



AGENDA
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
MONDAY, AUGUST 19, 2019

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. James Myers
Mr. Gene Rovak
Mr. Matthew Schuh
Mr. Larry Potashnick
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. August 5, 2019 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 #19-024: Resolution to Adopt the 39 North- Old Olive Street Road Great Street Plan**

Jason Jaggi, Director of Community Development for the City of Creve Coeur, has filed an application for review and adoption by the Planning and Zoning Commission of the 39N Old Olive Street Road Great Street Plan, as an amendment to the 39 North Master Plan in anticipation of the redesign of the Olive Boulevard and Lindbergh Boulevard interchange. The Old Olive plan provides preliminary design for the reconfiguration of the Old Olive and Lindbergh intersection to allow full access, as well as recommendations on the market potential of the corridor, zoning and land use, preliminary roadway re-design section drawings to foster connectivity improvements; and, public realm design enhancements such as landscaping, lighting, street furniture, and district signage. The redevelopment of the Old Olive Street Road corridor is a key project in the new innovative AgTech district 39°North.

NEW BUSINESS**1. PUBLIC HEARING. Application #19-023: Master Sign Plan for Barnes Jewish West County Hospital Campus Pursuant to Section 405.955 Master Sign Plans.**

Warren Sign Company on behalf of Barnes Jewish West County Hospital (BJC Healthcare) has submitted an application for a Master Sign Plan pursuant to Section 405.955. Master Sign Plans for the Barnes Jewish West County Hospital campus located at 10 Barnes West Drive and 970 North Mason Road, Creve Coeur, MO 63141. Master sign plans allow the City Council the flexibility to approve additional signs for planned developments and large residentially zoned institutional campus developments of three or more buildings with a minimum of ten acres, subject to certain requirements and conditions. The proposal would allow for replacement monument signs, directory signs and building signs for the medical office buildings along with building signs for the new hospital. Master Sign Plans require a recommendation and public hearing at the Planning and Zoning Commission with final approval by the City Council.

2. Application #19-028: Minor Site Development Plan For A 6 Foot-Tall Wood Privacy Fence Within The Setback Along N. Mason Road For The Property At 811 Coulange Court

Yulia Guseva, homeowner, has submitted an application for a six foot tall, wood privacy fence to replace the existing four foot tall open picket wood fence at the property line within the setback along N. Mason Road, for the property addressed as 811 Coulange Court. Section 405.640 (C) *Fences Within The Front Yard Section And Along Street Right-Of-Way* states that no fence shall be located within the front yard setback or along street right-of-way, within the area equivalent to the front yard setback of the applicable zoning district, unless approved by site development plan by the Planning and Zoning Commission.

3. Application #19-030: New LED Parking Lot And Building Lighting For The National Council Of Jewish Women At 295 N. Lindbergh Boulevard

Scott Shelton, of Streib Electric Co., on behalf of the National Council of Jewish Women, has submitted an application to replace the existing lighting on the building with new LED lights and add new LED parking lot lighting for 295 N. Lindbergh Boulevard. Section 405.680 Lighting states that the Planning and Zoning Commission shall review proposed lighting for non-residential building construction or for the replacement or addition of light standards on an existing non-residential development in accordance with Section 405.1080. Section 405.1080 requires minor site plan approval by the Planning and Zoning Commission for any proposed alteration that would significantly affect the exterior of a building or site.

4. City of Creve Coeur Zoning Map Update

The City's Zoning Map hasn't been updated since 2002. An updated version has been created which reflects all prior zoning district updates since the last map was prepared. The Planning and Zoning Commission is requested to review the updated zoning map and provide a recommendation to the City Council. Upon approval, this map will serve as the official zoning map for the City of Creve Coeur.

WORK AGENDA

None

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
MONDAY, AUGUST 5, 2019
6:30 PM

CALL TO ORDER

Ms. Kister, Chair, called the meeting to order at 6:30 pm.

ROLL CALL

Larry Potashnick	Commission Member	(Absent)
Beth Kistner	Commission Chair	
Tim Carney	Commission Member	
Gene Rovak	Commission Member	
Muriel Hall	Commission Member	
James Myers	Commission Member	
Matthew Schuh	Commission Member	

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

ACCEPTANCE OF THE AGENDA

Mr. Rovak made a motion to accept the agenda. Mr. Carney seconded. All in favor.

APPROVAL OF MINUTES

1. July 15, 2019 Planning and Zoning Commission Draft Meeting Minutes

Mr. Schuh made a motion to approve the minutes for July 15, 2019. Ms. Hall seconded. All in favor.

PUBLIC COMMENT

None

UNFINISHED BUSINESS

None

NEW BUSINESS

1. PUBLIC HEARING. Application #19-024: Resolution to Adopt the 39 North-Old Olive Street Road Great Street Plan

Those speaking to the request were sworn in.

Ms. Laurel Harrington, director of Landscape Architecture at Christner, said she was going to talk about the Old Olive Street Road Project. She spoke about the stakeholder team that was working on this urban design project. She said they looked at all aspects of great streets and dug deep to determine project goals. She covered the plan context and the zoning aspects. Ms. Harrington said they looked at economic development and where there was room for growth in this area. She showed where the Olive Lindbergh Interchange would be altered.

Ms. Harrington spoke about traffic and how the interchange would allow for a lower speed limit, a two-lane road and a business focused area. She showed what she called a "convertible path" and explained how it would work, especially with turns.

Ms. Harrington spoke about the greenways, foot paths, and bicycle accessibility.

She said they were proposing a full access intersection for Old Olive.

She said the east side of Old Olive would have a park like area that connected to the Greenway. She said there were three areas, The Village, The Link, and Linear Park. She said they were limited by the utility poles in landscaping with trees. She showed the landscape palette for the prairie area and proposed trees.

She spoke to amenities that could be provided like decorative pavement, integrated bus stops and raised crosswalks to slow cars.

She said the city was considering rail poles and smart poles.

She spoke to the cost.

Mr. Myers asked about the reduction of traffic.

Ms. Harrington said it would take some time for people to adjust to the new routes.

Mr. Carney asked if there would be a buildup of traffic with the added stop light on Lindbergh.

Ms. Harrington said it would become a different driving experience than it is now.

Mr. Jaggi, Director of Planning, said it was a great street plan with many good elements. He said it has a lot of strategy towards revitalizing Old Olive. He spoke about the traffic at Guelbreth and Old Olive. He said there is flexibility with traffic, but the analysis takes into account changes to the traffic patterns. He said the function of it today is not the proposed function of the future. He said it is a totally different concept. He said the primary goal is to slow people down and create a sense of place versus an access ramp to a freeway, which is what it is now.

He said this was before the Planning and Zoning Commission because of land use. He said the Horticulture, Environmental and Beautification Committee would be reviewing this at their next meeting in mid-August.

He said the zoning review would be to adapt some coverage requirements and add incentives to encourage redevelopment. He said in some areas they would need additional coverage. Mr. Jaggi said they would want to look at pavement types as well.

Ms. Kistner asked where the funds would come from.

Mr. Jaggi said there are different phases to bring this from concept to fruition. He said Phase 1 could be funded by grant funding, by MoDOT, other funding sources are Great Rivers Greenway, national Federal funding and potential property owners.

Ms. Kistner asked about the impact of the Interchange and if there is a risk.

Mr. Jaggi said the Olive/Lindbergh Interchange is already funded. He said the Old Olive/Lindbergh Interchange is up for discussion soon, but even if the rest falls flat it will improve access. He said there are development opportunities that will arise as a result. He said Phase 2 is the area east of Lindbergh. Phase 3 is the area west of Lindbergh.

Ms. Kistner asked who owned the cloverleaf property.

Mr. Jaggi said MoDOT did currently and they are willing to consider selling the land.

Mr. Rovak asked if that would become part of the city's contribution.

Mr. Jaggi said he couldn't determine at this point who would have rights to the land.

Ms. Hall what he meant by full access.

Mr. Jaggi said it meant it would allow right turns, left turns and the ability to cross Lindbergh for both vehicles and pedestrians.

Ms. Hall asked what they would look at in regard to zoning.

Mr. Jaggi said they could consider it as an overlay district.

Ms. Kistner asked what changes he foresaw in the east portion of the village.

Mr. Jaggi said there wouldn't be a lot of redevelopment, but there were small pockets that would allow for development.

Ms. Kistner asked if they would consider rezoning on the east side.

Mr. Jaggi said they would consider it all.

Mr. Hal Harris said he was interested in the cycling aspect. He said people who plan for bicycles should get on their bike. He said Olive is not really safe for cyclists.

Ms. Amy Myers, of Benson Hill, said the 39 North area was recently selected to host their new building. She said they were looking to grow and attract the best talent. She said the "work, live, play" aspect was extremely attractive to future employees.

A motion to continue the public hearing was made by Mr. Rovak. Motion was seconded by Ms. Hall. All in favor.

RESULT:	CONTINUED [UNANIMOUS]	Next: 8/19/2019 6:30 PM
MOVER:	Gene Rovak, Commission Member	
SECONDER:	Muriel Hall, Commission Member	
AYES:	Kistner, Carney, Rovak, Hall, Myers, Schuh	
ABSENT:	Potashnick	

2. PUBLIC HEARING. Application #19-021: BOUNDARY ADJUSTMENT BETWEEN MISSOURI AMERICAN WATER COMPANY AND DANFORTH PLANT SCIENCE CENTER AND #19-027: CONDITIONAL USE PERMIT AND SITE DEVELOPMENT PLAN FOR MISSOURI-AMERICAN WATER COMPANY, FOR a NEW PUMP STATION, LOCATED AT 9989 OLD OLIVE STREET ROAD

Those speaking to the request were sworn in.

Mr. Derek Linam, spoke to the request for a new pump station. He said the new station would replace the 1926 station. He said there is no good way to replace it in the current location. He said the two tanks in Creve Coeur covered about 60% of the needs in the area. He spoke about the needs and requirements to accomplish the goal and meet city standards. He said they are amiable to the city's request for new fencing and other conditions. Mr. Linam said the designer is working at incorporating the conditions.

Mr. Myers asked what the material would be for the pump station.

Mr. Linam said it was mostly concrete.

Mr. Carney asked if the chain link would be replaced.

Mr. Linam said the fence would be wrought iron. He said landscaping would also be added in.

Mr. Carney asked how far the fencing would go.

Mr. Linam said they would work with the city on how far to extend it east and off Old Olive.

Mr. Carney asked about the different colors shown in the rendering.

Mr. Linam said they hadn't finalized the colors, but they did intend to blend well with Danforth.

Ms. Whitney Kelly, City Planner, spoke to the boundary adjustment. She said they agreed to provide a 25-foot easement. She spoke to the conditions and where the wrought iron would transition to covered chain link. She said the city feels it is a significant improvement. She said 8-10 years down the road the tanks could have a decorative design. She said the access road may change in the future.

Mr. Lumley offered the exhibits to the record and the public hearing was closed.

Mr. Myers made a motion to approve the boundary adjustment subject to staff conditions, Mr. Carney seconded. All in favor

Mr. Rovak made a motion to approve the CUP subject to the conditions stated in the draft ordinance, Mr. Carney seconded. All in favor.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Gene Rovak, Commission Member
SECONDER:	Tim Carney, Commission Member
AYES:	Kistner, Carney, Rovak, Hall, Myers, Schuh
ABSENT:	Potashnick

3. Application #19-029: MINOR SITE PLAN AMENDMENT FOR ATHLETIC FIELD SCOREBOARDS FOR MISSOURI BAPTIST UNIVERSITY

Mr. Keistner, architect, said he was seeking approval of two scoreboards at Missouri Baptist University.

He spoke to the size of the scoreboards. He said the football scoreboard would have a display for ads.

Mr. Schuh asked if they would produce noise.

Mr. Keistner said they would not. He said the already approved sound system would produce noise.

Mr. Schuh asked if the scoreboard could be seen from Hwy 40.

Mr. Ken Revenaugh said no residents could be seen from the scoreboards. He said he could only see a roof line.

Ms. Kistner asked which was a replacement.

Mr. Revenaugh said the softball scoreboard was the replacement.

Ms. Kistner asked about the advertisements.

Mr. Revenaugh said the advertisers are very particular about requirement of the background.

Mr. Schuh asked how this was not a sign.

Mr. Lumley said the city's sign code excluded scoreboards from sign requirements.

There was some discussion about the advertisement on the bottom of the board.

Ms. Kistner asked if this would be allowed elsewhere.

Mr. Jaggi said that was why Master Sign Plans were encouraged to accommodate the applicants for their individual needs.

Ms. Kistner asked if staff was comfortable.

Mr. Jaggi said they were.

Ms. Kelly said she want to clarify the scoreboard was a component of the field and not a sign. She said this differentiated the digital signs from the scoreboard.

Mr. Carney made a motion to approve the request subject to conditions 1 & 3 in the staff report. Mr. Rovak seconded. All in favor.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Tim Carney, Commission Member
SECONDER:	Gene Rovak, Commission Member
AYES:	Kistner, Carney, Rovak, Hall, Myers, Schuh
ABSENT:	Potashnick

WORK AGENDA

None

DEPARTMENT REPORTS

Mr. Myers made a Motion to modify the agenda to include BJC Sign Plan on the agenda. Mr. Carney seconded. All in favor.

Mr. Myers made a motion to continue the item to the August 19 meeting. All in favor.

Mr. Jaggi and Ms. Kelly gave a report on the items that would be on the agenda at the next meeting.

ADJOURNMENT

Mr. Schuh made a motion to adjourn. All in favor. Meeting adjourned at 8:13 pm.



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: August 19, 2019

Subject: 39 North Old Olive Street Road Great Street Plan, Application #19-024

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

Attachments: Revised 39N Old Olive Great Street Plan dated August 16, 2019
 Staff Report from August 5, 2019 Planning and Zoning Commission Meeting

At the August 5, 2019, meeting, the Planning and Zoning Commission continued the review and public hearing for the adoption of the 39N Old Olive Great Street Plan to allow additional time for public review, including the City's Horticulture, Ecology and Beautification (HEB) Committee which was requested to review the proposed plant material and landscape design for the corridor.

The Old Olive Street Plan was reviewed at the regular HEB Committee meeting held on August 14, 2019 with Planning staff in attendance at the meeting. Overall, the Committee expressed support for the proposed design with the following comments:

- The reference to the Ameren tree planting guidelines on Page 58 includes non-natives trees and the invasive Burning Bush.
- The HEB Committee would like to review and provide comment on the plant schedule associated with a final landscape plan prior to installation.
- The final landscape plan should have a well-developed plant maintenance (management) plan to ensure appropriate appearance and health of the plant material along the corridor.

In response to the comments on Page 58 with the Ameren list, the consultant has amended this section remove invasives and other non-desirable species from the Ameren tree list to clarify the intent of following the guidelines for height but to use the landscape palette as provided in the plan.

The amended plan, dated August 16, 2019 is attached with this revision. No additional changes have been made to the plan.

A draft resolution for adoption of the plan has been prepared at the conclusion of the public hearing and review by the Commission. The following would be an example motion for this application:

“I move to approve Resolution #19-024 to adopt the Old Olive Street Road Great Streets Plan dated August 16, 2019, as an amendment to the 39 North Master Plan and the City’s Comprehensive Plan, Creve Coeur 2030, the official land use plan of the City as referenced by Application #19-024.”



39°N AgTech District – Old Olive Street Road Great Street

St. Louis Economic Development Partnership | City of Creve Coeur
August 16, 2019 FINAL REPORT

CHRISTNER



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EASEMENTS

INTRODUCTION

Corridor Transformation - from MoDOT on-off ramps to an AgTech District Gateway

The Master Plan Context

The redevelopment of the Old Olive Street Road corridor is a key project in the new innovative AgTech district — 39°North. St. Louis has already earned international attention with the high concentration and high caliber of plant science PhDs doing research at the Donald Danforth Plant Science Center, Bio Research & Development Growth (BRDG) Park, Bayer, and Helix Center Biotech Incubator that are within the master plan focus area. For the new 39°North district, these institutions are the key existing anchors of a district that will encompass almost 600 acres.

The *39°North Master Plan* envisions new transportation networks woven into the existing framework of the business park, and institutional campuses. It envisions new development patterns and critical redevelopment infill. In response, the Old Olive corridor should be thought of as an 18-hour destination - one that considers commuters and workers within the corridor as well as residents who will enjoy and benefit from the new streetscape experience.

The master plan sets a bold vision for access and circulation in the district. Today, substantial barriers to connectivity exist along the Old Olive corridor. As a Missouri Department of Transportation (MoDOT) right of way, Old Olive primary function is to provide on and off ramps for Lindbergh Boulevard. For businesses in the area, it provides critical access for customers and is a key access point to the business park along Corporate Square Drive. What Old Olive does not do is cross Lindbergh Boulevard, State Route 340, controlled by MoDOT. The two halves of the 39°North district are awkwardly bisected by this limited access state highway. Creating connectivity through the whole district a primary goal of this project.

The master plan has identified Corporate Square Drive as one of the primary north-south connectors to provide multi-modal access to existing businesses and future land uses. In addition, a north-south greenway is currently being designed. The intersection of Old Olive Street Road with Corporate Square Drive, the greenway, Lindbergh and both Olive Boulevard intersections will be important nodes of the project.

With these goals in mind, this project will transform a vehicle-dominated commercial corridor into a Great Street – a street that is the gateway to the 39°N AgTech District, meets the needs of its users, and contributes to the economic and physical health of the community.

The first steps have been taken. A strong partnership between the City of Creve Coeur, City of Olivette, St. Louis Economic Development Partnership (SLEDP), and the Donald Danforth Plant Science Center has been formed with their sights set on transformation of the Old Olive corridor as the gateway to the 39°North AgTech district.

Great Streets Approach

East-West Gateway Council of Government’s *Great Streets Initiatives* served as the planning framework for the project. Design and planning dialog was organized around the Great Streets Principles that address sense of place, land use, transportation modes, economic development, sustainability, best practices, and collaboration. For the Old Olive corridor, the plan will...

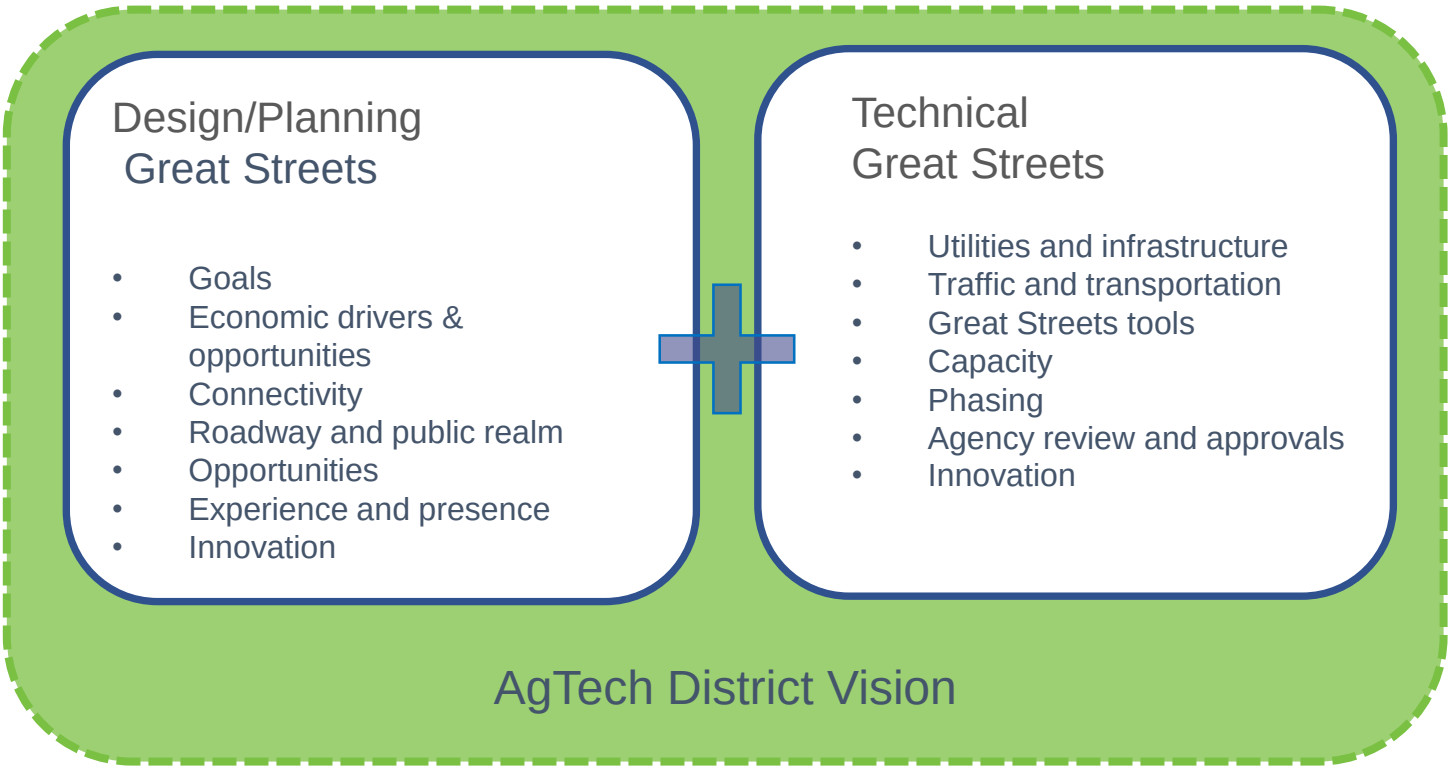
- Build on the recommendations, goals and priorities of the *39°North Master Plan* and *City of Creve Coeur 2030 Comprehensive Plan*
- Integrate Great Streets principles, national best practices and local precedents in the planning outcomes
- Identify the economic development potential and anticipate land use evolution in the design of the corridor

- Transform the transportation environment to integrate and balance all modes
- Plan for future development opportunities of the Olive/Lindbergh interchange redesign including the new connector streets and highly visible redevelopment sites
- Integrate green infrastructure and environmental benchmarking into development concepts
- Create a public realm environment that reflects the dynamic future of this AgTech district

A Core Planning Team comprised of representatives and stakeholders from SLEDP, City of Creve Coeur, City of Olivette, Donald Danforth Plant Science Center, and Trailnet engaged in a Great Streets dialog and were the sounding board for the development of the Old Olive corridor. With an eye towards implementation, the

challenge is the design of recommendations for today’s physical conditions and functionality and master plan goals that envisioned substantial land use changes and opportunities. Therefore, the Old Olive corridor was studied with a current lens – the opportunity to physically link existing people, facilities, and community assets together today within the limited 60’ wide right of way. And it was studied with a future lens – master plan thinking focused on smart decisions about land use; redevelopment, plans for future corridors and routes; and connectivity beyond the district to leverage regional initiatives. Unlike other Great Streets projects, the Old Olive project has an emphasis on preliminary engineering that would develop the design and technical details to 30% construction documents.

This Old Olive project focused on two phases: 1) Design and Planning and 2) Technical Documentation to 30% drawings. This document outlines the design and planning exploration, outcomes, and recommendations that includes public realm design, transportation and traffic, and economic development focuses of the project. The document also includes the preliminary engineering for civil, electrical, and signalization. A cost opinion was prepared for the full scope of the project and for logical implementation phases.



Project Goals

The Design Team and Core Working Team developed six main goals that guided the development of recommendations for the corridor. These include:

- 1) Provide **connectivity** for residents, businesses, employees, and visitors to safely access amenities throughout the District.
- 2) Create a sense of place within the corridor by developing physical improvements that define a **recognizable district** and a unique aesthetic.
- 3) Design **safe and efficient infrastructure** improvements that allow all forms of transportation to access the District.
- 4) Develop a **mixed-use corridor** that attracts residents, employees, and visitors to experience the District as an 18-hour destination.
- 5) Leverage the interchange transportation advantages, connector road access, and district-wide redevelopment opportunities to **generate transformation**.
- 6) Provide a **multi-modal crossing** at Old Olive and Lindbergh that improves accessibility for users and provides a vital linkage between the east and west portions of the corridor.

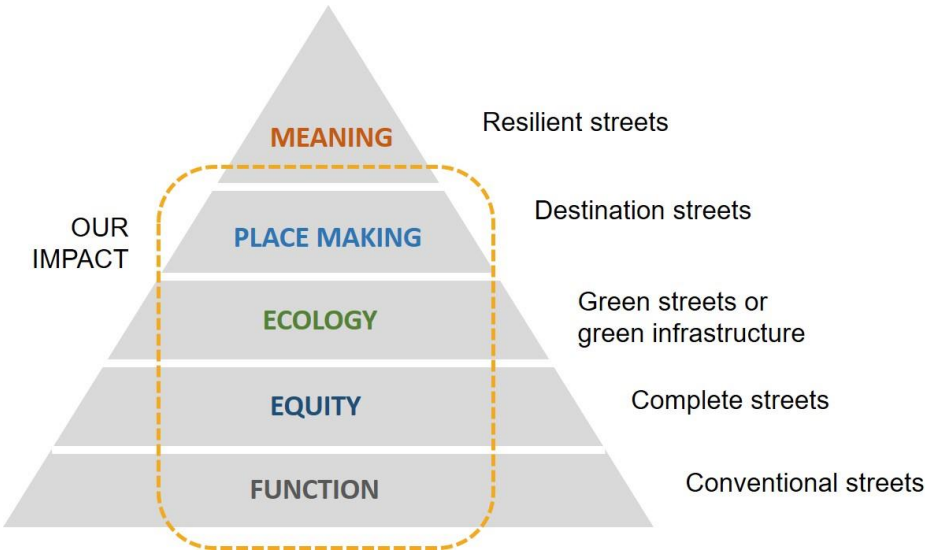
User Typologies

Not only do these goals seek to enhance the corridor for existing businesses and current residents, they look to the future to a set of users that do not currently live or work in the district. Existing and future user typologies of all types will be seeking services, amenities, and experiences that that are not currently provided. The Old Olive corridor has the potential to develop into a vibrant mixed use area that users in and out of the district will seek out.

Hierarchy of Design

The physical design of the street and right of way is within the Design Team and Core Working Team's influence in this project. In order to achieve the team's goals, there is a hierarchy of design for public rights of way to achieve various levels of good or negative impact on the human experience. Too often, our public realm fall short on basic needs such as accessibility. In this project, our impact will influence the physical design outcomes of the following:

- 1) Function – provided by conventional streets and should include function and safety.
- 2) Equity – elements of complete streets that include ADA accessibility, multi-modal transportation options, and equitable access for all.
- 3) Ecology – integration of green infrastructure, native plantings, accommodation of wildlife and natural resources conservation.
- 4) Place Making – destination streets that promote quality of life, sense of place, and regional pride.
- 5) Meaning – a personal connection to the place, social interaction, mutual support and sharing of resources that evolve from Great Streets.



Hierarchy of Design for Streets

The ultimate goal in the design of the public realm through function, equity, ecology and placemaking is to reach meaning – resilient streets that strengthen connections between people and help bond a community together.



Typology of Users

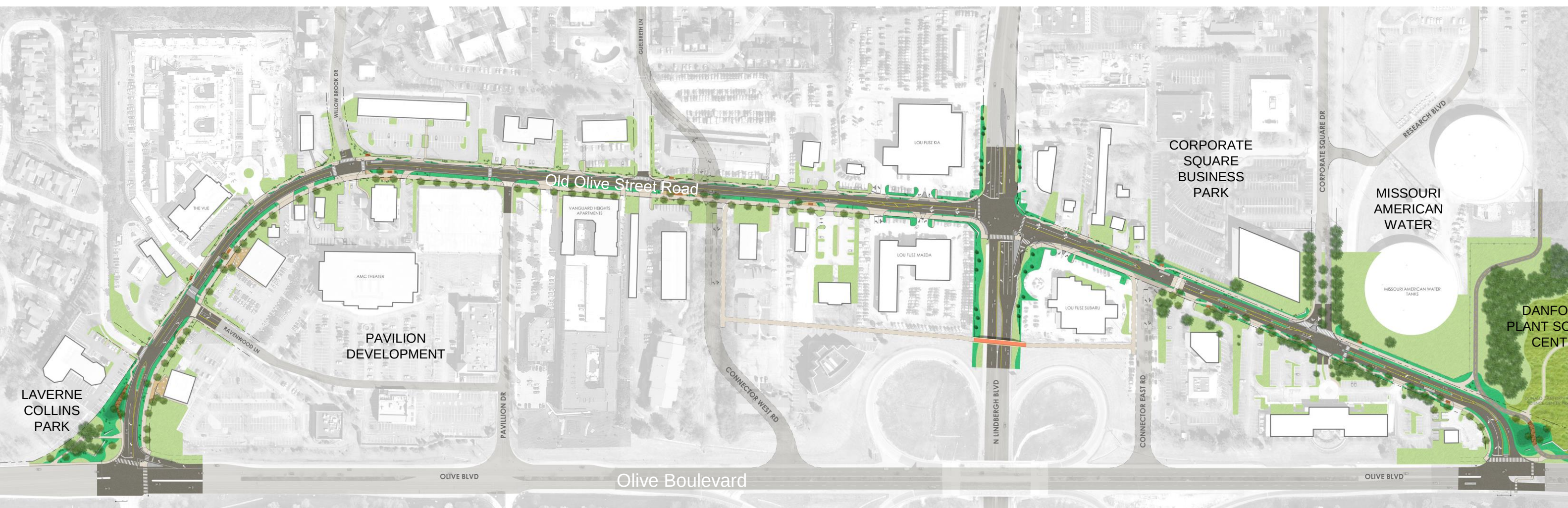
PLANNING FRAMEWORK

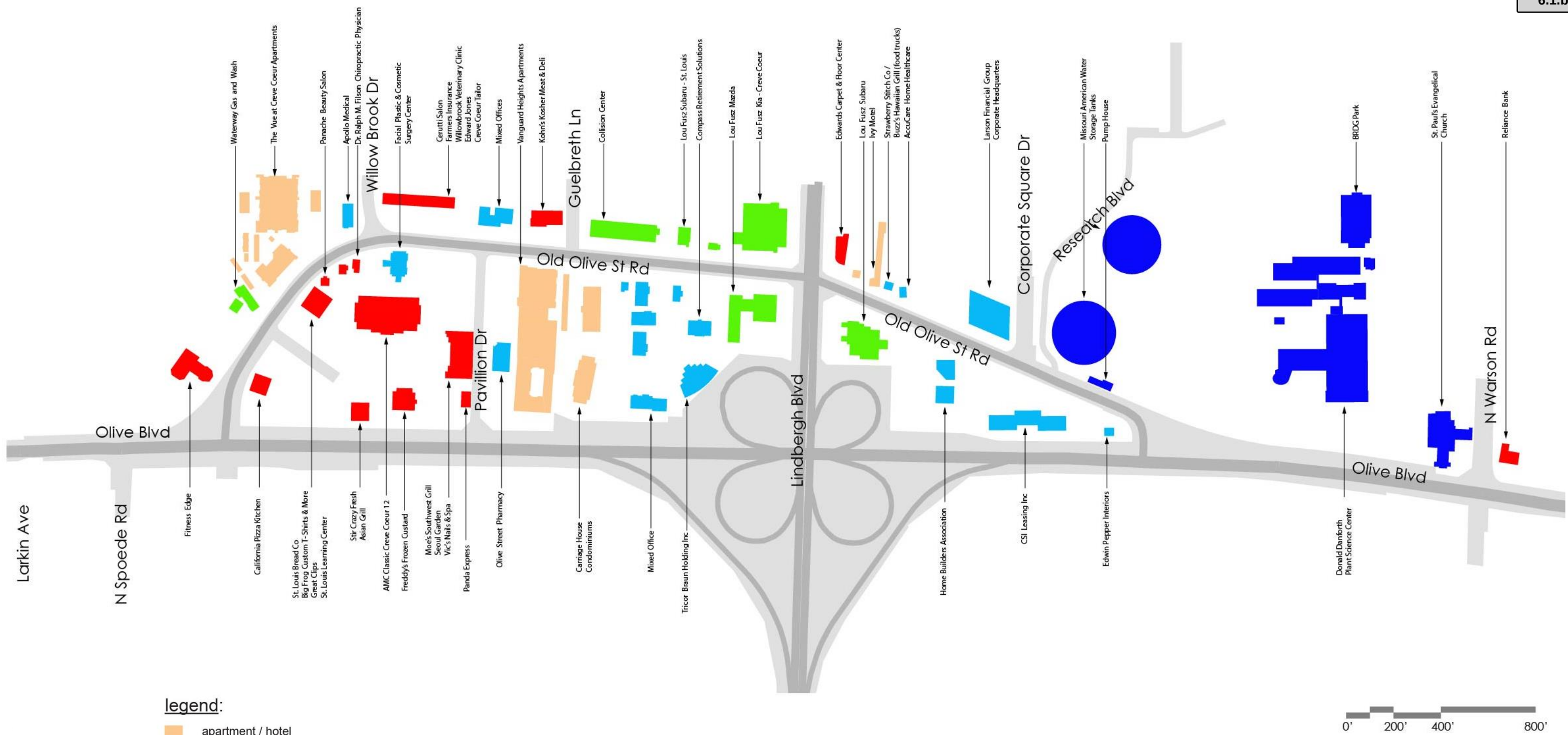
PLANNING CONTEXT

The Project Area

The corridor improvements are planned for Old Olive Street Road from Olive Boulevard on the west, through North Lindbergh Boulevard, and Old Olive Street Road on the east. Potential connector roads, west and east of Lindbergh Boulevard, connect Olive Boulevard through to Old Olive and break up the super block pattern. The west connector road has the potential to connect to Guelbreth Lane with a realignment through the Lou Fusz property.

This project area creates physical links between institutions, neighborhoods, businesses, and a developing bike/ped network of greenway and bike paths. Starting with the Olive/Lindbergh interchange construction in 2020, transformation is underway.





Business Inventory

The Old Olive corridor has a wide variety of existing uses including recently completed residential condos and apartments. Redevelopment projects that include residential is a trend towards the development patterns and users that is needed to transform the Old Olive corridor and 39° North district into a 18 hour place.



Land Use and Anchors

There are large areas of residential on either side of the 39°N district. With respect to Old Olive, the section west of Lindbergh, is adjacent to residential, both single family and multifamily. Two multifamily residential building have recently been developed on this side of the corridor. Commercial development already has a foothold in this part of the district. East of Lindbergh, the corridor is contained within office uses and connects to Corporate Square Drive that provides access to an existing business park. The character of these two sections of the corridor are very different. In addition, institutional anchors such as Donald Danforth Plant Science Center and Bayer have a strong presence on the east side of the corridor. The logical location for commercial and mixed-use development is east of Lindbergh.



COMMERCIAL
FRONTAGE



STRIP COMMERCIAL
FRONTAGE



DEVELOPING
NEW CHARACTER



LOW-DENSITY
COMMERCIAL



AUTO DEALER
FRONTAGE



OLD OLIVE
REMNANTS



SUBURBAN
OFFICE PARK



VISIBLE
INFRASTRUCTURE



OPEN/PUBLIC

Visual Street Character

To understand the existing conditions of the corridor, an analysis of the visual character was completed. Existing land uses and the pattern of development reveal a patchwork of newer and older 1950s development with an auto-oriented focus.

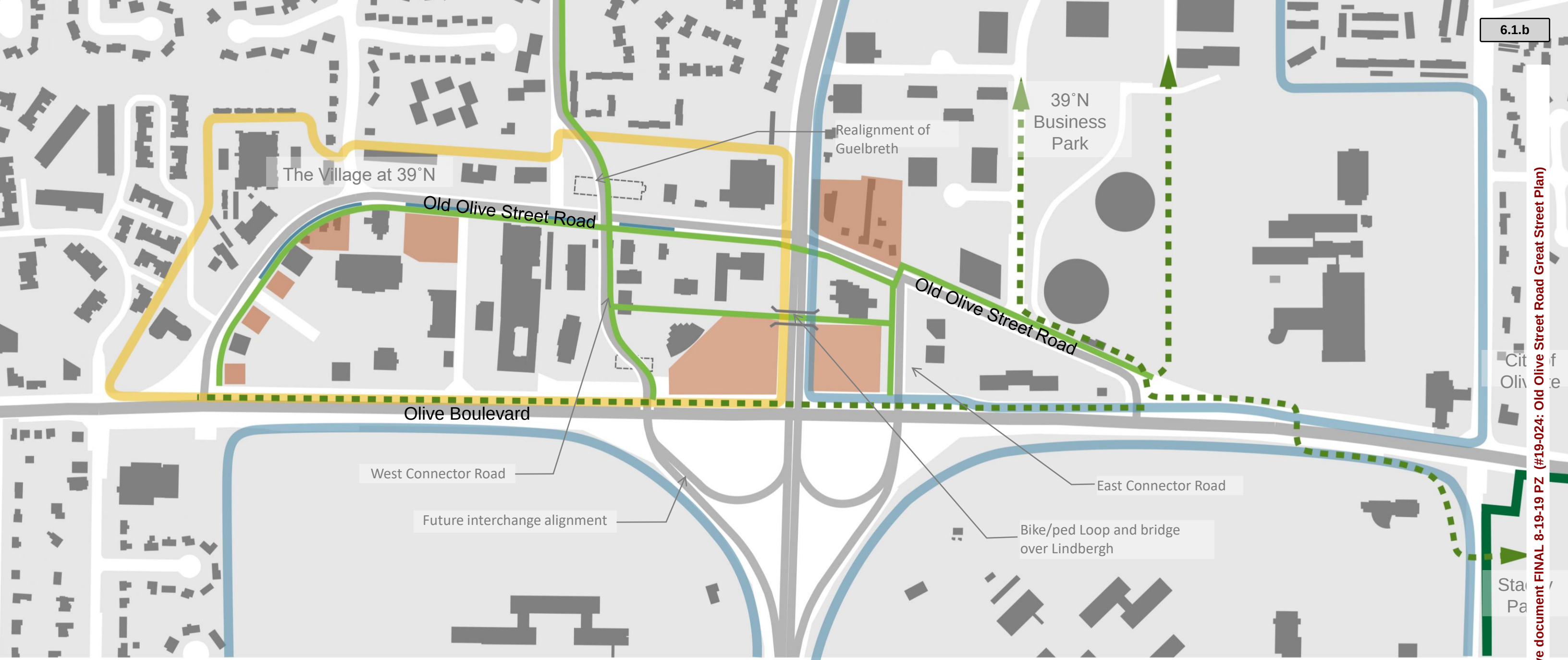


legend:

- existing sidewalk
- physical elements in right of way
- landscape buffers
- utility pole obstruction
- cross slope issue
- physical barrier

Right of Way Barriers

The right of way for the Old Olive corridor is 60’ in width except where it widens out at the Olive Boulevard intersections on the west and east. Within this narrow corridor, a significant overhead electrical service is located on the north side of the corridor. This includes sub-transmission lines and is impractical to bury underground. Ameren will not allow lighting to be taller than 8’ under the utility poles. There is no sidewalk on the north side of the corridor. The most significant barrier is the inability to cross Lindbergh due to physical barriers at this MoDOT Intersection.

