of not less than two hundred (200) feet for both structures and parking surfaces. However, when a property zoned "PH" is adjacent to a conditional use within a residential zoning district, the setback, for buildings not exceeding three (3) stories or forty-five (45) feet in height is reduced to not less than twenty-five (25) feet for parking or driveways and sixty (60) feet for buildings. The buffer yard setbacks resulting from these requirements shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.

2) Subject property lies within Flood Zone "X" Areas determined to be outside the 0.2% annual chance floodplain according to the National Flood Insurance Program, Flood Insurance Rate Map for St. Louis County and Incorporated Areas. This map is identified as Map No. 29189C0189K with an effective date of February 4, 2015

ZONING NOTES:

"PH" PLANNED HOSPITAL BUILDING BULK REGULATIONS

(1)When the two hundred (200) foot buffer yard is applicable, building and structures located more than two hundred (200) feet from residentially zoned property shall not exceed one hundred five (105) feet in height.

(2)When the two hundred (200) foot buffer yard does not apply, buildings and structures shall be regulated by the following height limitations:

(a) No buildings and structures shall be located within fifty (50) feet of the "PH" parcel boundary line.

(b) Fifty–five (55) feet maximum height for buildings and structures located no closer than fifty (50) feet from the "PH" parcel boundary line.

(c) Eighty–five (85) feet maximum height for buildings and structures located no closer than one hundred (100) feet from the "PH" parcel boundary line.

(d) One hundred five (105) feet maximum height for buildings and structures located more than two hundred (200) feet from "PH" parcel boundary line.

ZONING NOTES:

"PH" PLANNED HOSPITAL YARD AND SETBACK REQUIREMENTS

(3) (a) Minimum front yard. No building or structure shall be located closer than ten (10) feet from the right–of–way established by the adopted site concept plan for a "PH" Planned Hospital District. In the event that parking is to be located in front of a building or structure, said building or structure shall be set back a minimum of fifty (50) feet from the planned right–of–way. In the event the planned right–of–way is greater than the present right–of–way width, the required setback shall be measured from a line located a distance equal to one–half (½) of the present right–of–way. The provisions of Section 405.240 shall prevail where applicable on major streets and highways. In every instance, the first ten (10) feet of the front yard setback from the right–of–way shall be provided with and maintained with sidewalks, unless improved sidewalks exist in the abutting public right–of–way, and with landscaping including, but not limited to, deciduous street trees as required by Section 405.540.

(b) Minimum side yard. Twenty (20) feet.

(c) Minimum rear yard. Twenty (20) feet.

(d) Buffer yards. Any tract or site abutting a single–family residential zoning district with no intervening right–of–way shall provide a buffer yard setback of not less than two hundred (200) feet for both structures and parking surfaces. However, when a property zoned "PH" is adjacent to a conditional use within a residential zoning district, the setback, for buildings not exceeding three (3) stories or forty–five (45) feet in height is reduced to not less than twenty–five (25) feet for parking or driveways and sixty (60) feet for buildings. The buffer yard setbacks resulting from these requirements shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.

PREPARED FOR:
Mercy Health East Communities
c/o Don Kalicak, Vice President
615 S. New Ballas Road
Creve Coeur, MO 63141
PH. (636) 614-3271

bates
225 S MERAMEC, SUITE 832T
SAINT LOUIS, MISSOURI 63105
WWW.BATESARCHITECTS.COM
TEL: 314.863.2065

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Drawings and Specifications as instruments of service are and shall remain the property of the Architect. They are not to be used on other projects or extensions to this project except by agreement in writing and with appropriate compensation to the Architect.

Contractor is responsible for confirming and correlating dimensions at job site; the Architect will not be responsible for construction means, methods, techniques, sequences or procedures, or for safety precautions and programs in connection with the project.

MERCY LOCATION
MERCY HOSPITAL ST. LOUIS
12150 CONWAY ROAD
CREVE COEUR, MISSOURI
PHONE:

CIVIL ENGINEERS
STOCK & ASSOCIATES Consulting Engineers, Inc.
20 Dunsfold Building Plaza
Suite 200, Chesterfield, MO
(o) 636.530.9100 (f) 636.530.9102
e-mail: gmail@stockassoc.com
Key: ave.stockassoc.com

M.E.P.FP ENGINEERS
HEIDEMAN ASSOCIATES, INC
240 LARKIN WILLIAMS INDUSTRIAL COURT
FENTON, MISSOURI 63026
PHONE: 636.492.3200

STRUCTURAL ENGINEERS
TBD

STATE OF MISSOURI
GEORGE MICHAEL STOCK
NUMBER PE-25116
PROFESSIONAL ENGINEER

2018-01-22

George M. Stock - E-25116
Civil Engineer C.O.A. - 000996

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REVISIONS

NO.	DATE	DESCRIPTION
1	01/22/18	CITY COMMENTS

Mercy Project No.: 1542-00918
STOCK PROJECT NUMBER: 215-5653
ISSUE DATE: 12.15.17
SHEET SCALE: SEE SHEET

BUILDING: MERCY HOSPITAL ST. LOUIS
CREVE COEUR, MO
PROJECT NAME: OUTPATIENT CENTER
SHEET: TITLE SHEET

Mercy

PROJECT ID:

SHEET NUMBER: C1.0

DRAWN BY:	CHECKED BY:
J.E.B.	G.M.S.
JOB NO. 215–5653	M.S.D. P. # TBD
BASE MAP #: 190	S.L.C. H&T #: TBD
H&T S.U.P. #: TBD	M.D.N.R. #: TBD

Attachment: 2018-01-22 Site Development Package (#18-002 Mercy South Campus Outpatient Center)

DRAWING FILE: G:\DRAWINGS\215565\Civil\Site Development Plan\SDP-Index.dwg, LAYOUT: C2-C5 & E1 SHEET PLOTTED: Jan 21, 2018 - 2:14pm PLOTTED BY: joel.sabina

MATCHLINE SHEET C3.0 (NORTH)

MATCHLINE SHEET C3.0 (EAST)

CONWAY ROAD
(VAIRABLE WIDTH)

S NEW BALLAS ROAD
(VAIRABLE WIDTH)

INTERSTATE I-64 (U.S. HWY 40)
(VARIABLE WIDTH)

PROPOSED PARKING GARAGE
5 LEVELS (2 BELOW GRADE)
(792 PARKING SPACES)
2nd LEVEL FFE: 661.50
1st LEVEL FFE: 651.50
GRND LEVEL FFE: 638.50
B1 FFE: 625.50
B2 FFE: 613.50

7 STORY
OUTPATIENT CENTER
260,100 GROSS SQ. FT.
1st FLOOR FFE: 654.00
GRND FLOOR FFE: 638.00
BSMT FLOOR FFE: 618.00

LOT 1
379,050 S.F.
8.702 Acres
N/F
MERCY HEALTH EAST COMMUNITIES
DB 8011, PG 1010
12120 CONWAY ROAD
LOC. NO. 190330233
LOC. NO. 190330189
LOC. NO. 190330200
ZONED: "PH" PLANNED HOSPITAL

N/F
ST. JOSEPHS CONVENT OF MERCY ST. L. LAURA C. COOPER CPM
DB 07861, PG 0596
LOCATOR #190610096
ZONED: "PH" PLANNED HOSPITAL

N/F
TEMPLE EMANUEL
DB 4514, PG 244
190330255
ZONED: "PH" PLANNED HOSPITAL

N/F
BALLAS OFFICE PARTNERS, L.P.
DB 15441, PG 2535
LOCATOR #190330145
ZONED: OFFICE

N/F
MERCY HEALTH EAST COMMUNITIES
DB 22038, PG 1268
777 S NEW BALLAS ROAD
LOCATOR #190330112
ZONED: OFFICE

N/F
MERCY HEALTH EAST COMMUNITIES
DB 22234, PG 0
701 S NEW BALLAS ROAD
LOCATOR # 190330211
ZONED: OFFICE

N/F
WHITE BRADLY
DB 22492, PG 2325
LOCATOR #190340144
ZONED: "A" SINGLE FAMILY RESIDENTIAL

N/F
REES DAVID & KATHLEEN
DB 22080, PG 3870
LOCATOR #190340090
ZONED: "A" SINGLE FAMILY RESIDENTIAL

N/F
STATE OF MISSOURI
DB 5283, PG 505
LOCATOR #190340012

CITY OF CREVE COEUR

CITY OF TOWN & COUNTRY

GRAPHIC SCALE
40 0 20 40 80 160
(IN FEET)
1 inch = 40 ft.

NOTES:
1. PEDESTRIAN CROSSINGS TO UTILIZE TEXTURED OR TINTED MATERIALS PER CITY REQUIREMENTS.
2. BUILDING HEIGHT = 742 - 648 = 94 FEET
3. SIDEWALK CONNECTION FROM BALLAS & CONWAY TO BUILDING SHALL BE ADA COMPLIANT.
4. ROAD IMPROVEMENTS SHOWN PER 'TRAFFIC IMPACT STUDY FOR PROPOSED MERCY HOSPITAL SOUTH CAMPUS DEVELOPMENT' BY LOCHMUELLER GROUP, DATED NOVEMBER 2017

bates
225 S MERAMEC, SUITE 832T
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WWW.BATESARCHITECTS.COM
TEL: 314.863.2065

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MERCY LOCATION
MERCY HOSPITAL ST. LOUIS
12150 CONWAY ROAD
CREVE COEUR, MISSOURI
PHONE:

CIVIL ENGINEERS
STOCK & ASSOCIATES
Consulting Engineers, Inc.
23 Dunn Ind. Park Dr. O'Fallon
Missouri 63366-4453
(636) 980-1414 (636) 239-9032
e-mail: gstock@STOCKandassoc.com
Web: www.STOCKandassoc.com

M.E.P.FP ENGINEERS
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PHONE: 636.492.3200

STRUCTURAL ENGINEERS
TBD

STATE OF MISSOURI
GEORGE MICHAEL STOCK
NUMBER PE-25116
REGISTERED PROFESSIONAL ENGINEER
2018-01-22

George M. Stock - E-25116
Civil Engineer C.O.A. - 000996
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REVISIONS

NO.	DATE	DESCRIPTION
1	01/22/18	CITY COMMENTS

Mercy Project No.: 1542-00918
STOCK PROJECT NUMBER: 215-5653
ISSUE DATE: 12.15.17
SHEET SCALE: SEE SHEET

BUILDING NAME: MERCY HOSPITAL ST. LOUIS
CREVE COEUR, MO
PROJECT NAME: OUTPATIENT CENTER
SHEET NAME: SITE DEVELOPMENT PLAN

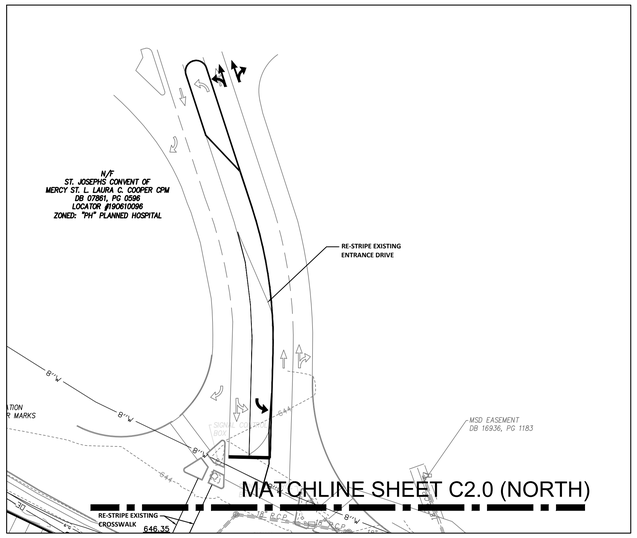
Mercy

PROJECT ID:

SHEET NUMBER: C2.0

DRAWN BY: J.E.B.	CHECKED BY: G.M.S.
JOB NO. 215-5653	M.S.D. P. #: TBD
BASE MAP #: 190	S.L.C. H&T #: TBD
H&T S.U.P. #: TBD	M.D.N.R. #: TBD

Attachment: 2018-01-22 Site Development Package (#18-002 Mercy South Campus Outpatient Center)

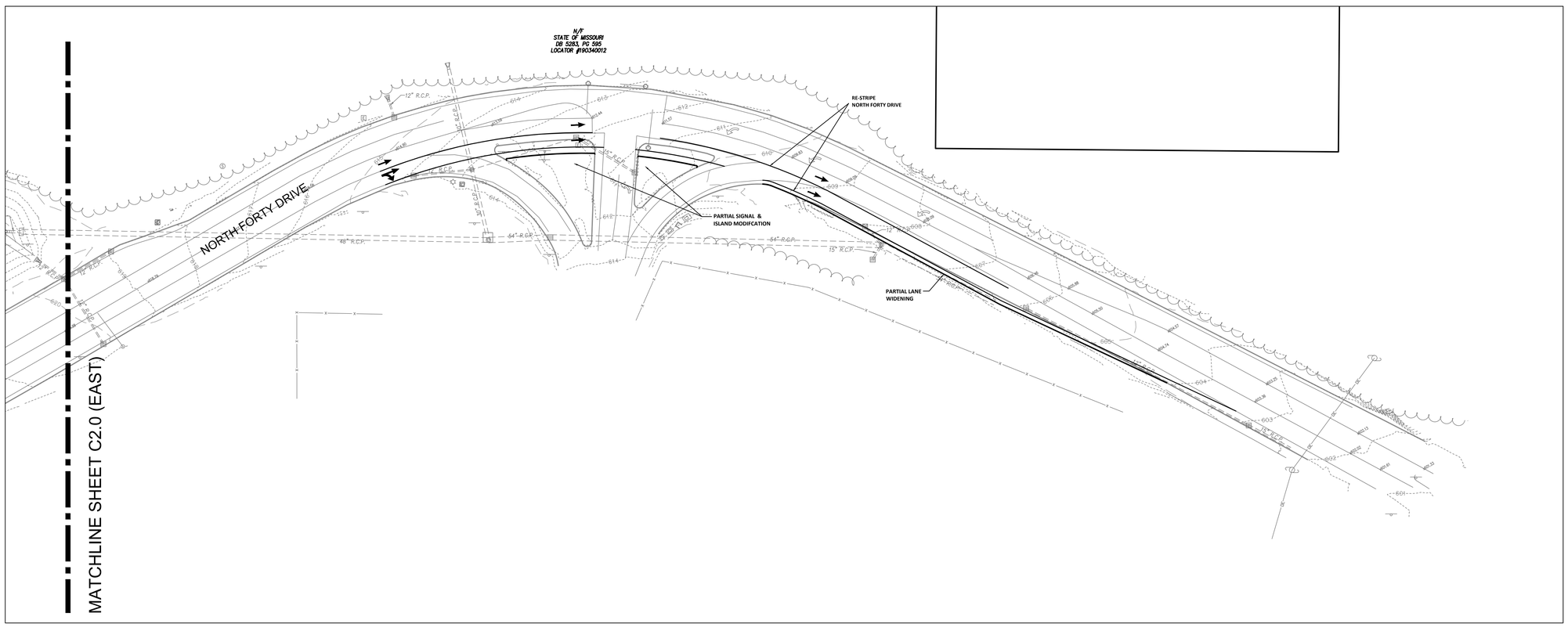


GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

ROAD IMPROVEMENTS SHOWN PER 'TRAFFIC IMPACT STUDY FOR PROPOSED MERCY HOSPITAL SOUTH CAMPUS DEVELOPMENT' BY LOCHMUELLER GROUP, DATED NOVEMBER 2017



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MERCY LOCATION
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12150 CONWAY ROAD
CREVE COEUR, MISSOURI
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CIVIL ENGINEERS
STOCK & ASSOCIATES
Consulting Engineers, Inc.
23 Dunsfold Drive Suite A Chesterfield, MO 63005
(p) (636) 532-3321 (f) (636) 532-3322
e-mail: gstock@stockassoc.com
Web site: www.stockassoc.com

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STRUCTURAL ENGINEERS
TBD

STATE OF MISSOURI
GEORGE MICHAEL STOCK
NUMBER PE-25116
PROFESSIONAL ENGINEER

2018-01-22

George M. Stock - E-25116
Civil Engineer C.O.A. - 000996

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REVISIONS

NO.	DATE	DESCRIPTION
1	01/22/18	CITY COMMENTS

Mercy Project No.: 1542-00918
STOCK PROJECT NUMBER: 215-5653
ISSUE DATE: 12.15.17
SHEET SCALE: SEE SHEET

BUILDING NAME: MERCY HOSPITAL ST. LOUIS
CREVE COEUR, MO
PROJECT NAME: OUTPATIENT CENTER
SHEET NAME: OFFSITE ROADWOARK PLAN

Mercy

DRAWN BY: J.E.B.	CHECKED BY: G.M.S.
JOB NO.: 215-5653	M.S.D. P #: TBD
BASE MAP #: 190	S.L.C. H&T #: TBD
H&T S.U.P. #: TBD	M.D.N.R. #: TBD

PROJECT ID:

SHEET NUMBER:
C3.0

Attachment: 2018-01-22 Site Development Package (#19-002 Mercy South Campus Outpatient Center)

DRAWING FILE: C:\DRAWINGS\2015\215-5653\Site Development Plans\SHEETS\new.dwg LAYOUT: C2-OSD-OFFSITE ROADWORK PLAN PLOTTED: Jan 21, 2018 - 11:48pm PLOTTED BY: josh.bates

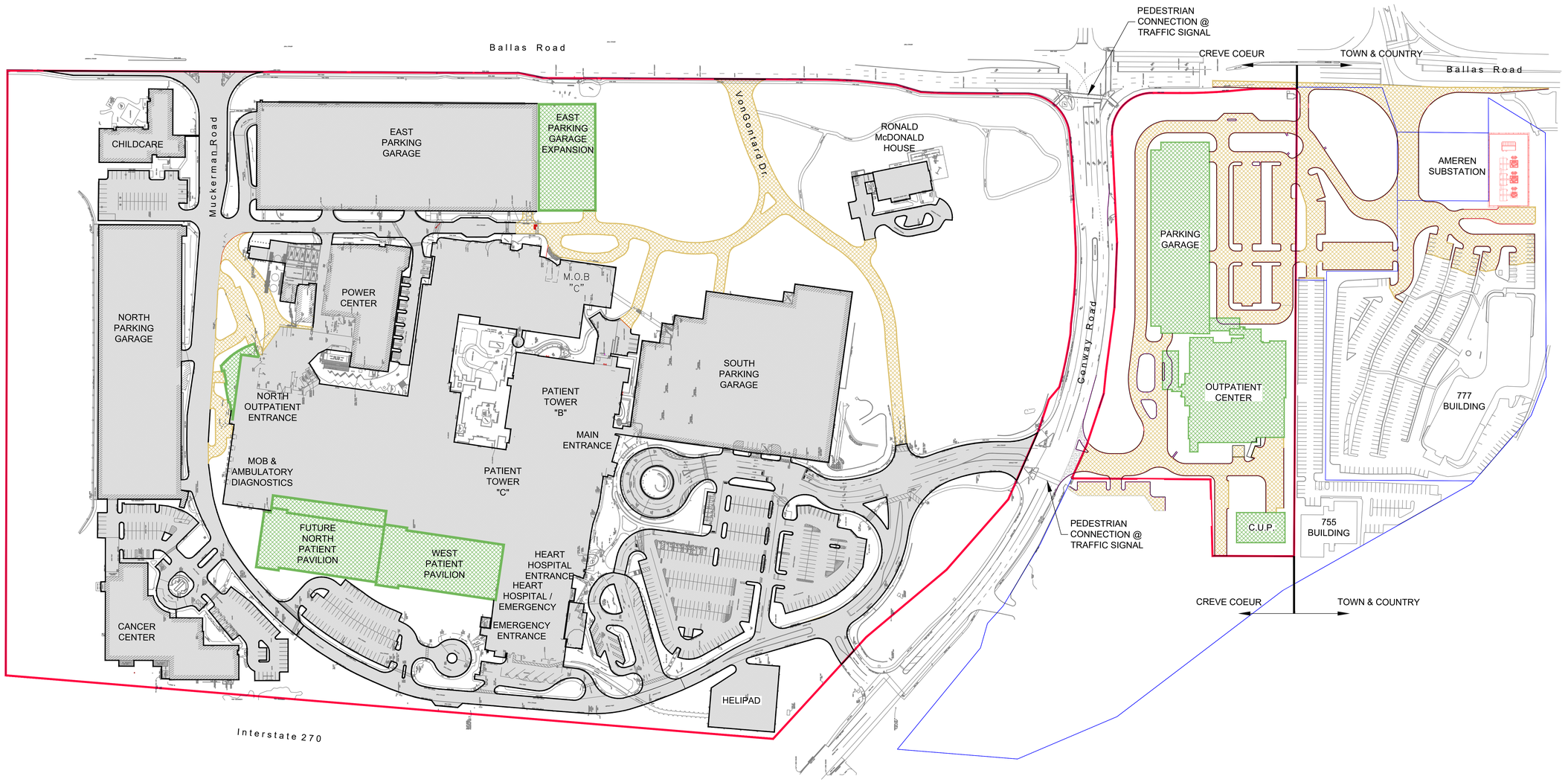
GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

LEGEND

- EXISTING BUILDINGS + PAVEMENT
- PROPOSED BUILDINGS
- PROPOSED PAVEMENTS
- PLANNED HOSPITAL ZONING BOUNDARY



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STRUCTURAL ENGINEERS
TBD

STATE OF MISSOURI
GEORGE MICHAEL STOCK
NUMBER PE-25116
REGISTERED ENGINEER
2018-01-22

George M. Stock - E-25116
Civil Engineer C.O.A. - 000996

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REVISIONS

NO.	DATE	DESCRIPTION
1	01/22/18	CITY COMMENTS

Mercy Project No.: 1542-00918
STOCK PROJECT NUMBER: 215-5653
ISSUE DATE: 12.15.17
SHEET SCALE: SEE SHEET

BUILDING NAME: MERCY HOSPITAL ST. LOUIS
CREVE COEUR, MO
PROJECT NAME: OUTPATIENT CENTER
SHEET NAME: AMENDED MASTER CONCEPT PLAN

Mercy

DRAWN BY: J.E.B.	CHECKED BY: G.M.S.
JOB NO.: 215-5653	M.S.D. P #: TBD
BASE MAP #: 190	S.L.C. H&T #: TBD
H&T S.U.P. #: TBD	M.D.N.R. #: TBD

PROJECT ID:

SHEET NUMBER:
C4.0

Attachment: 2018-01-22 Site Development Package (#18-002 Mercy South Campus Outpatient Center)

DRAWING FILE: G:\DRAWINGS\2156\53\Civil\Site Development Plans\Old AMENDED MASTER CONCEPT PLAN_2018-01-18.dwg, LAYOUT: Layout1 PLOTTED: Jan 21, 2018 - 1:01pm PLOTTED BY: jpolanka

1/19/2018 3:10:43 PM

MERCY MAIN CAMPUS

CONWAY RD.

TEMPLE EMANUEL

FOR CONTINUATION SEE CIVIL

MONUMENT SIGNAGE

EXISTING STONE WALL

A4.00 E1

A4.00 E2

CANOPY

CANOPY CONNECTION

PLANTERS

AREAWAY

PARKING GARAGE

E2 A4.01

CANOPY

A7 A4.00

A4.01 A4

A6 A4.01 B7

SWITCH GEAR

SUBSTATION

OXY. BULK TANK

A4.01 A2

COOLING TOWERS

D6 A5.00

CONSTRUCTION LAY-DOWN AREA

CENTRAL UTILITY PLANT - 1 STORY

UTILITY TUNNEL

PLATFORM

TRASH ENCLOS.

OUTPATIENT CLINIC 6 STORY

1 UNOCCUPIED STORY PENTHOUSE

REFLECTING POOL

PATIO

FLAGPOLES

LINE OF GARAGE B1 EXTENSION BELOW

LOADING DOCK

SUN SHADE

E1 A4-01

B6 A5.00

C6 A5.00

S. NEW BALLAS RD.

N

1 A0.00 **ARCHITECTURAL SITE PLAN**

1" = 40'-0"

FOR CONTINUATION SEE CIVIL DWGS.

DEMOLITION OF BUILDING 763

MONUMENT SIGNAGE

FOR CONTINUATION SEE CIVIL

NOT FOR CONSTRUCTION

bates

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TEL: 314.863.2065

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TBD

M.E.P.T.FP ENGINEERS
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PHONE: 636.492.3200

STATE OF MISSOURI
PAUL M. SABAL
NUMBER A-2002002781
REGISTERED ARCHITECT

Paul M. Sabal - Architect
A-2002002781

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REVISIONS

NO.	DATE	DESCRIPTION
1	01.22.18	CITY COMMENTS

Mercy Project No.: 2040-01145

PROJECT NUMBER: 16003
ISSUE DATE: 12/15/17
SHEET SCALE: 1" = 40'-0"

BUILDING NAME: MERCY HOSPITAL ST. LOUIS
CREVE COEUR, MO
PROJECT NAME: OUTPATIENT CENTER
SHEET NAME: SITE PLAN

PROJECT ID:

SHEET NUMBER: A0.00

Attachment: 2018-01-22 Site Development Package (#18-902 Mercy South Campus Outpatient Center)

BIM 360://16003 - Mercy STL OPC/16003_STL- OPC_R17.rvt

1/19/2018 3:10:44 PM

STANDARD LIST OF ABBREVIATIONS
12" = 1'-0"

A

A.C.T.	ACOUSTIC CEILING TILE
A.D.	AREA DRAIN
A.F.F.	ABOVE FINISH FLOOR
AC. DR.	ACCESS DOOR
AC. PL.	ACCESS PANEL
ACCESS.	ACCESSIBLE
ADJ.	ADJUSTABLE
AGG.	AGGREGATE
ALT.	ALTERNATE or ALTERNATIVE
ALUM.	ALUMINUM
ANOD.	ANODIZED
APPROX.	APPROXIMATE(LY)
ARCH.	ARCHITECTURAL/ARCHITECT
ASPH.	ASPHALT
ATTN.	ATTENTION

B

B.F.F.	BELOW FINISH FLOOR
B.O.	BOTTOM OF
B.O.C.	BOTTOM OF CONCRETE/CURB
B.O.F.	BOTTOM OF FOOTING
B.U.R.	BUILT UP ROOFING
BD.	BOARD
BL	BUILDING LINE
BLDG.	BUILDING
BLK.	BLOCK
BLKG.	BLOCKING
BM.	BEAM
BOTT.	BOTTOM
BR.	BRICK
BRG.	BEARING

C

C.B.	CATCH BASIN(S)
C.F.	CUBIC FEET
C.J.	CONTROL JOINT
C.M.P.	CORRUGATED METAL PIPE
C.M.U.	CONCRETE MASONRY UNIT
C.O.	CLEAN OUT
C.T.	CERAMIC TILE
C.T.B.	CERAMIC TILE BASE
C.Y.	CUBIC YARD
CAB.(S)	CABINET(S)
CFCI	CONTRACTOR FURNISHED CONTRACTOR INSTALLED
CEM.	CEMENT
CL OR ℄	CENTERLINE
CLG.	CEILING
CLO.	CLOSET
CLR.	CLEAR
COL.	COLUMN
CONC.	CONCRETE
CONF.	CONFERENCE
CONN.	CONNECTION
CONST.	CONSTRUCTION
CONT.	CONTINUOUS (CONTINUED)
CONTR.	CONTRACTOR
CPT.	CARPET
CPT.T.	CARPET TILE
CSK.	COUNTERSINK (SUNK)

D

D.	DEEP OR DEPTH
D.S.	DOWNSPOUT
D.T.	DRAIN TILE
DBL.	DOUBLE
DEG.	DEGREE
DET.	DETAIL
DIA.	DIAMETER
DIAG.	DIAGONAL
DIFF.	DIFFUSER
DIM.	DIMENSION
DISP.	DISPENSER
DN.	DOWN
DR.	DOOR
DWG.(S)	DRAWING (S)
DWL.(S)	DOWEL (S)
DWR.	DRAWER

E

E.F.	EACH FACE
E.I.F.S.	EXTERIOR INSULATION FINISH SYSTEM
E.J.	EXPANSION JOINT
E.M.	ENTRY MAT
E.P.	ELECTRICAL PANEL
E.W.	EACH WAY
E.W.C.	ELECTRIC WATER COOLER
EA.	EACH
EL.	ELEVATION
ELEC.	ELECTRIC (AL)
ELEV.	ELEVATOR
ENCL.	ENCLOSURE
ENGR.	ENGINEER
EQ.	EQUAL
EQUIP.	EQUIPMENT
EXH.	EXHAUST
EXIST.	EXISTING
EXP.	EXPANSION, EXPOSED
EXP. AGG.	EXPOSED AGGREGATE
EXP. STR.	EXPOSED STRUCTURE
EXT.	EXTERIOR

F

F. & I.	FURNISH & INSTALL
F.A.	FIRE ALARM
F.A.W.P.	FLUID APPLIED WATERPROOFING
F.D.	FLOOR DRAIN
F.E.	FIRE EXTINGUISHER
F.E.C	FIRE EXTINGUISHER CABINET
F.H.C	FIRE HOSE CABINET
F.O.C.	FACE OF CONCRETE
FAB.	FABRIC
FBGL.	FIBERGLASS
FIN.	FINISH
FIN. FLR.	FINISH FLOOR
FL	FLOW LINE
FLASH.	FLASHING
FLR.	FLOOR
FLUOR.	FLUORESCENT
FND.	FOUNDATION
FP	FIRE PROTECTION
FR.	FRAME
FRT	FIRE RETARDANT
FT.	FEET (FOOT)
FTG.	FOOTING
FUR.	FURRING
FUT.	FUTURE
FWC	FABRIC WALL COVERING

G

G.B.	GRAB BAR
G.C.	GENERAL CONTRACTOR
G.O.	GLASS OPENING
GA.	GAUGE
GAL.	GALLON
GALV.	GALVANIZED
GL.	GLASS
GND.	GROUND
GR.	GRADE
GT.	GROUT
GYP. BD.	GYPSUM BOARD

H

H.	HIGH
H.B.	HOSE BIBB
H.C.	HOLLOW CORE
H.M.	HOLLOW METAL
H.P.	HIGH POINT
H.V.A.C.	HEATING, VENTILATING AND AIR CONDITIONING
HD.	HEAD
HDCP.	HANDICAP
HDW.	HARDWARE
HDWD.	HARDWOOD
HORIZ.	HORIZONTAL
HR.	HOUR
HT.	HEIGHT

I

I.D.	INSIDE DIAMETER
IN.	INCH
INFO.	INFORMATION
INSUL.	INSULATION
INT.	INTERIOR

J

JAN. CLO.	JANITOR CLOSET
JST.	JOIST
JT.	JOINT

K

KIT	KITCHEN

L

L.F.	LINEAR FEET
L.L.H.	LONG LEG HORIZONTAL
L.L.V.	LONG LEG VERTICAL
L.P.	LOW POINT
LAM.	LAMINATE (ED)
LAV.	LAVATORY
LBR.	LUMBER
LIN. PNL.	LINER PANEL
LKR.	LOCKER
LOC.	LOCATION
LT.	LIGHT

M

M.B.	MOP BASIN
M.B.S.	METAL BUILDING SUPPLIER
M.D.F.	MEDIUM DENSITY FIBERBOARD
M.O.	MASONRY OPENING
M.P.	MOVABLE PARTITION
M.R.C.T.	MOISTURE RESISTANT CEILING TILE
MACH.	MACHINE
MAS.	MASONRY
MATL.	MATERIAL
MAX.	MAXIMUM
MECH.	MECHANICAL
MEMB.	MEMBRANE
MEZZ.	MEZZANINE
MFG.	MANUFACTURING
MFR.	MANUFACTURE (ER) (ED)
MH.	MANHOLE
MIN.	MINIMUM
MISC.	MISCELLANEOUS
MTD.	MOUNTED
MTL.	METAL
MTL. LAM.	METAL LAMINATE
MULL.	MULLION

N

N.I.C.	NOT IN CONTRACT
N.T.S.	NOT TO SCALE
NEG.	NEGATIVE
NO. or #	NUMBER
NOM.	NOMINAL

O

O.A.	OVERALL
O.C.	ON CENTER
O.D.	OUTSIDE DIAMETER
O.H.	OPPISITE HAND
o/	OVER
OFCI	OWNER FURNISHED CONTRACTOR INSTALLED
OFOI	OWNER FURNISHED OWNER INSTALLED
OFF.	OFFICE
OH.	OVERHEAD
OPNG.	OPENING
OPP.	OPPISITE
OZ.	OUNCE

P

P.LAM.	PLASTIC LAMINATE (ED)
P.S.F.	POUNDS PER SQUARE FOOT
P.S.I.	POUNDS PER SQUARE INCH
P.T.D.	PAPER TOWEL DISPENSER
P.T.D.R.	PAPER TOWEL DISPENSER/RECEPTACLE
P.T.R.	PAPER TOWEL RECEPTACLE
P.V.C.	POLYVINYLCHLORIDE
PART.	PARTICLE
PARTN.	PARTITION
PC.	PIECE
PERIM.	PERIMETER
PL	PLATE
PL	PLATE or PROPERTY LINE
PLAS.	PLASTER
PLBG.	PLUMBING
PLYWD.	PLYWOOD
PNL.	PANEL
POL.	POLISHED
PORT.	PORTABLE
PR.	PAIR
PRCST.	PRECAST
PRCST. DK.	PRECAST CONCRETE DECK
PREFAB.	PREFABRICATED
PREFIN.	PREFINISHED
PROJ.	PROJECTION
PROP.	PROPERTY
PT.	PAINT (ED)

Q

Q.T.	QUARRY TILE
Q.T.B.	QUARRY TILE BASE
QTR.	QUARTER

R

R.	RISER
R.A.	RETURN AIR
R.B.	RUBBER BASE
R.C.P.	REINFORCED CONCRETE PIPE
R.D.	ROOF DRAIN
R.O.	ROUGH OPENING
R.R.	RESTROOM
R.T.U.	ROOF TOP UNIT
RAD.	RADIUS
RB.S.T.	RUBBER STAIR TREAD
RB.T.	RUBBER TILE
RE.	REFER TO
REF.	REFERENCE
REFR.	REFRIGERATOR
REINF.	REINFORCE (ED) (ING)
REQ'D.	REQUIRED
REV.	REVISION or REVISED
RM.	ROOM
RND.	ROUND

S

S. CONC.	SEALED CONCRETE
SSM	SOLID SURFACE MATERIAL
S.A.	SUPPLY AIR
S.A.B.	SOUND ATTENUATION BLANKETS
S.C.	SOLID CORE
S.D.	SMOKE DETECTOR
S.D.T.	STATIC DISSIPATIVE TILE
S.F./SQ. FT.	SQUARE FEET
S.N.D.	SANITARY NAPKIN DISPENSER
S.N.R.	SANITARY NAPKIN RECEPTACLE
S.P.M.R.	SINGLE-PLY MEMBRANE ROOF(ING)
S.R.T.	SLIP RETARDANT TILE
S.S.	SERVICE SINK
S.T.C.	SOUND TRANSMISSION COEFFICIENT
S.V.	SHEET VINYL
S/V	STAIN & VARNISH
SAN.	SANITARY
SCHED.	SCHEDULE
SECT.	SECTION
SH.	SHELF
SHR.	SHOWER
SHT.	SHEET
SIM.	SIMILAR TO
SL	STRUCTURE LINE
SP.D.	SOAP DISPENSER
SPAN.	SPANDREL
SPEC.	SPECIFICATION(S)
SQ.	SQUARE
ST. STL.	STAINLESS STEEL
STD.	STANDARD
STL.	STEEL
STOR.	STORAGE
STRUCT.	STRUCTURE or STRUCTURAL
SUSP.	SUSPENDED
SYM.	SYMMETRICAL

T

T.	TREAD
T. & B.	TOP & BOTTOM
T. & G.	TONGUE & GROOVE
T.C.S.S.	TERNE COATED STAINLESS STEEL
T.O.	TOP OF
T.O.C.	TOP OF CONCRETE/CURB
T.O.M.	TOP OF MASONRY
T.O.P.	TOP OF PANEL/PAVING
T.O.S.	TOP OF STEEL
T.O.W.	TOP OF WALL
T.P.	TOILET PARTITION
T.S.	TRANSITION STRIPS
T.T.D.	TOILET TISSUE DISPENSER
TELE.	TELEPHONE
TEMP.	TEMPERED
TERR.	TERRAZZO
THK.	THICK
THRU	THROUGH
TRANS.	TRANSFORMER
TV	TELEVISION
TYP.	TYPICAL

U

U.L.	UNDERWRITERS LABORATORY
U.REFR.	UNDERCOUNTER REFRIGERATOR
U.S.D.	UNDERSIDE OF DECK
UN.O.	UNLESS NOTED OTHERWISE
UNFIN.	UNFINISHED
UR.	URINAL
UTIL.	UTILITIES

V

V.	VINYL
V.B.	VINYL BASE
V.C.T.	VINYL COMPOSITION TILE
V.C.T.S.R.	VINYL COMPOSITION TILE SLIP RETARDANT
V.S.R.	VINYL STAIR RISERS
V.S.T.	VINYL STAIR TREADS
V.T.	VINYL TILE
V.T.S.	VINYL TRANSITION STRIPS
V.W.C.	VINYL WALL COVERING
VENT.	VENTILATOR
VERT.	VERTICAL
VEST.	VESTIBULE

W

W.	WIDE or WIDTH
W.C.	WATER CLOSET
W.GL.	WIRE GLASS
W.H.	WATER HEATER
W.P.	WORKING POINT
W.W.F.	WELDED WIRE FABRIC
w/(o)	WITH/(OUT)
WD.	WOOD
WIN.	WINDOW
WSCOT.	WAINSCOT
WT.	WEIGHT

Y

Y.D.	YARD DRAIN
Y.H.	YARD HYDRANT
YD.	YARD

ARCHITECTURAL SYMBOLS
1/4" = 1'-0"

- EXISTING WALL
- EXISTING WALL - TO BE REMOVED (OR GENERAL DEMOLITION WORK)
- NEW WALL
- NEW DOOR & FRAME
- EXISTING DOOR & FRAME
- SURFACE MOUNT LIGHT FIXTURE
- 2X4 RECESSED PARABOLIC LIGHT FIXTURE
- 2X4 RECESSED LIGHT FIXTURE
- LINEAR TRACK LIGHT FIXTURE
- RECESSED CAN FIXTURE
- PENDANT LIGHT FIXTURE
- CAMERA
- CEILING & WALL MOUNTED EXIT LIGHT
- EMERGENCY LIGHT W/ 1HR BATTERY PACK
- EMERGENCY / EXIT LIGHT COMBO W/ 1HR BATTERY PACK
- CEILING OR WALL MOUNT SPEAKER
- SPRINKLER HEAD
- EXHAUST DIFFUSER
- RETURN DIFFUSER
- SUPPLY DIFFUSER
- SMOKE DETECTOR
- CEILING FAN W/ LIGHT
- FD — FLOOR DRAIN
- D.S. — DOWNSPOUT
- AED — AUTOMATIC EXTERNAL DEFIBRILLATOR
- F.E.C — RECESSED FIRE EXTINGUISHER CABINET
- C.G. — CORNER GUARDS

ARCHITECTURAL GRAPHIC SYMBOLS
12" = 1'-0"

- ROOM NAME / 2222 / 150 SF — ROOM NUMBER & NAME
- 1 Ref / A101 — INTERIOR ELEVATION REFERENCE
- 1 / A101 SIM — BUILDING SECTION REFERENCE
- 1 / A101 SIM — WALL SECTION REFERENCE
- 1 / A101 SIM — DETAIL / CALLOUT REFERENCE
- ℄ — COLUMN CENTER LINE
- 1 / A101 — View Name — 1/8" = 1'-0" — REFERENCE NUMBER OF DRAWING; DRAWING TITLE; DRAWING SCALE; SHEET NUMBER OF DRAWING
- A3-02A Match line / A3-07A Match line — MATCH LINE REFERENCE
- P1-1 — PARTITION TYPE: WALL TERMINATION TYPE
- D1 — DEMO PLAN KEYED NOTE ALSO DENOTED BY "D1-D199" SERIES NUMBERS
- 01 — FLOOR PLAN, RCP, ELEVATION, & SECTION KEYED NOTES ALSO DENOTED BY "01-499" SERIES NUMBERS
- # — TOILET ACCESSORY KEY
- EQXXX — FURNITURE, FIXTURES, EQUIPMENT
- WX — GLAZED OPENING REFERENCE
- 1 — DRAWING REVISION, BULLETIN
- VCT-1 / CPT-1 / TS-1 — FLOOR MATERIAL REFERENCE

MATERIALS LEGEND
N.T.S.

- EARTH
- CONCRETE
- SAND
- CONCRETE MASONRY UNIT
- BRICK
- RIGID INSULATION
- GRAVEL
- BATT INSULATION
- ROUGH LUMBER
- WOOD BLOCKING

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TBD

M.E.P.T.FP ENGINEERS
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STATE OF MISSOURI — PAUL M SABAL — NUMBER A-2002002781 — REGISTERED ARCHITECT

Paul M. Sabal - Architect
A-2002002781

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REVISIONS

NO.	DATE	DESCRIPTION
1	01.22.18	CITY COMMENTS

Mercy Project No.: 2040-01145
PROJECT NUMBER: 16003
ISSUE DATE: 12/15/17
SHEET SCALE: As indicated

BUILDING NAME: MERCY HOSPITAL ST. LOUIS
CREVE COEUR, MO
PROJECT NAME: OUTPATIENT CENTER
SHEET NAME: SYMBOLS AND ABBREVIATIONS

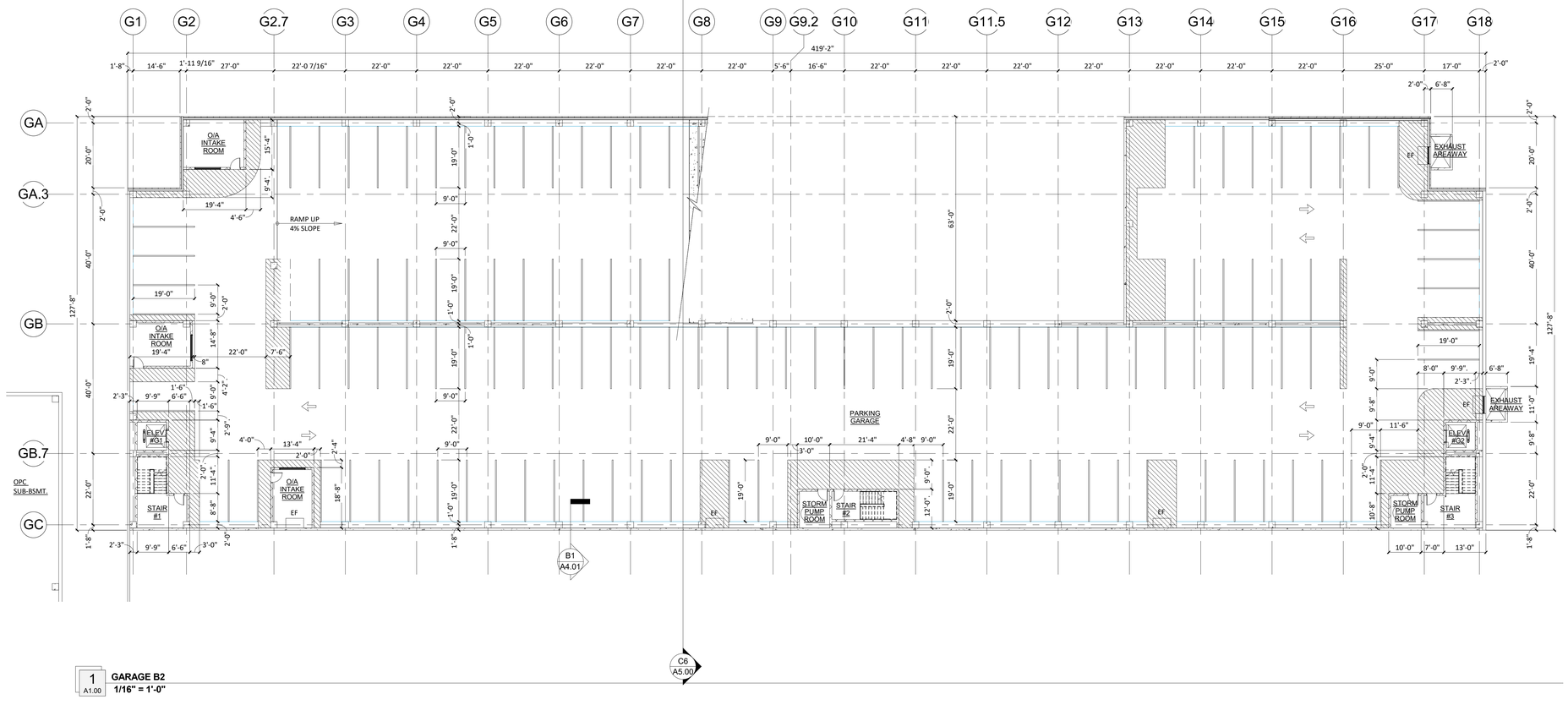
Mercy

PROJECT ID:

SHEET NUMBER: A0.01

Attachment: 2018-01-22 Site Development Package (#18-002 Mercy South Campus Outpatient Center)

BIM 360://16003 - Mercy STL OPC/16003_STL-OPC_R17.rvt



1 A1.00 GARAGE B2
1/16" = 1'-0"

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REVISIONS

NO.	DATE	DESCRIPTION
1	01.22.18	CITY COMMENTS

Mercy Project No.: 2040-01145
PROJECT NUMBER: 16003
ISSUE DATE: 12/15/17
SHEET SCALE: 1/16" = 1'-0"

BUILDING NAME: MERCY HOSPITAL ST. LOUIS
CREVE COEUR, MO
PROJECT NAME: OUTPATIENT CENTER
SHEET NAME: GARAGE B2

Mercy

PROJECT ID:

SHEET NUMBER: A1.00

Attachment: 2018-01-22 Site Development Package (#18-002 Mercy South Campus Outpatient Center)

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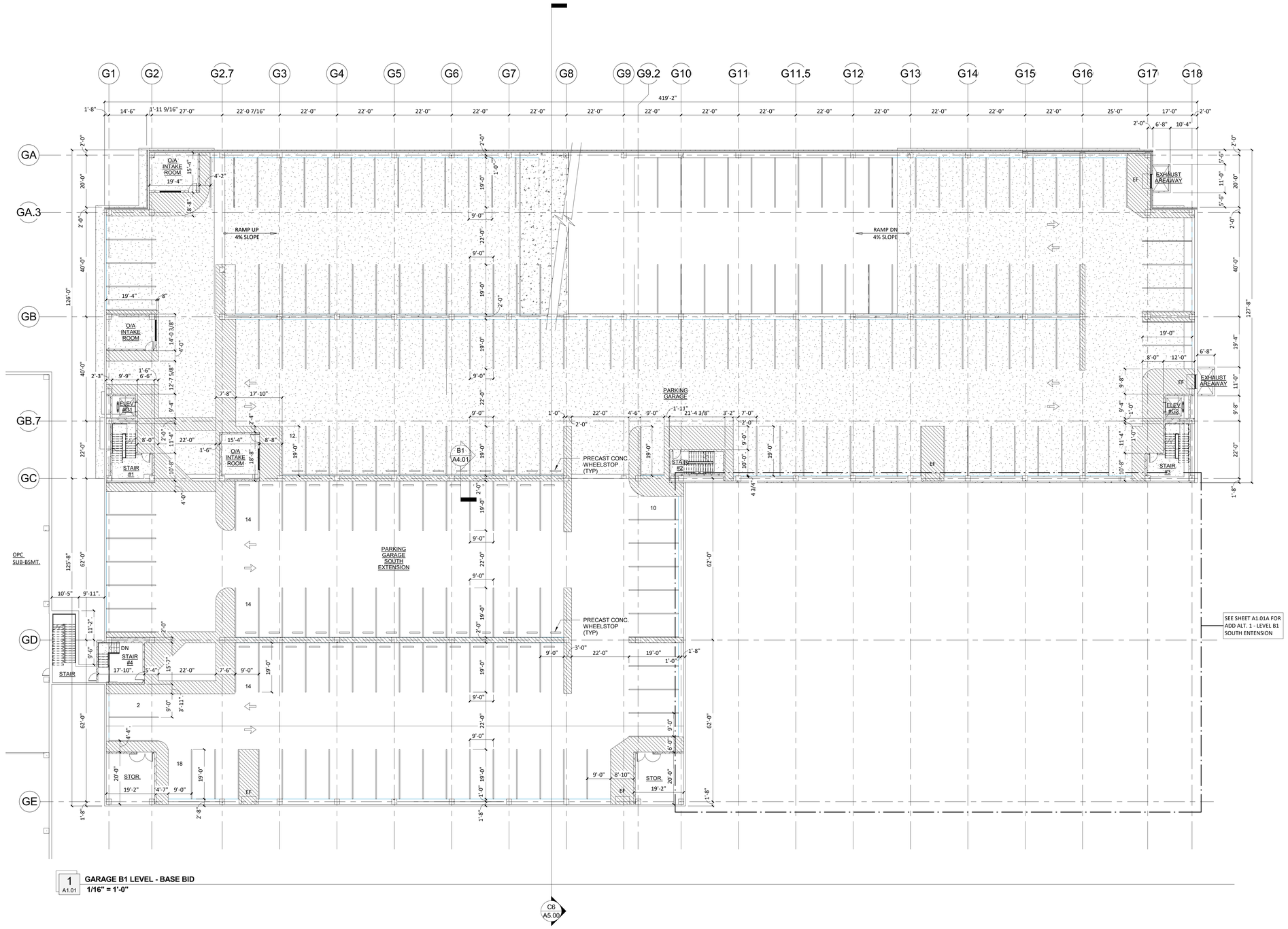

1 A1.01 **GARAGE B1 LEVEL - BASE BID**
1/16" = 1'-0"

C6 A5.00

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REVISIONS

NO.	DATE	DESCRIPTION
1	01.22.18	CITY COMMENTS

Mercy Project No.: 2040-01145
PROJECT NUMBER: 16003
ISSUE DATE: 12/15/17
SHEET SCALE: 1/16" = 1'-0"

BUILDING NAME: MERCY HOSPITAL ST. LOUIS
CREVE COEUR, MO
PROJECT NAME: OUTPATIENT CENTER
SHEET NAME: GARAGE B1 - BASE ALTERNATE

PROJECT ID:
SHEET NUMBER: A1.01

Attachment: 2018-01-22 Site Development Package (#18-002 Mercy South Campus Outpatient Center)

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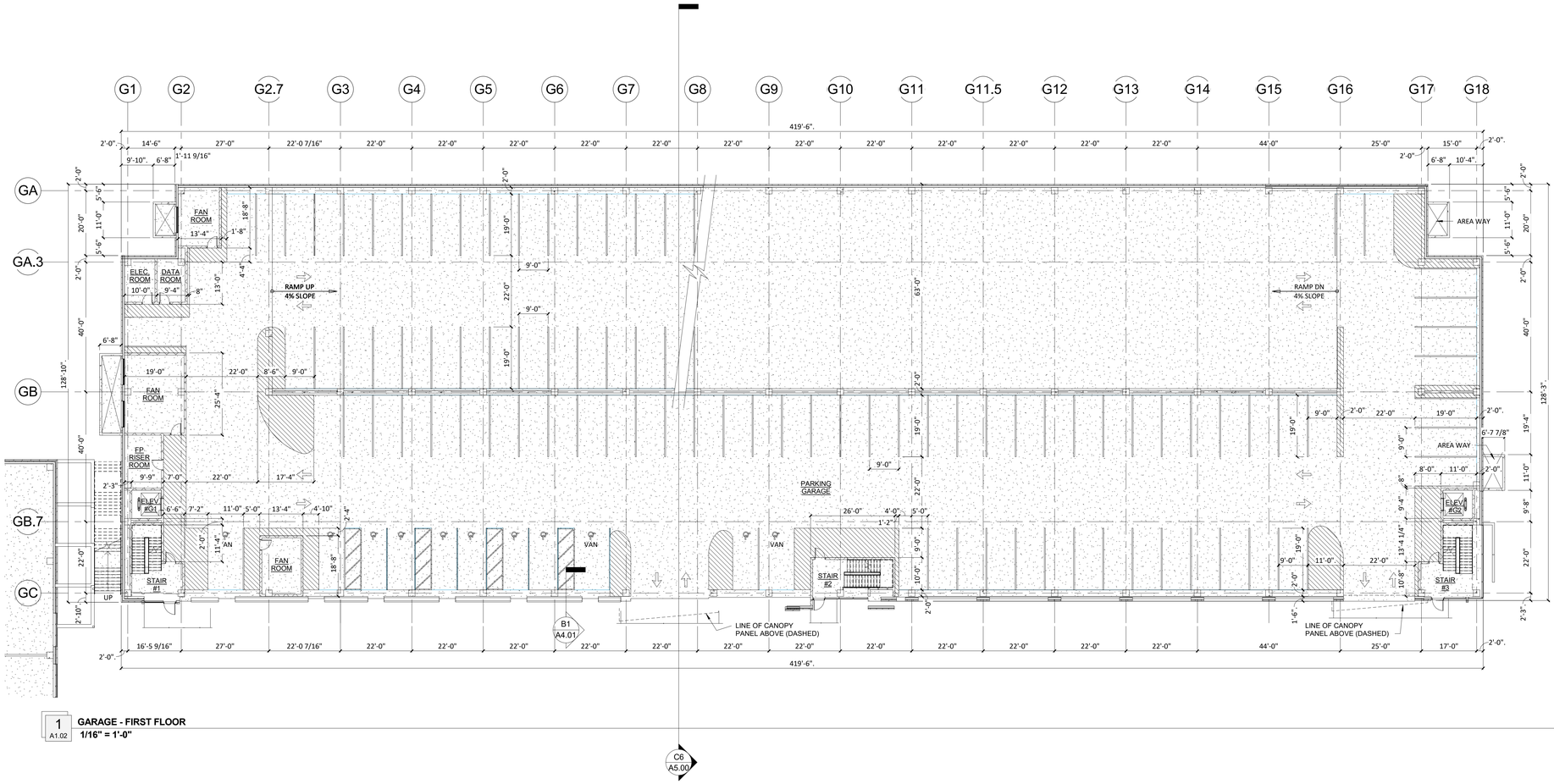

1 A1.02 **GARAGE - FIRST FLOOR**
1/16" = 1'-0"

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REVISIONS

NO.	DATE	DESCRIPTION
1	01.22.18	CITY COMMENTS

Mercy Project No.: 2040-01145
PROJECT NUMBER: 16003
ISSUE DATE: 12/15/17
SHEET SCALE: 1/16" = 1'-0"

BUILDING NAME: MERCY HOSPITAL ST. LOUIS
CREVE COEUR, MO
PROJECT NAME: OUTPATIENT CENTER
SHEET NAME: GARAGE - FIRST FLOOR

PROJECT ID:

SHEET NUMBER: A1.02

Attachment: 2018-01-22 Site Development Package (#18-002 Mercy South Campus Outpatient Center)

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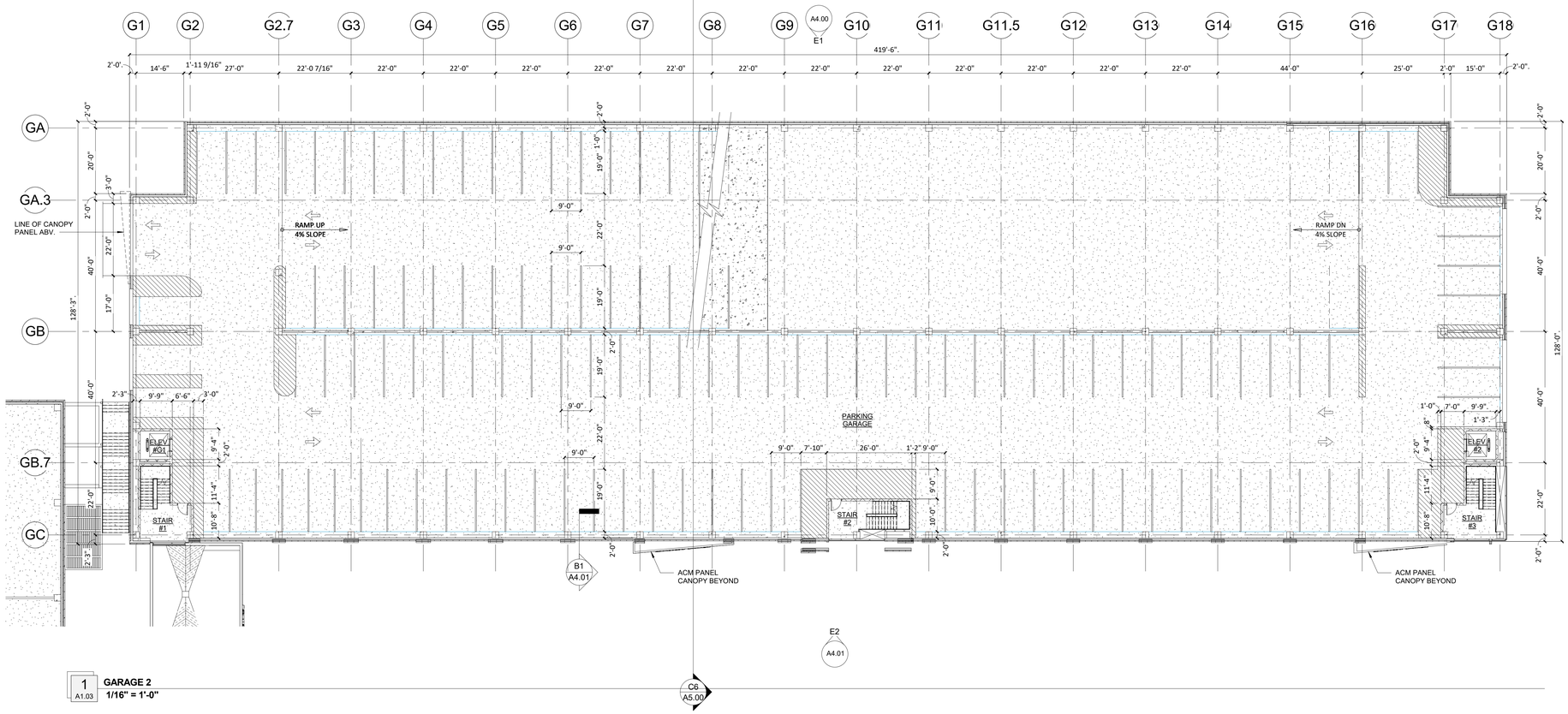

1 A1.03 **GARAGE 2**
1/16" = 1'-0"

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REVISIONS

NO.	DATE	DESCRIPTION
1	01.22.18	CITY COMMENTS

Mercy Project No.: 2040-01145
PROJECT NUMBER: 16003
ISSUE DATE: 12/15/17
SHEET SCALE: 1/16" = 1'-0"