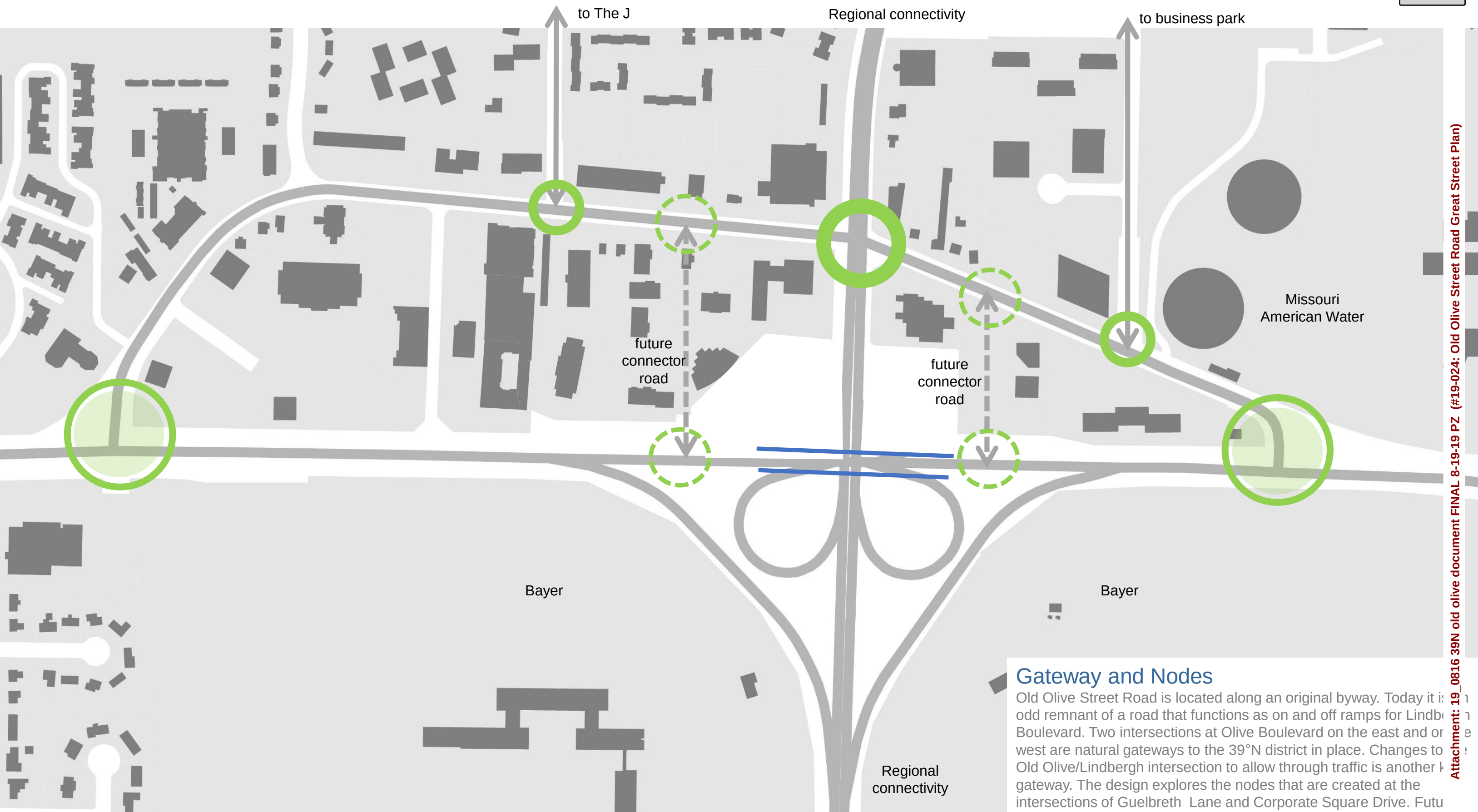


legend:

- potential redevelopment site
- potential multiple use path route
- potential on-street parking
- potential greenway routes being studied
- commercial mixed use
- office/institutional
- public park

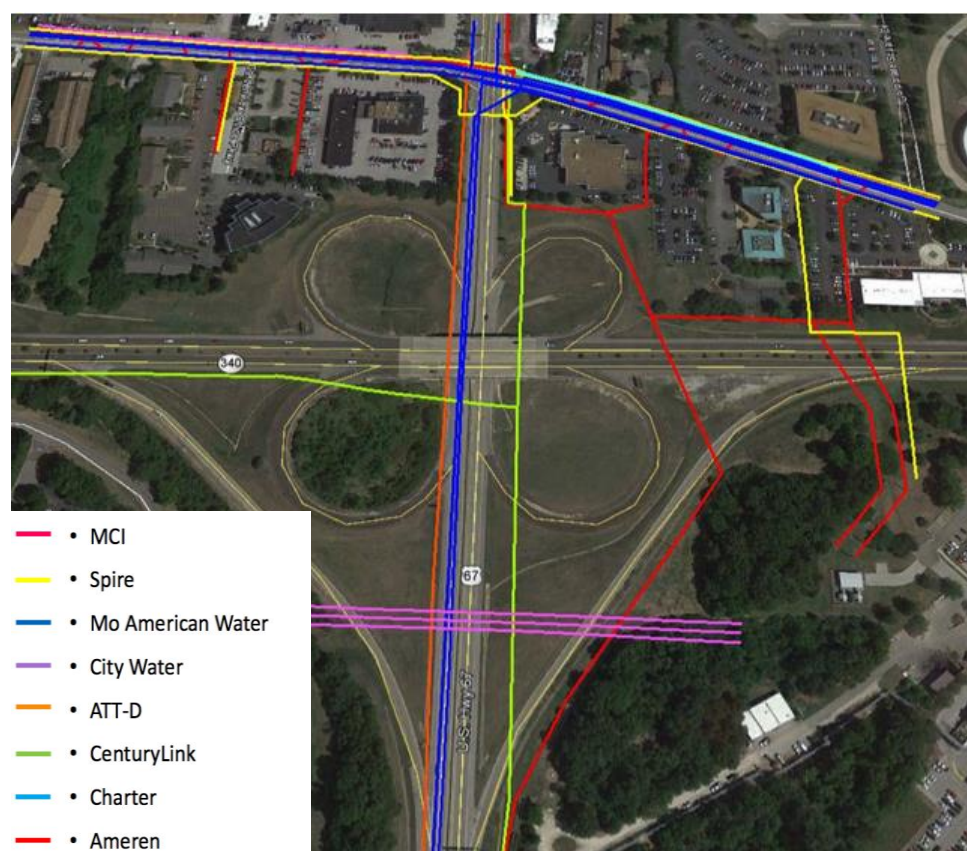
Redevelopment Framework

The framework plan documents opportunities identified in this planning study to promote a coordinated future for the corridor. Redevelopment sites as indicated are areas of infill, site assembly, and land use change. Two key sites at the former northeast and northwest lobes of the cloverleaf interchange will be available for redevelopment with the completion of the interchange realignment in 2020.



UTILITY AND STORMWATER ASSESSMENT

UTILITY ASSESSMENT



Existing utilities at Old Olive, Olive and Lindbergh

Understanding Utility Impacts for Future Implementation

There are a significant number of existing buried and overhead utilities in the Old Olive right of way. As a high point in St. Louis County, Missouri American Water has a storage and pumping facility located on the east end of Old Olive. Five large diameter potable water lines ranging between 12" to 36" in diameter parallel the centerline of Old Olive within the right of way. As a result, these utilities and others are design drivers that put limitations on improvements that have deep footings such as light poles or are located in excavated areas such as bioretention and trees. The Design Team decided early to avoid deep excavation and to develop a design that can co-exist with the most of the utilities left undisturbed and in place.

A topographic and utility survey was completed in 2018 for the project area and included the potential corridors for the future connector roads. The known utilities include:

FIBEROPTIC - every major communications entity in the area has fiber optic along Old Olive. Spectrum facilities include 8" and 12" diameter buried ducts with multiple underground and aerial communications company's facilities parallel the Old Olive right of way, primarily on the fringes. Communications include:

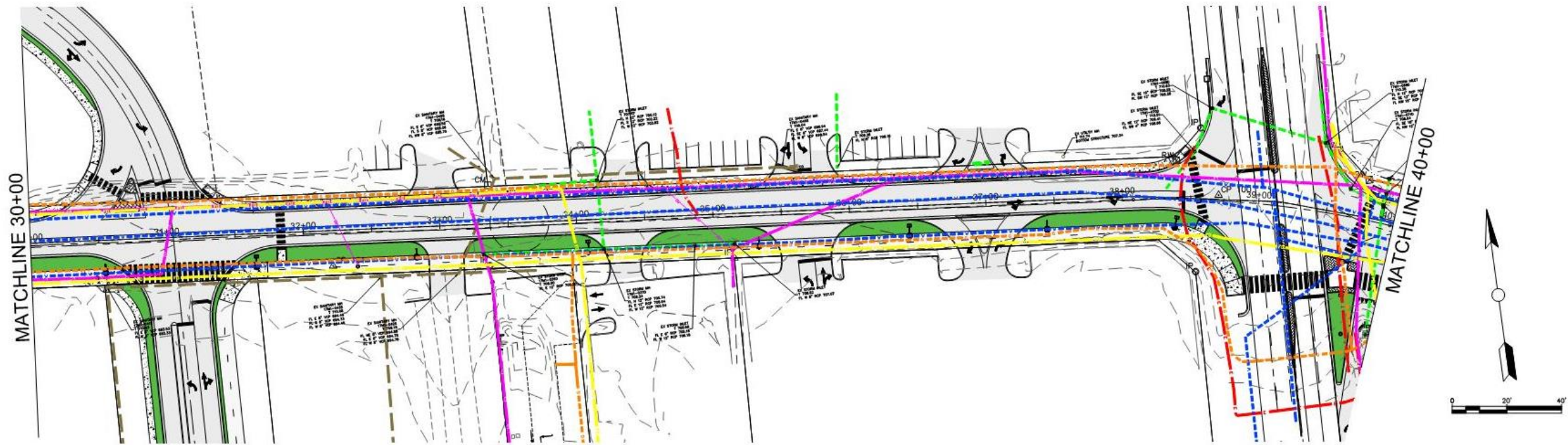
- ATT
- Verizon
- Spectrum
- Blue Bird
- CenturyLink

GAS – Spire gas lines parallel the right of way on the south and north sides of the right of way

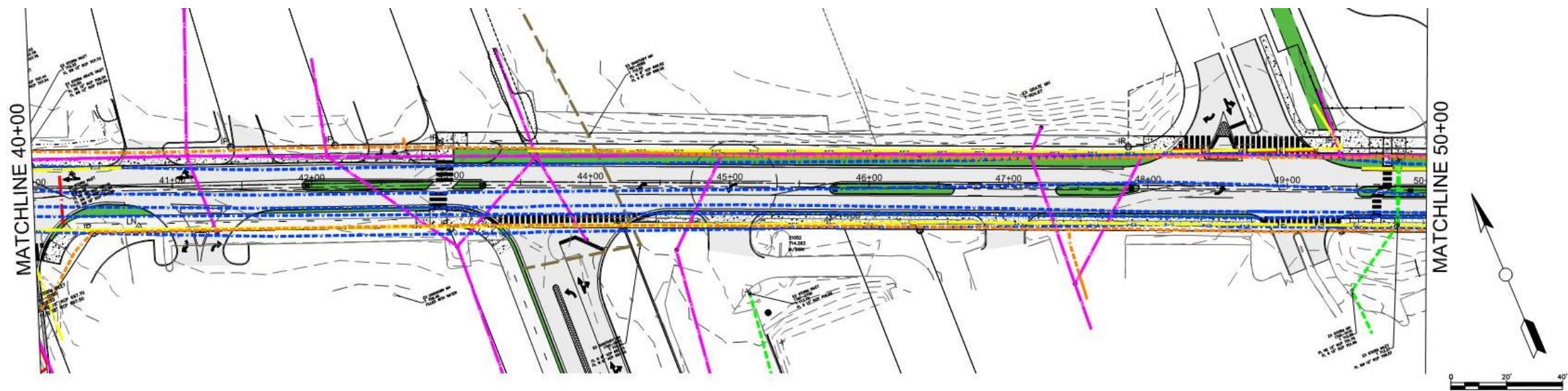
WATER - large water mains 12" to 36" diameter run along the entire corridor with more lines east of Lindbergh. Missouri American Water completed potholes on site to identify the exact location of their facilities that could be in conflict with new storm sewers in the construction document phase. The City of Creve Coeur may want to consider performing CC-TV on existing storm sewers in the final design phase to determine if any point repairs should be included when the road is reconstructed.

ELECTRIC – the majority of Ameren's service is aerial along the entire corridor on the north side of Old Olive with 34kV and 12kV/4kV distribution lines. Burying these facilities would cost upward of \$6 million per mile, therefore the facilities on the north side are anticipated to remain in place with minor adjustments. Many of the service lines that span the right of way and occupy the south side of the R/W may be feasible to place underground when construction is under way. It should be noted that new service taps with underground facilities, as opposed to aerial facilities, will be more expensive for future developers.

Although this survey was comprehensive, the exact locations of underground infrastructure cannot be known without pavement removal called potholing. Additional potholing will be required in implementation phases to determine the locations of all utilities such as gas, storm sewer, sanitary sewer, and communications.



Utilities in Old Olive right of way west of Lindbergh



Utilities in Old Olive right of way east of Lindbergh

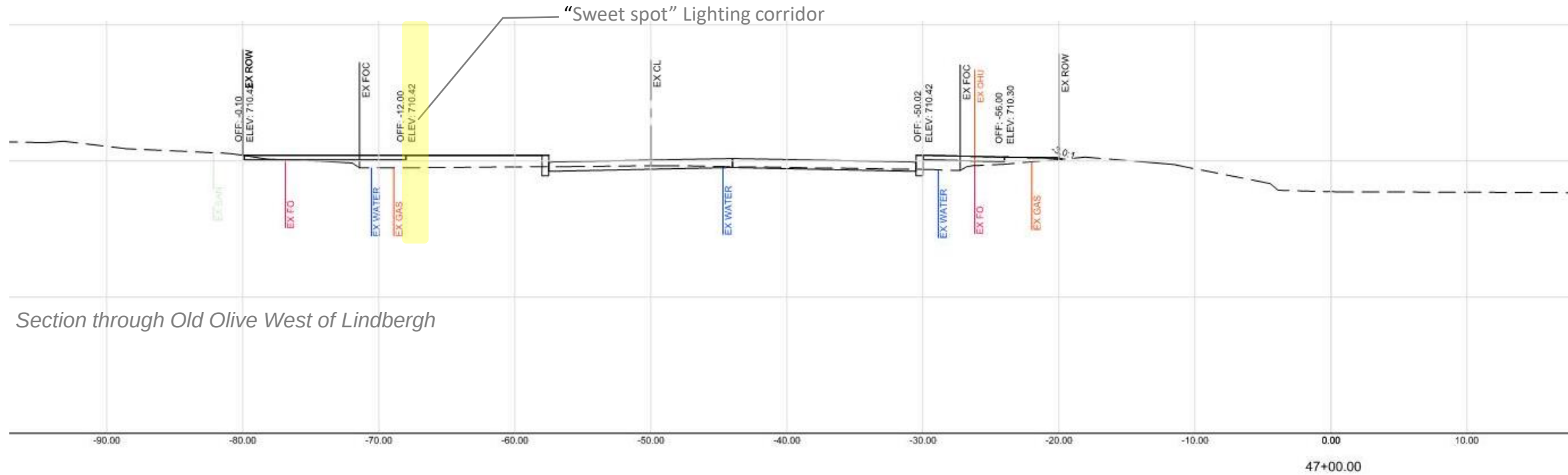
- MCI
- Spire
- Mo American Water
- City Water
- ATT-D
- CenturyLink
- Charter
- Ameren

Utilities West and East of Lindbergh

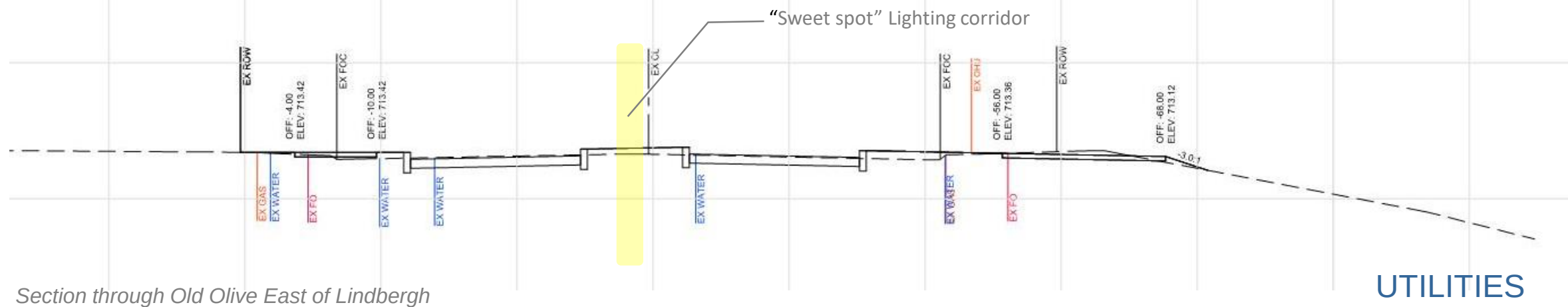
The utility condition is different west and east of Lindbergh. The corridor design has been coordinated to respond.

WEST SIDE: with the new road alignment, many of the utilities fall under the north sidewalk area, the center of the road, and under the south shared use path. The area north of the shared use path and the south curb is less encumbered – providing a place for lighting and trees.

EAST SIDE: with the new road alignment here, the utilities fall under the north sidewalk area, the center of the road, and fill the area between the south curb and south right of way line. The medians are located over large water mains but it is likely that locations for lighting and trees will be able to be determined with additional investigation.



Section through Old Olive West of Lindbergh



Section through Old Olive East of Lindbergh

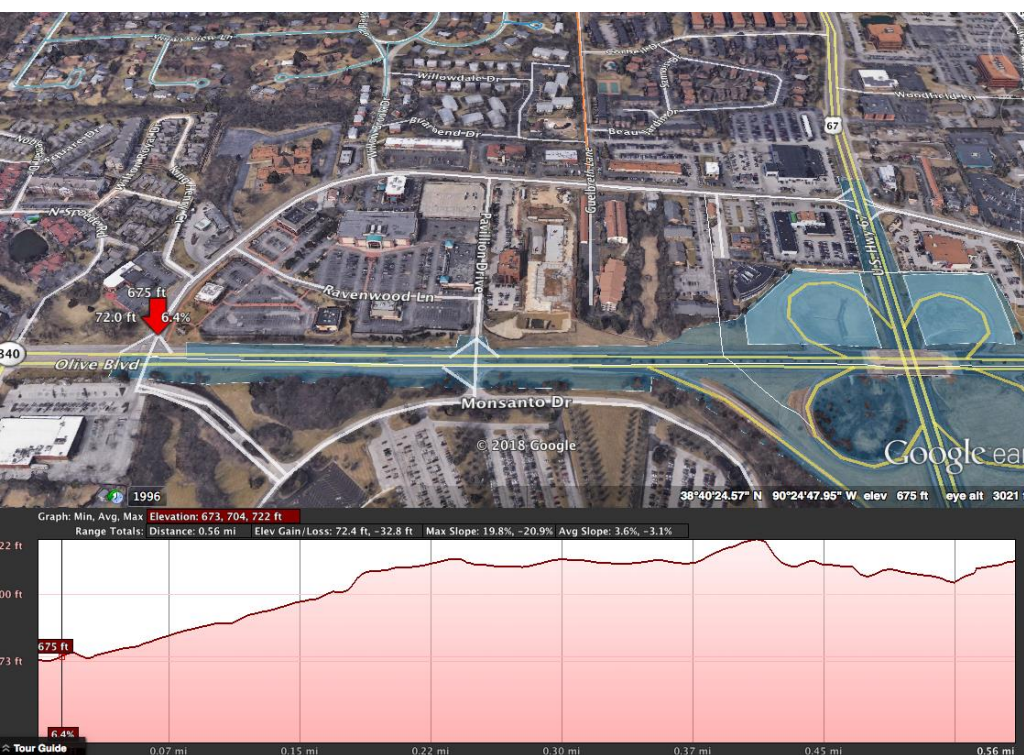
UTILITIES

Representative section cuts along the right of way illustrate the density of utilities. Improvements such as footings, porous paving, bioretention, etc. that require excavation and below-grade capacity are limited along a majority of the corridor.

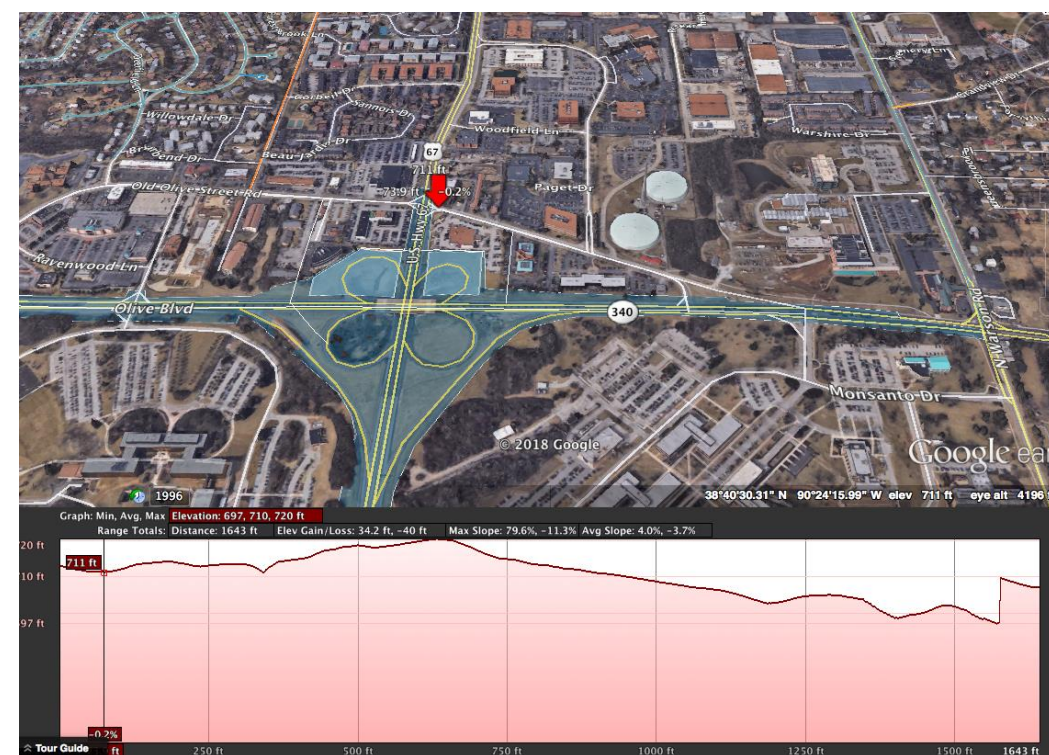
A 4' wide corridor for lighting has been established on the south side of the right of way, west of Lindbergh. East of Lindbergh, the lighting corridor is in a median in the middle of the road.



Impervious area map



Slope of Old Olive west of Lindbergh



Slope of Old Olive east of Lindbergh

Grading and Impervious Area

The majority of the Old Olive right of way runs along a topographic ridge. As a result, little to no off-site water flows on to the road. This is beneficial because the storm sewer network is fairly sparse and cannot be extended easily throughout the majority of the alignment due to the number of large and shallow potable water lines that occupy the right of way. Many of the sections of curb are extremely low in profile, most likely due to overlays over the years. Many of the storm sewer inlets are grate inlets without side intakes.

The majority of the developed area on either side of the Old Olive corridor is comprised of impervious roofs and parking lots as is typical for suburban development. With respect to the lay of the land, there is a plateau on either side of Lindbergh and then the grade slope west or east towards Olive Boulevard. The design of the public realm for the Old Olive corridor seeks to reduce the impervious area and storm water run off.

Drainage areas have been delineated and spread calculations have been performed to assess the efficacy of existing storm sewer network and the potential for its reuse when the road is improved. It appears that existing storm sewers can be used for stormwater management with minor additions and modifications. It may to be feasible to expand the network between Ravenwood and Olive where spread calculations indicate additional inlets would be beneficial.

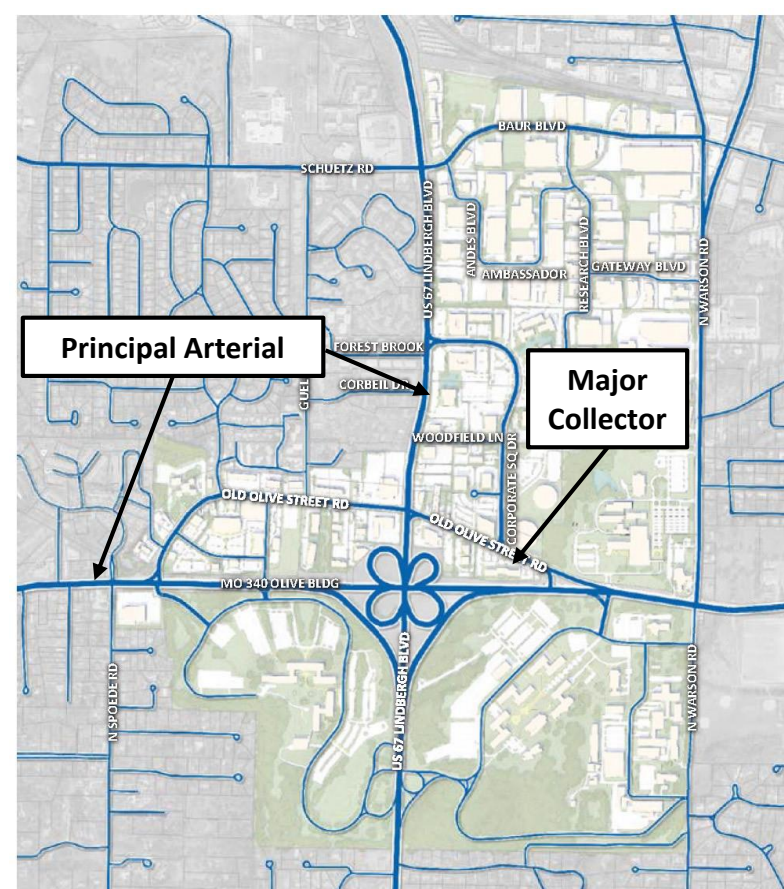
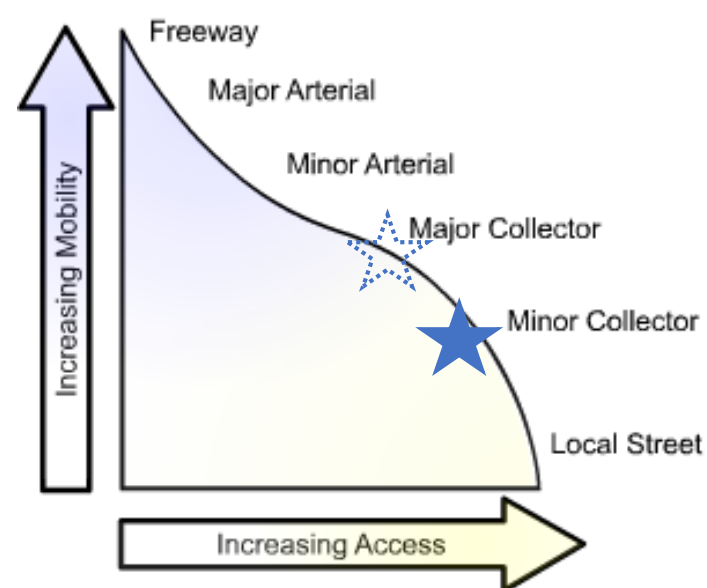
TRANSPORTATION ASSESSMENT

TRANSPORTATION ASSESSMENT

Changing the Function and Character of Old Olive Street Road

Today, Old Olive is a MoDOT owned and maintained road. The classification of this road is “Major Collector.” This means that the road is designed to accommodate low to moderate traffic and move traffic from local streets to arterial roads such as Lindbergh Boulevard and Olive Boulevard. In its current role, Old Olive moves traffic efficiently to other roads, has limited access, and a lack of connectivity through the Old Olive/Lindbergh intersection. This is not the right classification of road for the future of the 39°N district as a bike/ped friendly place and an 18 hour district. The good news is that Old Olive can be reclassified and redesigned as a Minor Collector to serve

the needs of the district in the future when it no longer needs to serve as on and off ramps for Lindbergh Boulevard. With the reconfiguration of the Olive/Lindbergh interchange to be completed in 2020, Old Olive can be vacated and ownership and maintenance assumed by the City of Creve Coeur. The assessment of the future traffic counts and patterns has determined that Old Olive can function as a two-lane road. Therefore, goals for sidewalks, shared use trail, and other bike/ped amenities can be accomplished.



Existing roadway system



Proposed roadway system



Exhibit 3: Average Daily Traffic Volumes - Existing Conditions

Vehicle Movement – Existing Daily Traffic Volumes

Vehicle Origin to Destination for WB Old Olive Street Road West to WB Olive Boulevard

Intersection/Approach	AM Peak Hour	Midday Peak Hour	PM Peak Hour
To WB Olive Boulevard	70%	70%	75%
Not to WB Olive Boulevard	30%	30%	25%

Vehicle Origin to Destination for WB Old Olive Street Road East to NB Lindbergh Boulevard

Intersection/Approach	AM Peak Hour	Midday Peak Hour	PM Peak Hour
To NB Lindbergh Boulevard	10%	25%	80%
Not to NB Lindbergh Boulevard	90%	75%	20%



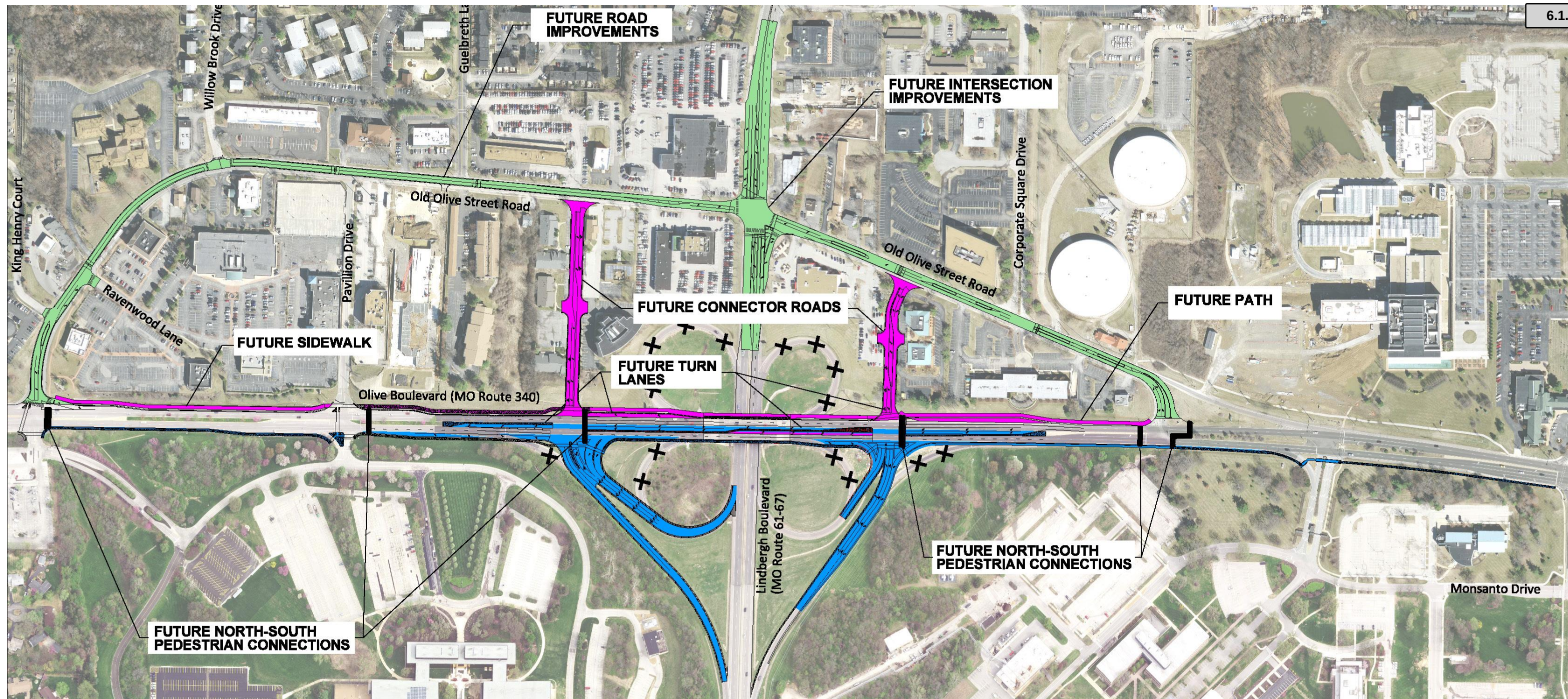
Old Olive east



Old Olive west

Vehicle Movement
Existing Daily Traffic Volumes and
Origin and Destination

The study looks at the existing traffic volumes with the existing function of the road as on and off ramps for Lindbergh. Today, anywhere from 1,500 to 5,000 cars travel Old Olive per day. The study indicates that these numbers drop off as vehicles turn off for Corporate Square Drive, Lindbergh Boulevard, and Guelberth indicating that Old Olive is functioning like the Major Collector road that it is. With removal of that function, the data indicates that the road can be modified to a two-lane road with a 25 mph posted speed limit.



Olive/Lindbergh Interchange project and future phasing

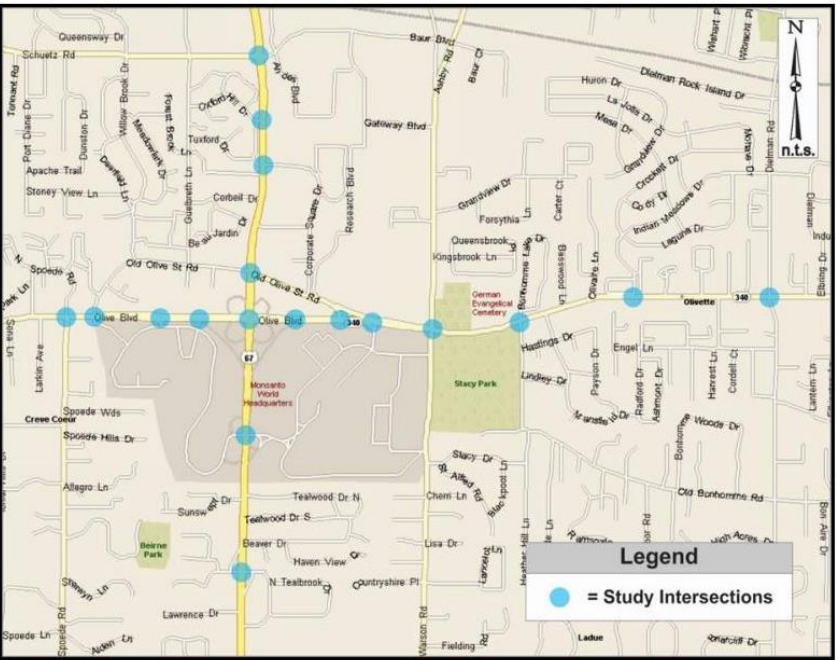
Improvements to the Olive/Lindbergh Interchange Provide Opportunities for Old Olive

The first project to be implemented from the 39°N Master Plan is the reconfiguration of the Olive/Lindbergh interchange. This project involves removing the two north lobes of the existing cloverleaf interchange. The turning movements will be moved to the south side of Olive in a new interchange type called a folded diamond. Two new signalized intersections will be created at each intersection of the on/off ramps and Olive Boulevard. The project will be constructed in 2020 and the scope of the project is indicated by the blue areas.

This project is very important to realizing the goals of the Old Olive corridor by eliminating the function of Old Olive as on/off ramps for Lindbergh. When complete, a full access intersection at Old Olive/Lindbergh can be created, Old Olive can be reconfigured for slower traffic, bike/ped improvements can be integrated, and the area can be reimaged as a mix-use district.

The other future opportunities include the creation of two development sites north of Olive, the development of the

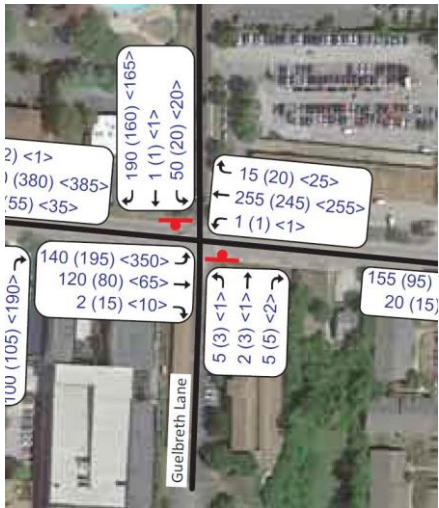
connector roads, and the bike path along Olive shown in pink. The connector roads are positioned at the new signalized intersections and provide access to the development sites. They also provide additional redevelopment frontage and break up the “super block” aspect of the Old Olive corridor. The actual location of the connector roads have not been determined at this time.



Traffic count scope

Exhibit 1: Existing Traffic Volumes

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06/22/18
CBB
TRANSPORTATION
ENGINEERS-PLANNERS



Guelbreth Lane



Corporate Square Drive

Turning Movement Volumes

This study looks at traffic volumes in the context of turning movement to determine the location of turn lanes in the roadway design even though the convertible section will accommodate turn lanes in the future. In the current design, the space is focused on bike/ped amenities where turn lanes are not warranted. The only turn lane warrant at this time is at the Old Olive/Corporate Square Drive intersection to accommodate existing volumes of office workers and the anticipated increase in traffic volumes with the redevelopment of the office park as an ag-tech district.

In the future, it is anticipated that the Old Olive/Guelbreth intersection could warrant a signalized intersection with left turn lanes particularly if the west connector road is aligned with Guelbreth.

Other key intersections include the Old Olive/Willowbrook and the Old Olive/Pavilion Drive intersections. The Willowbrook intersection will have an all-way stop while the pavilion drive will have demarked crosswalks.

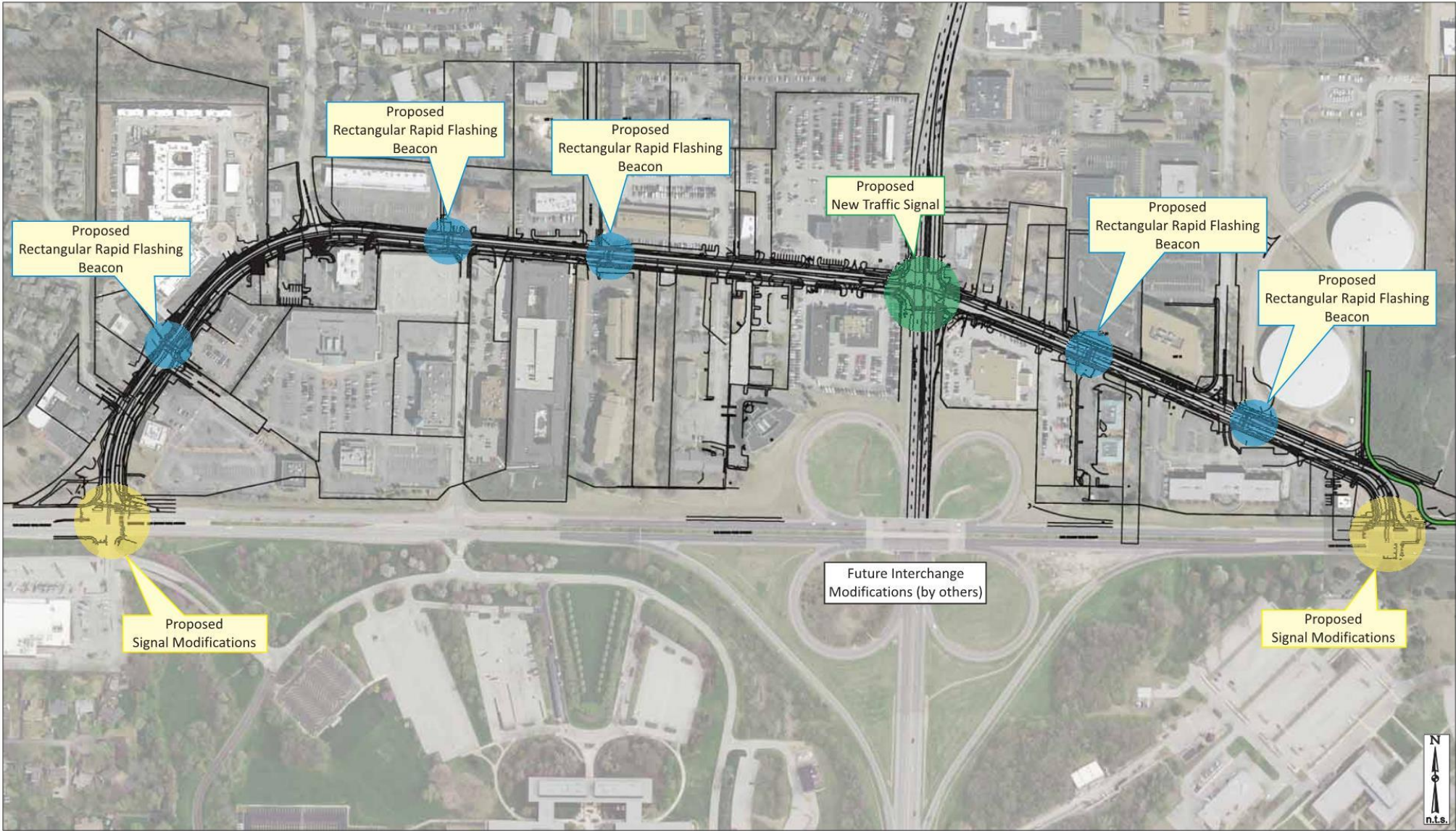
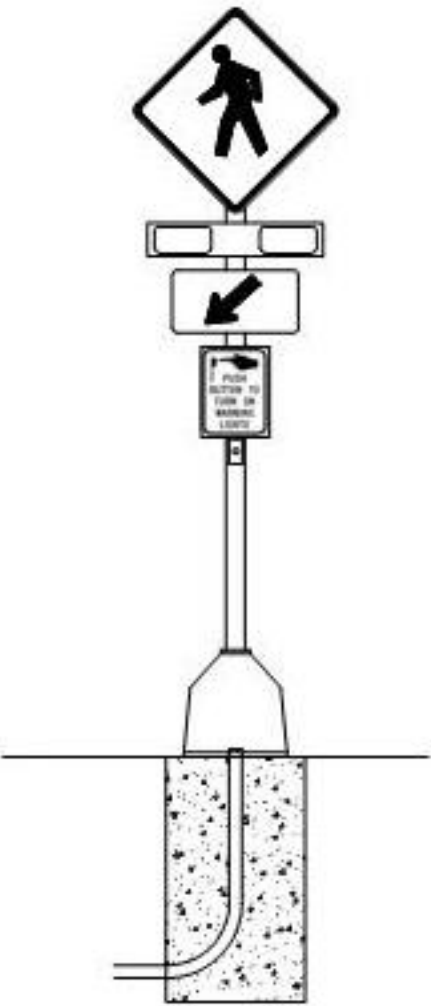


Figure A: Traffic Signal Elements

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01/23/19
CBB
TRANSPORTATION
ENGINEERS-PLANNERS

Traffic Signal Recommendations



Rectangular Rapid Flashing Beacon

Signalization

- The recommendation for signals and crossings is illustrated on the map and include the following:
- 1) Signal Modifications – located at Old Olive west and Old Olive east and indicated by yellow.
 - 2) Unsignalized Bike/Ped Crossing - located at designated bike/ped crossings where crosswalks are shown. Rectangular Rapid Flashing Beacons (RRFB) are proposed in these locations to warn drivers that cyclists and pedestrians are present. Indicated by blue on the drawing.
 - 3) Proposed New Traffic Signal – located at Old Olive and Lindbergh. This will be a full access intersection with left turns at all four corners. Indicated by green on the drawing.

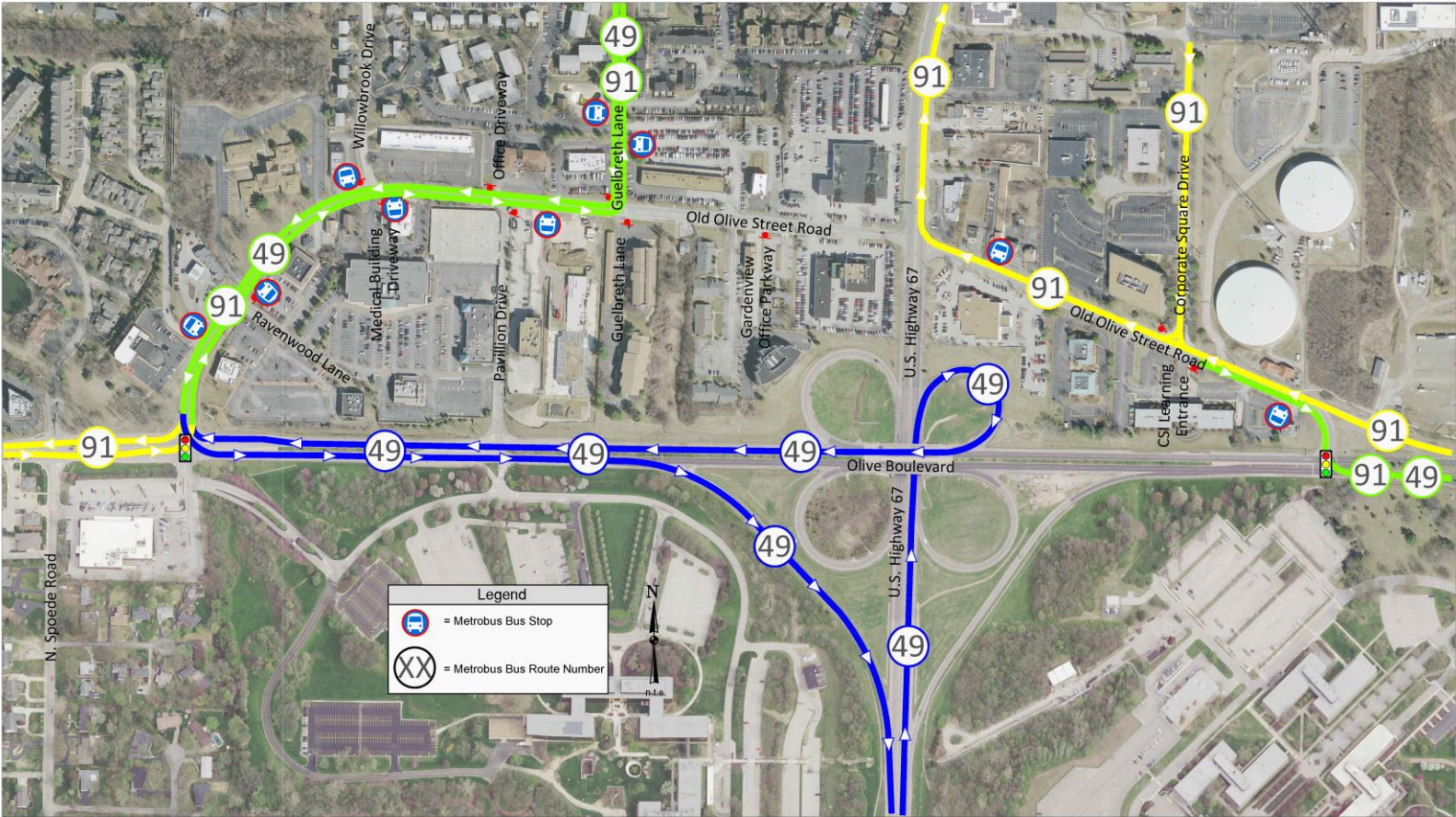


Exhibit 5: Existing Bus Routes

Job# 033-18
06/22/18
CBB
TRANSPORTATION



Existing artist-designed bus shelter on Old Olive

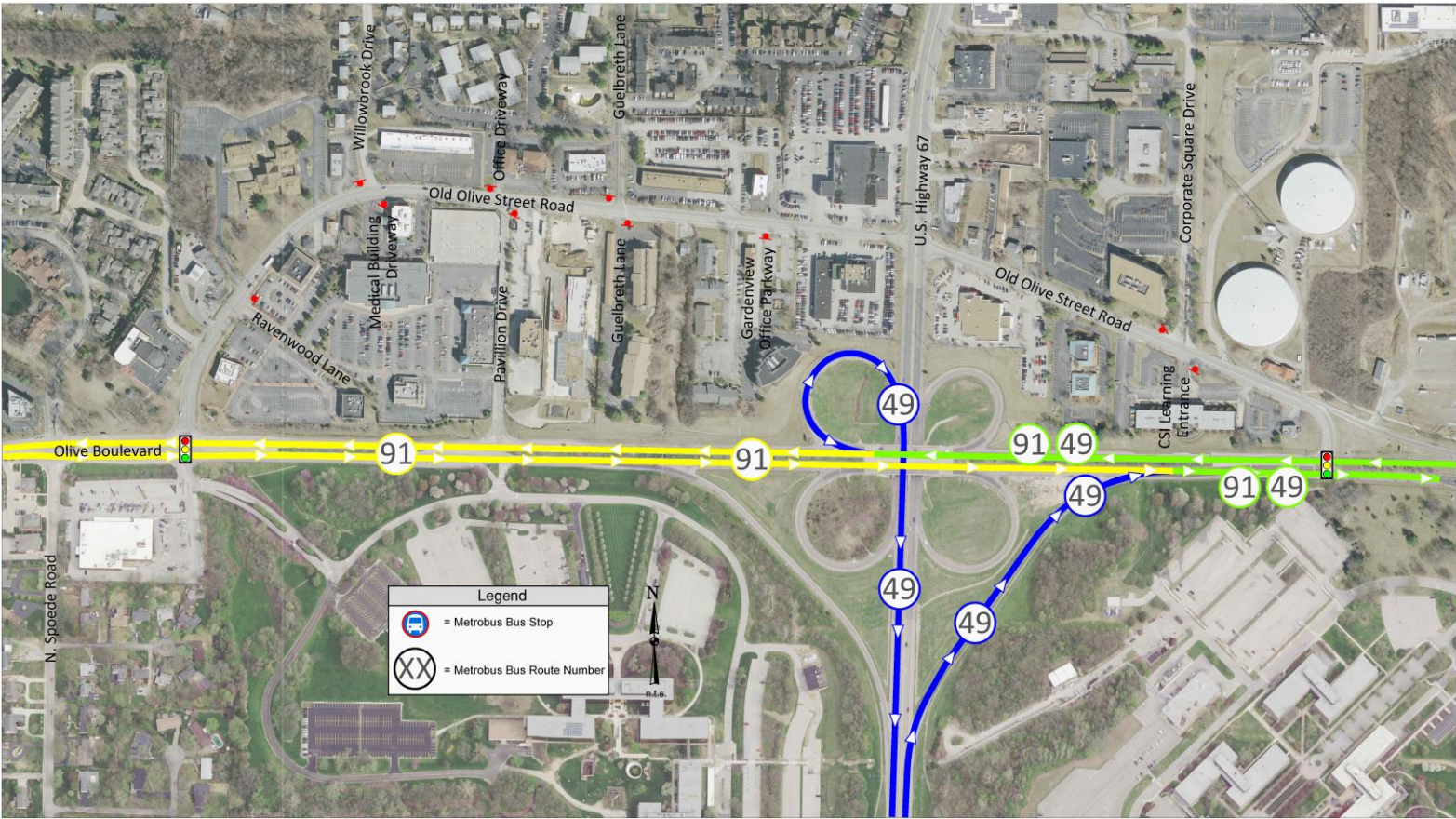


Exhibit 6: Metro Reimagined Bus Routes

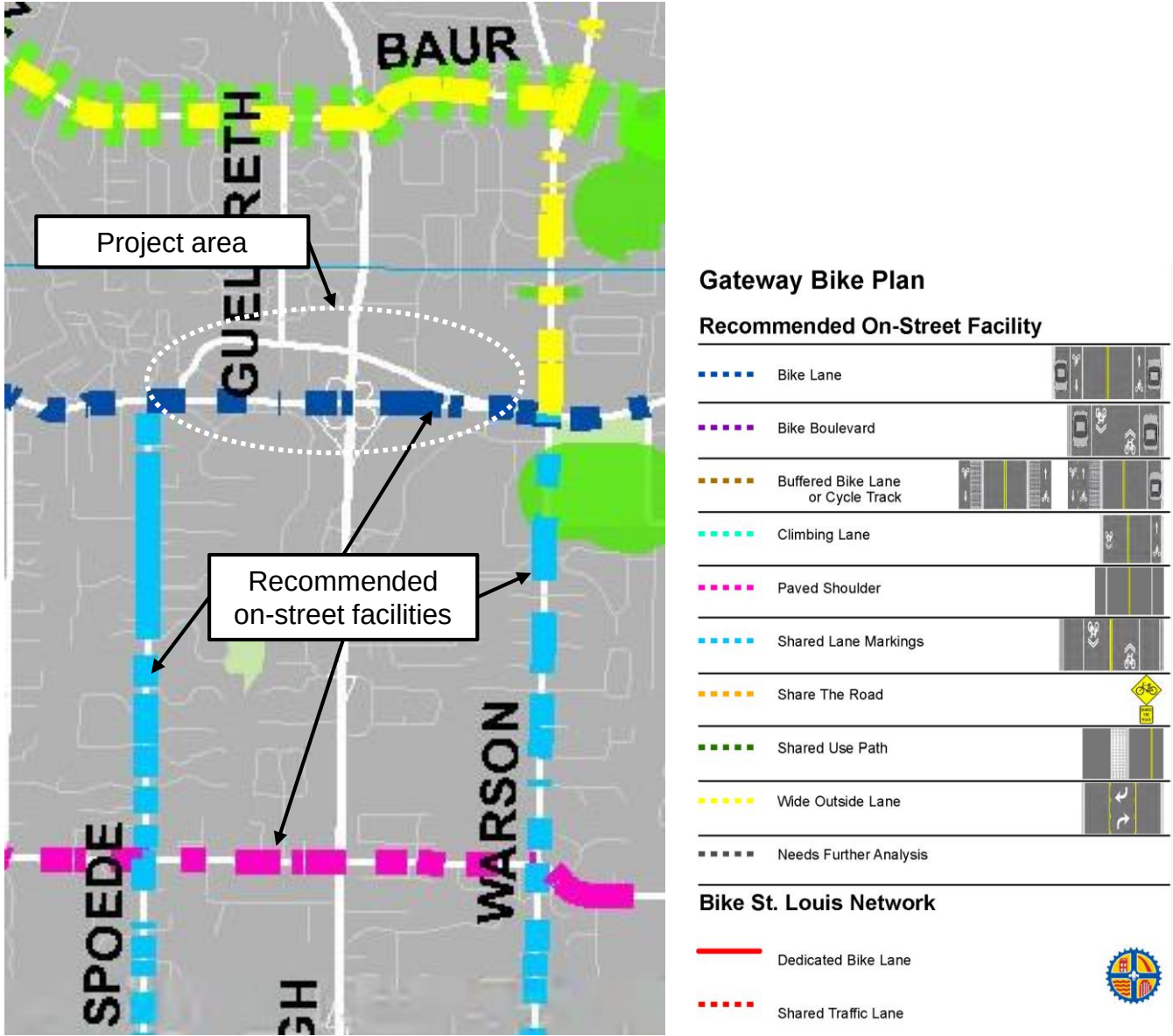
Job# 033-18
06/22/18
CBB
TRANSPORTATION

Existing and Future Bus Transit

Today, two Metro bus routes, Bus 91 and Bus 49, serve the district and travel on Old Olive directly. Due to the lack of access across Lindbergh, the buses take circuitous routes to go north on Guelbreth to The J and back. Metro continues to change their routing and is proposing to eliminate the Old Olive and Guelbreth routes. As the district develops it will be important for the City of Creve Coeur and stakeholders like The J to advocate for direct bus access in the district.



Great Rivers Greenway Map of greenways near project site

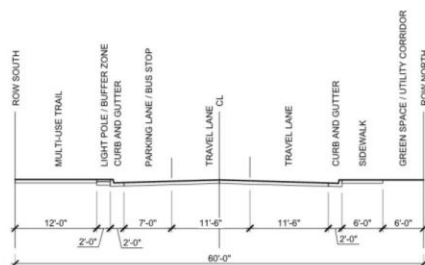


Bike St. Louis Map

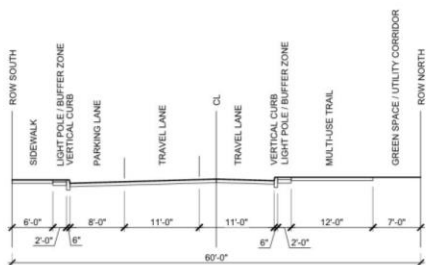
Regional Bike/Ped Initiatives

Two types of bicycle facilities will serve the district in the future. These include:

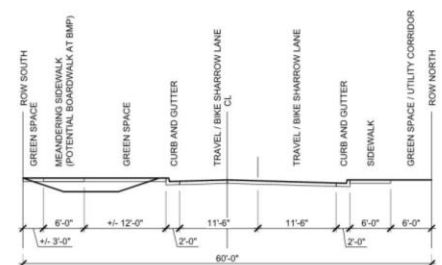
- 1) Greenways – off road facilities for cyclists and pedestrians. A greenway is being studies by SLEDP to travel north in the 39°N district. Centennial Greenway is being developed by Great Rivers Greenway and will travel east west from Forest Park to Creve Coeur Lake Park.
- 2) On-street Facilities – are documented in the Bike St. Louis plan. They include on-street bike lanes and shared lane markings. Great Rivers Greenway is also involved in implementation of these facilities.



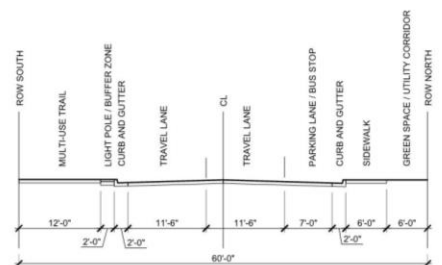
TEMPLATE 1a - MULTI-USE TRAIL ON SOUTH SIDE



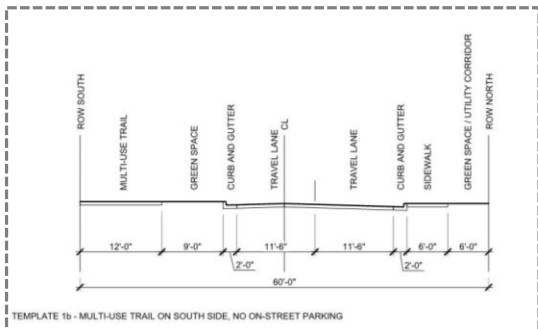
TEMPLATE 4b - MULTI-USE TRAIL ON NORTH SIDE, ON-STREET PARKING ON SOUTH SIDE



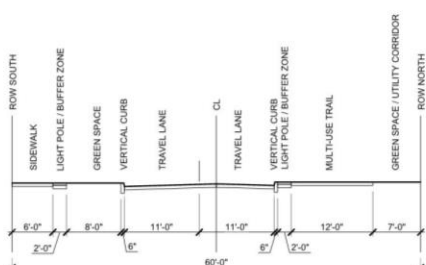
TEMPLATE 5a - LINEAR PARK ON SOUTH SIDE



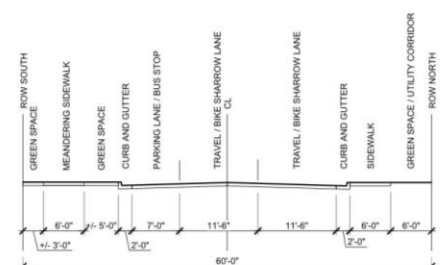
TEMPLATE 6c - MULTI-USE TRAIL ON SOUTH SIDE WITH PARKING ON NORTH SIDE



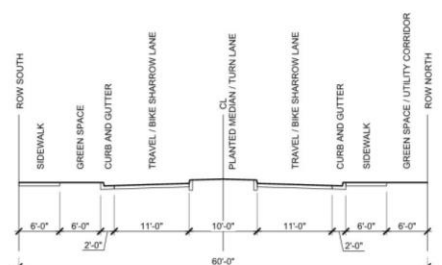
TEMPLATE 1b - MULTI-USE TRAIL ON SOUTH SIDE, NO ON-STREET PARKING



TEMPLATE 4c - MULTI-USE TRAIL ON NORTH SIDE, GREEN SPACE ON SOUTH SIDE

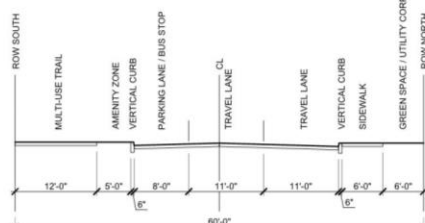


TEMPLATE 5b - LINEAR PARK ON SOUTH SIDE AT ON-STREET PARKING / BUS STOP

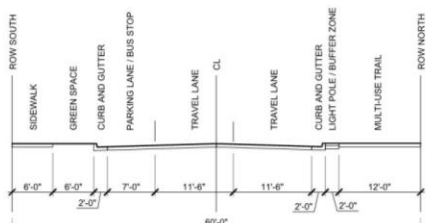


TEMPLATE 7 - PLANTED MEDIAN

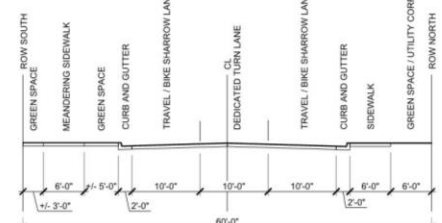
Basis of design for the Convertible Section



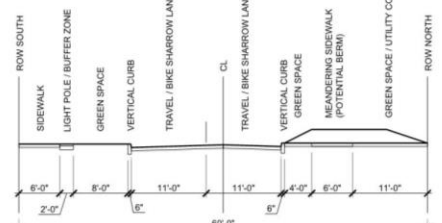
TEMPLATE 2 - MULTI-USE TRAIL AND AMENITY ZONE ON SOUTH SIDE



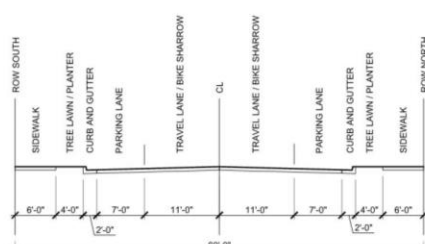
TEMPLATE 4d - MULTI-USE TRAIL ON NORTH SIDE (TIGHT), ON-STREET PARKING ON SOUTH SIDE



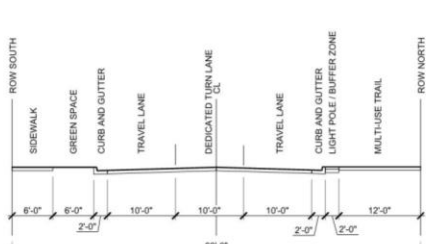
TEMPLATE 5c - LINEAR PARK ON SOUTH SIDE WITH DEDICATED TURN LANE



TEMPLATE 8a - LINEAR PARK ON NORTH SIDE



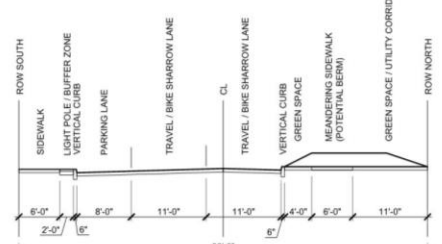
TEMPLATE 3 - MASTER PLAN / CITY 2030 PLAN



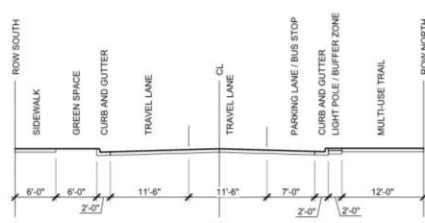
TEMPLATE 4e - MULTI-USE TRAIL ON NORTH SIDE (TIGHT) WITH DEDICATED TURN LANE



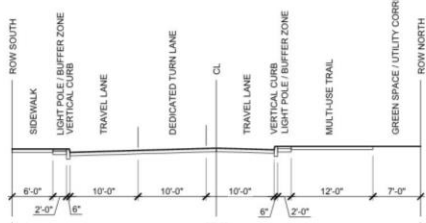
TEMPLATE 6a - SEPARATED ZONES



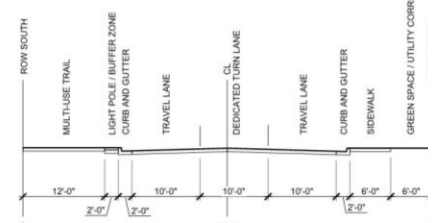
TEMPLATE 8b - LINEAR PARK ON NORTH SIDE, ON-STREET PARKING ON SOUTH SIDE



TEMPLATE 4a - MULTI-USE TRAIL ON NORTH SIDE (TIGHT)



TEMPLATE 4f - MULTI-USE TRAIL ON NORTH SIDE WITH DEDICATED TURN LANE



TEMPLATE 6b - MULTI-USE TRAIL ON SOUTH SIDE WITH DEDICATED TURN LANE

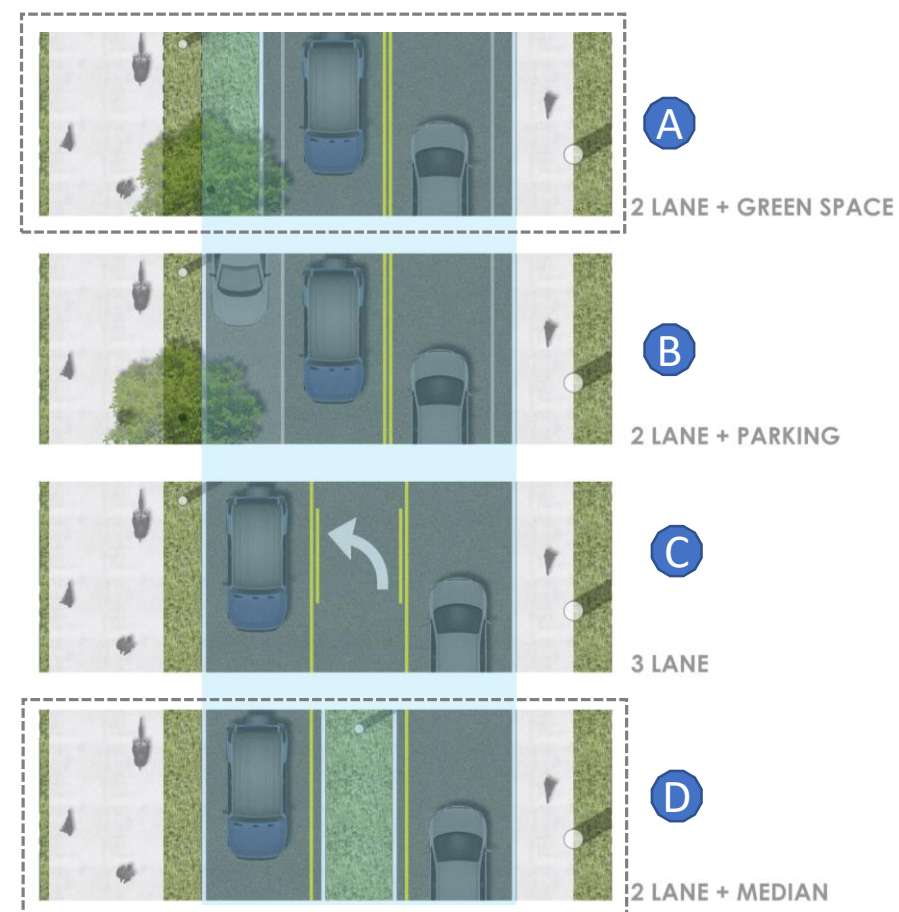
Old Olive Section Studies

Many sections for the proposed corridor were studied to determine the optimal configuration. The potential for on-street parking was considered at this time. The selected section needed to address the following criteria:

- 1) Two-lane road with ability to accommodate turn lanes in the future
- 2) Work around the utility poles on the north side
- 3) Integrate a great off-road bike/ped facility
- 4) Core improvements fit in the 60' right of way
- 5) Minimize need for additional right of way
- 6) Major water and electrical utilities remain in place
- 7) Federal funding eligible

CORRIDOR DESIGN

CORRIDOR DESIGN



The Convertible Section

When planning the corridor, many factors had to be considered including the immovable utility poles on the north side of the corridor and an extensive network of underground utilities. The Convertible Section was developed to accommodate aspirations for the corridor for an off-road bike/ped facility as well as future-proofing the design to anticipate turn lanes and other needs in the future as the intensity of use and land uses evolve.

The Convertible Section is made up of a 33' wide design section that provides for travel lanes, turn lanes, on-street parking, and pedestrian/landscape amenities at its full potential. It also creates corridors for existing and new infrastructure such as light poles and storm sewer. Within the tight constraints of the 60' right of way, it strikes a good balance between vehicular, pedestrian and cycling needs.

Convertible options accommodated:

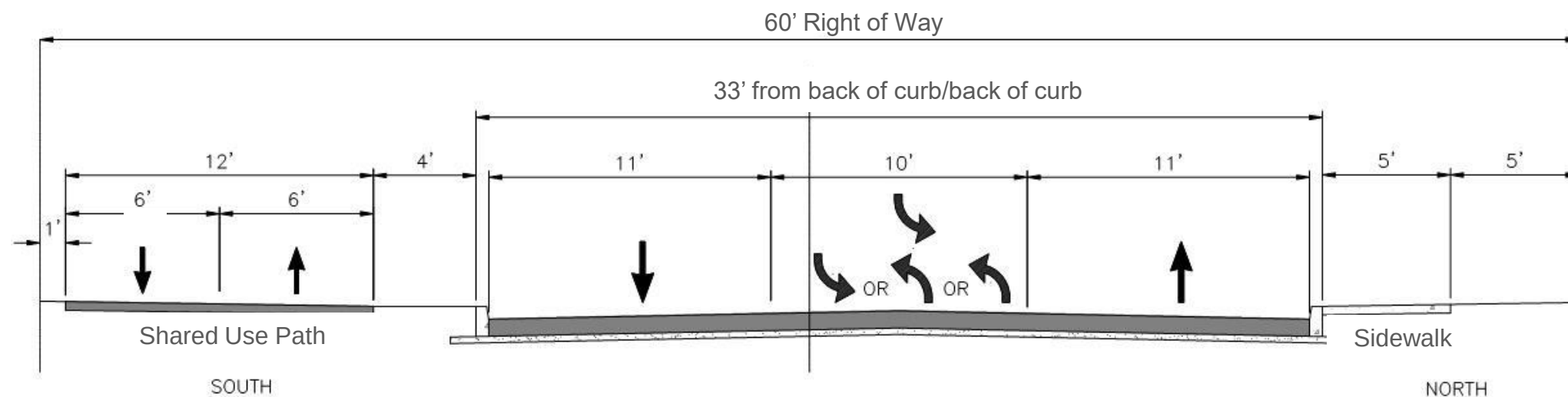
- On-street parking for current or future demand
- Left turn lanes for current or future demand
- Center medians for bike/ped refuge
- Water quality BMP – amended soils in landscape areas in green space
- Flexibility to meet a variety of different needs with the same physical footprint.

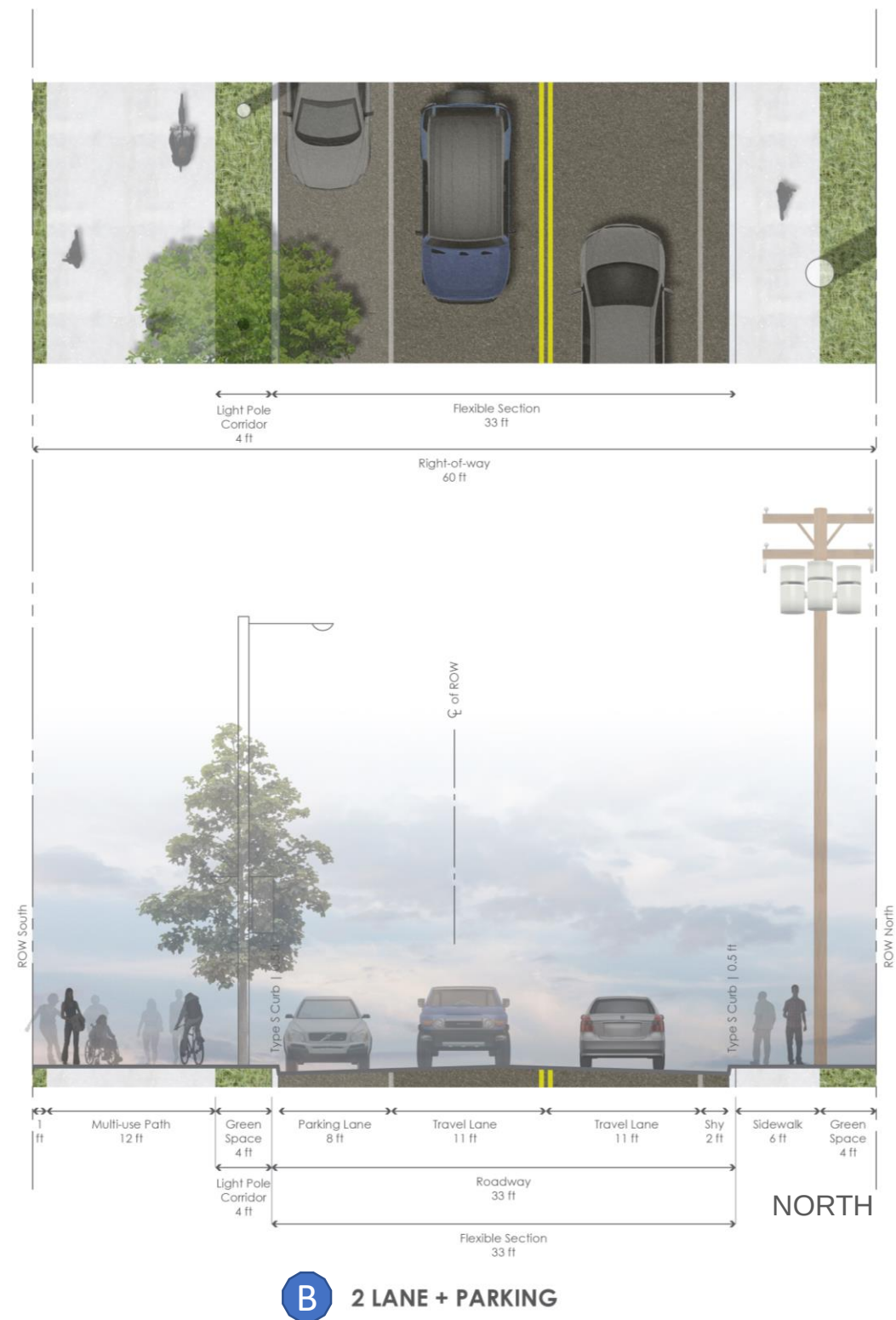
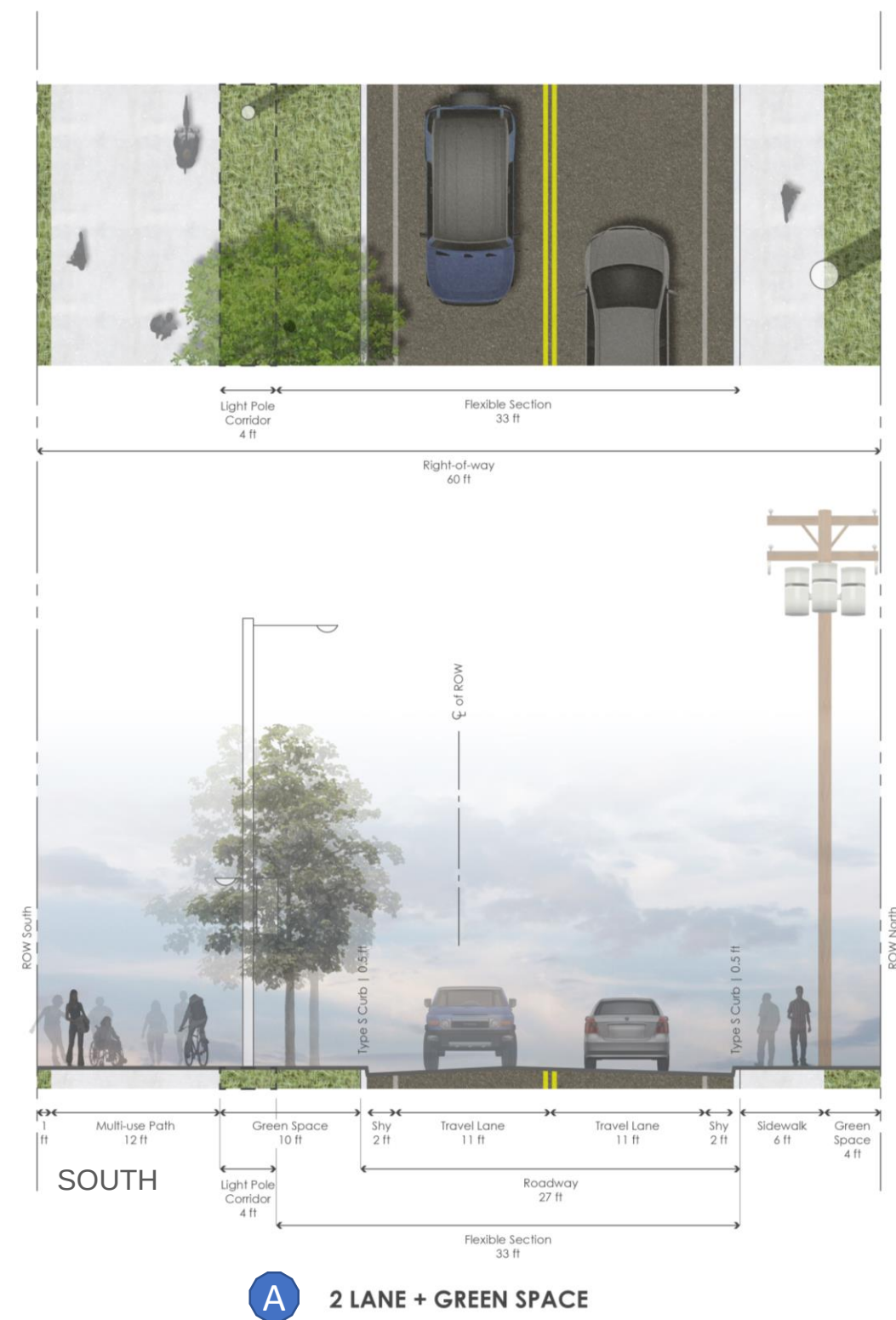
The four configurations for the corridor are shown in plan view to the left. The convertible section works with the following parameters:

- The north curb line is in the same location in all of the sections
- The south curb line is in the same location for all but the 2-lane + green space
- This road design allows for future flexibility to add turn lanes and/or a signalized intersection

With the projected volumes of traffic on Old Olive and when the off and on-ramp function is removed, the corridor can function as a two-lane road. West of Lindbergh Boulevard, Configuration A is planned. East of Lindbergh, Configuration D is planned.

This corridor design gives the City of Creve Coeur the flexibility in the future to address future needs through the transformation of the 39°N district.

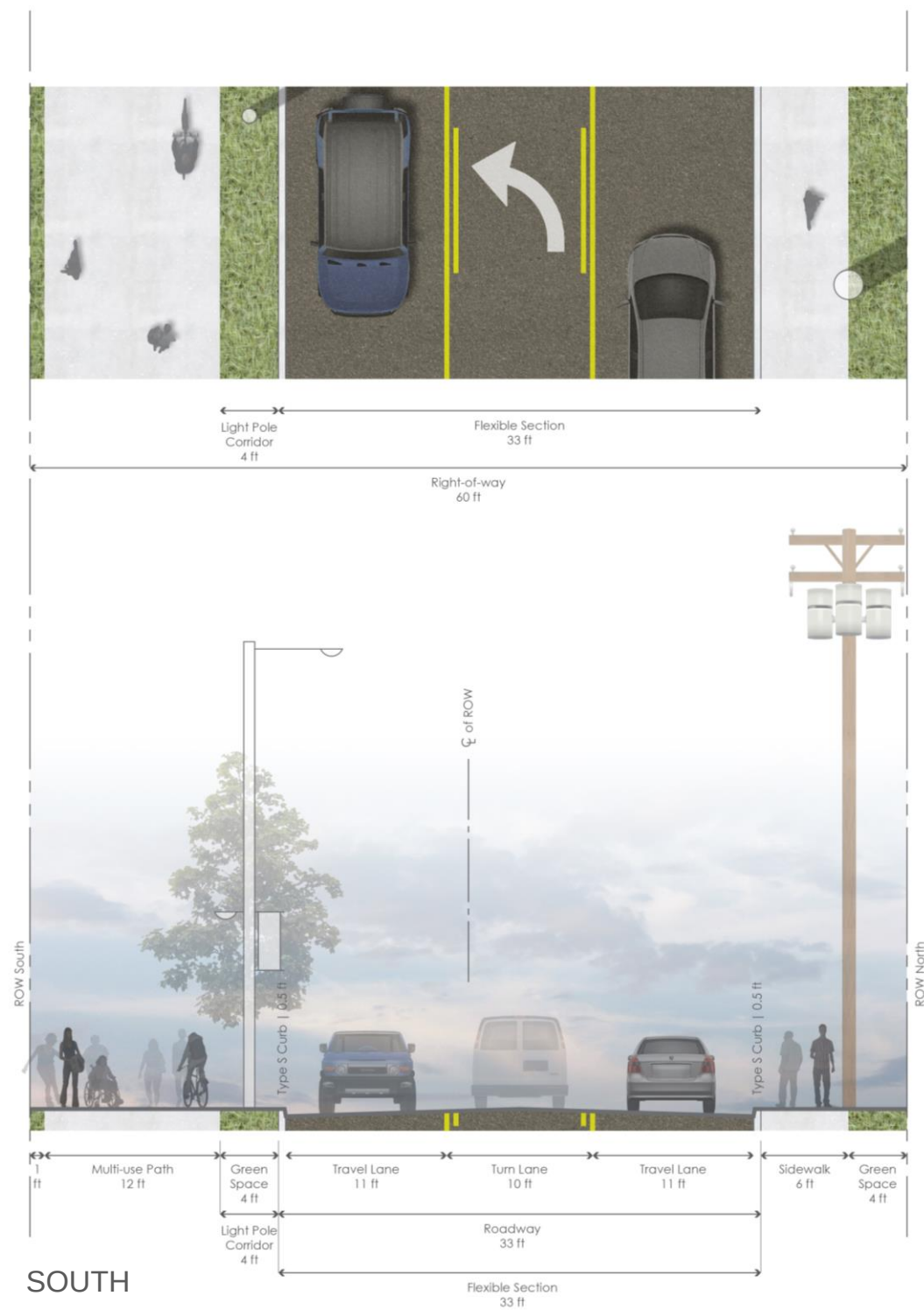




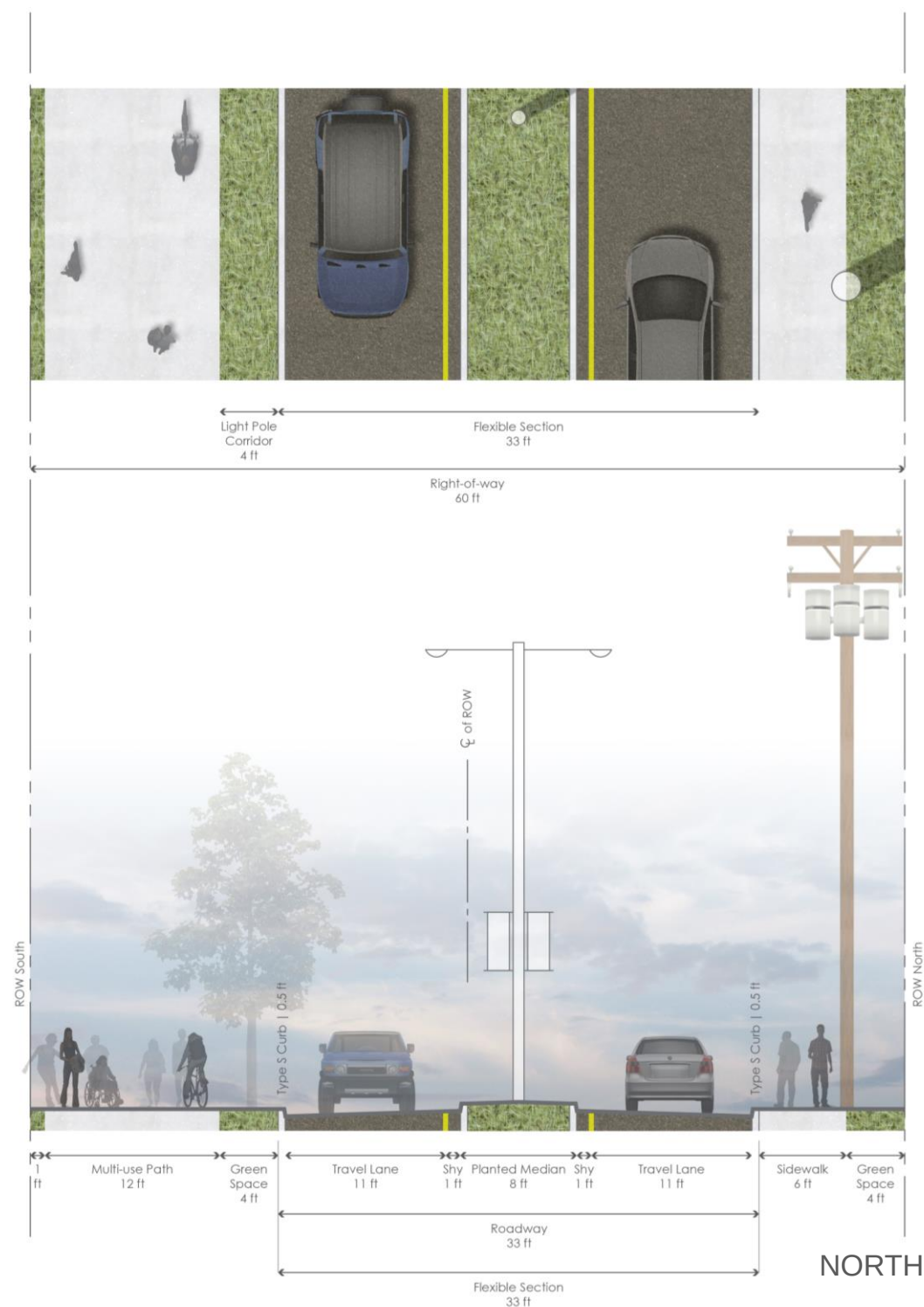
The Convertible Section

For configurations A and B, the only difference is the potential for on-street parking to be accommodated in the green space on the south side of the corridor. On-street parking is not currently desired or practical due to the lack of businesses fronting the street. This space is better used for pedestrian amenities. Features of A and B include:

- Old Olive will function as a two-lane road
- A shaded use path is located on the south side
- A pedestrian sidewalk is located on the north side
- Green space on the south side is used as a lighting and landscape corridor
- Section converts to accommodate on-street parking in desirable areas



C 3 LANE

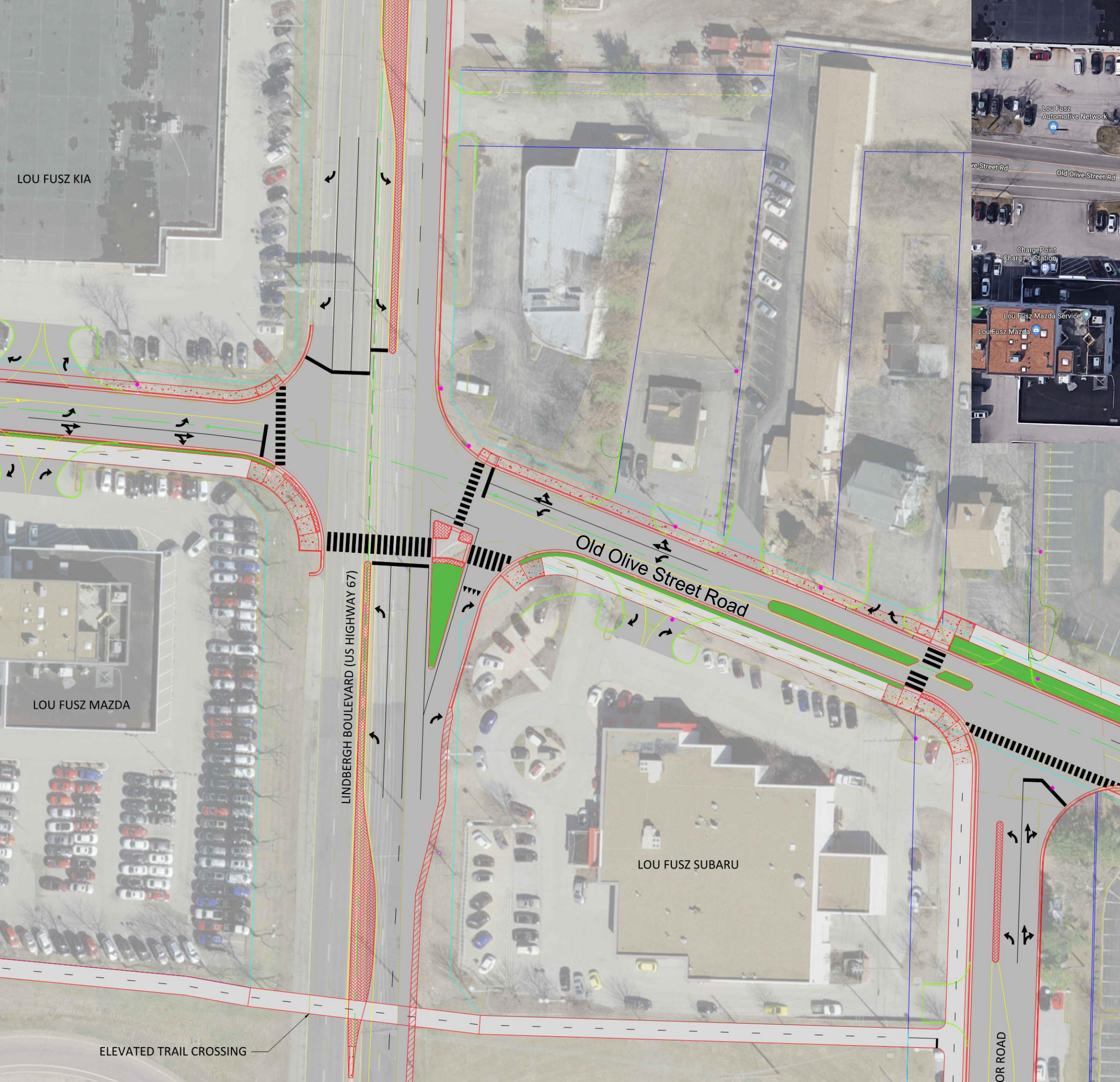


D 2 LANE + MEDIAN

The Convertible Section

For configurations C and D, a landscaped median has been provided to allow for turn lanes along the corridor and acknowledge the locations of many utilities on the south side of the right of way. The landscape median will provide a place for lighting to be accommodated in the middle of the street. Features of C and D include:

- Section plans for the future by allowing for two travel lanes and a turn lane
- West of Lindbergh, a center median coordinates with current turn lane needs
- Center median provides a corridor for lights and landscaping



Existing Conditions

Old Olive/Lindbergh Intersection

The existing intersection of Olive and Lindbergh is designed to facilitate on and off ramp movements and has no east – west connection. There are jersey barriers in the middle of Lindbergh to prohibit east-west movements, vehicular and pedestrian, across the intersection. The intersection is not currently signalized.