BUILDING NAME: MERCY HOSPITAL ST. LOUIS
CREVE COEUR, MO
PROJECT NAME: OUTPATIENT CENTER
SHEET NAME: GARAGE SECOND FLOOR

PROJECT ID:

SHEET NUMBER: A1.03

Attachment: 2018-01-22 Site Development Package (#18-002 Mercy South Campus Outpatient Center)

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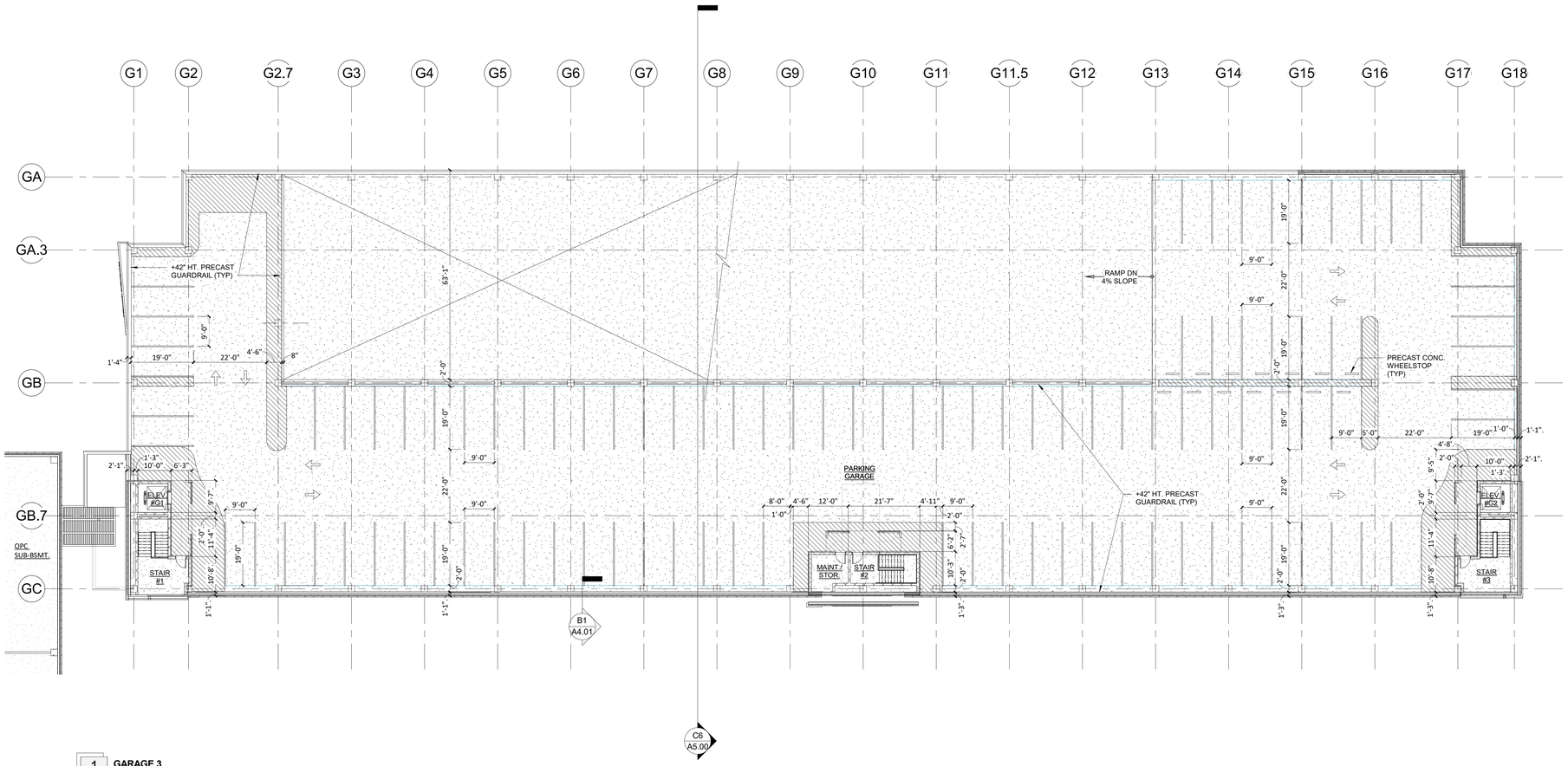

1 A1.04 **GARAGE 3**
1/16" = 1'-0"

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REVISIONS

NO.	DATE	DESCRIPTION
1	01.22.18	CITY COMMENTS

Mercy Project No.: 20-040-01145
PROJECT NUMBER: 16003
ISSUE DATE: 12/15/17
SHEET SCALE: 1/16" = 1'-0"

BUILDING NAME: MERCY HOSPITAL ST. LOUIS
CREVE COEUR, MO
PROJECT NAME: OUTPATIENT CENTER
SHEET NAME: GARAGE THIRD FLOOR

PROJECT ID:

SHEET NUMBER: A1.04

Attachment: 2018-01-22 Site Development Package (#18-002 Mercy South Campus Outpatient Center)

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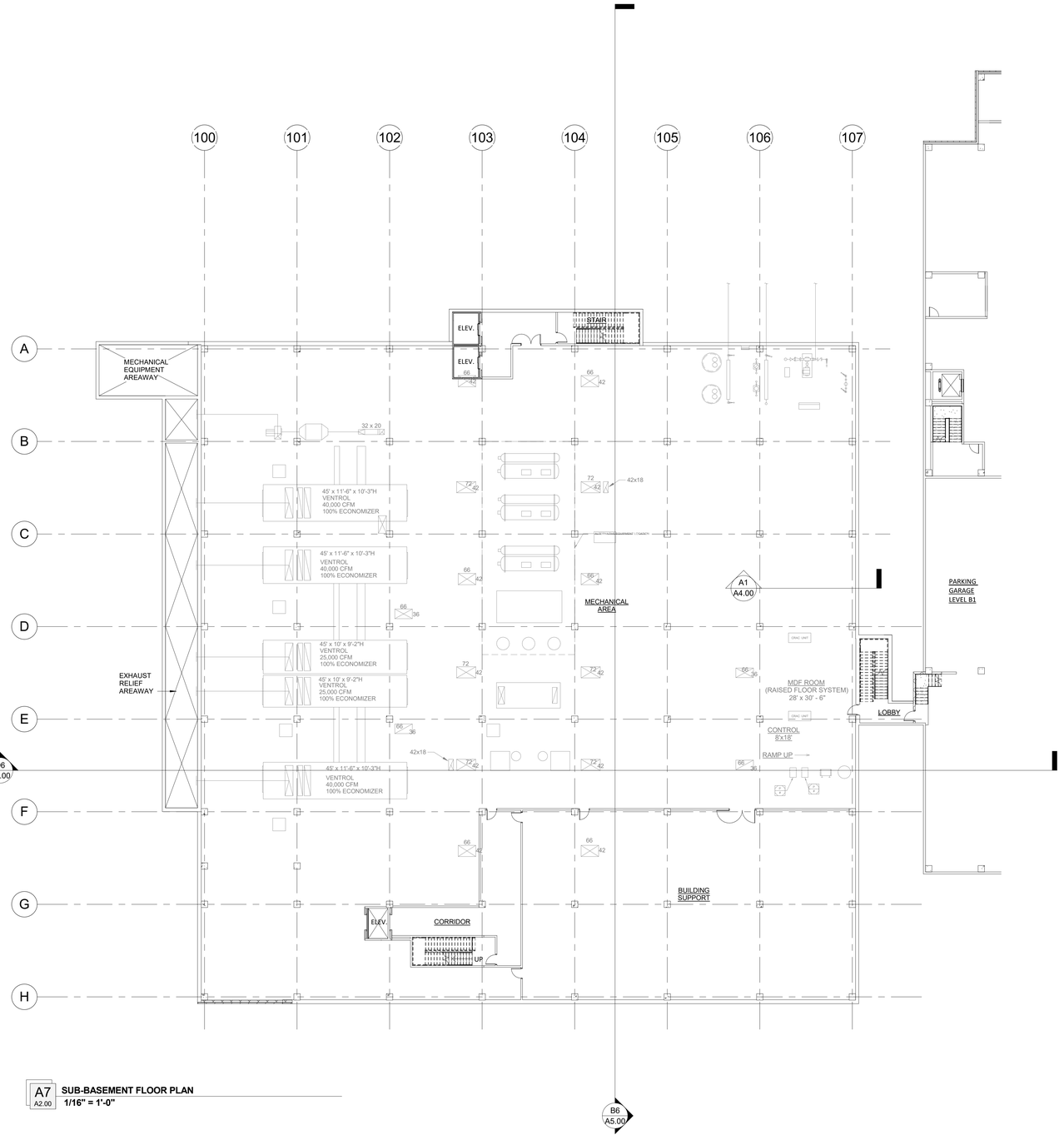

A7 A2.00 **SUB-BASEMENT FLOOR PLAN**
1/16" = 1'-0"

8' 16' 32'
1/16" = 1'-0"

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REVISIONS

NO.	DATE	DESCRIPTION
1	01.22.18	CITY COMMENTS

Mercy Project No.: 2040-01145

PROJECT NUMBER: 16003
ISSUE DATE: 12/15/17
SHEET SCALE: 1/16" = 1'-0"

BUILDING NAME: MERCY HOSPITAL ST. LOUIS
CREVE COEUR, MO

PROJECT NAME: OUTPATIENT CENTER

SHEET NAME: SUB-BASEMENT FLOOR PLAN

Mercy

PROJECT ID:

SHEET NUMBER: A2.00

Attachment: 2018-01-22 Site Development Package (#18-002 Mercy South Campus Outpatient Center)

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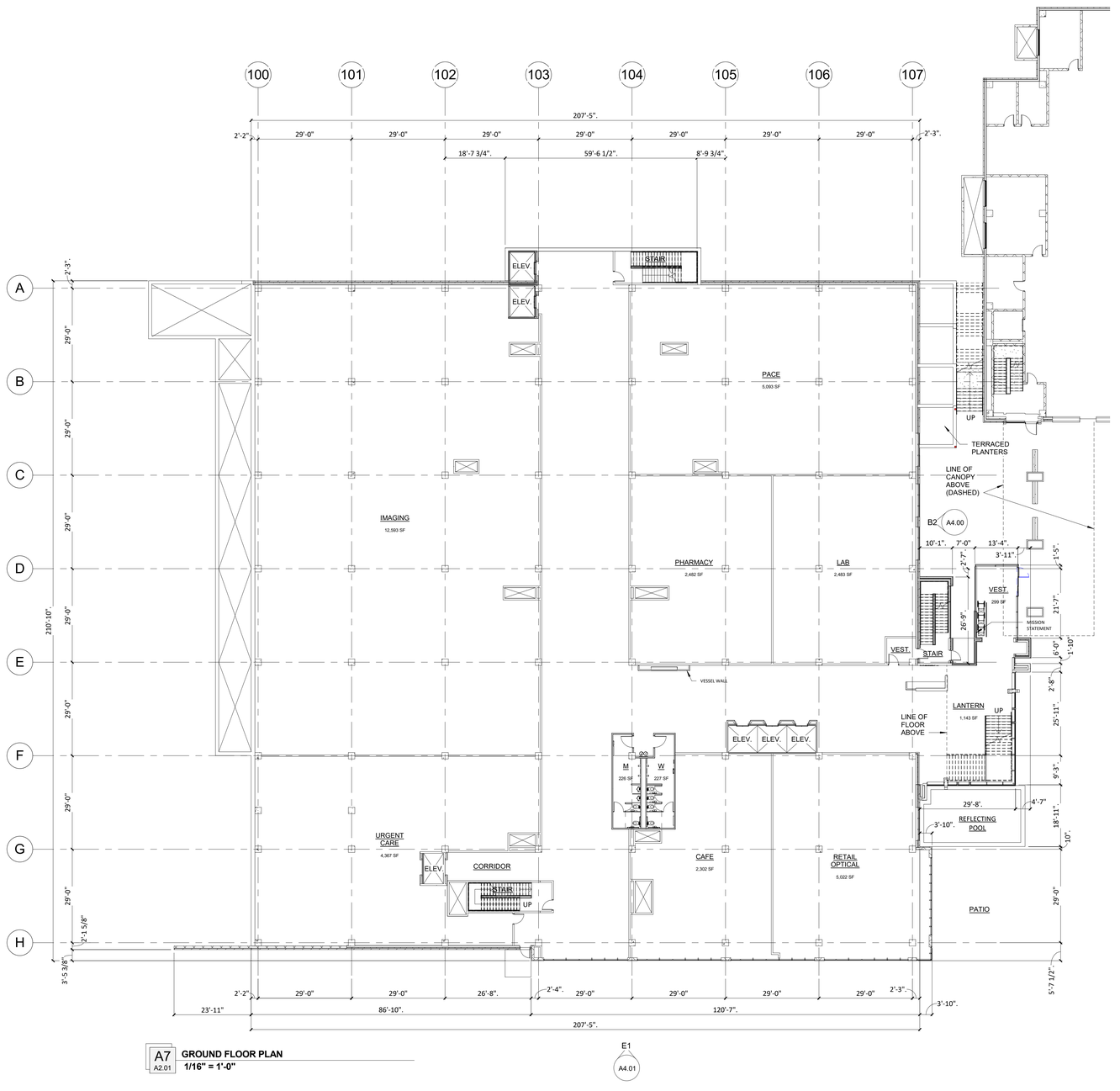

A7 / A2.01 **GROUND FLOOR PLAN**
1/16" = 1'-0"

E1 / A4.01

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REVISIONS

NO.	DATE	DESCRIPTION
1	01.22.18	CITY COMMENTS

Mercy Project No.: 2040-01145
PROJECT NUMBER: 16003
ISSUE DATE: 12/15/17
SHEET SCALE: 1/16" = 1'-0"

BUILDING NAME: MERCY HOSPITAL ST. LOUIS
CREVE COEUR, MO
PROJECT NAME: OUTPATIENT CENTER
SHEET NAME: GROUND FLOOR PLAN

Mercy

16'
1/16" = 1'-0"

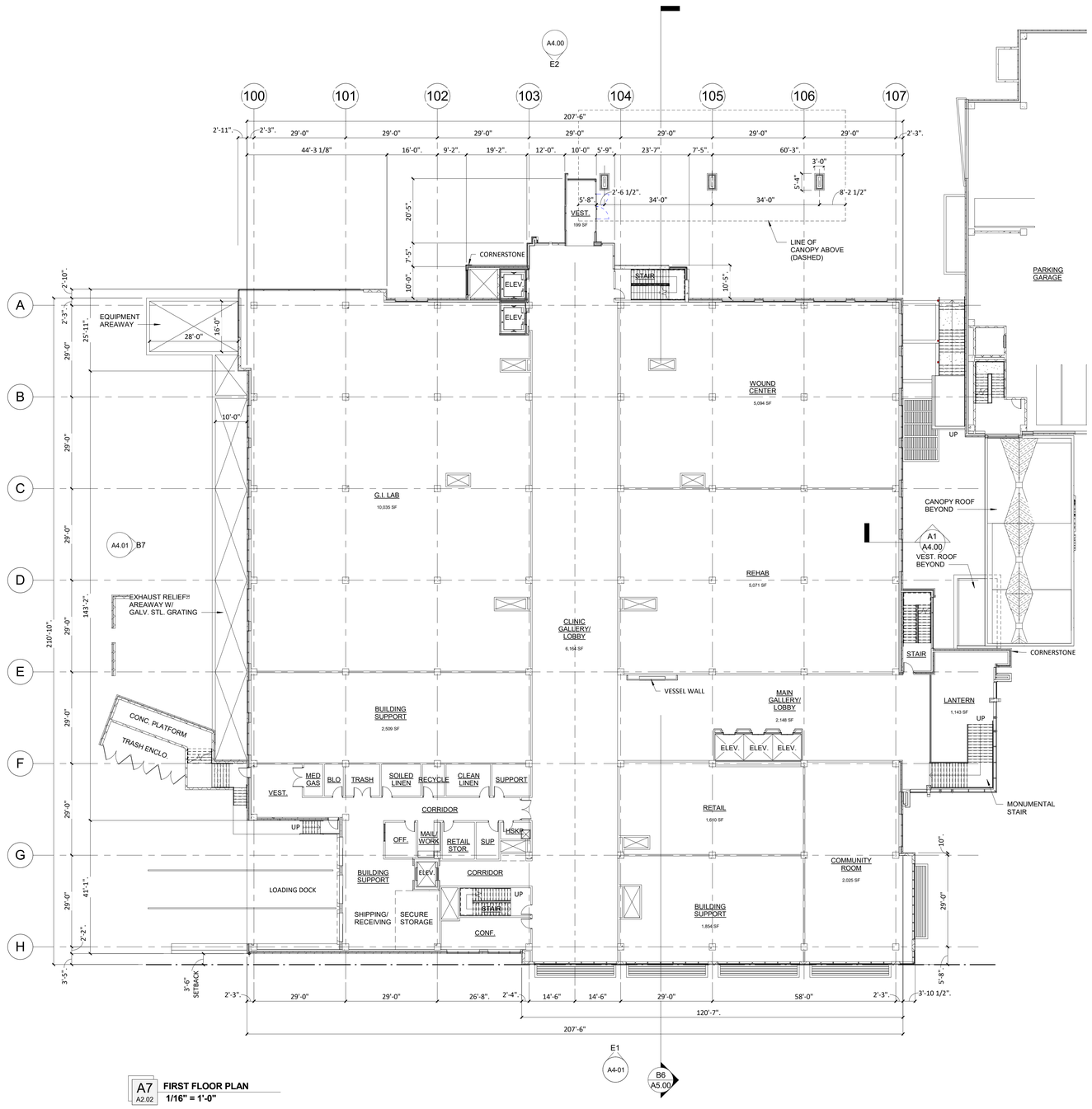
PROJECT ID:

SHEET NUMBER:
A2.01

Attachment: 2018-01-22 Site Development Package (#18-002 Mercy South Campus Outpatient Center)

BIM 360://16003 - Mercy STL OPC/16003_STL- OPC_R17.rvt

1/19/2018 3:11:04 PM



A7 / A2.02 **FIRST FLOOR PLAN**
1/16" = 1'-0"

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MERCY LOCATION
MERCY HOSPITAL ST. LOUIS
12150 CONWAY ROAD
CREVE COEUR, MISSOURI

STRUCTURAL ENGINEERS
TBD

M.E.P.T.FP ENGINEERS
HEIDEMAN ASSOCIATES, INC
240 LARKIN WILLIAMS INDUSTRIAL COURT
FENTON, MISSOURI 63026
PHONE: 636.492.3200

STATE OF MISSOURI
PAUL M SABAL
NUMBER A-2002002781
REGISTERED ARCHITECT

Paul M. Sabal - Architect
A-2002002781

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REVISIONS

NO.	DATE	DESCRIPTION
1	01.22.18	CITY COMMENTS

Mercy Project No.: 2040-01145
PROJECT NUMBER: 16003
ISSUE DATE: 12/15/17
SHEET SCALE: 1/16" = 1'-0"

BUILDING NAME: MERCY HOSPITAL ST. LOUIS
CREVE COEUR, MO
PROJECT NAME: OUTPATIENT CENTER
SHEET NAME: FIRST FLOOR PLAN

1/16" = 1'-0"

PROJECT ID:

SHEET NUMBER:
A2.02

Attachment: 2018-01-22 Site Development Package (#18-002 Mercy South Campus Outpatient Center)

BIM 360://16003 - Mercy STL OPC/16003_STL- OPC_R17.rvt

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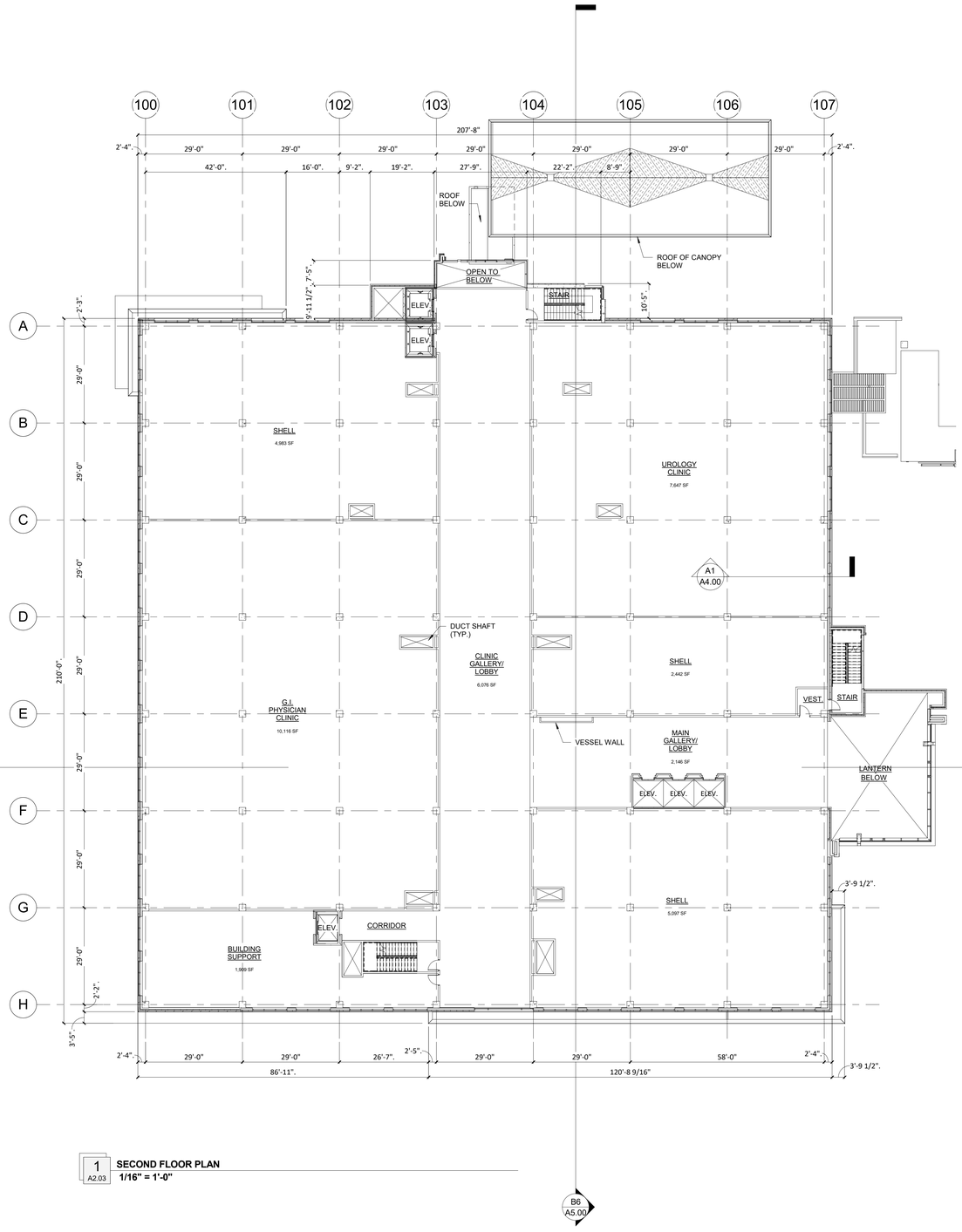

1 A2.03 **SECOND FLOOR PLAN**
1/16" = 1'-0"

8' 16' 32'
1/16" = 1'-0"

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REVISIONS

NO.	DATE	DESCRIPTION
1	01.22.18	CITY COMMENTS

Mercy Project No.: 2040-01145

BUILDING NAME: MERCY HOSPITAL ST. LOUIS
CREVE COEUR, MO

PROJECT NAME: OUTPATIENT CENTER

PROJECT NUMBER: 16003

ISSUE DATE: 12/15/17

SHEET SCALE: 1/16" = 1'-0"

SHEET NAME: SECOND FLOOR PLAN

PROJECT ID:

SHEET NUMBER: A2.03

Attachment: 2018-01-22 Site Development Package (#18-002 Mercy South Campus Outpatient Center)

BIM 360://16003 - Mercy STL OPC/16003_STL- OPC_R17.rvt

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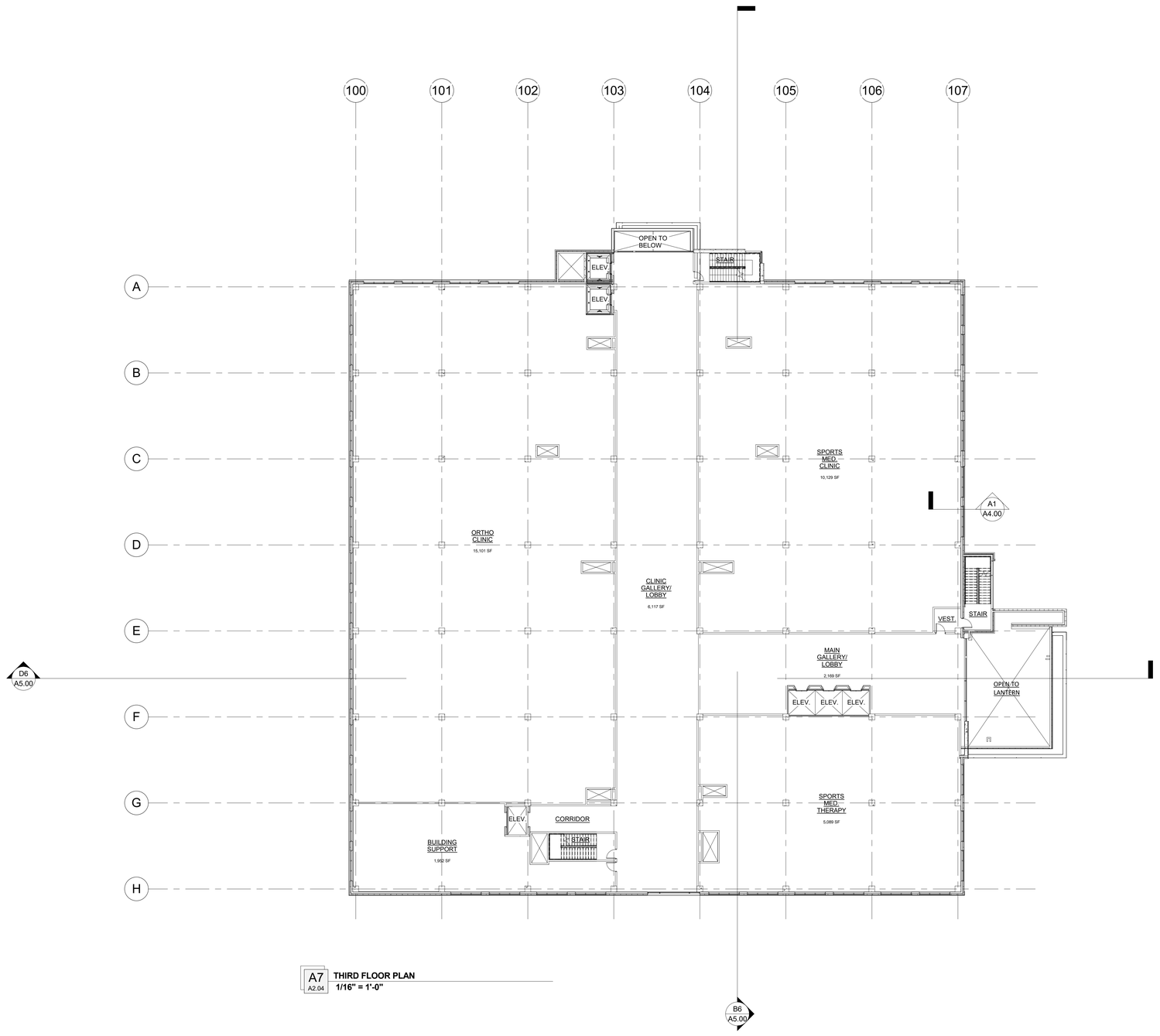

A7 / A2.04 **THIRD FLOOR PLAN**
1/16" = 1'-0"

8' 16' 32'
1/16" = 1'-0"

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REVISIONS

NO.	DATE	DESCRIPTION
1	01.22.18	CITY COMMENTS

Mercy Project No.: 2040-01145
PROJECT NUMBER: 16003
ISSUE DATE: 12/15/17
SHEET SCALE: 1/16" = 1'-0"

BUILDING NAME: MERCY HOSPITAL ST. LOUIS
CREVE COEUR, MO
PROJECT NAME: OUTPATIENT CENTER
SHEET NAME: THIRD FLOOR PLAN

PROJECT ID:

SHEET NUMBER:
A2.04

Attachment: 2018-01-22 Site Development Package (#18-002 Mercy South Campus Outpatient Center)

BIM 360://16003 - Mercy STL OPC/16003_STL- OPC_R17.rvt

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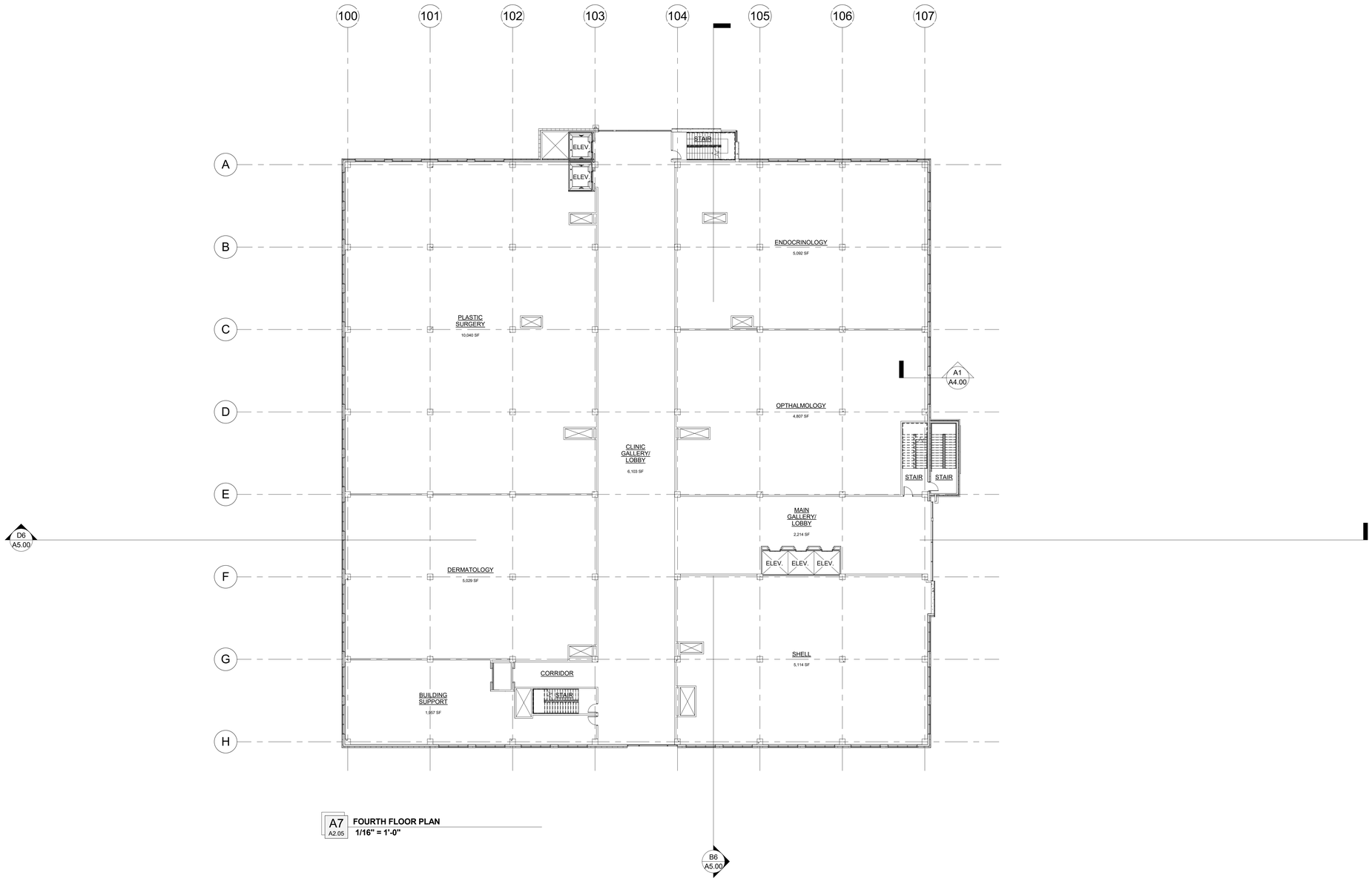

A7 A2.05 **FOURTH FLOOR PLAN**
1/16" = 1'-0"

8' 16' 32'
1/16" = 1'-0"

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REVISIONS

NO.	DATE	DESCRIPTION
1	01.22.18	CITY COMMENTS

Mercy Project No.: 2040-01145

PROJECT NUMBER: 16003
ISSUE DATE: 12/15/17
SHEET SCALE: 1/16" = 1'-0"

BUILDING NAME: MERCY HOSPITAL ST. LOUIS
CREVE COEUR, MO

PROJECT NAME: OUTPATIENT CENTER

SHEET NAME: FOURTH FLOOR PLAN

Mercy

PROJECT ID:

SHEET NUMBER: A2.05

Attachment: 2018-01-22 Site Development Package (#18-002 Mercy South Campus Outpatient Center)

BIM 360://16003 - Mercy STL OPC/16003_STL- OPC_R17.rvt

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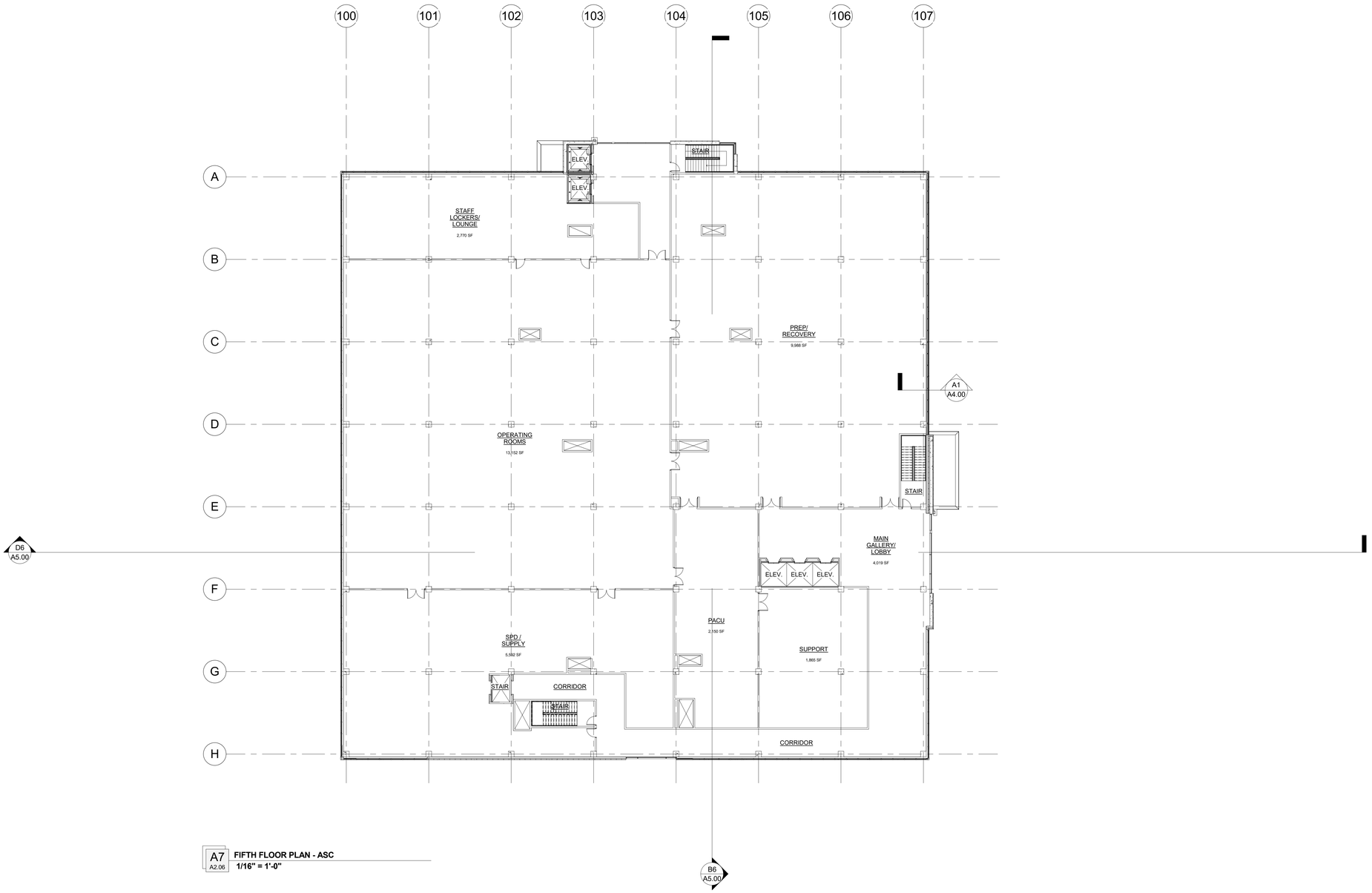

A7 A2.06 **FIFTH FLOOR PLAN - ASC**
1/16" = 1'-0"

8' 16' 32'
1/16" = 1'-0"

BIM 360://16003 - Mercy STL OPC/16003_STL- OPC_R17.rvt

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PAUL M. SABAL
NUMBER
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REGISTERED ARCHITECT

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REVISIONS

NO.	DATE	DESCRIPTION
1	01.22.18	CITY COMMENTS

Mercy Project No.: 2040-01145

PROJECT NUMBER: 16003
ISSUE DATE: 12/15/17
SHEET SCALE: 1/16" = 1'-0"

BUILDING NAME: MERCY HOSPITAL ST. LOUIS
CREVE COEUR, MO

PROJECT NAME: OUTPATIENT CENTER

SHEET NAME: FIFTH FLOOR PLAN

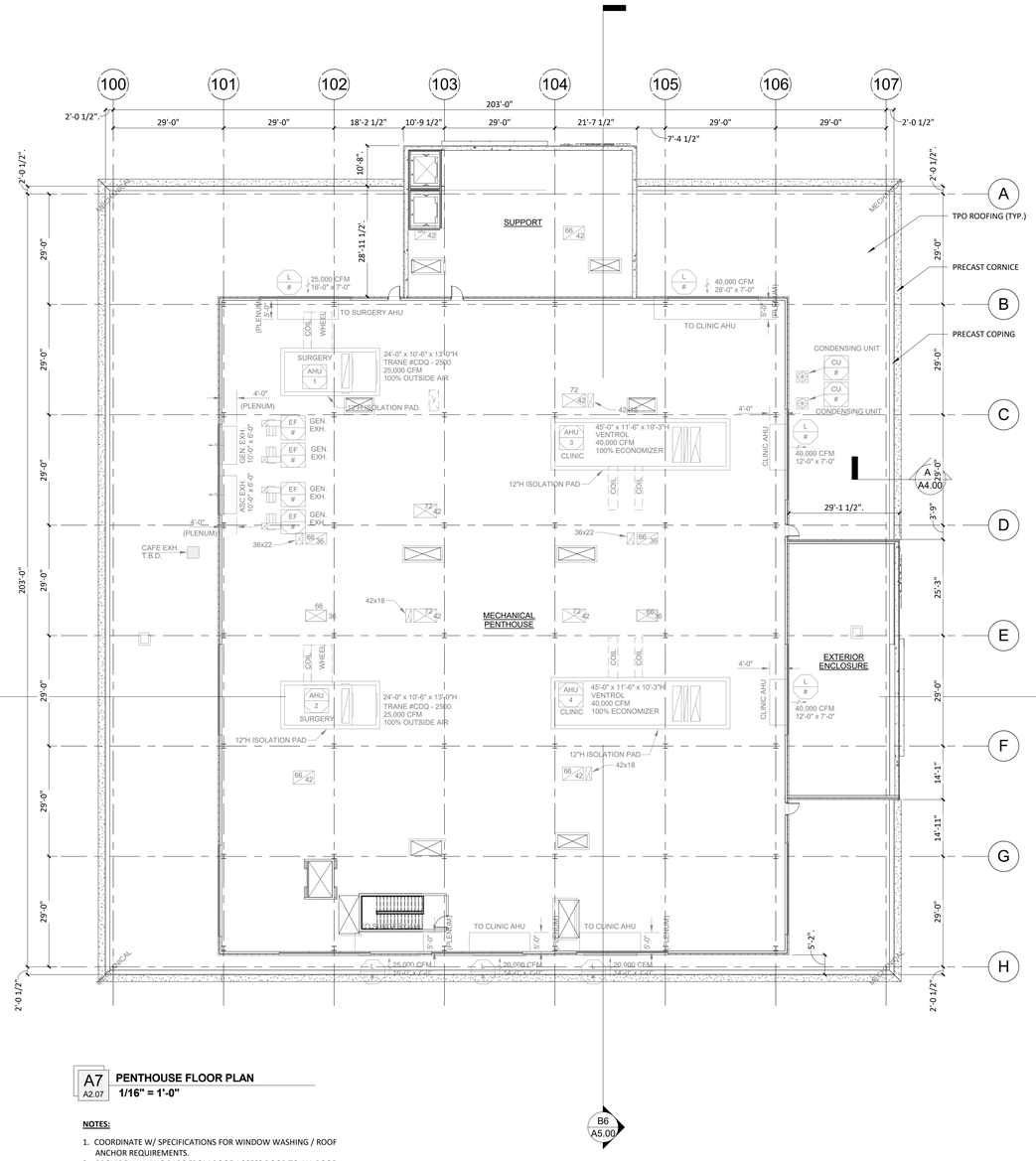
Mercy

PROJECT ID:

SHEET NUMBER: A2.06

Attachment: 2018-01-22 Site Development Package (#18-002 Mercy South Campus Outpatient Center)

1/19/2018 8:11:33 PM



A7 / A2.07 **PENTHOUSE FLOOR PLAN**
1/16" = 1'-0"

NOTES:

1. COORDINATE W/ SPECIFICATIONS FOR WINDOW WASHING / ROOF ANCHOR REQUIREMENTS.
2. PROVIDE WALKING PADS FROM ROOF ACCESS DOOR TO ALL ROOF MOUNTED EQUIPMENT.
3. PROVIDE ROOF ACCESS LADDER FROM TOP OF FIFTH FLOOR ROOF TO TOP OF PENTHOUSE ROOF.

8' 16' 32'
1/16" = 1'-0"

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CREVE COEUR, MISSOURI

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TBD

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PAUL M SABALL
NUMBER A-2002002781
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REVISIONS

NO.	DATE	DESCRIPTION
1	01.22.18	CITY COMMENTS

Mercy Project No.: 2040-01145

PROJECT NUMBER:	16003
ISSUE DATE:	12/15/17
SHEET SCALE:	1/16" = 1'-0"

BUILDING NAME:
MERCY HOSPITAL ST. LOUIS
CREVE COEUR, MO

PROJECT NAME:
OUTPATIENT CENTER

SHEET NAME:
PENTHOUSE FLOOR PLAN

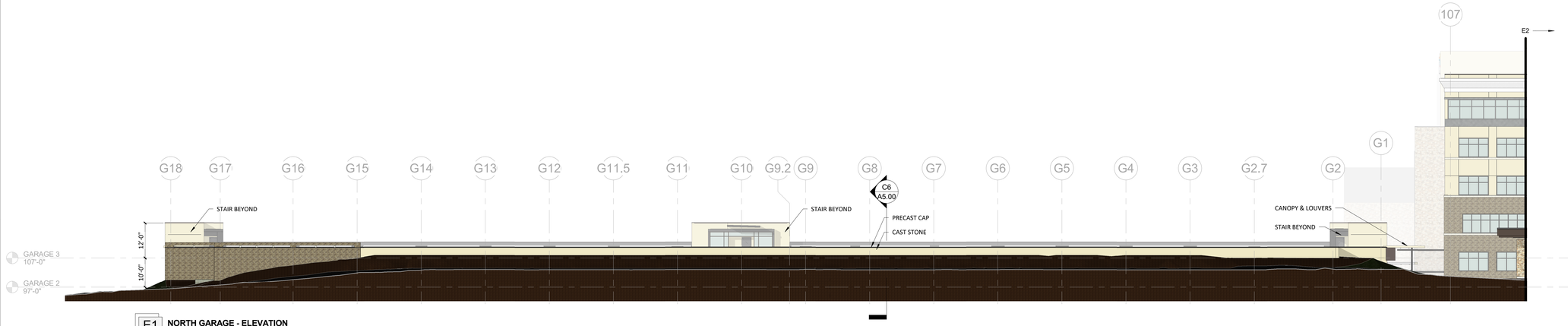
PROJECT ID:

SHEET NUMBER:
A2.07

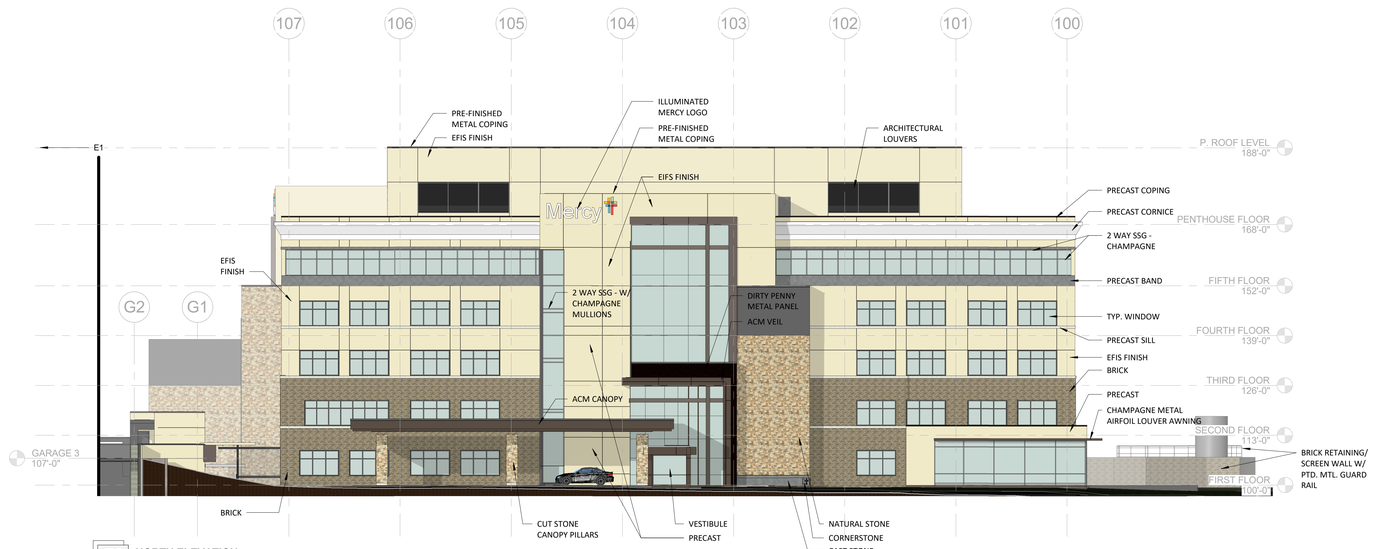
Attachment: 2018-01-22 Site Development Package (#18-002 Mercy South Campus Outpatient Center)

BIM 360://16003 - Mercy STL OPC/16003_STL_OPC_R17.rvt

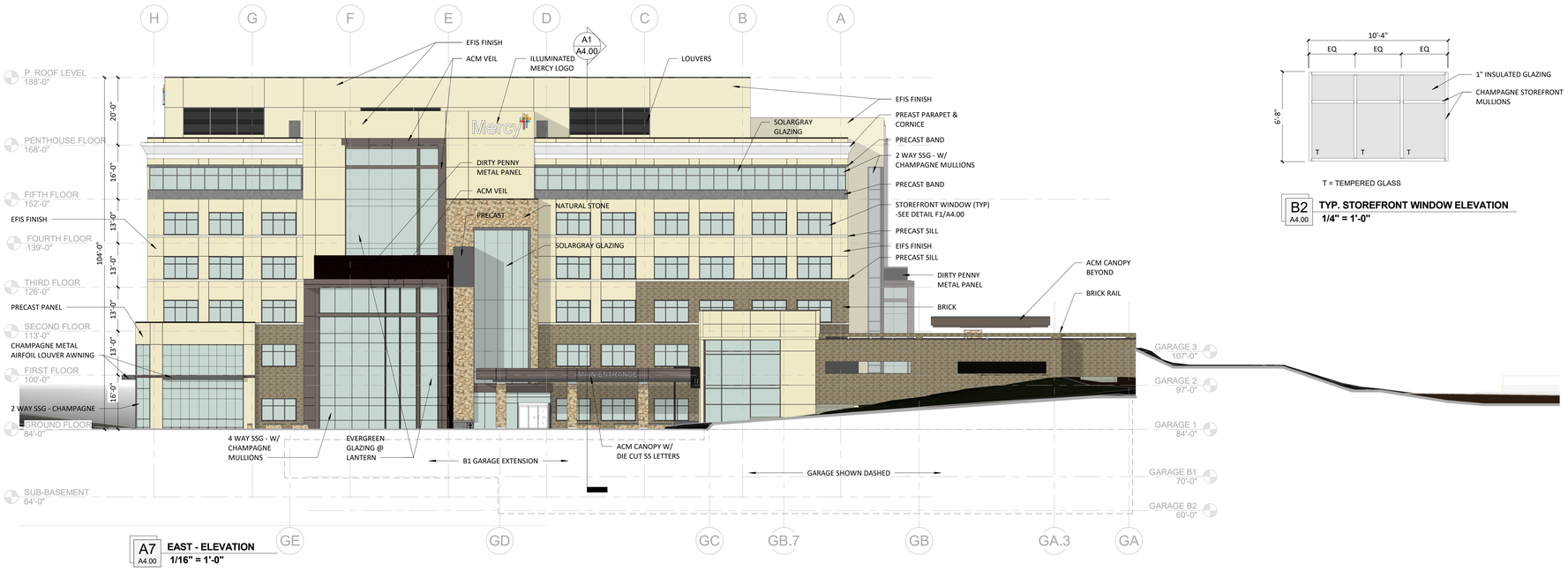
1/19/2018 4:58:47 PM



E1 A4.00 **NORTH GARAGE - ELEVATION**
1/16" = 1'-0"



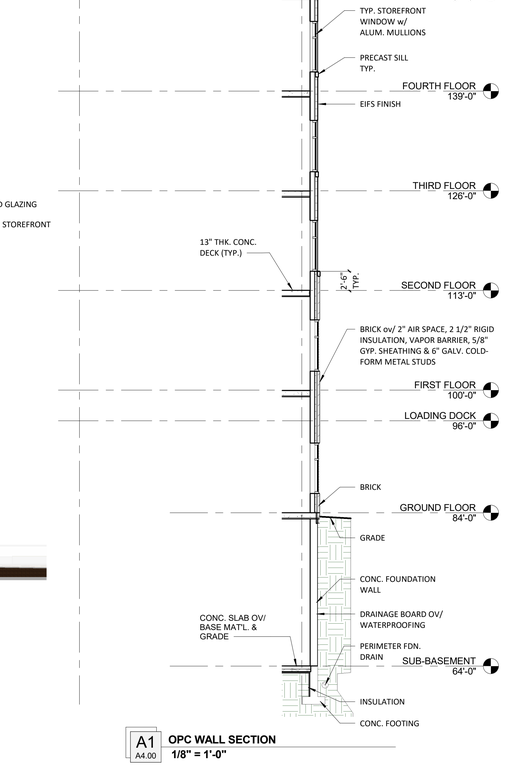
E2 A4.00 **NORTH ELEVATION**
1/16" = 1'-0"



A7 A4.00 **EAST - ELEVATION**
1/16" = 1'-0"

T = TEMPERED GLASS

B2 A4.00 **TYP. STOREFRONT WINDOW ELEVATION**
1/4" = 1'-0"



A1 A4.00 **OPC WALL SECTION**
1/8" = 1'-0"

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REVISIONS

NO.	DATE	DESCRIPTION
1	01.22.18	CITY COMMENTS

Mercy Project No.: 2040-01145
PROJECT NUMBER: 16003
ISSUE DATE: 12/15/17
SHEET SCALE: As indicated

BUILDING NAME: MERCY HOSPITAL ST. LOUIS
CREVE COEUR, MO
PROJECT NAME: OUTPATIENT CENTER
SHEET NAME: EXTERIOR ELEVATIONS

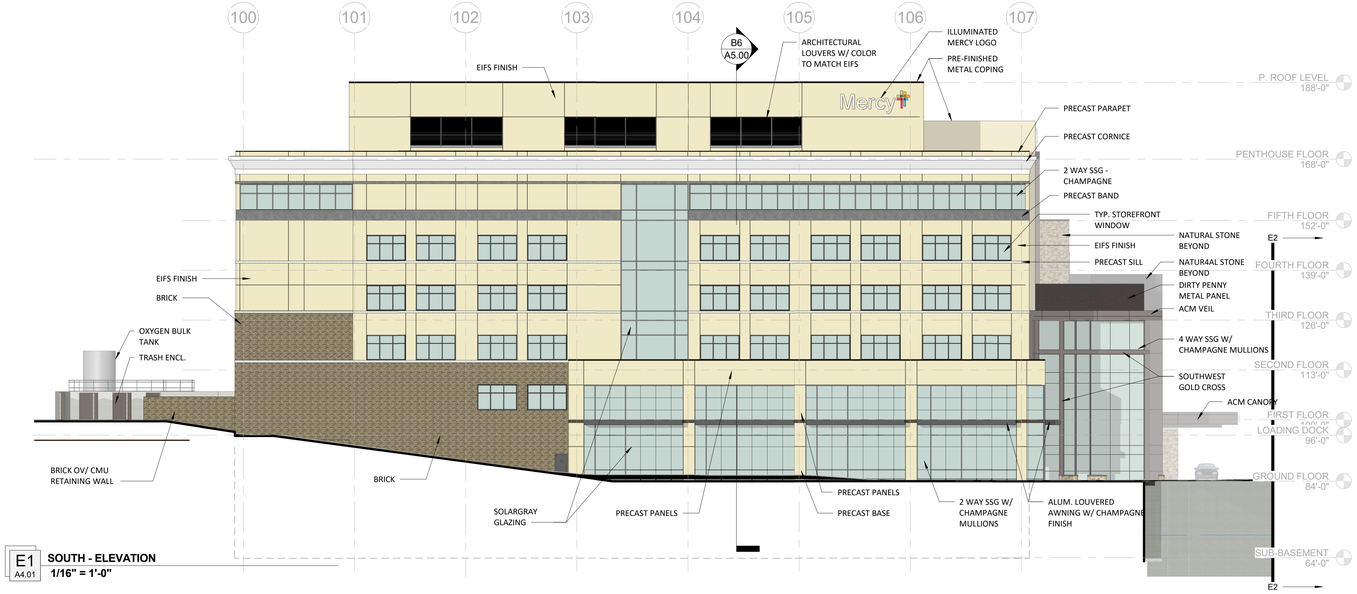
Mercy

PROJECT ID:

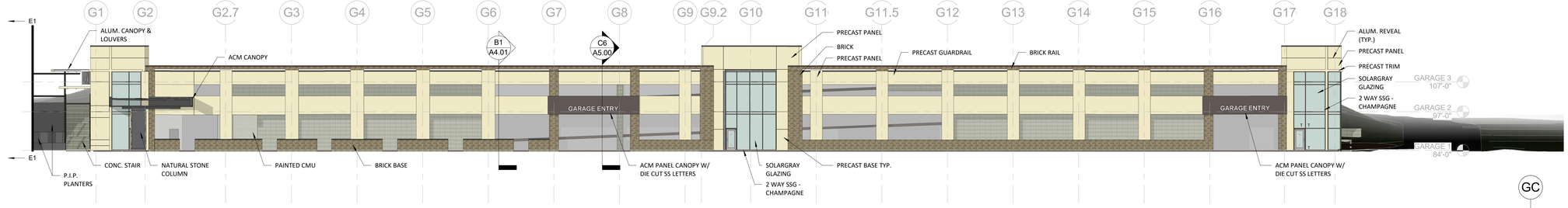
SHEET NUMBER: A4.00

Attachment: 2018-01-22 Site Development Package (#18-002 Mercy South Campus Outpatient Center)

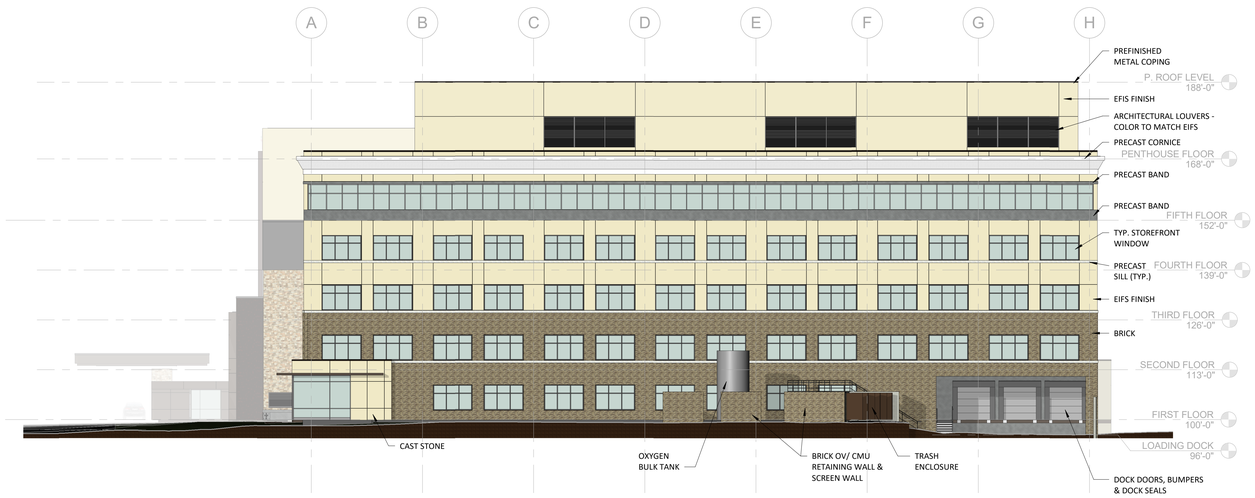
BIM 360://16003 - Mercy STL OPC/16003_STL- OPC_R17.rvt



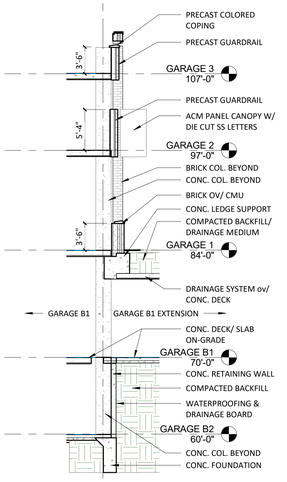
E1 A4.01 SOUTH - ELEVATION
1/16" = 1'-0"