The proposed intersection design provides full access with left-turn lanes and bike/ped crossing at a new signalized intersection. This design has been reviewed by MoDOT in a preliminary review. Final engineering and review/ approval will need to be obtained by MoDOT. This project is a priority project for the City of Creve Coeur.

The features include:

- North-south and east-west through traffic and left turns
- Bike/ped crossing on the south side of Old Olive with a generous refuge area
- Most improvements within the existing MoDOT/Lindbergh rights of way with minor right of way acquisition required.



Old Olive/Lindbergh Intersection Transformation

This future view of the intersection looking west along Old Olive illustrates a full access intersection where vehicular, bike, and pedestrian connections are all designed to safely co-exist. The 12' wide shared use path crosses the intersection on the south and has a generous pedestrian refuge area at the signalized intersection. Decorative pavement accents, native

plantings, and graphic branding elements enhance the area while concentrating the aesthetic improvements in key locations. This intersection is contained within the MoDOT right of way. Aesthetic elements that are within the right of way will require MoDOT approval. The illustrated design integrates elements that have precedents in our area.



legend

- potential multiple use path route
- crosswalk
- ➔ public flow
- - - potential greenway route

Bike and Pedestrian Connectivity

A shared use path is located on the south side of Old Olive west of Lindbergh in order to engage existing and future mixed use/commercial and avoid high voltage utility pole conflicts. East of Lindbergh, it transitions to the north side of Old Olive to connect directly to a planned greenway within the 39°N district. Ultimately, it will connect to the Centennial Greenway, one of Great Rivers Greenway’s network of bike and pedestrian trails. Centennial Greenway is planned to connect Forest Park in the City of St. Louis to Creve Coeur Lake Park in St. Louis County.

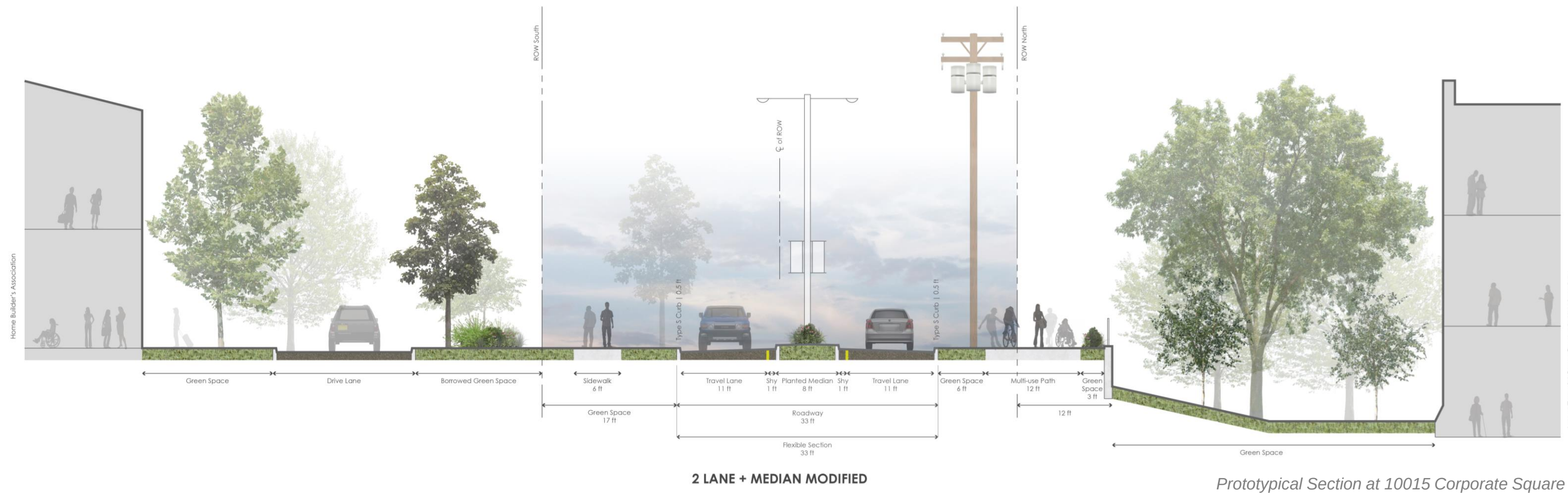
The shared use path shifts to the north side of the corridor after the Old Olive/Lindbergh intersection and at the Old Olive/Connector Road intersection. This is a safe place to transition. Acquisition of private property from two property owners is necessary to position the shared use path on the north side. If the share use path cannot be located on the north side, the space is available within the right of way on the south side of corridor.



Bike and Pedestrian Connectivity East of Lindbergh

East of Lindbergh, the character of Old Olive is very different in both land use and private property frontage character. This side of Old Olive around Corporate Square Drive primarily has a business park character with established office buildings and surface parking lots. The design of a median for this area is purposeful. The

additional space in the middle of the road anticipates the need for future turn lanes at Corporate Square Drive and or the connector road intersections. Until that time, a landscape median filled with native plants provides an attractive setting.



Corridor Design East of Lindbergh

This section is located near the intersection of Old Olive and Corporate Square Drive. The office building at 10015 Corporate Square is illustrated on the right or north side of the section. It is proposed that the shared use path be located on the north side of Old Olive in this area to create a direct connection to the proposed north-south greenway.

Due to the location and large number of utility poles, it will be necessary to obtain 12' of private property along the frontage of the 10015 Corporate Square building and from

Missouri American Water to the east. This proposal is thought to be reasonable for two reasons: 1) only two property owners are involved and 2) the frontage of both properties is underutilized space. A retaining wall will be required at the office building. Fence relocation will be required at Missouri American Water between the water tanks and the shared use path.

PUBLIC REALM DESIGN

PUBLIC REALM

Old Olive Corridor Improvement Zones

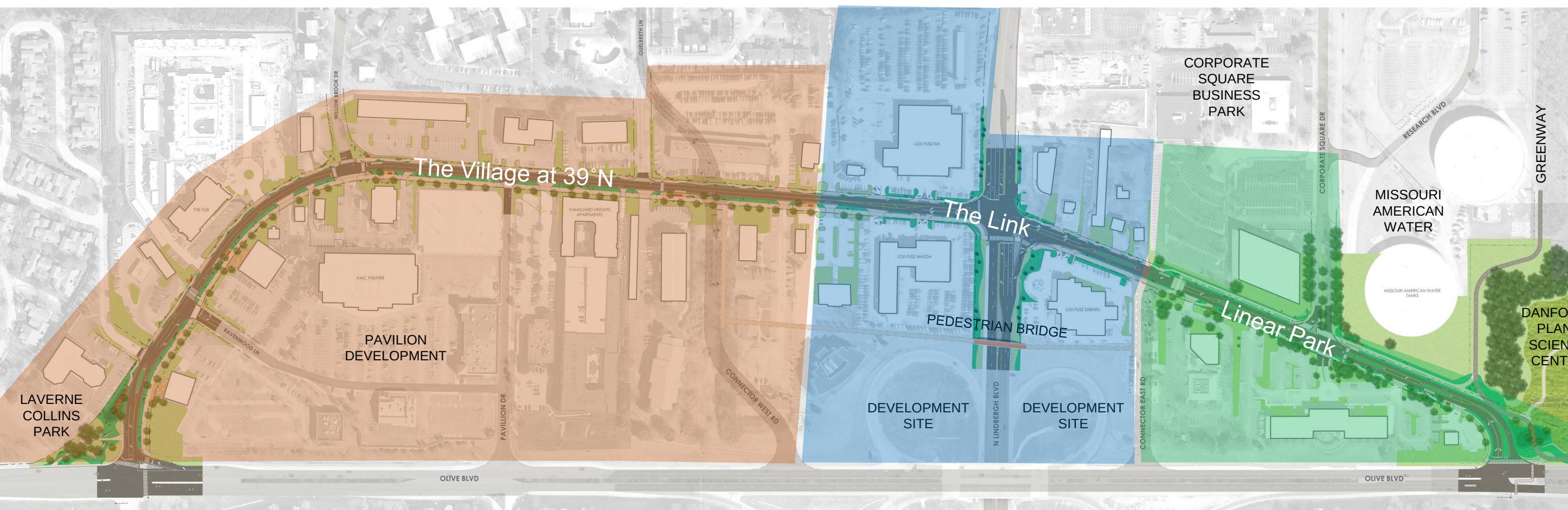
The corridor and its land uses naturally separate the improvement treatment into three zones:

- The Village at 39°N
- The Link
- Linear Park

The existing characteristics of each of these zones along with the potential for improvement create unique opportunities that are designed into the corridor plan.

The Village is characterized by existing and emerging mixed use and the presence of typical suburban

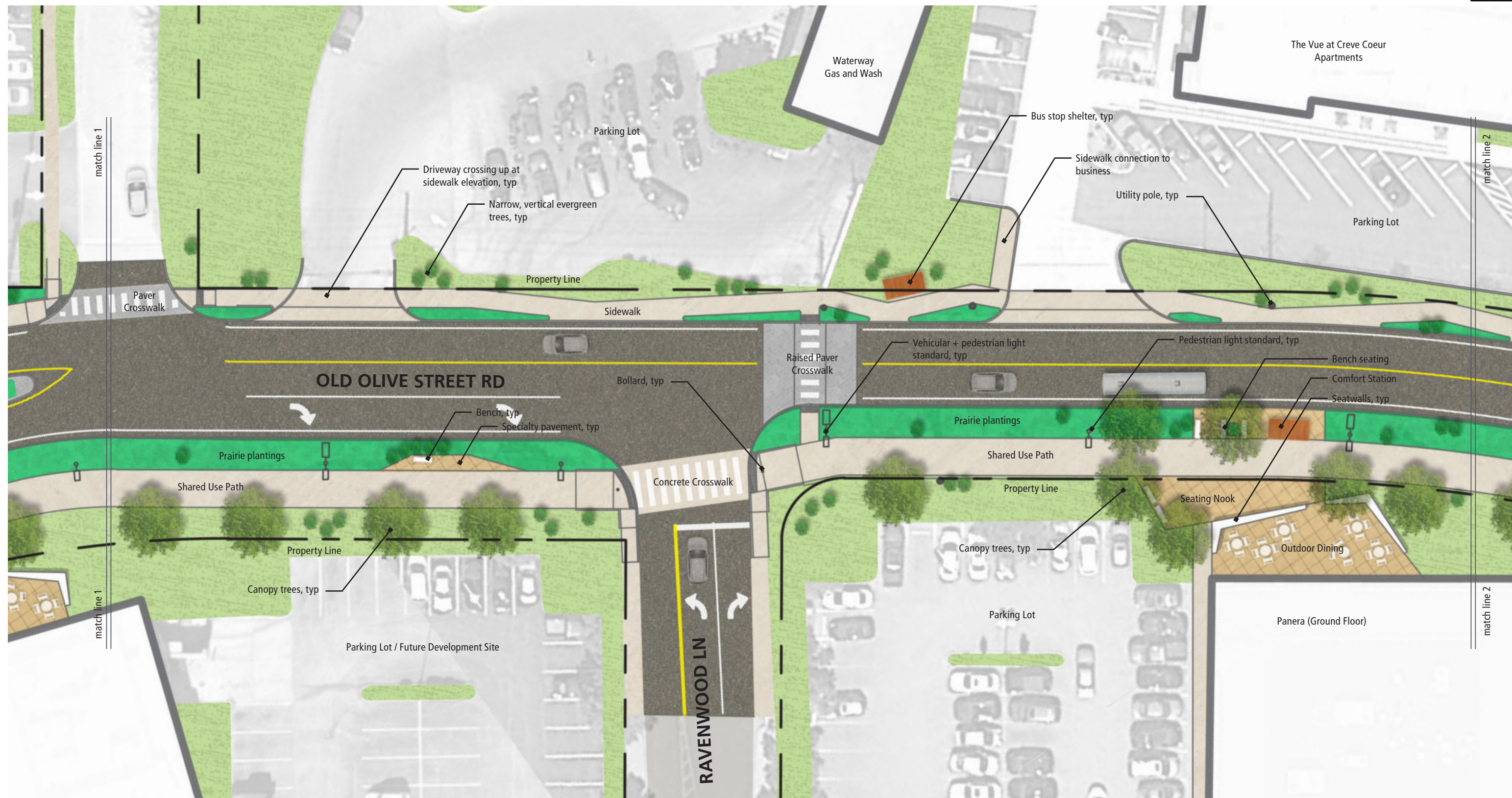
development. The Link is dominated by the auto-oriented influence of Lindbergh Boulevard as a MoDOT state route. In addition, three of the four corners are occupied by Lou Fusz auto dealerships. The Linear Park zone has been given this name because of the visual presence of existing trees and wide, well-maintained lawn areas. In the future, the park-like quality can be enhanced by the public realm improvements.





The Village at 39°N



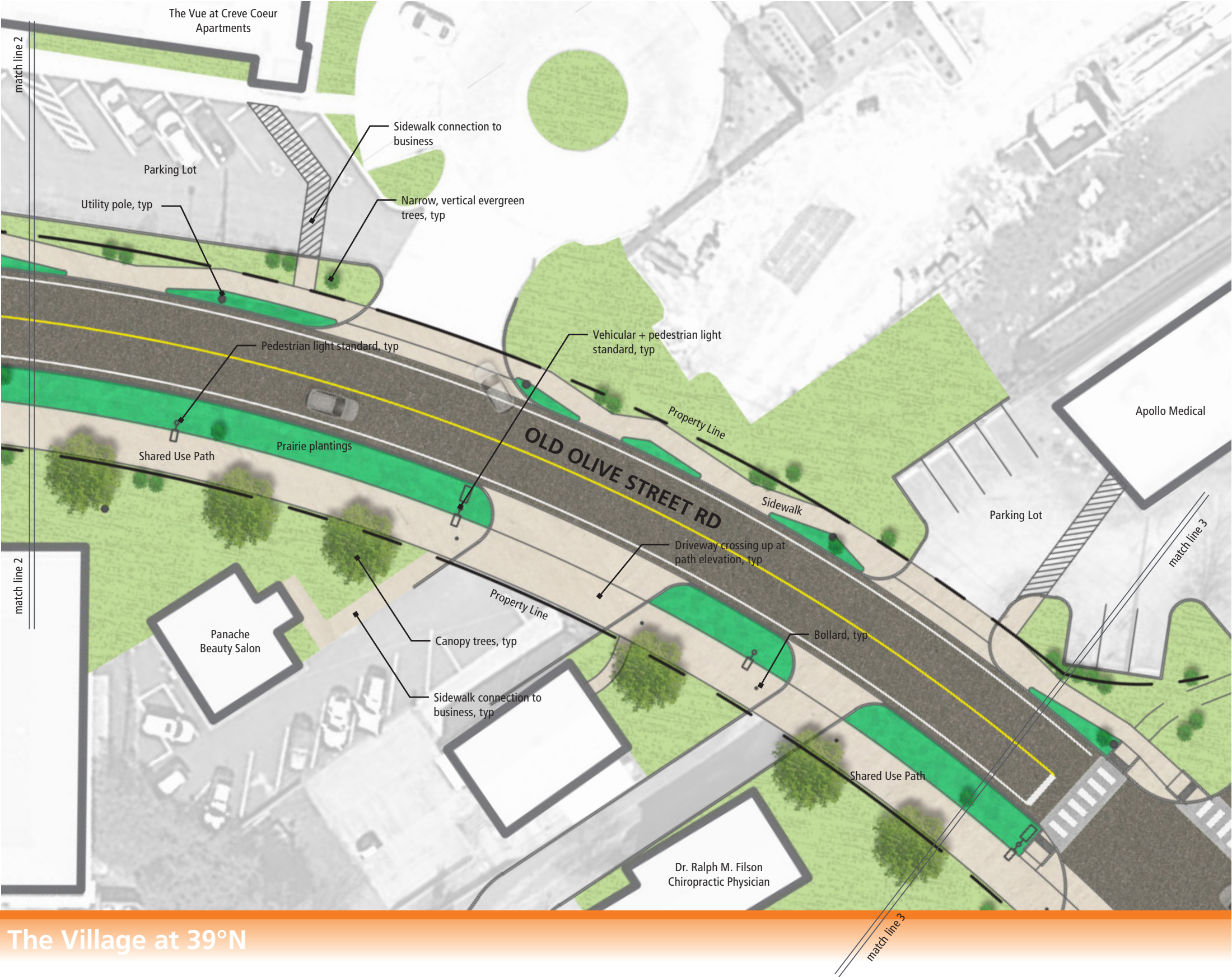


The Village at 39°N

Attachment: 19_0816 39N old olive document FINAL 8-19-19 PZ (#19-024: Old Olive Street Road Great Street Plan)



0' 7.5' 15' 30' 60'

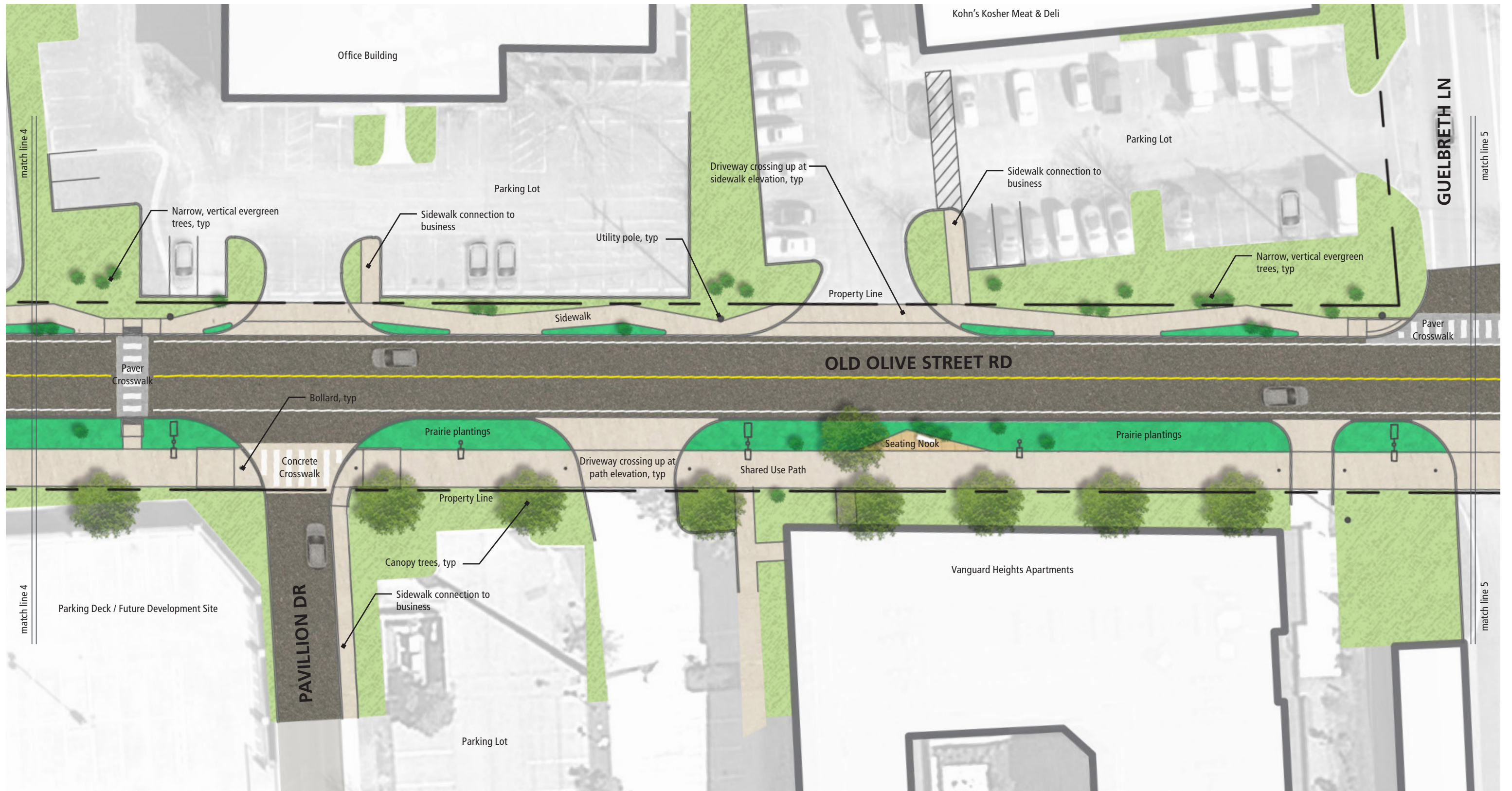




The Village at 39°N

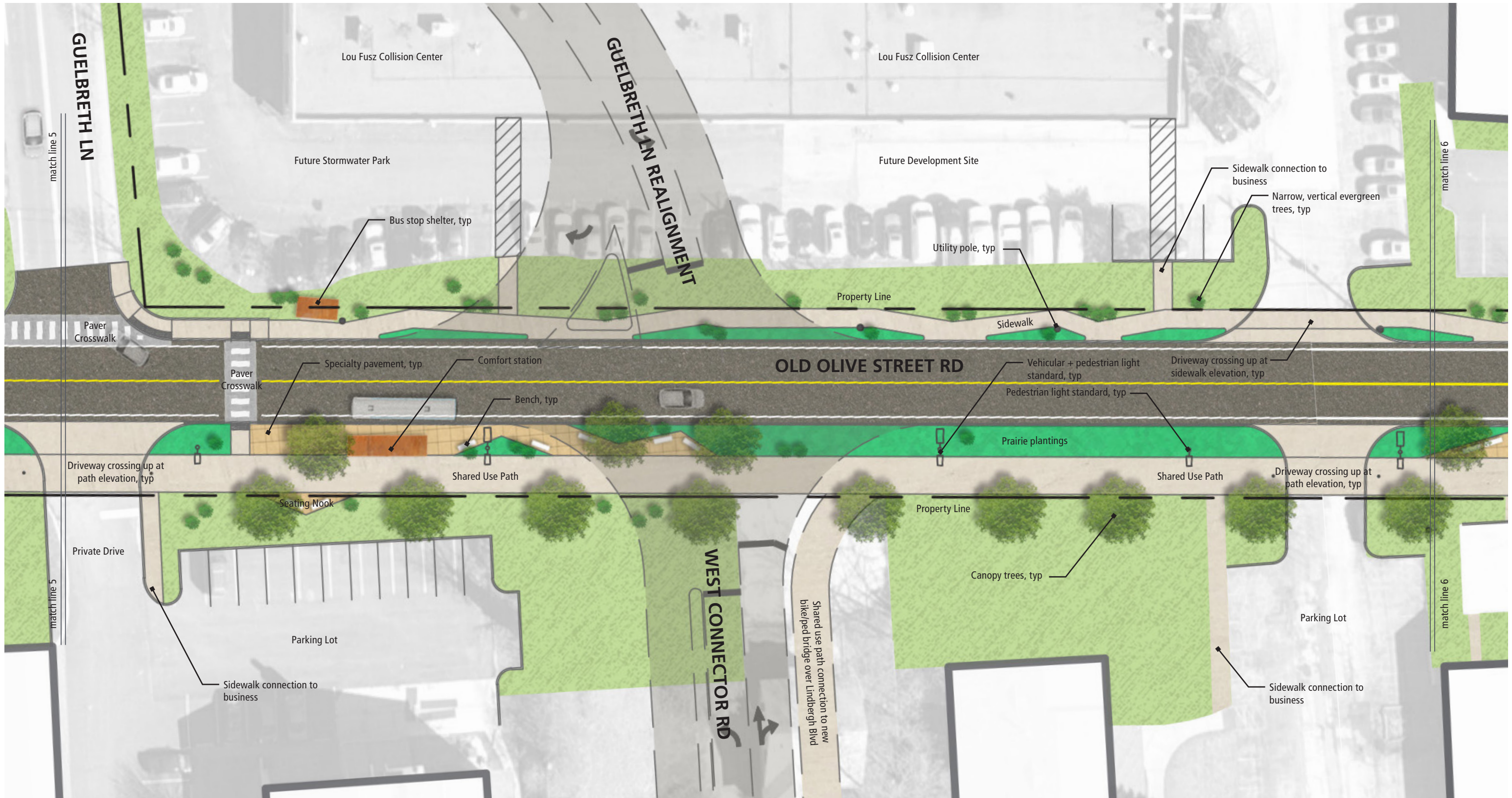
Attachment: 19_0816 39N old olive document FINAL 8-19-19 PZ (#19-024: Old Olive Street Road Great Street Plan)



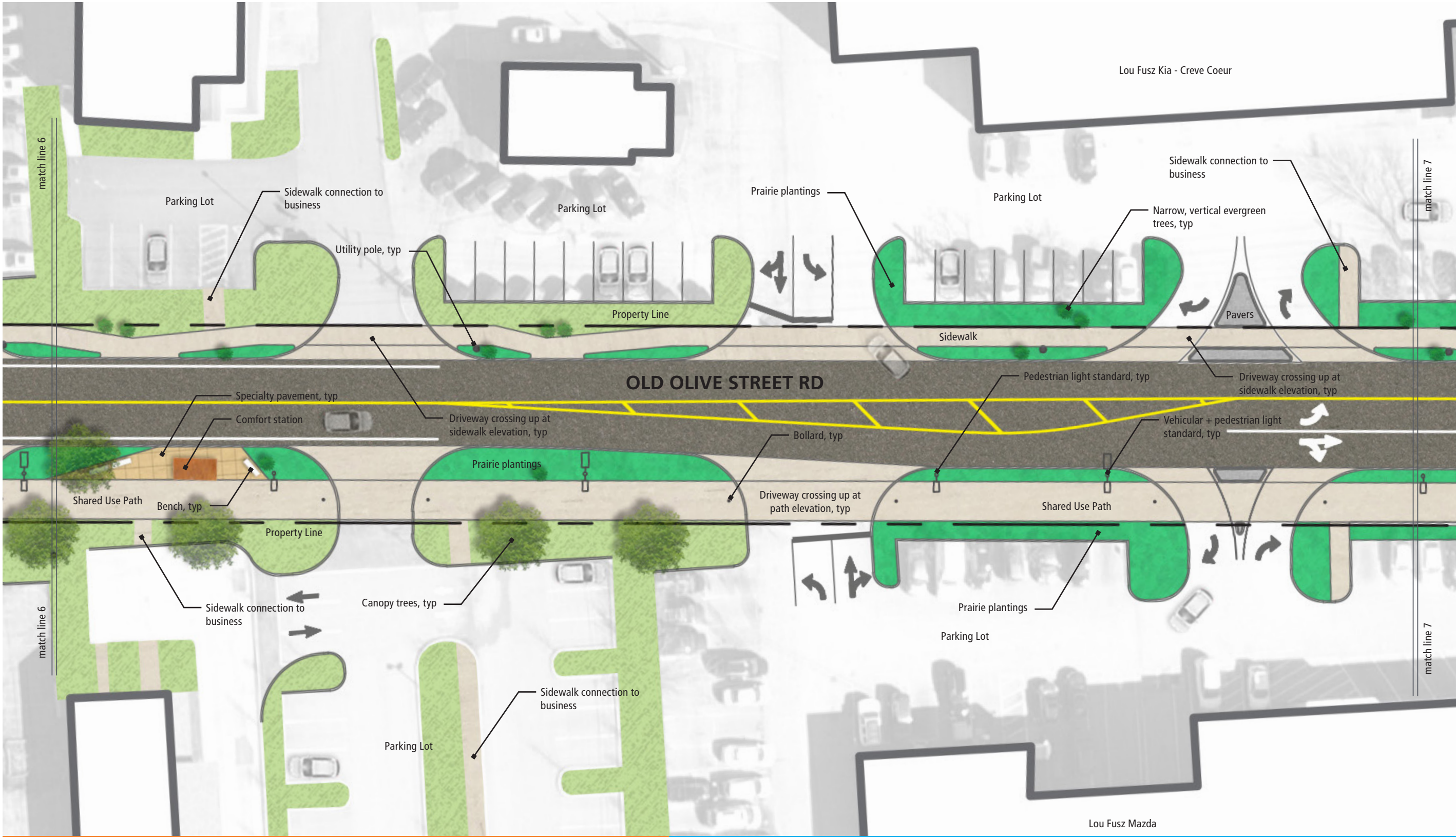


The Village at 39°N





The Village at 39°N



The Village at 39°N

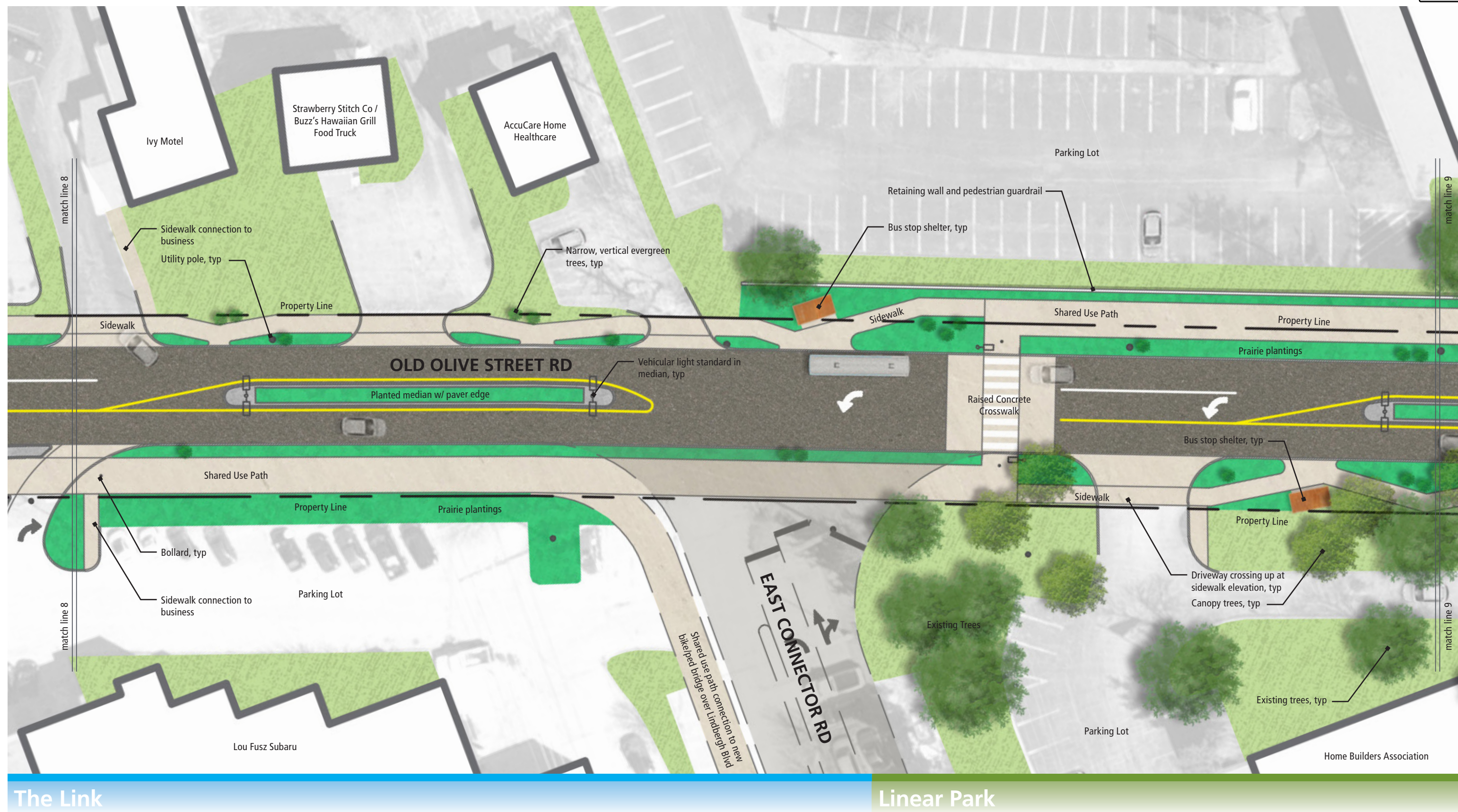
The Link



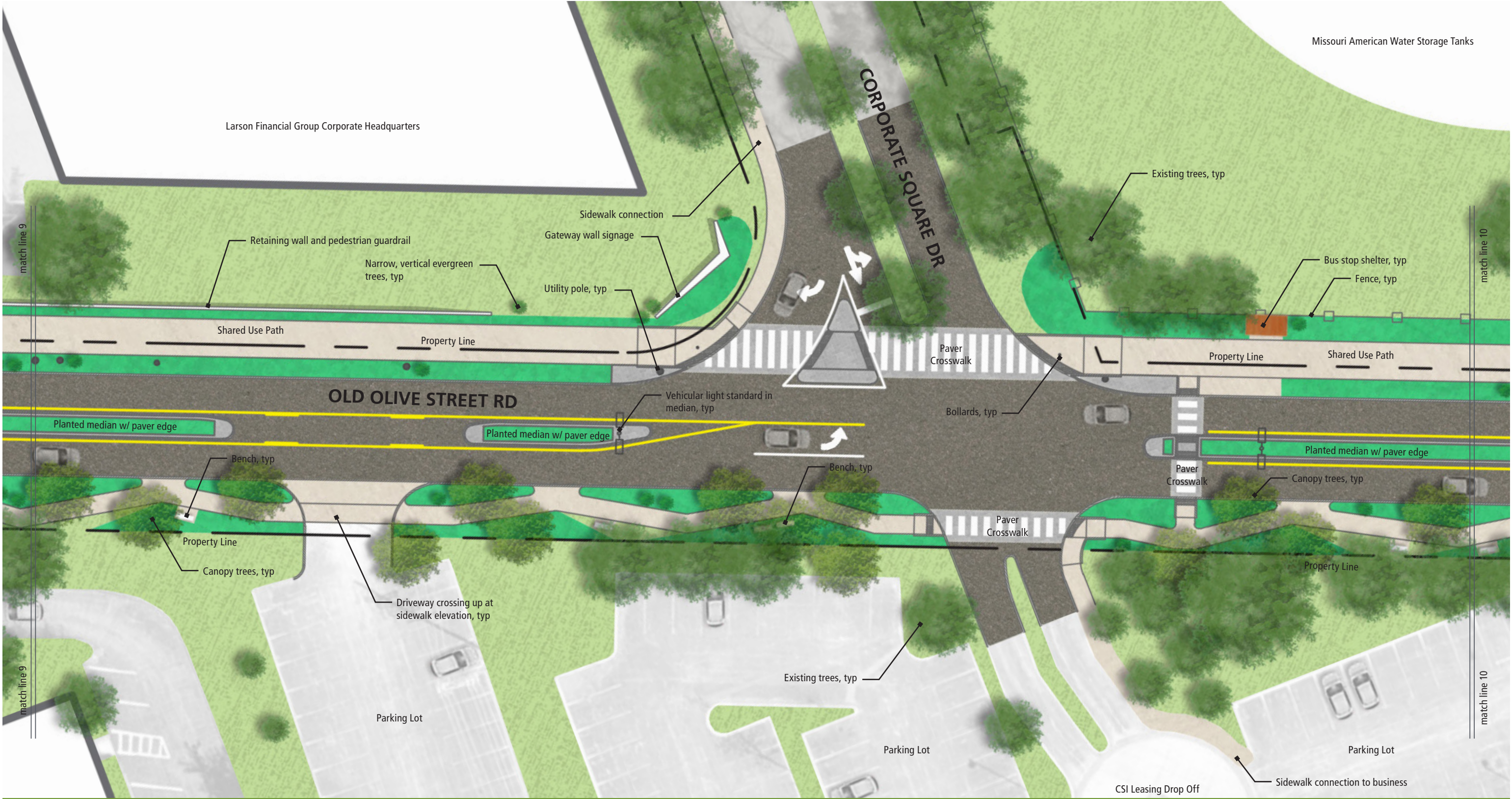


The Link



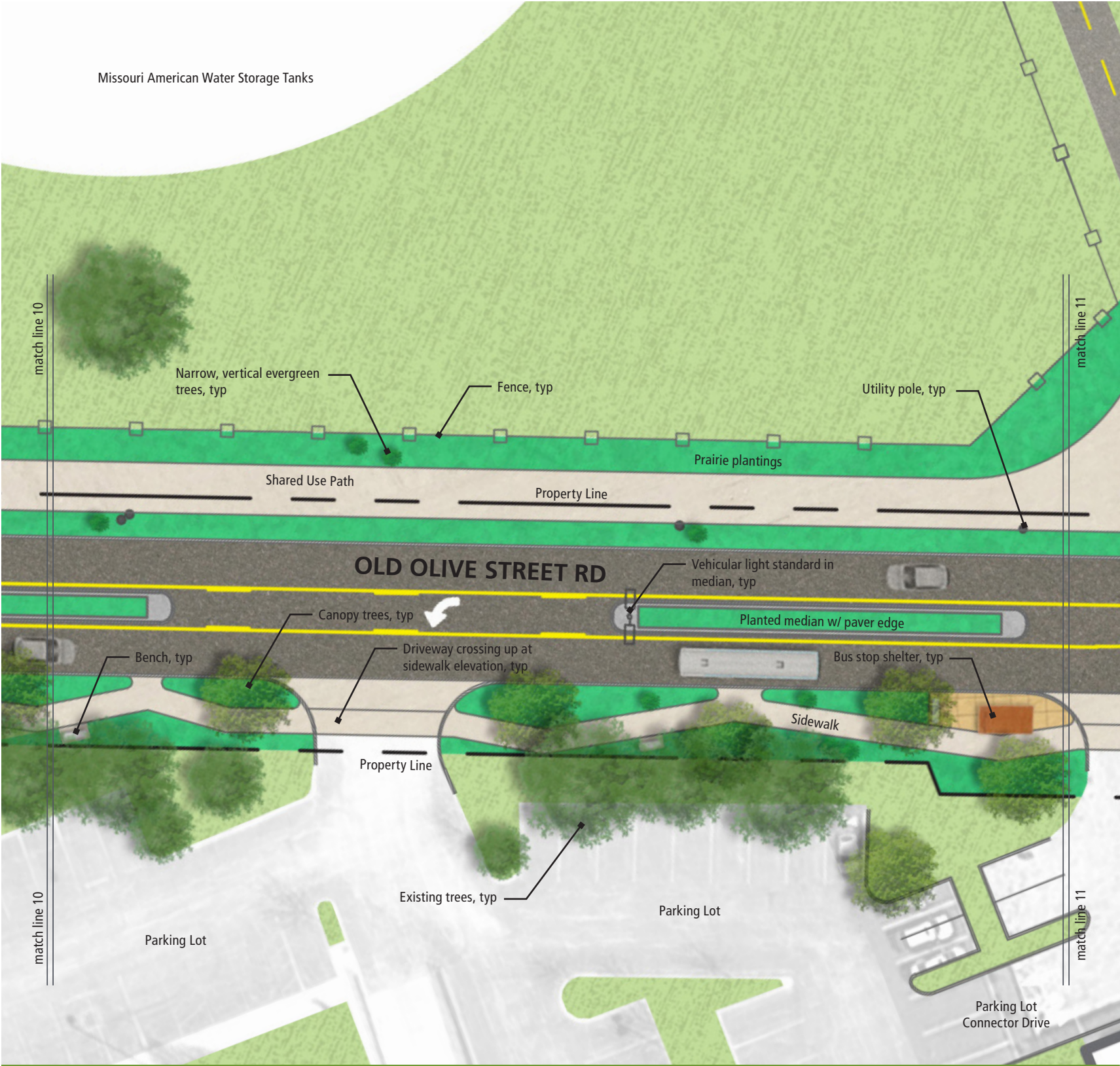


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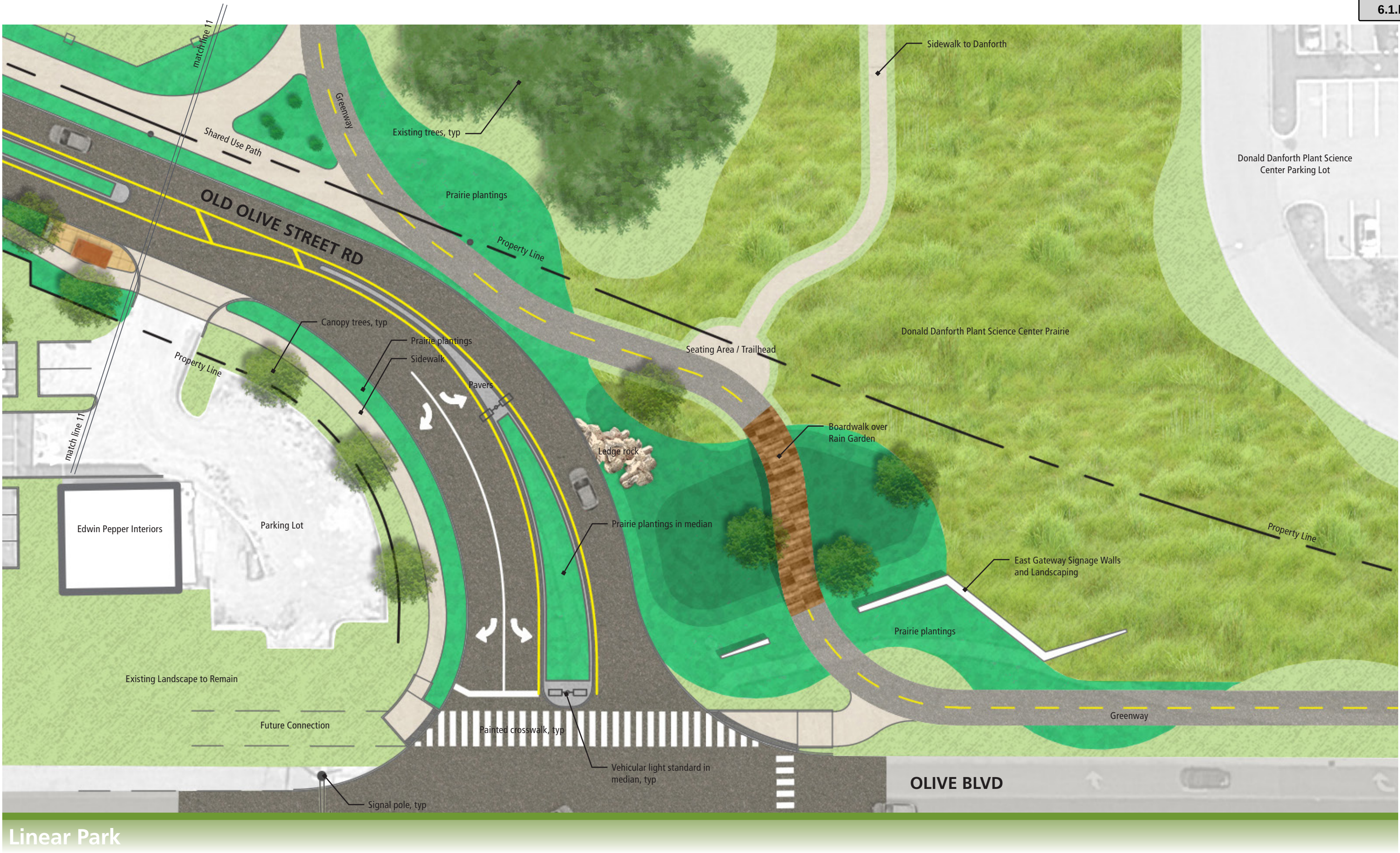
Linear Park