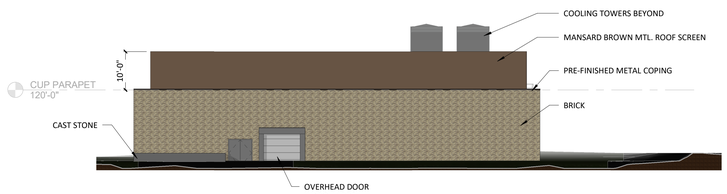
E2 A4.01 SOUTH GARAGE - ELEVATION
1/16" = 1'-0"



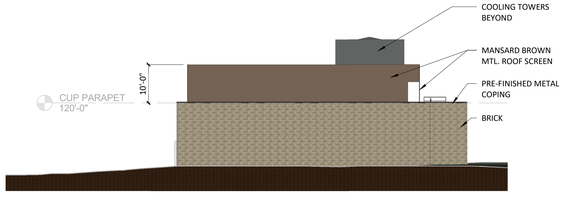
B7 A4.01 WEST - ELEVATION
1/16" = 1'-0"



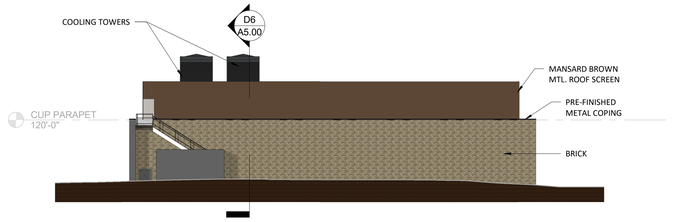
B1 A4.01 GARAGE WALL SECTION
1/8" = 1'-0"



A6 A4.01 EAST CUP ELEVATION
1/16" = 1'-0"



A4 A4.01 NORTH CUP ELEVATION
1/16" = 1'-0"



A2 A4.01 WEST CUP ELEVATION
1/16" = 1'-0"

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1	01.22.18	CITY COMMENTS

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PROJECT NUMBER: 16003
ISSUE DATE: 12/15/17
SHEET SCALE: As indicated

BUILDING NAME: MERCY HOSPITAL ST. LOUIS
CREVE COEUR, MO
PROJECT NAME: OUTPATIENT CENTER
SHEET NAME: EXTERIOR ELEVATIONS

PROJECT ID:

SHEET NUMBER: A4.01

Attachment: 2018-01-22 Site Development Package (#18-002 Mercy South Campus Outpatient Center)

BIM 360://16003 - Mercy STL OPC/16003_STL- OPC_R17.rvt

1/19/2018 3:19:19 PM

D6 A5.00 **SITE SECTION - EAST WEST**
1" = 30'-0"

B6 A5.00 **SITE SECTION - NORTH SOUTH**
1" = 30'-0"

C6 A5.00 **SITE SECTION - NORTH SOUTH - GARAGE**
1" = 30'-0"

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TBD

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PAUL M SABALL
NUMBER A-2002002781
REGISTERED ARCHITECT

Paul M. Sabal - Architect
A-2002002781

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REVISIONS

NO.	DATE	DESCRIPTION
1	01.22.18	CITY COMMENTS

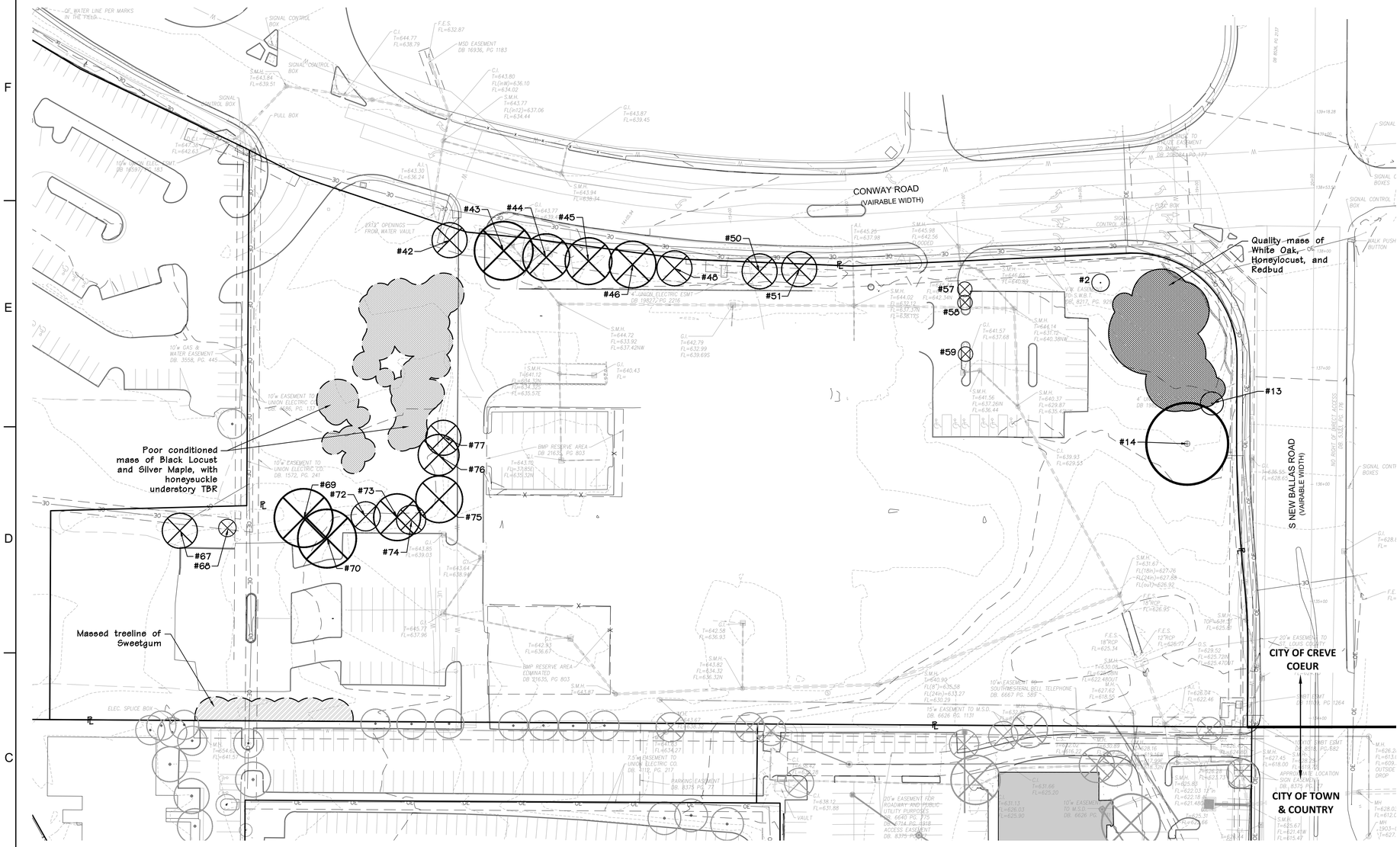
Mercy Project No.: 2040-01145
PROJECT NUMBER: 16003
ISSUE DATE: 12/15/17
SHEET SCALE: 1" = 30'-0"

BUILDING NAME: MERCY HOSPITAL ST. LOUIS
CREVE COEUR, MO
PROJECT NAME: OUTPATIENT CENTER
SHEET NAME: BUILDING SECTIONS

PROJECT ID:

SHEET NUMBER:
A5.00

Attachment: 2018-01-22 Site Development Package (#19-002 Mercy South Campus Outpatient Center)



Tree Census - Creve Coeur

SCALE 1"=40'

0 40 80 160

KEY

- ## ⊙ Existing Individual Tree to remain
- ## ⊗ Existing Individual Tree TBR
- Existing Tree Mass to remain
- Existing Poor Quality Tree Mass TBR
- Existing Tree Mass TBR
- ⊙ ⊗ Existing Individual Tree Off-site

Existing Individual Trees

No.	Tree Name	DBH	Canopy Diam.	Condition Rating	Comment	Preserved	To Be Removed
2	Austrian Pine	12	15	Good		X	
13	Redbud	6	20	Fair	some decay	X	
14	White Oak	36	70	Fair	some deadwood, broken limbs	X	
42	Red Oak	18	30	Fair	Galls		X
43	Red Oak	24	50	Good	OE line clearance		X
44	Red Oak	18	40	Poor	basal decay		X
45	Red Oak	18	40	Fair	Galls, OE line clearance		X
46	Red Oak	16	40	Fair	OE line clearance		X
48	Red Oak	18	30	Fair	OE line clearance		X
50	Red Oak	24	30	Fair	OE line clearance		X
51	Red Oak	18	30	Poor	OE line clearance		X
57	Crabapple	6	12	Poor	decay		X
58	Crabapple	6	8	Poor	decay		X
59	Crabapple	6	12	Poor	decay		X
67	White Pine	18	30	Fair			X
68	White Pine	10	15	Dead	topped		X
69	White Pine	20	50	Good			X
70	Red Oak	20	50	Good	some deadwood		X
72	White Pine	14	25	Good			X
73	Maple	20	40	Fair			X
74	White Pine	14	25	Fair			X
75	White Pine	24	40	Good			X
76	White Pine	15	35	Fair			X
77	White Pine	15	30	Fair			X

Tree Inventory Plan
Prepared under direction of:
Brian Bage
Certified Arborist MW- 5033A

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STATE OF MISSOURI
JERALD L. SAUNDERS
NUMBER LA-7
LANDSCAPE ARCHITECT
12/15/17

Jerald Saunders | Landscape Architect
MO License # LA-007

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REVISIONS

NO.	DATE	DESCRIPTION

Mercy Project No.: 1542-00918

BUILDING NAME: MERCY HOSPITAL ST. LOUIS
CREVE COEUR, MO

PROJECT NAME: OUTPATIENT CENTER

SHEET NAME: TREE CENSUS - CREVE COEUR

LOOMIS PROJECT NUMBER: 947.002

ISSUE DATE: 12.15.17

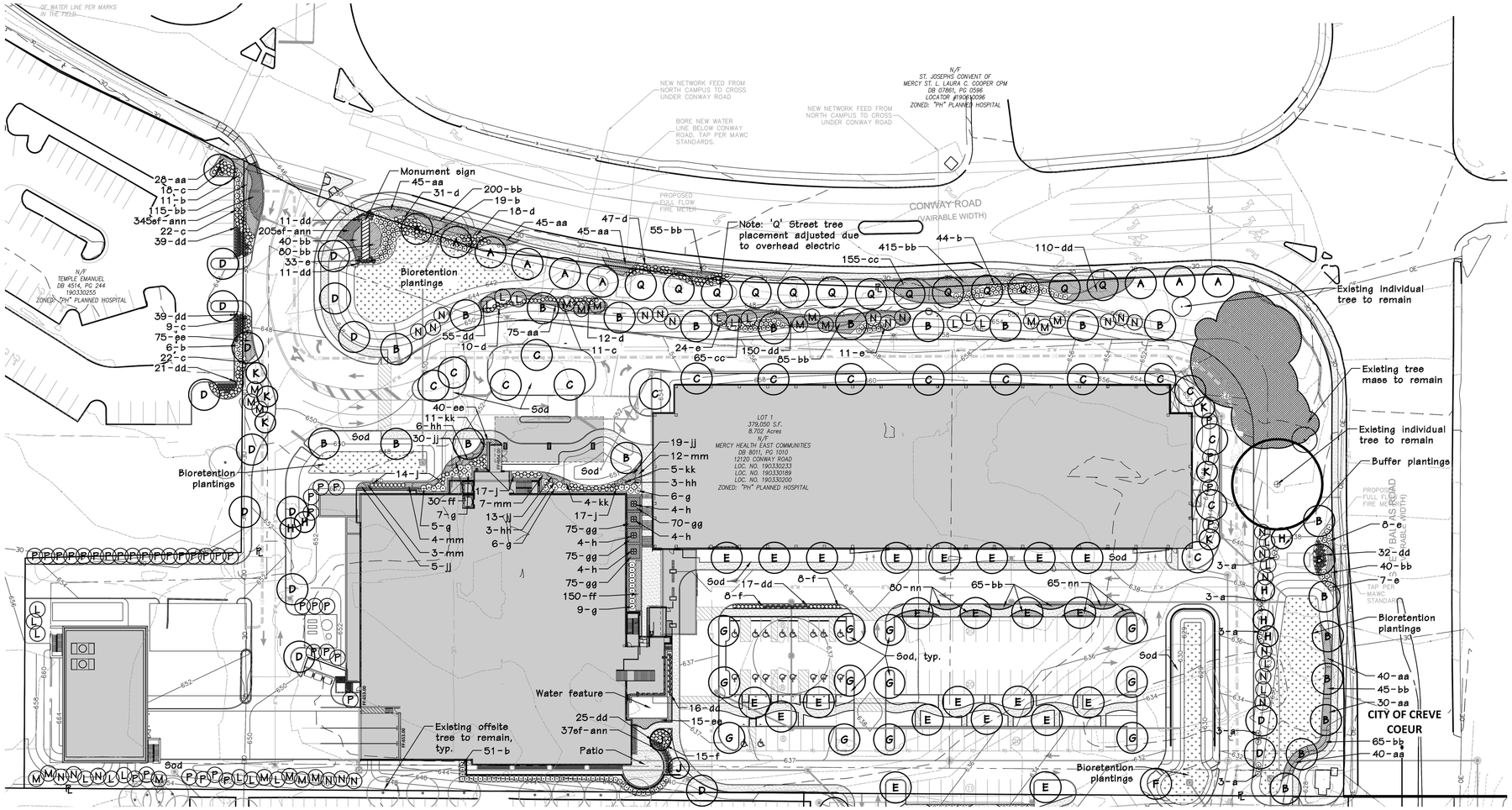
SHEET SCALE: SEE SHEET

DRAWN BY: L.W.H.	CHECKED BY: J.A.S.
JOB NO. 947.002	M.E.P. # & TBD
BASE MAP # TBD	S.L.C. HAT # TBD
HAT S.U.P. # TBD	M.D.N.R. # TBD

PROJECT ID:

SHEET NUMBER: L1.0

Attachment: 2018-01-22 Site Development Package (#18-002 Mercy South Campus Outpatient Center)



Landscape Plan - Creve Coeur

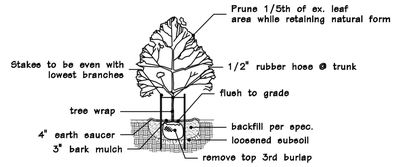
SCALE 1"=40'

0 40 80 160

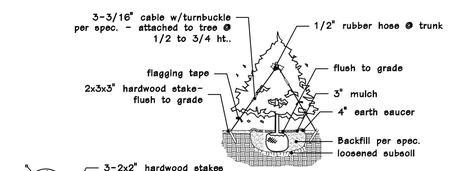
PLANTING SCHEDULE					
TREES					
SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
A	11	Quercus rubra	Red Oak	3" cal	B&B
B	23	Quercus bicolor	Swamp White Oak	3" cal	B&B
C	17	Acer rubrum 'Frankered'	Red Sunset Maple	3" cal	B&B
D	15	Ginkgo biloba 'Autumn Gold'	Autumn Gold Ginkgo (male)	3" cal	B&B
E	23	Nyssa sylvatica	Blackgum	3" cal	B&B
F	1	Tilia cordata 'Greenspire'	Greenspire Littleleaf Linden	3" cal	B&B
G	12	Zelkova serrata 'Green Vase'	Green Vase Zelkova	3" cal	B&B
H	6	Cercis canadensis	Eastern Redbud	2" cal	B&B
J	2	Malus 'Sutyzam'	Sugar Tyme Crabapple	2" cal	B&B
K	6	Amelanchier arborea	Downy Serviceberry	2" cal	B&B
L	22	Pinus strobus	Eastern White Pine	6' h	B&B
M	19	Picea pungens	Colorado Blue Spruce	6' h	B&B
N	24	Picea omorika	Serbian Spruce	6' h	B&B
P	38	Thuja 'Green Giant'	Green Giant Arborvitae	6' h	B&B
Q	13	Taxodium distichum 'Mickelson'	Shawnee Brave Baldcypress	3" cal	B&B
SHRUBS					
SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
a	15	Ilex x meserveae 'Mesdog/Mesog'	China Boy/Girl Holly	24-36"	B&B
b	131	Juniperus virginiana 'Grey Owl'	Grey Owl Juniper	24"	
c	51	Itea virginica 'Henry's Garnet'	Henry's Garnet Sweetspire	24"	
d	118	Ilex verticillata 'Nana/Jim Dandy'	Red Sprite/Jim Dandy Winterberry	24"	9:1 ratio
e	83	Rhus aromatica 'Gro-Low'	Gro-Low Sumac	24"	
f	31	Juniperus x pfitzeriana 'Kallay's Compact'	Kallay's Compact Pfitzer Juniper	24"	
g	33	Rhododendron 'PJM Elite'	PJM Elite Rhododendron	24"	
h	16	Buxus 'Green Velvet'	Green Velvet Boxwood	15-18"	
j	48	Rhododendron 'Pleasant White'	Pleasant White Rhododendron	18"	
GRASSES AND PERENNIALS					SPACING
aa	348	Panicum virgatum 'Cheyenne Sky'	Cheyenne Sky Switchgrass	1 gal	24" o.c.
bb	1,205	Sporobolus heterolepis	Prairie Dropseed	1 gal	18" o.c.
cc	220	Schizachyrium scoparium	Little Bluestem	1 gal	24" o.c.
dd	522	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	1 gal	24" o.c.
ee	90	Liriope muscari 'Big Blue'	Big Blue Liriope	1 gal	15" o.c.
ff	115	Pachysandra terminalis	Japanese Pachysandra	1 qt	12" o.c.
gg	295	Ajuga reptans 'Valfredda'	Chocolate Chip Ajuga	1 qt	12" o.c.
hh	12	Hosta x tardiana 'Halcyon'	Halcyon Hosta	1 gal	24" o.c.
jj	67	Hosta 'Patriot'	Patriot Hosta	1 gal	18" o.c.
kk	20	Hosta 'August Moon'	August Moon Hosta	1 gal	24" o.c.
mm	26	Dryopteris erythrosora	Autumn Fern	1 gal	24" o.c.
nn	145	Rudbeckia fulgida var. sullivantii ' Goldsturm'	Goldsturm Black-eyed Susan	1 gal	18" o.c.
ann	587sf	Seasonal annuals (3 seasons of plantings)		varies	varies
	13,606sf	Bioretention plantings		pluge	18" o.c.

NOTES:
1. ALL MULCH TO BE DOUBLE GROUND BARK MULCH.
2. SOD AS NOTED.
3. SOIL MIX IN ALL SHRUB BEDS AT 8" DEPTH.
4. TOPSOIL IN ALL DISTURBED LAWN AREAS AT 6" DEPTH.
5. BED EDGES TO BE SPADE CUT.
6. IRRIGATION SYSTEM TO BE INSTALLED THAT PROVIDES 100% COVERAGE TO ALL LAWN AND BED AREAS.

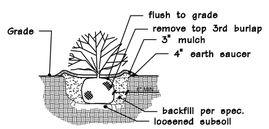
CALCULATIONS:
1,227LF OF ROAD FRONTAGE ALONG CONWAY RD AND NEW BALLAS RD
- 80LF NEW DRIVE
1,147LF ÷ 30 = 38 REQUIRED STREET TREES
(THERE ARE 7 EXISTING STREET TREES)
38 - 7 = 31 NEW STREET TREES REQUIRED
31 PROPOSED



CANOPY TREE PLANTING



TYPICAL EVERGREEN PLANTING



SCARIFY ROOT BALL OF ALL CONTAINER STOCK

TYPICAL SHRUB PLANTING

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REVISIONS

NO.	DATE	DESCRIPTION
1	01/22/18	CITY COMMENTS

Mercy Project No.: 1542-00918
LOOMIS PROJECT NUMBER: 947.002
ISSUE DATE: 12.15.17
SHEET STAGE: SEE SHEET

BUILDING NAME: MERCY HOSPITAL ST. LOUIS
CREVE COEUR, MO
PROJECT NAME: OUTPATIENT CENTER
SHEET NAME: LANDSCAPE PLAN - CREVE COEUR

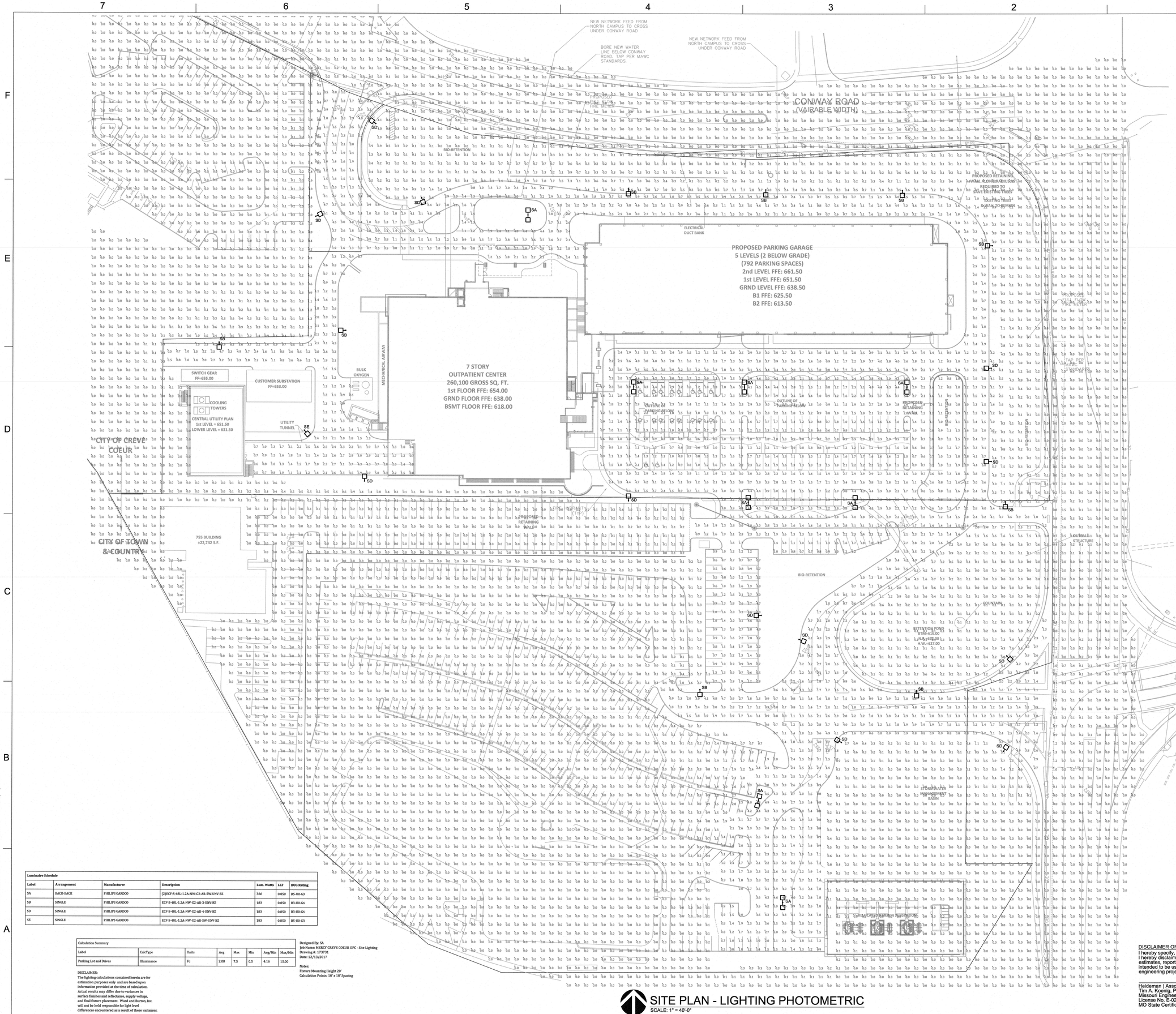
MercyT

PROJECT ID:

SHEET NUMBER: L2.0

DRAWN BY: L.M.H.	CHECKED BY: J.A.S.
JOB NO: 947.002	M.S.D. P #: TBD
BASE MAP #: 190	S.L.C. H&T #: TBD
H&T S.U.P. #: TBD	M.D.N.R. #: TBD

Attachment: 2018-01-22 Site Development Package (#18-002 Mercy South Campus Outpatient Center)



Luminaire Schedule

Label	Arrangement	Manufacturer	Description	Lum. Watts	LLF	BUG Rating
SA	BACK-BACK	PHILIPS GARDCO	(2)ECF-5-48L-1.2A-NW-G2-AR-SW-UNV-BZ	366	0.850	B5-U0-G3
SB	SINGLE	PHILIPS GARDCO	ECF-5-48L-1.2A-NW-G2-AR-3-UNV-BZ	183	0.850	B3-U0-G4
SD	SINGLE	PHILIPS GARDCO	ECF-5-48L-1.2A-NW-G2-AR-4-UNV-BZ	183	0.850	B3-U0-G4
SE	SINGLE	PHILIPS GARDCO	ECF-5-48L-1.2A-NW-G2-AR-SW-UNV-BZ	183	0.850	B5-U0-G3

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Parking Lot and Drives	Illuminance	Fc	2.08	7.5	0.5	4.16	15.00

DISCLAIMER:
The lighting calculations contained herein are for estimation purposes only and are based upon information provided at the time of calculation. Actual results may differ due to variances in surface finishes and reflectance, supply voltage, and final fixture placement. Ward and Burton, Inc. will not be held responsible for light level differences encountered as a result of these variances.

Designed By: SA
Job Name: MERCY CREVE COEUR OPC - Site Lighting
Drawing #: 173731
Date: 12/13/2017

Notes:
Fixture Mounting Height 20'
Calculation Points: 10' x 10' Spacing

SITE PLAN - LIGHTING PHOTOMETRIC
SCALE: 1" = 40'-0"

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REVISIONS

NO.	DATE	DESCRIPTION
1	01/22/18	CITY COMMENTS

Mercy Project No.: 1542-00918
STOCK PROJECT NUMBER: 215-5653
ISSUE DATE: 12.15.17
SHEET SCALE: SEE SHEET

BUILDING NAME: MERCY HOSPITAL ST. LOUIS
CREVE COEUR, MO
PROJECT NAME: OUTPATIENT CENTER
SHEET NAME: SITE PLAN - PHOTOMETRIC

Mercy

PROJECT ID:

SHEET NUMBER: E1.00 A#

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Tim A. Koenig, P.E.
Missouri Engineer
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File = K:\1611087 - Mercy Creve Coeur South Campus Expansion\Electrical\Revit Link - AutoCAD\161087 Electrical Site Plan.dwg
Date Printed = Jan. 19, 2018 - 10:11:27 AM Plotter = XEROX 6279.PC3 CTB = HAI-MEP.CTB Printed By = jzwodel

Attachment: 2018-01-22 Site Development Package (#18-002 Mercy South Campus Outpatient Center)

Traffic Impact Study for Proposed Mercy Hospital South Campus Development

Creve Coeur, Missouri

November 2017

Prepared For:

Mercy Healthcare Planning, Design and Construction
615 South Ballas Road
St. Louis, Missouri 63141

Prepared by:

Lochmueller Group, Inc.
411 North 10th Street, Suite 200
St. Louis, Missouri 63101

517-0054-0TE

Attachment: Mercy South Campus TIS - FINAL 20171113 (#18-002 Mercy South Campus Outpatient Center)

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Attachment: Mercy South Campus TIS - FINAL 20171113 (#18-002 Mercy South Campus Outpatient Center)

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Attachment: Mercy South Campus TIS - FINAL 20171113 (#18-002 Mercy South Campus Outpatient Center)

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Attachment: Mercy South Campus TIS - FINAL 20171113 (#18-002 Mercy South Campus Outpatient Center)

EXECUTIVE SUMMARY

Lochmueller Group prepared the following study to evaluate the traffic impact of the proposed development of the Mercy Hospital South Campus in the southwest quadrant of the intersection of Ballas Road & Conway Road in Creve Coeur, Missouri. The site is bordered by Conway Road to the north, Ballas Road to the east, I-270 to the west, and I-64 to the south.

The site will be redeveloped in two phases. Phase 1, which is expected to be completed in 2020, will contain a 260,100 square foot outpatient center with a 792-space parking garage. The content of Phase 2 is undefined at this time and will be subject to rezoning approval from the City of Town & Country. However, for the purposes of this study, it was assumed that Phase 2 would be identical to Phase 1 and would be completed by 2040. This will allow for the identification of probable future impacts and supplemental roadway improvements that may be required to accommodate the full buildout of the site.

The purpose of this study was to determine how much traffic would be generated by the proposed development, its impact upon the adjoining roadways, the need for off-site improvements to mitigate any impacts, and the ability of motorists to safely enter and exit the site via the proposed access routes. Site access on Conway Road will be consolidated to a single driveway opposite the hospital's north campus and shared with Temple Emmanuel. Access on Ballas Road would ultimately be limited to a single intersection opposite the I-64 westbound ramps, though with an improved alignment within the site to provide more capacity and better operating conditions. The existing right-in/right-out entrance on Ballas Road will remain at this time due to cross-access agreements with the office building on the far west end of the site. However, it is anticipated this entrance will ultimately be removed at a future date unknown, so the analysis looks at a worst-case scenario with traffic at this entrance moved to the Ballas Road signal.

The study addressed the morning commuter peak hour (7:15 a.m. to 8:15 a.m.), the hospital shift change (3:00 to 4:00 p.m.), and the afternoon commuter peak hour (4:30 p.m. to 5:30 p.m.) of a typical weekday at the following intersections:

1. Ballas Road & Ladue Road*
2. Ballas Road & Muckerman Drive
3. Ballas Road & Conway Road
4. Ballas Road & RIRO Office Driveway
5. Ballas Road & North Forty Drive
6. North Forty Drive & MetroBus Transfer Facility
7. Ballas Road & Eastbound I-64 Ramps
8. Ballas Road & Visitation Academy Driveway/Jess G Harmon Drive
9. N Ballas Road & Country Aire Drive
10. Conway Road & Parking Driveway
11. Conway Road & Mercy Hospital Entrance Driveway
12. Conway Road & McAuley Drive
13. Conway Road & North Outer 40 Drive

**The intersection of Ballas Road & Ladue Road recently underwent reconstruction and the east leg was temporarily closed at the time that the study was initiated. Counts and analyses of this location were deferred*

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until after all construction was completed and traffic patterns had normalized. Hence, a supplemental analysis addressing conditions at this intersection will be submitted subsequent to this report.

The existing conditions analysis revealed that intersection operations are acceptable for all peak hours at most of the studied intersections. However, oversaturated conditions on at least one approach current exist during all three peak hours at Ballas Road with Conway Road and Conway Road with Mercy Hospital Entrance, and during the morning peak hour only at Ballas Road with North Forty Drivey and at Conway Road with McAuley Drive. Notable existing queues that exceed their bay lengths include the westbound right turn during the morning peak hour, and the southbound through queue at Ballas Road and Visitation Academy/Jess G Harmon Drive during the afternoon peak hour.

As a critical step in this analysis, the site's traffic generation characteristics were forecasted. These forecasts took into consideration the existing uses on the site to reflect the net increase in trip generation. Of the three office buildings currently on the site, one would be demolished in Phase 1 and a second in Phase 2, but those trips generated by the third building will remain at this time.

Based on these calculations, the site would be expected to generate 425 trips, 574 trips, and 482 trips in the morning peak, shift change peak, and afternoon peak hours, respectively, following the completion of Phase 1. Following the completion of full build-out in 2040, the site would generate a total of 850 trips during the morning peak hour, 1,148 trips during the hospital shift change peak hour, and 964 trips during the afternoon peak hour. Compared to the existing office use on the site, this is a net increase of 671 morning peak hour trips, 847 shift change peak hour trips, and 728 afternoon peak hour trips.

Capacity analyses of the study intersections were performed to identify forecasted operating conditions for each phase of development. These analyses were used to identify improvements that would be needed to mitigate the impacts from the development and to provide acceptable access for the site. The results of these analyses resulted in the following recommendations for mitigation measures:

<u>Recommended Roadway and Intersection Improvements for Phase 1 (2020)</u>

- Ballas Road & Conway Road
  - Update lane guidance pavement markings on the eastbound approach to guide the south lane of Conway Road to the dedicated right turn lane, and the north lane of Conway Road to the shared through/right lane and dual left turn lanes. This will help alleviate weaving issues along Ballas Road between Conway Road and the Westbound I-64 Ramps.
  - Traffic Signal Modifications
    - Add right-turn overlaps (arrows) for the eastbound and southbound approaches.
    - Optimize the phase times for each signal timing plan (existing cycle length can be retained).
- Ballas Road & Westbound I-64 Ramps (a.k.a., North Forty Drive)
  - Provide a separate left-turn lane, a separate through lane and a separate right-turn lane on the reconstructed (and realigned) eastbound approach.
  - Construct a second left-turn lane to the southbound approach.
  - Convert the existing shared through/left-turn lane on the westbound approach to through only.
  - Traffic Signal Modifications

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        - Add right-turn overlaps (arrows) for the northbound, eastbound, and westbound right-turn movements.
        - Modify the phasing for the northbound and southbound left-turn movements to protected-only phasing (yielding left turns on ball green would be prohibited).
        - Modify the phasing and change signal heads to remove the split phase and allow protected+permissive phasing on the eastbound and westbound left-turn movements (allowing for yielding left turns on ball green).
        - Modify the eastbound signal timings to accommodate pedestrian crossings.
        - Optimize the phase times for each signal timing plan (the existing cycle length can be retained).
- North Forty Drive & MetroBus Transit Center Drive
    - Convert the existing eastbound right-turn lane to a shared through/right-turn lane and extend the second lane to the curve on the Westbound I-64 On-Ramp by restriping and reinforcing the existing shoulder. This will require reconfiguration of the traffic signal and the channelization islands at the intersection. The additional through lane will provide extended merge distance for the dual southbound left turns from Ballas Road.
- Ballas Road & Eastbound I-64 Ramps
    - Traffic Signal Modifications
        - Optimize the phase times for each signal timing plan based on the existing cycle length.
- Ballas Road & Visitation Academy/Jess G Harmon Drive
    - Traffic Signal Modifications
        - Optimize the phase times for each signal timing plan based on the existing cycle length.
- Conway Road & Mercy Hospital Entrance Drive
    - Provide a separate left-turn lane, a separate through lane and a separate right-turn lane on the proposed northbound approach (from the South Campus).
    - Restripe the Mercy Entrance Drive to provide a separate left-turn lane, a shared left-turn/through lane and a separate right-turn lane on the southbound approach.
        - Restripe the northbound left-turn bay at intersection internal to the campus to allow for more southbound left-turn storage at the signal.
    - Traffic Signal Modifications
        - Split–phase the north-south movements to accommodate the dual left turns from the North Campus.
        - Optimize phase times for each signal timing plan based on the existing cycle length.

With the inclusion of these mitigation measures, the approach LOS and delay improve to an overall acceptable LOS D or better for all intersections and peak hours, except for the southbound approach at Conway Road & McAuley Drive during the morning peak hour. This approach has a LOS E due to the delay experienced by the southbound left turn movement. There are only 10 cars making this southbound left turn movement in the morning peak. No mitigation measures are recommended for this movement at this time.

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Supplemental Roadway and Intersection Improvements for Full Buildout - Phase 2 (2040)

- Ballas Road & Conway Road
  - Traffic Signal Modifications
    - Optimize phase times for each signal timing plan based on the existing cycle length.
- Ballas Road & North Forty Drive
  - Widen North Forty Drive to provide a second right-turn lane on the westbound approach to accommodate dual right turns onto Ballas. The inside lane should be signed for motorists destined to westbound Conway Road.
  - Traffic Signal Modifications
    - Optimize phase times for each signal timing plan based on the existing cycle length.
- Ballas Road & Eastbound I-64 Ramps
  - Add a left turn lane to the southbound approach so dual left turn lanes are provided.
    - Add a receiving lane to the east leg of the intersection to accommodate drivers utilizing the southbound dual left turn lanes.
  - Traffic Signal Modifications
    - Change the southbound left-turn phase to protected-only.
    - Add a right-turn overlap (arrow) for the northbound and westbound approaches.
    - Optimize phase times for each signal timing plan based on the existing cycle length.
- Conway Road & McAuley Drive
  - Traffic Signal Modifications
    - Convert the existing traffic signal operation from yellow flash mode to fully operational.

It is acknowledged that with the full build-out of the redevelopment site, the southbound left-turn from Ballas Road onto Eastbound I-64 will form longer queues that could eventually (by 2040) exceed the storage capacity of the turn bay during the p.m. peak period of commuter traffic. As was shown in Figure 11, the net impact from site-generated traffic on that movement is relatively modest (on the order of 84 vph), and operating conditions for that movement and for the intersection as a whole would actually be acceptable in the forecasted condition, but the queuing may ultimately need to be addressed to prevent upstream blockages. Accordingly, the following is recommended:

- The Eastbound I-64 Ramp Terminal be reevaluated at such time that a specific development plan is proposed for Phase 2. Existing conditions for the southbound left-turn movement should be reassessed at that time to verify existing stacking requirements during the p.m. peak period. Revised forecasts for the final development plan should be prepared to verify the level of impact to that movement and the resulting stacking requirements.
- Signal timing plans for the Ballas Road corridor should be reassessed at that time to determine if adjustments could be made to better accommodate the southbound left-turn movement (without adversely degrading other approaches) without modifications to the available stacking.
- Pending the results of those assessments, determine the need for a second, southbound left-turn lane onto EB I-64. If required, it is anticipated that it would be necessary to widen the west side of Ballas Road to accommodate the realignment of the southbound through lanes and the

conversion of the inside through lane to a left-turn lane. In addition, it would be necessary to widen the Eastbound I-64 entrance ramp to two lanes for a minimum distance of 600 feet (it is possible that this could be accomplished, in part, with the conversion of the existing shoulder to a travel lane, subject to MoDOT approval).

Once the site is occupied and operational, the signal timings within the study area should be revisited to reflect actual traffic volumes. Supplemental optimizations of the signal system may be necessary following the build-out of the site to best address traffic patterns and manage queues through the study area. With the inclusion of these mitigation measures, the LOS and delay improve to an overall acceptable LOS D or better for all intersections.

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INTRODUCTION

Lochmueller Group prepared the following traffic study to evaluate the impact of the proposed development of the Mercy Hospital South Campus located southwest of the intersection of Ballas Road & Conway Road in Creve Coeur, Missouri. The site is bordered by Conway Road to the north, Ballas Road to the east, the westbound I-64 to I-270 interstate ramp to the west, and I-64 to the south. An area map is shown in Figure 1.

The site will be redeveloped in two phases. Preliminary site plans for the Phase 1 and Phase 2 developments are shown in Figure 2 and Figure 3 respectively. Phase 1, which is expected to be completed in 2020, will contain a 260,100 square foot outpatient center with a 792-space parking garage. The content of Phase 2 is undefined at this time and will be subject to rezoning approval from the City of Town & Country. However, for the purposes of this study, it was assumed that Phase 2 would be identical to Phase 1 and would be completed by 2040. This will allow for the identification of probable future impacts and supplemental roadway improvements that may be required to accommodate the full buildout of the site. Traffic impacts were evaluated assuming immediate full occupancy of the development upon the completion of each phase.

Site access on Conway Road will be consolidated to a single driveway opposite the hospital's north campus and shared with Temple Emmanuel. Access on Ballas Road would ultimately be limited to a single intersection opposite the I-64 westbound ramps, though with an improved alignment within the site to provide more capacity and better operating conditions. The existing right-in/right-out entrance on Ballas Road will remain at this time due to cross-access agreements with the office building on the far west end of the site. However, it is anticipated this entrance will ultimately be removed at a future date, so the analysis looks at a worst-case scenario with traffic at this entrance moved to the Ballas Road signal.

In addition to the access and improvements for vehicle traffic to and from the site, multi-modal travel will also be improved. Improvements to the sidewalk along the south side of Conway Road would be made to ensure continuity in the sidewalk facilities from the proposed site entrance to the intersection of Conway Road & Ballas Road. Sidewalk and pedestrian path facilities are incorporated into the proposed site plans to facilitate internal pedestrian travel to and from the buildings within the site. Existing sidewalk and pedestrian path connectivity from the site to the Metro Bus Transfer Facility to the east across Ballas Road will be retained.

STUDY AREA

The purpose of this traffic impact study was to determine how much multi-modal traffic would be generated by the proposed development, evaluate its impact upon the adjoining roadways, identify the need for off-site improvements to mitigate any impacts, and assess the ability of patrons and employees to safely enter and exit the development via the proposed access routes. The study included the following intersections:

1. Ballas Road & Ladue Road*
2. Ballas Road & Muckerman Drive
3. Ballas Road & Conway Road

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4. Ballas Road & RIRO Office Driveway
5. Ballas Road & North Forty Drive
6. North Forty Drive & MetroBus Transfer Facility
7. Ballas Road & Eastbound I-64 Ramps
8. Ballas Road & Visitation Academy Driveway/Jess G Harmon Drive
9. N Ballas Road & Country Aire Drive
10. Conway Road & Parking Driveway
11. Conway Road & Mercy Hospital Entrance Driveway
12. Conway Road & McAuley Drive
13. Conway Road & North Outer 40 Drive

**The intersection of Ballas Road & Ladue Road recently underwent reconstruction and the east leg was temporarily closed at the time that the study was initiated. Counts and analyses of this location were deferred until after all construction was completed and traffic patterns had normalized. Hence, a supplemental analysis addressing conditions at this intersection will be submitted subsequent to this report.*

The study addressed conditions during the weekday morning (7:00 a.m. to 9:00 a.m.), weekday midday (2:00 p.m. to 4:00 p.m.), and weekday afternoon (4:00 p.m. to 6:00 p.m.) peak periods. The weekday midday peak period is intended to coincide with the Mercy Hospital shift change. If the development's traffic can be accommodated during these periods, it stands to reason that adequate capacity would be available throughout the remainder of the day. This study was prepared in accordance with parameters and assumptions discussed with and accepted by the City of Creve Coeur, City of Town and Country, and MoDOT staff.

Traffic impact studies typically evaluate existing conditions and compare them to conditions at the opening year of development, and again several years after opening, which is known as the design horizon. In the case of the proposed development, 2020 was selected as the Phase 1 opening year, and 2040 was selected as the Phase 2 opening year as well as the design horizon. The following scenarios are evaluated as a part of this study: Existing, Background 2020, Forecasted 2020 (with and without improvements), and Forecasted 2040 (with and without improvements). These scenarios and their contents are explained in greater detail in subsequent sections of this report.

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Figure 1: Location Map

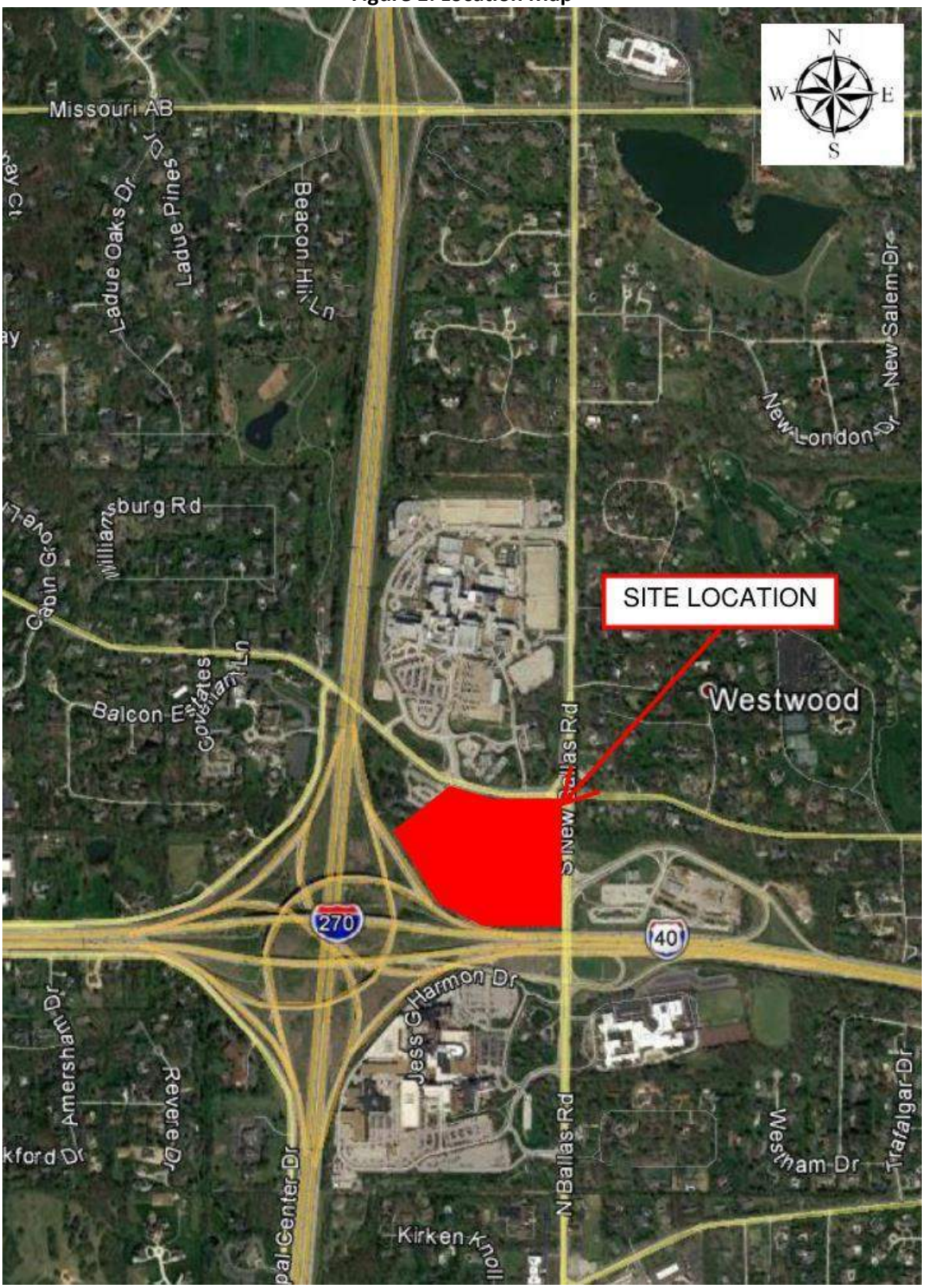

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Figure 2: Phase 1 Site Concept Plan (By Others, Subject to Change)

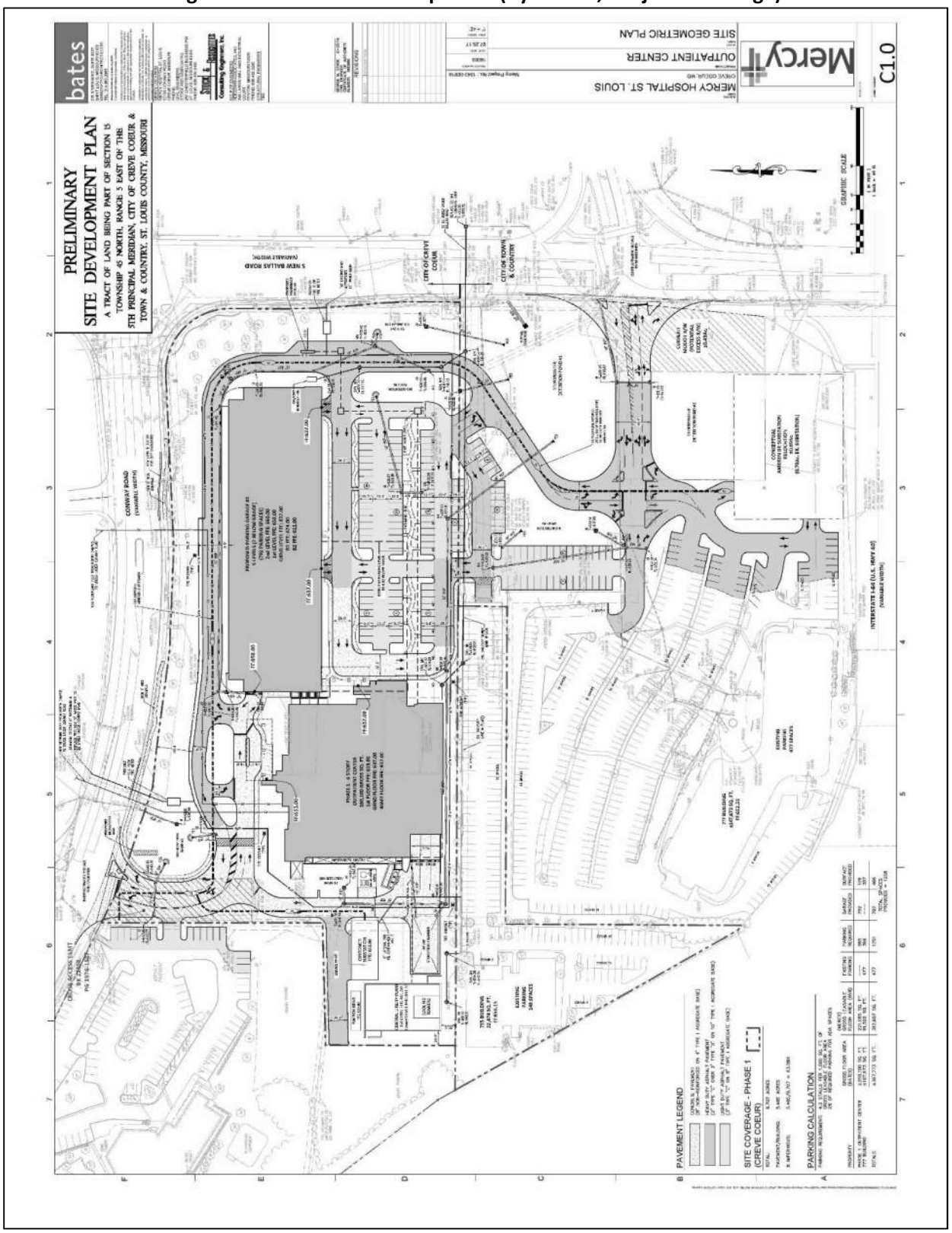

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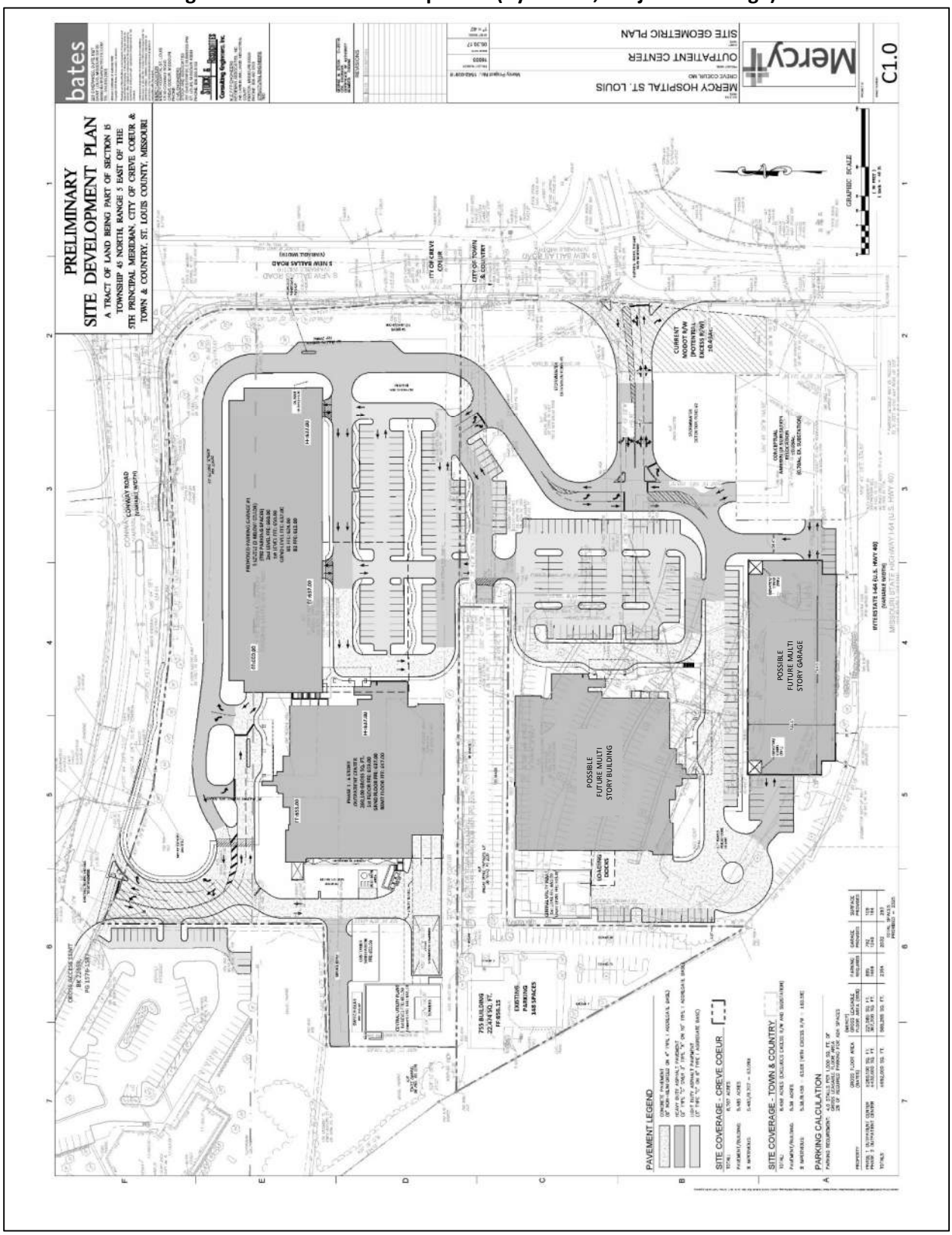
Figure 3: Phase 2 Site Concept Plan (By Others, Subject to Change)



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EXISTING CONDITIONS

To identify the traffic impacts associated with the proposed development, it was first necessary to quantify roadway, traffic, and operating conditions as they currently exist.

Existing Roadway Network

The study intersections and roadways were inventoried to identify existing roadway types, lane configuration, functional classifications, posted speeds, access provisions, and intersection control. Existing intersection lane configuration and traffic control are depicted in Figure 4.

Ballas Road is a minor arterial roadway and a north-south corridor in the study area. It typically has two through lanes in each direction, with the exception of three southbound through lanes from A Von Gontard Street to North Forty Drive. Northbound and southbound left turn bays are provided at Ladue Road, Muckerman Drive, Conway Road, North Forty Drive, the Eastbound I-64 Ramps, Visitation Academy Driveway/Jess G Harmon Drive, and Country Aire Drive. Northbound right turn bays are provided at Ladue Road, North Forty Drive, and the Eastbound I-64 Ramps. Southbound right turn bays are provided at Ladue Road, Muckerman Drive, Conway Road, and Jess G Harmon Drive. There is no on-street parking along Ballas throughout the length of the study area. Ballas Road has a posted speed limit of 35 miles per hour (mph) from Ladue Road to Conway Road, and a speed limit of 40 mph from Conway Road to Country Aire Drive. A concrete median prevents left turns into or out of the Ballas Road & Office Driveway intersection.

Ladue Road is a minor arterial roadway and an east-west corridor in the City of Creve Coeur. Ladue Road has one eastbound through land and two westbound through lanes at the intersection of Ballas Road & Ladue Road. Eastbound and westbound left and right turn bays are provided at the intersection of Ballas Road & Ladue Road. There is no on-street parking along Ladue Road near Ballas Road. Ladue Road has a posted speed limit of 30 mph in both directions at Ballas Road.

Muckerman Drive is a local roadway that gives access to the Mercy Hospital campus. Muckerman Drive has two eastbound left turn bays and one eastbound right turn bay. There is no on-street parking on Muckerman Drive near Ballas Road. Muckerman Drive has a posted speed limit of 15 mph.

Conway Road is classified as a collector roadway that is an east-west corridor in the City of Creve Coeur. It typically has one through lane in each direction, with the exception of two eastbound through lanes from McAuley Drive to the Parking entrance driveway just east of the Mercy Hospital Entrance. Eastbound left turn bays are provided at the Mercy Hospital Entrance driveway and McAuley Drive. Westbound left turn bays are provided at the Mercy Hospital Entrance driveway, and North Outer 40 Drive. A westbound right turn bay is provided at the Mercy Hospital Entrance driveway. There is no on-street parking along Conway Road throughout the length of the study area. Conway Road has a posted speed limit of 30 mph in both directions throughout the study area length.

North Forty Drive is classified as an interstate ramp and serves the westbound I-64 ramp traffic. North Forty Drive generally has one through lane in each direction. The westbound approach of North Forty Drive at Ballas Road has one dedicated left turn lane, one shared left/through lane, and one right turn bay. The eastbound approach of the North Forty Drive & Ballas Road intersection is an entrance to an office complex with one shared left/through lane and one shared through/right lane. There is no on-

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street parking on North Forty Drive near Ballas Road. North Forty Drive has a posted speed limit of 30 mph at Ballas Road.

The Eastbound I- 64 Ramps are classified as interstate ramps and serve the eastbound I-64 ramp traffic as well as exiting ramp traffic from I-270. The eastbound approach has one left turn bay and one right turn bay. The westbound approach has dual left turn bays and one right turn bay. There is no on-street parking on the eastbound I-64 ramps near Ballas Road. The eastbound I-64 ramps have a posted speed limit of 30 mph at Ballas Road.

Country Aire Drive is a local roadway that serves a neighborhood from the east approach and the Missouri Baptist Hospital campus with the west approach. Dual eastbound left turn bays and one eastbound right turn bay is provided at Ballas Road. There is no on-street parking provided along Country Aire Drive near Ballas Road. Country Aire Drive has a posted speed limit of 10 mph at Ballas Road.

North Outer 40 Drive is a collector roadway with one northbound left turn bay and one northbound right turn bay. There is no on-street parking along North Outer 40 Drive near Conway Road. North Outer 40 Drive has a posted speed limit of 25 mph at Conway Road.

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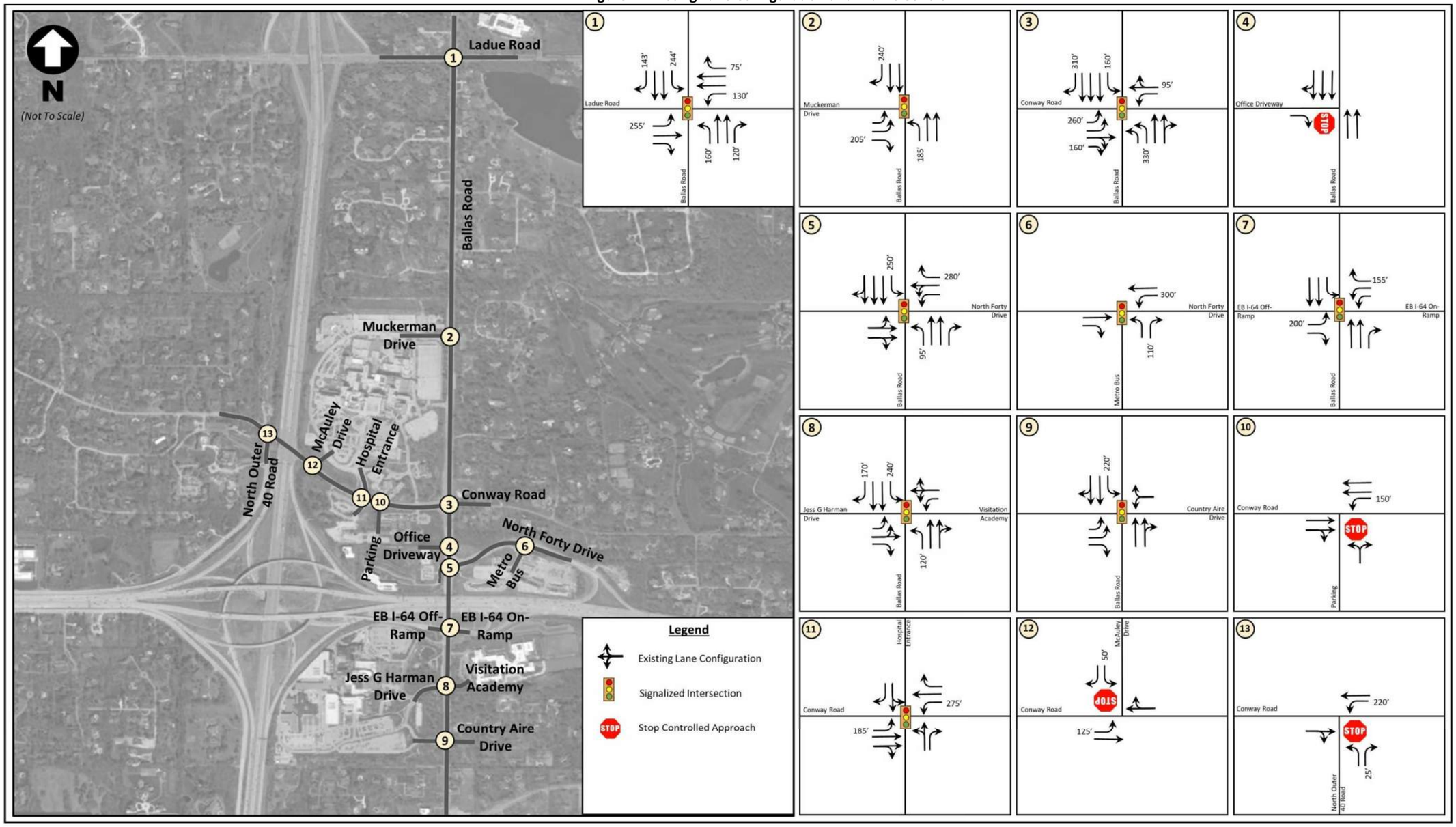
Figure 4: Existing Lane Configuration and Traffic Control



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Non-motorized Transportation Infrastructure

Corridors: Sidewalks are provided along the entire west side of Ballas Road from Ladue Road to Jess G Harmon Drive. No sidewalks are provided along the west side of Ballas Road between Jess G Harmon Drive and Country Aire Drive. Sidewalks are provided along the east side of Ballas Road between Conway Road and North Forty Drive, and between Visitation Academy Driveway and Country Aire Drive. Sidewalks are provided along both sides of Conway Road throughout the study area length, except on the south side between McAuley Drive and North Outer 40 Drive.

Intersection of Ballas Road & Ladue Road: Sidewalks are provided along the north side of Ladue Road at Ballas Road. No sidewalk facilities are provided along the south side of Ladue Road at Ballas Road. The pedestrian crossings include a north-south crossing on the west side and an east-west crossing on the north side of the intersection. The east-west crossing on the north side of the intersection passes through a channelization island for the southbound right turn movement. Both pedestrian crossings have crosswalk markings and pedestrian signal heads. The sidewalk ramps at both pedestrian crossings as well as the ramps within the channelization island are ADA-compliant with truncated domes.

Intersection of Ballas Road & Muckerman Drive: Sidewalks are provided along both sides of Muckerman Drive at Ballas Road. The only pedestrian crossing at this signal is a north-south crossing on the west side of the intersection. This crossing passes through two channelization islands, has a marked crosswalk, and has pedestrian signal heads. The sidewalk ramps at this crossing are ADA-compliant with truncated domes; however, the channelization islands do not have truncated domes.

Intersection of Ballas Road & Conway Road: Sidewalks are provided along both the north and south sides of Conway Road west of Ballas Road. No sidewalks are provided along either side of Conway Road east of Ballas Road. Pedestrian crossings at this signal are a north-south crossing on the west side of the intersection that passes through two channelization islands, and an east-west crossing on the south side of the intersection that passes through the channelization island for the eastbound right turn movement. Both pedestrian crossings have marked crosswalks and pedestrian signal heads. The sidewalk ramps at both crossings as well as the ramps within the channelization islands are ADA-compliant with truncated domes.

Intersection of Ballas Road & RIRO Office Driveway: Sidewalks are not provided along either side of the office driveway at Ballas Road. There is a north-south pedestrian crossing on the west side of the intersection. There is no marked crosswalk at this pedestrian crossing. The sidewalk ramps at this crossing are not ADA-compliant and do not have truncated domes. There are no pedestrian signal heads because this is not a signalized intersection.

Intersection of Ballas Road & North Forty Drive: Sidewalk facilities are not provided along either side of North Forty Road at Ballas Road; however, a pedestrian walkway from the MetroBus Transfer facility connects to the southeast quadrant of North Forty Drive & Ballas Road. The only pedestrian crossings at this signal are a north-south crossing on the east side of the intersection, and an east-west crossing on the north side of the intersection. The north-south crossing on the east side of the intersection passes through two channelization islands, one for the northbound right turn movement and one for the westbound right turn movement. The east-west crossing on the north side of the intersection passes through the channelization island for the westbound right turn movement. Both pedestrian crossings

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have marked crosswalks and pedestrian signal heads. The sidewalk ramps at both pedestrian crossings as well as the ramps within the channelization islands are ADA-compliant with truncated domes.

Intersection of North Forty Drive & MetroBus Transfer Facility: Sidewalks are not provided along either side of the MetroBus Transfer Facility at North Forty Drive. There are no pedestrian crossings provided at the signalized intersection of North Forty Drive & the Metro Bus Transfer Facility entrance. A pedestrian walkway facility is provided from the Metro Bus Transfer facility terminal to the southeast quadrant of North Forty Drive & Ballas Road.

Intersection of Ballas Road & Eastbound I-64 Ramps: Sidewalk facilities are not provided along either side of the eastbound I-64 ramps at Ballas Road. The only pedestrian crossing at this signal is a north-south crossing on the west side of the intersection. This pedestrian crossing passes through a channelization island for the eastbound right turn movement. This pedestrian is a marked crosswalk with pedestrian signal heads. The sidewalk ramps at this pedestrian crossing as well as within the channelization island are ADA-compliant with truncated domes.

Intersection of Ballas Road & Visitation Academy Driveway/Jess G Harmon Drive: Sidewalk facilities are provided along the north side of Jess G Harmon Drive west of Ballas Road, and along the south side of the Visitation Academy entrance driveway east of Ballas Road. Marked crosswalks at this signal include the north-south crossing on the west side and an east-west pedestrian crossing on the south side of the intersection. Both pedestrian crossings terminate within a channelization island for the eastbound right turn movement and have pedestrian signal heads. An unmarked north-south pedestrian crossing exists on the east side of the intersection; however, it has neither a marked crosswalk nor pedestrian signal heads. This pedestrian crossing serves a section of sidewalk along the east side of Ballas Road that ends midblock north of the Visitation Academy entrance. All sidewalk ramps at this intersection, as well as within the channelization island, are ADA-compliant with truncated domes.

Intersection of N Ballas Road & Country Aire Drive: Sidewalks are not provided along either side of Country Aire Drive, however recreational paths connect to the northwest and southwest quadrants of the Country Aire Drive & Ballas Road intersection. Every leg of this intersection has pedestrian crossing facilities, except for the north leg of the intersection. The north-south pedestrian crossing west of the intersection and the east-west pedestrian crossing south of the intersection pass through a channelization island for the eastbound right turn movement. All pedestrian crossings have marked crosswalks and pedestrian signal heads. All sidewalk ramps at these pedestrian crossings as well as within the channelization island are ADA-compliant with truncated domes.

Intersection of Conway Road & Parking Driveway: Sidewalks are not provided along either side of the parking driveway. There is an unsignalized east-west pedestrian crossing south of the intersection that does not have a marked crosswalk. All sidewalk ramps are ADA-compliant with truncated domes.

Intersection of Conway Road & Mercy Hospital Entrance Driveway: Sidewalks are provided along both sides of the Mercy Hospital Entrance driveway north of Conway Road. Every leg of this intersection has pedestrian crossing facilities, except for the east leg of the intersection. The east-west pedestrian crossing north of the intersection passes through two channelization islands. The north-south pedestrian crossing west of the intersection passes through the channelization island for the southbound right turn movement. All pedestrian crossings have marked crosswalks and pedestrian signal heads. All sidewalk ramps at these crossings and in the channelization islands are ADA-compliant with truncated domes.

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Intersection of Conway Road & McAuley Drive: A sidewalk is provided along the east side of McAuley Drive north of Conway Road. There are only two pedestrian crossings at this intersection: a north-south pedestrian crossing east of the intersection and an east-west pedestrian crossing north of the intersection. Both pedestrian crossings have marked crosswalks. Even though this intersection is signalized, there are no pedestrian signal heads for either pedestrian crosswalk. All sidewalk ramps at these pedestrian crossings are ADA-compliant with truncated domes.

Intersection of Conway Road & North Outer 40 Drive: Sidewalks are not provided along either side of North Outer 40 Drive at Conway Road. There are no pedestrian crossings provided at this intersection.

Transit Opportunities

Future patrons and employees will have excellent access to various transit routes that exist within a 10-minute or less walk from the site, as is shown in Figure 5. The site is located approximately 0.5 miles from the Ballas MetroBus Transit Center, located within the southeast quadrant of the Ballas Road & North Forty Drive intersection. The routes currently served from the Ballas MetroBus Transit Center are Route 48 (South Lindbergh), Route 49 (North Lindbergh), Route 57X (Clayton Road Express), Route 58 (Clayton Ballas), Route 98 (Ballas-North Hanley), and Route 258 (Clayton-Chesterfield). Having access to these different routes provides future patrons and employees with transit options local to the City as well as access to locations in outer suburbs. Weekday details of each route served by the Ballas MetroBus Transit Center can be found below.

- Route 48 (South Lindbergh) travels between the South County Mall and Ballas Transit Center, stopping at Big Bend & Kirkwood, Clayton & Lindbergh, and Missouri Baptist Hospital through the route. It has 40-minute headways throughout the day from 4:34 a.m. until 7:14 p.m., when it changes to 60-minute headways until the end of the service day.
- Route 49 (North Lindbergh) travels between the Ballas Transit Center and North Hanley Transit Center, stopping at Jewish Community Center, Northwest Plaza Shopping Center, Lambert Busport, and World Parkway Circle. It has 40-minute headways throughout the day from 4:59 a.m. until 6:17 p.m., when it changes to 60-minute headways until the end of the service day.
- Route 57X (Clayton Road Express) travels between Ozark Trail & Clayton and Central West End Transit Center, stopping at Highway 141 & Clayton, Ballas Transit Center, Brentwood I-64 Transit Center, and Clayton & Bellevue through the route. It has variable headways throughout the day from 4:43 a.m. until the end of the service day.
- Route 58 (Clayton Ballas) travels between Delmar Gardens Chesterfield and Clayton Transit Center, stopping at Saint Luke's Hospital, Delmar Gardens West, Mercy Hospital, Ballas Transit Center, Missouri Baptist Hospital, Clayton & Lindbergh, and South 40 & Culinary School through the route. It has 40-minute headways throughout the day from 5:05 a.m. until 5:55 p.m., when it changes to variable headways until the end of the service day.
- Route 98 (Ballas-North Hanley) travels between North Hanley Transit Center and Ballas Transit Center, stopping at Ameling & McKelvey, Fee Fee & Westport Plaza, Olive & Ballas, and Mercy Hospital through the route. It has variable headways throughout the day from 4:03 a.m. until the end of the service day.
- Route 258 (Clayton-Chesterfield) travels between Wings of Hope Blvd and Clayton Transit Center, stopping at Chesterfield Mall, Chesterfield City Hall, Delmar Gardens Chesterfield, and Ballas Transit Center through the route. It has 40-minute headways throughout the day from 6:04 a.m. until 4:44 p.m., when it changes to variable headways until the end of the service day.

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Figure 5: Transit Opportunities Local to Site

Existing Traffic Volumes

To quantify study area traffic volumes, turning movement counts were conducted at the study intersections (except Ballas Road & Ladue Road, Ballas Road & RIRO Office Driveway, and Conway Road & Parking Driveway) during the weekday morning (7:00 a.m. to 9:00 a.m.), weekday midday change (2:00 p.m. to 4:00 p.m.), and weekday afternoon (4:00 p.m. to 6:00 p.m.) peak periods. The weekday midday peak period is intended to coincide with the Mercy Hospital shift change, and is referred to as the hospital shift change peak hour throughout the remainder of this analysis. Counts were obtained on September 7, 2017 and are included in the Appendix. From the counts, it was determined that the network weekday morning, hospital shift change, and afternoon commuter peak hours occur from 7:15 to 8:15 a.m., 3:00 to 4:00 p.m., and 4:30 to 5:30 p.m., respectively.

The Ballas Road & Ladue Road intersection recently underwent construction. The construction activities appeared to be complete at the time the turning movement counts were conducted, however all legs of the intersection were not opened. Turning movement volumes at this location were deferred until all

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legs of the intersection are open and traffic patterns have normalized from the shutdown period. A supplement to this analysis specific to the Ballas Road & Ladue Road intersection will be completed and submitted after turning movement volumes are counted and further analysis is conducted at this intersection. Therefore, the intersection of Ballas Road & Ladue Road will not be included in the analysis sections of this report.

Once the network peak hours were determined, turning movement counts were conducted at the intersections of Ballas Road & RIRO Office Driveway and Conway Road & Parking Driveway only during the network peak hours. The Ballas Road & RIRO Office Driveway counts were obtained on September 14, 2017 and are included in the Appendix. The Conway Road & Parking Driveway hospital shift change and afternoon peak hour counts were obtained on September 19, 2017 and the morning peak hour counts were obtained on September 20, 2017. The Conway Road & Parking Driveway counts are also included in the Appendix. The Existing Traffic Volumes for the network peak hours for the study area are summarized in Figure 6.

The heaviest traffic volumes occur during the morning peak hour followed by the afternoon and hospital shift change peak hours. Ballas Road is the most utilized roadway in the study area. A majority of the east/west traffic accesses Ballas Road via the I-64 ramps. Both the westbound and eastbound I-64 ramps have the highest volumes during the morning peak hour followed by the hospital shift change peak hour and the afternoon peak hour. The directional distribution of through volumes along Ballas Road are higher in the morning peak hour for northbound traffic and higher in the afternoon peak hour for southbound traffic.

Existing Operating Conditions

Traffic operating conditions at the study intersections were evaluated using Synchro 10 traffic modeling software. The performance of the transportation system is quantified by Levels of Service (LOS), which are measures of traffic flow that consider factors such as speed, delay, interruptions, safety, and driver comfort and convenience. There are six levels of service ranging from LOS A ("free flow") to LOS F ("oversaturated"). LOS C is commonly used for design purposes and represents a roadway with volumes utilizing 70 to 80 percent of its capacity. LOS E is typically considered acceptable for peak period conditions in urban and suburban areas.

Levels of service criteria vary depending upon the roadway component being evaluated. Intersections are most commonly evaluated, since roadway capacity is typically dictated by the number of vehicles that can be served at critical intersections. For intersections, the criteria are based on delay and the type of control (i.e., whether it is signalized or unsignalized). For signalized and all-way stop intersections, the average control delay per vehicle is estimated for each movement and then aggregated for each approach and the intersection as a whole. For intersections with partial (side-street) stop control, delay is calculated for the minor movements only (side-street approaches and major road left-turns), since through traffic on the major road is not required to stop.

The levels of service criteria also differ depending on the type of intersection control. Signalized intersections reflect higher delay tolerances as compared to unsignalized and roundabout locations because motorists are accustomed to and accepting of longer delays at signals. The thresholds for intersection levels of service are summarized in Table 1. Existing operating conditions are summarized in Table 2 with queues in Table 3. These thresholds are used for all operational analysis in this report.

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Figure 6: Existing Traffic Volumes

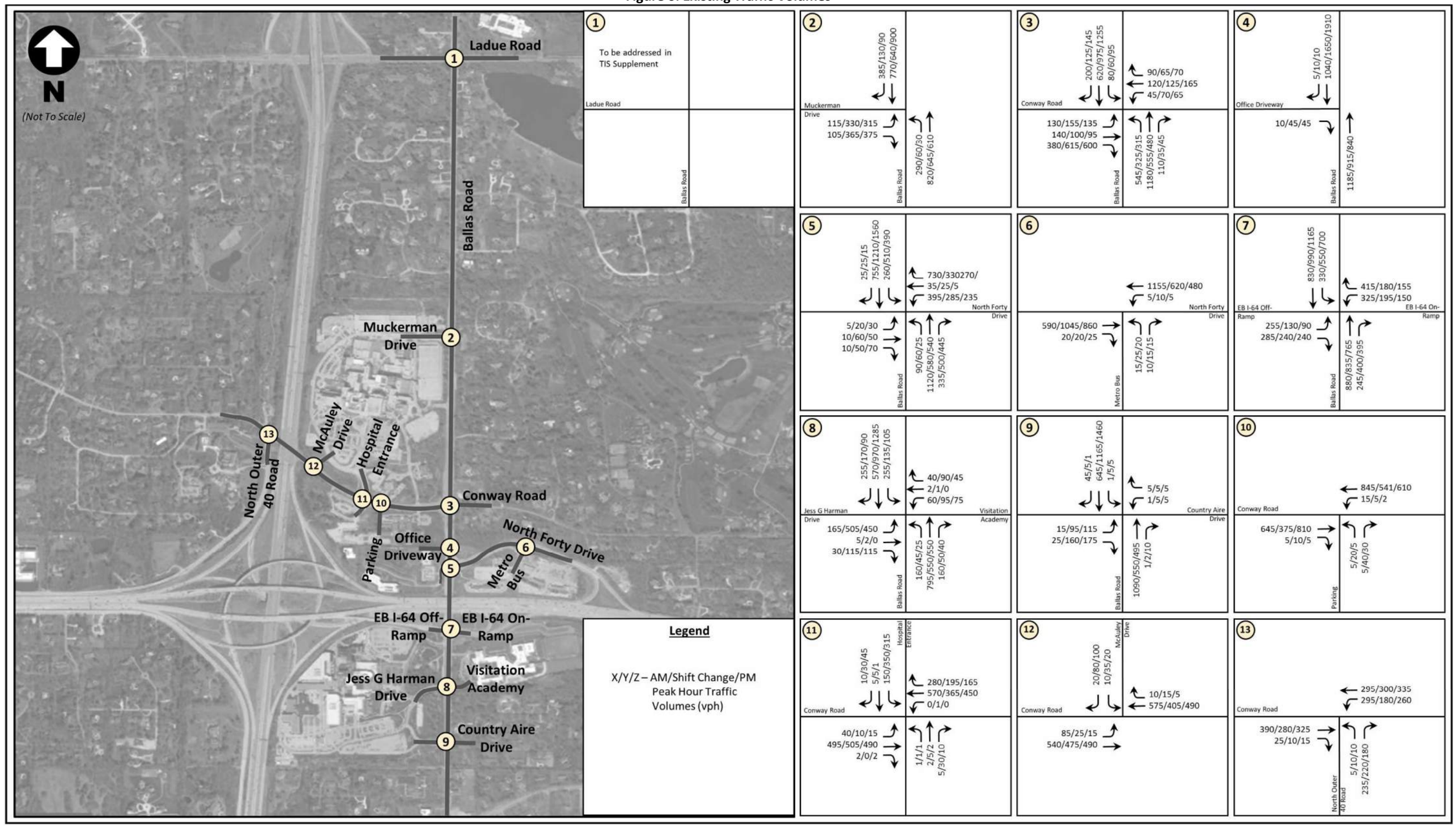

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Table 1: Intersection Level of Service Thresholds

Level of Service	Control Delay per Vehicle (sec/veh)	
	Signalized	*Unsignalized/Roundabout*
A	≤ 10	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

Table 2: Existing Operating Conditions

Int. #	Intersection & Movements	Level of Service (Delay in Seconds)		
		AM Peak	Shift Change Peak	PM Peak
1	***Ballas Road & Ladue Road***			
	To be addressed in Future TIS Supplement			
2	***Ballas Road at Muckerman Drive (signalized)***			
	EB Approach	C (27.0)	D (40.1)	D (54.4)
	NB Approach	B (17.7)	A (9.6)	A (7.0)
	SB Approach	B (14.9)	B (11.7)	B (17.8)
	Overall Intersection	**B (17.4)**	**C (21.7)**	**C (24.6)**
3	***Ballas Road at Conway Road (signalized)***			
	EB Approach	D (46.8)	E (75.2)	F (84.2)
	WB Approach	E (67.6)	E (77.6)	F (131.4)
	NB Approach	B (17.2)	B (13.4)	B (13.2)
	SB Approach	C (21.9)	C (26.6)	C (28.7)
	Overall Intersection	**C (28.2)**	**D (39.4)**	**D (48.6)**
4	***Ballas Road at Office Driveway (unsignalized)***			
	EB Approach	A (8.7)	A (9.3)	A (9.5)
	NB Approach	A (0.0)	A (0.0)	A (0.0)
	SB Approach	A (0.0)	A (0.0)	A (0.0)
	Overall Intersection	**A (0.0)**	**A (0.2)**	**A (0.1)**
5	***Ballas Road at North Forty Drive (signalized)***			
	EB Approach	C (30.5)	D (36.5)	D (35.5)
	WB Approach	E (61.1)	D (37.5)	C (30.0)
	NB Approach	F (86.7)	B (17.3)	B (16.5)
	SB Approach	C (20.1)	B (18.8)	B (10.3)
	Overall Intersection	**E (58.6)**	**C (22.4)**	**B (16.0)**
6	***North Forty Drive at Metro Bus (signalized)***			
	EB Approach	A (5.0)	B (12.8)	A (8.6)
	WB Approach	B (10.1)	A (4.0)	A (3.3)
	NB Approach	C (22.7)	C (22.9)	C (21.4)
	Overall Intersection	**A (8.5)**	**A (9.8)**	**A (7.1)**
7	***Ballas Road at EB I-64 Ramps (signalized)***			
	EB Approach	D (45.5)	D (47.5)	D (43.5)
	WB Approach	C (22.9)	C (27.1)	C (25.2)
	NB Approach	B (11.6)	C (32.4)	C (30.9)
	SB Approach	A (8.6)	A (9.6)	B (10.8)
	Overall Intersection	**B (17.8)**	**C (24.0)**	**C (21.4)**

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Int. #	Intersection & Movements	Level of Service (Delay in Seconds)		
		AM Peak	Shift Change Peak	PM Peak
8	***Ballas Road at Visitation Academy/Jess G Harmon Drive (signalized)***			
	EB Approach	D (39.0)	D (41.0)	D (39.4)
	WB Approach	D (40.4)	D (37.0)	D (35.6)
	NB Approach	C (27.2)	D (48.9)	C (20.6)
	SB Approach	B (17.6)	C (32.8)	C (26.8)
	Overall Intersection	**C (24.7)**	**D (39.0)**	**C (28.6)**
9	***Ballas Road at Country Aire Drive (signalized)***			
	EB Approach	B (15.1)	C (26.8)	C (30.3)
	WB Approach	A (0.2)	A (0.3)	A (0.3)
	NB Approach	A (6.1)	A (5.7)	A (6.5)
	SB Approach	A (2.1)	A (2.8)	A (4.0)
	Overall Intersection	**A (4.6)**	**A (6.8)**	**A (8.5)**
10	***Conway Road at Parking (unsignalized)***			
	EB Approach	A (0.0)	A (0.0)	A (0.0)
	WB Approach	A (0.2)	A (0.1)	A (0.0)
	NB Approach	C (15.5)	C (15.0)	B (11.7)
	Overall Intersection	**A (0.2)**	**A (0.6)**	**A (0.3)**
11	***Conway Road at Hospital Entrance (signalized)***			
	EB Approach	A (8.1)	B (18.5)	B (12.5)
	WB Approach	B (16.9)	B (16.5)	B (18.9)
	NB Approach	B (14.0)	A (5.8)	A (7.4)
	SB Approach	F (526.6)	F (887.4)	F (800.6)
	Overall Intersection	**E (67.6)**	**F (223.5)**	**F (197.7)**
12	***Conway Road at McAuley Drive (unsignalized)***			
	EB Approach	A (1.4)	A (0.4)	A (0.3)
	NB Approach	A (0.0)	A (0.0)	A (0.0)
	SB Approach	E (36.2)	C (16.5)	C (15.4)
	Overall Intersection	**A (1.6)**	**A (2.1)**	**A (1.7)**
13	***Conway Road at North Outer 40 Road (unsignalized)***			
	EB Approach	A (0.0)	A (0.0)	A (0.0)
	WB Approach	A (5.4)	A (3.2)	A (3.9)
	NB Approach	C (18.4)	B (14.4)	B (13.5)
	Overall Intersection	**A (5.7)**	**A (5.3)**	**A (4.4)**

Table 3: Existing Conditions 95th/50th %-ile Queues

Int. #	Intersection & Movements	AM Peak		Shift Change Peak		PM Peak	
		95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)
1	***Ballas Road & Ladue Road***						
	To be addressed in Future TIS Supplement						
2	***Ballas Road at Muckerman Drive (signalized)***						
	EB Left	68’	52’	172’	176’	165’	169’
	EB Right	23’	0’	35’	33’	128’	117’
	NB Left	300’	223’	94’	49’	55’	22’
	NB Thru	106’	90’	123’	80’	110’	71’
	SB Thru	281’	215’	196’	132’	312’	263’
	SB Right	49’	0’	30’	0’	25’	0’

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Int. #	Intersection & Movements	AM Peak		Shift Change Peak		PM Peak	
		95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)
3	***Ballas Road at Conway Road (signalized)***						
	EB Left	70'	45'	86'	53'	77'	50'
	EB Thru/Right	#333'	~208'	#503'	~286'	#487'	~311'
	EB Right	51'	0'	#126'	0'	73'	0'
	WB Left	44'	24'	74'	39'	70'	36'
	WB Thru/Right	#125'	141'	#277'	129'	#360'	~203'
	NB Left	m109'	130'	112'	80'	106'	70'
	NB Thru/Right	m134'	160'	85'	56'	73'	45'
	SB Left	43'	24'	33'	18'	47'	25'
	SB Thru	152'	127'	254'	232'	332'	275'
	SB Right	42'	0'	19'	0'	29'	0'
4	***Ballas Road at Office Driveway (unsignalized)***						
	EB Right	1'	-	5'	-	4'	-
	NB Thru	0'	-	0'	-	0'	-
	SB Thru/Right	0'	-	0'	-	0'	-
5	***Ballas Road at North Forty Drive (signalized)***						
	EB Left/Thru/Right	17'	4'	60'	29'	58'	31'
	WB Left	209'	103'	#214'	115'	147'	83'
	WB Left/Thru	213'	105'	#216'	117'	147'	83'
	WB Right	#631'	~295'	73'	0'	77'	0'
	NB Left	m18'	13'	m22'	18'	m10'	8'
	NB Thru	m#578'	~449'	m250'	214'	m249'	196'
	NB Right	m66'	24'	m273'	213'	m262'	204'
	SB Left	m#198'	127'	m#391'	239'	m164'	101'
	SB Thru/Right	m87'	71'	m108'	91'	m136'	116'
6	***North Forty Drive at Metro Bus (signalized)***						
	EB Thru	254'	0'	#750'	228'	#516'	136'
	EB Right	8'	0'	8'	0'	8'	0'
	WB Left	3'	0'	4'	1'	2'	1'
	WB Thru	#738'	0'	145'	89'	90'	56'
	NB Left	23'	6'	32'	12'	28'	9'
	NB Right	13'	0'	16'	0'	16'	0'
7	***Ballas Road at EB I-64 Ramps (signalized)***						
	EB Left	#296'	156'	144'	106'	109'	59'
	EB Right	#203'	80'	#141'	97'	#220'	91'
	WB Left	141'	96'	102'	65'	78'	47'
	WB Right	106'	11'	63'	0'	57'	0'
	NB Thru	97'	76'	m#365'	270'	291'	214'
	NB Right	m109'	0'	m109'	85'	129'	81'
	SB Left	192'	74'	446'	230'	#600'	403'
	SB Thru	69'	100'	94'	82'	73'	65'
8	***Ballas Road at Visitation Academy/Jess G Harmon Drive (signalized)***						
	EB Left	96'	61'	269'	174'	237'	156'
	EB Left/Thru	97'	61'	#273'	176'	238'	156'
	EB Right	0'	0'	0'	0'	26'	0'
	WB Left	68'	49'	94'	112'	89'	53'

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Int. #	Intersection & Movements	AM Peak		Shift Change Peak		PM Peak	
		95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)
	WB Left/Thru/Right	24'	7'	0'	12'	0'	0'
	NB Left	69'	27'	29'	17'	15'	8'
	NB Thru/Right	#492'	288'	#298'	237'	128'	185'
	SB Left	189'	143'	m83'	50'	m44'	25'
	SB Thru	120'	105'	m#511'	366'	#636'	~496'
	SB Right	46'	19'	m62'	16'	m7'	1'
9	***Ballas Road at Country Aire Drive (signalized)***						
	EB Left	14'	5'	58'	33'	61'	47'
	EB Right	0'	0'	61'	0'	53'	20'
	WB Left/Thru/Right	0'	0'	0'	0'	0'	0'
	NB Thru/Right	311'	90'	142'	35'	144'	39'
	SB Left	m0'	0'	m1'	0'	m0'	0'
	SB Thru/Right	52'	38'	64'	38'	70'	31'
10	***Conway Road at Parking (unsignalized)***						
	EB Thru/Right	0'	-	0'	-	0'	-
	WB Left/Thru	1'	-	1'	-	0'	-
	NB Left/Right	3'	-	14'	-	6'	-
11	***Conway Road at Hospital Entrance (signalized)***						
	EB Left	25'	8'	10'	3'	13'	3'
	EB Thru/Right	110'	64'	151'	104'	110'	66'
	WB Left	-	-	3'	0'	-	-
	WB Thru	471'	276'	255'	123'	319'	107'
	WB Right	66'	21'	42'	0'	38'	0'
	NB Left/Thru	10'	2'	16'	2'	10'	1'
	NB Right	0'	0'	0'	0'	0'	0'
	SB Left/Thru	#311'	~168'	#518'	~215'	#520'	~141'
	SB Right	0'	0'	0'	0'	4'	0'
12	***Conway Road at McAuley Drive (unsignalized)***						
	EB Left	12'	-	2'	-	1'	-
	EB Thru	0'	-	0'	-	0'	-
	WB Thru/Right	0'	-	0'	-	0'	-
	SB Left	19'	-	20'	-	12'	-
	SB Right	5'	-	12'	-	18'	-
13	***Conway Road at North Outer 40 Road (unsignalized)***						
	EB Thru/Right	0'	-	0'	-	0'	-
	WB Left	48'	-	14'	-	23'	-
	WB Thru	0'	-	0'	-	0'	-
	NB Left	62'	-	56'	-	30'	-
	NB Right	62'	-	56'	-	30'	-

~ - Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
# - 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m - Volume for 95th percentile queue is metered by upstream signal

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The results of the analysis show that existing peak hour conditions are acceptable for all peaks at the intersections of Ballas Road & Muckerman, Ballas Road & Office Driveway, North Forty Drive & the MetroBus Transit Station entrance, Ballas Road & Eastbound I-64 Ramps, Ballas Road & Visitation Academy/Jess G Harmon Drive, Ballas Road & Country Aire Drive, Conway Road & Parking, and Conway Road & North Outer 40 Road.

However, results show oversaturated conditions on at least one approach during all three peak hours at Ballas Road & Conway Road, during the morning peak hour at Ballas Road & North Forty Drive, during all three peak hours at Conway Road & Mercy Hospital Entrance, as well as the morning peak hour at Conway Road & McAuley Drive.

Several movements have queue lengths that exceed turn bay length, which then in turn may affect through traffic. These movements include:

- Northbound left turn on Ballas Road at Muckerman Drive in the morning peak hour;
- Westbound through/right-turn lane on Conway Road approaching Ballas Road during all three peak hours;
- Westbound right turn bay on North Forty Drive approaching Ballas Road during the morning peak hour;
- Southbound left-turn bay on Ballas Road approaching North Forty Drive during the shift change peak hour; and
- Eastbound left-turn bay on the I-64 off-ramp approaching Ballas Road in the morning peak hour.

Another queue length of concern is the Eastbound I-64 Ramps southbound left turn movement. There is approximately 700 feet separating the Eastbound I-64 Ramps and North Forty Drive. During the afternoon peak hour, the 95th percentile queue reaches 600 feet and the 50th percentile queue reaches 403 feet.

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BACKGROUND 2020 CONDITIONS

Future Multi-modal Infrastructure

There are no known vehicular or transit infrastructure improvements within the immediate vicinity of the site that would directly impact the study area.

Background Traffic Growth

Future year conditions without the proposed development typically establishes a benchmark from which to compare potential traffic impacts. The site was assumed to develop in two phases with Phase 1 complete in 2020 (opening year) and Phase 2 planned for 2040 (design horizon). Two sources of additional traffic volumes are considered in the baseline scenario: regional inherent growth and local growth due to land (re)development.

Regional traffic growth occurs organically over time and can be attributable to population and employment growth, other developments in the larger surrounding area, or simply additional trip-making by existing populations. Regional background growth in this area can be accounted for with a 0.5% annual growth rate.

No background developments were identified for inclusion in the 2020 opening year or the 2040 design horizon analysis. The surrounding area is already vastly developed. Any incidental background developments that occur between now and 2040 will be accounted for with the 0.5% annual growth rate. The existing traffic volumes were grown with the annual inherent growth rate to obtain the Background 2020 traffic volumes. These volumes are presented in Figure 7.

Background 2020 Operating Conditions

Similar to existing conditions, the Background 2020 operating conditions were analyzed using Synchro 10, with LOS, delay, 95th percentile queue, and 50th percentile queue as the measures of effectiveness of how the vehicular network is anticipated to operate in 2020. The results of the operating conditions analysis are shown in Table 4 with queues in Table 5.

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Figure 7: Background 2020 Traffic Volumes

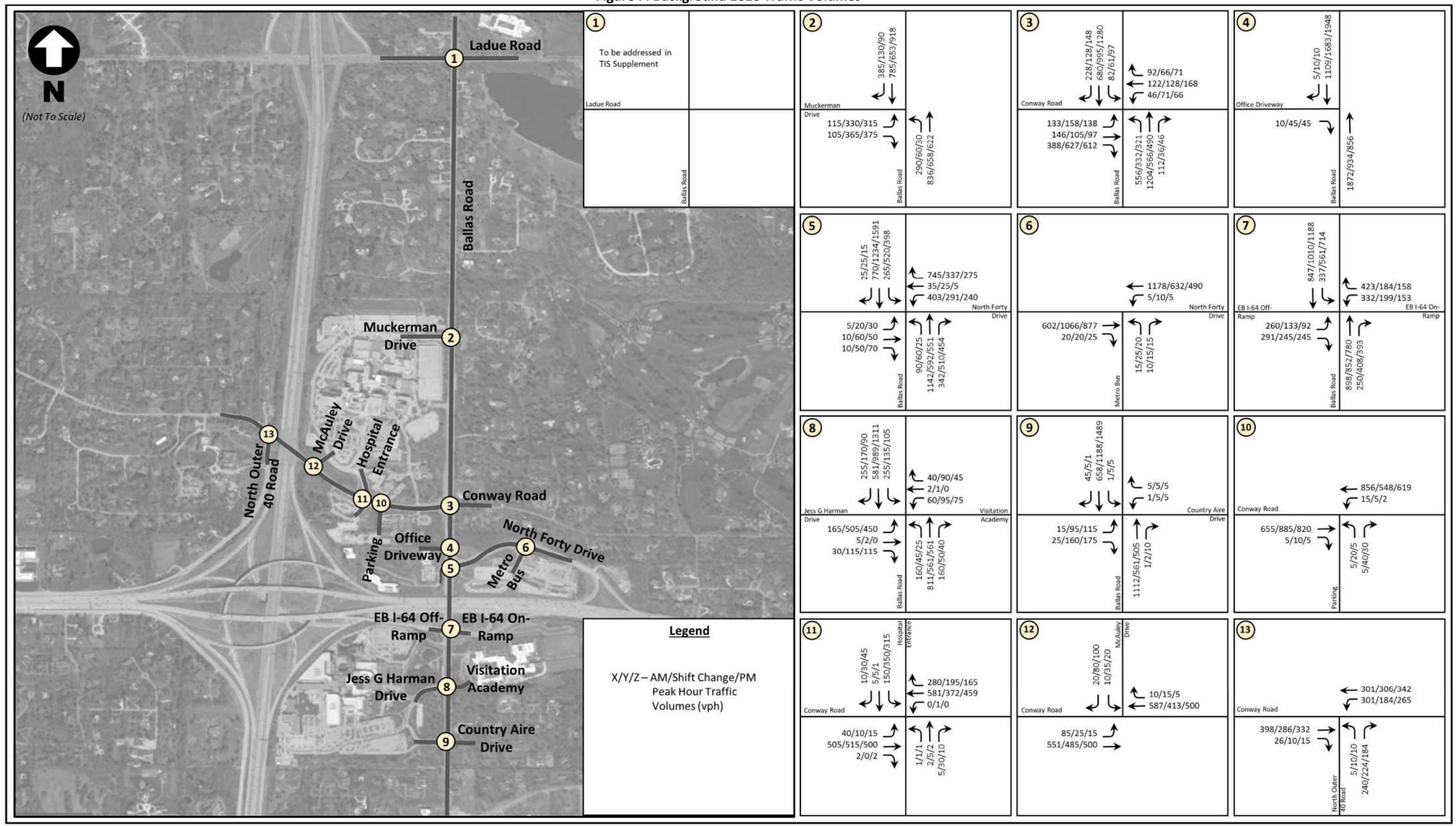

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Table 4: Background 2020 Operating Conditions

Int. #	Intersection & Movements	Level of Service (Delay in Seconds)		
		AM Peak	Shift Change Peak	PM Peak
1	***Ballas Road & Ladue Road***			
	To be addressed in Future TIS Supplement			
2	***Ballas Road at Muckerman Drive (signalized)***			
	EB Approach	C (27.0)	D (40.6)	D (45.5)
	NB Approach	B (17.5)	A (9.5)	A (7.0)
	SB Approach	B (15.1)	B (11.9)	B (18.1)
	Overall Intersection	**B (17.4)**	**C (21.8)**	**C (24.7)**
3	***Ballas Road at Conway Road (signalized)***			
	EB Approach	D (50.4)	F (82.8)	F (87.9)
	WB Approach	E (71.2)	F (81.5)	F (138.9)
	NB Approach	B (17.7)	B (13.4)	B (13.2)
	SB Approach	C (22.3)	C (26.9)	C (29.2)
	Overall Intersection	**C (29.5)**	**D (41.8)**	**D (50.4)**
4	***Ballas Road at Office Driveway (unsignalized)***			
	EB Approach	A (8.7)	A (9.3)	A (9.5)
	NB Approach	A (0.0)	A (0.0)	A (0.0)
	SB Approach	A (0.0)	A (0.0)	A (0.0)
	Overall Intersection	**A (0.0)**	**A (0.2)**	**A (0.1)**
5	***Ballas Road at North Forty Drive (signalized)***			
	EB Approach	C (30.5)	D (36.6)	D (35.5)
	WB Approach	E (66.5)	D (38.2)	C (30.3)
	NB Approach	F (94.1)	B (17.5)	B (16.6)
	SB Approach	C (20.2)	C (20.3)	B (10.6)
	Overall Intersection	**E (63.1)**	**C (23.3)**	**B (16.2)**
6	***North Forty Drive at Metro Bus (signalized)***			
	EB Approach	A (5.1)	B (13.3)	A (8.8)
	WB Approach	B (10.7)	A (4.0)	A (3.3)
	NB Approach	C (23.0)	C (22.9)	C (21.7)
	Overall Intersection	**A (8.9)**	**B (10.1)**	**A (7.2)**
7	***Ballas Road at EB I-64 Ramps (signalized)***			
	EB Approach	D (48.5)	D (51.9)	D (47.3)
	WB Approach	C (23.6)	C (27.1)	C (25.3)
	NB Approach	B (11.7)	C (33.6)	C (31.7)
	SB Approach	A (9.0)	A (9.9)	B (11.7)
	Overall Intersection	**B (18.5)**	**C (25.1)**	**C (22.5)**
8	***Ballas Road at Visitation Academy/Jess G Harmon Drive (signalized)***			
	EB Approach	D (39.0)	D (41.0)	D (39.4)
	WB Approach	D (40.0)	D (37.0)	D (35.6)
	NB Approach	C (27.9)	D (50.8)	C (20.7)
	SB Approach	B (17.4)	C (33.6)	C (27.5)
	Overall Intersection	**C (24.9)**	**D (39.8)**	**C (28.9)**
9	***Ballas Road at Country Aire Drive (signalized)***			
	EB Approach	B (15.1)	C (26.8)	C (30.4)
	WB Approach	A (0.2)	A (0.3)	A (0.3)

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Int. #	Intersection & Movements	Level of Service (Delay in Seconds)		
		AM Peak	Shift Change Peak	PM Peak
	NB Approach	A (6.2)	A (5.7)	A (6.5)
	SB Approach	A (2.1)	A (2.9)	A (4.4)
	Overall Intersection	**A (4.7)**	**A (6.8)**	**A (8.8)**
10	***Conway Road at Parking (unsignalized)***			
	EB Approach	A (0.0)	A (0.0)	A (0.0)
	WB Approach	A (0.2)	A (0.1)	A (0.0)
	NB Approach	C (15.8)	C (15.2)	B (11.8)
	Overall Intersection	**A (0.2)**	**A (0.6)**	**A (0.3)**
11	***Conway Road at Hospital Entrance (signalized)***			
	EB Approach	A (8.0)	B (18.6)	B (12.5)
	WB Approach	B (17.0)	B (16.6)	B (19.1)
	NB Approach	B (14.0)	A (5.9)	A (7.5)
	SB Approach	F (545.1)	F (893.6)	F (806.6)
	Overall Intersection	**E (68.8)**	**F (222.5)**	**F (196.8)**
12	***Conway Road at McAuley Drive (unsignalized)***			
	EB Approach	A (1.4)	A (0.4)	A (0.2)
	NB Approach	A (0.0)	A (0.0)	A (0.0)
	SB Approach	E (38.7)	C (16.9)	C (15.8)
	Overall Intersection	**A (1.7)**	**A (2.1)**	**A (1.7)**
13	***Conway Road at North Outer 40 Road (unsignalized)***			
	EB Approach	A (0.0)	A (0.0)	A (0.0)
	WB Approach	A (5.5)	A (3.2)	A (3.9)
	NB Approach	C (19.1)	B (14.7)	B (13.7)
	Overall Intersection	**A (5.8)**	**A (5.4)**	**A (4.4)**

Table 5: Background 2020 Conditions 95th/50th %-ile Queues

Int. #	Intersection & Movements	AM Peak		Shift Change Peak		PM Peak	
		95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)
1	***Ballas Road & Ladue Road***						
	To be addressed in Future TIS Supplement						
2	***Ballas Road at Muckerman Drive (signalized)***						
	EB Left	68'	52'	172'	176'	165'	169'
	EB Right	23'	0'	39'	37'	131'	121'
	NB Left	300'	223'	94'	48'	55'	22'
	NB Thru	108'	93'	126'	82'	112'	72'
	SB Thru	287'	221'	201'	138'	321'	270'
	SB Right	49'	0'	30'	0'	25'	0'
3	***Ballas Road at Conway Road (signalized)***						
	EB Left	71'	45'	88'	54'	78'	51'
	EB Thru/Right	#349'	~224'	#524'	~307'	#498'	~321'
	EB Right	52'	0'	#128'	0'	74'	0'
	WB Left	45'	25'	75'	40'	71'	37'
	WB Thru/Right	#222'	144'	#283'	~140'	#368'	~211'

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Int. #	Intersection & Movements	AM Peak		Shift Change Peak		PM Peak	
		95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)
	NB Left	m109'	135'	113'	83'	107'	71'
	NB Thru/Right	m134'	163'	87'	57'	74'	45'
	SB Left	44'	24'	33'	18'	48'	26'
	SB Thru	167'	142'	260'	239'	340'	283'
	SB Right	43'	0'	20'	0'	31'	0'
4	***Ballas Road at Office Driveway (unsignalized)***						
	EB Right	1'	-	5'	-	4'	-
	NB Thru	0'	-	0'	-	0'	-
	SB Thru/Right	0'	-	0'	-	0'	-
5	***Ballas Road at North Forty Drive (signalized)***						
	EB Left/Thru/Right	17'	4'	60'	29'	58'	31'
	WB Left	214'	106'	#214'	115'	150'	85'
	WB Left/Thru	216'	107'	#216'	117'	150'	85'
	WB Right	#653'	~358'	73'	0'	78'	0'
	NB Left	m17'	13'	m22'	18'	m10'	8'
	NB Thru	m#577'	~465'	m250'	214'	m250'	202'
	NB Right	m69'	26'	m273'	213'	m260'	207'
	SB Left	m#206'	132'	m#391'	239'	m172'	110'
	SB Thru/Right	m82'	67'	m108'	91'	m138'	119'
6	***North Forty Drive at Metro Bus (signalized)***						
	EB Thru	261'	0'	#770'	239'	#533'	140'
	EB Right	8'	0'	8'	0'	8'	0'
	WB Left	3'	0'	4'	1'	2'	1'
	WB Thru	#768'	0'	150'	92'	92'	57'
	NB Left	23'	6'	32'	12'	28'	9'
	NB Right	13'	0'	16'	0'	16'	0'
7	***Ballas Road at EB I-64 Ramps (signalized)***						
	EB Left	#304'	160'	147'	109'	111'	60'
	EB Right	#220'	90'	#166'	107'	#237'	99'
	WB Left	144'	98'	104'	67'	79'	47'
	WB Right	117'	16'	64'	0'	58'	0'
	NB Thru	98'	78'	m#374'	276'	#303'	219'
	NB Right	m10'	0'	m113'	89'	137'	85'
	SB Left	194'	75'	463'	268'	#631'	422'
	SB Thru	70'	102'	96'	83'	75'	67'
8	***Ballas Road at Visitation Academy/Jess G Harmon Drive (signalized)***						
	EB Left	96'	61'	269'	174'	237'	156'
	EB Left/Thru	97'	61'	#273'	176'	238'	156'
	EB Right	0'	0'	0'	0'	26'	0'
	WB Left	68'	49'	94'	112'	89'	53'
	WB Left/Thru/Right	24'	7'	0'	12'	0'	0'
	NB Left	72'	27'	29'	17'	15'	8'
	NB Thru/Right	#258'	295'	#308'	242'	130'	188'
	SB Left	m189'	143'	m83'	50'	m44'	26'
	SB Thru	123'	107'	m#520'	374'	#637'	~516'
	SB Right	m44'	19'	m62'	16'	m7'	1'

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Int. #	Intersection & Movements	AM Peak		Shift Change Peak		PM Peak	
		95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)
9	***Ballas Road at Country Aire Drive (signalized)***						
	EB Left	14'	5'	58'	33'	61'	47'
	EB Right	0'	0'	61'	0'	54'	21'
	WB Left/Thru/Right	0'	0'	0'	0'	0'	0'
	NB Thru/Right	320'	93'	145'	36'	148'	40'
	SB Left	m0'	0'	m1'	0'	m0'	0'
	SB Thru/Right	52'	38'	64'	38'	82'	31'
10	***Conway Road at Parking (unsignalized)***						
	EB Thru/Right	0'	-	0'	-	0'	-
	WB Left/Thru	2'	-	1'	-	0'	-
	NB Left/Right	3'	-	14'	-	6'	-
11	***Conway Road at Hospital Entrance (signalized)***						
	EB Left	25'	8'	10'	3'	13'	3'
	EB Thru/Right	113'	64'	154'	107'	110'	67'
	WB Left	0'	0'	3'	0'	0'	0'
	WB Thru	485'	284'	260'	126'	326'	110'
	WB Right	69'	22'	42'	0'	37'	0'
	NB Left/Thru	10'	2'	15'	2'	10'	1'
	NB Right	0'	0'	0'	0'	0'	0'
	SB Left/Thru	#311'	~169'	#521'	~217'	#523'	~142'
	SB Right	0'	0'	0'	0'	4'	0'
12	***Conway Road at McAuley Drive (unsignalized)***						
	EB Left	12'	-	2'	-	1'	-
	EB Thru	0'	-	0'	-	0'	-
	WB Thru/Right	0'	-	0'	-	0'	-
	SB Left	20'	-	21'	-	12'	-
	SB Right	5'	-	13'	-	18'	-
13	***Conway Road at North Outer 40 Road (unsignalized)***						
	EB Thru/Right	0'	-	0'	-	0'	-
	WB Left	51'	-	15'	-	24'	-
	WB Thru	0'	-	0'	-	0'	-
	NB Left	66'	-	59'	-	31'	-
	NB Right	66'	-	59'	-	31'	-

~ - Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
# - 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m - Volume for 95th percentile queue is metered by upstream signal

Overall, the Background 2020 Condition results are very similar to the existing conditions, with acceptable LOS and delay for all peaks at the intersections of Ballas Road & Muckerman, Ballas Road & Office Driveway, North Forty Drive & the MetroBus Transit Station entrance, Ballas Road & Eastbound I-64 Ramps, Ballas Road & Visitation Academy/Jess G Harmon Drive, Ballas Road & Country Aire Drive, Conway Road & Parking, and Conway Road & North Outer 40 Road.

However, results show oversaturated conditions on at least one approach during all three peak hours at Ballas Road & Conway Road, during the morning peak hour at Ballas Road & North Forty Drive, during all

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three peak hours at Conway Road & Mercy Hospital Entrance, and during the morning peak hour at Conway Road & McAuley Drive.

Similar to the existing conditions results, several movements have queue lengths that exceed turn bay length, which then in turn may affect through traffic. These movements include:

- Northbound left turn on Ballas Road at Muckerman Drive in the morning peak hour;
- Westbound through/right-turn lane on Conway Road approaching Ballas Road during all three peak hours;
- Westbound right turn bay on North Forty Drive approaching Ballas Road during the morning peak hour;
- Southbound left-turn bay on Ballas Road approaching North Forty Drive during the shift change peak hour; and
- Eastbound left-turn bay on the I-64 off-ramp approaching Ballas Road in the morning peak hour.

Another queue length of concern is the Eastbound I-64 Ramps southbound left turn movement. There is approximately 700 feet separating the Eastbound I-64 Ramps and North Forty Drive. During the afternoon peak hour, the 95th percentile queue reaches 631 feet and the 50th percentile queue reaches 422 feet.

SITE DEVELOPMENT

The site will be redeveloped in two phases. Phase 1 will be developed as a 260,100 square foot outpatient center with 792-space parking garage and is expected to be completed in 2020. The content of Phase 2 is undefined at this time, and would be subject to rezoning approval from the City of Town & Country. However, for purposes of this study, Phase 2 will be assumed to be the same as Phase 1, with a 260,100 square foot outpatient center with 792-space parking garage to be completed in 2040 in an effort to identify all future improvements that may be needed as this parcel redevelops.

Site Access

Site access on Conway Road will be consolidated to a single driveway opposite the hospital's north campus and shared with Temple Emmanuel. Access on Ballas Road would ultimately be limited to a single intersection opposite the I-64 westbound ramps, though with an improved alignment within the site to provide more capacity and better operating conditions. The existing right-in/right-out entrance on Ballas Road will remain at this time due to cross-access agreements with the office building on the far west end of the site. However, it is anticipated this entrance will ultimately be removed at a future date, so the analysis looks at a worst-case scenario with traffic at this entrance moved to the Ballas Road signal.

Future Pedestrian & Bicycle Accommodations

Improvements to the sidewalk along the south side of Conway Road would be made to ensure continuity in the sidewalk facilities from the proposed site entrance to the intersection of Conway Road & Ballas Road. Sidewalk and pedestrian path facilities are incorporated into the proposed site plans to facilitate internal pedestrian travel to and from the buildings within the site. Existing sidewalk and

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pedestrian path connectivity from the site to the Metro Bus Transfer Facility to the east across Ballas Road will be retained.

Trip Generation

In forecasting the amount of trips that would be generated, it was necessary to identify the site's existing trip generation, as any impacts would be tied to the net increase in trip generation above and beyond the existing. Phase 1 of the proposed development would replace a congregate care facility located east of the Temple Emanuel on Conway Road. This building complex is currently under demolition and was not open or generating traffic when counts were obtained for this project area. Therefore, no adjustments to the existing traffic counts nor the proposed trip generation are needed to account for the demolition of these buildings.

There are currently three existing office buildings on the proposed development site. Phase 1 and Phase 2 only propose to demolish two of the three buildings:

- Phase 1 of the proposed development would replace an existing 45,523 square foot office building at 763 S New Ballas Road, located to the northwest of the New Ballas Road & Westbound I-64 Interchange Ramps intersection in addition to the congregate care facility identified above. This office building is currently 100% occupied. Therefore, existing trips to and from this office building need to be subtracted from the proposed trip generation volumes to accurately depict the post development traffic volumes for Phase 1.
- Phase 2 of the proposed development would replace an existing 94,922 square foot office building at 777 S New Ballas Road, located along the southernmost edge of the development area that borders I-64. This office building is currently 77% occupied. Therefore, existing trips to and from this office building need to be subtracted from the proposed trip generation volumes to accurately depict the post development traffic volumes for Phase 2.

Only the trips attributed to the third existing office building at 755 S New Ballas Road, located on the far west end of the site, will remain. Trip generation from the proposed site will be added to the existing trips from the third existing building. The trip generation attributed to the two office buildings to be demolished was estimated by using existing in/out peak hour traffic volumes at the driveways that serve the office buildings. These existing driveway volumes were assigned proportionally to the three office buildings based on building square footage. The site's trip generation reduction potential is summarized in Table 6. The trip generation reductions for Phase 1 and Phase 2 throughout the network can be found in Figure 8 and Figure 9 respectively.