Linear Park

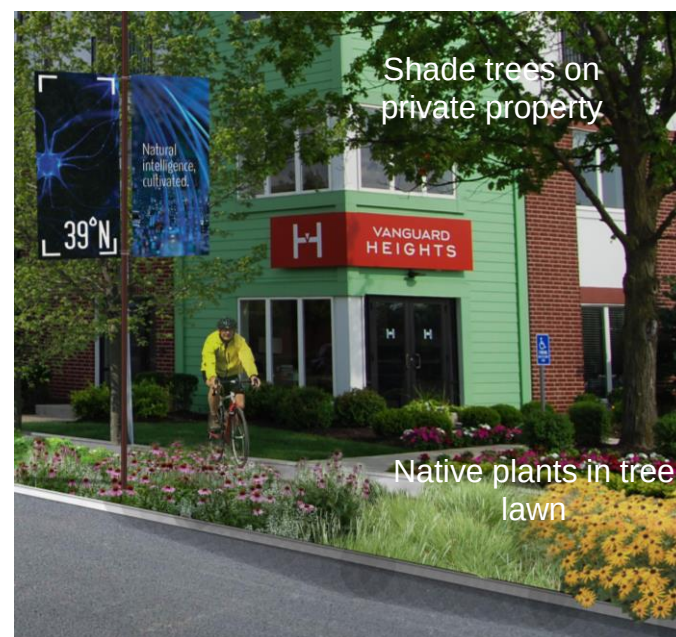




Linear Park



North Side



North Side

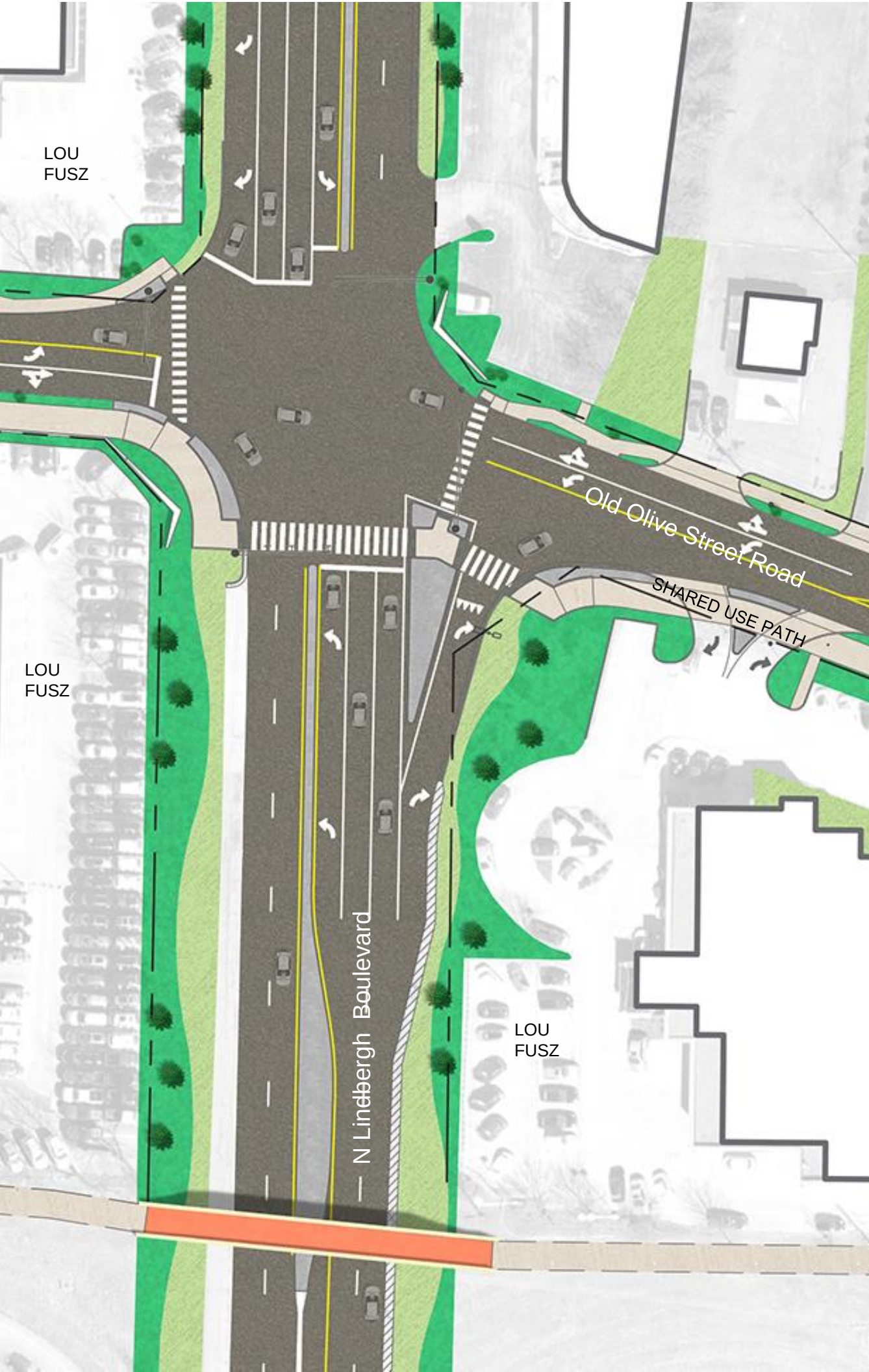


South Side

Landscape Character Village at 39°N

The Village at 39°N is currently a mixed use zone. Reconfiguration of the Old Olive corridor, to include a shared use path and sidewalks, is designed to work with new development opportunities to enhance the mixed use district. It is envisioned that this district will include retail, restaurants, services, and residential to create a village destination.

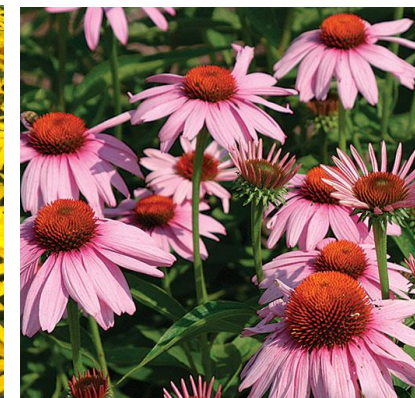
The landscape character of this district includes native and prairie plants arranged to highlight building entrances and areas of pedestrian focus. On the south side, new trees for shade and scale are located in both the tree lawn and beyond the right of way in the building setbacks to make the right of way appear bigger. On the north side ornamental trees and small evergreen trees punctuate the landscape and coexist with the utility poles.



Native grasses and forbs in MoDOT right of way



Narrow vertical evergreens



Landscape Character Link

The Link area includes the Lou Fusz auto dealerships at three corners of the Old Olive/Lindbergh intersection. The Lou Fusz corners in addition to a variety of land uses on the northeast corner of the intersection, make up the Link that connects the Village at 39°N and the 39°N Corporate Square Business Park. The right of way on Lindbergh is owned by MoDOT and is generous in size. The proposed landscape is illustrated in large drifts of a low native understory of grasses and forbs with punctuating narrow evergreens. The low plants and narrow trees will maintain views to the auto dealerships while creating a highway-scaled landscape effect.



Existing trees

Landscaped medians



Native plants in tree lawn

Landscape Character Linear Park

Existing office uses dominate the frontage of Old Olive east of Lindbergh. The entrance to the Corporate Square Business Park is located on the north side. There are existing mature trees around existing office buildings and with the addition of the proposed landscape medians this area has a park-like quality. Here, the shared use path is on the north side of the road and the meandering sidewalk on the south side of the road with pockets of native plantings serves to enhance the Linear Park quality of the space.

LANDSCAPE PALETTE



Tallgrass Prairie



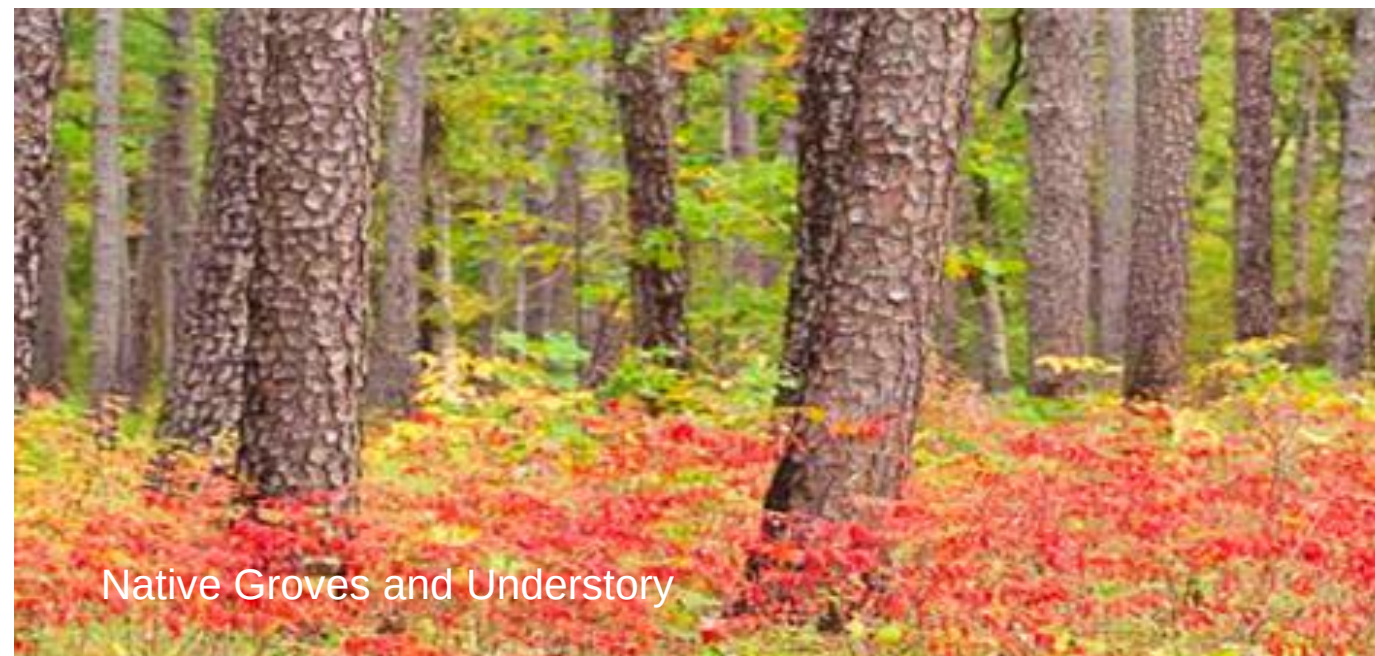
Meadow and Cedars



Agriculture



Prairie Forbs



Native Groves and Understory



Prairie Grasses

Landscape Design Inspiration

The inspiration for the landscape design originates at the Donald Danforth Plant Science Center. Six acres of Missouri Tallgrass Prairie have been restored at the site. The Danforth Center is located east of Old Olive and the project area. The Old Olive corridor can be a direct extension of the prairie and Missouri native landscapes. This will be a non-traditional streetscape planting with areas for six landscape ecotypes. They provide the context for the landscape design:

- 1) Tallgrass Prairie – a natural mix of flowering plants, grasses, and shrubby plants that grow together in a harmonious landscape
- 2) Meadow and Cedars – a short native grass environment where the occasional native evergreen punctuates the landscape
- 3) Agriculture – a monoculture of food crop plants representing an aspect of the AgTech District
- 4) Prairie Forbs – the flowering plants of the prairie that can be used individually in commercial landscapes to bring color and create emphasis
- 5) Native Groves and Understory – trees growing close together, creating a shady place for native understory plants
- 6) Prairie Grasses – like forbs they can be used individually in commercial landscapes for a soft effect.



London Planetree



Trident Maple



Bald Cypress



Autumn Brilliance Serviceberry



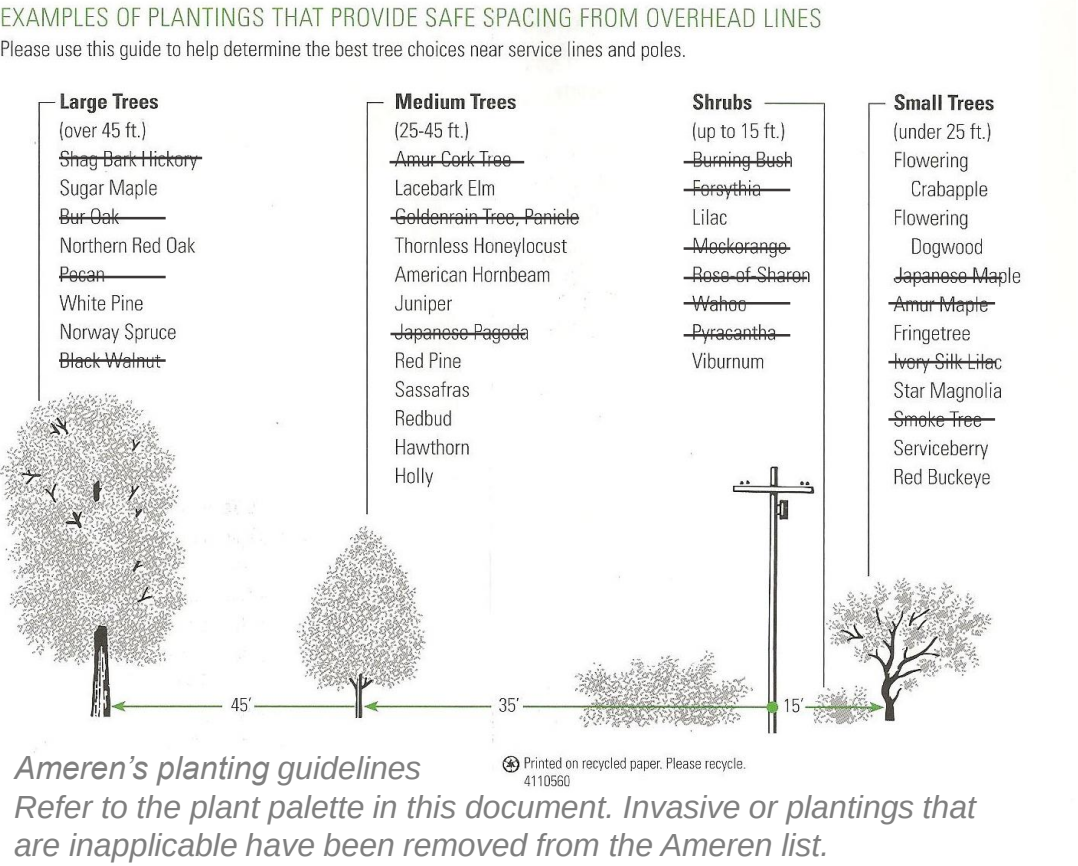
Prairiefire Crabapple



Canaeriti Juniper



Spartan Juniper



Landscape Palette - Trees

Trees are selected for their beauty, function, and size to be compatible with the overhead utility lines and the City of Creve Coeur tree lists.

Refer to the Ameren guidelines to the left for sizes of trees. Three categories of trees will be used:

Canopy Trees - there are specific areas along the corridor where large canopy trees can be planted. The limitations include underground and overhead utilities as well as planting bed size and soil mass. Canopy trees can be clustered in groves to provide shady respites for cyclists and pedestrians.

Evergreen Trees – narrow, vertical evergreens remind us of the native Missouri Eastern Red Cedar. They will be used to soften unsightly areas or act as a vertical accent in the landscape.

Ornamental Trees – these trees are the most flexible as they can be planted under the overheard electrical lines. They can be used in clusters for buffering, as single ascents against an evergreen mass, or as an understory tree.

Horticulture, Ecology and Beautification(HEB) Committee

When projects move into implantation phases, the HEB committee will be involved in final selection of the planting palette. Every project will require a detailed maintenance plan to be developed and reviewed with the committee and city staff.



Mount Airy Fothergilla



Arctic Fire Redtwig Dogwood



Yellowtwig Dogwood



Sea Green Juniper



Gro-Low Fragrant Sumac



Prairie Dropseed



Northwind Switch Grass



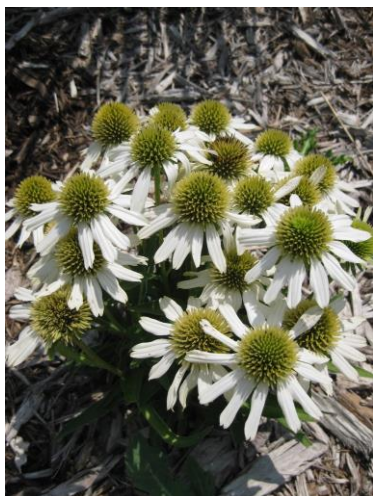
Blue Heaven Little Blue Stem



Landscape Palette – Shrubs and Large Grasses

The landscape palette includes native deciduous shrubs and grasses with the addition of a non-native evergreen shrub for winter interest and structure. These plants were all selected for their change in color and texture during the seasons that include flowers, foliage color, and branching color. All of these plants have a presence during the winter

months. It is desirable to allow the grasses to remain in a dry state during the winter for winter interest. This shrub and large grass category of plants will be used in landscape buffers and in large planting beds.



Snow Cone Coneflower



Black-eyed Susan



Autumn Fire Sedum



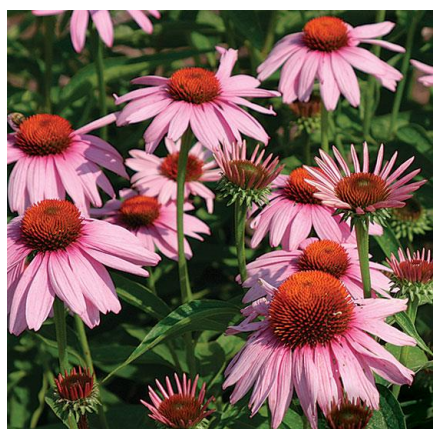
Butterfly Milkweed



Kobold Liatris



Rose Mallow



Purple Coneflower



Aromatic Aster



Cardinal Flower



Swamp Milkweed



Rose Turtlehead



Iris



Palm Sedge



Oak Sedge



Decorative River Rock for BMPs



Landscape Palette – Forbs and Small Grasses

The landscape palette also includes native forbs and small grasses. Most of these plants, with a few exceptions, are natives found in the prairie. The plants have been selected for their showy characteristics and durability in commercial landscapes. To complement and simulate the Danforth Center prairie, the plants will be used in drifts and

arrangements that mimic the prairie environment. Other large areas of the site can be seeded with prairie seed. But the smaller planting areas of the public realm will be designed.

MATERIALS PALETTE

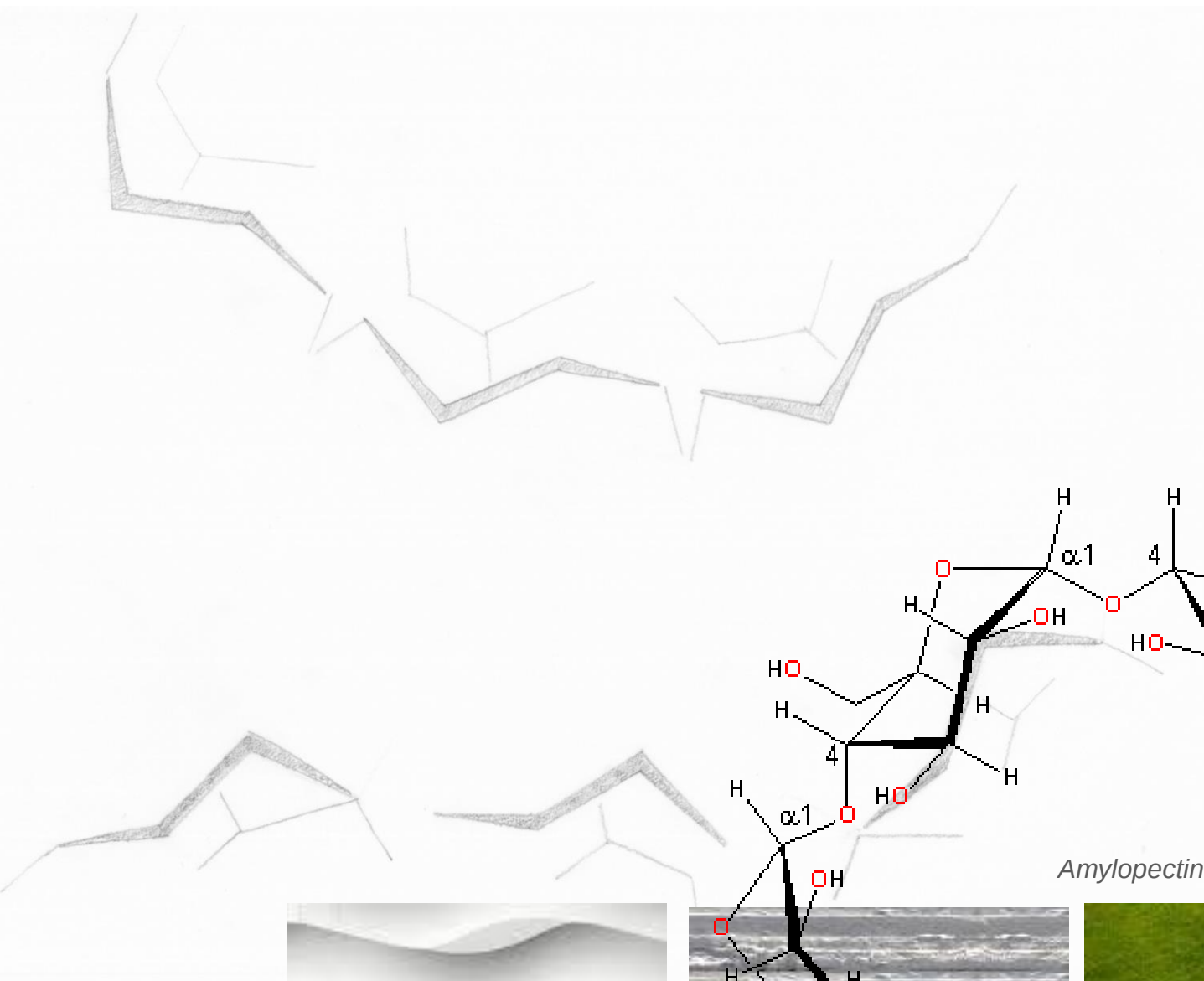
Design - Materials Inspired by Plants

The form of the sidewalk and wall elements are inspired by a glucose polymer found in plants – Amylopectin. This is one component of plant starch that provides energy when consumed by mammals.

The interesting shapes and branching of the of the chemical structure was our inspiration.

Long angled sidewalk sections allow the alignment to navigate between and around utility poles.

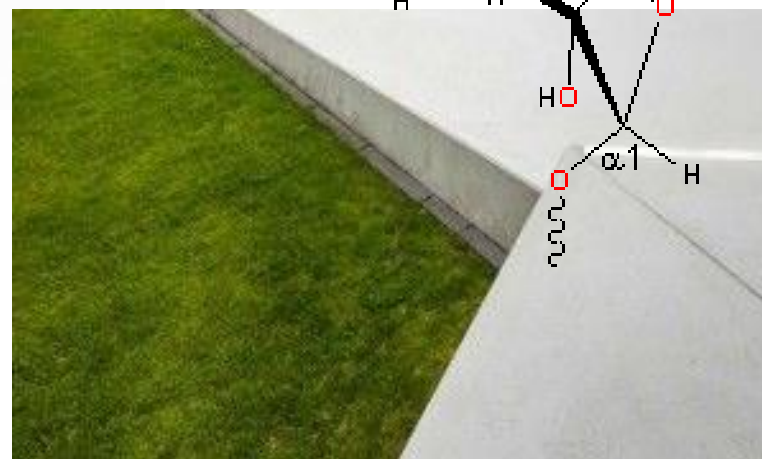
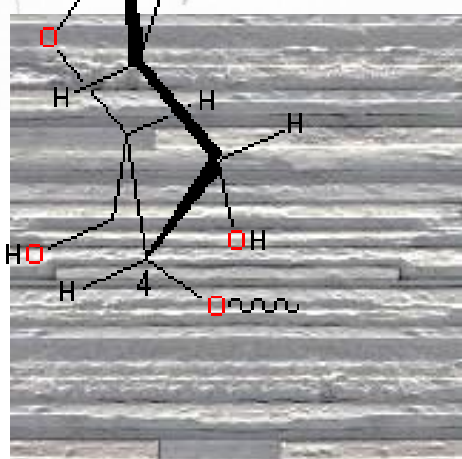
Precast concrete walls mimic this tapered form in plan and elevation.



Amylopectin molecule



Precast concrete examples





Design - East Gateway

This gateway is at the intersection of Olive Boulevard and the Donald Danforth Plant Science Center. Six acres of Missouri Tallgrass prairie were reconstructed on the Danforth Center site in 2013. Inspired by earth elements and the prairie, this gateway includes sculptural precast concrete retaining and free-standing walls that hold back the earth. The prairie will roll up to the top of the main wall and be visible from Olive Boulevard. Individual prairie plants are used along the front of the wall to highlight

their beautiful features. The proposed greenway connection along Olive Boulevard weaves through the walls to connect to the greenway section going north and to the shared use path along Old Olive. What cannot be seen in this view is the Storm Water Park behind the wall. The greenway will cross over the bioretention and go through a native emergent plant environment.



Design - West Gateway

This gateway is at the intersection of Olive Boulevard, Old Olive, and LaVerne Collins Park. It is also across the road from the Pavilion Development and the Schnuck's grocery store - two key retail/commercial destinations for Creve Coeur. This gateway is integrated into the park and creates a renewed focus on this small, passive park. Freestanding and sculptural precast concrete walls weave between the existing trees. New sidewalks behind the walls accommodate the pedestrian cut-through traffic from the

bus stop on Olive Boulevard to Old Olive going north. Now the walkways, landscape, and wayfinding elements are part of the pedestrian experience. What cannot be seen in this image is the potential to activate the park with active and passive park components such as seating, a play area, and other neighborhood amenities.



Edwin Pepper Interiors



10425 Old Olive



Kohn's Deli



10330 Old Olive



10448 Old Olive



Creve Coeur Pavilion



1015 Corporate Square



11921 Old Olive



10451 Old Olive

Design - Architectural Context

To understand the materials palette for the district, the architectural context was analyzed. These buildings represent the past aesthetic. They are from the 50s, 60s, and 70s with predominant brown and red brick, wood, bronze or black window frames, and beige IFIS/stucco. A couple exceptions include mid-century and curtain wall expressions.



Donald Danforth Plant Science Center



The Vanguard Heights Apartments



Bus stop



The Vue Apartments



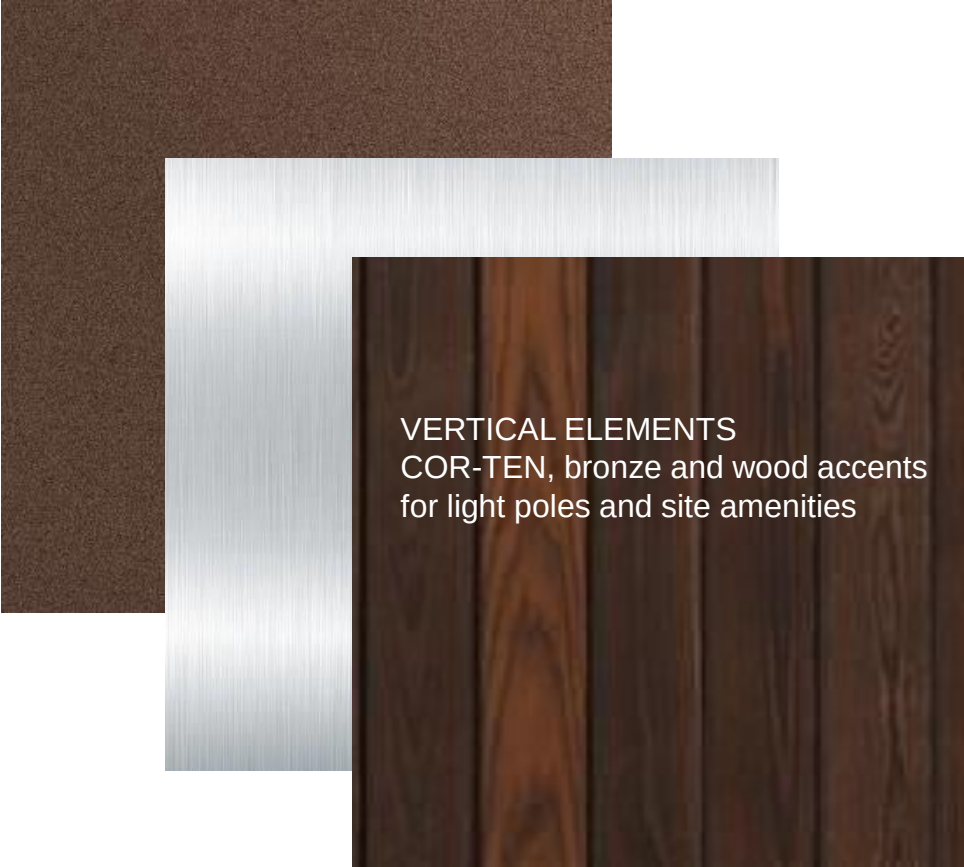
BRDG Park



Lou Fusz Mazda (future)

Design - Architectural Context

To understand the materials palette for the district, the architectural context was analyzed. These buildings represent the current aesthetic. Materials include terracotta/warm-tone brick, cream IFIS/stucco, white metals, wood accents, dark grey, COR-TEN steel, and bronze tones.



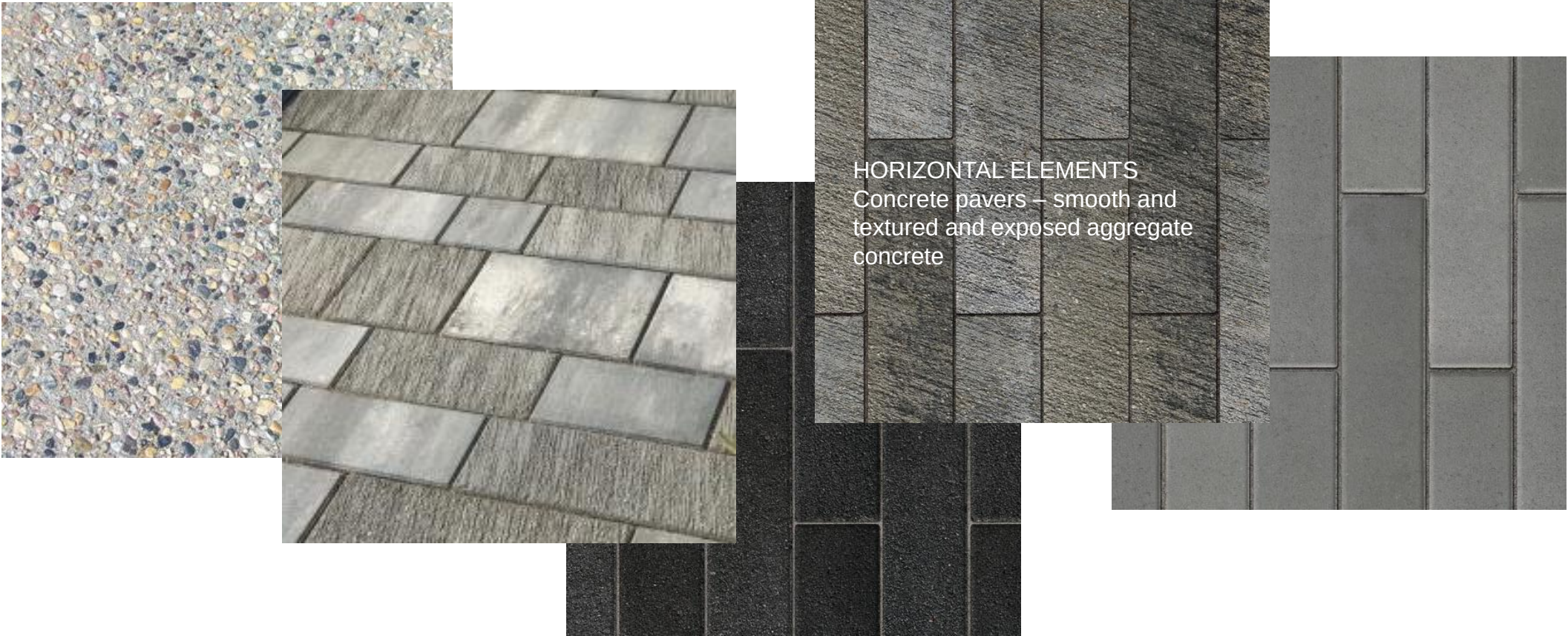
VERTICAL ELEMENTS
COR-TEN, bronze and wood accents
for light poles and site amenities



WALL ELEMENTS
Precast concrete with cast
logo and texture



BRANDING
Colorful metal
components



HORIZONTAL ELEMENTS
Concrete pavers – smooth and
textured and exposed aggregate
concrete

Design – Hardscape Materials

The hardscape palette has been developed to pair earthy materials such as concrete, brown metals, and wood accents with sophisticated greys and white metals. The physical design of the district creates a contrast – High Tech and AgTech.

Sidewalk

Standard Concrete
with Broom Finish

Exposed Aggregate
Concrete

Textured Concrete
Pavers

Shared-use Path

Standard Concrete
with Broom Finish

Asphalt and Striping



Center Line Markings

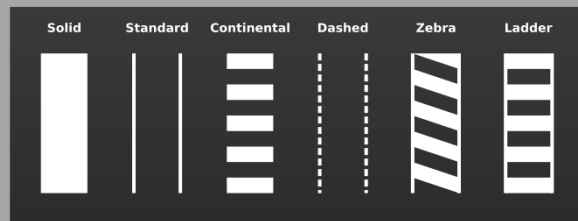
Buffer

Exposed Aggregate
Concrete

Textured Concrete
Pavers

Precast Curb Wall

Crosswalks



Standard Striping



Artful Striping



Paver over Concrete

Design – Hardscape Materials

The City of Creve Coeur made an initial selection of materials for the public realm. These materials and their costs are reflected in the cost estimate.



Indicates initial city preferences

BIKE/PED AMENITIES



Design – Old Olive West of Lindbergh

A rendering looking north east along the new Old Olive corridor and the shared use path illustrates how the new improvements activate the street frontage. The existing St. Louis Bread Company has the potential to engage the street and provide outdoor dining and other amenities. Private property in the building set back, approximately 20'

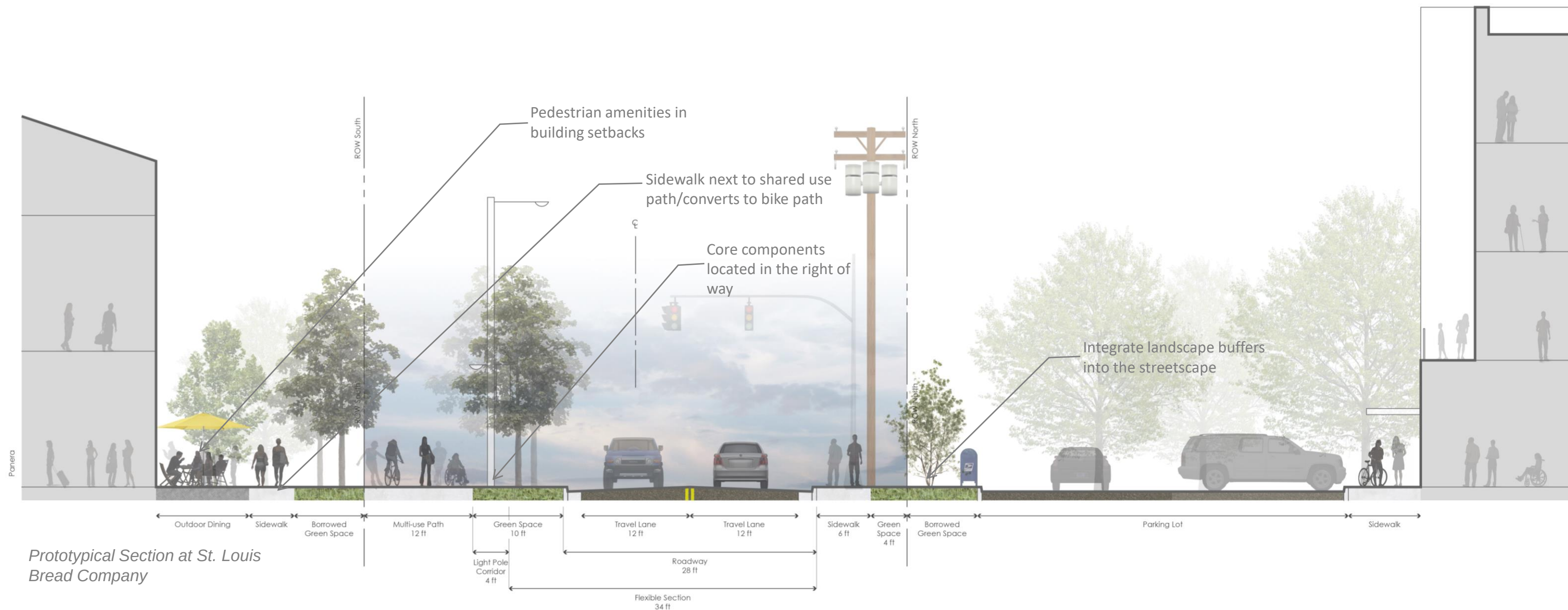
wide, can be leveraged for public/private use and become a physical and visual extension of the public realm. The shared use path is a 12' wide concrete path for bikes and pedestrians. Between the curb and the path, native plantings are proposed.