Table 6: Trip Reduction for Buildings to be Demolished

		Morning Peak Hour			*Shift Change Peak Hour*			*Afternoon Peak Hour*		
Phase	*Size*	*In*	*Out*	*Total*	*In*	*Out*	*Total*	*In*	*Out*	*Total*
Phase 1 – Demo 763 S New Ballas Rd	45,523 s.f.	-54	-14	-68	-42	-73	-115	-19	-71	-90
Phase 2 – Demo 777 S New Ballas Rd	94,922 s.f.	-88	-23	-111	-68	-118	-186	-31	-115	-146

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Figure 8: Phase 1 Trips Removed from Network

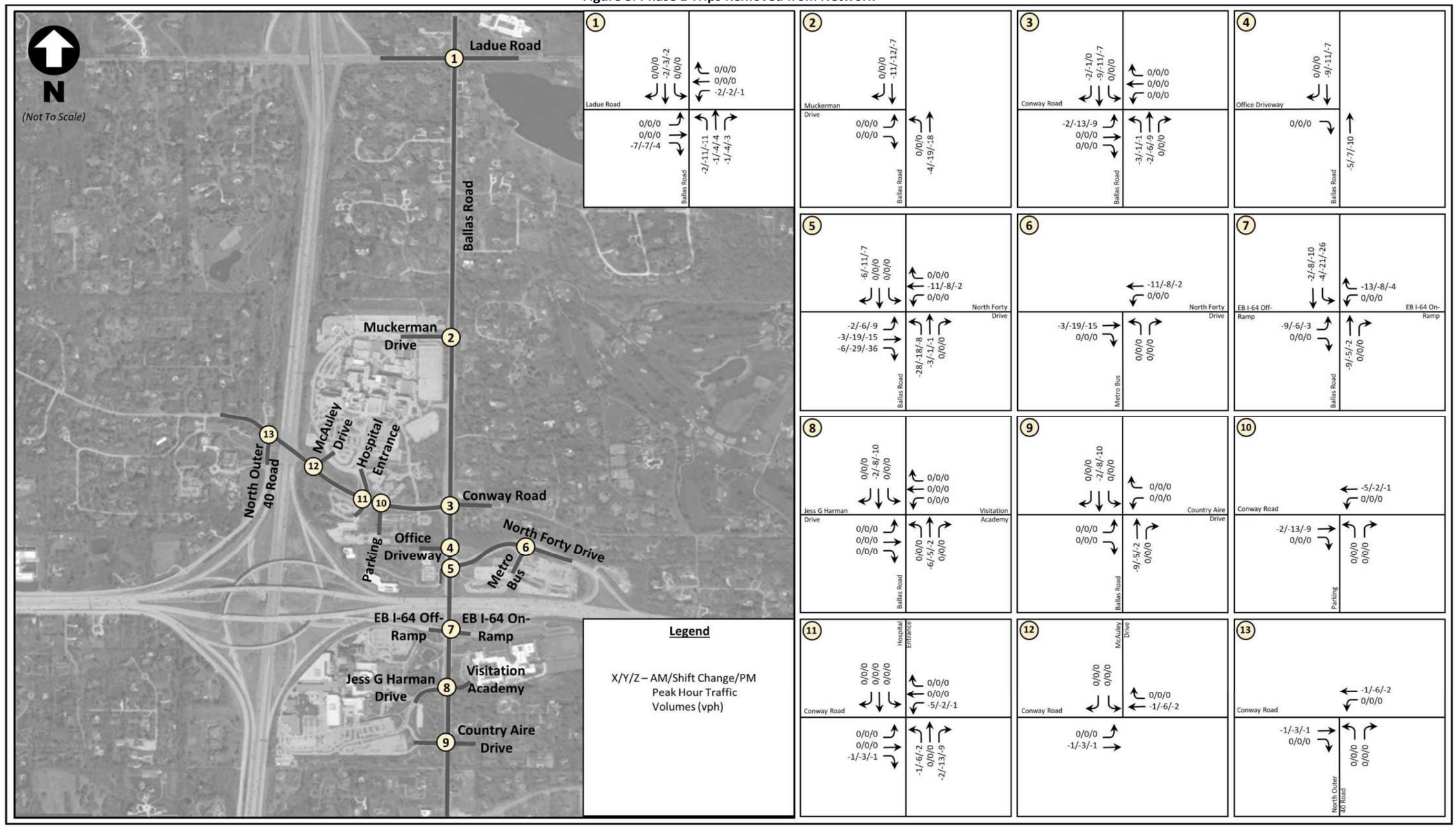

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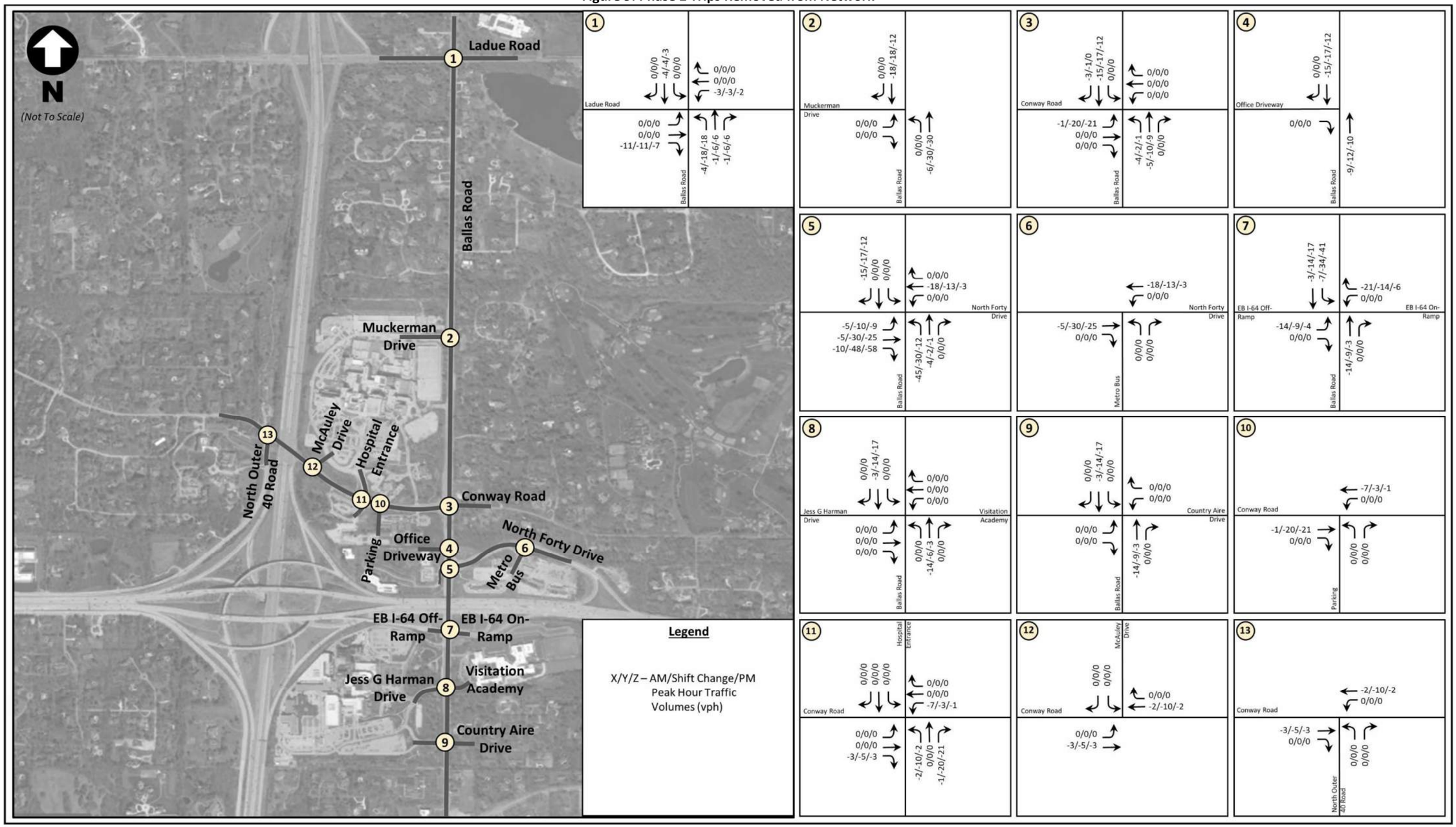
Figure 9: Phase 2 Trips Removed from Network



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The proposed development includes a 260,100 square foot outpatient center with 792-space parking garage in Phase 1, and assumes a 260,100 square foot outpatient center with 792-space parking garage in Phase 2. Two sources were compared for the trip generation of the proposed development for each phase: the Trip Generation Manual, Ninth Edition, published by the Institute of Transportation Engineers (ITE) and data collected at several medical offices in the surrounding region.

This comparison is summarized in Table 7. This trip generation forecast comparison reflects the following:

- Trip Generation Manual: Land Use Code: 720 Medical Office Building was applied for this comparison. Weekday peak hour of adjacent street traffic was used for the morning and afternoon peak hour calculations. There is no midday/hospital shift change rate available in the ITE manual, so weekday afternoon peak hour of the generator was used for the hospital shift change peak hour calculations. The weekday afternoon peak hour of the generator rate is higher than the weekday afternoon peak hour of adjacent street traffic rate. Using the weekday afternoon peak hour of the generator rate is a conservative estimate for the hospital shift change peak and will ensure that the surge in trips from the hospital shift change is accounted for. The average trip rate was used with 1000 sq. feet gross floor area as the independent variable. Fitted curve equations are not provided for the morning peak hour of adjacent street traffic or the afternoon peak hour of the generator. The average rate was used for all calculations to maintain consistency.
- Local Medical Office Data: Local data for the medical office building was based upon data collected at several medical offices in the region. Data was collected for the morning peak hour and the afternoon peak hour. Data was not collected for the midday/hospital shift change peak hour. To account for the hospital shift change peak, a factor of 1.19 was applied to the afternoon peak hour rate to equal the hospital shift change peak. This is the same factor between the afternoon peak hour of adjacent street traffic rate and the afternoon peak hour of the generator rate in the ITE Trip Generation Manual.
- The proposed developments would be connected internally with shared parking and points of external access. A reduction of 5% was applied to account for internal trips between complementary uses, or “common trips” between different land-uses of the site.

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Table 7: Trip Generation Forecast for the Proposed Development

ITE Trip Generation Manual										
Phase	Size	Morning Peak Hour			Shift Change Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Phase 1	260,100 s.f.	491	131	622	433	678	1,111	251	678	929
Common Trip Reduction (5%)		-25	-5	-30	-20	-35	-35	-15	-30	-45
Phase 1 Subtotal		466	126	592	413	643	1,056	236	648	884
Phase 2	260,100 s.f.	491	131	622	433	678	1,111	251	678	929
Common Trip Reduction (5%)		-25	-5	-30	-20	-35	-35	-15	-30	-45
Phase 2 Subtotal		466	126	592	413	643	1,056	236	648	884
Total Forecasted Trips (ITE)		**933**	**251**	**1,184**	**827**	**1,285**	**2,112**	**472**	**1,296**	**1,768**

Local Medical Office Data										
Phase	Size	AM Peak Hour			Shift Change Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Phase 1	260,100 s.f.	347	98	445	302	302	604	137	370	507
Common Trip Reduction (5%)		-15	-5	-20	-15	-15	-30	-5	-20	-25
Phase 1 Subtotal		332	93	425	287	287	574	132	350	482
Phase 2	260,100 s.f.	347	98	445	302	302	604	137	370	507
Common Trip Reduction (5%)		-15	-5	-20	-15	-15	-30	-5	-20	-25
Phase 2 Subtotal		332	93	425	287	287	574	132	350	482
Total Forecasted Trips (Local Data)		**664**	**186**	**850**	**574**	**574**	**1,148**	**264**	**700**	**964**

Today's medical office buildings contain a variety of uses including ambulatory care, outpatient surgery, diagnostics, and therapy in addition to traditional physician offices. The evolution of these facilities from singular-use to multi-use space has raised concerns over the use of ITE data for Land Use Code: 720 Medical Offices. The ITE data is skewed by a vast sampling of traditional medical offices, which have a higher-turnover of patient visits and density of activities that generate more trips than modern facilities. In addition, these local rates have been used, and accepted by MoDOT, in past studies for facilities impacting MoDOT roads. Therefore, it is recommended to use the local medical office building data for this analysis. The proposed new trips for Phase 1 and Phase 2 throughout the network can be found in Figure 10 and Figure 11 respectively.

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Figure 10: Phase 1 New Trips Added to Network

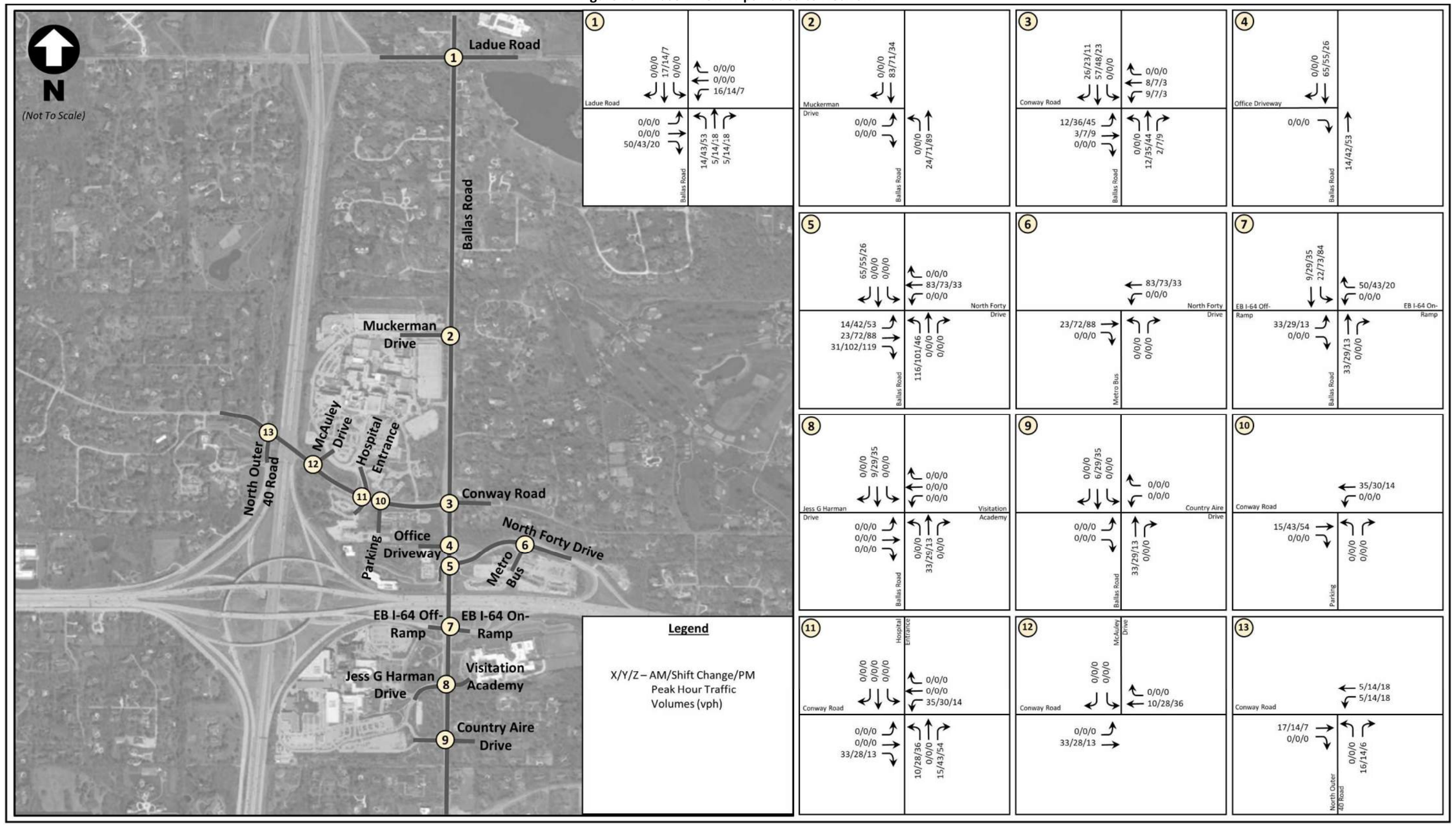

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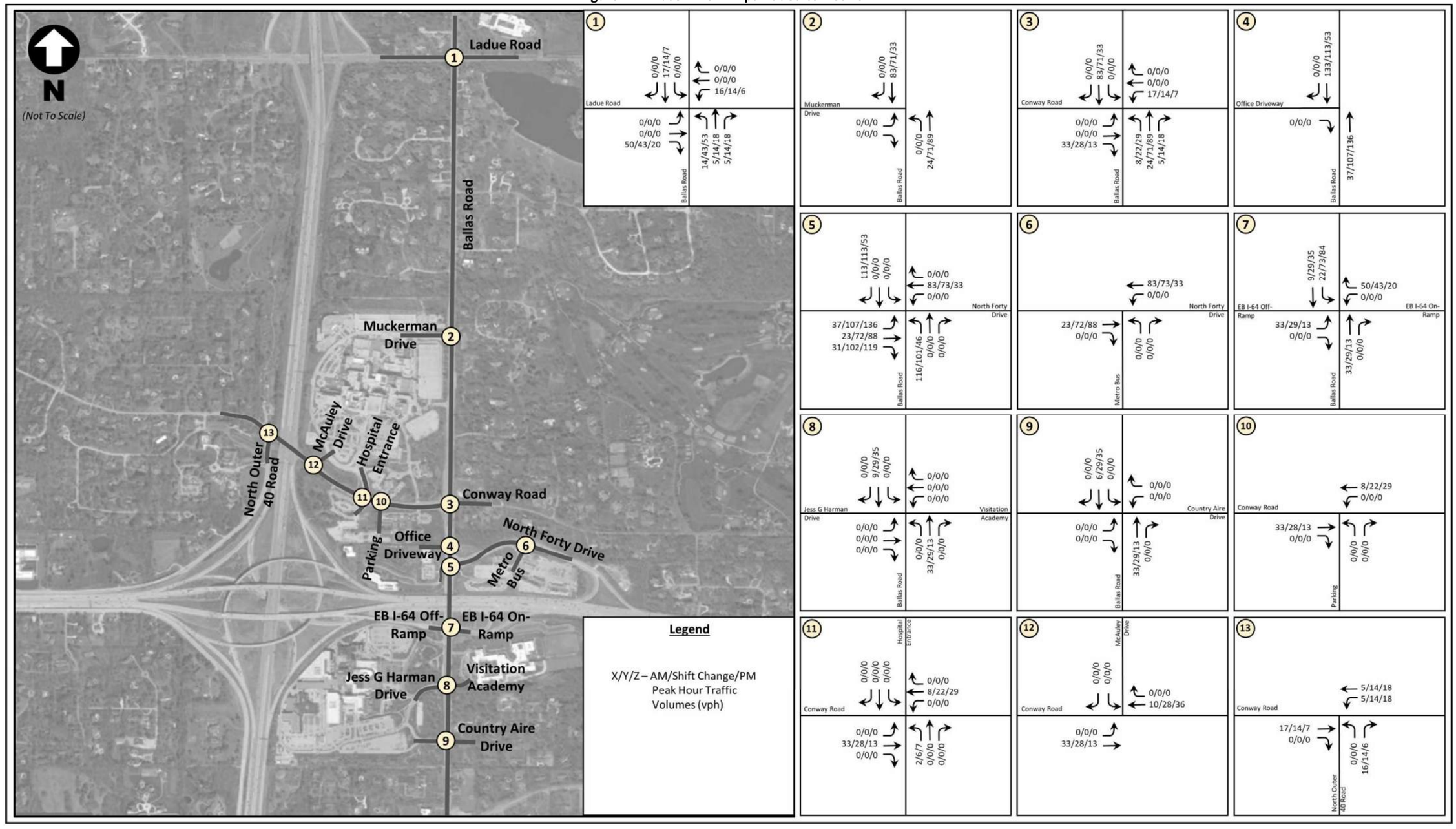
Figure 11: Phase 2 New Trips Added to Network



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The trip generation reduction for office buildings to be demolished found in Table 6 combined with local medical office building data found in Table 7 is equal to the total net change in trips to the site due to the proposed development. This total net change in trips is summarized in Table 8. As shown, the proposed development would generate 671 more trips during the morning peak hour, 728 more trips during the afternoon peak hour and 847 more trips during the hospital shift change peak hour upon full build-out in 2040 than the existing office use on the site.

Table 8: Net Increase in Trip Generation Due to the Proposed Development

Phase	Size	Morning Peak Hour			Shift Change Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Phase 1 – Proposed New Trips	260,100 s.f.	332	93	425	287	287	574	132	350	482
Phase 1 – Ex. Office Removed	45,523 s.f.	-54	-14	-68	-42	-73	-115	-19	-71	-90
Phase 1 Subtotal		278	79	357	245	214	459	113	279	392
Phase 2 – Proposed New Trips	260,100 s.f.	332	93	425	287	287	574	132	350	482
Phase 2 – Ex. Office Removed	94,922 s.f.	-88	-23	-111	-68	-118	-186	-31	-115	-146
Phase 2 Subtotal		244	70	314	219	169	388	101	235	336
Total Net Forecasted Trips		**523**	**149**	**671**	**464**	**383**	**847**	**213**	**514**	**728**

Directional Distribution

The site's incremental trip generation was assigned to the study area roadways in accordance with an anticipated directional distribution that reflects prevailing traffic patterns. The proposed directional distribution percentages are presented in Table 9. An aerial image depicting the directional distribution is presented in Figure 12. As shown, the majority of trips would be expected to use Ballas Road to/from the site.

Table 9: Directional Distribution Percentages

Origin/Destination	Percentage
(1) To/From North via I-270/Ladue Road Interchange	15%
(2) To/From North via New Ballas Road	5%
(3) To/From North via WB Ladue Road	5%
(4) To/From East via Conway Road	5%
(5) To/From East via I-64 Ramps	25%
(6) To/From West via I-64 Ramps	10%
(7) To/From North/South via I-270/I-64 Interchange	15%
(9) To/From South via N Ballas Road	10%
(10) To/From West via Conway Road	5%
(11) To/From West via N Forty Road	5%

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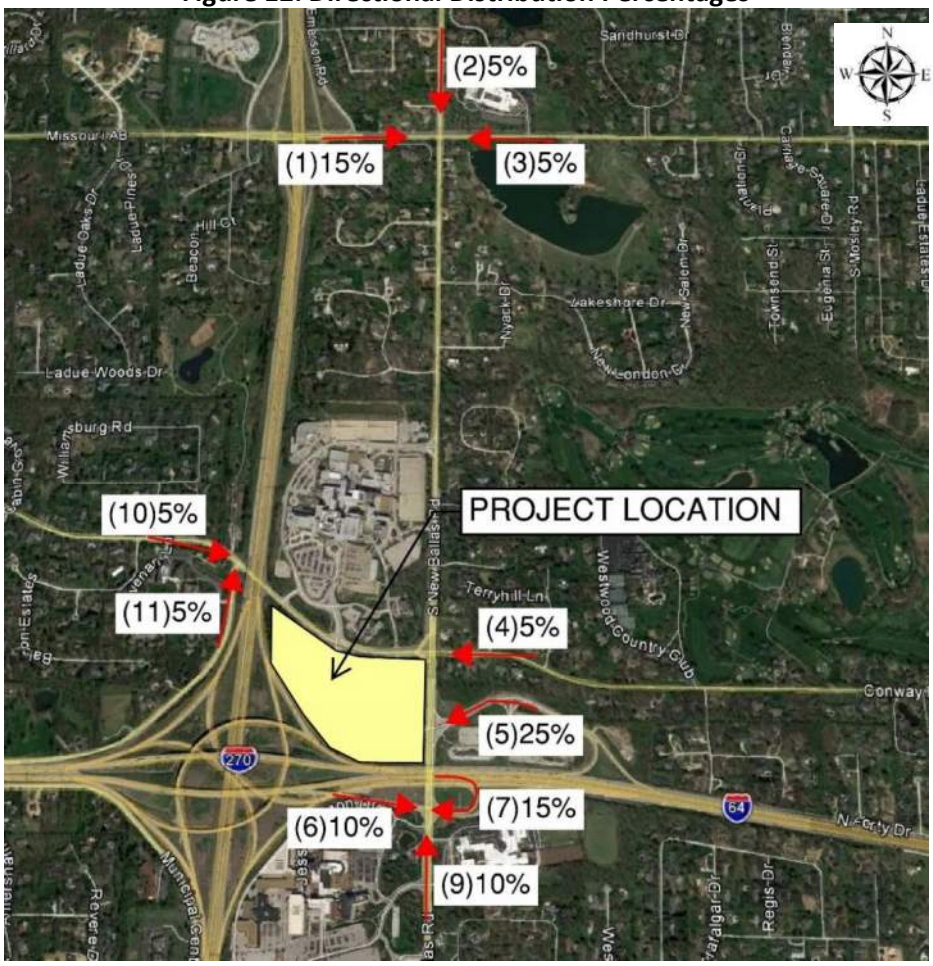
Figure 12: Directional Distribution Percentages



Site Generated Traffic Volumes

The net increase in trip generation volumes due to the proposed development found in Table 8 were distributed throughout the study area according to the directional distribution percentages found in Table 9 using PTV Vistro Version 5 software. Trip assignment paths were assigned to each of the directional distribution values and corresponding site entrances to arrive at the total site generated traffic volumes.

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FORECASTED 2020 CONDITIONS

Forecasted Traffic Volumes

The Forecasted 2020 scenario represents conditions with Phase 1 of the development in place at full occupancy. The Background 2020 volumes in Figure 7 were combined with the site generated volumes from Figure 8 and Figure 10 resulting in the Forecasted 2020 traffic volumes illustrated in Figure 13, which form the basis of the future conditions analysis.

Forecasted 2020 Operating Conditions

The Forecasted 2020 operating conditions were evaluated with Phase 1 of the development complete, but the remainder of the study area under existing roadway conditions to determine the adequacy of the roadway network to accommodate traffic generated by the proposed development and to mitigate external impacts. The Forecasted 2020 operating conditions at the study intersections were evaluated using Synchro 10 traffic modeling software. Forecasted 2020 operating conditions are summarized in Table 10 with 95th and 50th percentile queues in Table 11.

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Figure 13: Forecasted 2020 Traffic Volumes

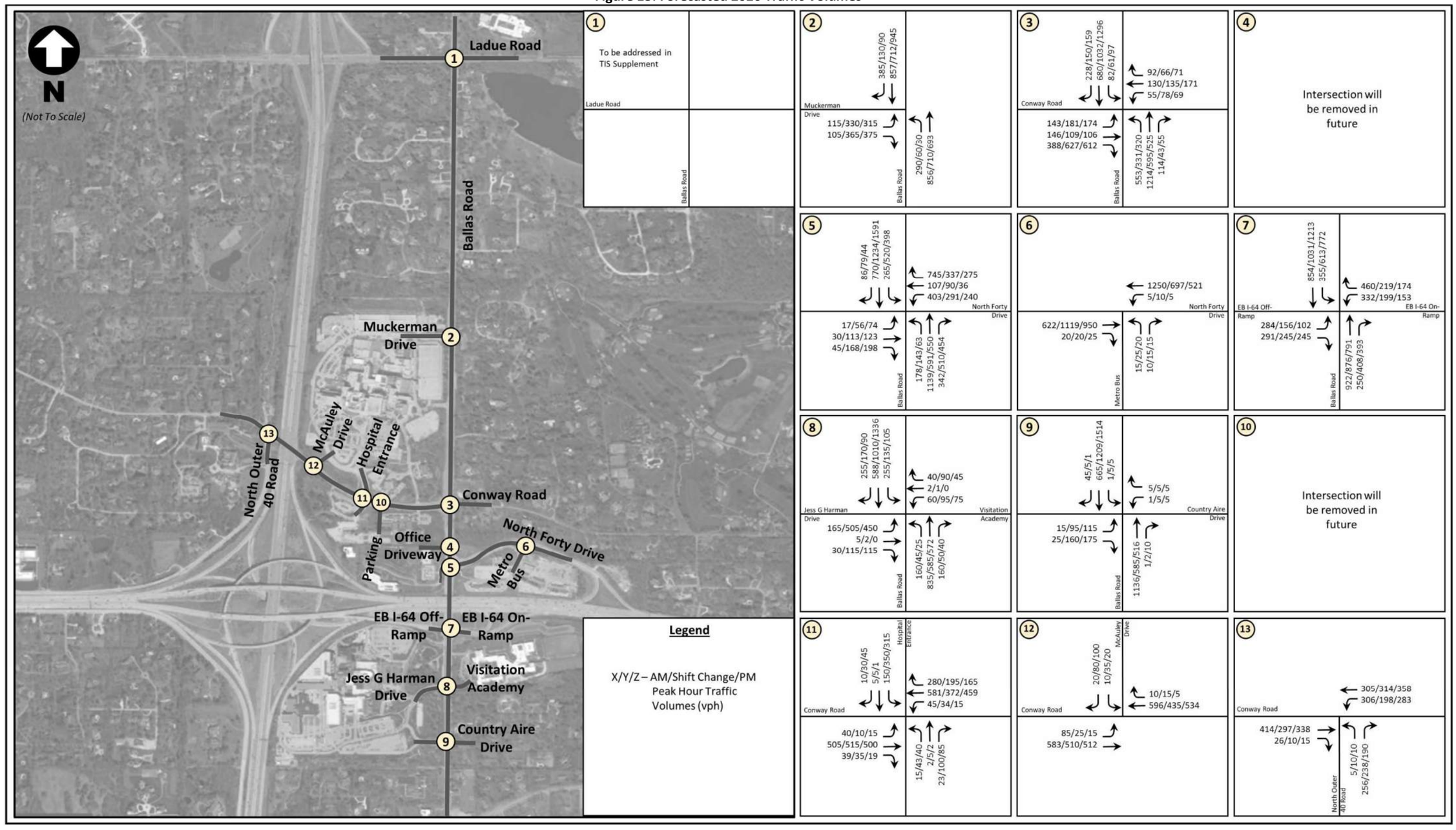

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Table 10: Forecasted 2020 Operating Conditions

Int. #	Intersection & Movements	Level of Service (Delay in Seconds)		
		AM Peak	Shift Change Peak	PM Peak
1	***Ballas Road & Ladue Road***			
	To be addressed in Future TIS Supplement			
2	***Ballas Road at Muckerman Drive (signalized)***			
	EB Approach	C (27.0)	D (42.3)	D (45.8)
	NB Approach	B (17.3)	A (9.2)	A (7.0)
	SB Approach	B (16.0)	B (12.7)	B (18.6)
	Overall Intersection	**B (17.7)**	**C (22.1)**	**C (24.4)**
3	***Ballas Road at Conway Road (signalized)***			
	EB Approach	D (50.9)	F (88.4)	F (99.4)
	WB Approach	E (77.9)	F (94.0)	F (159.7)
	NB Approach	B (16.6)	B (13.6)	B (12.7)
	SB Approach	C (22.3)	C (27.3)	C (29.4)
	Overall Intersection	**C (29.9)**	**D (44.4)**	**E (55.3)**
4	***Ballas Road at Office Driveway (unsignalized)***			
	Driveway Unused/Removed			
5	***Ballas Road at North Forty Drive (signalized)***			
	EB Approach	C (31.8)	F (119.9)	F (228.7)
	WB Approach	F (104.6)	D (52.9)	C (33.3)
	NB Approach	F (90.3)	C (20.7)	B (17.1)
	SB Approach	C (20.4)	C (20.2)	A (9.7)
	Overall Intersection	**E (72.8)**	**C (34.6)**	**D (39.0)**
6	***North Forty Drive at Metro Bus (signalized)***			
	EB Approach	A (4.9)	B (15.1)	A (9.7)
	WB Approach	B (12.0)	A (4.5)	A (3.2)
	NB Approach	C (25.5)	C (22.9)	C (22.6)
	Overall Intersection	**A (9.7)**	**B (11.2)**	**A (7.8)**
7	***Ballas Road at EB I-64 Ramps (signalized)***			
	EB Approach	E (57.1)	E (58.3)	D (49.2)
	WB Approach	C (25.7)	C (25.8)	C (24.5)
	NB Approach	B (11.8)	D (35.9)	C (32.5)
	SB Approach	B (10.2)	B (12.3)	B (17.8)
	Overall Intersection	**C (20.8)**	**C (27.6)**	**C (25.9)**
8	***Ballas Road at Visitation Academy/Jess G Harmon Drive (signalized)***			
	EB Approach	D (39.0)	D (41.0)	D (39.4)
	WB Approach	D (40.0)	D (37.0)	D (35.6)
	NB Approach	C (28.8)	E (56.5)	C (20.8)
	SB Approach	B (17.4)	D (35.0)	C (28.8)
	Overall Intersection	**C (25.2)**	**D (41.8)**	**C (29.5)**
9	***Ballas Road at Country Aire Drive (signalized)***			
	EB Approach	B (15.1)	C (26.8)	C (30.6)
	WB Approach	A (0.2)	A (0.3)	A (0.3)
	NB Approach	A (6.3)	A (5.7)	A (6.6)
	SB Approach	A (2.1)	A (3.0)	A (4.8)
	Overall Intersection	**A (4.8)**	**A (6.8)**	**A (9.0)**

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Int. #	Intersection & Movements	Level of Service (Delay in Seconds)		
		AM Peak	Shift Change Peak	PM Peak
10	***Conway Road at Parking (unsignalized)***			
	Driveway Removed			
11	***Conway Road at Hospital Entrance (signalized)***			
	EB Approach	B (16.1)	C (25.8)	C (20.1)
	WB Approach	B (19.7)	B (16.5)	C (22.2)
	NB Approach	B (19.5)	C (21.0)	C (20.9)
	SB Approach	F (596.3)	F (1220.2)	F (1010.9)
	Overall Intersection	**E (74.4)**	**F (271.8)**	**F (227.3)**
12	***Conway Road at McAuley Drive (unsignalized)***			
	EB Approach	A (1.4)	A (0.4)	A (0.2)
	NB Approach	A (0.0)	A (0.0)	A (0.0)
	SB Approach	E (43.8)	C (18.1)	C (16.8)
	Overall Intersection	**A (1.7)**	**A (2.1)**	**A (1.7)**
13	***Conway Road at North Outer 40 Road (unsignalized)***			
	EB Approach	A (0.0)	A (0.0)	A (0.0)
	WB Approach	A (5.7)	A (3.3)	A (4.0)
	NB Approach	C (20.7)	C (15.5)	B (14.1)
	Overall Intersection	**A (6.2)**	**A (5.8)**	**A (4.5)**

Table 11: Forecasted 2020 Conditions 95th/50th %-ile Queues

Int. #	Intersection & Movements	AM Peak		Shift Change Peak		PM Peak	
		95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)
1	***Ballas Road & Ladue Road***						
	To be addressed in Future TIS Supplement						
2	***Ballas Road at Muckerman Drive (signalized)***						
	EB Left	68'	52'	172'	176'	165'	169'
	EB Right	23'	0'	55'	51'	136'	126'
	NB Left	300'	223'	94'	47'	55'	22'
	NB Thru	112'	96'	137'	91'	127'	83'
	SB Thru	322'	248'	222'	165'	334'	281'
	SB Right	49'	0'	30'	0'	25'	0'
3	***Ballas Road at Conway Road (signalized)***						
	EB Left	75'	50'	98'	62'	96'	64'
	EB Thru/Right	#349'	~226'	#534'	~320'	#529'	~350'
	EB Right	52'	0'	#128'	0'	74'	0'
	WB Left	52'	30'	81'	44'	73'	38'
	WB Thru/Right	#234'	~155'	#296'	~160'	#373'	~228'
	NB Left	m94'	130'	m112'	85'	m98'	71'
	NB Thru/Right	m118'	149'	m95'	65'	m77'	51'
	SB Left	44'	24'	33'	18'	48'	26'
	SB Thru	167'	142'	272'	250'	346'	288'
	SB Right	43'	0'	35'	0'	37'	0'
4	***Ballas Road at Office Driveway (unsignalized)***						
	Driveway Unused/Removed						

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Int. #	Intersection & Movements	AM Peak 95th % (ft)	AM Peak 50th % (ft)	Shift Change Peak 95th % (ft)	Shift Change Peak 50th % (ft)	PM Peak 95th % (ft)	PM Peak 50th % (ft)
5	***Ballas Road at North Forty Drive (signalized)***						
	EB Left/Thru/Right	38'	13'	#194'	~105'	#242'	~172'
	WB Left	#273'	156'	#281'	146'	#177'	95'
	WB Left/Thru	#273'	157'	#281'	148'	#180'	96'
	WB Right	#682'	~455'	73'	0'	78'	0'
	NB Left	m74'	39'	m67'	55'	m25'	21'
	NB Thru	m#567'	~463'	m245'	217'	m247'	201'
	NB Right	m61'	29'	m276'	222'	m255'	201'
	SB Left	m#214'	137'	m#407'	255'	m160'	108'
	SB Thru/Right	m87'	73'	m111'	93'	m127'	107'
6	***North Forty Drive at Metro Bus (signalized)***						
	EB Thru	272'	0'	#824'	272'	#604'	166'
	EB Right	8'	0'	9'	0'	8'	0'
	WB Left	3'	0'	4'	1'	2'	1'
	WB Thru	#856'	0'	178'	108'	100'	62'
	NB Left	23'	7'	32'	12'	28'	10'
	NB Right	13'	0'	16'	0'	16'	0'
7	***Ballas Road at EB I-64 Ramps (signalized)***						
	EB Left	#340'	178'	#181'	130'	123'	68'
	EB Right	#222'	91'	#173'	112'	#243'	103'
	WB Left	144'	98'	104'	67'	79'	47'
	WB Right	#194'	38'	69'	0'	60'	0'
	NB Thru	98'	78'	m#380'	285'	#312'	223'
	NB Right	m9'	0'	m116'	93'	145'	88'
	SB Left	230'	82'	m478'	267'	m#664'	487'
	SB Thru	78'	108'	m102'	87'	m82'	71'
8	***Ballas Road at Visitation Academy/Jess G Harmon Drive (signalized)***						
	EB Left	96'	61'	269'	174'	237'	156'
	EB Left/Thru	97'	61'	#273'	176'	238'	156'
	EB Right	0'	0'	0'	0'	26'	0'
	WB Left	68'	49'	94'	112'	89'	53'
	WB Left/Thru/Right	24'	7'	0'	12'	0'	0'
	NB Left	73'	27'	28'	17'	16'	8'
	NB Thru/Right	#277'	306'	#330'	254'	131'	192'
	SB Left	m189'	144'	m86'	53'	m48'	28'
	SB Thru	124'	105'	m#534'	~391'	#675'	~535'
	SB Right	m41'	18'	m62'	16'	m5'	0'
9	***Ballas Road at Country Aire Drive (signalized)***						
	EB Left	14'	5'	58'	33'	61'	47'
	EB Right	0'	0'	61'	0'	56'	22'
	WB Left/Thru/Right	0'	0'	0'	0'	0'	0'
	NB Thru/Right	331'	96'	152'	37'	152'	41'
	SB Left	m0'	0'	m1'	0'	m0'	0'
	SB Thru/Right	52'	42'	64'	38'	93'	31'

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Int. #	Intersection & Movements	AM Peak 95th % (ft)	AM Peak 50th % (ft)	Shift Change Peak 95th % (ft)	Shift Change Peak 50th % (ft)	PM Peak 95th % (ft)	PM Peak 50th % (ft)
10	***Conway Road at Parking (unsignalized)***						
	Driveway Removed						
11	***Conway Road at Hospital Entrance (signalized)***						
	EB Left	26'	12'	11'	3'	15'	5'
	EB Thru/Right	171'	135'	193'	160'	176'	107'
	WB Left	28'	13'	28'	10'	15'	4'
	WB Thru	498'	369'	298'	135'	368'	170'
	WB Right	71'	29'	46'	0'	40'	0'
	NB Left	31'	11'	61'	23'	62'	18'
	NB Thru	9'	1'	14'	3'	8'	1'
	NB Right	0'	0'	41'	0'	35'	0'
	SB Left/Thru	#317'	~198'	#597'	~309'	#593'	~229'
	SB Right	0'	0'	0'	0'	2'	0'
12	***Conway Road at McAuley Drive (unsignalized)***						
	EB Left	12'	-	2'	-	2'	-
	EB Thru	0'	-	0'	-	0'	-
	WB Thru/Right	0'	-	0'	-	0'	-
	SB Left	23'	-	24'	-	14'	-
	SB Right	5'	-	13'	-	19'	-
13	***Conway Road at North Outer 40 Road (unsignalized)***						
	EB Thru/Right	0'	-	0'	-	0'	-
	WB Left	54'	-	16'	-	26'	-
	WB Thru	0'	-	0'	-	0'	-
	NB Left	78'	-	67'	-	33'	-
	NB Right	78'	-	67'	-	33'	-

~ - Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
# - 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m - Volume for 95th percentile queue is metered by upstream signal

The Forecasted 2020 operating conditions show acceptable LOS and delay for all peaks at the intersections of Ballas Road & Muckerman, North Forty Drive & the MetroBus Transit Station entrance, Ballas Road & Country Aire Drive, and Conway Road & North Outer 40 Road.

However, results show oversaturated conditions on at least one approach during all three peak hours at Ballas Road & Conway Road, during the morning peak hour at Ballas Road & North Forty Drive, during the morning and hospital shift peak hours at Ballas Road & Eastbound I-64 Ramps, during the hospital shift change peak hour at Ballas Road & Visitation Academy/Jess G Harmon Drive, during all three peak hours at Conway Road & Mercy Hospital Entrance, and during the morning peak hour at Conway Road & McAuley Drive.

Similar to the existing conditions and Background 2020 results, several movements have queue lengths that exceed turn bay length, which then in turn may affect through traffic. These movements include:

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- Northbound left turn on Ballas Road at Muckerman Drive in the morning peak hour;
- Westbound through/right-turn lane on Conway Road approaching Ballas Road during all three peak hours;
- Westbound right turn bay on North Forty Drive approaching Ballas Road during the morning peak hour;
- Southbound left-turn bay on Ballas Road approaching North Forty Drive during the shift change peak hour; and
- Eastbound left-turn bay on the I-64 off-ramp approaching Ballas Road in the morning peak hour.

Another queue length of concern is the Eastbound I-64 Ramps southbound left turn movement. There is approximately 700 feet separating the Eastbound I-64 Ramps and North Forty Drive. During the afternoon peak hour, the 95th percentile queue reaches 664 feet and the 50th percentile queue reaches 487 feet.

Recommended Improvements (2020)

Comparing the Background 2020 with Forecasted 2020 conditions, it was concluded that the additional trips generated by the development causes a degradation to the network as it currently is constructed and operated, and that mitigation is needed at the intersections of Ballas Road & Conway Road, Ballas Road & North Forty Drive, North Forty Drive & MetroBus Transit Center entrance, Ballas Road & the Eastbound I-64 Ramps, Ballas Road & Visitation Academy/Jess G Harmon Drive, and Conway Road & Mercy Hospital Entrance in order to achieve operational levels that are not only improved over the 2020 Background condition but the Existing condition as well. The following mitigation measures are recommended for the transportation network:

- Ballas Road & Conway Road
    - Update lane guidance pavement markings on the eastbound approach to guide the south lane of Conway Road to the dedicated right turn lane, and the north lane of Conway Road to the shared through/right lane and dual left turn lanes. This will help alleviate weaving issues along Ballas Road between Conway Road and the Westbound I-64 Ramps.
    - Traffic Signal Modifications
        - Add right-turn overlaps (arrows) for the eastbound and southbound approaches.
        - Optimize the phase times for each signal timing plan (existing cycle length can be retained).
- Ballas Road & Westbound I-64 Ramps (a.k.a., North Forty Drive)
    - Provide a separate left-turn lane, a separate through lane and a separate right-turn lane on the reconstructed (and realigned) eastbound approach.
    - Construct a second left-turn lane to the southbound approach.
    - Convert the existing shared through/left-turn lane on the westbound approach to through only.
    - Traffic Signal Modifications
        - Add right-turn overlaps (arrows) for the northbound, eastbound, and westbound right-turn movements.

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        - Modify the phasing for the northbound and southbound left-turn movements to protected-only phasing (yielding left turns on ball green would be prohibited).
        - Modify the phasing and change signal heads to remove the split phase and allow protected+permissive phasing on the eastbound and westbound left-turn movements (allowing for yielding left turns on ball green).
        - Modify the eastbound signal timings to accommodate pedestrian crossings.
        - Optimize the phase times for each signal timing plan (the existing cycle length can be retained).
- North Forty Drive & MetroBus Transit Center Drive
    - Convert the existing eastbound right-turn lane to a shared through/right-turn lane and extend the second lane to the curve on the Westbound I-64 On-Ramp by restriping and reinforcing the existing shoulder. This will require reconfiguration of the traffic signal and the channelization islands at the intersection. The additional through lane will provide extended merge distance for the dual southbound left turns from Ballas Road.
- Ballas Road & Eastbound I-64 Ramps
    - Traffic Signal Modifications
        - Optimize the phase times for each signal timing plan based on the existing cycle length.
- Ballas Road & Visitation Academy/Jess G Harmon Drive
    - Traffic Signal Modifications
        - Optimize the phase times for each signal timing plan based on the existing cycle length.
- Conway Road & Mercy Hospital Entrance Drive
    - Provide a separate left-turn lane, a separate through lane and a separate right-turn lane on the proposed northbound approach (from the South Campus).
    - Restripe the Mercy Entrance Drive to provide a separate left-turn lane, a shared left-turn/through lane and a separate right-turn lane on the southbound approach.
        - Restripe the northbound left-turn bay at intersection internal to the campus to allow for more southbound left-turn storage at the signal.
    - Traffic Signal Modifications
        - Split–phase the north-south movements to accommodate the dual left turns from the North Campus.
        - Optimize phase times for each signal timing plan based on the existing cycle length.

These recommended improvements are presented in Figure 14. The Forecasted 2020 operating conditions were re-evaluated with Phase 1 of the development complete and the above recommended improvements implemented along the existing roadway network. The results are summarized in Table 12 with 50th and 95th percentile queues in Table 13.

Figure 14: Recommended Improvements (2020)

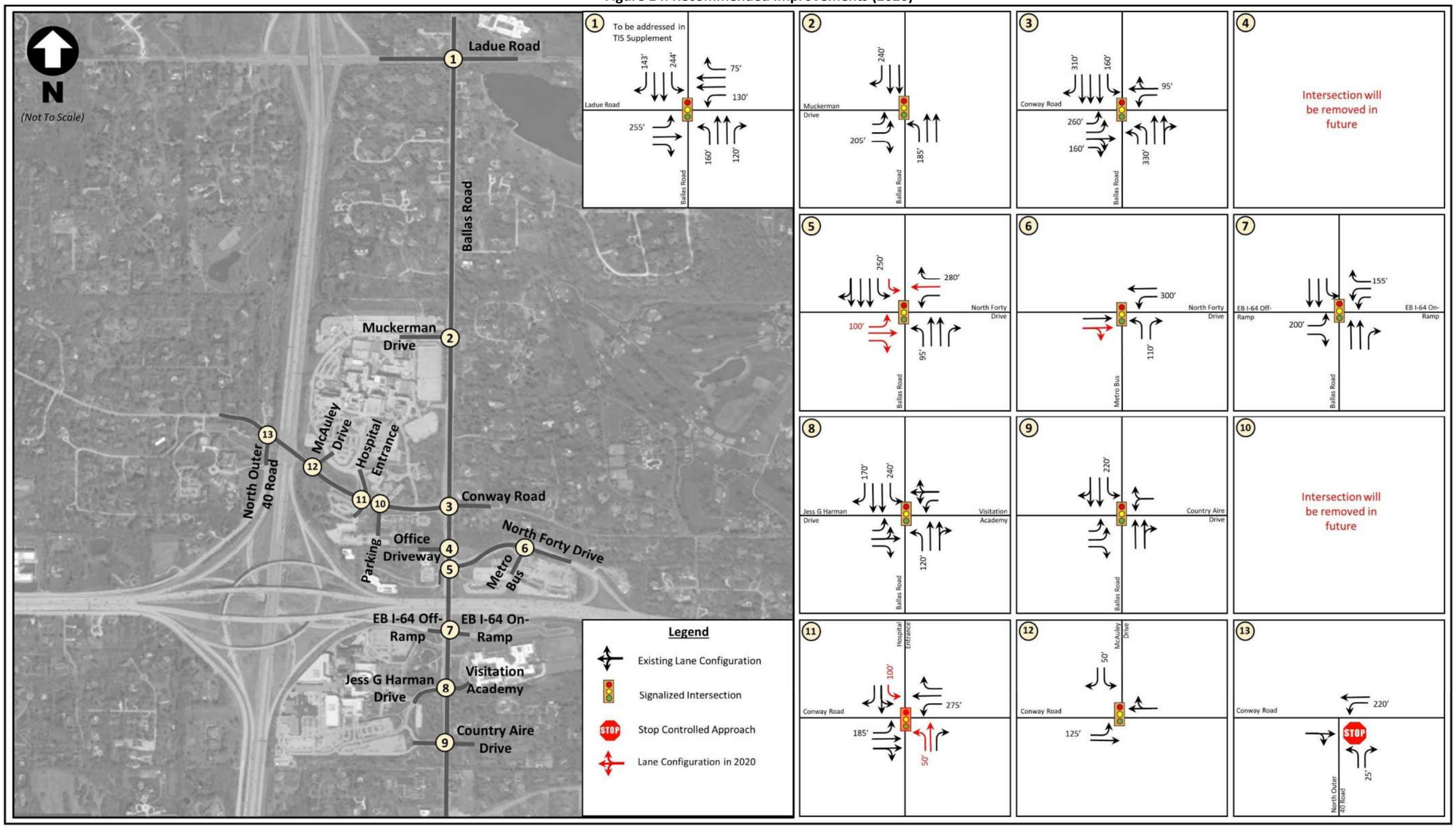

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Table 12: Forecasted 2020 Mitigated Operating Conditions

Int. #	Intersection & Movements	Level of Service (Delay in Seconds)		
		AM Peak	Shift Change Peak	PM Peak
1	***Ballas Road & Ladue Road***			
	To be addressed in Future TIS Supplement			
2	***Ballas Road at Muckerman Drive (signalized)***			
	EB Approach	C (27.0)	D (42.3)	D (45.8)
	NB Approach	B (17.3)	A (9.2)	A (7.0)
	SB Approach	B (16.0)	B (12.7)	B (18.6)
	Overall Intersection	**B (17.7)**	**C (22.1)**	**C (24.4)**
3	***Ballas Road at Conway Road (signalized)***			
	EB Approach	D (38.7)	D (46.3)	D (46.3)
	WB Approach	D (52.9)	D (41.1)	D (43.2)
	NB Approach	C (26.2)	C (21.9)	C (22.1)
	SB Approach	C (23.6)	C (27.1)	C (29.5)
	Overall Intersection	**C (30.1)**	**C (31.6)**	**C (33.3)**
4	***Ballas Road at Office Driveway (unsignalized)***			
	Driveway Unused/Removed			
5	***Ballas Road at North Forty Drive (signalized)***			
	EB Approach	B (18.6)	C (25.5)	C (30.2)
	WB Approach	D (42.3)	C (30.3)	C (27.8)
	NB Approach	C (29.7)	C (34.2)	C (33.5)
	SB Approach	C (30.5)	C (28.6)	B (18.2)
	Overall Intersection	**C (33.5)**	**C (30.2)**	**C (24.8)**
6	***North Forty Drive at Metro Bus (signalized)***			
	EB Approach	A (3.0)	A (5.8)	A (4.7)
	WB Approach	B (12.0)	A (5.6)	A (3.4)
	NB Approach	C (25.5)	B (18.7)	B (15.6)
	Overall Intersection	**A (9.1)**	**A (6.0)**	**A (4.6)**
7	***Ballas Road at EB I-64 Ramps (signalized)***			
	EB Approach	C (31.9)	D (40.4)	D (45.9)
	WB Approach	B (18.4)	C (21.7)	C (23.7)
	NB Approach	C (20.7)	C (30.9)	D (36.5)
	SB Approach	B (17.9)	C (20.8)	C (20.8)
	Overall Intersection	**C (20.9)**	**C (26.8)**	**C (28.3)**
8	***Ballas Road at Visitation Academy/Jess G Harmon Drive (signalized)***			
	EB Approach	D (39.0)	D (41.6)	D (39.4)
	WB Approach	D (40.0)	D (37.0)	D (35.6)
	NB Approach	C (28.8)	C (33.6)	C (20.8)
	SB Approach	C (21.2)	C (33.8)	C (29.3)
	Overall Intersection	**C (26.9)**	**D (35.8)**	**C (29.8)**
9	***Ballas Road at Country Aire Drive (signalized)***			
	EB Approach	B (15.1)	C (26.8)	C (30.6)
	WB Approach	A (0.2)	A (0.3)	A (0.3)
	NB Approach	A (6.3)	A (5.7)	A (6.6)
	SB Approach	A (1.6)	A (3.1)	A (4.8)
	Overall Intersection	**A (4.6)**	**A (6.8)**	**A (9.0)**

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Int. #	Intersection & Movements	Level of Service (Delay in Seconds)		
		AM Peak	Shift Change Peak	PM Peak
10	***Conway Road at Parking (unsignalized)***			
	Driveway Removed			
11	***Conway Road at Hospital Entrance (signalized)***			
	EB Approach	B (12.0)	C (21.9)	B (17.7)
	WB Approach	B (14.4)	B (14.2)	B (18.5)
	NB Approach	B (19.2)	C (20.1)	B (19.7)
	SB Approach	D (38.4)	C (29.2)	C (28.8)
	Overall Intersection	**B (16.0)**	**C (20.8)**	**C (20.5)**
12	***Conway Road at McAuley Drive (unsignalized)***			
	EB Approach	A (1.4)	A (0.4)	A (0.2)
	NB Approach	A (0.0)	A (0.0)	A (0.0)
	SB Approach	E (42.1)	C (18.1)	C (16.9)
	Overall Intersection	**A (1.7)**	**A (2.1)**	**A (1.7)**
13	***Conway Road at North Outer 40 Road (unsignalized)***			
	EB Approach	A (0.0)	A (0.0)	A (0.0)
	WB Approach	A (5.7)	A (3.3)	A (4.0)
	NB Approach	C (20.7)	C (15.5)	B (14.1)
	Overall Intersection	**A (6.2)**	**A (5.8)**	**A (4.5)**

Table 13: Forecasted 2020 Mitigated Conditions 95th/50th %-ile Queues

Int. #	Intersection & Movements	AM Peak		Shift Change Peak		PM Peak	
		95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)
1	***Ballas Road & Ladue Road***						
	To be addressed in Future TIS Supplement						
2	***Ballas Road at Muckerman Drive (signalized)***						
	EB Left	68'	52'	172'	176'	165'	169'
	EB Right	23'	0'	55'	51'	136'	126'
	NB Left	300'	223'	94'	47'	55'	22'
	NB Thru	112'	96'	137'	91'	127'	83'
	SB Thru	322'	248'	222'	165'	334'	281'
	SB Right	49'	0'	30'	0'	25'	0'
3	***Ballas Road at Conway Road (signalized)***						
	EB Left	75'	50'	#119'	64'	#113'	67'
	EB Thru/Right	#314'	~183'	#442'	~243'	#415'	~257'
	EB Right	57'	30'	152'	78'	148'	89'
	WB Left	49'	28'	75'	41'	65'	34'
	WB Thru/Right	#191'	146'	198'	125'	#241'	156'
	NB Left	m151'	146'	#179'	129'	#180'	117'
	NB Thru/Right	m#457'	~441'	113'	81'	94'	67'
	SB Left	48'	27'	38'	21'	58'	31'
	SB Thru	173'	146'	272'	250'	346'	288'
	SB Right	38'	18'	15'	0'	20'	0'
4	***Ballas Road at Office Driveway (unsignalized)***						
	Driveway Unused/Removed						

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Int. #	Intersection & Movements	AM Peak 95th % (ft)	AM Peak 50th % (ft)	Shift Change Peak 95th % (ft)	Shift Change Peak 50th % (ft)	PM Peak 95th % (ft)	PM Peak 50th % (ft)
5	***Ballas Road at North Forty Drive (signalized)***						
	EB Left	20'	6'	57'	28'	74'	42'
	EB Thru	43'	16'	134'	78'	141'	90'
	EB Right	7’	0’	65’	21’	102’	49’
	WB Left	#383'	218'	#313'	178'	#263'	137'
	WB Thru	105'	46'	102'	57'	53'	22'
	WB Right	#526'	230'	119'	60'	84'	26'
	NB Left	m136'	105'	m80'	52'	m47'	31'
	NB Thru	#490'	173'	m260'	219'	m240'	201'
	NB Right	m41'	17'	m361'	290'	m276'	236'
	SB Left	m#145'	96'	m220'	174'	m172'	137'
	SB Thru/Right	93'	82'	m202'	155'	m157'	137'
6	***North Forty Drive at Metro Bus (signalized)***						
	EB Thru/Right	102'	0'	215'	78'	165'	0'
	WB Left	3'	0'	4'	1'	3'	0'
	WB Thru	#856'	0'	180'	108'	105'	0'
	NB Left	23'	7'	31'	8'	24'	5'
	NB Right	13'	0'	16'	0'	14'	0'
7	***Ballas Road at EB I-64 Ramps (signalized)***						
	EB Left	251'	159'	160'	122'	121'	67'
	EB Right	193'	101'	160'	119'	#238'	104'
	WB Left	129'	88'	97'	62'	78'	47'
	WB Right	132'	29'	64'	0'	60'	0'
	NB Thru	381'	320'	#418'	333'	#388'	294'
	NB Right	m94'	22'	m94'	68'	120'	108'
	SB Left	m#277'	195'	m#323'	183'	#439'	200'
	SB Thru	112'	103'	m208'	151'	179'	122'
8	***Ballas Road at Visitation Academy/Jess G Harmon Drive (signalized)***						
	EB Left	96'	61'	269'	174'	237'	156'
	EB Left/Thru	97'	61'	#273'	176'	238'	156'
	EB Right	0'	0'	27'	0'	26'	0'
	WB Left	68'	49'	94'	112'	89'	53'
	WB Left/Thru/Right	24'	7'	0'	12'	0'	0'
	NB Left	73'	27'	34'	17'	16'	8'
	NB Thru/Right	#277'	306'	143'	236'	131'	192'
	SB Left	212'	148'	m81'	40'	m49'	26'
	SB Thru	171'	150'	#542'	~392'	#665'	~525'
	SB Right	52'	28'	m47'	15'	m8'	1'
9	***Ballas Road at Country Aire Drive (signalized)***						
	EB Left	14'	5'	58'	33'	61'	47'
	EB Right	0'	0'	61'	0'	56'	22'
	WB Left/Thru/Right	0'	0'	0'	0'	0'	0'
	NB Thru/Right	331'	96'	152'	37'	152'	41'
	SB Left	m0'	0'	m1'	0'	m0'	0'
	SB Thru/Right	41'	34'	72'	38'	93'	31'

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Int. #	Intersection & Movements	AM Peak 95th % (ft)	AM Peak 50th % (ft)	Shift Change Peak 95th % (ft)	Shift Change Peak 50th % (ft)	PM Peak 95th % (ft)	PM Peak 50th % (ft)
10	***Conway Road at Parking (unsignalized)***						
	Driveway Removed						
11	***Conway Road at Hospital Entrance (signalized)***						
	EB Left	24'	9'	12'	3'	15'	4'
	EB Thru/Right	156'	114'	198'	143'	179'	86'
	WB Left	26'	10'	29'	8'	15'	3'
	WB Thru	436'	302'	304'	113'	366'	135'
	WB Right	46'	12'	46'	0'	40'	0'
	NB Left	33'	9'	63'	21'	61'	15'
	NB Thru	9'	1'	15'	2'	9'	1'
	NB Right	0'	0'	44'	0'	36'	0'
	SB Left	105'	49'	178'	81'	176'	55'
	SB Left/Thru	104'	49'	175'	78'	178'	55'
	SB Right	0'	0'	0'	0'	0'	0'
12	***Conway Road at McAuley Drive (unsignalized)***						
	EB Left	12'	-	2'	-	2'	-
	EB Thru	0'	-	0'	-	0'	-
	WB Thru/Right	0'	-	0'	-	0'	-
	SB Left	22'	-	24'	-	14'	-
	SB Right	5'	-	14'	-	20'	-
13	***Conway Road at North Outer 40 Road (unsignalized)***						
	EB Thru/Right	0'	-	0'	-	0'	-
	WB Left	54'	-	16'	-	26'	-
	WB Thru	0'	-	0'	-	0'	-
	NB Left	78'	-	67'	-	33'	-
	NB Right	78'	-	67'	-	33'	-

~ - Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
# - 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m - Volume for 95th percentile queue is metered by upstream signal

With the inclusion of these mitigation measures, the approach LOS and delay improve to an overall acceptable LOS D or better for all intersections and peak hours, except for the southbound approach at Conway Road & McAuley Drive during the morning peak hour. This approach has a LOS E due to the delay experienced by the southbound left turn movement. There are only 10 cars making this southbound left turn movement in the morning peak. No mitigation measures are recommended for this movement at this time. If these 10 vehicles experience delay that is intolerable, they will likely find an alternative route to exit the site. Once the site is occupied and operational, the signal timings within the study area should be fine-tuned based on actual traffic volumes to manage queues.

BACKGROUND 2040 CONDITIONS

Future Multi-modal Infrastructure

There are no known vehicular or transit infrastructure improvements within the immediate vicinity of the site that would directly impact the study area.

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Background Traffic Growth

Any incidental background developments that occur between now and 2040 will be accounted for with the 0.5% annual growth rate. The existing traffic volumes were grown with the annual inherent growth rate to obtain the Background 2040 traffic volumes. These volumes are presented in Figure 15.

Background 2040 Operating Conditions

The Background 2040 operating conditions were analyzed using Synchro 10, with LOS, delay, 95th percentile queue, and 50th percentile queue as the measures of effectiveness of how the vehicular network is anticipated to operate in 2040. The results of the operating conditions analysis are shown in Table 14 with queues in Table 15.

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Figure 15: Background 2040 Traffic Volumes

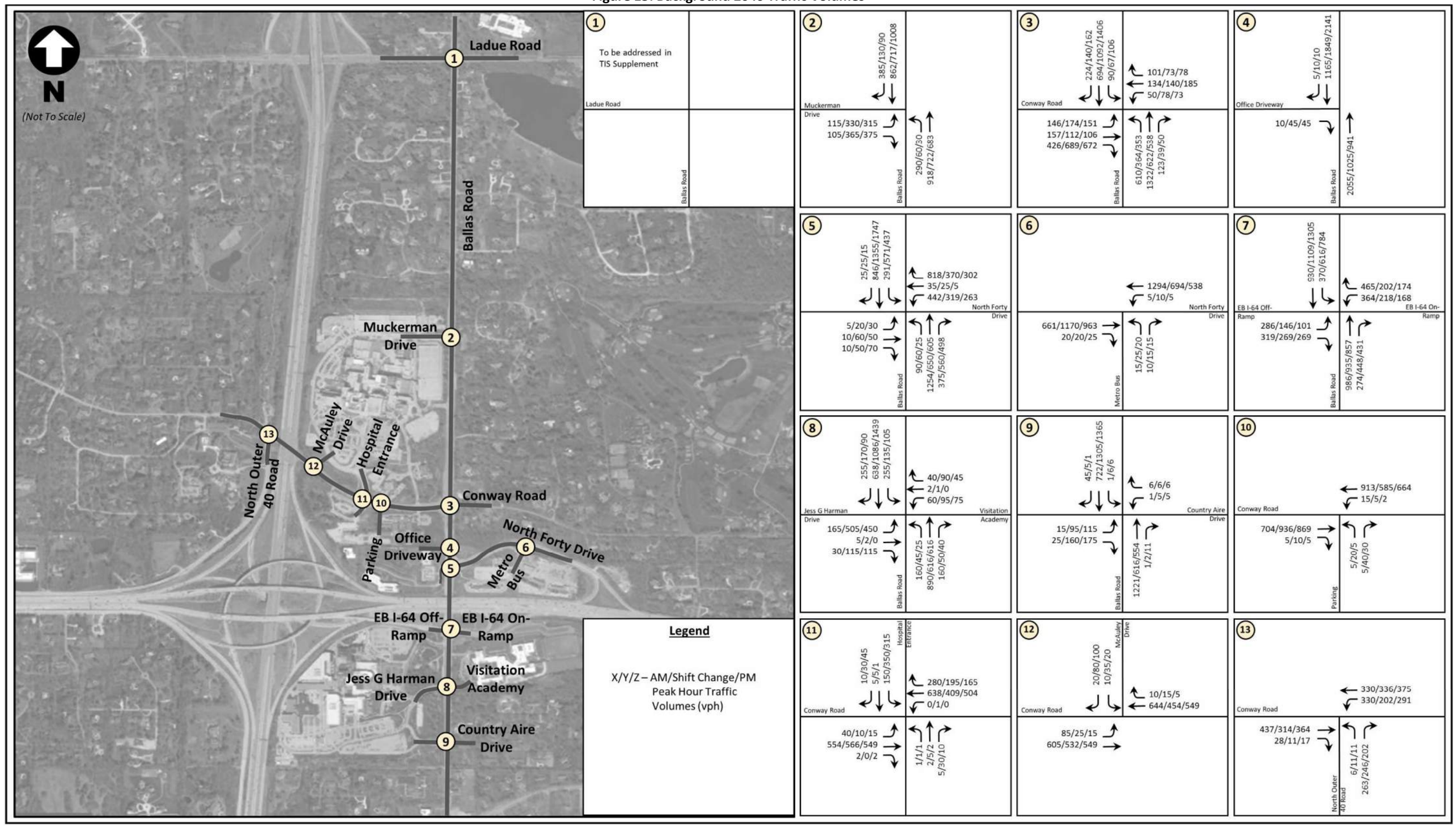

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Table 14: Background 2040 Operating Conditions

Int. #	Intersection & Movements	Level of Service (Delay in Seconds)		
		AM Peak	Shift Change Peak	PM Peak
1	***Ballas Road & Ladue Road***			
	To be addressed in Future TIS Supplement			
2	***Ballas Road at Muckerman Drive (signalized)***			
	EB Approach	C (27.0)	D (42.3)	D (46.9)
	NB Approach	B (16.8)	A (9.2)	A (7.0)
	SB Approach	B (16.1)	B (12.8)	B (19.6)
	Overall Intersection	**B (17.5)**	**C (22.1)**	**C (25.1)**
3	***Ballas Road at Conway Road (signalized)***			
	EB Approach	E (61.1)	F (102.6)	F (112.3)
	WB Approach	F (90.8)	F (105.3)	F (181.5)
	NB Approach	C (23.0)	B (13.7)	B (13.7)
	SB Approach	C (22.7)	C (28.5)	C (32.2)
	Overall Intersection	**D (35.8)**	**D (49.5)**	**E (62.0)**
4	***Ballas Road at Office Driveway (unsignalized)***			
	EB Approach	A (8.7)	A (9.5)	A (9.7)
	NB Approach	A (0.0)	A (0.0)	A (0.0)
	SB Approach	A (0.0)	A (0.0)	A (0.0)
	Overall Intersection	**A (0.0)**	**A (0.2)**	**A (0.1)**
5	***Ballas Road at North Forty Drive (signalized)***			
	EB Approach	C (30.5)	D (35.7)	D (35.7)
	WB Approach	F (95.1)	D (42.6)	C (31.7)
	NB Approach	F (131.9)	B (18.8)	B (16.9)
	SB Approach	C (24.3)	C (32.0)	B (12.4)
	Overall Intersection	**F (87.8)**	**C (32.2)**	**B (17.4)**
6	***North Forty Drive at Metro Bus (signalized)***			
	EB Approach	A (5.4)	B (17.0)	A (10.0)
	WB Approach	B (14.5)	A (4.5)	A (3.3)
	NB Approach	C (23.4)	C (22.9)	C (22.6)
	Overall Intersection	**B (11.5)**	**B (12.5)**	**A (8.0)**
7	***Ballas Road at EB I-64 Ramps (signalized)***			
	EB Approach	E (66.8)	F (80.8)	E (72.0)
	WB Approach	C (27.6)	C (27.5)	C (25.5)
	NB Approach	B (12.3)	D (44.3)	D (37.4)
	SB Approach	B (11.7)	B (10.9)	C (20.4)
	Overall Intersection	**C (23.1)**	**C (32.9)**	**C (31.1)**
8	***Ballas Road at Visitation Academy/Jess G Harmon Drive (signalized)***			
	EB Approach	D (39.0)	D (41.0)	D (39.4)
	WB Approach	D (40.0)	D (37.0)	D (35.6)
	NB Approach	C (31.4)	E (66.1)	C (21.2)
	SB Approach	B (17.2)	D (38.9)	C (31.3)
	Overall Intersection	**C (26.2)**	**D (45.9)**	**C (30.8)**
9	***Ballas Road at Country Aire Drive (signalized)***			
	EB Approach	B (15.1)	C (26.8)	C (29.8)
	WB Approach	A (0.1)	A (0.4)	A (0.4)

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Int. #	Intersection & Movements	Level of Service (Delay in Seconds)		
		AM Peak	Shift Change Peak	PM Peak
	NB Approach	A (6.6)	A (6.7)	A (7.5)
	SB Approach	A (2.1)	A (4.3)	A (2.9)
	Overall Intersection	**A (5.0)**	**A (7.7)**	**A (8.2)**
10	***Conway Road at Parking (unsignalized)***			
	EB Approach	A (0.0)	A (0.0)	A (0.0)
	WB Approach	A (0.2)	A (0.1)	A (0.0)
	NB Approach	C (16.8)	C (15.9)	B (12.1)
	Overall Intersection	**A (0.2)**	**A (0.6)**	**A (0.3)**
11	***Conway Road at Hospital Entrance (signalized)***			
	EB Approach	A (8.2)	B (18.5)	B (12.4)
	WB Approach	B (19.2)	B (17.2)	B (19.8)
	NB Approach	B (14.0)	A (6.2)	A (7.9)
	SB Approach	F (564.2)	F (925.3)	F (852.2)
	Overall Intersection	**E (68.4)**	**F (217.9)**	**F (196.0)**
12	***Conway Road at McAuley Drive (unsignalized)***			
	EB Approach	A (1.4)	A (0.4)	A (0.2)
	NB Approach	A (0.0)	A (0.0)	A (0.0)
	SB Approach	F (63.3)	C (19.5)	C (17.9)
	Overall Intersection	**A (2.1)**	**A (2.2)**	**A (1.8)**
13	***Conway Road at North Outer 40 Road (unsignalized)***			
	EB Approach	A (0.0)	A (0.0)	A (0.0)
	WB Approach	A (6.0)	A (3.3)	A (4.1)
	NB Approach	C (23.8)	C (16.4)	C (15.0)
	Overall Intersection	**A (6.8)**	**A (5.9)**	**A (4.7)**

Table 15: Background 2040 Conditions 95th/50th %-ile Queues

Int. #	Intersection & Movements	AM Peak		Shift Change Peak		PM Peak	
		95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)
1	***Ballas Road & Ladue Road***						
	To be addressed in Future TIS Supplement						
2	***Ballas Road at Muckerman Drive (signalized)***						
	EB Left	68'	52'	172'	176'	165'	169'
	EB Right	23'	0'	55'	51'	#151'	135'
	NB Left	300'	223'	94'	47'	55'	22'
	NB Thru	123'	106'	140'	93'	124'	81'
	SB Thru	324'	251'	224'	167'	364'	309'
	SB Right	49'	0'	30'	0'	25'	0'
3	***Ballas Road at Conway Road (signalized)***						
	EB Left	76'	51'	95'	59'	85'	56'
	EB Thru/Right	#388'	~262'	#581'	~360'	#561'	~384'
	EB Right	53'	0'	#138'	0'	#78'	0'
	WB Left	48'	27'	81'	44'	76'	41'
	WB Thru/Right	#254'	~181'	#317'	~176'	#410'	~254'

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Int. #	Intersection & Movements	AM Peak		Shift Change Peak		PM Peak	
		95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)
	NB Left	m110'	157'	122'	90'	115'	78'
	NB Thru/Right	m135'	~490'	95'	64'	81'	51'
	SB Left	50'	27'	36'	20'	52'	28'
	SB Thru	170'	145'	291'	270'	386'	322'
	SB Right	43'	0'	28'	0'	39'	0'
4	***Ballas Road at Office Driveway (unsignalized)***						
	EB Right	1'	-	6'	-	5'	-
	NB Thru	0'	-	0'	-	0'	-
	SB Thru/Right	0'	-	0'	-	0'	-
5	***Ballas Road at North Forty Drive (signalized)***						
	EB Left/Thru/Right	17'	4'	60'	29'	58'	31'
	WB Left	#240'	117'	#249'	131'	#173'	93'
	WB Left/Thru	#235'	117'	#248'	131'	#173'	93'
	WB Right	#760'	~458'	76'	0'	82'	0'
	NB Left	m15'	14'	m19'	16'	m9'	7'
	NB Thru	m#637'	~543'	m258'	241'	m255'	223'
	NB Right	m69'	38'	m291'	253'	m259'	225'
	SB Left	m#241'	152'	m#518'	~366'	m214'	161'
	SB Thru/Right	m95'	82'	m126'	106'	m149'	134'
6	***North Forty Drive at Metro Bus (signalized)***						
	EB Thru	302'	0'	#877'	311'	#618'	170'
	EB Right	8'	0'	9'	0'	8'	0'
	WB Left	3'	0'	4'	1'	2'	1'
	WB Thru	#902'	0'	176'	108'	105'	65'
	NB Left	23'	6'	32'	12'	28'	10'
	NB Right	13'	0'	16'	0'	16'	0'
7	***Ballas Road at EB I-64 Ramps (signalized)***						
	EB Left	#343'	179'	161'	121'	121'	67'
	EB Right	#293'	129'	#242'	~172'	#307'	137'
	WB Left	157'	109'	113'	74'	86'	53'
	WB Right	#207'	43'	66'	0'	60'	0'
	NB Thru	m102'	85'	m#409'	~312'	#402'	246'
	NB Right	m7'	0'	m134'	110'	175'	103'
	SB Left	#275'	129'	m#520'	370'	#240'	~534'
	SB Thru	75'	113'	105'	91'	83'	75'
8	***Ballas Road at Visitation Academy/Jess G Harmon Drive (signalized)***						
	EB Left	96'	61'	269'	174'	237'	156'
	EB Left/Thru	97'	61'	#273'	176'	238'	156'
	EB Right	0'	0'	0'	0'	26'	0'
	WB Left	68'	49'	94'	112'	89'	53'
	WB Left/Thru/Right	24'	7'	0'	12'	0'	0'
	NB Left	84'	27'	29'	16'	15'	8'
	NB Thru/Right	#566'	333'	#355'	~271'	137'	208'
	SB Left	m184'	144'	m80'	50'	m44'	27'
	SB Thru	m138'	114'	m#570'	~450'	#733'	~613'
	SB Right	m41'	19'	m57'	16'	m5'	1'

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Int. #	Intersection & Movements	AM Peak		Shift Change Peak		PM Peak	
		95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)
9	***Ballas Road at Country Aire Drive (signalized)***						
	EB Left	14'	5'	58'	33'	62'	47'
	EB Right	0'	0'	61'	0'	50'	16'
	WB Left/Thru/Right	0'	0'	0'	0'	0'	0'
	NB Thru/Right	370'	107'	161'	40'	162'	45'
	SB Left	m0'	0'	m1'	0'	m0'	0'
	SB Thru/Right	53'	44'	m82'	39'	m49'	26'
10	***Conway Road at Parking (unsignalized)***						
	EB Thru/Right	0'	-	0'	-	0'	-
	WB Left/Thru	2'	-	1'	-	0'	-
	NB Left/Right	3'	-	15'	-	6'	-
11	***Conway Road at Hospital Entrance (signalized)***						
	EB Left	25'	8'	10'	3'	13'	3'
	EB Thru/Right	125'	73'	169'	120'	124'	76'
	WB Left	0'	0'	2'	0'	0'	0'
	WB Thru	#605'	332'	288'	142'	364'	126'
	WB Right	81'	29'	41'	0'	37'	1'
	NB Left/Thru	10'	2'	16'	2'	10'	1'
	NB Right	0'	0'	0'	0'	0'	0'
	SB Left/Thru	#310'	~169'	#546'	~231'	#547'	~151'
	SB Right	0'	0'	0'	0'	3'	0'
12	***Conway Road at McAuley Drive (unsignalized)***						
	EB Left	14'	-	2'	-	2'	-
	EB Thru	0'	-	0'	-	0'	-
	WB Thru/Right	0'	-	0'	-	0'	-
	SB Left	31'	-	27'	-	16'	-
	SB Right	6'	-	13'	-	20'	-
13	***Conway Road at North Outer 40 Road (unsignalized)***						
	EB Thru/Right	0'	-	0'	-	0'	-
	WB Left	64'	-	17'	-	28'	-
	WB Thru	0'	-	0'	-	0'	-
	NB Left	89'	-	75'	-	38'	-
	NB Right	89'	-	75'	-	38'	-

~ - Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
# - 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m - Volume for 95th percentile queue is metered by upstream signal

The Background 2040 Condition results show acceptable LOS and delay for all peaks at the intersections of Ballas Road & Muckerman, Ballas Road & Office Driveway, North Forty Drive & the MetroBus Transit Station entrance, Ballas Road & Country Aire Drive, Conway Road & Parking, and Conway Road & North Outer 40 Road.

However, results show that the issues identified in the existing and Background 2020 conditions are exacerbated in the Background 2040 condition if no improvements are implemented before the horizon year. Oversaturated conditions on at least one approach will exist during all three peak hours at Ballas

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Road & Conway Road, the morning peak hour at Ballas Road & North Forty Drive, all three peak hours at Ballas Road & Eastbound I-64 Ramps, the hospital shift change peak at Ballas Road & Visitation Academy/Jess G Harmon Drive, all three peak hours at Conway Road & Mercy Hospital Entrance, and the morning peak hour at Conway Road & McAuley Drive.

Similar to the existing conditions and Background 2020 results, several movements have queue lengths that exceed turn bay length, which then in turn may affect through traffic. These movements include:

- Northbound left turn on Ballas Road at Muckerman Drive in the morning peak hour;
- Westbound through/right-turn lane on Conway Road approaching Ballas Road during all three peak hours;
- Westbound right turn bay on North Forty Drive approaching Ballas Road during the morning peak hour;
- Southbound left-turn bay on Ballas Road approaching North Forty Drive during the shift change peak hour;
- Eastbound left-turn and westbound right-turn bays at the I-64 eastbound ramp approaching Ballas Road in the morning peak hour; and
- Southbound left-turn on Ballas Road approaching the eastbound I-64 ramps during the shift change and afternoon peak hours.

The southbound left-turn on Ballas Road at the Eastbound I-64 ramps is concerning, as the reported 95th percentile queue is longer than the 50th percentile queue. These reported queues represent the volume exceeds capacity and the queue cannot be calculated using the agreed upon analysis program, and would need to be simulated using a microsimulation program to get actual anticipated queue. Under Background 2040 conditions, improvements would need to be made to this intersection in the future.

FORECASTED 2040 CONDITIONS

Forecasted Traffic Volumes

The Forecasted 2040 scenario represents conditions with Phase 1 and Phase 2 of the development in place at full occupancy. The Background 2040 volumes in Figure 15 were combined with the site generated volumes Figure 9 and Figure 11 resulting in the Forecasted 2040 traffic volumes illustrated in Figure 16, which form the basis of the future conditions analysis.

Forecasted 2040 Operating Conditions

The Forecasted 2040 operating conditions were evaluated with Phase 1 and Phase 2 of the development complete, and the Forecasted 2020 recommended improvements implemented along the existing roadway network. The Forecasted 2040 operating conditions at the study intersections were evaluated using Synchro 10 traffic modeling software. Results are summarized in Table 16 with 50th and 95th percentile queues in Table 17.

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Figure 16: Forecasted 2040 Traffic Volumes

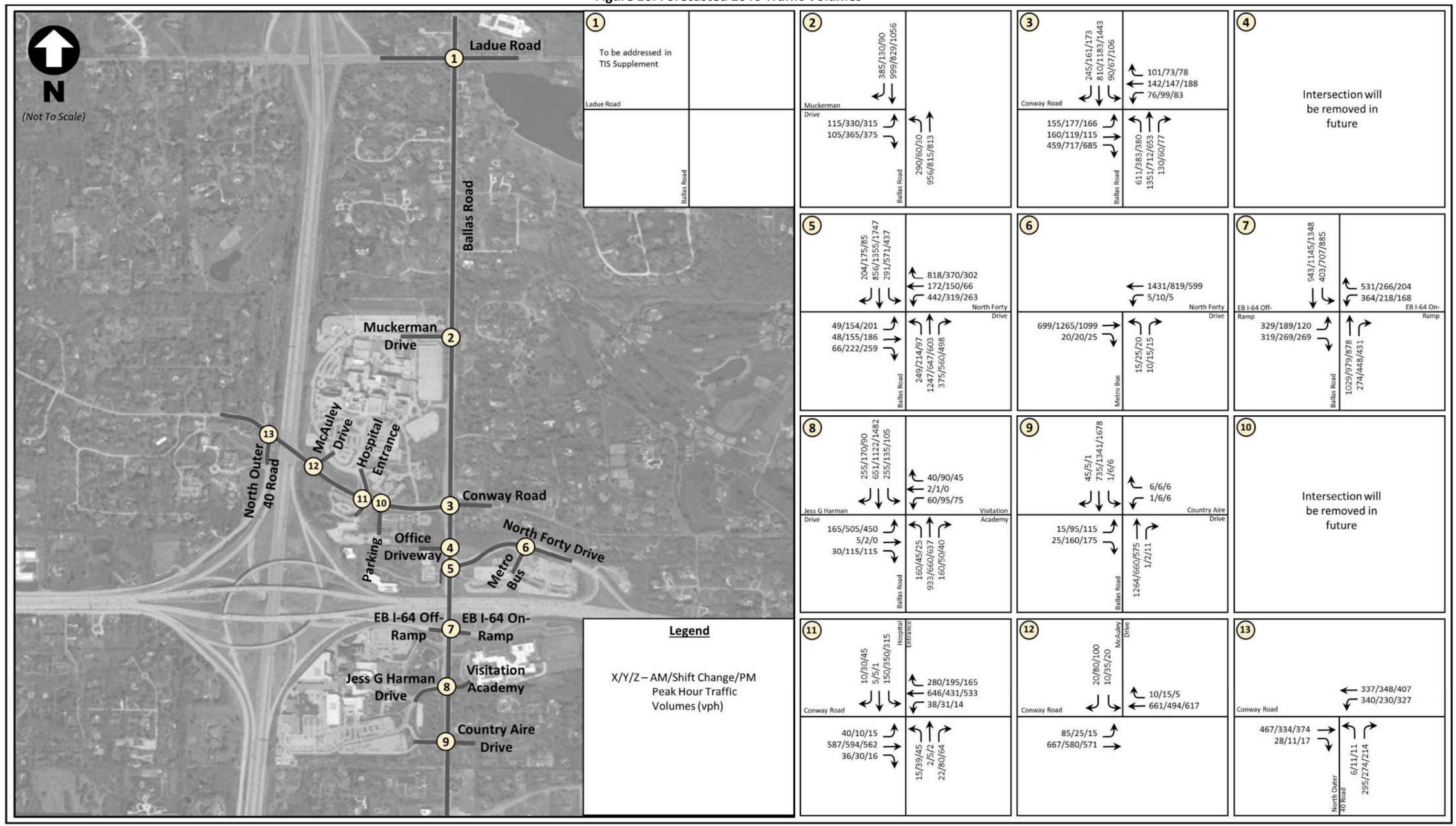

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Table 16: Forecasted 2040 Operating Conditions

Int. #	Intersection & Movements	Level of Service (Delay in Seconds)		
		AM Peak	Shift Change Peak	PM Peak
1	***Ballas Road & Ladue Road***			
	To be addressed in Future TIS Supplement			
2	***Ballas Road at Muckerman Drive (signalized)***			
	EB Approach	C (27.0)	D (44.6)	D (47.9)
	NB Approach	B (16.5)	A (8.9)	A (7.1)
	SB Approach	B (18.1)	B (14.6)	C (20.2)
	Overall Intersection	**B (18.2)**	**C (22.5)**	**C (24.8)**
3	***Ballas Road at Conway Road (signalized)***			
	EB Approach	D (47.9)	E (78.0)	E (57.4)
	WB Approach	E (56.9)	D (45.0)	D (47.7)
	NB Approach	E (55.6)	C (30.6)	C (33.0)
	SB Approach	C (26.7)	C (30.2)	C (33.5)
	Overall Intersection	**D (46.2)**	**D (43.2)**	**D (40.7)**
4	***Ballas Road at Office Driveway (unsignalized)***			
	Driveway Unused/Removed			
5	***Ballas Road at North Forty Drive (signalized)***			
	EB Approach	C (22.3)	C (33.1)	D (45.8)
	WB Approach	F (86.4)	D (53.2)	E (56.6)
	NB Approach	D (51.6)	D (36.1)	D (36.8)
	SB Approach	C (34.9)	D (41.1)	B (18.7)
	Overall Intersection	**E (55.9)**	**D (41.0)**	**D (32.3)**
6	***North Forty Drive at Metro Bus (signalized)***			
	EB Approach	A (3.1)	A (5.8)	A (4.7)
	WB Approach	C (21.7)	A (6.2)	A (3.5)
	NB Approach	C (25.5)	C (20.7)	B (16.8)
	Overall Intersection	**B (15.5)**	**A (6.3)**	**A (4.6)**
7	***Ballas Road at EB I-64 Ramps (signalized)***			
	EB Approach	D (39.1)	E (55.6)	E (68.5)
	WB Approach	C (22.6)	C (21.2)	C (23.4)
	NB Approach	C (25.3)	D (39.4)	D (45.9)
	SB Approach	C (27.1)	D (37.6)	D (43.3)
	Overall Intersection	**C (27.5)**	**D (38.7)**	**D (44.8)**
8	***Ballas Road at Visitation Academy/Jess G Harmon Drive (signalized)***			
	EB Approach	D (39.0)	D (41.6)	D (39.4)
	WB Approach	D (40.0)	D (37.0)	D (35.6)
	NB Approach	C (33.8)	D (37.3)	C (20.1)
	SB Approach	C (20.6)	D (42.2)	C (34.8)
	Overall Intersection	**C (28.8)**	**D (40.2)**	**C (32.3)**
9	***Ballas Road at Country Aire Drive (signalized)***			
	EB Approach	B (15.1)	C (26.8)	C (31.5)
	WB Approach	A (0.1)	A (0.4)	A (0.4)
	NB Approach	A (6.8)	A (6.8)	A (7.9)
	SB Approach	A (1.6)	A (4.8)	A (8.5)
	Overall Intersection	**A (4.9)**	**A (7.9)**	**B (11.4)**

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Int. #	Intersection & Movements	Level of Service (Delay in Seconds)		
		AM Peak	Shift Change Peak	PM Peak
10	***Conway Road at Parking (unsignalized)***			
	Driveway Removed			
11	***Conway Road at Hospital Entrance (signalized)***			
	EB Approach	B (11.8)	C (21.9)	B (17.4)
	WB Approach	B (15.4)	B (14.9)	B (19.7)
	NB Approach	C (20.5)	C (20.4)	C (20.7)
	SB Approach	D (41.4)	C (31.5)	C (32.4)
	Overall Intersection	**B (16.5)**	**C (21.3)**	**C (21.4)**
12	***Conway Road at McAuley Drive (unsignalized)***			
	EB Approach	A (1.3)	A (0.4)	A (0.2)
	NB Approach	A (0.0)	A (0.0)	A (0.0)
	SB Approach	F (76.8)	C (22.8)	C (20.9)
	Overall Intersection	**A (2.3)**	**A (2.3)**	**A (1.9)**
13	***Conway Road at North Outer 40 Road (unsignalized)***			
	EB Approach	A (0.0)	A (0.0)	A (0.0)
	WB Approach	A (6.4)	A (3.6)	A (4.3)
	NB Approach	D (29.7)	C (18.8)	C (15.9)
	Overall Intersection	**A (8.2)**	**A (6.8)**	**A (5.0)**

Table 17: Forecasted 2040 Conditions 95th/50th %-ile Queues

Int. #	Intersection & Movements	AM Peak		Shift Change Peak		PM Peak	
		95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)
1	***Ballas Road & Ladue Road***						
	To be addressed in Future TIS Supplement						
2	***Ballas Road at Muckerman Drive (signalized)***						
	EB Left	68'	52'	172'	176'	165'	169'
	EB Right	23'	0'	86'	77'	#164'	141'
	NB Left	300'	223'	94'	45'	55'	22'
	NB Thru	130'	112'	163'	108'	154'	102'
	SB Thru	395'	309'	267'	214'	390'	332'
	SB Right	49'	0'	30'	0'	25'	0'
3	***Ballas Road at Conway Road (signalized)***						
	EB Left	80'	54'	#114'	62'	#106'	63'
	EB Thru/Right	#381'	~253'	#521'	~313'	#480'	~320'
	EB Right	76'	45'	192'	106'	181'	114'
	WB Left	63'	40'	92'	52'	76'	42'
	WB Thru/Right	#231'	165'	#234'	140'	#292'	176'
	NB Left	m148'	~183'	#223'	153'	#224'	142'
	NB Thru/Right	m#446'	~542'	170'	133'	m155'	122'
	SB Left	52'	29'	41'	23'	63'	34'
	SB Thru	209'	181'	321'	301'	399'	334'
	SB Right	48'	26'	15'	0'	22'	1'
4	***Ballas Road at Office Driveway (unsignalized)***						
	Driveway Unused/Removed						

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Int. #	Intersection & Movements	AM Peak		Shift Change Peak		PM Peak	
		95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)
5	***Ballas Road at North Forty Drive (signalized)***						
	EB Left	41'	18'	133'	82'	181'	126'
	EB Through	61'	26'	#204'	110'	#243'	142'
	EB Right	20’	0’	106’	48’	157’	93’
	WB Left	#439'	~251'	#338'	~221'	#293'	~165'
	WB Through	165'	94'	159'	99'	84'	42'
	WB Right	#809'	~443'	200'	128'	165'	88'
	NB Left	m#199'	153'	m124'	98'	m#85'	54'
	NB Through	m#530'	~430'	m265'	241'	m244'	220'
	NB Right	m51'	37'	m341'	325'	m284'	259'
	SB Left	m#164'	~108'	m229'	197'	m173'	152'
	SB Through/Right	m123'	99'	m#457'	~200'	m174'	157'
6	***North Forty Drive at Metro Bus (signalized)***						
	EB Through/Right	116'	0'	257'	95'	197'	0'
	WB Left	3'	0'	4'	1'	2'	0'
	WB Through	#1042'	0'	246'	145'	127'	0'
	NB Left	23'	7'	32'	9'	25'	5'
	NB Right	13'	0'	16'	0'	15'	0'
7	***Ballas Road at EB I-64 Ramps (signalized)***						
	EB Left	#327'	192'	193'	152'	139'	80'
	EB Right	#261'	135'	#227'	165'	#311'	144'
	WB Left	141'	97'	106'	69'	85'	52'
	WB Right	#261'	72'	70'	0'	64'	0'
	NB Through	m#428'	361'	#500'	373'	#456'	329'
	NB Right	m6'	21'	m87'	71'	176'	144'
	SB Left	m#346'	~258'	m#326'	~317'	m#610'	~629'
	SB Through	m127'	117'	m193'	203'	m239'	156'
8	***Ballas Road at Visitation Academy/Jess G Harmon Drive (signalized)***						
	EB Left	96'	61'	269'	174'	237'	156'
	EB Left/Through	97'	61'	#273'	176'	238'	156'
	EB Right	0'	0'	27'	0'	26'	0'
	WB Left	68'	49'	94'	112'	89'	53'
	WB Left/Through/Right	24'	7'	0'	12'	0'	0'
	NB Left	86'	27'	34'	16'	18'	8'
	NB Through/Right	#598'	354'	155'	271'	140'	216'
	SB Left	212’	138'	m93'	44'	m54'	28'
	SB Through	184'	166'	m#622'	~481'	m#760'	~636'
	SB Right	45'	21'	m43'	17'	m10'	1'
9	***Ballas Road at Country Aire Drive (signalized)***						
	EB Left	14'	5'	58'	33'	60'	47'
	EB Right	0'	0'	61'	0'	62'	29'
	WB Left/Through/Right	0'	0'	0'	0'	0'	0'
	NB Through/Right	392'	115'	174'	44'	174'	47'
	SB Left	m0'	0'	m1'	0'	m0'	0'
	SB Through/Right	41'	34'	m81'	39'	m150'	96'

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Int. #	Intersection & Movements	AM Peak		Shift Change Peak		PM Peak	
		95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)
10	***Conway Road at Parking (unsignalized)***						
	Driveway Removed						
11	***Conway Road at Hospital Entrance (signalized)***						
	EB Left	24'	9'	12'	3'	15'	4'
	EB Through/Right	182'	136'	226'	171'	202'	102'
	WB Left	23'	9'	27'	8'	14'	3'
	WB Through	515'	361'	358'	139'	445'	174'
	WB Right	57'	21'	45'	0'	38'	0'
	NB Left	33'	10'	61'	20'	72'	19'
	NB Through	9'	1'	16'	3'	9'	1'
	NB Right	0'	0'	32'	0'	16'	0'
	SB Left	105'	56'	192'	86'	196'	61'
	SB Left/Through	104'	56'	189'	84'	196'	61'
	SB Right	0'	0'	0'	0'	0'	0'
12	***Conway Road at McAuley Drive (unsignalized)***						
	EB Left	14'	-	3'	-	2'	-
	EB Through	0'	-	0'	-	0'	-
	WB Through/Right	0'	-	0'	-	0'	-
	SB Left	35'	-	34'	-	20'	-
	SB Right	6'	-	15'	-	23'	-
13	***Conway Road at North Outer 40 Road (unsignalized)***						
	EB Through/Right	0'	-	0'	-	0'	-
	WB Left	72'	-	20'	-	34'	-
	WB Through	0'	-	0'	-	0'	-
	NB Left	125'	-	98'	-	42'	-
	NB Right	125'	-	98'	-	42'	-

~ - Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
# - 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m - Volume for 95th percentile queue is metered by upstream signal

The Forecasted 2040 Without Improvements Condition results show acceptable LOS and delay for all peaks at the intersections of Ballas Road & Muckerman, North Forty Drive & the MetroBus Transit Station entrance, Ballas Road & Visitation Academy/Jess G Harmon Drive, Ballas Road & Country Aire Drive, Conway Road & Mercy Hospital Entrance, and Conway Road & North Outer 40 Road.

However, results show oversaturated conditions on at least one approach during all three peak hours at Ballas Road & Conway Road, during the morning and afternoon peak hours at Ballas Road & North Forty Drive, during the hospital shift change and afternoon peak hours at Ballas Road & Eastbound I-64 Ramps, and during the morning peak hour at Conway Road & McAuley Drive.

Similar to the existing conditions, Background 2020, and Background 2040 results, several movements have queue lengths that exceed turn bay length, which then in turn may affect through traffic. These movements include:

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- Northbound left turn on Ballas Road at Muckerman Drive in the morning peak hour;
- Westbound through/right-turn lane on Conway Road approaching Ballas Road during all three peak hours;
- Westbound right turn bay on North Forty Drive approaching Ballas Road during the morning peak hour;
- Northbound left-turn bay on Ballas Road approaching Norty Forty Drive during the morning and shift change peak hours;
- Eastbound left-turn and westbound right-turn bays at the I-64 eastbound ramp approaching Ballas Road in the morning peak hour; and
- Southbound left-turn on Ballas Road approaching the eastbound I-64 ramps during the shift change and afternoon peak hours.

Recommended Improvements (2040)

Comparing the Forecasted 2020 Mitigated, Background 2040 with 2040 Forecasted conditions, it was concluded that the additional trips generated by Phase 2 of the development causes a degradation to the network beyond those remedied with the 2020 improvements. Mitigation is needed at the intersections of Ballas Road & Conway Road, Ballas Road & North Forty Drive, Ballas Road & the Eastbound I-64 Ramps, and Conway Road & McAuley Drive in order to achieve operational levels that are not only improved over the Forecasted 2020 Mitigated condition, but the Background 2040 condition as well. The following improvements and mitigation measures were applied to the transportation network:

- Ballas Road & Conway Road
    - Traffic Signal Modifications
        - Optimize phase times for each signal timing plan based on the existing cycle length.
- Ballas Road & North Forty Drive
    - Widen North Forty Drive to provide a second right-turn lane on the westbound approach to accommodate dual right turns onto Ballas. The inside lane should be signed for motorists destined to westbound Conway Road.
    - Traffic Signal Modifications
        - Optimize phase times for each signal timing plan based on the existing cycle length.
- Ballas Road & Eastbound I-64 Ramps
    - Add a left turn lane to the southbound approach so dual left turn lanes are provided.
        - Add a receiving lane to the east leg of the intersection to accommodate drivers utilizing the southbound dual left turn lanes.
    - Traffic Signal Modifications
        - Change the southbound left-turn phase to protected-only.
        - Add a right-turn overlap (arrow) for the northbound and westbound approaches.
        - Optimize phase times for each signal timing plan based on the existing cycle length.
- Conway Road & McAuley Drive

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- Traffic Signal Modifications
  - Convert the existing traffic signal operation from yellow flash mode to fully operational.

It is acknowledged that with the full build-out of the redevelopment site, the southbound left-turn from Ballas Road onto Eastbound I-64 will form longer queues that could eventually (by 2040) exceed the storage capacity of the turn bay during the p.m. peak period of commuter traffic. As was shown in Figure 11, the net impact from site-generated traffic on that movement is relatively modest (on the order of 84 vph), and operating conditions for that movement and for the intersection as a whole would actually be acceptable in the forecasted condition, but the queuing may ultimately need to be addressed to prevent upstream blockages.

These recommended improvements are presented graphically in Figure 17. The Forecasted 2040 Mitigated operating conditions were evaluated with Phase 1 and Phase 2 of the development complete and the above recommended improvements implemented along the roadway network. Results are summarized in Table 18 with 50th and 95th percentile queues in Table 19.

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Figure 17: Recommended Improvements (2040)

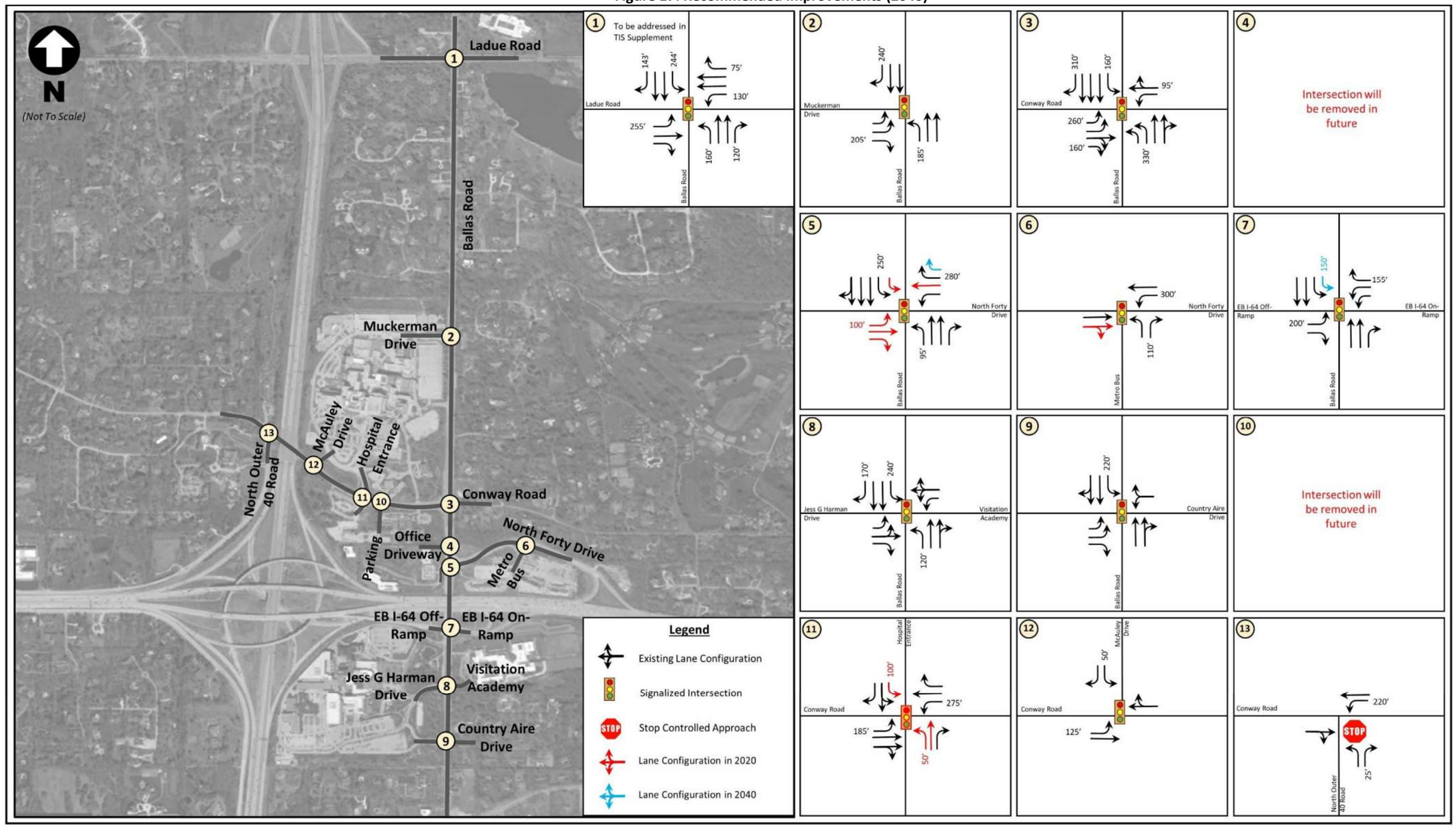

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Table 18: Forecasted 2040 Mitigated Operating Conditions

Int. #	Intersection & Movements	Level of Service (Delay in Seconds)		
		AM Peak	Shift Change Peak	PM Peak
1	***Ballas Road & Ladue Road***			
	To be addressed in Future TIS Supplement			
2	***Ballas Road at Muckerman Drive (signalized)***			
	EB Approach	C (26.9)	D (38.5)	D (46.2)
	NB Approach	B (16.3)	B (15.0)	A (9.2)
	SB Approach	B (18.2)	B (18.9)	B (19.2)
	Overall Intersection	**B (18.2)**	**C (24.0)**	**C (24.5)**
3	***Ballas Road at Conway Road (signalized)***			
	EB Approach	D (47.9)	D (44.8)	D (47.3)
	WB Approach	D (56.9)	C (34.6)	D (39.3)
	NB Approach	E (62.6)	D (38.4)	D (46.3)
	SB Approach	C (26.7)	D (44.5)	D (36.7)
	Overall Intersection	**D (49.3)**	**D (42.0)**	**D (42.1)**
4	***Ballas Road at Office Driveway (unsignalized)***			
	Driveway Unused/Removed			
5	***Ballas Road at North Forty Drive (signalized)***			
	EB Approach	C (24.0)	D (47.4)	D (42.5)
	WB Approach	D (35.4)	C (40.0)	C (29.0)
	NB Approach	D (45.7)	D (38.2)	B (14.5)
	SB Approach	D (51.5)	D (48.4)	D (42.7)
	Overall Intersection	**D (43.7)**	**D (44.0)**	**D (33.9)**
6	***North Forty Drive at Metro Bus (signalized)***			
	EB Approach	A (3.1)	A (5.8)	A (4.7)
	WB Approach	C (21.7)	A (6.2)	A (3.5)
	NB Approach	C (25.5)	C (20.7)	B (16.8)
	Overall Intersection	**B (15.5)**	**A (6.3)**	**A (4.6)**
7	***Ballas Road at EB I-64 Ramps (signalized)***			
	EB Approach	C (31.8)	D (47.9)	D (44.9)
	WB Approach	C (23.8)	C (22.8)	C (21.2)
	NB Approach	B (16.2)	C (29.5)	C (32.7)
	SB Approach	C (26.7)	B (20.9)	B (11.4)
	Overall Intersection	**C (23.7)**	**C (27.5)**	**C (21.9)**
8	***Ballas Road at Visitation Academy/Jess G Harmon Drive (signalized)***			
	EB Approach	D (39.0)	D (41.6)	D (44.4)
	WB Approach	D (37.1)	D (53.3)	C (29.3)
	NB Approach	D (35.5)	C (27.4)	C (20.2)
	SB Approach	B (18.7)	D (38.0)	D (38.4)
	Overall Intersection	**C (28.5)**	**D (37.7)**	**D (34.9)**
9	***Ballas Road at Country Aire Drive (signalized)***			
	EB Approach	B (15.1)	C (26.8)	C (31.5)
	WB Approach	A (0.1)	A (0.4)	A (0.4)
	NB Approach	A (6.8)	A (6.8)	A (7.9)
	SB Approach	A (1.9)	A (4.6)	A (8.5)
	Overall Intersection	**A (5.0)**	**A (7.8)**	**B (11.4)**

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Int. #	Intersection & Movements	Level of Service (Delay in Seconds)		
		AM Peak	Shift Change Peak	PM Peak
10	***Conway Road at Parking (unsignalized)***			
	Driveway Removed			
11	***Conway Road at Hospital Entrance (signalized)***			
	EB Approach	B (11.8)	C (21.0)	B (14.7)
	WB Approach	B (15.4)	B (14.1)	B (18.9)
	NB Approach	C (20.5)	B (19.6)	C (20.6)
	SB Approach	D (41.4)	C (31.8)	C (32.4)
	Overall Intersection	**B (16.5)**	**C (20.7)**	**C (20.1)**
12	***Conway Road at McAuley Drive (unsignalized)***			
	EB Approach	A (8.3)	A (10.0)	B (10.1)
	NB Approach	A (9.6)	A (6.5)	A (9.1)
	SB Approach	B (12.6)	B (10.3)	A (8.6)
	Overall Intersection	**A (9.0)**	**A (8.7)**	**A (9.6)**
13	***Conway Road at North Outer 40 Road (unsignalized)***			
	EB Approach	A (0.0)	A (0.0)	A (0.0)
	WB Approach	A (6.4)	A (3.6)	A (4.3)
	NB Approach	D (29.6)	C (18.8)	C (15.9)
	Overall Intersection	**A (8.2)**	**A (6.8)**	**A (5.0)**

Table 19: Forecasted 2040 Mitigated Conditions 95th/50th %-ile Queues

Int. #	Intersection & Movements	AM Peak		Shift Change Peak		PM Peak	
		95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)
1	***Ballas Road & Ladue Road***						
	To be addressed in Future TIS Supplement						
2	***Ballas Road at Muckerman Drive (signalized)***						
	EB Left	68'	52'	132'	156'	163'	158'
	EB Right	23'	0'	179'	216'	331'	329'
	NB Left	296'	224'	96'	50'	55'	23'
	NB Through	130'	112'	275'	158'	161'	128'
	SB Through	402'	308'	363'	218'	390'	332'
	SB Right	50'	0'	41'	0'	25'	0'
3	***Ballas Road at Conway Road (signalized)***						
	EB Left	80'	54'	#100'	62'	#118'	64'
	EB Through	#381'	~253'	#464'	242'	#424'	250'
	EB Right	76'	45'	167'	91'	167'	105'
	WB Left	63'	40'	83'	47'	71'	39'
	WB Through/Right	#231'	165'	204'	130'	245'	163'
	NB Left	m#232'	~186'	#231'	148'	#240'	~143'
	NB Through/Right	m#577'	~544'	284'	253'	280'	194'
	SB Left	52'	29'	48'	26'	69'	38'
	SB Through	209'	181'	#353'	327'	#458'	351'
	SB Right	48'	26'	18'	0'	25'	0'
4	***Ballas Road at Office Driveway (unsignalized)***						
	Driveway Unused/Removed						

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Int. #	Intersection & Movements	AM Peak		Shift Change Peak		PM Peak	
		95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)
5	***Ballas Road at North Forty Drive (signalized)***						
	EB Left	43'	19'	131'	80'	170'	118'
	EB Through	62'	27'	#241'	114'	#243'	142'
	EB Right	0’	0’	74’	19’	118’	59’
	WB Left	#433'	~269'	#348'	197'	#250'	144'
	WB Through	164'	96'	155'	96'	78'	39'
	WB Right	#332'	196'	81'	53'	60'	32'
	NB Left	m179'	137'	m#201'	152'	m87'	62'
	NB Through	m#588'	~453'	m270'	232'	m89'	62'
	NB Right	m94'	31'	m154'	98'	m38'	5'
	SB Left	m#164'	~108'	m242'	221'	m181'	155'
	SB Through/Right	m#304'	269'	m#452'	404'	m506'	455'
6	***North Forty Drive at Metro Bus (signalized)***						
	EB Through/Right	117'	0'	257'	95'	197'	0'
	WB Left	3'	0'	4'	1'	2'	0'
	WB Through	#1042'	0'	246'	145'	127'	0'
	NB Left	23'	7'	32'	9'	25'	5'
	NB Right	13'	0'	16'	0'	15'	0'
7	***Ballas Road at EB I-64 Ramps (signalized)***						
	EB Left	282'	182'	187'	148'	132'	76'
	EB Right	224'	125'	207'	165'	#273'	137'
	WB Left	134'	93'	103'	67'	80'	50'
	WB Right	360'	229'	143'	89'	91'	53'
	NB Through	m120'	95'	#390'	296'	#406'	327'
	NB Right	m8'	2'	317'	187'	174'	129'
	SB Left	m116'	109'	m272'	264'	m346'	304'
	SB Through	m234'	225'	m312'	312'	m79'	57'
8	***Ballas Road at Visitation Academy/Jess G Harmon Drive (signalized)***						
	EB Left	96'	61'	269'	174'	#275'	160'
	EB Left/Through	97'	61'	#273'	176'	#277'	160'
	EB Right	0'	0'	27'	0'	28'	0'
	WB Left	67'	49'	98'	116'	85'	52'
	WB Left/Through/Right	24'	7'	16'	38'	0'	0'
	NB Left	91'	28'	34'	18'	17'	8'
	NB Through/Right	#612'	~364'	136'	250'	140'	216'
	SB Left	149'	114'	m#129'	75'	m83'	50'
	SB Through	225'	194'	#526'	373'	#778'	~635'
	SB Right	20'	10'	m76'	31'	m14'	0'
9	***Ballas Road at Country Aire Drive (signalized)***						
	EB Left	14'	5'	58'	33'	60'	47'
	EB Right	0'	0'	61'	0'	62'	29'
	WB Left/Through/Right	0'	0'	0'	0'	0'	0'
	NB Through/Right	392'	115'	174'	44'	174'	47'
	SB Left	m0'	0'	m1'	1'	m0'	0'
	SB Through/Right	46'	42'	100'	72'	m146'	96'

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Int. #	Intersection & Movements	AM Peak		Shift Change Peak		PM Peak	
		95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)
10	***Conway Road at Parking (unsignalized)***						
	Driveway Removed						
11	***Conway Road at Hospital Entrance (signalized)***						
	EB Left	24'	9'	10'	3'	13'	4'
	EB Through/Right	182'	136'	205'	168'	190'	100'
	WB Left	23'	9'	24'	8'	13'	3'
	WB Through	515'	361'	327'	136'	418'	170'
	WB Right	57'	21'	42'	0'	37'	0'
	NB Left	33'	10'	57'	20'	70'	19'
	NB Through	9'	1'	15'	3'	8'	1'
	NB Right	0'	0'	31'	0'	16'	0'
	SB Left	105'	56'	186'	86'	188'	61'
	SB Left/Through	104'	56'	182'	85'	189'	62'
	SB Right	0'	0'	0'	0'	0'	0'
12	***Conway Road at McAuley Drive (unsignalized)***						
	EB Left	29'	9’	8'	2’	6'	1’
	EB Through	151'	89’	132'	87’	134'	78’
	WB Through/Right	149'	103’	109'	51’	162'	69’
	SB Left	12'	3’	29'	8’	20'	4’
	SB Right	12'	0’	25'	0’	31'	0’
13	***Conway Road at North Outer 40 Road (unsignalized)***						
	EB Through/Right	0'	-	0'	-	0'	-
	WB Left	72'	-	20'	-	34'	-
	WB Through	0'	-	0'	-	0'	-
	NB Left	125'	-	98'	-	42'	-
	NB Right	125'	-	98'	-	42'	-

~ - Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
# - 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m - Volume for 95th percentile queue is metered by upstream signal

With the inclusion of these mitigation measures, the LOS and delay improve to an overall acceptable LOS D or better for all intersections, with the exception of the northbound approach at Ballas Road and Conway Road in the morning peak period. The LOS for this approach is an E. The intersection of Ballas Road and Conway Road shows approaches with LOS E during the Background 2040 condition, which shows that this level of service is not a direct result of the proposed development. To improve this LOS from an E to an acceptable D, a separate northbound right turn bay would be required at the intersection of Ballas Road and Conway Road. Adding a separate northbound right turn bay to the intersection of Ballas Road and Conway Road would be very complicated due to the lack of available right-of-way in that area. It was determined that the nominal improvement in LOS for the approach was not worth the major effort it would require to install a separate northbound right turn bay at this location.

Once the site is occupied and operational, the signal timings within the study area should be fine-tuned based on actual traffic volumes to manage queues.

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CONCLUSION

Lochmueller Group prepared the preceding study to evaluate the traffic impact of the proposed Mercy Hospital South Campus development located southwest of the intersection of Ballas Road & Conway Road in the City of Creve Coeur and City of Town & Country, Missouri. Based on the results of the operational analysis, the following improvements are recommended to mitigate traffic flow within the study area. Images depicting the recommended improvements to the corridor can be found in Figure 18.

Recommended Roadway and Intersection Improvements for Phase 1 (2020)

- Ballas Road & Conway Road
  - Update lane guidance pavement markings on the eastbound approach to guide the south lane of Conway Road to the dedicated right turn lane, and the north lane of Conway Road to the shared through/right lane and dual left turn lanes. This will help alleviate weaving issues along Ballas Road between Conway Road and the Westbound I-64 Ramps.
  - Traffic Signal Modifications
    - Add right-turn overlaps (arrows) for the eastbound and southbound approaches.
    - Optimize the phase times for each signal timing plan (existing cycle length can be retained).
- Ballas Road & Westbound I-64 Ramps (a.k.a., North Forty Drive)
  - Provide a separate left-turn lane, a separate through lane and a separate right-turn lane on the reconstructed (and realigned) eastbound approach.
  - Construct a second left-turn lane to the southbound approach.
  - Convert the existing shared through/left-turn lane on the westbound approach to through only.
  - Traffic Signal Modifications
    - Add right-turn overlaps (arrows) for the northbound, eastbound, and westbound right-turn movements.
    - Modify the phasing for the northbound and southbound left-turn movements to protected-only phasing (yielding left turns on ball green would be prohibited).
    - Modify the phasing and change signal heads to remove the split phase and allow protected+permissive phasing on the eastbound and westbound left-turn movements (allowing for yielding left turns on ball green).
    - Modify the eastbound signal timings to accommodate pedestrian crossings.
    - Optimize the phase times for each signal timing plan (the existing cycle length can be retained).
- North Forty Drive & MetroBus Transit Center Drive
  - Convert the existing eastbound right-turn lane to a shared through/right-turn lane and extend the second lane to the curve on the Westbound I-64 On-Ramp by restriping and reinforcing the existing shoulder. This will require reconfiguration of the traffic signal and the channelization islands at the intersection. The additional through lane will provide extended merge distance for the dual southbound left turns from Ballas Road.
- Ballas Road & Eastbound I-64 Ramps
  - Traffic Signal Modifications

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        - Optimize the phase times for each signal timing plan based on the existing cycle length.
- Ballas Road & Visitation Academy/Jess G Harmon Drive
    - Traffic Signal Modifications
        - Optimize the phase times for each signal timing plan based on the existing cycle length.
- Conway Road & Mercy Hospital Entrance Drive
    - Provide a separate left-turn lane, a separate through lane and a separate right-turn lane on the proposed northbound approach (from the South Campus).
    - Restripe the Mercy Entrance Drive to provide a separate left-turn lane, a shared left-turn/through lane and a separate right-turn lane on the southbound approach.
        - Restripe the northbound left-turn bay at intersection internal to the campus to allow for more southbound left-turn storage at the signal.
    - Traffic Signal Modifications
        - Split–phase the north-south movements to accommodate the dual left turns from the North Campus.
        - Optimize phase times for each signal timing plan based on the existing cycle length.

With the inclusion of these mitigation measures, the approach LOS and delay improve to an overall acceptable LOS D or better for all intersections and peak hours, except for the southbound approach at Conway Road & McAuley Drive during the morning peak hour. This approach has a LOS E due to the delay experienced by the southbound left turn movement. There are only 10 cars making this southbound left turn movement in the morning peak. No mitigation measures are recommended for this movement at this time.

<u>Supplemental Roadway and Intersection Improvements for Full Buildout - Phase 2 (2040)</u>

- Ballas Road & Conway Road
    - Traffic Signal Modifications
        - Add a right-turn overlap (arrow) for the northbound right turn movement.
        - Optimize phase times for each signal timing plan based on the existing cycle length.
- Ballas Road & North Forty Drive
    - Widen North Forty Drive to provide a second right-turn lane on the westbound approach to accommodate dual right turns onto Ballas. The inside lane should be signed for motorists destined to westbound Conway Road.
    - Traffic Signal Modifications
        - Optimize phase times for each signal timing plan based on the existing cycle length.
- Ballas Road & Eastbound I-64 Ramps
    - Add a left turn lane to the southbound approach so dual left turn lanes are provided.
        - Add a receiving lane to the east leg of the intersection to accommodate drivers utilizing the southbound dual left turn lanes.
    - Traffic Signal Modifications
        - Change the southbound left-turn phase to protected-only.

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        - Add a right-turn overlap (arrow) for the northbound and westbound approaches.
        - Optimize phase times for each signal timing plan based on the existing cycle length.
- Conway Road & McAuley Drive
    - Traffic Signal Modifications
        - Convert the existing traffic signal operation from yellow flash mode to fully operational.

It is acknowledged that with the full build-out of the redevelopment site, the southbound left-turn from Ballas Road onto Eastbound I-64 will form longer queues that could eventually (by 2040) exceed the storage capacity of the turn bay during the p.m. peak period of commuter traffic. As was shown in Figure 11, the net impact from site-generated traffic on that movement is relatively modest (on the order of 84 vph), and operating conditions for that movement and for the intersection as a whole would actually be acceptable in the forecasted condition, but the queuing may ultimately need to be addressed to prevent upstream blockages. Accordingly, the following is recommended:

- The Eastbound I-64 Ramp Terminal be reevaluated at such time that a specific development plan is proposed for Phase 2. Existing conditions for the southbound left-turn movement should be reassessed at that time to verify existing stacking requirements during the p.m. peak period. Revised forecasts for the final development plan should be prepared to verify the level of impact to that movement and the resulting stacking requirements.
- Signal timing plans for the Ballas Road corridor should be reassessed at that time to determine if adjustments could be made to better accommodate the southbound left-turn movement (without adversely degrading other approaches) without modifications to the available stacking.
- Pending the results of those assessments, determine the need for a second, southbound left-turn lane onto EB I-64. If required, it is anticipated that it would be necessary to widen the west side of Ballas Road to accommodate the realignment of the southbound through lanes and the conversion of the inside through lane to a left-turn lane. In addition, it would be necessary to widen the Eastbound I-64 entrance ramp to two lanes for a minimum distance of 600 feet (it is possible that this could be accomplished, in part, with the conversion of the existing shoulder to a travel lane, subject to MoDOT approval).

Once the site is occupied and operational, the signal timings within the study area should be revisited to reflect actual traffic volumes. Supplemental optimizations of the signal system may be necessary following the build-out of the site to best address traffic patterns and manage queues through the study area. With the inclusion of these mitigation measures, the LOS and delay improve to an overall acceptable LOS D or better for all intersections.