Design – Old Olive West of Lindbergh

A rendering looking east along the new Old Olive corridor illustrates the sidewalk concept. Today, there are short segments of sidewalk due to conflicts with the utility poles and other barriers. In the future, a 4'-5' wide sidewalk is designed to work around the utility poles. A softened angular design creates a flow in and around the existing pole locations. This design creates planting pockets

between the curb and sidewalk and adjacent to private landscape buffers. The planting pockets are filled with native perennials, grasses and shrubs.



2 LANE + GREEN SPACE

Design - Section East of Lindbergh

This typical section illustrates how the 2-lane road, shared use path on the south and sidewalk on the north fit within the existing 60' right of way. But it also illustrates how the building and parking lot setback areas can be leveraged for public/private use and amenities to expand the public realm both visually and physically. On the south side of the corridor a generous building set back allows for outdoor dining spaces, sidewalks and green space. Through redevelopment of sites, it is recommended that a sidewalk

parallel to the shared use path be developed to eventually separate the pedestrians from cyclists. In the future, the shared use path could become bike only.

On the north side of the corridor, parking lot landscape buffers can incorporate the landscape palette of the project thereby appearing a seamless part of the public realm.



legend:

- A** bus stop, Panera, and entrance to Pavilion theater, shops, and restaurants
- B** intersection of Old Olive and Guelbreth with bus stop, and potential mixed-use development
- C** intersection of Old Olive and future connector road with bus stop, potential mixed use, and crossing of shared use path
- D** intersection of shared use path and the greenway with park spaces, greenway network map and other amenities

Design - Comfort Stations

At key locations along the shared use path, comfort stations are integrated in the design. These are areas that provide amenities for pedestrians, cyclists, and riders of transit. Amenities include bus stop/shade structures, seating, water bottle fillers, bike repair/air station, wayfinding kiosk, bike/scooter marshalling, among other features. These areas have decorative pavements and enhanced hardscapes and landscapes. Four locations have been identified.

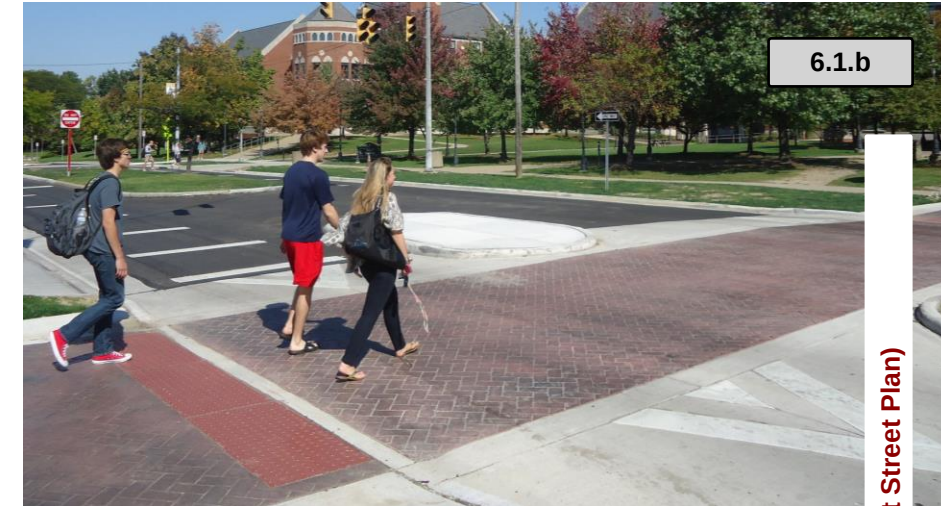


legend:

- A** Custom bus shelter and shade structure with seating, wayfinding kiosk
- B** Decorative paver plaza area
- C** Seat walls and benches
- D** Landscape planters and shade trees
- E** Potential mixed-use redevelopment
- F** Potential shared use path on Guelbreth and connector road
- G** Raised paver crosswalk

Design - Comfort Station Example Old Olive and Guelbreth

One of the comfort stations is proposed at the intersection of Old Olive and Guelbreth. There is potential for a shared use path on Guelbreth in the future to provide connections from The J and the residential neighborhoods north of Old Olive. This intersection also has the potential for redevelopment at the Lou Fusz property and alignment of Guelbreth with the future connector road to Olive Boulevard.

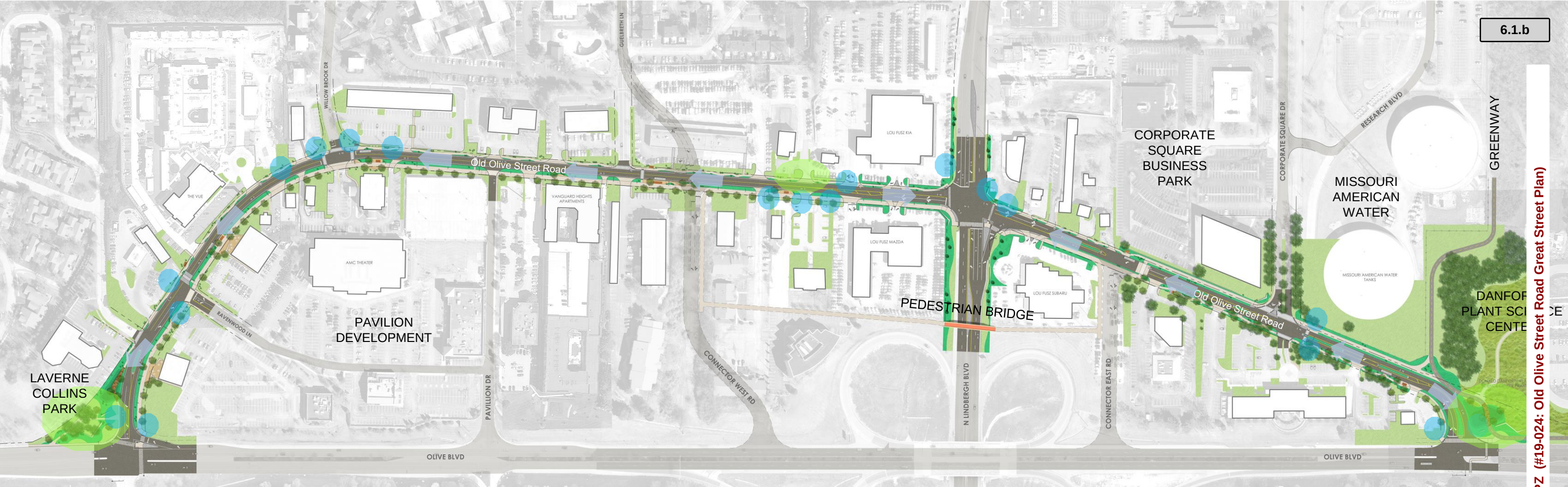


Examples of raised crosswalks

Design - Raised Crosswalks

Bike and pedestrian crossings occur at key locations along the corridor to move people across the street to access destinations, the shared use path, and other bike/ped network linkages. A few crosswalks that traverse Old Olive are proposed to be raised. This means that the crosswalk walking surface is at the same elevation of the curb and sidewalk. This signals to vehicular traffic that pedestrians have the priority when present and serves to slow vehicular traffic down. Crosswalks that would impede drainage if raised will be at the road elevation.

DRAINAGE AND STORMWATER



legend:

- locations of existing storm inlets
- ← drainage direction
- potential stormwater parks



Tanner Springs Park – Portland, OR



Bioretention – Danforth Center



Kemper Water Garden – Danforth Center

Drainage, Stormwater and Stormwater Parks

The proposed design of the Old Olive roadway as a two-lane road on the west and a two-lane road with medians on the east will require a complete reconstruction of curbs and storm water infrastructure. The existing drainage areas and locations of storm inlets have been evaluated. Due to the extensive number, large size, and shallow depth of water mains in the roadway, new shallow storm sewers will be needed. Also due to the utilities, the opportunity for deep-section stormwater BMPs are limited. Amended soils will be used to provide water infiltration instead of bioretention.

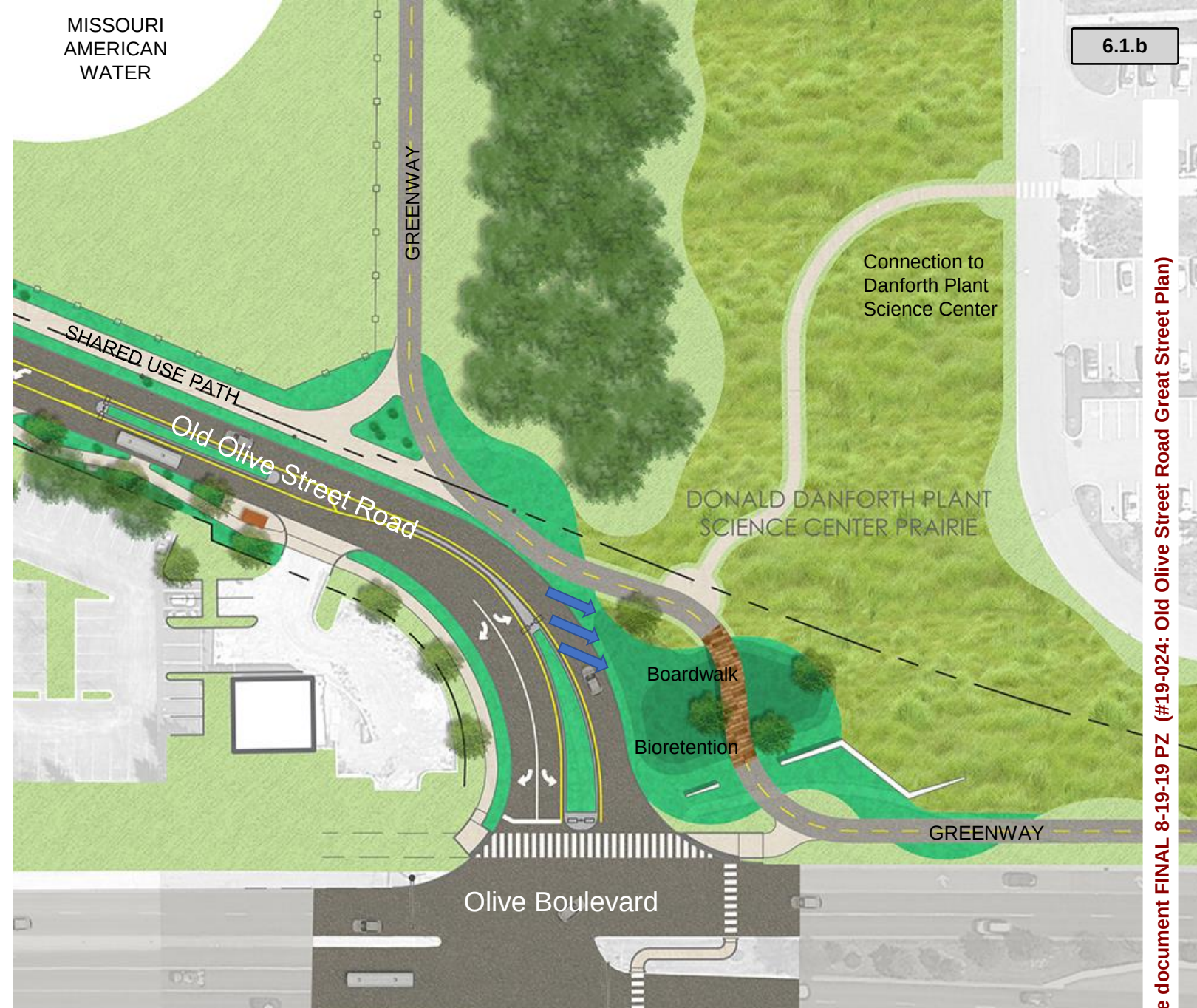
There is an opportunity to create three areas for stormwater management and provide district features. These are Storm Water Parks. The parks are located at gateways at each end of the corridor and in the middle of the district where there is a low point. Water can be directed off the road to stormwater BMPs such as bioretention. Examples of storm water environments are shown in the example images. Allowing people to engage in the environment creates an appreciation for these functional and beautiful spaces and provides opportunities

to educate the public about their role. The Storm Water Parks proposed include:

- 1) West Park - enhancement of LaVerne Collins Park
- 2) East Park - at the greenway trailhead and adjacent to the Danforth Center Prairie
- 3) Center Park – potential for a storm water facility on private property to be designed with the redevelopment of the Lou Fusz property or others in the area



West Gateway and West Storm Water Park



East Gateway, East Storm Water Park, and Greenway Trailhead

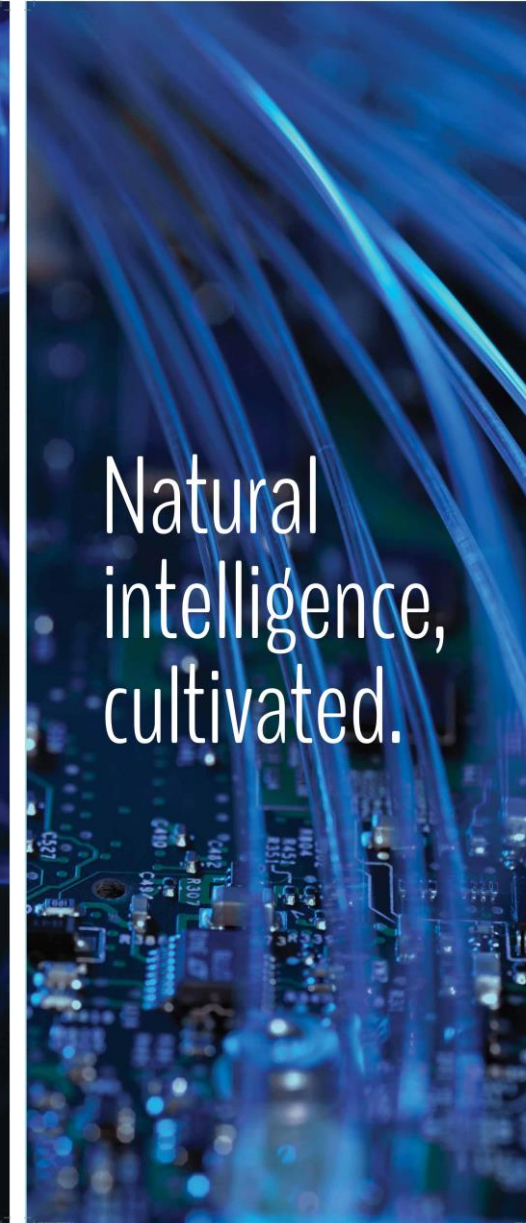
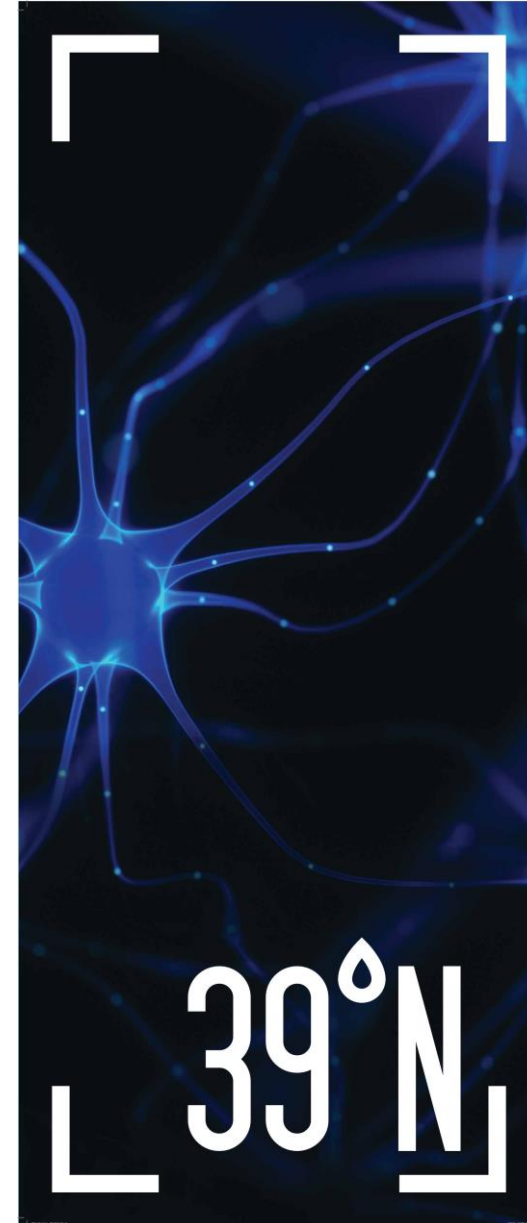
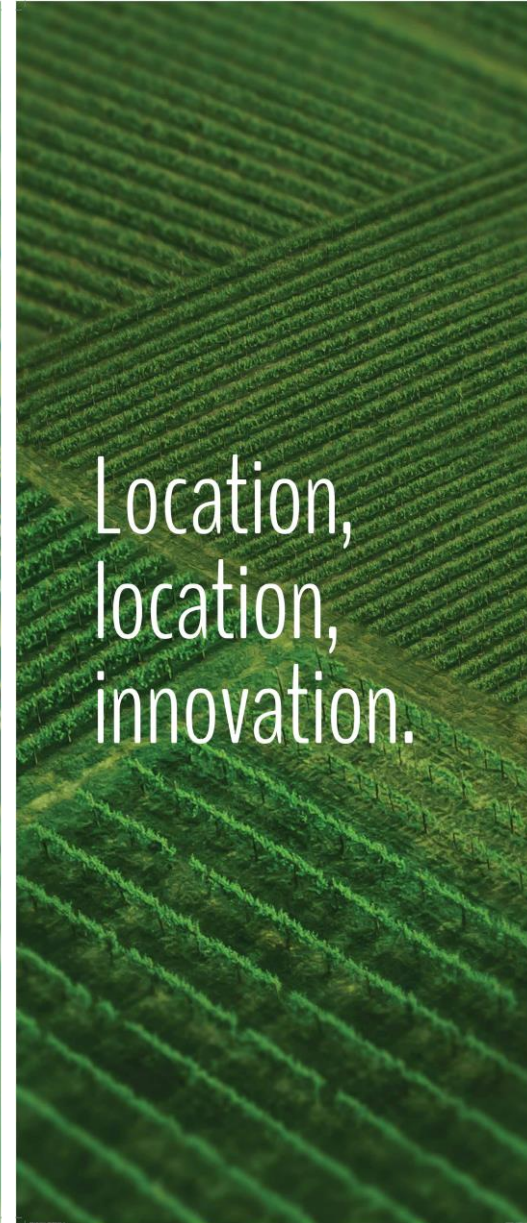
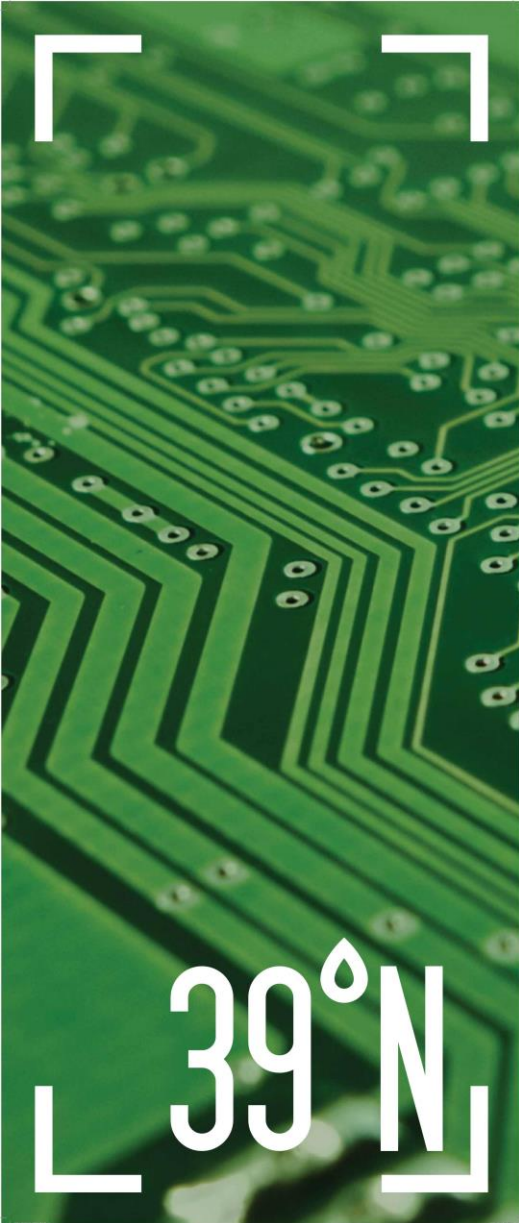
Stormwater Parks

The enlargement plans illustrate the relationships of the Storm Water Parks to the gateway at each end of the Old Olive corridor. Both of these areas can be developed to meet functional needs for stormwater management and provide cyclist and pedestrian amenities. Stormwater from the ends of corridor can be directed into stormwater BMPs before it would normally enter stormwater inlets. Development of planted bioretention areas become opportunities to engage bike/ped circulation in the design.

The features of the Storm Water Parks include:

- 1) West Park – enhanced park circulation and connections to the Village at 39°N, seating, play area, boardwalk, native landscapes
- 2) East Park - greenway trailhead, integration of greenway, boardwalk, native landscapes, prairie, connections to Danforth Center

BRANDING AND WAYFINDING



Design Inspiration District Branding

A logo and banners were designed for 39° N by Rogers Townsend. The designs shown here for banners pair high tech images with images of agriculture and our natural world. Currently, these banners are located on utility poles throughout the district and along Warson and Olive in Olivette.

The physical design inspiration for the district's public realm creates a similar contrast – High Tech and AgTech.



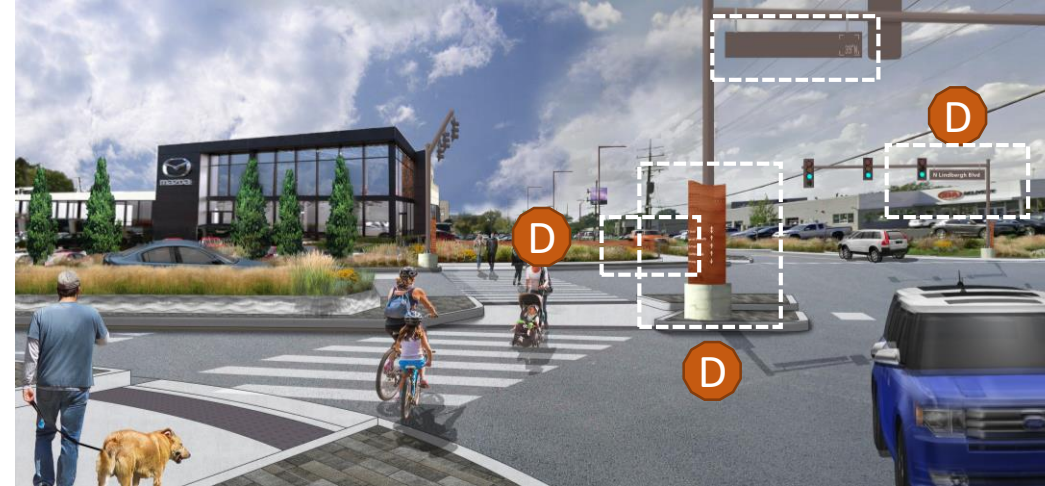
legend:

- A** gateway and branding – at the three main intersections of Old Olive and Olive West, Olive East and at Lindbergh. These include branding integrated into wall and decorative panel features
- B** destination monument sign – located at the entrances to Corporate Square business park, the Pavilion development, and the future redevelopment sites
- C** bike/ped network map and information kiosk – located at the comfort stations to communicate the 39North bike/ped facilities connect to local destinations and the regional bike/ped network
- D** intersection wayfinding – vehicular directional signage

*Banners (located on light poles)

Wayfinding and Branding

Wayfinding for the 39°N District is integrated into the design elements of the site such as on the district gateway walls and environmental graphic elements. Wayfinding signage and branding is proposed to be at both vehicular and pedestrian scale to direct users in cars to destinations. It will also assist cyclists and pedestrians to navigation the trail network. District banners are positioned on new light poles through out the district to reinforce the boundaries of the district.



West Gateway

Old Olive/Lindbergh Intersection Gateway

East Gateway

- A gateway and branding
- D intersection wayfinding
- banners on light poles

Wayfinding and Branding

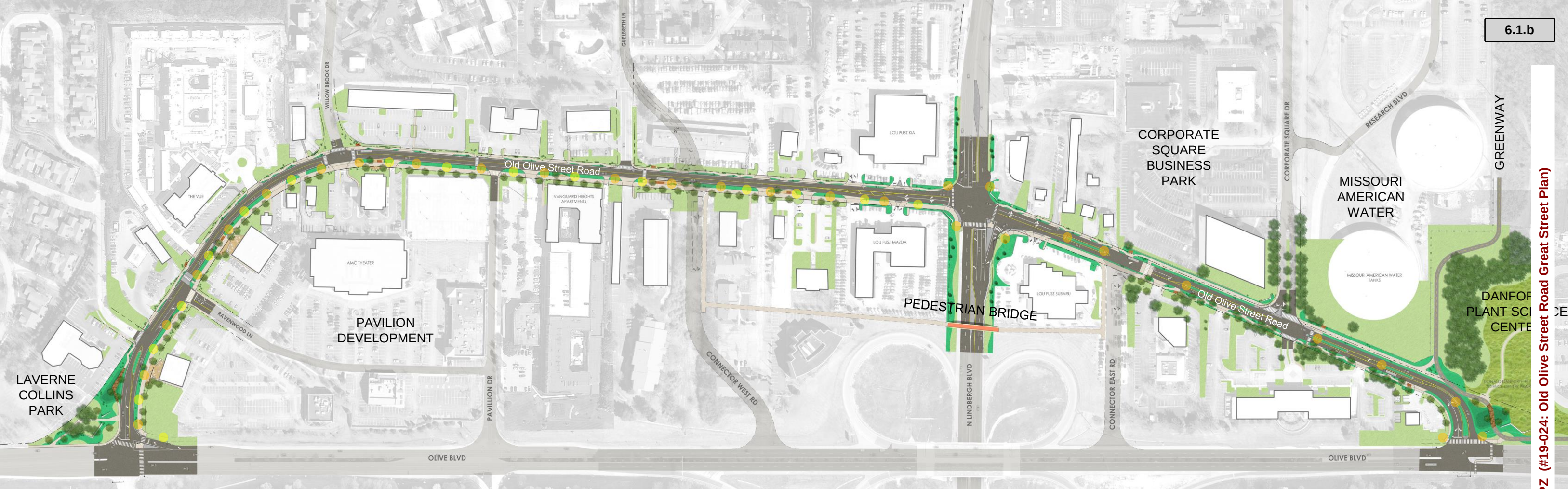
The renderings illustrate how some of the wayfinding and branding applications are integrated into the site elements. Other key locations for wayfinding and branding include the Old Olive Corporate Square intersection, intersections at future connector roads, and with redevelopment projects. Refer to previous map. The examples shown in the renderings include:

1) West Gateway - integrated 39°N logos on sculptural precast walls, logo banners on light poles

- 2) Old Olive/Lindbergh Intersection Gateway – pedestrian scale wayfinding signage, integrated 39°N logos on intersection street signs, custom railing at Lou Fusz, logo banners
- 3) East Gateway - integrated 39°N logos on sculptural precast walls, logo banners on light poles

LIGHTING

CHRISTNER



legend:

- roadway light – 30' tall pole with one LED fixtures facing roadway east of Lindbergh. Two LED fixtures on pole in median.
- pedestrian Light – 14' tall pole with one LED fixture facing the shared use path

Lighting Strategy

The lighting strategy for the corridor responds to the practical limitations of extensive utilities, both overhead and underground. In response, the location of the lighting standards is different for the east and west sides of the Lindbergh intersection. On both sides of Lindbergh, large water main infrastructure determines where light poles can be located. Potholing has been done to determine the depths of the water mains which is about 48" below pavement grade.

West of Lindbergh, overhead electrical lines located on the north side of the road determined that the road will need to be lighted from the south side only. Tall roadway lights alternate with shorter pedestrian lights to light the road, shared use path, and the sidewalk. East of Lindbergh, overhead electrical lines continue on the north side of the road. On this section, the roadway design includes landscape medians. Lighting standards in the medians with two LED fixtures are proposed.



McGraw-Edison Galleon \$



Philips Gardco Gullwing \$



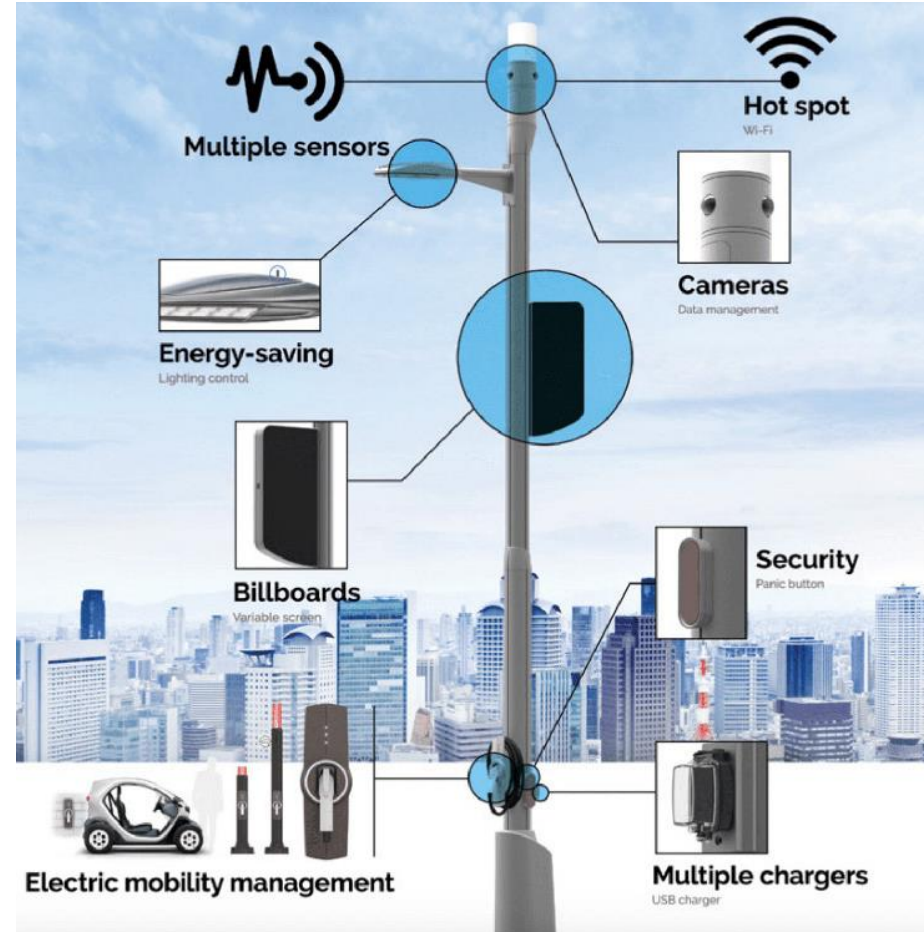
Philips City Soul \$\$

Design - Lighting Options

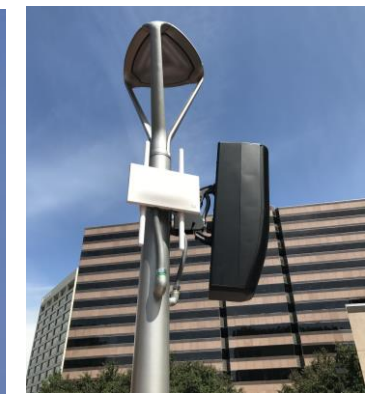
A new light pole standard will be determined for the corridor. A variety of pole and fixture types were explored that include a range of costs. From the left to the right, the costs increase. The desired aesthetic is clean lines and contemporary. The light poles should blend into the environment and not become another visual dominant element like the utility poles.



Lumca Lumfix Rail Pole and Smart Pole \$\$\$



Lumca offers a smart pole system and integrated WIFI and other components with a clean look



The Smart Pole avoids unsightly retrofit for WIFI and other equipment

Design – Lighting Preferred Option

It is desirable to integrate current and future technology, such as WIFI cameras, etc., in the infrastructure of the district. The Smart pole and rail pole type systems are an attractive option. They provides flexibility to add infrastructure and features as well as signage as needs arise. This rail pole and the Galleon light fixture are in the cost estimate. WIFI infrastructure has not been factored in the cost.

6.1.b

RAIL POLE

LumFIX RAIL POLE

INGENIOUS!

Supports any light and a whole lot more.

With easy-to-install rail sections, you can add a wide variety of accessories, including cameras, benches, banners, speakers, electric chargers, garbage cans, and much more!

CAMERAS

DISPLAY

PANIC BUTTON

GFCI AND USB CONNECTORS

CHARGER FOR ELECTRIC VEHICLES

NO PARKING

Main

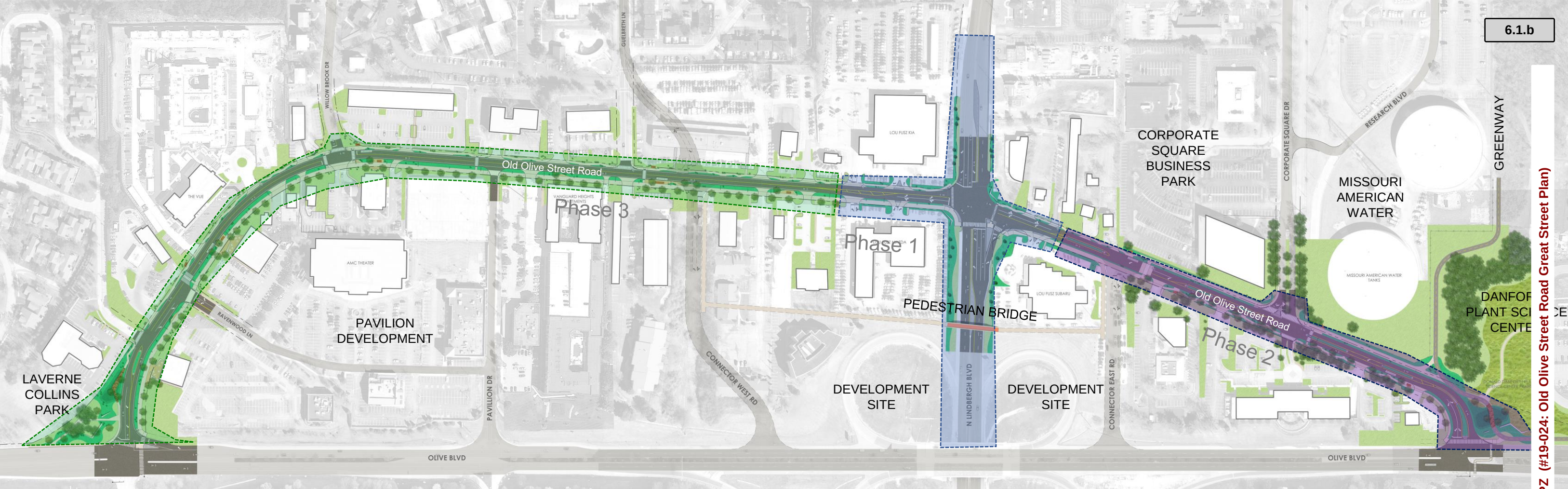
TRAFFIC LIGHT

STREET LIGHT

Lumca
LIGHTING LIFE

lumca.com

PHASING AND COSTS



legend:



Phase 1: Old Olive/Lindbergh Intersection – includes reconstruction of the intersection to add a left turn lanes and new signalization. The scope of the Lindbergh improvements extends to the Olive bridge on the south and beyond the intersection on the north
\$2.4 million



Phase 2: Old Olive east – includes shared use path on the north side of Old Olive, the greenway trailhead, medians, and storm water park at the intersection of Old Olive and Olive
\$3.5 million



Phase 3: Old Olive west – includes the shared use path on the south side, 2 comfort stations, and a storm water park at the intersection of Old Olive and Olive
\$5.9 million

TOTAL \$11.9 million

Implementation Phasing and Cost

The corridor improvements are planned for Old Olive Street Road from Olive Boulevard on the west, through North Lindbergh Boulevard, and Old Olive Street Road on the east. Potential connector roads are illustrated by dashed lines on the plan. Three phases of implementation have been identified. The first priority is the Phase 1 - Old Olive/Lindbergh intersection project.

A cost opinion has been developed for the three phases of the project. These cost include comprehensive categories of improvement to include:

- Removals
- Earthwork
- Utilities
- Pavements
- Drainage
- Curbs and walls
- Shared use path and sidewalks

- Decorative pavements
- Pavement markings and traffic signage
- Landscaping and irrigation
- Lighting and signals
- Right of way costs
- Gateways and branding

Due to the need to do comprehensive street construction to reconfigure the right of way for the new road section and shared use path, phased construction on one side of the road is not possible. Sections of the new road section can be constructed but the scope should be determined by stormwater design parameters. Ultimately the phasing and construction of the project is flexible and should be opportunistic when redevelopment of properties along the corridor occurs.

COMMUNITY ENGAGEMENT

COMMUNITY ENGAGEMENT SUMMARY

Engagement Activities

Ensuring the public was engaged in the design process and given opportunities to provide input was a critical factor for the design of Old Olive Street Road. We worked to engage businesses, property owners, area residents, area institutions, and the cities of Creve Coeur and Olivette in our outreach efforts. We also worked to make sure our efforts were well publicized and the community has had the opportunity to weigh in on the proposed improvements. Our efforts included the following outreach:

Property Owner Outreach – March 2018

In March of 2018, area property owners were sent a letter introducing them to the 39°N district and inviting them to the April Venture Café to learn more about the greenway, Olive/Lindbergh interchange, and Old Olive projects being planned.

Stakeholder Kick-off Meeting – April 2018

At the beginning of the project, a stakeholder meeting was held to coordinate the goals and desired outcomes for the greenway and Old Olive projects. Stakeholder representatives were from the cities of Creve Coeur and Olivette, SLEDP, Trailnet, Bayer – Monsanto, and Donald Danforth Plant Sciences Center.

Core Working Team Meetings – June, August and September 2018

Held at the beginning and mid-point in the project, two stakeholder meetings were held to guide the Design Team for the greenway and Old Olive projects to bring them up to date on the project progress, coordinate the outcomes and goals of the two projects, and build buy-in among the stakeholders of the district. Stakeholder representatives were from the cities of Creve Coeur and Olivette, SLEDP, Trailnet, Bayer – Monsanto, and Donald Danforth Plant Science Center.

Venture Café Outreach – April 2018 and February 2019

Held every third Tuesday of the month, the Venture Café is hosted in partnership with the St. Louis Economic Development Partnership and Donald Danforth Plant Sciences. It is a free event that offers attendees the opportunity to make new connections while learning about a wide range of new technology related topics.

The design team worked with the St. Louis Economic Development Partnership and Danforth Center to build on this established event by attending three different Venture Café events to provide information and collect feedback. On two separate occasions, the team provided maps, renderings, email list sign-up sheets and comment cards and met with attendees to answer questions and talk through the design concepts.

Street Design Party – October 2018

A public open house was held at a vacant retail space in the Pavilion Development just south of Old Olive Street Road. The design team provided a station-based informational open house. Over 60 attendees took part in reviewing the project's historical information and learned about the draft design concept for the area. Attendees were given the opportunity to weigh in on the design concepts and to leave their comments for the team to review and integrate into the design.

City of Creve Coeur Council/Planning and Zoning Meeting – October 2018

After the public meeting, the design team attended the City Council meeting to present a summary of findings and key aspects of the developing design to city leaders. This was an important step towards future approval of the plan by the City Council at the end of the project.



Attendees of the Street Design Party in October 2018

Engagement Activities

Organizational Outreach

Bike to Work Day – May 2018

This event held at the Donald Danforth Plant Science Center included Group Facilitated Discussion and a break-out activity with a large aerial photographic map of the area. The topics of multi-modal transportation, existing bike route, safety, and bike route needs were the focus of the event.

The Jewish Federation Millstone Campus – June 2018

Although outside the City of Creve Coeur, the Jewish Federation's Millstone Campus (The J) is home to several institutions that serve the community and draw users of their facilities from neighborhoods adjacent to the 39°N district and beyond. The design team met with over a dozen officers and leaders that represented the different services offered within the Jewish Federation. This productive work session allowed the design team to learn about the issues and opportunities on the Millstone Campus, traffic flow in and around the campus, possible campus changes and observations about the multi-modal accessibility of the surrounding community.

Willow Brook Neighborhood Meeting – March 2019

The design team presented the 39°N Master Plan context and the proposed design for Old Olive to the Willow Brook Subdivision Annual Meeting. The Design Team answered questions and listened to resident's feedback about the proposed design.



Signage in the community

Final Presentation

Public Meeting – April 2019

A public meeting was held at the Donald Danforth Plant Science Center in the evening. The design team provided a display of project boards and a large plan of the corridor for review by participants before a presentation of the design and question/comment session. Representatives from the design team, SLEDP, the City of Creve Coeur, and City of Olivette were available for questions. Over 75 attendees took part in the event. Attendees were given the opportunity to weigh in on the design concepts and to leave their comments. The attendees filled in the blank to this question

I AM MOST EXCITED ABOUT ...

- Mixed use/greenway, walking area
- Better sidewalks to walk my dogs that is not right next to the road. New/better aesthetics
- Bike and pedestrian availability. Bringing the area together with a thoughtful plan for the community.
- The redesign of Old Olive with greater access, native landscaping
- Access across Lindbergh
- Face-lift for eastern Olive St. Rd.
- Worried about funding and taxes. May need to get budget down?
- The link that provides more efficient and reasonable access
- The reduced traffic on Old Olive
- Reduction of traffic on west bound Old Olive
- Old Olive being used and coming alive with fun venues
- The potential creation of a unique community that has the ability to walk/ride to eating establishments and interact more as a pedestrian community
- The greenway path
- Safe bike paths
- Mixed use
- Shared use path
- Connecting Old Olive on both sides of Lindbergh.
- Opportunity to create shared use path similar to 5th Street in St. Charles
- Improved traffic flow and shared use paths. Proposed north-south Greenway connection is great

- Looks great! Renewed area. Hopefully the next cortex. I do have concern with possible noise if Guelbreth is extended to Olive.
- Safe pedestrian traffic through Lindbergh
- NOT excited about putting any connecting road behind Carriage House Condominiums
- The overall vision of creating an urban village and identity for 39N



Boards and large plan at the Public Meeting in April 2019

Engagement Activities

Public Meeting Continued

Attendees were also asked an open-ended question to obtain feedback on their thoughts and concerns after reviewing the boards, talking to the design team, and hearing the presentation. Comments were received on the engagement form with names optional.

WHAT DO YOU THINK?

- Pragmatic vision, ties area together well, pedestrian friendly, urban space with comfort.
- I think the proposed connection roads between Old Olive and Olive are necessary. Make sure new traffic signals are synchronized with existing signals. Use native plants in planted areas, bury utility lines. Will service bikes use the shared-use path or would the money be better spent on a bike lane? Incorporate solar panels for some of lights, etc. Integrate permeable surfaces into shared-use path.
- Is there a plan for new stop lights entering and exiting Lindbergh & Olive Street Road? It appears that this would add to the congestion on Olive Street Road. – Lota Moore
- Concerned about getting out of our subdivision. Concerns – still need a dedicated right turn only lane at Old Olive and Lindbergh for sure going east on Old Olive turning south on Lindbergh and also probably on Old Olive West turning North on Lindbergh. Otherwise you are going to have a traffic backup on Old Olive. Concerned about what the rebuilding of Lindbergh/Olive interchange will do to traffic as the construction takes place. Concerned that you do not have the “purple” connectors funded. – Laurel Jones
- We currently own 10137 Old Olive Street Road (Strawberry Stitch Co.) We operate a food truck out of this location that must back in to our parking. The center island displayed in the proposal will prevent us from doing this. I like the greenway plan but the island at this location dividing Old Olive will cause us hardship. I suspect the fiat dealer will have issue as well because they have trucks that must back into their side. – Thomas
- I'm still concerned about traffic congestion through the Village Section.

Engagement form

- Very excited about the overall project. Equally concerned about the eastbound left turn lane off of Olive onto Old Olive. I feel like if I am in last car in line waiting to turn left, I am subject to rear ending or side swiping by the through traffic on Olive. – Colleen Kashif
- I love the idea of creating a more cohesive community. I have great hope that non-chain, higher end restaurants and bars. - Hugves Belanger
- Looking forward to the proposed changes.
- Beautiful ideas. Worry about costs and who pays. How will people get to the JCCA? Will they go on Guelbreth? From Old Olive? – Rose Malt
- This is definitely an area that is in transition. I like your proposals. Always a concern about traffic flow. I hope future traffic studies can help assuage these concerns. – Mary Lynn B.
- LOTS OF STOP LIGHTS! Anyway to fix that? There are already so many traffic issues in that area – cannot see how even more stop lights cannot be a good thing. Love the concept – dislike the roadway concepts.
- As a City Creve Coeur has remained out of site (from Lindbergh). The Danforth Science Center should become an anchor of our communities. – David Thorpe

- I am glad that Old Olive Street can be connected with both sides of Lindbergh. Currently I cannot go south Lindbergh when I use Old Olive St from East of Lindbergh. The new plan will solve the problem.
- Promising, consider turn radius where there are “in street” medium dividers. – Lise
- Very excited about the overall project. Equally concerned about the eastbound left turn lane off of Olive onto Old Olive. I feel like if I am in last car in line waiting to turn left, I am subject to rear ending or side swiping by the through traffic on Olive. – Colleen Kashif
- I love the idea of creating a more cohesive community. I have great hope that non-chain, higher end restaurants and bars. - Hugves Belanger
- Looking forward to the proposed changes.
- GREAT PRESENTATION! THANK YOU!

This feedback is important for the implementation phase of the project. A check list of common themes such as traffic and congestion concerns, individual property issues, and stated priorities will be maintained and referenced for each phase.



Presentation at the Public Meeting in April 2019

IMPLEMENTATION RECOMMENDATIONS

IMPLEMENTATION RECOMMENDATIONS

Zoning and Policy Changes to Support Transformation

Document Old Olive engineering standards

The traffic assessment indicated that Old Olive can function at an appropriate level as a two-lane road. The Convertible Section provides the flexibility in the future to expand the roadway for turn lanes, etc. The key to maintaining the Convertible Section's flexibility is to be consistent in its implementation and avoid locating infrastructure or important aesthetic improvements in the flexible green space at intersections. Planning for future phases during engineering and design of a current phase is prudent.

Revise the zoning ordinance for General Commercial to reflect the needs of the district and/or create an overlay district

The current code for General Commercial is geared around convenience retail shopping and services. The structures can be freestanding or part of a small scale commercial development. Setbacks are 10' minimum, site coverage is 63% (70% max) and a floor area ratio of 0.4. In order to change the character of development and to encourage street-front mixed use, revisions to the ordinance may include incentives such as: increase site coverage if setback amenities are provided, shared parking options, etc.

Leverage building setbacks and private landscape buffers for public realm improvements on private property to enhance the pedestrian experience.

The building setbacks are a visual and physical resource for public realm improvements due to the fact that they cannot be used for structures. There are options to leverage this space for private and public benefit during private improvements that require a permit. Options include:

- 1) Require right of way dedication of the building setback on each side of Old Olive
- 2) Require plantings on the north side of Old Olive
- 3) Require a sidewalk adjacent to the shared-use path on the south side
- 4) Coordinate pedestrian amenities such as plazas, art, outdoor dining, etc. in building set backs

Adapt the Joint Parking Facilities ordinance to benefit redevelopment

Redevelopment goals focus on multi-family residential and mixed-use development. It is desirable for new development to be dense and have a street-focused presence without front parking lots. The Vue and Vanguard Heights apartment developments are examples of this. Parking is provided in dedicated parking garages. The Pavilion development is considered overparked by the City of Creve Coeur. Coordinated parking is a potential strategy for the district coupled with other multimodal transportation options to right-size parking numbers.

Encourage the development of the east and west connector roads with the redevelopment of the interchange sites

The redevelopment sites at the northwest and northeast quadrants of the interchange play a pivotal role in the transformation of the Old Olive corridor and Olive Boulevard frontage. The connector roads are not only access points to the redevelopment sites, they are vehicular, bike, and pedestrian connections into the district that are blocked today. These sites are well positioned to potentially benefit the site development needs of Lou Fusz. Coordinate interchange redevelopment sites with Lou Fusz parking needs. To enhance through-district connectivity, connect Guelbreth to west connector road.

Develop bike/ped loop and bridge over Lindbergh to activate redevelopment sites

The proposed bike/ped bridge over Lindbergh is a route that is parallel to the shared use path with a bridge that crosses over Lindbergh. By locating the loop at the northern boundary of the redevelopment sites, it activates this frontage, provides bike/ped amenities, and makes these sites more attractive for development. This project is not dependent upon implementation of the streetscape if agreements with current property owners can be reached.

Zoning and Policy Changes to Support Transformation

Work with Missouri American Water and owners of 10015 Corporate Square to develop a shared use path on private property for a logical link to the district greenway

East of Lindbergh, the shared use path moves from the south side of Old Olive to the north side of Old Olive for alignment with the district greenway and will require additional right of way. There is underutilized private frontage at these two properties.

Develop Streetscape, Landscape and Environmental Graphic Design standards

Building off this document, design guidelines for the corridor should be created to guide the incremental implementation of the project. As development occurs in the district, this document will also set the expectation for level of finish, function, and aesthetics. The guideline document should document the native landscape palette, hardscape materials palette, and graphic design elements and applications.

When requesting Federal Funding, plan for additional city funding beyond the minimum match to pay for non-participating improvements

The Old Olive design locates all the core components of the project - roadway, shared use path, sidewalk, lighting, bus stops, and landscaping - in the 60' right of way to allow these critical components to be implemented with minimal additional right of way. Most of these element are participating costs in Federal funding programs. However, to achieve an optimized project, additional public funds should be allocated to pay for non-participating components such as decorative pavements, art, improvements on private property, irrigation, etc.

Meet with Metro frequently to update them on the district and lobby for good bus connectivity

Bus transit currently travels on Old Olive and has a connection to the north on Guelbreth. Future changes may move the bus routes to Olive Boulevard only. It is beneficial to preserve the bus stops on Old Olive, provide bus service to the residents along Guelbreth, and provide a direct connection to The J in the future.

ACKNOWLEDGEMENTS

CORE WORKING GROUP

Janet Wilding	Vice President of Major Projects, St. Louis Economic Development Partnership
Karla Roeber	Vice President of Public and Government Affairs, Donald Danforth Plant Science Center
Mark Perkins	City Administrator, City of Creve Coeur
Jason Jaggi	Director of Community Development, City of Creve Coeur
Whitney Kelly	City Planner, City of Creve Coeur
Barbara Sondag	City Manager, City of Olivette
Carlos Trejo	Director of Planning and Community Development, City of Olivette
Beverly Tucker-Knight	Director of Parks & Recreation, City of Olivette
Cindy Mense	Chief Executive Officer, Trailnet

CONSULTANT TEAM

Laurel Harrington	Director of Landscape Architecture, Christner
Jonathan Ryan	Landscape Architect, Christner
Marie Dennis	ACCESS Engineering
Erica Ridgway	ACCESS Engineering
Lee Cannon	CBB
Joe Buehler	Horner & Shifrin
Julie Padberg–White	FPA Group
Kate Collignon	HR&A Advisors
Conor Muldoon	HR&A Advisors

APPENDICIES

ECONOMIC DEVELOPMENT

TECHNICAL

- Civil engineering
- Electrical and lighting
- Traffic model and signalization

EASEMENTS

ECONOMIC DEVELOPMENT

Market Analysis and Development Principals for District Transformation

Market Analysis Summary

The successful execution of a Great Streets place making investment requires that plans and development concepts are rooted in a robust understanding of market conditions and economic feasibility. The market analysis builds from the robust understanding of market conditions and economic feasibility developed during the 39°North Master Plan. This work provides updates to the current trajectory of rents, occupancy, and absorption for the potential future land uses that could be introduced to the corridor, including multifamily residential, retail, office, and hotel, with the goal of understanding opportunities for near- and long-term development potential.

Development Potential and Implementation Roadmap Summary

A critical goal of the Great Streets Initiative is to encourage place-based investments that catalyze private investment to drive increases in property values and generate funding streams to support additional capital investments, operations, and maintenance. The Development Feasibility Assessment advances the understanding of the financial feasibility of acquisitions and development for identified soft sites. The Implementation Roadmap incorporates the team's market and development feasibility understanding with the goals of the Great Streets Initiative to consider how project feasibility at individual sites will be influenced by catalytic infrastructure investments. The Roadmap provides a set of actionable recommendations on a ten-year time horizon that prioritize the execution of near-term achievable activities.

Old Olive Development Principles

Multifamily Residential

- Multifamily residential has the strongest near-term development potential as it requires the least subsidy to achieve positive development economics
- Multifamily residential uses are most appropriate to the west of Lindbergh, and should be concentrated near existing multifamily-family developments where the market has already shown strength
- Preferable sites for first moves should be located farther away from the Lindbergh intersection to allow for potential room for commercial offices as the market expands

Commercial Office

- Commercial Office uses should be prioritized to east of Lindbergh in fulfillment of 39°N Master Plan vision for a Mixed-Use Center
- As the market evolves, offices uses could potential expand west from Corporate Square along Old Olive and to the Old Olive/Lindbergh intersection

Retail

- Wherever feasible, retail should be incorporated into the ground floor along Old Olive and should prioritize frontages on Old Olive instead of side streets in order to take advantage of emerging pedestrian and vehicle visibility and to not disperse the market
- Infill opportunities for restaurant uses should concentrate in The Village at 39°N – west of the Old Olive/Lindbergh intersection

Attachments

- Market Scan
- Development Potential Analysis
- Implementation Roadmap



OLD OLIVE GREAT STREETS

Implementation Roadmap

December 17, 2018

STLPARTNERSHIP

CHRISTNER

HR&A
Analyze. Advise. Act.

6.1.b

Attachment: 19_0816 39N old olive document FINAL 8-19-19 PZ (#19-024: Old Olive Street Road Great Street Plan)

1 GREAT STREETS INITIATIVE GOALS

2 Soft Site Analysis Overview

3 Infrastructure Overview

4 Implementation & Phasing Principles & Scenarios

With Connector Roads

Without Connector Roads

5 Appendix: Prior HR&A Analysis (Market Scan and Development Potential)

Great Streets Initiative Goals

1. Connectivity

Provide connectivity for residents, businesses, employees, and visitors to safely access amenities throughout the District

2. Sense of Place

Create a recognizable district by developing physical improvements and a unique aesthetic

3. Mixed Use

Develop a mixed-use corridor that attracts residents, employees, and visitors to experience the District as an 18-hour destination

4. Future-Minded

Plan for the future by leveraging interchange transportation advantages, connector road access, and district-wide redevelopment opportunities

5. Accessibility

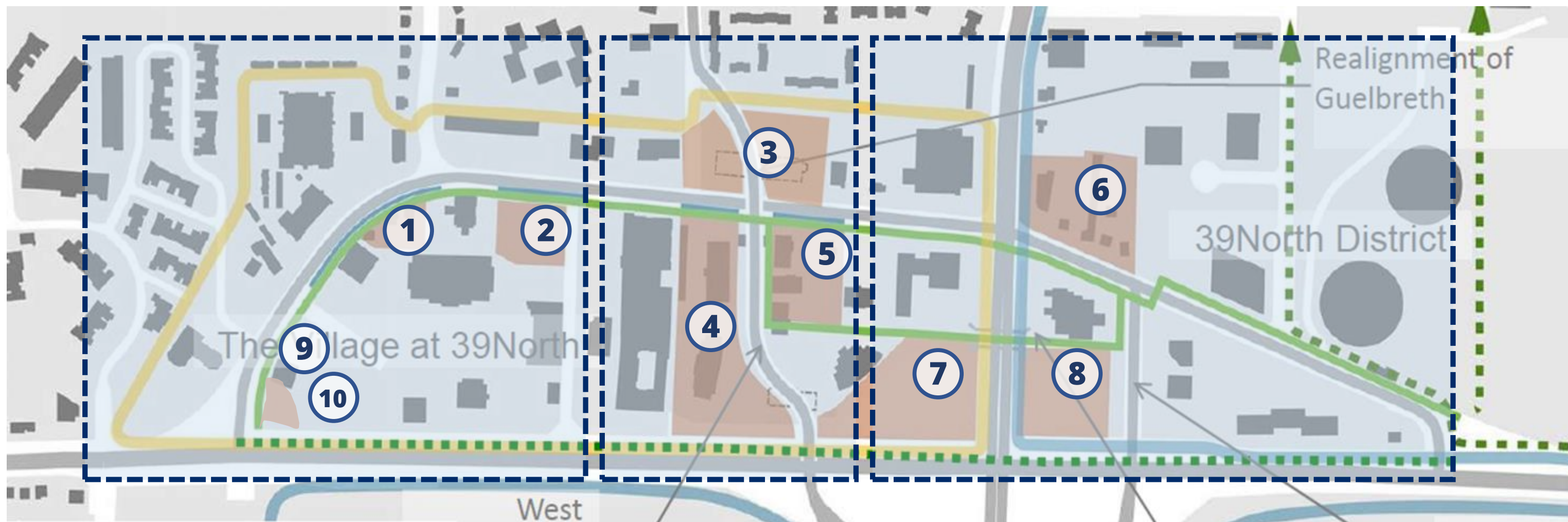
Provide a multi-modal crossing at Old Olive and Lindbergh that improves accessibility for users and provides a vital linkage between the east and west segments of the corridor

Great Streets Initiative Goals | Applying these goals, infrastructure and soft sites have been identified in three districts.

West

Central

East



- 1 Great Streets Initiative Goals
- 2 SOFT SITE ANALYSIS OVERVIEW**
- 3 Infrastructure Overview
- 4 Implementation & Phasing Principles & Scenarios
 - With Connector Roads
 - Without Connector Roads
- 5 Appendix: Prior HR&A Analysis (Market Scan and Development Potential)

Soft Site Analysis Overview | HR&A conducted a development feasibility analysis to identify and prioritize opportunities for redevelopment.

1. HR&A examined market feasibility for different product types along the Old Olive Corridor.

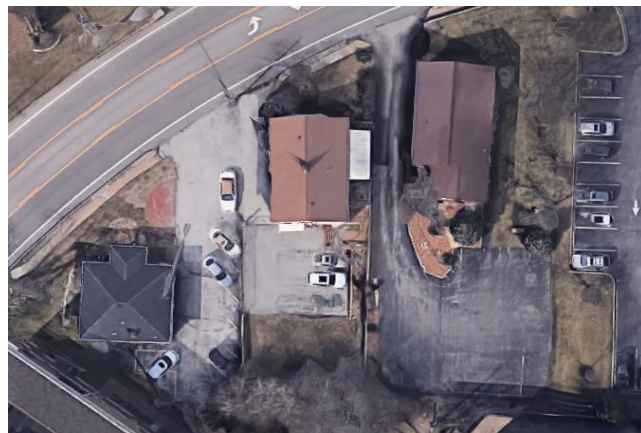
- Residential generates the greatest value, and is likely to be the nearest term mover within the market.
- All other uses are likely to require subsidy.
- There are a large number of identified soft sites along Old Olive. Many are occupied by tenanted buildings that provide an ongoing revenue stream for property owners, and are unlikely to generate enough redevelopment value to incentivize development under current market conditions.
- Neighborhood infrastructure improvements will generate value, and increase development feasibility.

2. HR&A tested the market value of income-generating property, to understand acquisition costs associated with identified soft sites.

- Using district-wide market scan inputs, HR&A estimated the capitalized value of existing uses for each site
- Existing uses increase site acquisition costs from ~\$15/sf of land (vacant) to up to ~\$35/sf of land.

3. HR&A compared the estimated future value of a mixed-use development program to site acquisition and construction costs to identify the order-of-magnitude funding gap

- Residential development on green field sites should pencil in the near term. Sites with existing uses, and/or mixed-use development programs, require subsidy. Where subsidy is needed, total need grows with development size.
- Prioritizing infrastructure investments proximate to sites that are closest to being **feasible for assemblage** and have the smallest financial gap for development can attract private investment faster – especially if these are at **catalytic** locations.



1



2



3

Use	Retail & Office	Structured Parking	Collision Center
Acreage	0.5 Acre	1 Acre	3 Acres
Challenges	Three different owners and small individual lots	Requires replacement parking	N/A
Opportunities	Direct access to Old Olive, located at the Western gateway of the district	Could reposition for district parking, could add retail along the front wall	Owned by Lou Fusz, has expressed interest in repositioning properties
Impact	● Update aging building stock	● Fill in empty street wall – connecting strong residential nodes	● Existing use is blighting and not in line with vibrant district
Assemblage Feasibility	● Fragmented ownership	● High, pending district parking needs	● Lou Fusz use and ownership
Funding Gap (Per Future Built SF)	●	●	●



	4	5	6
Use	Multifamily Residential Condo	Office	Retail
Acreage	3 Acres	1 Acre	1.5 Acres
Challenges	Existing multifamily with 40+ individual owners	Access road running between parcels would require additional assemblage or new access; multi-tenant buildings	Fragmented ownership
Opportunities	Streetfront open space	Two properties already for sale	Visible and accessible corner, single tenant occupancy
Impact	Existing buildings are low quality but provide residential density	Small street wall with limited visibility	Corner site, closest to Innovation District
Assemblage Feasibility	Difficult acquisition with many owners	2 of 4 parcels are currently for sale	5 single use owners/tenants
Funding Gap (Per Future Built SF)			



7 / 8

9

10

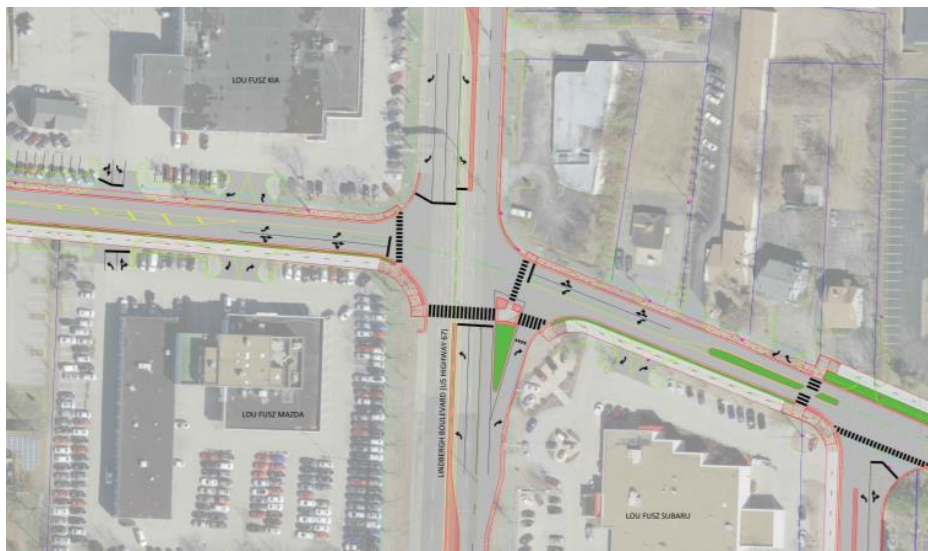
Use	Road	Surface Parking Lots	Lawn/Open Space
Acreage	3.5 Acres	0.3 Acres (each, total 0.6 Acres)	0.2 Acres
Challenges	Site accessibility	Parking requirements Small parcel size may impact development potential	Removal of green space Small parcel size may impact development potential
Opportunities	Large-scale greenfield development	Reinforce street wall and anchor entrance to the retail node	Reinforce street wall and anchor entrance to the retail node
Impact	● Potential for district-defining new development	● Add vibrancy to retail node	● Attractive gateway to western end of district
Assemblage Feasibility	● Pending ownership and infrastructure	● Surface parking, dependent on parking requirements	● Surface parking, dependent on parking requirements
Funding Gap (Per Future Built SF)	●	●	●



	1	2	3	4	5	6	7/8	9	10
Impact	●	●	●	●	●	●	●	●	●
Acquisition Feasibility	●	●	●	●	●	●	●	●	●
Funding Gap (Per Future Built SF)	●	●	●	●	●	●	●	●	●

- 1 Great Streets Initiative Goals
- 2 Soft Site Analysis Overview
- 3 INFRASTRUCTURE OVERVIEW**
- 4 Implementation & Phasing Principles & Scenarios
 - With Connector Roads
 - Without Connector Roads
- 5 Appendix: Prior HR&A Analysis (Market Scan and Development Potential)

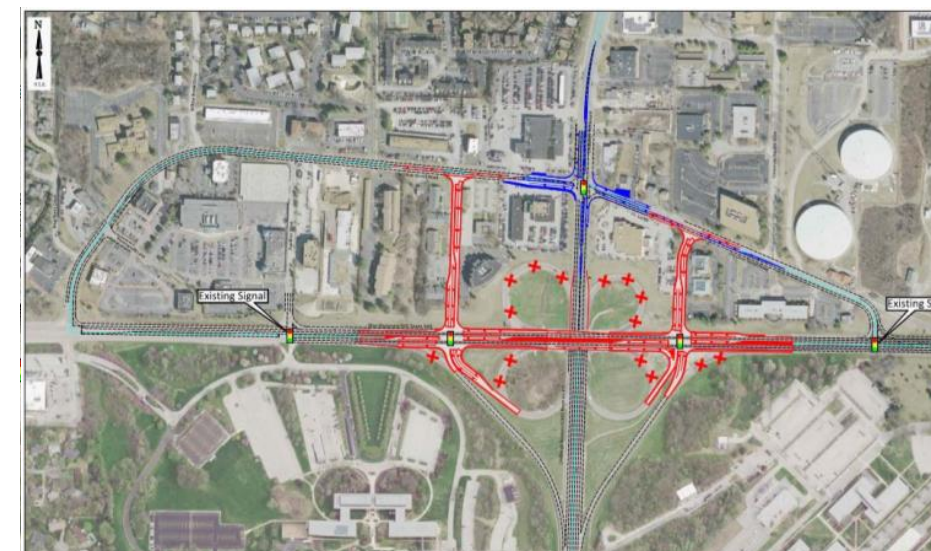
Infrastructure Overview



Full Access Intersection



Comprehensive Roadway



Connector Streets



Bike & Pedestrian Bridge

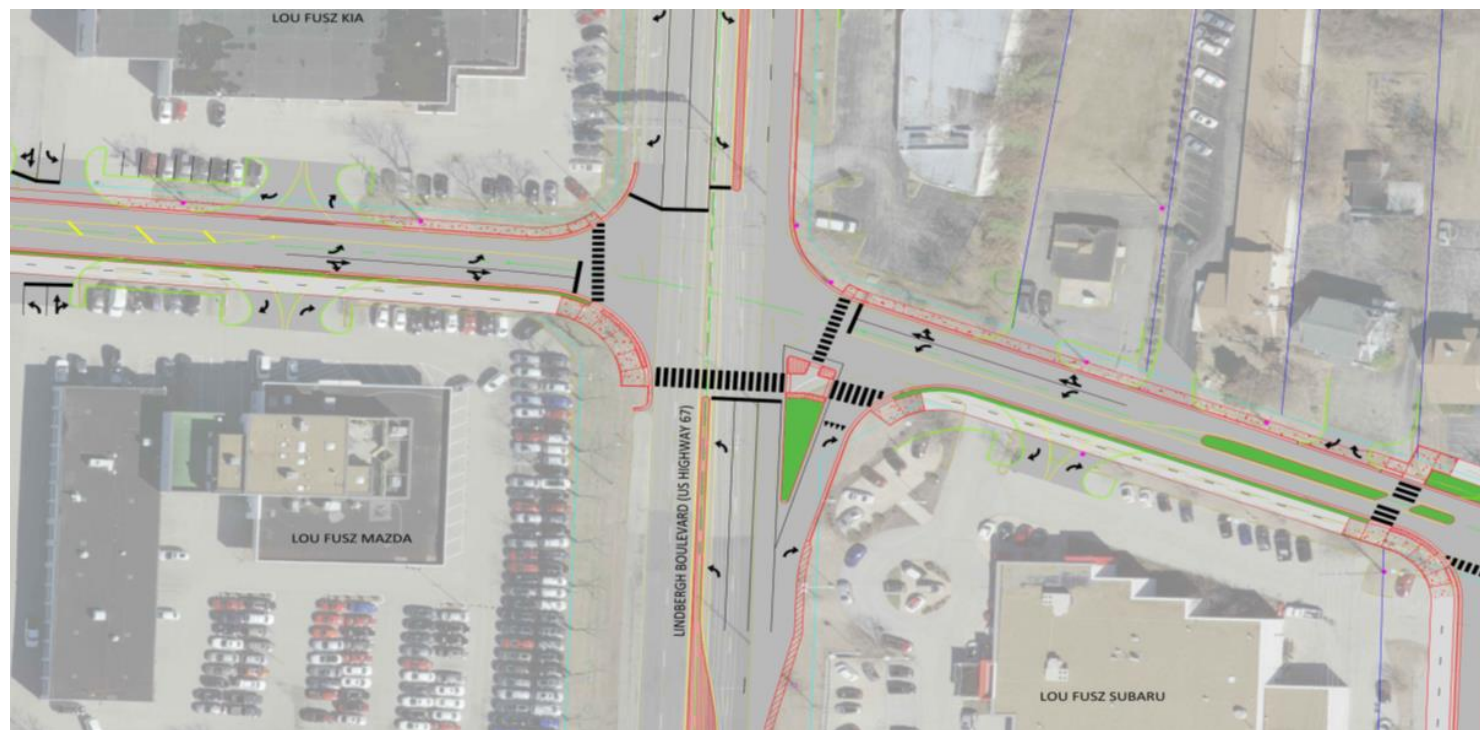


Parks & Green Infrastructure



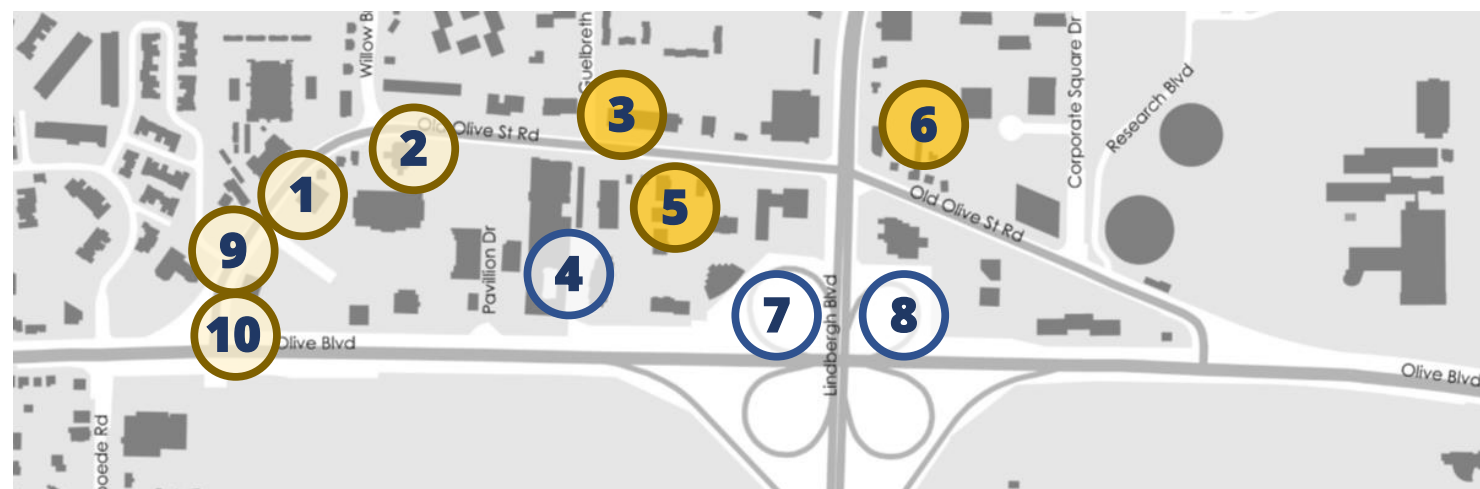
Gateways

Full Access Intersection at Lindbergh & Old Olive



Most Impacted Soft Sites

● High
 ● Med.
 ○ Limited



Lead: SLEDP (with local sponsor - either St. Louis Transportation Dept. or City of Creve Coeur)

Support: City of Creve Coeur and/or SLEDP and MoDOT

Construction Cost: \$2.5M

Development Opportunities and Impacts

- Addresses primary physical barrier and significantly increases district connectivity and multimodal access
- Enhances access to development sites

Implementation Challenges and Dependencies

- Opportunity for cost-sharing agreement with MoDOT
- Requires ROW donation and MoDOT cooperation

Roadway, Shared Use Path, Storm water, Landscape, Hardscape, Lighting

Comprehensive Road & Bike/Ped Investments



Lead: SLEDP (with local sponsor - either St. Louis Transportation Dept. or City of Creve Coeur)

Support: City of Creve Coeur and/or SLEDP

Construction Cost: \$5.6M

Development Opportunities and Impacts

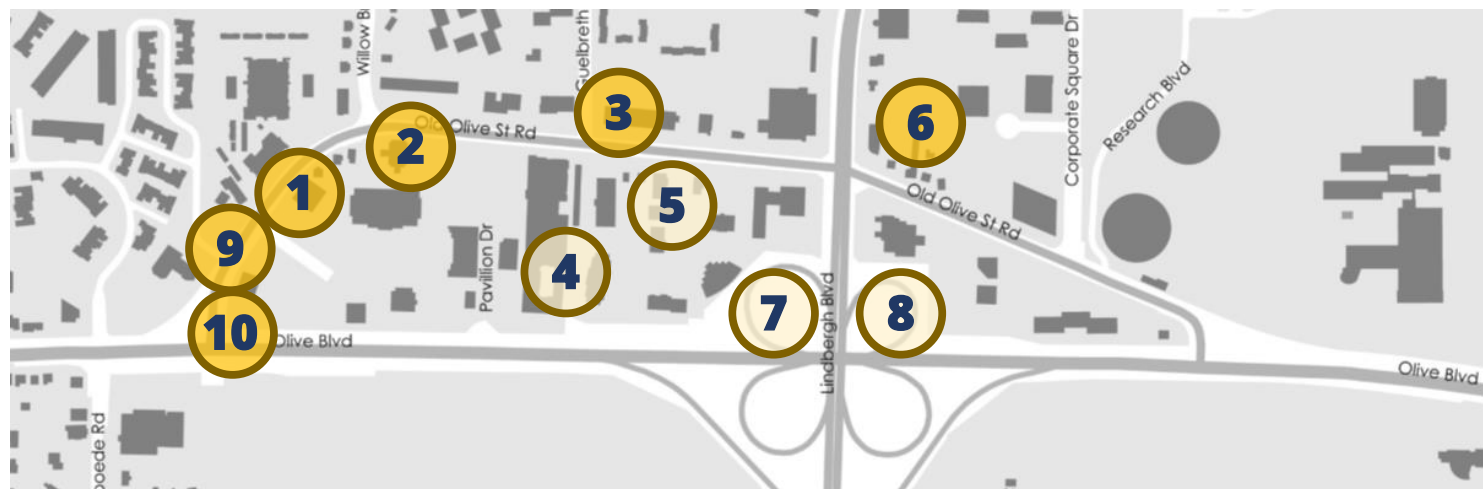
- Activates the entirety of Old Olive, increasing the attractiveness and overall competitiveness of the district

Implementation Challenges and Dependencies

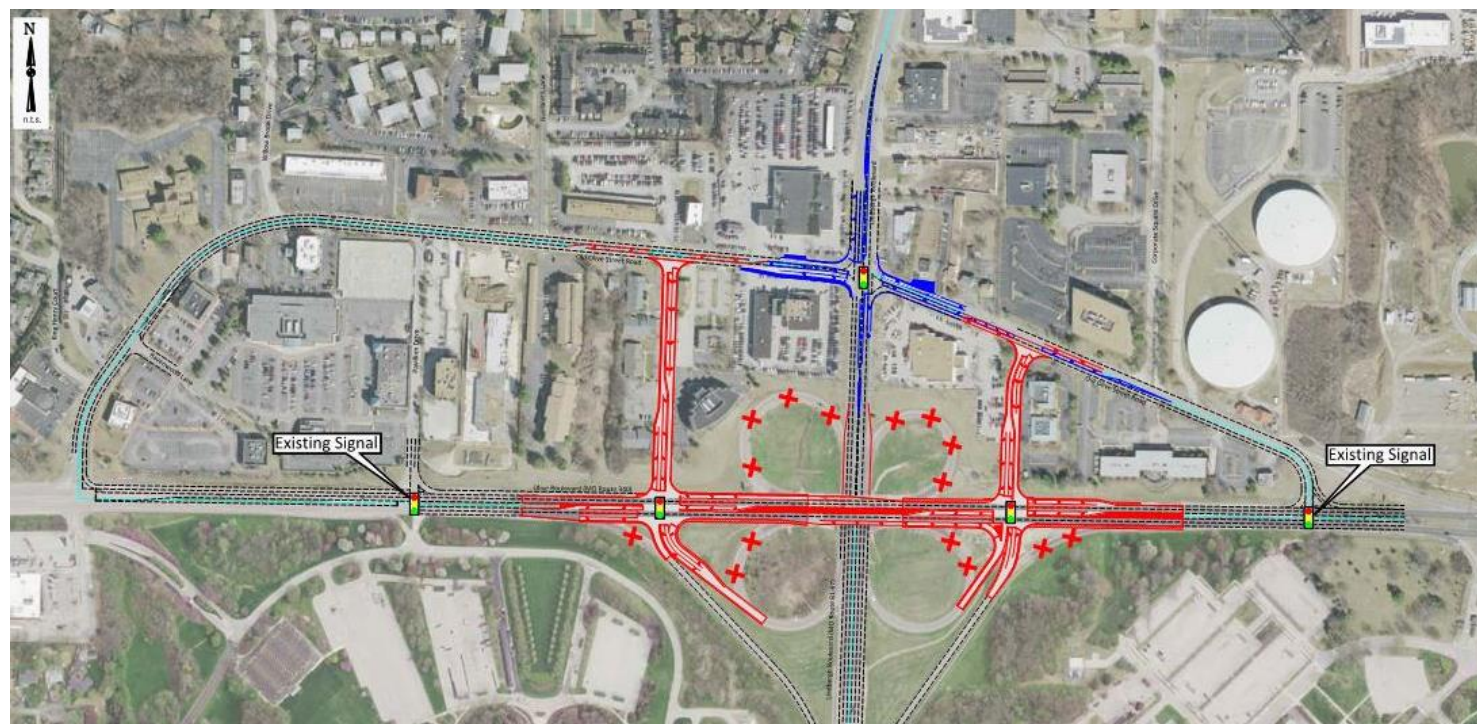
- Requires minor dedication of ROW
- East path requires easement on Missouri American Water and 015 Corporate Square properties
- Requires relocation of electrical utilities

Most Impacted Soft Sites

● High ● Med. ○ Limited

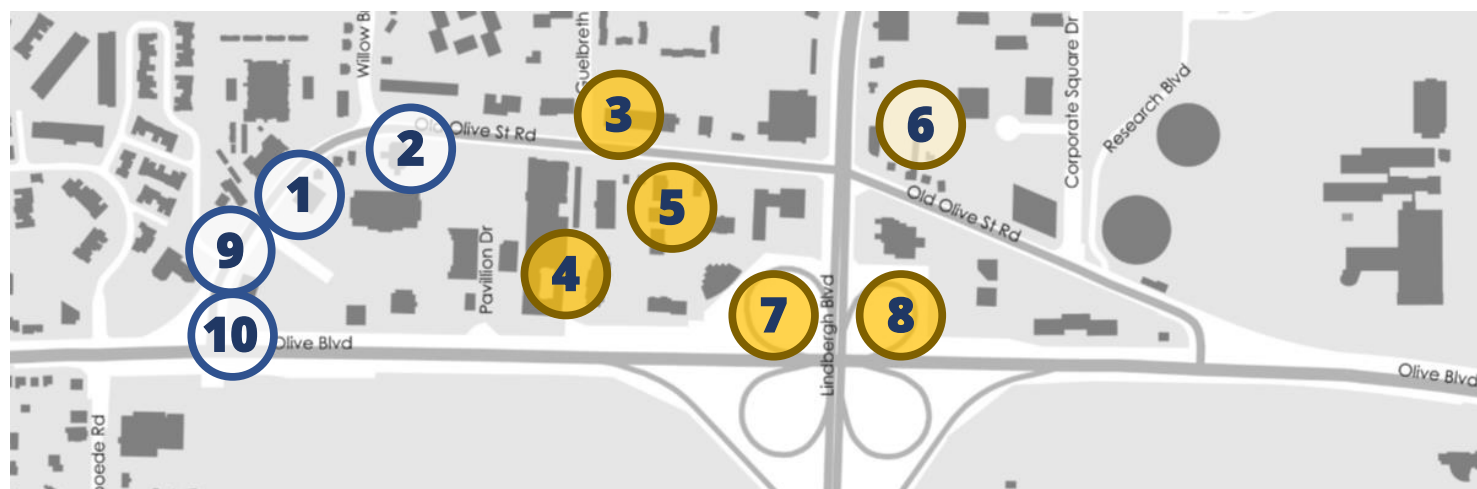


Connector Streets



Most Impacted Soft Sites

● High
 ● Med.
 ○ Limited



Lead: City of Creve Coeur

Support: Private developer of “clover leaf” sites (Soft Sites 7 and 8)

Construction Cost: TBD

Development Opportunities and Impacts

- Breaks up super blocks and increases development frontage on desirable infill parcels
- Greatly enhances accessibility to large greenfield development opportunities

Implementation Challenges and Dependencies

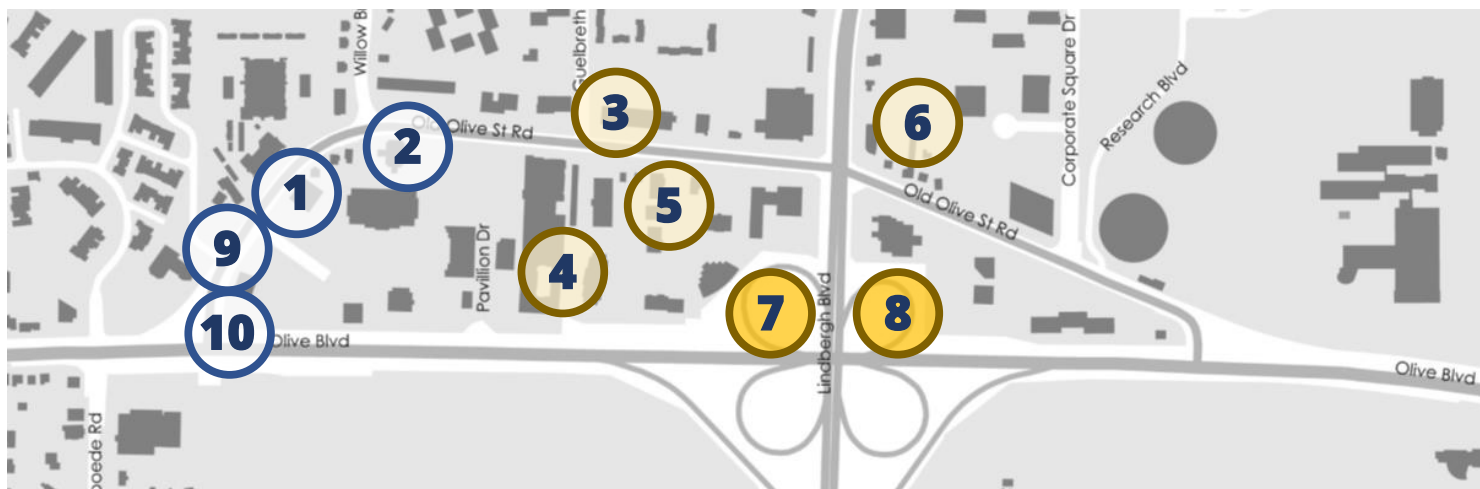
- Requires site acquisition with condo ownership and associated approvals to convert privately-held land for public use
- Contingent upon determined acquisition strategy and/or cooperation with existing owners