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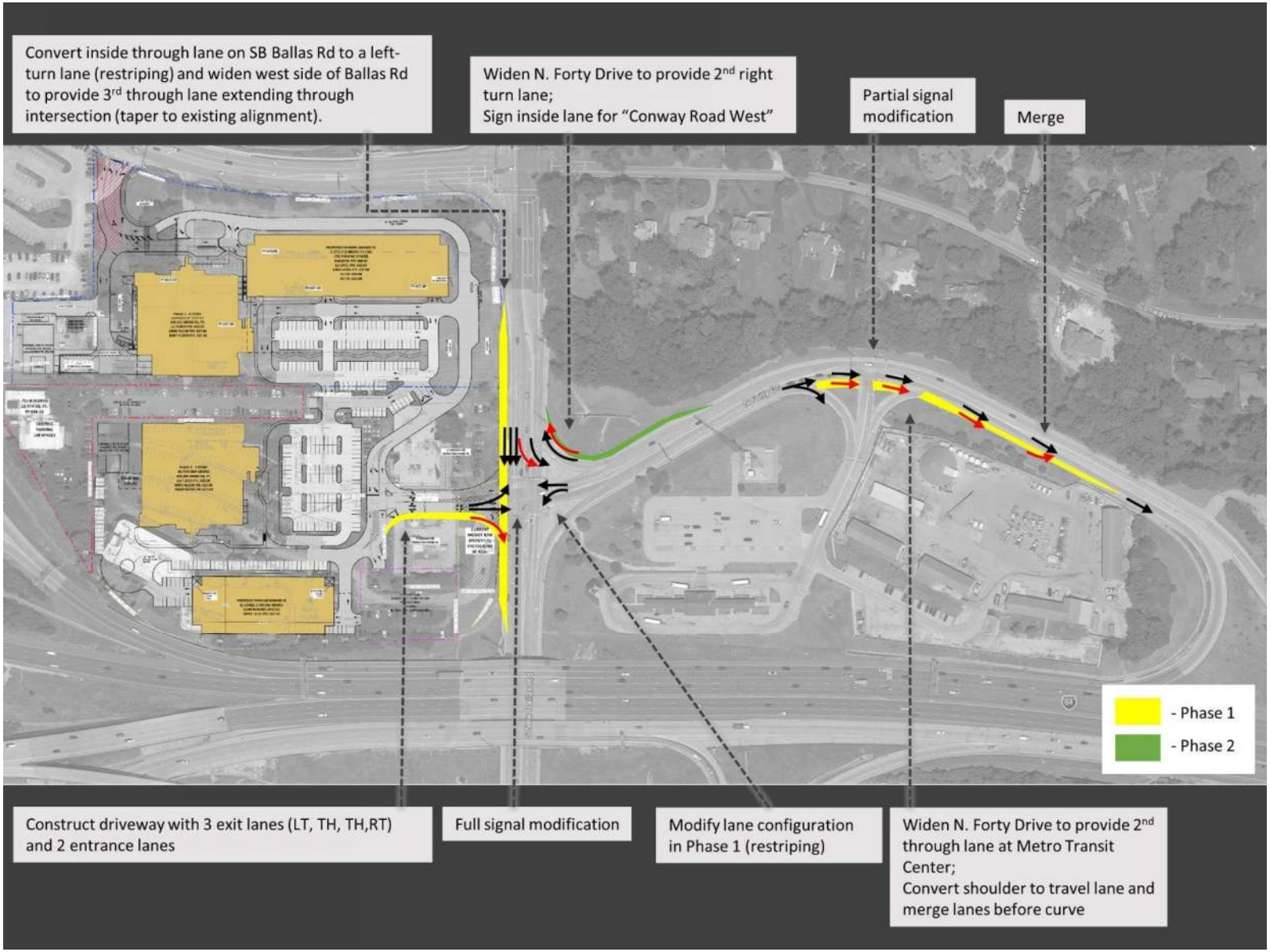
Figure 18. Recommended Improvements



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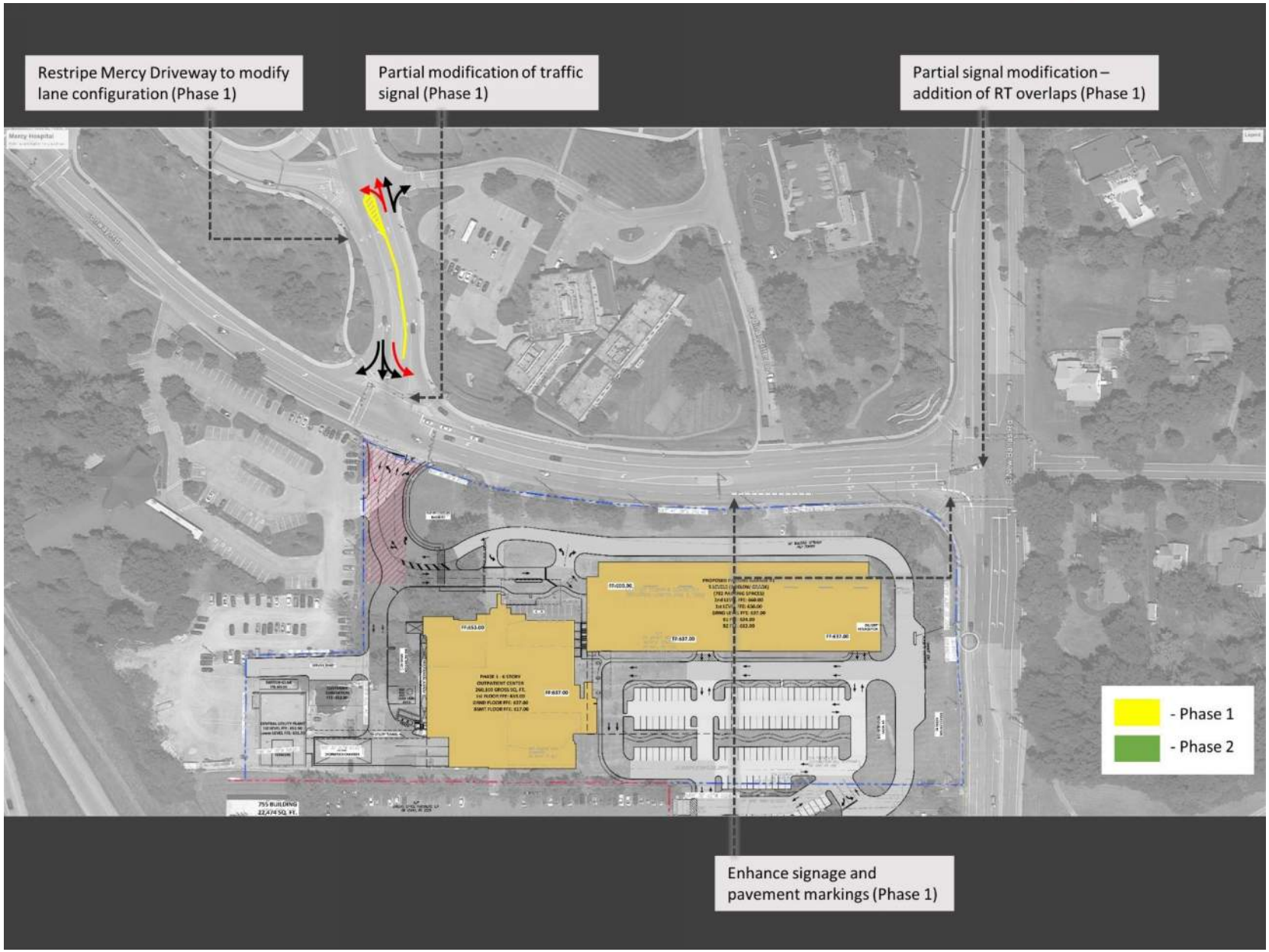

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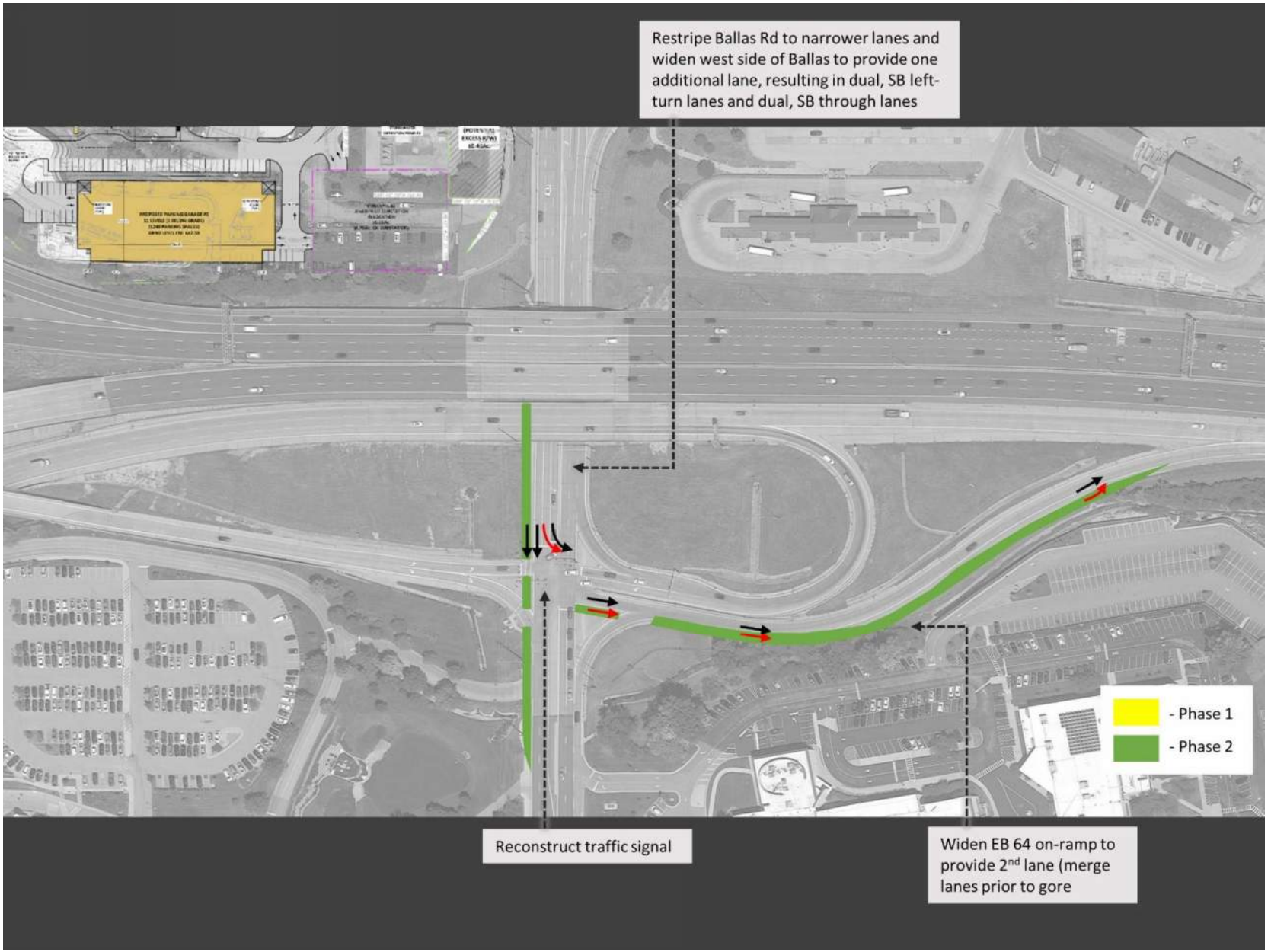

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APPENDIX

Appendix A – Existing Turning Movement Counts

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Appendix A

Existing Turning Movement Counts

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Count Date		9/7/2017	9/7/2017	9/14/2017	9/7/2017	9/7/2017	9/7/2017	9/7/2017	9/7/2017	9/19/2017	9/7/2017	9/7/2017	9/7/2017
Group	1	1	2	3	3	1	1	1	3	2	3	2	3
Intersection	1	2	3	4	50	6	7	8	90	10	11	12	13
	NEW BALLAS RD LADUE RD	NEW BALLAS RD MUCKERMAN	NEW BALLAS RD CONWAY RD	NEW BALLAS RD RIRO Driveway	NEW BALLAS RD OUTER 40/WB I-64	BUS TRANSFER C OUTER 40/WB I-64	N BALLAS RD OFF RAMP/I-64 EB	N BALLAS RD SITATION ACADEM	N BALLAS RD COUNTRY AIRE DR	Parking Conway Rd	OSPITAL ENTRANC CONWAY ROAD	MCAULEY DR CONWAY ROAD	NORTH OUTER 40 CONWAY ROAD
Intersection Peak Hour	6:00 AM	7:30 AM	7:15 AM	7:00 AM	7:30 AM	7:15 AM	7:15 AM	7:15 AM	7:30 AM	7:15 AM	7:15 AM	7:15 AM	7:15 AM
Network Peak Hour	7:15 AM	7:15 AM	7:15 AM	7:15 AM	7:15 AM	7:15 AM	7:15 AM	7:15 AM	7:15 AM	7:15 AM	7:15 AM	7:15 AM	7:15 AM
Intersection Peak Vol	0	2491	3641	12	3785	1790	3567	2500	1846	37	1566	1240	1247
Network Peak Vol	0	2484	3641	12	3771	1790	3567	2500	1833	37	1566	1240	1247
Percent Difference	#DIV/0!	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Intersection Peak Hour	2:00 PM	3:45 PM	3:15 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:45 PM	3:00 PM	2:45 PM	3:00 PM	3:45 PM
Network Peak Hour	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM
Intersection Peak Vol	0	2291	3227	54	3647	1735	3516	2725	2137	74	1502	1036	1019
Network Peak Vol	0	2171	3194	54	3647	1735	3516	2725	1995	74	1501	1036	999
Percent Difference	#DIV/0!	6%	1%	0%	0%	0%	0%	0%	7%	0%	0%	0%	2%
Intersection Peak Hour	4:00 PM	4:15 PM	4:30 PM	4:15 PM	4:30 PM	4:30 PM	4:30 PM	4:15 PM	4:30 PM	4:30 PM	4:30 PM	4:30 PM	4:30 PM
Network Peak Hour	4:30 PM	4:30 PM	4:30 PM	4:30 PM	4:30 PM	4:30 PM	4:30 PM	4:30 PM	4:30 PM	4:30 PM	4:30 PM	4:30 PM	4:30 PM
Intersection Peak Vol	0	2332	3464	56	3632	1408	3648	2791	2271	45	1495	1115	1121
Network Peak Vol	0	2325	3464	56	3632	1408	3648	2784	2271	45	1495	1115	1121
Percent Difference	#DIV/0!	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

15 Minute Volume	Intersection 1	Intersection 2	Intersection 3	Intersection 4	Intersection 50	Intersection 6	Intersection 7	Intersection 8	Intersection 90	Intersection 10	Intersection 11	Intersection 12	Intersection 13	Total
7:00 AM	0	402	590	0	642	307	595	392	311	0	273	177	179	**3868**
7:15 AM	0	550	776	6	816	385	824	587	424	6	330	263	266	**5233**
7:30 AM	0	692	1015	3	1043	507	929	695	498	10	475	393	400	**6660**
7:45 AM	0	676	1004	3	1030	493	1003	706	513	10	413	339	340	**6530**
8:00 AM	0	566	846	0	882	405	811	512	398	11	348	245	241	**5265**
8:15 AM	0	557	748	0	830	342	799	554	437	0	268	193	199	**4927**
8:30 AM	0	542	738	0	783	332	734	488	395	0	254	181	180	**4627**
8:45 AM	0	541	679	0	797	391	707	469	348	0	264	172	166	**4534**
2:00 PM	0	397	597	0	730	374	637	438	289	0	264	132	116	**3974**
2:15 PM	0	463	651	0	774	358	711	488	333	0	253	135	131	**4297**
2:30 PM	0	465	687	0	795	381	729	524	369	0	295	168	160	**4573**
2:45 PM	0	450	675	0	746	359	711	554	363	0	345	224	223	**4650**
3:00 PM	0	495	769	13	932	452	879	707	485	16	420	300	281	**5749**
3:15 PM	0	541	834	13	923	461	869	683	484	24	380	257	245	**5714**
3:30 PM	0	636	842	18	952	449	916	714	532	15	357	244	240	**5915**
3:45 PM	0	499	749	10	840	373	852	621	494	19	344	235	233	**5269**
4:00 PM	0	578	802	12	869	361	872	697	540	0	337	251	246	**5565**
4:15 PM	0	545	756	13	819	303	834	652	505	0	343	232	230	**5232**
4:30 PM	0	669	910	14	918	348	917	702	598	13	414	311	310	**6124**
4:45 PM	0	528	870	15	923	349	943	724	572	10	354	259	259	**5806**
5:00 PM	0	590	867	14	919	359	923	713	580	10	377	281	282	**5915**
5:15 PM	0	538	817	13	872	352	865	645	521	12	350	264	270	**5519**
5:30 PM	0	541	771	0	752	296	700	533	438	0	346	248	246	**4871**
5:45 PM	0	414	671	0	630	261	616	450	361	0	349	250	251	**4253**

Peak Hour Volume	Intersection 1	Intersection 2	Intersection 3	Intersection 4	Intersection 50	Intersection 6	Intersection 7	Intersection 8	Intersection 90	Intersection 10	Intersection 11	Intersection 12	Intersection 13	Total	
7:00 AM	0	2320	3385	12	3531	1692	3351	2380	1746	26	1491	1172	1185	**22291**	**7:00 AM**
7:15 AM	0	2484	3641	12	3771	1790	3567	2500	1833	37	1566	1240	1247	**23688**	**7:15 AM**
7:30 AM	0	2491	3613	6	3785	1747	3542	2467	1846	31	1504	1170	1180	**23382**	**7:30 AM**
7:45 AM	0	2341	3336	3	3525	1572	3347	2260	1743	21	1283	958	960	**21349**	**7:45 AM**
8:00 AM	0	2206	3011	0	3292	1470	3051	2023	1578	11	1134	791	786	**19353**	**8:00 AM**
8:15 AM	0	1640	2165	0	2410	1065	2240	1511	1180	0	786	546	545	**14088**	**8:15 AM**
8:30 AM	0	1083	1417	0	1580	723	1441	957	743	0	518	353	346	**9161**	**8:30 AM**
8:45 AM	0	541	679	0	797	391	707	469	348	0	264	172	166	**4534**	**8:45 AM**
2:00 PM	0	1775	2610	0	3045	1472	2788	2004	1354	0	1157	659	630	**17494**	**2:00 PM**
2:15 PM	0	1873	2782	13	3247	1550	3030	2273	1550	16	1313	827	795	**19269**	**2:15 PM**
2:30 PM	0	1951	2965	26	3396	1653	3188	2468	1701	40	1440	949	909	**20686**	**2:30 PM**
2:45 PM	0	2122	3120	44	3553	1721	3375	2658	1864	55	1502	1025	989	**22028**	**2:45 PM**
3:00 PM	0	2171	3194	54	3647	1735	3516	2725	1995	74	1501	1036	999	**22647**	**3:00 PM**
3:15 PM	0	2254	3227	53	3584	1644	3509	2715	2050	58	1418	987	964	**22463**	**3:15 PM**
3:30 PM	0	2258	3149	53	3480	1486	3474	2684	2071	34	1381	962	949	**21981**	**3:30 PM**
3:45 PM	0	2291	3217	49	3446	1385	3475	2672	2137	32	1438	1029	1019	**22190**	**3:45 PM**
4:00 PM	0	2320	3338	54	3529	1361	3566	2775	2215	23	1448	1053	1045	**22727**	**4:00 PM**
4:15 PM	0	2332	3403	56	3579	1359	3617	2791	2255	33	1488	1083	1081	**23077**	**4:15 PM**
4:30 PM	0	2325	3464	56	3632	1408	3648	2784	2271	45	1495	1115	1121	**23364**	**4:30 PM**
4:45 PM	0	2197	3325	42	3466	1356	3431	2615	2111	32	1427	1052	1057	**22111**	**4:45 PM**
5:00 PM	0	2083	3126	27	3173	1268	3104	2341	1900	22	1422	1043	1049	**20558**	**5:00 PM**

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	NEW BALLAS RD								NEW BALLAS RD				MUCKERMAN DR				
	SOUTHBOUND				WESTBOUND				NORTHBOUND				EASTBOUND				
PEAK HOUR	Left	Through	Right	Peds	Left	Through	Right	Peds	Left	Through	Right	Peds	Left	Through	Right	Peds	TOTAL
7:15 AM	0	162	103	0	0	0	0	0	69	153	0	0	39	0	24	0	550
7:30 AM	0	231	99	0	0	0	0	0	82	205	0	0	34	0	41	0	692
7:45 AM	0	201	101	0	0	0	0	0	79	242	0	0	25	0	28	2	676
8:00 AM	0	176	80	0	0	0	0	0	58	221	0	0	18	0	13	0	566
Peak Hour Factor	0.88				#DIV/0!				0.86				0.73				
ROUNDED TOTAL	0	770	385	0	0	0	0	0	290	820	0	0	115	0	105	0	2484
3:00 PM	0	145	29	0	0	0	0	0	17	144	0	0	75	0	85	0	495
3:15 PM	0	148	42	0	0	0	0	0	16	180	0	0	70	0	85	0	541
3:30 PM	0	175	29	0	0	0	0	0	17	175	0	0	113	0	127	0	636
3:45 PM	0	171	32	0	0	0	0	0	11	144	0	0	71	0	70	2	499
Peak Hour Factor	0.94				#DIV/0!				0.90				0.72				
ROUNDED TOTAL	0	640	130	0	0	0	0	0	60	645	0	0	330	0	365	0	2171
4:30 PM	0	249	31	0	0	0	0	0	5	144	0	0	112	0	128	1	669
4:45 PM	0	204	19	0	0	0	0	0	11	145	0	0	72	0	77	0	528
5:00 PM	0	218	22	0	0	0	0	0	5	158	0	0	87	0	100	2	590
5:15 PM	0	230	17	0	0	0	0	0	8	165	0	0	46	0	72	0	538
Peak Hour Factor	0.88				#DIV/0!				0.92				0.72				
ROUNDED TOTAL	0	900	90	0	0	0	0	0	30	610	0	0	315	0	375	5	2325
7:00 AM		101	70	0					64	115		0	35		17	0	402
7:15 AM		162	103	0					69	153		0	39		24	0	550
7:30 AM		231	99	0					82	205		0	34		41	0	692
7:45 AM		201	101	0					79	242		0	25		28	2	676
8:00 AM		176	80	0					58	221		0	18		13	0	566
8:15 AM		182	82	0					54	200		0	29		10	2	557
8:30 AM		185	80	0					51	182		0	24		20	2	542
8:45 AM		148	90	0					48	218		0	22		15	0	541
2:00 PM		93	31	0				0	25	111		0	69		68	0	397
2:15 PM		137	59	0				0	24	120		0	53		70	0	463
2:30 PM		138	48	0				0	29	118		0	61		71	1	465
2:45 PM		159	37	0				0	21	137		0	49		47	0	450
3:00 PM		145	29	0				0	17	144		0	75		85	0	495
3:15 PM		148	42	0				0	16	180		0	70		85	0	541
3:30 PM		175	29	0				0	17	175		0	113		127	0	636
3:45 PM		171	32	0				0	11	144		0	71		70	2	499
4:00 PM		207	27	0				0	10	153		0	92		89	0	578
4:15 PM		210	24	0				0	8	120		0	91		92	0	545
4:30 PM		249	31	0				0	5	144		0	112		128	1	669
4:45 PM		204	19	0				0	11	145		0	72		77	0	528
5:00 PM		218	22	0				0	5	158		0	87		100	2	590
5:15 PM		230	17	0				0	8	165		0	46		72	0	538
5:30 PM		242	22	0				0	6	151		0	64		56	0	541
5:45 PM		197	24	0				0	7	110		0	30		46	0	414

Attachment: Mercy South Campus TIS - FINAL 20171113 (#18-002 Mercy South Campus Outpatient

	NEW BALLAS RD				CONWAY RD				NEW BALLAS RD				CONWAY RD				
	SOUTHBOUND				WESTBOUND				NORTHBOUND				EASTBOUND				
PEAK HOUR	Left	Through	Right	Peds	Left	Through	Right	Peds	Left	Through	Right	Peds	Left	Through	Right	Peds	TOTAL
7:15 AM	18	121	36	0	7	17	11	0	125	265	34	0	28	42	72	0	776
7:30 AM	21	183	60	0	12	36	21	0	159	297	27	0	35	45	119	0	1015
7:45 AM	21	186	60	0	18	38	29	0	134	327	21	0	42	26	102	0	1004
8:00 AM	20	129	42	0	9	29	30	0	127	292	29	0	24	26	89	2	846
Peak Hour Factor	0.84				0.75				0.95				0.82				
ROUNDED TOTAL	80	620	200	0	45	120	90	0	545	1180	110	0	130	140	380	0	3641
3:00 PM	16	225	37	0	13	31	12	0	86	125	10	0	40	28	146	0	769
3:15 PM	11	225	22	0	17	36	22	0	88	170	6	0	41	31	165	0	834
3:30 PM	20	296	34	0	20	30	20	1	72	129	9	0	45	23	144	0	842
3:45 PM	11	230	31	0	18	28	10	0	78	130	10	1	27	18	158	0	749
Peak Hour Factor	0.83				0.87				0.87				0.92				
ROUNDED TOTAL	60	975	125	0	70	125	65	0	325	555	35	0	155	100	615	0	3194
4:30 PM	23	328	45	0	9	39	21	0	82	111	9	0	29	28	186	0	910
4:45 PM	19	338	36	0	18	36	19	0	75	109	14	2	40	25	141	1	870
5:00 PM	32	305	30	0	13	45	14	0	86	129	8	0	27	21	157	1	867
5:15 PM	19	283	36	0	25	44	17	0	72	130	15	0	37	22	117	0	817
Peak Hour Factor	0.94				0.87				0.94				0.85				
ROUNDED TOTAL	95	1255	145	0	65	165	70	0	315	480	45	0	135	95	600	0	3464
7:00 AM	6	92	22	0	2	11	10	0	116	202	12	0	24	22	71	0	590
7:15 AM	18	121	36	0	7	17	11	0	125	265	34	0	28	42	72	0	776
7:30 AM	21	183	60	0	12	36	21	0	159	297	27	0	35	45	119	0	1015
7:45 AM	21	186	60	0	18	38	29	0	134	327	21	0	42	26	102	0	1004
8:00 AM	20	129	42	0	9	29	30	0	127	292	29	0	24	26	89	2	846
8:15 AM	25	149	20	0	14	21	18	0	122	245	34	0	27	24	49	0	748
8:30 AM	15	169	24	0	6	18	7	0	108	271	16	0	25	23	56	0	738
8:45 AM	10	131	18	0	4	22	13	0	112	264	12	0	25	15	53	1	679
2:00 PM	12	156	20	0	6	7	11	0	92	141	16	2	23	7	106	0	597
2:15 PM	17	201	25	0	8	13	9	0	108	150	13	0	25	3	79	1	651
2:30 PM	12	216	28	0	13	11	12	0	94	151	6	0	32	9	103	0	687
2:45 PM	10	172	38	0	10	21	7	0	89	137	11	0	38	8	134	0	675
3:00 PM	16	225	37	0	13	31	12	0	86	125	10	0	40	28	146	0	769
3:15 PM	11	225	22	0	17	36	22	0	88	170	6	0	41	31	165	0	834
3:30 PM	20	296	34	0	20	30	20	1	72	129	9	0	45	23	144	0	842
3:45 PM	11	230	31	0	18	28	10	0	78	130	10	1	27	18	158	0	749
4:00 PM	23	295	30	0	14	30	21	0	74	124	11	1	40	16	124	0	802
4:15 PM	19	290	34	0	12	38	14	0	60	97	6	0	31	16	139	0	756
4:30 PM	23	328	45	0	9	39	21	0	82	111	9	0	29	28	186	0	910
4:45 PM	19	338	36	0	18	36	19	0	75	109	14	2	40	25	141	1	870
5:00 PM	32	305	30	0	13	45	14	0	86	129	8	0	27	21	157	1	867
5:15 PM	19	283	36	0	25	44	17	0	72	130	15	0	37	22	117	0	817
5:30 PM	24	248	35	0	12	47	21	0	101	109	14	1	35	18	107	1	771
5:45 PM	22	204	43	0	10	51	8	0	106	71	11	0	39	16	90	0	671

Attachment: Mercy South Campus TIS - FINAL 20171113 (#18-002 Mercy South Campus Outpatient

	NEW BALLAS RD								NEW BALLAS RD				RIRO OFFICE DRIVEWAY				
	SOUTHBOUND				WESTBOUND				NORTHBOUND				EASTBOUND				
PEAK HOUR	Left	Through	Right	Peds	Left	Through	Right	Peds	Left	Through	Right	Peds	Left	Through	Right	Peds	TOTAL
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6
7:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	3
7:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.63				#DIV/0!				#DIV/0!				0.42				
ROUNDED TOTAL	0	0	5	0	0	0	0	0	0	0	0	0	0	0	10	0	12
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	12	1	13
3:15 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	8	0	13
3:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	15	0	18
3:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	8	0	10
Peak Hour Factor	0.50				#DIV/0!				#DIV/0!				0.75				
ROUNDED TOTAL	0	0	10	0	0	0	0	0	0	0	0	0	0	0	45	0	54
4:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	12	0	14
4:45 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	10	0	15
5:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	11	0	14
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	12	0	13
Peak Hour Factor	0.50				#DIV/0!				#DIV/0!				0.94				
ROUNDED TOTAL	0	0	10	0	0	0	0	0	0	0	0	0	0	0	45	0	56
7:00 AM																	0
7:15 AM			0	0											6	0	6
7:30 AM			2	0											1	0	3
7:45 AM			2	0											1	0	3
8:00 AM			0	0											0	0	0
8:15 AM																	0
8:30 AM																	0
8:45 AM																	0
2:00 PM																	0
2:15 PM																	0
2:30 PM																	0
2:45 PM																	0
3:00 PM			1	0											12	1	13
3:15 PM			5	0											8	0	13
3:30 PM			3	0											15	0	18
3:45 PM			2	0											8	0	10
4:00 PM			0	0											12	0	12
4:15 PM			3	0											10	0	13
4:30 PM			2	0											12	0	14
4:45 PM			5	0											10	0	15
5:00 PM			3	0											11	0	14
5:15 PM			1	0											12	0	13
5:30 PM																	0
5:45 PM																	0

Attachment: Mercy South Campus TIS - FINAL 20171113 (#18-002 Mercy South Campus Outpatient

	NEW BALLAS RD				NORTH OUTER 40/WB I-64 RAMPS				NEW BALLAS RD				MEDICAL BUILDING ENTRANCE				
	SOUTHBOUND				WESTBOUND				NORTHBOUND				EASTBOUND				
PEAK HOUR	Left	Through	Right	Peds	Left	Through	Right	Peds	Left	Through	Right	Peds	Left	Through	Right	Peds	TOTAL
7:15 AM	45	151	5	0	92	6	172	0	14	260	68	0	1	1	1	0	816
7:30 AM	79	217	6	1	104	9	209	0	16	297	100	0	2	1	3	0	1043
7:45 AM	72	235	9	0	112	10	197	0	30	268	92	0	0	3	2	0	1030
8:00 AM	66	153	7	1	88	12	153	1	29	295	74	0	0	3	2	3	882
Peak Hour Factor	**0.82**				**0.90**				**0.94**				**1.00**				
ROUNDED TOTAL	**260**	**755**	**25**	**0**	**395**	**35**	**730**	**0**	**90**	**1120**	**335**	**0**	**5**	**10**	**10**	**5**	**3771**
3:00 PM	132	282	9	0	92	7	85	0	17	139	132	0	5	20	12	0	932
3:15 PM	133	283	8	0	62	10	97	0	14	156	128	0	6	11	15	0	923
3:30 PM	140	343	6	0	69	7	74	0	15	141	133	0	2	11	11	0	952
3:45 PM	104	301	2	0	60	3	76	0	13	142	106	0	6	16	11	0	840
Peak Hour Factor	**0.89**				**0.87**				**0.96**				**0.88**				
ROUNDED TOTAL	**510**	**1210**	**25**	**0**	**285**	**25**	**330**	**0**	**60**	**580**	**500**	**0**	**20**	**60**	**50**	**0**	**3647**
4:30 PM	108	403	6	0	50	2	63	1	10	128	111	0	7	13	17	0	918
4:45 PM	91	419	4	4	60	1	60	6	5	132	125	0	6	7	13	1	923
5:00 PM	101	391	1	2	63	2	70	2	5	140	101	0	10	13	22	1	919
5:15 PM	90	345	2	0	61	1	76	0	7	138	108	0	9	17	18	1	872
Peak Hour Factor	**0.95**				**0.92**				**0.96**				**0.83**				
ROUNDED TOTAL	**390**	**1560**	**15**	**5**	**235**	**5**	**270**	**10**	**25**	**540**	**445**	**0**	**30**	**50**	**70**	**5**	**3632**
7:00 AM	40	122	5	0	66	8	148	0	10	191	51	0	0	0	1	0	642
7:15 AM	45	151	5	0	92	6	172	0	14	260	68	0	1	1	1	0	816
7:30 AM	79	217	6	1	104	9	209	0	16	297	100	0	2	1	3	0	1043
7:45 AM	72	235	9	0	112	10	197	0	30	268	92	0	0	3	2	0	1030
8:00 AM	66	153	7	1	88	12	153	1	29	295	74	0	0	3	2	3	882
8:15 AM	32	165	18	0	80	7	156	0	31	272	62	0	0	4	3	0	830
8:30 AM	48	167	13	0	71	12	143	0	31	237	51	0	3	3	4	0	783
8:45 AM	37	142	16	1	77	21	179	1	25	216	60	0	4	7	13	1	797
2:00 PM	116	159	7	0	57	4	84	0	20	163	91	0	5	15	9	1	730
2:15 PM	101	188	8	1	58	8	78	1	16	182	101	0	8	9	17	1	774
2:30 PM	121	224	11	1	47	10	71	1	15	161	113	0	6	9	7	0	795
2:45 PM	103	199	7	1	54	10	78	2	7	161	96	0	5	12	14	0	746
3:00 PM	132	282	9	0	92	7	85	0	17	139	132	0	5	20	12	0	932
3:15 PM	133	283	8	0	62	10	97	0	14	156	128	0	6	11	15	0	923
3:30 PM	140	343	6	0	69	7	74	0	15	141	133	0	2	11	11	0	952
3:45 PM	104	301	2	0	60	3	76	0	13	142	106	0	6	16	11	0	840
4:00 PM	102	330	6	0	53	11	62	1	9	149	115	0	4	7	21	0	869
4:15 PM	100	340	9	0	48	1	35	0	15	135	100	0	7	14	15	0	819
4:30 PM	108	403	6	0	50	2	63	1	10	128	111	0	7	13	17	0	918
4:45 PM	91	419	4	4	60	1	60	6	5	132	125	0	6	7	13	1	923
5:00 PM	101	391	1	2	63	2	70	2	5	140	101	0	10	13	22	1	919
5:15 PM	90	345	2	0	61	1	76	0	7	138	108	0	9	17	18	1	872
5:30 PM	63	309	1	0	50	5	87	0	6	139	77	0	4	4	7	1	752
5:45 PM	65	248	2	0	53	3	66	0	3	109	69	0	5	2	5	0	630

Attachment: Mercy South Campus TIS - FINAL 20171113 (#18-002 Mercy South Campus Outpatient

					NORTH OUTER 40/WB I-64 RAMPS				METRO BUS TRANSFER CENTER				NORTH OUTER 40/WB I-64 RAMPS				
	SOUTHBOUND				WESTBOUND				NORTHBOUND				EASTBOUND				
PEAK HOUR	Left	Through	Right	Peds	Left	Through	Right	Peds	Left	Through	Right	Peds	Left	Through	Right	Peds	TOTAL
7:15 AM	0	0	0	0	1	265	0	0	2	0	0	0	0	111	6	0	385
7:30 AM	0	0	0	0	1	322	0	0	6	0	3	0	0	170	5	0	507
7:45 AM	0	0	0	0	0	316	0	0	1	0	3	0	0	171	2	0	493
8:00 AM	0	0	0	0	2	253	0	0	4	0	2	0	0	137	7	0	405
Peak Hour Factor	#DIV/0!				0.90				0.69				0.87				
ROUNDED TOTAL	0	0	0	0	5	1155	0	0	15	0	10	0	0	590	20	0	1790
3:00 PM	0	0	0	0	2	174	0	0	7	0	3	0	0	265	1	0	452
3:15 PM	0	0	0	0	1	165	0	0	6	0	3	0	0	278	8	0	461
3:30 PM	0	0	0	0	3	149	0	0	9	0	7	0	0	275	6	0	449
3:45 PM	0	0	0	0	4	134	0	0	3	0	3	0	0	225	4	0	373
Peak Hour Factor	#DIV/0!				0.89				0.63				0.93				
ROUNDED TOTAL	0	0	0	0	10	620	0	0	25	0	15	0	0	1045	20	0	1735
4:30 PM	0	0	0	0	1	114	0	0	2	0	3	0	0	224	4	0	348
4:45 PM	0	0	0	0	2	115	0	0	3	0	3	0	0	217	9	0	349
5:00 PM	0	0	0	0	3	125	0	0	12	0	8	0	0	205	6	0	359
5:15 PM	0	0	0	0	0	128	0	0	3	0	3	0	0	212	6	0	352
Peak Hour Factor	#DIV/0!				0.95				0.44				0.97				
ROUNDED TOTAL	0	0	0	0	5	480	0	0	20	0	15	0	0	860	25	0	1408
7:00 AM					3	217		0	5		1	0		79	2	0	307
7:15 AM					1	265		0	2		0	0		111	6	0	385
7:30 AM					1	322		0	6		3	0		170	5	0	507
7:45 AM					0	316		0	1		3	0		171	2	0	493
8:00 AM					2	253		0	4		2	0		137	7	0	405
8:15 AM					1	234		0	5		5	0		90	7	0	342
8:30 AM					0	227		0	2		2	0		98	3	0	332
8:45 AM					2	280		0	3		6	0		95	5	0	391
2:00 PM					1	141		0	3		2	0		220	7	0	374
2:15 PM					2	138		0	7		4	0		204	3	0	358
2:30 PM					3	126		0	2		3	0		243	4	0	381
2:45 PM					5	137		0	4		3	0		202	8	0	359
3:00 PM					2	174		0	7		3	0		265	1	0	452
3:15 PM					1	165		0	6		3	0		278	8	0	461
3:30 PM					3	149		0	9		7	0		275	6	0	449
3:45 PM					4	134		0	3		3	0		225	4	0	373
4:00 PM					2	123		0	5		4	0		220	7	0	361
4:15 PM					2	76		0	7		2	0		211	5	0	303
4:30 PM					1	114		0	2		3	0		224	4	0	348
4:45 PM					2	115		0	3		3	0		217	9	0	349
5:00 PM					3	125		0	12		8	0		205	6	0	359
5:15 PM					0	128		0	3		3	0		212	6	0	352
5:30 PM					2	139		0	6		3	0		139	7	0	296
5:45 PM					1	117		0	3		6	0		126	8	0	261

Attachment: Mercy South Campus TIS - FINAL 20171113 (#18-002 Mercy South Campus Outpatient

	N BALLAS RD				EB I-270 OFF RAMP/I-64 EB ON RAMP				N BALLAS RD				EB I-64 OFF RAMP				
	SOUTHBOUND				WESTBOUND				NORTHBOUND				EASTBOUND				
PEAK HOUR	Left	Through	Right	Peds	Left	Through	Right	Peds	Left	Through	Right	Peds	Left	Through	Right	Peds	TOTAL
7:15 AM	77	169	0	0	69	0	97	0	0	205	74	0	62	0	71	0	824
7:30 AM	85	233	0	0	75	0	102	0	0	249	56	0	61	0	68	0	929
7:45 AM	99	253	0	0	99	0	98	0	0	234	71	0	71	0	78	0	1003
8:00 AM	68	177	0	0	83	0	120	0	0	194	43	0	59	0	67	2	811
Peak Hour Factor	0.82				0.91				0.92				0.91				
ROUNDED TOTAL	330	830	0	0	325	0	415	0	0	880	245	0	255	0	285	0	3567
3:00 PM	127	256	0	0	55	0	42	0	0	230	92	0	26	0	51	0	879
3:15 PM	134	226	0	0	54	0	50	0	0	217	110	0	33	0	45	0	869
3:30 PM	154	258	0	0	49	0	38	1	0	216	109	0	27	0	65	0	916
3:45 PM	133	252	0	0	37	0	48	0	0	170	89	0	45	1	77	0	852
Peak Hour Factor	0.93				0.90				0.94				0.75				
ROUNDED TOTAL	550	990	0	0	195	0	180	0	0	835	400	0	130	0	240	0	3516
4:30 PM	182	281	0	0	36	0	36	0	0	191	113	0	23	0	55	1	917
4:45 PM	194	299	0	0	38	0	41	0	0	203	92	0	15	0	61	1	943
5:00 PM	186	288	0	0	37	0	34	0	0	196	98	0	21	0	63	4	923
5:15 PM	137	295	0	0	37	0	43	0	0	176	84	0	30	0	63	1	865
Peak Hour Factor	0.95				0.95				0.95				0.89				
ROUNDED TOTAL	700	1165	0	0	150	0	155	0	0	765	385	0	90	0	240	5	3648
7:00 AM	69	119		0	54		81	0		142	49	0	36	0	45	0	595
7:15 AM	77	169		0	69		97	0		205	74	0	62	0	71	0	824
7:30 AM	85	233		0	75		102	0		249	56	0	61	0	68	0	929
7:45 AM	99	253		0	99		98	0		234	71	0	71	0	78	0	1003
8:00 AM	68	177		0	83		120	0		194	43	0	59	0	67	2	811
8:15 AM	56	193		0	79		113	0		183	37	0	67	0	71	2	799
8:30 AM	68	174		0	68		74	0		178	49	0	69	0	54	0	734
8:45 AM	57	179		0	82		77	0		158	38	0	69	0	47	1	707
2:00 PM	76	146		0	47		76	0		162	66	0	41	0	23	1	637
2:15 PM	112	151		0	44		72	0		188	76	0	36	0	32	1	711
2:30 PM	103	173		0	61		58	0		181	89	0	39	0	25	0	729
2:45 PM	107	162		0	55		56	0		194	72	0	20	0	45	0	711
3:00 PM	127	256		0	55		42	0		230	92	0	26	0	51	0	879
3:15 PM	134	226		0	54		50	0		217	110	0	33	0	45	0	869
3:30 PM	154	258		0	49		38	1		216	109	0	27	0	65	0	916
3:45 PM	133	252		0	37		48	0		170	89	0	45	1	77	0	852
4:00 PM	159	240		0	44		37	0		211	98	0	22	0	61	0	872
4:15 PM	142	261		0	36		46	0		181	84	0	25	0	59	0	834
4:30 PM	182	281		0	36		36	0		191	113	0	23	0	55	1	917
4:45 PM	194	299		0	38		41	0		203	92	0	15	0	61	1	943
5:00 PM	186	288		0	37		34	0		196	98	0	21	0	63	4	923
5:15 PM	137	295		0	37		43	0		176	84	0	30	0	63	1	865
5:30 PM	136	231		0	43		53	0		147	44	0	11	0	35	1	700
5:45 PM	104	207		0	45		48	0		116	46	0	15	0	35	0	616

Attachment: Mercy South Campus TIS - FINAL 20171113 (#18-002 Mercy South Campus Outpatient

	N BALLAS RD				VISITATION ACADEMY				N BALLAS RD				MISSOURI BAPTIST HOSPITAL				
	SOUTHBOUND				WESTBOUND				NORTHBOUND				EASTBOUND				
PEAK HOUR	Left	Through	Right	Peds	Left	Through	Right	Peds	Left	Through	Right	Peds	Left	Through	Right	Peds	TOTAL
7:15 AM	89	93	42	0	14	1	4	2	36	194	51	0	57	0	6	0	587
7:30 AM	82	141	68	0	17	1	18	0	46	204	63	0	46	2	7	0	695
7:45 AM	73	177	81	0	26	0	14	0	36	219	42	0	33	1	4	0	706
8:00 AM	12	161	66	0	3	0	4	0	41	177	5	0	31	0	12	2	512
Peak Hour Factor	0.82				0.63				0.89				0.79				
ROUNDED TOTAL	255	570	255	0	60	0	40	0	160	795	160	0	165	5	30	0	2500
3:00 PM	54	203	61	0	47	0	47	0	8	125	19	0	117	1	25	0	707
3:15 PM	31	223	34	0	21	0	24	0	19	139	17	0	131	1	43	0	683
3:30 PM	25	271	33	0	19	0	11	0	15	166	10	0	139	0	25	0	714
3:45 PM	26	274	40	0	7	1	7	0	4	119	5	0	117	0	21	0	621
Peak Hour Factor	0.94				0.49				0.84				0.89				
ROUNDED TOTAL	135	970	170	0	95	0	90	0	45	550	50	0	505	0	115	0	2725
4:30 PM	21	300	29	0	11	0	9	0	11	156	3	0	128	0	34	0	702
4:45 PM	38	326	23	0	13	0	10	0	6	145	20	0	119	0	24	0	724
5:00 PM	24	323	20	0	24	0	15	0	4	143	10	0	121	0	29	0	713
5:15 PM	21	337	20	0	28	0	11	0	6	106	7	0	81	0	28	1	645
Peak Hour Factor	0.96				0.77				0.90				0.87				
ROUNDED TOTAL	105	1285	90	0	75	0	45	0	25	550	40	0	450	0	115	0	2784
7:00 AM	39	75	41	0	6	0	1	1	38	148	22	0	20	0	2	0	392
7:15 AM	89	93	42	0	14	1	4	2	36	194	51	0	57	0	6	0	587
7:30 AM	82	141	68	0	17	1	18	0	46	204	63	0	46	2	7	0	695
7:45 AM	73	177	81	0	26	0	14	0	36	219	42	0	33	1	4	0	706
8:00 AM	12	161	66	0	3	0	4	0	41	177	5	0	31	0	12	2	512
8:15 AM	3	183	90	0	1	0	2	0	52	187	1	0	30	0	5	1	554
8:30 AM	3	136	81	0	0	0	4	0	39	186	2	0	28	0	9	0	488
8:45 AM	5	139	82	0	2	0	2	0	44	153	2	0	39	0	1	0	469
2:00 PM	6	124	51	0	7	1	7	0	14	107	3	0	106	0	12	0	438
2:15 PM	8	125	57	0	1	2	7	0	16	145	1	0	110	0	16	0	488
2:30 PM	14	149	53	0	2	0	5	0	17	151	4	0	110	1	18	0	524
2:45 PM	28	134	57	0	5	0	10	0	16	125	17	0	128	0	34	0	554
3:00 PM	54	203	61	0	47	0	47	0	8	125	19	0	117	1	25	0	707
3:15 PM	31	223	34	0	21	0	24	0	19	139	17	0	131	1	43	0	683
3:30 PM	25	271	33	0	19	0	11	0	15	166	10	0	139	0	25	0	714
3:45 PM	26	274	40	0	7	1	7	0	4	119	5	0	117	0	21	0	621
4:00 PM	35	265	30	0	6	1	9	0	11	168	18	0	127	0	27	0	697
4:15 PM	21	282	35	0	9	0	10	0	12	131	5	0	108	1	38	0	652
4:30 PM	21	300	29	0	11	0	9	0	11	156	3	0	128	0	34	0	702
4:45 PM	38	326	23	0	13	0	10	0	6	145	20	0	119	0	24	0	724
5:00 PM	24	323	20	0	24	0	15	0	4	143	10	0	121	0	29	0	713
5:15 PM	21	337	20	0	28	0	11	0	6	106	7	0	81	0	28	1	645
5:30 PM	17	267	29	0	6	0	7	0	4	103	5	0	73	0	22	1	533
5:45 PM	24	227	17	0	4	0	3	0	5	97	8	0	56	0	9	0	450

Attachment: Mercy South Campus TIS - FINAL 20171113 (#18-002 Mercy South Campus Outpatient

	N BALLAS RD				COUNTRY AIRE DR				N BALLAS RD				COUNTRY AIRE DR				
	SOUTHBOUND				WESTBOUND				NORTHBOUND				EASTBOUND				
PEAK HOUR	Left	Through	Right	Peds	Left	Through	Right	Peds	Left	Through	Right	Peds	Left	Through	Right	Peds	TOTAL
7:15 AM	0	112	11	0	0	0	2	0	0	286	1	0	4	0	8	0	424
7:30 AM	0	164	7	0	0	0	1	0	2	313	0	0	3	0	8	0	498
7:45 AM	1	198	21	0	1	0	3	0	1	279	0	0	2	0	7	0	513
8:00 AM	0	171	4	0	0	0	1	0	2	211	0	0	5	0	4	2	398
Peak Hour Factor	0.78				0.31				0.87				0.83				
ROUNDED TOTAL	0	645	45	0	0	0	5	0	5	1090	0	0	15	0	25	0	1833
3:00 PM	3	272	1	0	1	0	0	0	0	137	0	1	20	0	51	0	485
3:15 PM	1	280	1	0	1	0	2	0	1	142	1	0	24	0	31	0	484
3:30 PM	0	309	4	0	2	0	3	0	0	146	0	0	33	0	35	0	532
3:45 PM	1	302	1	0	3	0	1	0	0	123	1	0	17	0	45	0	494
Peak Hour Factor	0.94				0.50				0.94				0.90				
ROUNDED TOTAL	5	1165	5	0	5	0	5	0	0	550	0	0	95	0	160	0	1995
4:30 PM	1	349	0	0	3	0	1	0	0	146	5	0	29	0	64	0	598
4:45 PM	1	352	1	0	3	0	3	0	0	113	3	0	45	0	51	0	572
5:00 PM	1	374	0	0	0	0	1	0	0	133	1	0	28	0	42	0	580
5:15 PM	0	383	0	0	0	0	0	0	0	103	0	0	15	0	20	1	521
Peak Hour Factor	0.96				0.42				0.84				0.76				
ROUNDED TOTAL	5	1460	0	0	5	0	5	0	0	495	10	0	115	0	175	0	2271
7:00 AM	0	75	10	0	0	0	2	0	0	215	0	0	2	0	7	0	311
7:15 AM	0	112	11	0	0	0	2	0	0	286	1	0	4	0	8	0	424
7:30 AM	0	164	7	0	0	0	1	0	2	313	0	0	3	0	8	0	498
7:45 AM	1	198	21	0	1	0	3	0	1	279	0	0	2	0	7	0	513
8:00 AM	0	171	4	0	0	0	1	0	2	211	0	0	5	0	4	2	398
8:15 AM	3	174	12	0	0	0	0	0	1	236	1	0	4	0	6	1	437
8:30 AM	0	136	11	0	0	0	3	0	1	230	1	0	7	0	6	0	395
8:45 AM	2	137	4	0	1	0	1	0	0	191	0	0	1	0	11	0	348
2:00 PM	3	138	4	0	0	0	1	0	0	113	0	1	11	0	19	0	289
2:15 PM	2	138	3	0	1	0	0	0	0	156	0	0	11	0	22	0	333
2:30 PM	1	164	1	0	0	0	2	0	0	151	1	0	17	0	32	0	369
2:45 PM	2	172	2	0	1	0	2	0	0	146	0	1	13	0	25	0	363
3:00 PM	3	272	1	0	1	0	0	0	0	137	0	1	20	0	51	0	485
3:15 PM	1	280	1	0	1	0	2	0	1	142	1	0	24	0	31	0	484
3:30 PM	0	309	4	0	2	0	3	0	0	146	0	0	33	0	35	0	532
3:45 PM	1	302	1	0	3	0	1	0	0	123	1	0	17	0	45	0	494
4:00 PM	1	294	1	0	1	0	1	0	0	166	2	0	25	0	49	0	540
4:15 PM	0	322	1	0	0	0	1	0	0	119	0	0	19	0	43	0	505
4:30 PM	1	349	0	0	3	0	1	0	0	146	5	0	29	0	64	0	598
4:45 PM	1	352	1	0	3	0	3	0	0	113	3	0	45	0	51	0	572
5:00 PM	1	374	0	0	0	0	1	0	0	133	1	0	28	0	42	0	580
5:15 PM	0	383	0	0	0	0	0	0	0	103	0	0	15	0	20	1	521
5:30 PM	2	294	0	0	0	0	1	1	0	98	2	0	13	0	28	0	438
5:45 PM	3	235	1	0	1	0	2	0	0	97	1	0	8	0	13	0	361

Attachment: Mercy South Campus TIS - FINAL 20171113 (#18-002 Mercy South Campus Outpatient

					Conway Rd				Parking				Conway Rd				
	SOUTHBOUND				WESTBOUND				NORTHBOUND				EASTBOUND				
PEAK HOUR	Left	Through	Right	Peds	Left	Through	Right	Peds	Left	Through	Right	Peds	Left	Through	Right	Peds	TOTAL
7:15 AM	0	0	0	0	3	0	0	0	0	0	2	0	0	0	1	0	6
7:30 AM	0	0	0	0	8	0	0	0	0	0	2	0	0	0	0	0	10
7:45 AM	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4	0	10
8:00 AM	0	0	0	0	2	0	0	0	4	0	3	0	0	0	2	0	11
Peak Hour Factor	#DIV/0!				0.47				0.36				0.31				
ROUNDED TOTAL	0	0	0	0	15	0	0	0	5	0	5	0	0	0	5	0	37
3:00 PM	0	0	0	0	2	0	0	0	5	0	9	0	0	0	0	0	16
3:15 PM	0	0	0	0	3	0	0	0	7	0	10	0	0	0	4	0	24
3:30 PM	0	0	0	0	1	0	0	0	4	0	8	0	0	0	2	0	15
3:45 PM	0	0	0	0	1	0	0	0	5	0	11	0	0	0	2	0	19
Peak Hour Factor	#DIV/0!				0.42				0.88				0.63				
ROUNDED TOTAL	0	0	0	0	5	0	0	0	20	0	40	0	0	0	10	0	74
4:30 PM	0	0	0	0	0	0	0	0	1	0	10	0	0	0	2	0	13
4:45 PM	0	0	0	0	1	0	0	0	0	0	8	0	0	0	1	0	10
5:00 PM	0	0	0	0	0	0	0	0	2	0	5	0	0	0	3	0	10
5:15 PM	0	0	0	0	1	0	0	0	4	0	7	0	0	0	0	0	12
Peak Hour Factor	#DIV/0!				0.00				0.80				0.42				
ROUNDED TOTAL	0	0	0	0	0	0	0	0	5	0	30	0	0	0	5	0	45
7:00 AM																	0
7:15 AM					3	0	0	0	0	0	2	0	0	0	1	0	6
7:30 AM					8	0	0	0	0	0	2	0	0	0	0	0	10
7:45 AM					3	0	0	0	3	0	0	0	0	0	4	0	10
8:00 AM					2	0	0	0	4	0	3	0	0	0	2	0	11
8:15 AM																	0
8:30 AM																	0
8:45 AM																	0
2:00 PM																	0
2:15 PM																	0
2:30 PM																	0
2:45 PM																	0
3:00 PM					2	0	0	0	5	0	9	0	0	0	0	0	16
3:15 PM					3	0	0	0	7	0	10	0	0	0	4	0	24
3:30 PM					1	0	0	0	4	0	8	0	0	0	2	0	15
3:45 PM					1	0	0	0	5	0	11	0	0	0	2	0	19
4:00 PM																	0
4:15 PM																	0
4:30 PM					0	0	0	0	1	0	10	0	0	0	2	0	13
4:45 PM					1	0	0	0	0	0	8	0	0	0	1	0	10
5:00 PM					0	0	0	0	2	0	5	0	0	0	3	0	10
5:15 PM					1	0	0	0	4	0	7	0	0	0	0	0	12
5:30 PM																	0
5:45 PM																	0

Attachment: Mercy South Campus TIS - FINAL 20171113 (#18-002 Mercy South Campus Outpatient

	HOSPITAL ENTRANCE				CONWAY ROAD				SOUTH				CONWAY ROAD				
	SOUTHBOUND				WESTBOUND				NORTHBOUND				EASTBOUND				
PEAK HOUR	Left	Through	Right	Peds	Left	Through	Right	Peds	Left	Through	Right	Peds	Left	Through	Right	Peds	TOTAL
7:15 AM	33	1	4	4	0	109	67	0	0	0	0	0	6	110	0	0	330
7:30 AM	46	0	4	2	0	188	68	0	1	1	3	0	11	151	2	0	475
7:45 AM	29	1	1	2	0	172	58	0	0	1	1	0	10	140	0	0	413
8:00 AM	44	1	3	2	0	101	89	0	0	0	1	0	15	94	0	2	348
Peak Hour Factor	0.83				0.83				0.25				0.82				
ROUNDED TOTAL	150	5	10	10	0	570	280	0	0	0	5	0	40	495	0	0	1566
3:00 PM	83	1	6	3	0	93	59	0	0	1	8	0	0	169	0	3	420
3:15 PM	89	2	10	1	0	90	44	0	0	3	11	0	1	130	0	14	380
3:30 PM	94	1	8	0	0	94	46	0	1	0	2	0	3	108	0	1	357
3:45 PM	82	2	6	7	1	88	46	0	0	2	11	0	7	99	0	10	344
Peak Hour Factor	0.93				0.92				0.63				0.76				
ROUNDED TOTAL	350	5	30	10	0	365	195	0	0	5	30	0	10	505	0	30	1501
4:30 PM	87	0	3	2	0	109	49	1	0	0	7	1	3	155	1	2	414
4:45 PM	79	0	11	2	0	105	36	0	0	1	1	0	3	118	0	1	354
5:00 PM	80	0	19	2	0	118	46	0	1	0	2	3	3	107	1	0	377
5:15 PM	68	1	12	2	0	118	35	0	0	1	1	0	4	110	0	1	350
Peak Hour Factor	0.91				0.94				0.36				0.79				
ROUNDED TOTAL	315	0	45	10	0	450	165	0	0	0	10	5	15	490	0	5	1495
7:00 AM	46	0	3	1	0	78	70	0	0	1	0	0	7	68	0	2	273
7:15 AM	33	1	4	4	0	109	67	0	0	0	0	0	6	110	0	0	330
7:30 AM	46	0	4	2	0	188	68	0	1	1	3	0	11	151	2	0	475
7:45 AM	29	1	1	2	0	172	58	0	0	1	1	0	10	140	0	0	413
8:00 AM	44	1	3	2	0	101	89	0	0	0	1	0	15	94	0	2	348
8:15 AM	17	1	7	1	0	84	76	0	0	0	1	0	11	71	0	1	268
8:30 AM	20	0	2	1	0	64	79	0	0	0	1	0	5	83	0	3	254
8:45 AM	26	0	2	2	0	77	82	0	0	0	0	0	9	68	0	1	264
2:00 PM	74	0	12	1	0	45	75	0	0	1	3	0	6	48	0	0	264
2:15 PM	63	2	5	2	0	59	81	0	0	1	0	0	1	41	0	0	253
2:30 PM	71	2	14	0	0	60	75	0	0	3	4	0	4	62	0	1	295
2:45 PM	79	3	7	1	0	83	59	0	0	1	5	0	3	104	1	1	345
3:00 PM	83	1	6	3	0	93	59	0	0	1	8	0	0	169	0	3	420
3:15 PM	89	2	10	1	0	90	44	0	0	3	11	0	1	130	0	14	380
3:30 PM	94	1	8	0	0	94	46	0	1	0	2	0	3	108	0	1	357
3:45 PM	82	2	6	7	1	88	46	0	0	2	11	0	7	99	0	10	344
4:00 PM	38	0	25	1	0	90	47	0	0	0	6	1	4	127	0	3	337
4:15 PM	67	1	28	3	1	101	33	0	0	1	4	0	3	103	1	2	343
4:30 PM	87	0	3	2	0	109	49	1	0	0	7	1	3	155	1	2	414
4:45 PM	79	0	11	2	0	105	36	0	0	1	1	0	3	118	0	1	354
5:00 PM	80	0	19	2	0	118	46	0	1	0	2	3	3	107	1	0	377
5:15 PM	68	1	12	2	0	118	35	0	0	1	1	0	4	110	0	1	350
5:30 PM	48	2	5	10	0	130	60	0	1	1	6	0	3	89	1	10	346
5:45 PM	48	0	7	1	0	129	68	0	0	1	0	0	2	94	0	0	349

Attachment: Mercy South Campus TIS - FINAL 20171113 (#18-002 Mercy South Campus Outpatient

	MCAULEY DR				CONWAY ROAD								CONWAY ROAD				
	SOUTHBOUND				WESTBOUND				NORTHBOUND				EASTBOUND				
PEAK HOUR	Left	Through	Right	Peds	Left	Through	Right	Peds	Left	Through	Right	Peds	Left	Through	Right	Peds	TOTAL
7:15 AM	1	0	4	0	0	111	4	0	0	0	0	0	21	122	0	0	263
7:30 AM	3	0	7	1	0	192	0	0	0	0	0	0	25	166	0	0	393
7:45 AM	3	0	2	0	0	169	4	0	0	0	0	0	19	142	0	0	339
8:00 AM	1	0	5	0	0	104	2	0	0	0	0	0	21	112	0	0	245
Peak Hour Factor	0.75				0.76				#DIV/0!				0.82				
ROUNDED TOTAL	10	0	20	0	0	575	10	0	0	0	0	0	85	540	0	0	1240
3:00 PM	9	0	17	0	0	103	4	0	0	0	0	0	8	159	0	0	300
3:15 PM	9	0	15	0	0	105	8	0	0	0	0	0	8	112	0	0	257
3:30 PM	8	0	27	0	0	101	2	0	0	0	0	0	4	102	0	0	244
3:45 PM	10	0	19	0	0	97	0	1	0	0	0	0	5	104	0	0	235
Peak Hour Factor	0.82				0.93				#DIV/0!				0.75				
ROUNDED TOTAL	35	0	80	0	0	405	15	0	0	0	0	0	25	475	0	0	1036
4:30 PM	6	0	28	1	0	111	2	0	0	0	0	0	5	159	0	0	311
4:45 PM	6	0	20	1	0	116	0	0	0	0	0	0	5	112	0	0	259
5:00 PM	2	0	32	2	0	136	1	0	0	0	0	0	3	107	0	0	281
5:15 PM	4	0	21	1	0	127	0	0	0	0	0	0	2	110	0	0	264
Peak Hour Factor	0.88				0.90				#DIV/0!				0.77				
ROUNDED TOTAL	20	0	100	5	0	490	5	0	0	0	0	0	15	490	0	0	1115
7:00 AM	0		2	2		78	3	0					22	72	0		177
7:15 AM	1		4	0		111	4	0					21	122	0		263
7:30 AM	3		7	1		192	0	0					25	166	0		393
7:45 AM	3		2	0		169	4	0					19	142	0		339
8:00 AM	1		5	0		104	2	0					21	112	0		245
8:15 AM	1		6	2		84	3	0					16	83	0		193
8:30 AM	5		6	1		64	2	0					22	82	0		181
8:45 AM	8		9	1		73	5	0					12	65	0		172
2:00 PM	8		14	0		50	10	0					3	47	0		132
2:15 PM	4		15	0		71	3	0					4	38	0		135
2:30 PM	4		17	0		72	8	0					6	61	0		168
2:45 PM	6		10	0		84	3	0					5	116	0		224
3:00 PM	9		17	0		103	4	0					8	159	0		300
3:15 PM	9		15	0		105	8	0					8	112	0		257
3:30 PM	8		27	0		101	2	0					4	102	0		244
3:45 PM	10		19	0		97	0	1					5	104	0		235
4:00 PM	9		27	1		99	2	0					5	109	0		251
4:15 PM	6		17	2		115	1	0					6	87	0		232
4:30 PM	6		28	1		111	2	0					5	159	0		311
4:45 PM	6		20	1		116	0	0					5	112	0		259
5:00 PM	2		32	2		136	1	0					3	107	0		281
5:15 PM	4		21	1		127	0	0					2	110	0		264
5:30 PM	5		22	0		133	2	0					3	83	0		248
5:45 PM	4		8	2		141	2	0					1	94	0		250

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					CONWAY ROAD				NORTH OUTER 40				CONWAY ROAD				
	SOUTHBOUND				WESTBOUND				NORTHBOUND				EASTBOUND				
PEAK HOUR	Left	Through	Right	Peds	Left	Through	Right	Peds	Left	Through	Right	Peds	Left	Through	Right	Peds	TOTAL
7:15 AM	0	0	0	0	56	57	0	0	3	0	53	0	0	89	8	0	266
7:30 AM	0	0	0	0	102	100	0	0	0	0	60	0	0	130	8	0	400
7:45 AM	0	0	0	0	90	81	0	0	1	0	58	0	0	105	5	0	340
8:00 AM	0	0	0	0	48	57	0	0	0	0	65	0	0	67	4	0	241
Peak Hour Factor	**#DIV/0!**				**0.73**				**0.92**				**0.75**				
ROUNDED TOTAL	**0**	**0**	**0**	**0**	**295**	**295**	**0**	**0**	**5**	**0**	**235**	**0**	**0**	**390**	**25**	**0**	**1247**
3:00 PM	0	0	0	0	37	78	0	0	3	0	78	0	0	85	0	0	281
3:15 PM	0	0	0	0	42	78	0	0	0	0	48	0	0	74	3	0	245
3:30 PM	0	0	0	0	62	67	0	0	2	0	43	0	0	65	1	0	240
3:45 PM	0	0	0	0	39	77	0	0	5	0	51	0	0	54	7	0	233
Peak Hour Factor	**#DIV/0!**				**0.93**				**0.71**				**0.85**				
ROUNDED TOTAL	**0**	**0**	**0**	**0**	**180**	**300**	**0**	**0**	**10**	**0**	**220**	**0**	**0**	**280**	**10**	**0**	**999**
4:30 PM	0	0	0	0	76	63	0	0	4	0	68	0	0	96	3	0	310
4:45 PM	0	0	0	0	61	75	0	0	2	0	39	0	0	77	5	0	259
5:00 PM	0	0	0	0	60	106	0	0	2	0	39	0	0	71	4	0	282
5:15 PM	0	0	0	0	62	89	0	0	3	0	32	1	0	79	5	0	270
Peak Hour Factor	**#DIV/0!**				**0.90**				**0.66**				**0.86**				
ROUNDED TOTAL	**0**	**0**	**0**	**0**	**260**	**335**	**0**	**0**	**10**	**0**	**180**	**0**	**0**	**325**	**15**	**0**	**1121**
7:00 AM					41	39		0	0		37	0		58	4	0	179
7:15 AM					56	57		0	3		53	0		89	8	0	266
7:30 AM					102	100		0	0		60	0		130	8	0	400
7:45 AM					90	81		0	1		58	0		105	5	0	340
8:00 AM					48	57		0	0		65	0		67	4	0	241
8:15 AM					36	58		0	1		46	0		53	5	0	199
8:30 AM					19	51		0	1		38	0		67	4	0	180
8:45 AM					30	52		0	5		22	0		54	3	0	166
2:00 PM					21	44		0	1		21	0		28	1	0	116
2:15 PM					32	52		0	1		12	0		30	4	0	131
2:30 PM					41	47		0	1		28	0		39	4	0	160
2:45 PM					26	71		0	2		74	0		49	1	0	223
3:00 PM					37	78		0	3		78	0		85	0	0	281
3:15 PM					42	78		0	0		48	0		74	3	0	245
3:30 PM					62	67		0	2		43	0		65	1	0	240
3:45 PM					39	77		0	5		51	0		54	7	0	233
4:00 PM					55	71		0	3		42	0		75	0	0	246
4:15 PM					51	83		0	1		31	0		62	2	0	230
4:30 PM					76	63		0	4		68	0		96	3	0	310
4:45 PM					61	75		0	2		39	0		77	5	0	259
5:00 PM					60	106		0	2		39	0		71	4	0	282
5:15 PM					62	89		0	3		32	1		79	5	0	270
5:30 PM					78	78		0	0		36	0		50	4	0	246
5:45 PM					56	88		0	5		35	0		62	5	0	251

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LOCHMUELLER GROUP
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St. Louis, Missouri 63101
PHONE: 314.621.3395

MEMORANDUM

To: Jeff Baird, MoDOT
Jay-Jay Brayden, MoDOT

Cc: Jason Jaggi, City of Creve Coeur
Ryan Spencer, City of Town & Country

From: Cheryl Sharp, P.E. PTOE

Date: December 7, 2017

Subject: Ballas Road & Ladue Road Supplemental Analysis
Proposed Development of Mercy Hospital South Campus, Creve Coeur, Missouri
Lochmueller Group Project 517-0054-0TE

Introduction

Lochmueller Group prepared and submitted a traffic impact study dated November 13, 2017 for the proposed development of the Mercy Hospital South Campus in the southwest quadrant of New Ballas Road and Conway Road in Creve Coeur, Missouri. In scoping that study, it was agreed to include the impacts of the new development on the intersection of Ballas Road & Ladue Road. However, at the time the study was intiated, the east leg of the intersection of Ballas Road & Ladue Road was temporarily closed and undergoing reconstruction. Turning movement volumes at Ballas Road & Ladue Road were deferred until all legs of the intersection were open and traffic patterns normalized from the shutdown period. Traffic counts were obtained on November 16, 2017.

This supplemental analysis looks at the existing traffic volumes and operating conditions of the intersection of Ballas Road & Ladue Road and was prepared in accordance with all parameters and assumptions used in the submitted traffic impact study for the Mercy Hospital South Campus. These parameters and assumptions were discussed with and accepted by the City of Creve Coeur, City of Town and Country, and MoDOT staff. The following scenarios are evaluated as a part of this supplemental analysis: Existing, Background 2020, Forecasted 2020 (with and without improvements), and Forecasted 2040 (with and without improvements).

Traffic Volumes

This supplemental analysis addresses conditions at Ballas Road and Ladue Road during the weekday morning (7:00 a.m. to 9:00 a.m.), weekday midday (2:00 p.m. to 4:00 p.m.), and weekday afternoon (4:00 p.m. to 6:00 p.m.) peak periods. The weekday midday peak period is intended to coincide with the Mercy Hospital shift change. From the counts, it was determined that the network weekday morning, hospital shift change, and afternoon commuter peak hours occur from 7:15 to 8:15 a.m., 3:00 to 4:00 p.m., and 4:30 to 5:30 p.m., respectively. The Existing Traffic Volumes for the network peak hours for the study area are shown in Figure 1. The volumes for the remaining scenarios (Background 2020,

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Background 2040, Phase 1 site only, Phase 2 site only, Forecasted 2020, and Forecasted 2040) were projected using the same assumptions as the original November 2017 study, and are also presented in Figure 1.

Operating Conditions

Traffic operating conditions at the study intersection were evaluated using Synchro 10 traffic modeling software. Operating conditions for all scenarios are summarized in Table 1 with queues in Table 2.

The capacity analysis results show that unacceptable conditions currently exist on the eastbound approach during the morning peak hour and northbound approach during the afternoon peak hour, which left unmitigated, will continue to operate poorly in the 2020 and 2040 conditions with or without development. Optimizing signal timings in both 2020 and 2040, and the addition of right turn overlaps in 2040, is the only mitigation needed to make all approaches operate at an acceptable level of service for all studied peak periods under Forecasted 2020 and 2040 conditions.

The queuing results follow the capacity results, in that during these conditions a couple movements have queue lengths that exceed turn bay length, which then in turn may affect through traffic. The most noteable queue at this intersection is the northbound left turn queue, which was observed to capsize its storage during a field visit. The designated turn bay for this movement is 185 feet before it turns into a two-way left turn lane. The total available storage distance for the northbound left turn, using both the designated turn bay and the two way left turn lane is approximately 380 feet before vehicles will block the inside northbound through lane. The existing queue during the afternoon peak hour currently exceeds this, and is expected to reach a queue length of 475 feet in 2040, even without the proposed development. With the proposed development, the queue extends to approximately 535 feet. Therefore, it is recommended to remove the median and extend the two way left turn lane 150 feet south.

CONCLUSION

Based on the results of the operational analysis, the following improvements are recommended to the intersection of Ballas Road and Ladue Road to mitigate traffic flow within the study area:

- Recommended Roadway and Intersection Improvements for Phase 1 (2020)
  - Adjust signal phase timings
  - Extend the two way left turn bay south 150 feet by removing the median
- Recommended Roadway and Intersection Improvements for Full Buildout - Phase 2 (2040)
  - Adjust signal phase timings
  - Add a right-turn overlap to the northbound, southbound, eastbound, and westbound right turn movements.

Once the site is occupied and operational, the signal timings within the study area should be revisited to reflect actual traffic volumes. Supplemental optimizations of the signal system may be necessary following the build-out of the site to best address traffic patterns and manage queues at the intersection.

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Figure 1: Ballas and Ladue Traffic Volumes

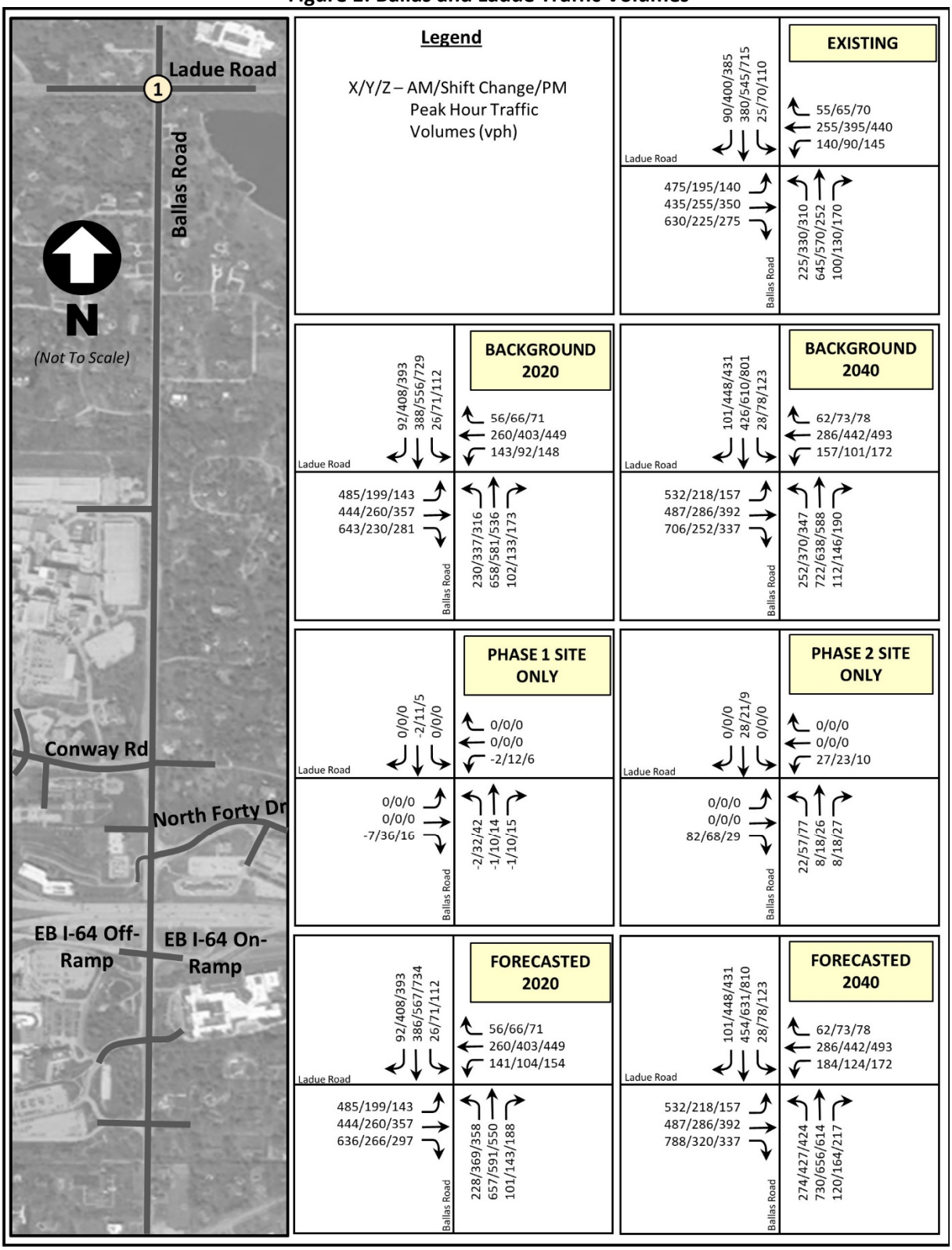

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Table 1: Operating Conditions for Ballas Road at Ladue Road (signalized)

Movements	Level of Service (Delay in Seconds)		
	AM Peak	Shift Change Peak	PM Peak
Existing			
EB Approach	F (159.2)	C (30.4)	D (38.2)
WB Approach	C (33.1)	D (41.9)	D (37.6)
NB Approach	B (19.2)	C (24.4)	E (66.3)
SB Approach	C (22.0)	C (23.6)	C (32.2)
Overall Intersection	**F (80.8)**	**C (28.5)**	**D (44.1)**
Background 2020			
EB Approach	F (172.1)	C (30.5)	D (39.0)
WB Approach	C (33.5)	D (42.2)	D (37.9)
NB Approach	B (19.4)	C (25.3)	E (74.5)
SB Approach	C (22.1)	C (24.5)	C (33.0)
Overall Intersection	**F (86.4)**	**C (29.2)**	**D (46.9)**
Forecasted 2020 (without improvements)			
EB Approach	F (170.1)	C (29.7)	D (39.0)
WB Approach	C (33.2)	D (42.1)	D (39.3)
NB Approach	B (19.4)	C (27.0)	F (103.2)
SB Approach	C (22.1)	C (26.7)	C (33.3)
Overall Intersection	**F (85.5)**	**C (30.1)**	**E (56.1)**
Forecasted 2020 (with improvements)			
EB Approach	D (44.8)	C (29.7)	D (43.5)
WB Approach	C (30.9)	D (42.1)	D (47.1)
NB Approach	C (34.7)	C (27.0)	D (42.9)
SB Approach	C (27.2)	C (26.7)	D (52.5)
Overall Intersection	**D (37.4)**	**C (30.2)**	**D (46.7)**
Background 2040			
EB Approach	F (242.3)	C (31.1)	D (47.2)
WB Approach	D (35.2)	D (43.2)	D (45.1)
NB Approach	C (20.6)	C (33.4)	F (103.3)
SB Approach	C (23.0)	C (28.9)	D (37.9)
Overall Intersection	**F (116.9)**	**C (33.3)**	**E (59.5)**
Forecasted 2040 (without improvements)			
EB Approach	F (88.6)	C (29.7)	D (40.0)
WB Approach	D (35.1)	D (43.0)	E (77.5)
NB Approach	E (63.6)	D (49.6)	F (110.0)
SB Approach	C (29.8)	C (29.8)	D (48.1)
Overall Intersection	**E (65.3)**	**D (38.4)**	**E (70.1)**
Forecasted 2040 (with improvements)			
EB Approach	D (50.9)	D (37.0)	D (51.2)
WB Approach	D (42.9)	D (44.5)	D (50.9)
NB Approach	D (46.6)	C (33.6)	D (53.2)
SB Approach	D (45.9)	D (36.4)	D (51.1)
Overall Intersection	**D (47.8)**	**D (37.0)**	**D (51.7)**

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Table 2: 95th/50th %-ile Queues for Ballas Road at Ladue Road (signalized)

Movements	AM Peak		Shift Change Peak		PM Peak	
	95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)
Existing						
EB Left	#663'	~462'	156'	108'	114'	68'
EB Thru	#576'	~381'	261'	183'	#362'	306'
EB Right	#497'	~285'	61'	0'	42'	15'
WB Left	#121'	71'	76'	49'	#142'	85'
WB Thru	121'	94'	205'	162'	219'	159'
WB Right	0'	0'	0'	0'	0'	0'
NB Left	130'	100'	#303'	150'	#397'	~306'
NB Thru	233'	193'	250'	168'	244'	182'
NB Right	7'	0'	5'	0'	33'	0'
SB Left	21'	8'	56'	25'	81'	59'
SB Thru	155'	115'	247'	187'	339'	265'
SB Right	0'	0'	129'	32'	168'	61'
Background 2020						
EB Left	#680'	~478'	159'	110'	116'	70'
EB Thru	#589'	~393'	267'	186'	#388'	314'
EB Right	#522'	~310'	61'	0'	48'	20'
WB Left	#124'	73'	78'	50'	#149'	87'
WB Thru	123'	73'	210'	165'	224'	163'
WB Right	0'	0'	0'	0'	0'	0'
NB Left	133'	103'	#332'	155'	#412'	~321'
NB Thru	238'	198'	255'	174'	250'	186'
NB Right	9'	0'	7'	0'	35'	0'
SB Left	23'	9'	57'	26'	82'	60'
SB Thru	158'	118'	252'	192'	347'	272'
SB Right	1''	0'	141'	39'	177'	66'
Forecasted 2020 (without improvements)						
EB Left	#680'	~478'	159'	110'	116'	70'
EB Thru	#589'	~393'	267'	188'	#388'	314'
EB Right	#511'	~299'	65'	0''	61'	33'
WB Left	#124'	71'	87'	57'	#161'	91'
WB Thru	123'	90'	210'	165'	224'	163'
WB Right	0'	0'	0'	0'	0'	0'
NB Left	132'	102'	#417'	175'	#491'	~406'
NB Thru	238'	198'	260'	177'	257'	192'
NB Right	8'	0'	14'	0'	46'	3'
SB Left	23'	9'	57'	26'	82'	60'
SB Thru	157'	117'	257'	196'	350'	274'
SB Right	1'	0'	150'	44'	178'	67'
Forecasted 2020 (with improvements)						
EB Left	#413'	240'	159'	110'	124'	74'
EB Thru	394'	269'	267'	188'	#413'	322'
EB Right	#493'	252'	65'	0''	26'	0'
WB Left	92'	56'	87'	57'	#173'	98'
WB Thru	123'	95'	210'	165'	216'	166'
WB Right	0'	0'	0'	0'	0'	0'

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Movements	AM Peak		Shift Change Peak		PM Peak	
	95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)
NB Left	#170'	134'	#417'	175'	#373'	~299'
NB Thru	297'	245'	260'	177'	225'	177'
NB Right	0'	0'	14'	0'	48'	9'
SB Left	29'	12'	57'	26'	76'	55'
SB Thru	172'	131'	257'	196'	#423'	293'
SB Right	0'	0'	150'	44'	#294'	138'
Background 2040						
EB Left	#645'	~439'	176'	118'	126'	77'
EB Thru	#657'	~456'	295'	204'	#451'	~358'
EB Right	#648'	~430'	63'	0'	106'	70'
WB Left	#149'	80'	84'	53'	#202'	108'
WB Thru	135'	106'	234'	181'	252'	184'
WB Right	0'	0'	0'	0'	0'	0'
NB Left	146'	115'	#448'	198'	#476'	~388'
NB Thru	267'	224'	286'	203'	280'	210'
NB Right	15'	0'	15'	0'	48'	4'
SB Left	23'	10'	61'	30'	90'	67'
SB Thru	174'	134'	279'	215'	#418'	307'
SB Right	7'	0'	203'	76'	224'	100'
Forecasted 2040 (without improvements)						
EB Left	#499'	~285'	175'	118'	128'	78'
EB Thru	#483'	306'	295'	206'	#399'	342'
EB Right	#778'	~555'	72'	0'	121'	86'
WB Left	#159'	75'	101'	66'	#241'	~148'
WB Thru	135'	106'	234'	181'	254'	189'
WB Right	0'	0'	0'	0'	0'	0'
NB Left	#287'	~189'	#563'	~314'	#566'	~502'
NB Thru	#369'	282'	295'	211'	263'	209'
NB Right	0'	0'	27	0'	61'	19'
SB Left	31'	12''	61'	30'	88'	65'
SB Thru	203'	158'	290'	224'	#452'	321'
SB Right	0'	0'	210'	82'	#275'	139'
Forecasted 2040 (with improvements)						
EB Left	#512'	290'	#224'	123'	#157'	85'
EB Thru	#508'	316'	307'	209'	#510'	305'
EB Right	#778'	496'	167'	99'	198'	120'
WB Left	#157'	73'	110'	69'	#216'	102'
WB Thru	146'	115'	228'	183'	243'	201'
WB Right	0'	0'	0'	0'	1'	0'
NB Left	#281'	~190'	#479'	266'	#536'	~341'
NB Thru	#382'	286'	268'	200'	247'	194'
NB Right	18'	0'	34'	0'	63'	23'
SB Left	31'	13'	55'	28'	82'	50'
SB Thru	#244'	174'	#339'	242'	#460'	346'
SB Right	26'	9'	306'	185'	303'	199'

~ - Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

- 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

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MEMORANDUM

To: Jason Jaggi, AICP (City of Creve Coeur)
Whitney Kelly, AICP (City of Creve Coeur)

From: Kelly Schaefer, P.E., PTOE
Mike Erdtmann, P.E.
Mandy Anderson, P.E., PTOE

Date: December 22, 2017

Subject: Proposed Mercy South Campus – Traffic Impact Study Review

As requested, GBA staff has completed a review of the traffic impact study report submitted in association with the proposed development of Mercy South Campus, located in Creve Coeur, Missouri in the southwest quadrant of Ballas Road and Conway Road. The site is bound by Interstates 64 and 270 to the south and west, respectively. The study was prepared by Lochmueller Group and submitted in November 2017.

It is our understanding from the report that the proposed Mercy South Campus development is to occur in two phases, ultimately occupying the entire site and replacing all but one existing use. The planned expansion for each phase is shown in Figures 2 and 3 of the report.

The first phase is expected to be completed in 2020 and include a 260,100 square foot (s.f.) outpatient center and 792-space parking garage. Phase 1 would replace an existing 45,523 s.f. office building at 763 S. Ballas Road which is currently 100% occupied. Forecasted trips accounted for the construction of the new medical building and removal of the office building.

As stated in the report, the contents and completion date for Phase 2 are unknown at this time. This Phase 2 will be subject to rezoning in the city of Town and Country and it will be required that this traffic study is updated or a new one completed at the time that the plans are finalized and moving forward with approval.

For purposes of this study, it was assumed that Phase 2 would be identical to Phase 1 and the development will occur within the next 20 years, thus it is included in the 20-year horizon year analysis. It is our opinion that this approach is considered appropriate and conservative. It should be noted that this phase would replace an existing 94,922 s.f. office building at 777 S Ballas Road that is currently only 77% occupied.

Access is proposed via the existing signalized intersections of Ballas Road at North Forty Drive and Conway Road and Hospital Entrance. At this time, the existing right-in/right-out (RIRO) entrance on Ballas Road will remain open per a cross-access agreement with the existing office building on the west end of the site.

Attachment: GBA Review Mercy South Campus Traffic Memo 12-22-17 (#18-002 Mercy South Campus Outpatient Center)

To be conservative, the analysis assumed that all trips would use the full access driveways on Ballas Road and Conway Road. It is our opinion that this approach is considered appropriate and conservative.

Currently, there are two curb cuts on Conway Road approximately 250 feet west of Ballas Road. The curb cut on the south side provided access to the previous land use on the study site. The curb cut on the north side, Cardinal Ritter Drive, previously provided access to the Ronald McDonald House and is currently barricaded with jersey barriers.It has been noted that motorists that are unfamiliar with the area attempt to turn into this driveway and/or slow down to analyze the roadway options and situation. It is recommended that both driveways be permanently closed to reduce confusion and manage access on Conway Road, especially given the proximity to Ballas Road.

It is also recommended that wayfinding signs in the immediate area of the Mercy campus be improved to assist drivers with ingress and egress, specifically guiding those exiting on Conway Road to the appropriate lane for interstate access. Additional signing could be added to the overhead truss over Conway Road west of Ballas Road with lane use guidance to reduce potential weaving conditions on Conway Road as motorists approach the Ballas Road intersection. This guidance could also reduce potential weaving on Ballas Road as motorists approach the I-64 interchange. Furthermore, wayfinding signs should include information for both I-64 and I-270 and be consistent throughout campus.

As part of this study, Lochgroup utilized trip generation estimates based upon data collected at several medical offices in the region. These rates were used due to the changed nature of the Institute of Transportation Engineer's (ITE) "Trip Generation Manual, Edition 9" for Land Use 720 - Medical Office Building. The reasoning for this that is modern medical facilities provide more services than just medical office trips, including ambulatory care, outpatient surgery, and therapy, and that these facilities generate fewer trips than the ITE code suggests. Local trip data resulted in trip rates of 1.71 trips per 1,000 s.f. in the morning peak hour and 1.95 trips per 1,000 s.f. for the evening peak hour.

The proposed afternoon shift change trip rate was determined by adding applying a factor of 1.19 to the afternoon peak hour trip rate to account for the hospital shift change. This is the same the factor between the afternoon peak hour of adjacent street traffic rate and the afternoon peak hour of the generator rate in the ITE Trip Generation Manual. In layman's terms, this additional factor represents the difference in trips between when the hospital (i.e. generator) produces the most trips in the afternoon (i.e. shift change), even though the adjacent roadways are not at their peak, versus the number of trips when the adjacent roadways have the most traffic. The resulting shift change trip rate was equal to 2.32 trips per 1,000 s.f.

The trip rates provided by ITE for Land Use 720 for the morning and evening peak hours are 2.39 and 3.57 trips per 1,000 s.f., respectively. Assuming the same rate for shift change as the evening peak hour, and both forecasts utilizing a 5% reduction for common trips, this difference in trip rates equates to 334, 482 and 402 fewer trips in the morning, shift change and evening peaks per phase, respectively. A comparison of trip generation forecasts is shown in Table 7 on page 31.

While these rates result in significantly fewer trips than the ITE forecast, their application has been approved in other studies by the City and MoDOT. It is our opinion that the local trip rates are appropriate to use in this study given the data was collected locally at potentially similar facilities.

Based upon the trip generation rates for local medical office buildings and accounting for both the construction of the new medical buildings and removal of two of the existing office buildings, Phase 1 is forecasted to increase development generate trips to the site by 357, 459 and 392 trips in the morning, shift change and evening peak hours, respectively. Phase 2 is expected to result in a net increase of 314, 388 and 336 trips in the same respective peak hours. Of these trips, the inbound versus outbound number of trips were calculated based upon ITE's percentages (79% in/21% out, 51% in/49% out and 28% in/72% out for the morning, midday and evening peaks). The trip generation forecasts are shown in Table 8 on page 34.

Attachment: GBA Review Mercy South Campus Traffic Memo 12-22-17 (#18-002 Mercy South Campus Outpatient Center)

The traffic impact study stated the site-generated traffic was assigned to the adjoining roadway system based on existing traffic patterns as shown in Figure 6 on page 14. The new trips for each phase are shown in Figures 10 and 11 on pages 32 and 33. As seen in the figures, the study assumes that the Ballas Road driveway will be the primary access point with the majority of Phase 1 trips and nearly all Phase 2 trips utilizing this intersection.

The 2020 Background and Forecasted Synchro files were reviewed to determine the impact of the development with improvements proposed in the study. The list of improvements is found in the executive summary as well as the report. With the stated improvements, the development is not expected to have an unfavorable impact on the surrounding roadway network. In most cases, the improvements provide more favorable conditions than the background scenario with regard to reducing delays and queues.

The study recommends changing the pavement markings on the eastbound approach of Conway Road at Ballas Road. *Please comment on the impact of potentially blocking access to the left turn lanes due to queues from the through and right-turn movements.*

The study also recommends an eastbound right-turn overlap at the Ballas Road and Conway Road intersection. Note that the overlap can only control the dedicated right-turn lane and not the adjacent shared through/right-turn lane. Depending on where the indication is installed, this may cause confusion for motorists in the adjacent shared lane.

Progressing to the future scenarios, the assumed annual background traffic growth rate of 0.5% per year for the future 20-year design horizon is considered reasonable for this location due to the limited potential for other new developments in the surrounding area.

Using the previous methods of analyses, the study forecasted conditions in the 20-year design horizon that included the additional medical office building that is planned for the campus. Forecasted conditions in the 2040 horizon scenario with additional improvements show acceptable operations during all peak hours for most intersections in the study area. The intersections on Ballas Road at Conway Road and North Forty Drive, however, show oversaturated conditions on the mainline and for several turning movements during all three peak hours.

From an initial analysis and using the assumption that Phase 2 will be equal or similar to Phase 1, it appears that improvements to increase capacity on Ballas Road will be needed to provide acceptable operating conditions at the Conway Road and North Forty Drive intersections. These improvements could include an increase in cycle length and signal timing adjustments on Ballas Road in the study area to add capacity. Additionally, a second westbound left-turn lane at the North Forty Drive intersection may be necessary to provide acceptable operations at this intersection.

As stated in the report, it should again be noted that supplemental traffic impact studies will be required for Phase 2 and any other future developments on the site. This will be critical given we do not know the land uses of Phase 2 at this time. Improvements identified in these studies will be required at such time in order to maintain acceptable traffic operations on the adjacent network.

At this time, the study recommends that a second westbound right-turn lane be constructed at the intersection of Ballas Road and North Forty Drive. It is recommended that the right-turn movement be signalized with this improvement.

Attachment: GBA Review Mercy South Campus Traffic Memo 12-22-17 (#18-002 Mercy South Campus Outpatient Center)

GBA
architects
engineers

Summary of TIS Review

As requested, GBA staff has completed a review of the traffic impact study report submitted in association with the proposed Mercy South Campus development, located in Creve Coeur, Missouri in the southwest quadrant of the Ballas Road and Conway Road intersection and bound by Interstates 64 and 270 to the south and west.

It is our understanding from the report that the proposed Mercy South Campus development is to occur in two phases, ultimately occupying the entire site and replacing existing uses. The planned expansion for each phase is shown in Figures 2 and 3 of the report.

The first phase is expected to be completed in 2020 and include a 260,100 square foot (s.f.) outpatient center and 792-space parking garage. Phase 1 would replace an existing 45,523 s.f. office building at 763 S. Ballas Road which is currently 100% occupied. Forecasted trips accounted for the construction of the new medical building and removal of the office building.

As stated in the report, the contents and completion date for Phase 2 are unknown at this time. This Phase 2 will be subject to rezoning in the city of Town and Country and it will be required that this traffic study is updated or a new one completed at the time that the plans are finalized and moving forward with approval.

Access is proposed via the existing signalized intersections of Ballas Road at North Forty Drive and Conway Road and Hospital Entrance. At this time, the existing right-in/right-out (RIRO) entrance on Ballas Road will remain open per a cross-access agreement with the existing office building on the west end of the site.

Below is a summary of recommendations and conclusions for the traffic impact study review:

- It is recommended that both driveways be permanently closed to reduce confusion and provide consistent traffic conditions on Conway Road, especially given the proximity to Ballas Road.

- It is recommended that wayfinding signs in the immediate area of the Mercy campus be improved to assist drivers with ingress and egress, specifically guiding those exiting on Conway Road to the exact lane for the interstate or arterial they need. Furthermore, wayfinding signs should include information for both I-64 and I-270 and be consistent throughout campus.

- The study proposed the use of local trip rates for the medical office building. While these rates result in significantly fewer trips than the ITE forecast, their application has been approved in other studies by the City and MoDOT. It is our opinion that the local trip rates are appropriate to use in this study given the data was collected locally at potentially similar facilities.

- Based upon the trip generation rates for local medical office buildings and accounting for both the construction of the new medical buildings and removal of the existing office buildings, Phase 1 is forecasted to increase trips to the site by 357, 459 and 392 trips in the morning, shift change and evening peak hours, respectively. Phase 2 is expected to result in a net increase of 314, 388 and 336 trips in the same respective peak hours.

- The 2020 Background and Forecasted Synchro files were reviewed to determine the impact of the development with improvements proposed in the study. With the stated improvements, the development is not expected to have an unfavorable impact on the surrounding roadway network. In most cases, the improvements provide more favorable conditions than the background scenario with regard to reducing delays and queues.

Attachment: GBA Review Mercy South Campus Traffic Memo 12-22-17 (#18-002 Mercy South Campus Outpatient Center)

- The study recommends changing the pavement markings on the eastbound approach of Conway Road at Ballas Road. Please comment on the impact of potentially blocking access to the left turn lanes due to queues from the through and right-turn movements.

- Forecasted conditions in the 2040 horizon scenario show acceptable operations during all peak hours for most intersections in the study area. The intersections on Ballas Road at Conway Road and North Forty Drive, however, show oversaturated conditions on the mainline and for several turning movements during all three peak hours.

- Supplemental traffic impact studies will be required for Phase 2 and any other future developments on the site. This will be critical given we do not know the contents of Phase 2 at this time. Improvements identified in these studies will be required at such time in order to maintain acceptable traffic operations on the adjacent network.

- From an initial analysis and using the assumption that Phase 2 will be equal or similar to Phase 1, it appears that improvements to increase capacity on Ballas Road will be needed to provide acceptable operating conditions at the Conway Road and North Forty Drive intersections.

cc: file

Attachment: GBA Review Mercy South Campus Traffic Memo 12-22-17 (#18-002 Mercy South Campus Outpatient Center)

Jason Jaggi <jjaggi@crevecoeurmo.gov>

RE: Mercy South Development - Revision Memo

1 message

Kelly Schaefer <kschaefer@gbateam.com> Fri, Jan 26, 2018 at 2:05 PM
To: Jason Jaggi <jjaggi@crevecoeurmo.gov>
Cc: Whitney Kelly <wkelly@crevecoeurmo.gov>, Kelly Schaefer <kschaefer@gbateam.com>

Hi Jason,

I've reviewed the previously attached information and have no further comment. The proposed revision covers the traffic concerns/comments that were in our first response:

- Reconfiguring the eastbound approach reduces queues for all movements to where it is not expected that other movements on the approach will be blocked and therefore not served efficiently.
- There is not a conflict with providing an eastbound right-turn overlap where there is a shared lane.
- The signal still operates well, and for some movements, better than was first proposed.
- Also, the eastbound through lane is better aligned with the receiving lane on the east leg, a comment that the County's engineer had provided to the City.

The only other comments in our original memo were regarding the site plan, including improved wayfinding on campus and closing the driveways on Conway, but I would assume those getting addressed in site plan reviews.

Just for your reference, I'd like to just mention that I still think capacity improvements will be needed in the future to handle traffic volumes on Ballas and its adjacent uses (it was a comment in our original memo). In the 2040 models, and specifically the AM peak, there are few movements, some even the mainline, that are just over capacity. As stated in our first memo, one solution could be new signal timings with higher cycle lengths on Ballas to increase capacity. The future phase 2 study can address capacity and, if not paid for by Mercy, CMAQ funds are often used for signal timing optimization. I have extensive signal timing experience if you ever have any questions or would be interested in getting more info on those types of projects.

Anyway, let me know if you have any questions about Lochmueller's revision and/or memo. I'd be happy to help.

Thanks!

Kelly

Kelly Schaefer, PE, PTOE

GBA
16305 Swingley Ridge Road, Suite 300 | Chesterfield, MO 63017
225 S. Main Street Suite 103 | O'Fallon, MO 63366
P (636) 385-5639

Attachment: Mercy South Development - Revision Memo GBA Comments (#18-002 Mercy South Campus Outpatient Center)

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From: Jason Jaggi [mailto:jjaggi@crevecoeurmo.gov]
Sent: Friday, January 26, 2018 9:37 AM
To: Kelly Schaefer <kschaefer@gbateam.com>
Cc: Whitney Kelly <wkelly@crevecoeurmo.gov>
Subject: Fwd: Mercy South Development - Revision Memo

Hi Kelly,

Please see attached revised memo regarding the Mercy TIS and let us know if you have any further comments in response to this revision.

This item is scheduled for initial review by P&Z on February 5th, so we would appreciate your response no later than Wed. of next week.

Thanks and have a great weekend.

--Jason

---------- Forwarded message ----------
From: **Sharp, Cheryl** <CSharp@lochgroup.com>
Date: Thu, Jan 25, 2018 at 4:37 PM
Subject: Mercy South Development - Revision Memo
To: "Baird, Jeff" <jeffery.baird@modot.mo.gov>, "Braden, Jay-Jay" <John.Braden@modot.mo.gov>, "Jaggi, Jason" <jjaggi@crevecoeurmo.gov>, "spencerr@town-and-country.org" <spencerr@town-and-country.org>, "Yeomans, Karen" <karen.yeomans@modot.mo.gov>
Cc: "Warner, Angela" <Angela.Warner@mercy.net>, "Viviano, Chris C" <Christopher.Viviano@mercy.net>, "Stewart, Dan" <dstewart@batesarchitects.com>, "Stock, George M." <george.stock@stockassoc.com>, "Barcus, Josh" <josh.barcus@stockassoc.com>, "Shatto, Doug" <DShatto@lochgroup.com>

Jeff, Jason, et al.,

Lochmueller Group has revised the recommendations for the intersection of Ballas Road & Conway Road in association with the Mercy South development on Ballas Road. Please see the attached memorandum and let me know if you have any questions.

Thanks,

Cheryl

Cheryl Sharp, **PE, PTOE**

Project Engineer

Attachment: Mercy South Development - Revision Memo GBA Comments (#18-002 Mercy South Campus Outpatient Center)

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--

Jason W. Jaggi, AICP

Director of Community Development

City of Creve Coeur, Missouri

300 North New Ballas Rd

Creve Coeur, MO 63141

314-872-2504

www.creve-coeur.org

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Attachment: Mercy South Development - Revision Memo GBA Comments (#18-002 Mercy South Campus Outpatient Center)

LOCHMUELLER GROUP
411 North 10th Street, Suite 200
St. Louis, Missouri 63101
PHONE: 314.621.3395

MEMORANDUM

To: Jeff Baird, MoDOT
Jay-Jay Brayden, MoDOT
Jason Jaggi, City of Creve Coeur
Ryan Spencer, City of Town & Country

Cc: Angela Warner, Mercy
Chris Viviano, Mercy
Dan Stewart, Bates Architects
George Stock, Stock & Associates

From: Cheryl Sharp, P.E. PTOE
Doug Shatto, P.E. PTOE

Date: January 18, 2018

Subject: Ballas Road & Conway Road - Eastbound Approach Recommendation Revisions
Mercy Hospital South Campus, Creve Coeur, Missouri
Lochmueller Group Project 517-0054-0TE

Lochmueller Group has revised the recommendations for the intersection of Ballas Road & Conway Road previously presented in a traffic impact study dated November 13, 2017 for the proposed development of the Mercy Hospital South Campus in Creve Coeur, Missouri. In reviewing the traffic impact study and responding to agency review comments, it was determined that a different set of recommendations for the intersection of Ballas Road & Conway Road would provide further improved operations and levels of service.

An alternative configuration of the eastbound approach was evaluated and found to represent a superior solution that would benefit the motoring public and the motorists generated by the adjacent uses. This alternative would involve a minor adjustment to the existing lane assignments and minor signal modifications, but it would not necessitate further physical improvements. In fact, it would result in improved efficiency and better utilization of the improvements that were previously constructed to accommodate changes within the Mercy campus. The revised solution resolves several of the concerns noted by the City's reviewing consultant, such as alignment of the eastbound through lane on the west leg with the receiving lane on the east leg of the intersection, proposing an overlap phase for a right turn movement that shares a lane with a through movement, and blocking access to the left turn lanes due to the queue from the shared thru/right lane.

The revised 2020 recommendations are underlined below. No changes to the 2040 recommended improvements were made.

Attachment: Revised Study Memo Recd 1-25-18 (#18-002 Mercy South Campus Outpatient Center)

- Ballas Road & Conway Road
  - Update the lane configuration on the eastbound approach to include a single left turn lane, a single through lane, and dual right turn lanes. *(Currently it consists of a left, left, shared thru/right, and a right)*
  - Update the lane guidance pavement markings on the eastbound approach to guide the south lane of Conway Road to the south most dedicated right turn lane, and the north lane of Conway Road to the north most dedicated right turn lane, through lane and dedicated left turn lane.
  - Traffic Signal Modifications
    - Add right-turn overlaps (arrows) for the eastbound and southbound approaches.
    - Revise the eastbound left turning phase to allow protected/permissive movements. *(Currently eastbound is protected only)*
    - Optimize the phase times for each signal timing plan (existing cycle length can be retained).

These revisions were analyzed in accordance with all parameters and assumptions used in the submitted traffic impact study for the Mercy Hospital South Campus. No changes in signal timings for the Ballas Road approaches were made compared to the originally submitted study for the 2020 or unmitigated 2040 scenarios. In the 2040 with improvements scenario, only one second was moved from the minor street movement to the major street. Operating conditions for all scenarios affected by these revisions are summarized in Table 1 with queues in Table 2. The capacity analysis and queue analysis results show that the intersection of Ballas Road & Conway Road functions favorably in the Forecasted 2020 and Forecasted 2040 conditions with the revised recommended improvements.

Table 1: Operating Conditions for Ballas Road at Conway Road (signalized)

Movements	Level of Service (Delay in Seconds)		
	AM Peak	Shift Change Peak	PM Peak
Forecasted 2020 (with improvements)			
EB Approach	B (18.5)	C (24.8)	C (26.0)
WB Approach	D (52.4)	D (47.5)	D (50.1)
NB Approach	C (26.4)	C (21.4)	C (21.7)
SB Approach	C (23.7)	C (24.7)	C (27.0)
Overall Intersection	**C (26.4)**	**C (25.7)**	**C (27.5)**
Forecasted 2040 (without improvements)			
EB Approach	C (21.7)	C (29.4)	C (27.6)
WB Approach	E (58.1)	D (48.8)	D (52.8)
NB Approach	D (53.8)	C (30.1)	C (32.9)
SB Approach	C (26.5)	C (27.9)	C (30.8)
Overall Intersection	**D (40.5)**	**C (30.6)**	**C (32.5)**
Forecasted 2040 (with improvements)			
EB Approach	C (27.4)	C (22.7)	C (26.9)
WB Approach	D (53.4)	D (42.5)	D (45.3)
NB Approach	D (44.7)	D (35.5)	D (44.5)
SB Approach	C (26.2)	C (30.1)	C (30.5)
Overall Intersection	**D (37.0)**	**C (30.9)**	**C (34.5)**

Attachment: Revised Study Memo Recd 1-25-18 (#18-002 Mercy South Campus Outpatient Center)

Table 2: 95th/50th %-ile Queues for Ballas Road at Conway Road (signalized)

Movements	AM Peak		Shift Change Peak		PM Peak	
	95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)	95th % (ft)	50th % (ft)
Forecasted 2020 (with improvements)						
EB Left	#118'	72'	#187'	98'	#144'	97'
EB Thru	142'	92'	119'	68'	114'	69'
EB Right	25'	12'	132'	91'	125'	94'
WB Left	49'	28'	75'	42'	65'	35'
WB Thru	#191'	146'	198'	128'	#241'	158'
NB Left	m151'	146'	#179'	129'	#180'	117'
NB Thru	m#457'	~441'	113'	78'	94'	66'
SB Left	48'	27'	38'	20'	58'	30'
SB Thru	173'	146'	272'	242'	346'	283'
SB Right	38'	18'	15'	0'	20'	0'
Forecasted 2040 (without improvements)						
EB Left	#136'	79'	#150'	93'	#148'	91'
EB Thru	154'	102'	129'	73'	123'	74'
EB Right	50'	35'	175'	123'	158'	122'
WB Left	63'	40'	92'	52'	76'	42'
WB Thru	#231'	165'	#234'	141'	#292'	176'
NB Left	m148'	~183'	#223'	153'	#224'	142'
NB Thru	m#446'	~542'	170'	133'	155'	122'
SB Left	52'	29'	41'	23'	63'	34'
SB Thru	209'	181'	321'	300'	399'	334'
SB Right	48'	26'	15'	0'	22'	1'
Forecasted 2040 (with improvements)						
EB Left	#146'	80'	137'	91'	#149'	92'
EB Thru	151'	100'	120'	73'	114'	74'
EB Right	62'	46'	131'	102'	144'	120'
WB Left	64'	41'	83'	52'	71'	42'
WB Thru	#219'	161'	204'	141'	245'	174'
NB Left	m#220'	170'	#231'	148'	#240'	~142'
NB Thru	m#565'	~531'	284'	226'	280'	193'
SB Left	51'	28'	48'	23'	69'	34'
SB Thru	209'	181'	#353'	298'	#458'	326'
SB Right	51'	24'	18'	0'	25'	0'

~ - Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

- 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

m - Volume for 95th percentile queue is metered by upstream signal

Attachment: Revised Study Memo Recd 1-25-18 (#18-002 Mercy South Campus Outpatient Center)

Whitney Kelly <wkelly@crevecoeurmo.gov>

Mercy

JR Mayer <jrm@prestigech.com> Tue, Jan 16, 2018 at 10:33 AM
To: "wkelly@crevecoeurmo.gov" <wkelly@crevecoeurmo.gov>

Whitney,

I am contacting you on behalf of Ballas Office Partners who owns the office building at 755 S. New Ballas Rd. We have recently received a zoning notice from the City of Town and Country in regards to a site plan Mercy submitted for the corner of Conway and Ballas roads. On the site plan they showed a HVAC facility, parking garage & 6 story outpatient building located due North from our property. Can you let me know where they stand in the zoning and approval processes with you in regards to this project? We are OK with the plan but do hold a few concerns.

The first concern is the traffic flow and volume that the new 6 story building will generate. The plan shows a loop road that would run the traffic around and out the same exit we would use out on to Ballas at the Stop light. We feel this would create issues as this light tends to back up as it is without the additional traffic. We feel the new outpatient and garage should only be able to enter and leave via the Conway exit to help the traffic flow and volume on Ballas.

The other concern we have is to ensure that the HVAC facility is both well screened from our property and that measures are taken to ensure that our property is not affected by any of the HVAC equipment (like steam from the boilers). Mercy has not taken care of this property in years (basically a dumping ground) and we have our hesitations that they will not screen nor maintain this area in any better fashion.

if you could bring me up to speed so I can forward it on to the owners I would appreciate it. Also, if you can help us with our concerns towards this project it would be greatly valued.

Thanks for your help and input.

J.R. Mayer, Jr

Prestige Custom Homes

314.997.2300

www.prestigech.com

Attachment: Public Comment (#18-002 Mercy South Campus Outpatient Center)

DEPARTMENT OF PUBLIC WORKS
STAFF MEMORANDUM

DATE: January 31, 2018

TO: Planning and Zoning Commission

CC: Jason Jaggi, Director of Community Development

FROM: Matt Wohlberg, P.E., City Engineer

SUBJECT: Recommendation for Approval of Right of Way Acquisition
New Ballas Sidewalk Improvement Project

The Department of Public Works requests the approval of the Planning and Zoning Commission for the acquisition of approximately 114 square feet of right of way along North New Ballas Road. The City is pursuing this acquisition of land as part of the North New Ballas Sidewalk Improvement Project.

Description of Land

One of the property corners of 105 North New Ballas Road extends out into the right-turn lane from southbound North New Ballas Road to westbound Ladue Road. This means that part of North New Ballas Road, a public street maintained by the City of Creve Coeur, is on private property.

Photos of this area is included below, and exhibits that describe this area in detail are attached.

Figure 1. West side of North New Ballas Road, looking north from Ladue Road. The approximate limits of the proposed right of way are highlighted.

Attachment: New Ballas Sidewalk TAP-5403(688) - Chapter 89 Approval for ROW (Right of Way Acquisition at 105 North New Ballas Road)

Figure 2. West side of North New Ballas Road, looking southwest toward Ladue Road. The approximate limits of the proposed right of way are highlighted.

The acquisition of this land as public right of way is necessary to bring all of North New Ballas Road in to the public right of way, which will be required to continue with the federally funded sidewalk project referenced above.

Recommendation

City staff seeks the Commission's approval or disapproval to proceed with the acquisition of this land in order to extend the public right of way to include the roadway and curbing of North New Ballas Road. According to Chapter 89.380 of Missouri state law, the acquisition of right of way must be approved by the Planning and Zoning Commission.

Requested Action

A sample motion would be as follows:

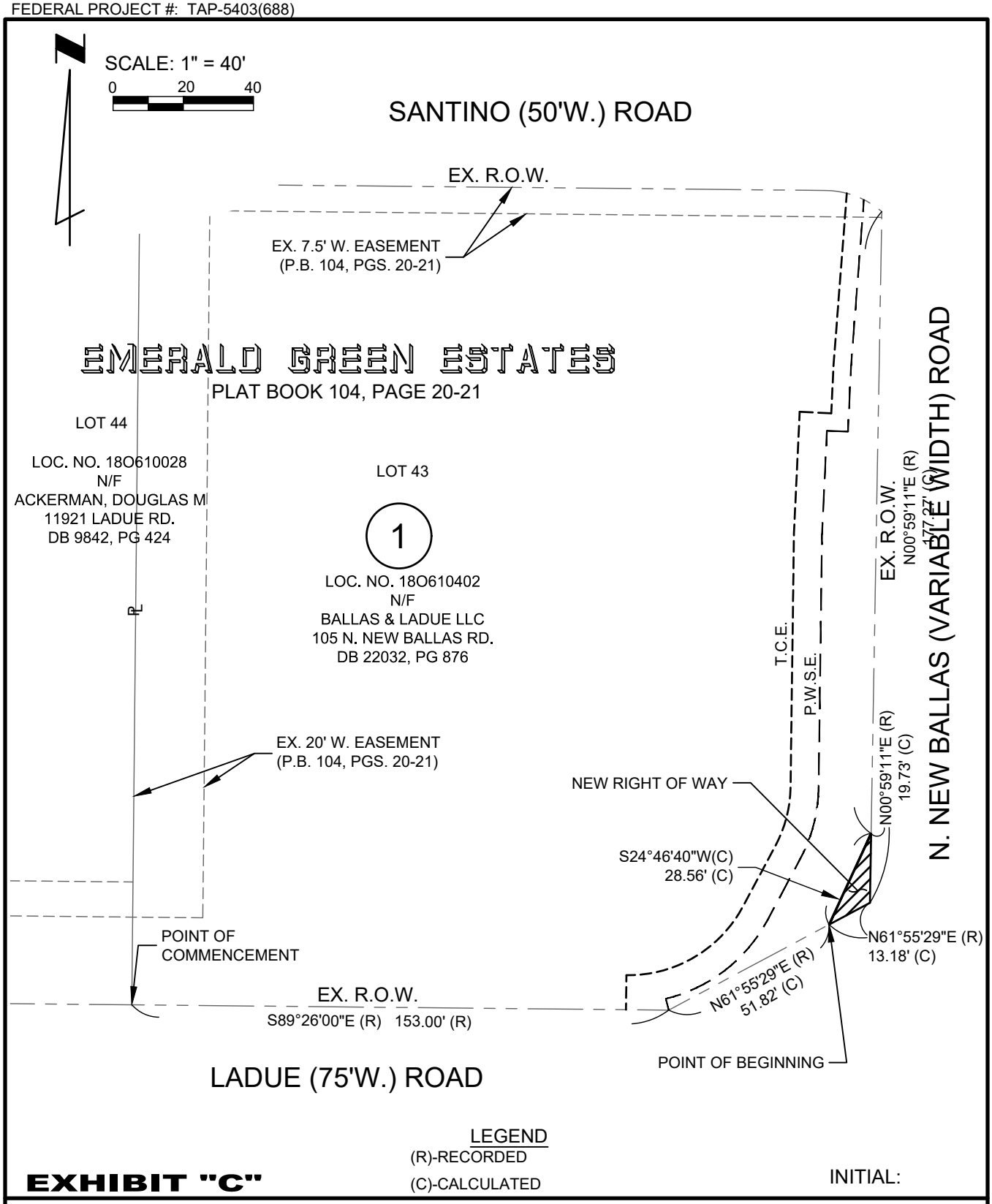
> *I move to (approve/disapprove) the acquisition of right of way from 105 North New Ballas Road, as described in the attached exhibits, as recommended by City staff, and as required by Chapter 89 of Missouri state law.*

The Commission's options are to approve or disapprove the current proposal. Disapproval by the Planning and Zoning Commission can be overruled by a two-thirds majority vote by the City Council.

Attachments

Attachment: New Ballas Sidewalk TAP-5403(688) - Chapter 89 Approval for ROW (Right of Way Acquisition at 105 North New Ballas Road)

N. NEW BALLAS RD. SIDEWALK - PHASE 2A
FEDERAL PROJECT #: TAP-5403(688)



RIGHT OF WAY
105 N. NEW BALLAS ROAD
DEED BOOK 22032, PAGE 876
CREVE COEUR, ST. LOUIS COUNTY, MISSOURI

1/26/2018

Attachment: New Ballas Sidewalk TAP-5403(688) - Chapter 89 Approval for ROW (Right of Way Acquisition at 105 North New Ballas Road)

HORNER SHIFRIN

101 LAURA K DRIVE, STE. 101 ● O'FALLON, MISSOURI 63366-3991
636-329-9296 ● FAX 844-339-2910 ● www.HornerShifrin.com

PARCEL DESCRIPTION
Proposed Right of Way

That part of a Parcel as recorded in Deed Book 22032, Page 876, St. Louis County Records, described as follows:

COMMENCING at the Southwest corner of said Parcel and the Northern Right of Way line of Ladue Road; thence along the Northern Right of Way line of Ladue Road, South 89°26'00" East, a distance of 153.00 feet to a point; thence along said Right of Way line, North 61°55'29" East, a distance of 51.82 feet to the **POINT OF BEGINNING** of the herein described parcel;

THENCE along said Northern Right of Way of Ladue Road, North 61°55'29" East, a distance of 13.18 feet to a point along the West Right of Way Line of N. New Ballas Road;
THENCE along the West Right of Way line of N. New Ballas Road, North 00°59'11" East, a distance of 19.73 feet to a point;
THENCE leaving said Right of Way line, South 24°46'40" West, a distance of 28.56 feet to the **POINT OF BEGINNING**.

Containing 0.003 acres or 114 square feet, more or less.

_____

Daniel Ryan McDowell, PLS 2014020712
Horner & Shifrin, Inc. Corp. LS-148

Attachment: New Ballas Sidewalk TAP-5403(688) - Chapter 89 Approval for ROW (Right of Way Acquisition at 105 North New Ballas Road)