Bike & Pedestrian Bridge over Lindbergh



Most Impacted Soft Sites

● High
 ● Med.
 ○ Limited



Lead: City of Creve Coeur

Support: Developer of “clover leaf” sites/ other private property owners

Construction Cost: TBD

Development Opportunities and Impacts

- Provides additional access for Soft Sites 7 and 8
- Enhances connectivity to Great Rivers Greenway, attracting a regional bike audience

Implementation Challenges and Dependencies

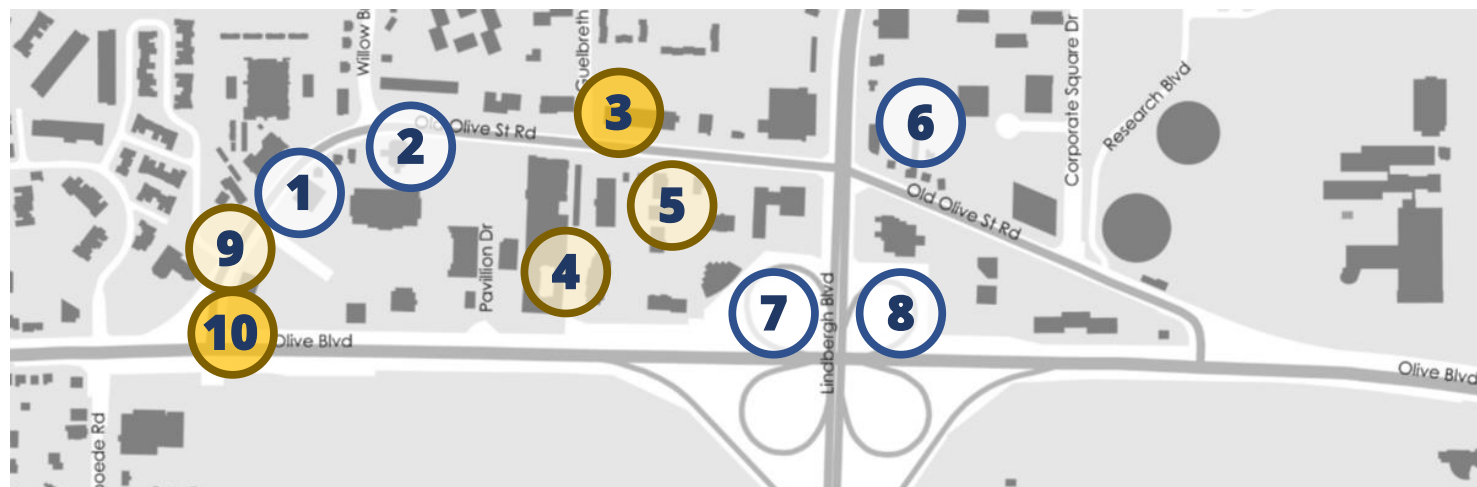
- Contingent upon development schedules of Soft Sites 7 and 8
- Requires cooperation with existing private property owners

Parks & Green Infrastructure



Most Impacted Soft Sites

● High
 ● Med.
 ○ Limited



Lead: City of Creve Coeur

Support: SLEDP

Construction Cost: TBD

Development Opportunities and Impacts

- Enhances amenities and property values of adjacent parcels
- Increase health benefits to residents and shoppers

Implementation Challenges and Dependencies

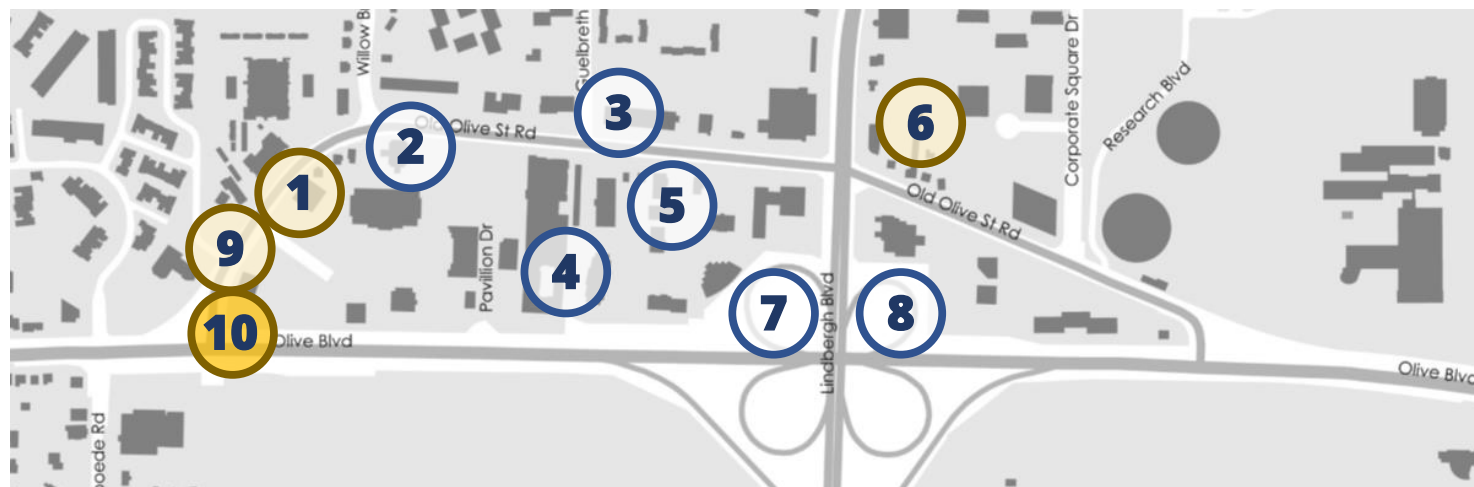
- Contingent upon sewer investments included in Comprehensive Roadway Investments
- Requires maintenance agreement with Metropolitan St. Louis Sewer District
- Design depends on stormwater analysis associated with Comprehensive Roadway investments

Gateways



Most Impacted Soft Sites

● High
 ● Med.
 ○ Limited



Lead: 39 North Cooperative – City of Creve Coeur, City of Olivette, Danforth Plan Science Center, The J

Support: SLEDP

Construction Cost: \$660k

Development Opportunities and Impacts

- Markets the district to Olive Blvd automobile traffic and development community
- Strengthens district cohesion
- Enhances wayfinding

Implementation Challenges and Dependencies

- Requires strong, attractive, activating tenants
- Requires a cohesive community brand

- 1 Great Streets Initiative Goals
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 - Without Connector Roads
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Implementation & Phasing Principles

1. Target Infrastructure Investments to Catalyze Near Term Development

- Strategically deploy infrastructure in a geographically concentrated manner to amenitize individual parcels and influence development feasibility

2. Address Physical Barriers of N Lindbergh Blvd to Draw Energy from Danforth

- Improve traffic flow through Four Way Left Turn Intersection
- Enhance connectivity through Multiple Use Path and Bike/Pedestrian Bridge

3. Leverage Existing Retail/Commercial Strengths

- Prioritize infill parcels with desirable frontage opportunities to address street wall gaps
- Advance necessary acquisitions prior to the capital investments in value generating improvements
- Time incentivization of new development to reap value from new infrastructure

4. Minimize Parcel Acquisition Costs and Delays, and Leverage Value from Infrastructure

- Focus on publicly-owned land from MoDOT Folded Clover Interchange and/or aligned property owners
- Avoid parcels with condo ownership structure

Scenarios | HR&A developed two scenarios pending the implementation of the connector roads.

Scenario 1 With Connector Roads

Development Impacts

- Breaks up super blocks and increases development frontage on desirable infill parcels (Soft Sites 4, 5, and 6)
- Significantly enhances accessibility to large greenfield development opportunities (Soft Sites 7 & 8)
- Concentrates investment and activates central node of district

Phasing Impacts

- Focus initial infrastructure and vertical development efforts on **East** and **Central** nodes

Acquisition Impacts

- Requires acquisition of multiple parcels (Soft Sites (3 and 5)

Scenario 2 Without Connector Roads

Development Impacts

- Reduces development frontage and site connectivity in **Central** node

Phasing Impacts

- Increases importance of Western node
- Employ a **district-wide** infrastructure phasing
- First vertical development occurs in **Western** node (smaller sites)

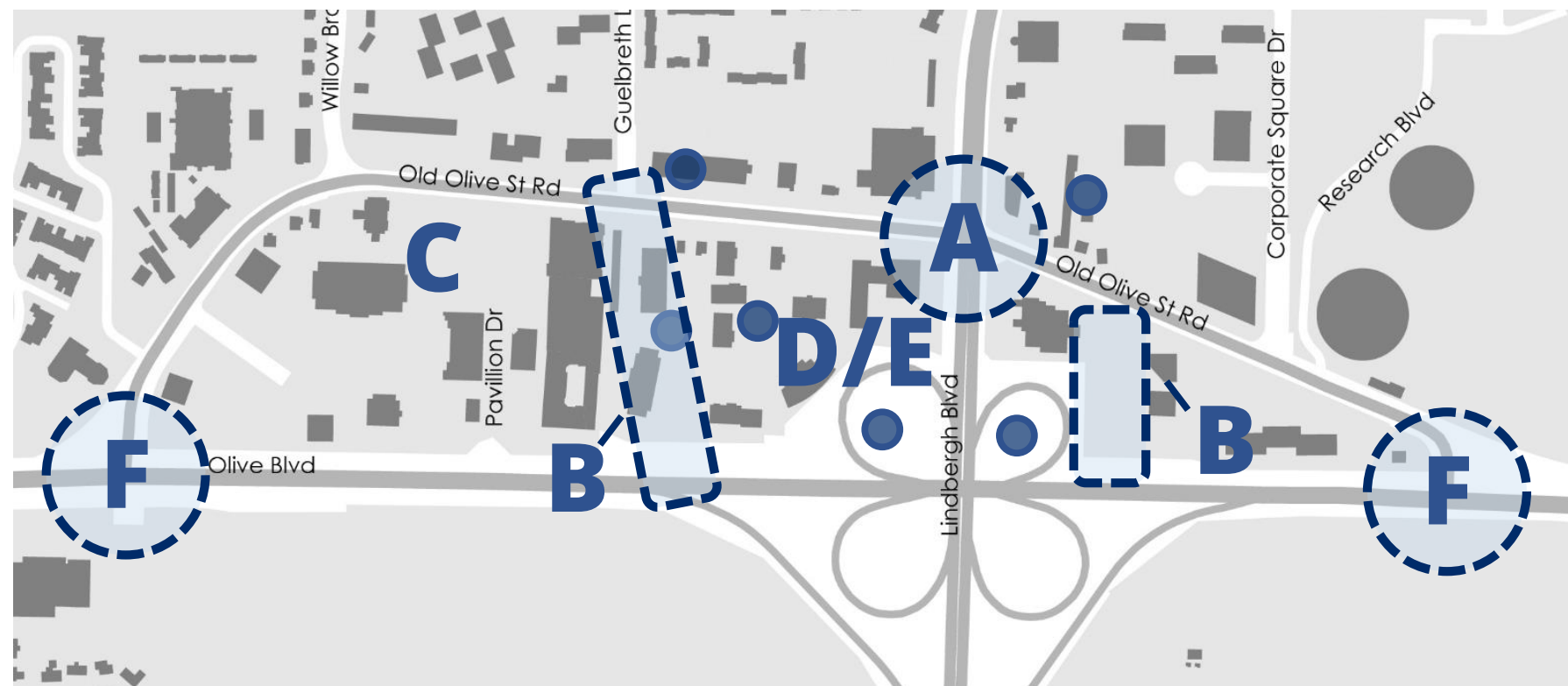
Acquisition Impacts

- Reduces need to acquire parcels, if any

Scenario I | Prioritize East & Central Districts (with Connector Road)

Legend

-  Infrastructure
-  Site Acquisition
-  Vertical Development



PHASE 1

- A. Reconstruct Old Olive/Lindbergh intersection
- B. Advance connector roads
- C. Determine district parking strategy
- D. Determine acquisition / incentives strategy
- E. Advance **East** & **Central** acquisitions
- F. Develop Gateways

Scenario I | Prioritize East & Central Districts (with Connector Road)

Legend

-  Infrastructure
-  Site Acquisition
-  Vertical Development



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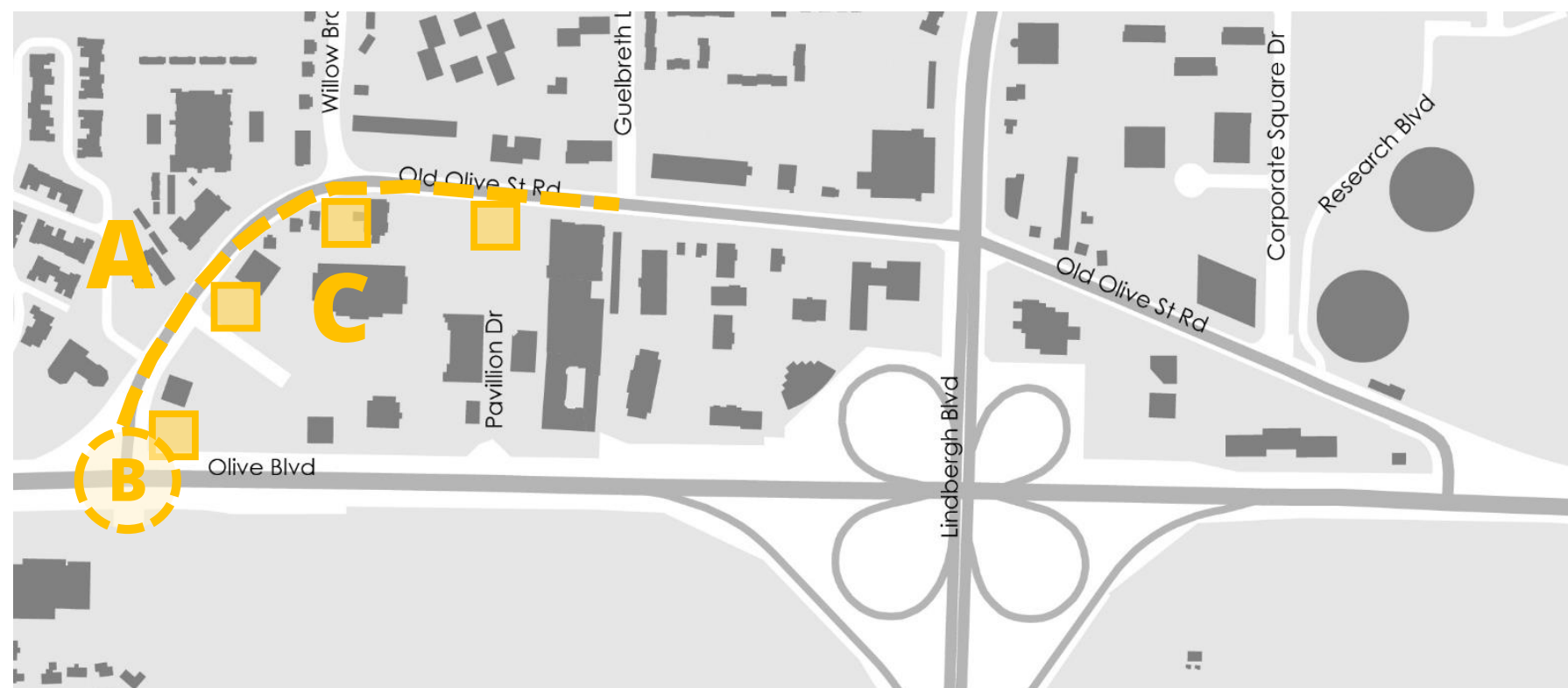
PHASE 2

- A. Construct roadway & shared use path (including landscape/hardscape/lighting) and storm water infrastructure in **East & Central**
- B. Develop **East & Central** soft sites in conjunction with roadway investments
- C. Build **East & Central** stormwater parks
- D. Advance **West** acquisitions (if any)
- E. Construct bike and pedestrian bridge

Scenario I | Prioritize East & Central Districts (with Connector Road)

Legend

-  Infrastructure
-  Site Acquisition
-  Vertical Development



PHASE 1

- A. Reconstruct Old Olive/Lindbergh intersection
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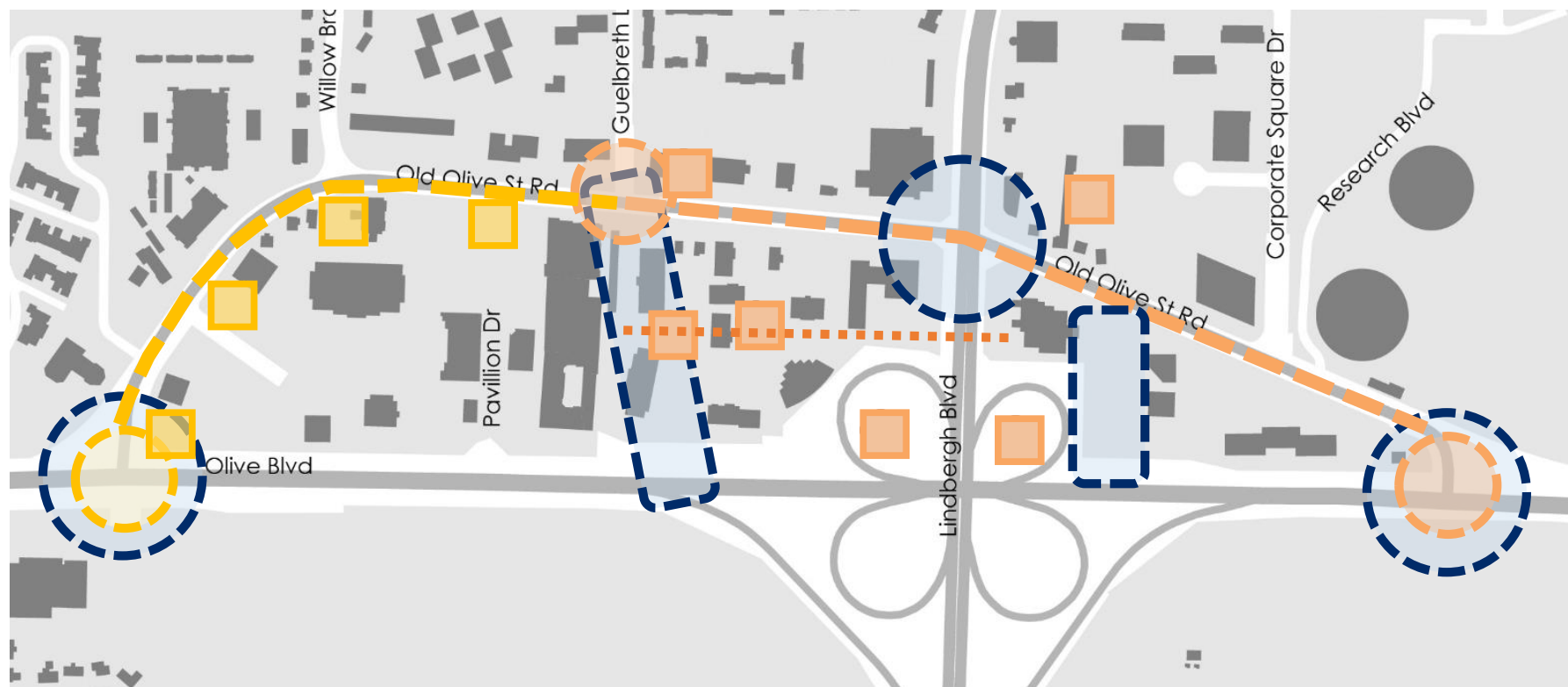
PHASE 3

- A. Construct roadway & shared use path (including landscape/hardscape/lighting) and storm water infrastructure in **West**
- B. Build **West** stormwater parks
- C. Develop **West** soft sites

Scenario I | Prioritize East & Central Districts (with Connector Road)

Legend

-  Infrastructure
-  Site Acquisition
-  Vertical Development



PHASE 1

- A. Reconstruct Old Olive/Lindbergh intersection
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- C. Determine district parking strategy
- D. Determine acquisition incentives strategy
- E. Advance **East & Central** acquisitions
- F. Develop Gateways

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- B. Develop **East & Central** soft sites in conjunction with roadway investments
- C. Build **East & Central** stormwater parks
- D. Advance **West** acquisitions (if any)
- E. Construct bike and pedestrian bridge

PHASE 3

- A. Construct roadway & shared use path (including landscape/hardscape/lighting) and storm water infrastructure in **West**
- B. Build **West** stormwater parks
- C. Develop **West** soft sites

Scenario I | Prioritize East & Central Districts (with Connector Road)



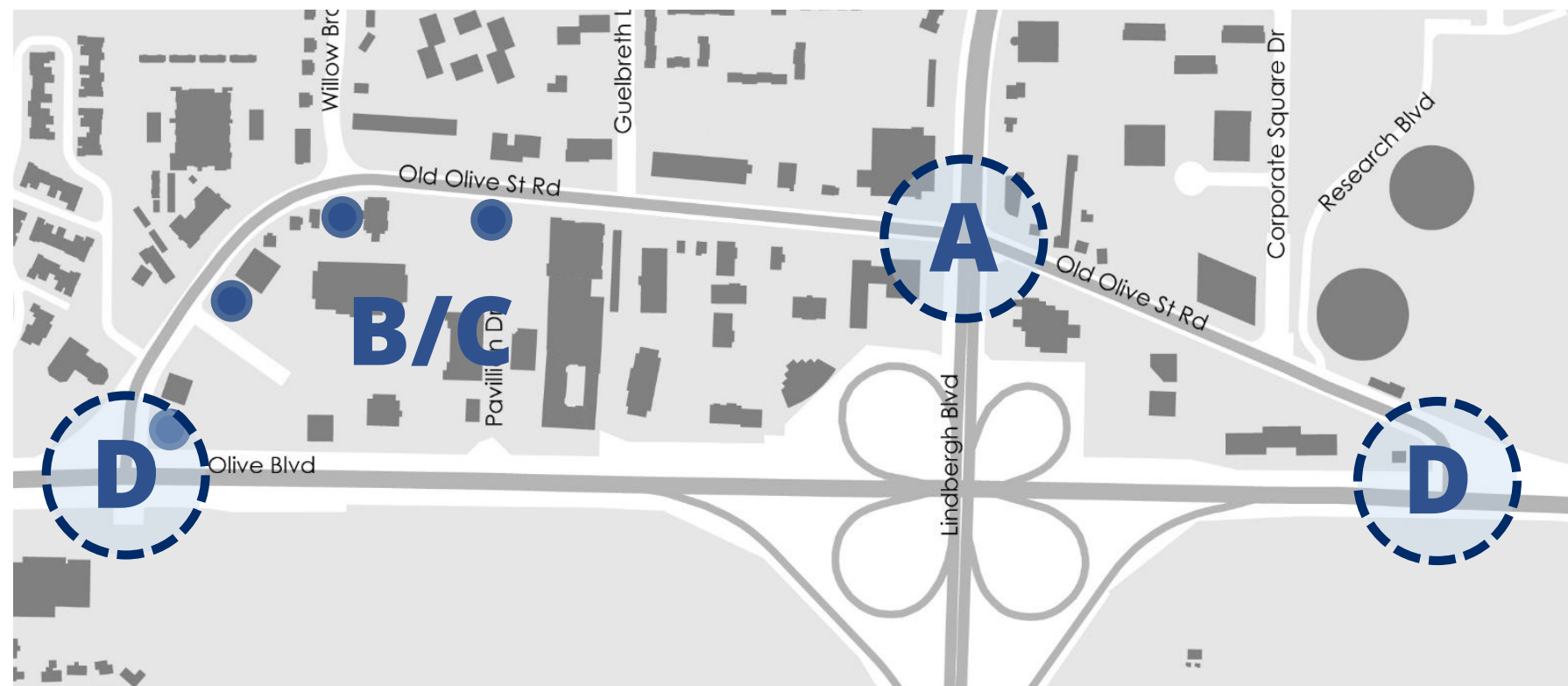
Category	Lead	Support	1	2	3	4	5	6	7	8	9	10
Infrastructure												
Gateways	City of Creve Coeur	SLEDP										
Full Access Turns at Old Olive and Lindbergh	SLEDP	City/MoDOT										
Connector Roads	City of Creve Coeur	Site Owners										
East Road and Bike/Ped Investments	SLEDP	City of CC										
Bike and Pedestrian Bridge over Lindbergh	City of Creve Coeur	Site Owners										
West Road and Bike/Ped Investment	SLEDP	City of CC										
Parks and Green Infrastructure (E/C, then W)	City of Creve Coeur	SLEDP										
Vertical Development												
Determine Acquisitions / Incentives Strategy	SLEDP	City of CC										
East and Central Acquisitions (if any)	City of Creve Coeur	SLEDP										
East and Central Site Development	Devel. Partners	City/SLEDP										
West Acquisitions (if any)	City of Creve Coeur	SLEDP										
West Site Development	Devel. Partners	City/SLEDP										

Attachment: 19_0816 39N old olive document FINAL 8-19-19 PZ (#19-024: Old Olive Street Road Great Street Plan)

Scenario II | Prioritize West District (without Connector Road)

Legend

-  Infrastructure
-  Site Acquisition
-  Vertical Development



PHASE 1

- A. Reconstruct Old Olive/Lindbergh intersection
- B. Determine district parking strategy
- C. Determine acquisition incentives strategy
- D. Advance **East** & **West** acquisitions (if any, no acquisitions in **Central**)
- E. Develop Gateways

Scenario II | Prioritize West District (without Connector Road)

Legend

-  Infrastructure
-  Site Acquisition
-  Vertical Development



PHASE 1

- A. Reconstruct Old Olive/Lindbergh intersection
- B. Determine district parking strategy
- C. Determine acquisition incentives strategy
- D. Advance East & West acquisitions (no acquisitions on Central)
- E. Develop Gateways

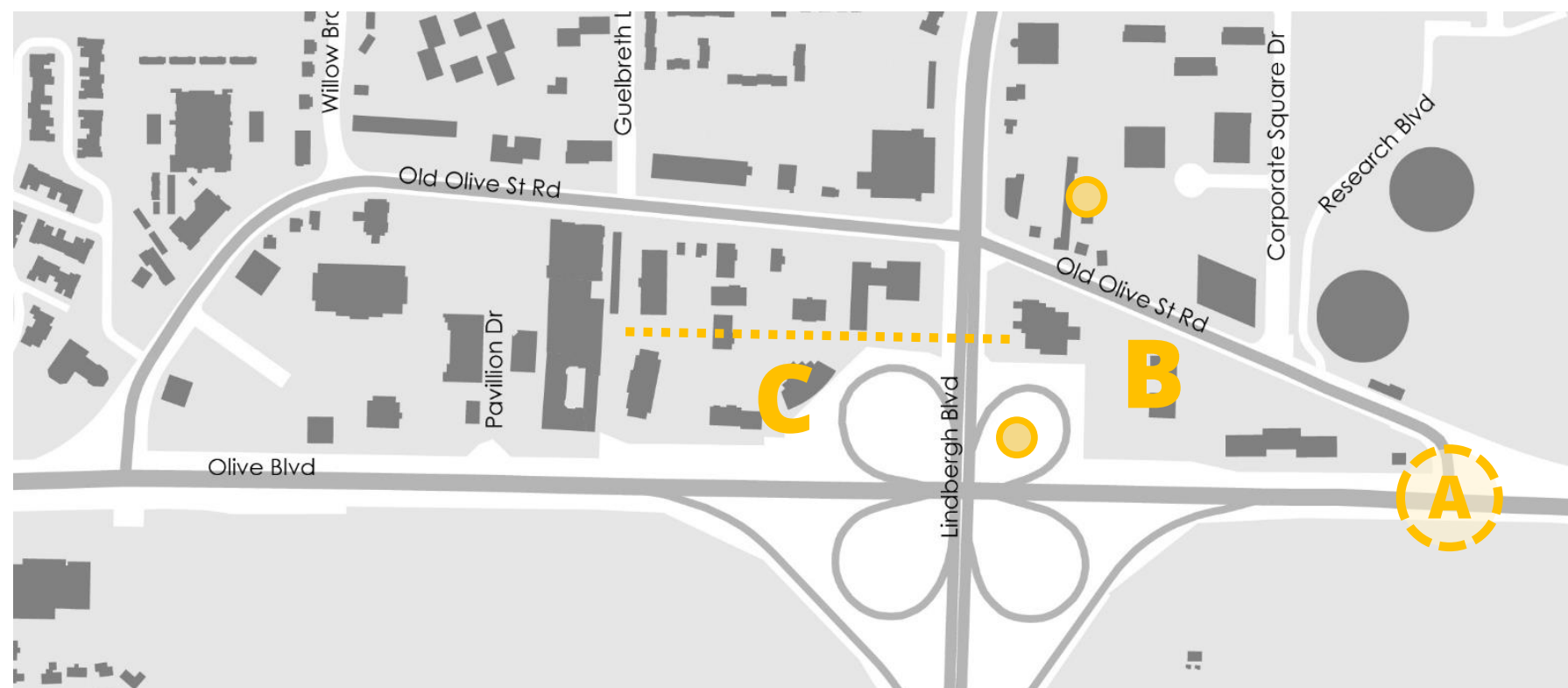
PHASE 2

- A. Construct roadway & shared use path (including landscape/hardscape/lighting) and storm water infrastructure **district-wide**
- B. Develop **West** soft sites in conjunction with roadway investments (Allow market to guide **Central**)
- C. Build **West** stormwater parks

Scenario II | Prioritize West District (without Connector Road)

Legend

-  Infrastructure
-  Site Acquisition
-  Vertical Development



PHASE 1

- A. Reconstruct Old Olive/Lindbergh intersection
- B. Determine district parking strategy
- C. Determine acquisition incentives strategy
- D. Advance East & West acquisitions (no acquisitions on Central)
- E. Develop Gateways

PHASE 2

- A. Construct roadway & shared use path (including landscape/hardscape/lighting) and storm water infrastructure district-wide
- B. Develop West soft sites in conjunction with roadway investments (Allow market to guide Central)
- C. Build West stormwater parks

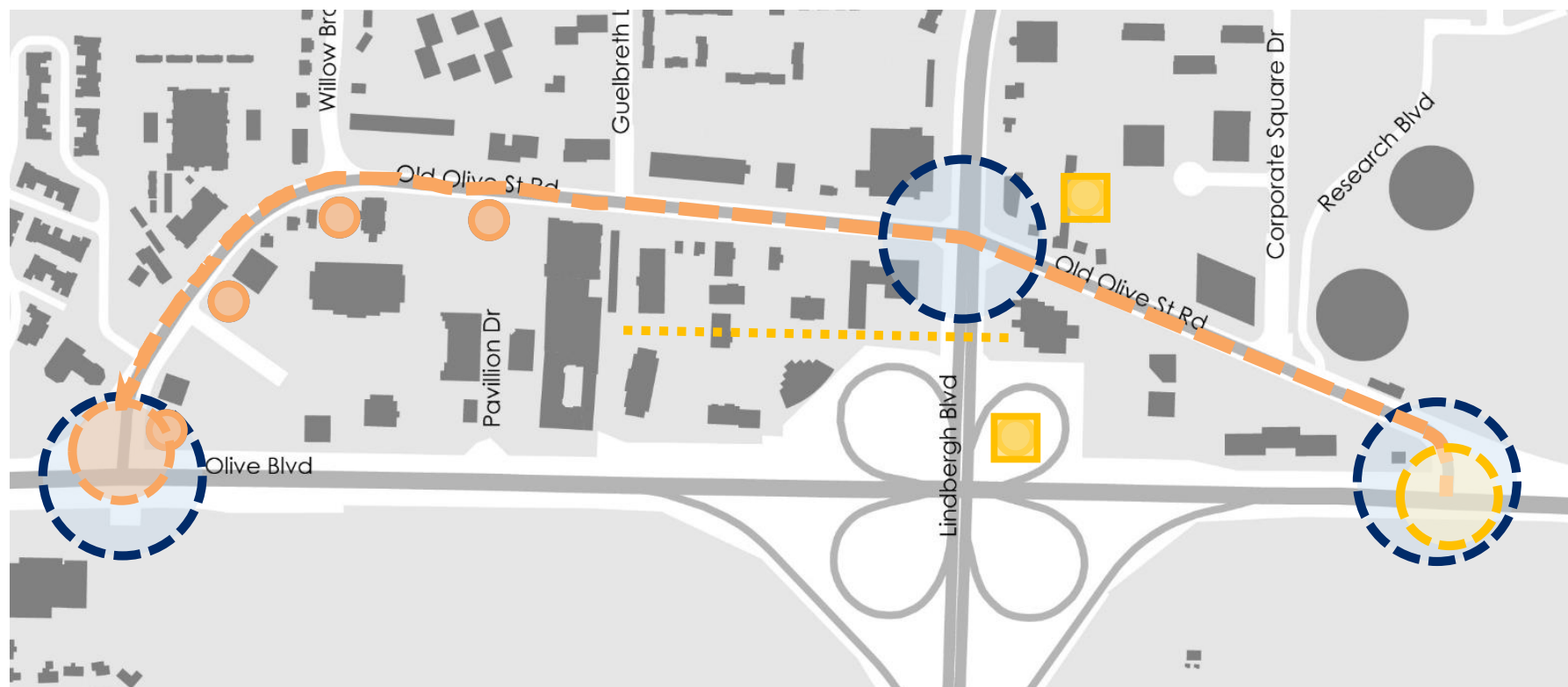
PHASE 3

- A. Build **East** stormwater parks
- B. Develop **East** soft sites
- C. Construct bike and pedestrian bridge

Scenario II | Prioritize West District (without Connector Road)

Legend

-  Infrastructure
-  Site Acquisition
-  Vertical Development



PHASE 1

- A. Reconstruct Old Olive/Lindbergh intersection
- B. Determine district parking strategy
- C. Determine acquisition incentives strategy
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- E. Develop Gateways

PHASE 2

- A. Construct roadway & shared use path (including landscape/hardscape/lighting) and storm water infrastructure **district-wide**
- B. Develop **West** soft sites in conjunction with roadway investments (Allow market to guide **Central**)
- C. Build **West** stormwater parks

PHASE 3

- A. Build **East** stormwater parks
- B. Develop **East** soft sites
- C. Construct bike and pedestrian bridge

Scenario II | Prioritize West District (without Connector Road)



Category	Lead	Support	1	2	3	4	5	6	7	8	9	10
Infrastructure												
Gateways	City of Creve Coeur	SLEDP										
Full Access Turns at Old Olive and Lindbergh	SLEDP	City/MoDOT										
District-Wide Road and Bike/Ped Investments	SLEDP	City of CC										
Bike and Pedestrian Bridge over Lindbergh	City of Creve Coeur	Site Owners										
Parks and Green Infrastructure (W, then E)	City of Creve Coeur	SLEDP										
Vertical Development												
Determine Acquisitions / Incentives Strategy	SLEDP	City of CC										
West and East Acquisitions (if any)	City of Creve Coeur	SLEDP										
West Site Development	Devel. Partners	City/SLEDP										
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Attachment: 19_0816 39N old olive document FINAL 8-19-19 PZ (#19-024: Old Olive Street Road Great Street Plan)



OLD OLIVE GREAT STREETS

Implementation Roadmap

December 17, 2018

STLPARTNERSHIP

CHRISTNER

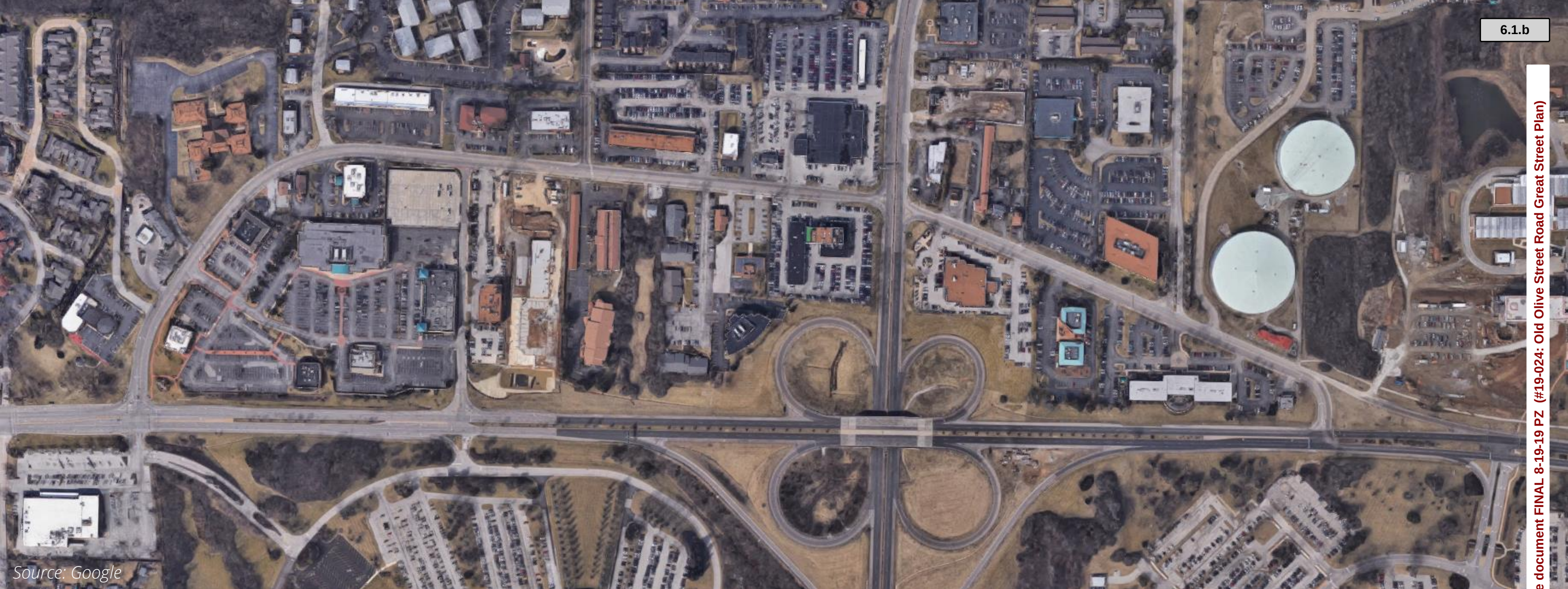
HR&A
Analyze. Advise. Act.

6.1.b

Attachment: 19_0816 39N old olive document FINAL 8-19-19 PZ (#19-024: Old Olive Street Road Great Street Plan)

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 - With Connector Roads
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5 APPENDIX: PRIOR HR&A ANALYSIS (MARKET SCAN AND DEVELOPMENT POTENTIAL)



Source: Google

OLD OLIVE GREAT STREETS

Market Scan Update

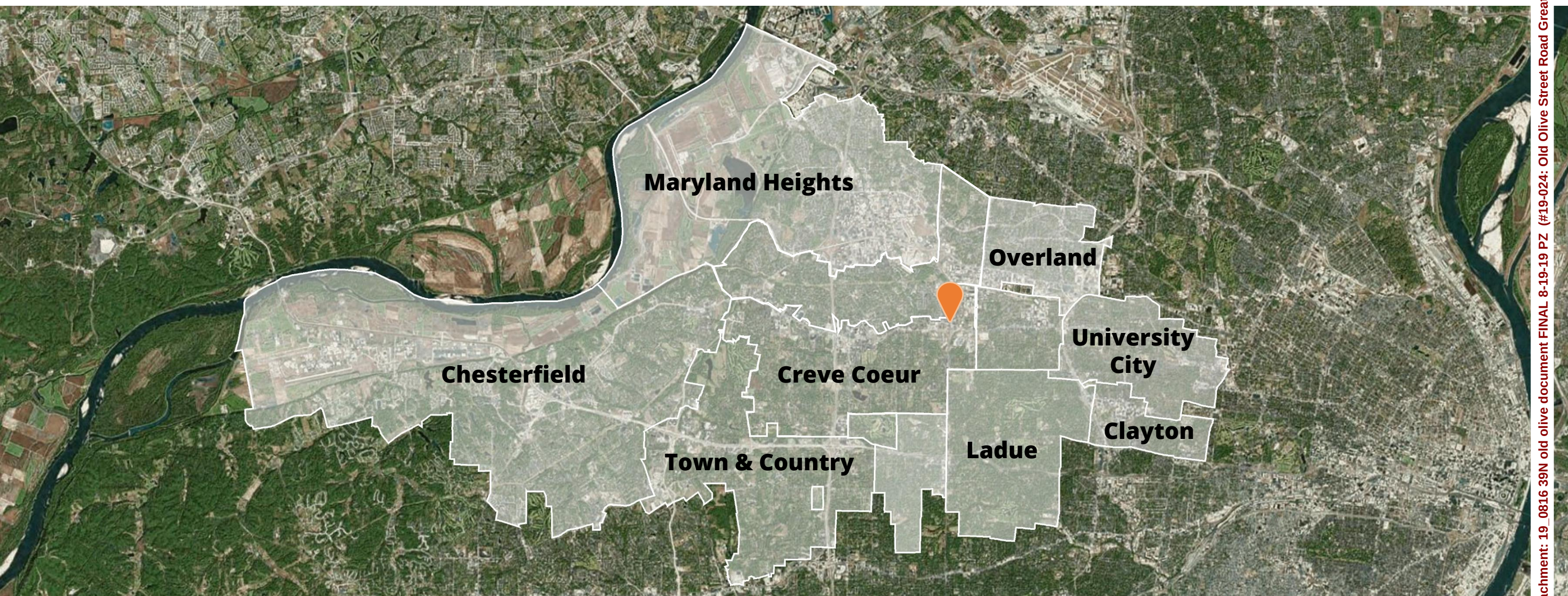
June 26, 2018

STLPARTNERSHIP

CHRISTNER

HR&A
Analyze. Advise. Act.

HR&A's market scan update will inform the development potential for the study area, considering local trends within the broader Western Suburbs.



Planning Context | Released in 2017, Creve Coeur 2030 envisions Old Olive to be a critical component of the Mixed-Use Innovation Campus District.



MIX OF USES

Active ground floor
uses

Outdoor dining and
on-site retail
amenities



PUBLIC REALM

Enhanced pedestrian
environment

A consistent street-
wall & building
setbacks



ACCESS

Improved
connectivity for
active users

Relocated parking
away from the street
front



OPEN SPACE

Preservation of
green & open space

Tree coverage
requirements for
surface parking lots

Planning Context | The Great Streets program will directly address a number of these planning and development issues – some more challenging than others.



MIX OF USES

Active ground floor
uses

Outdoor dining and
on-site retail
amenities



PUBLIC REALM

Enhanced pedestrian
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OPEN SPACE

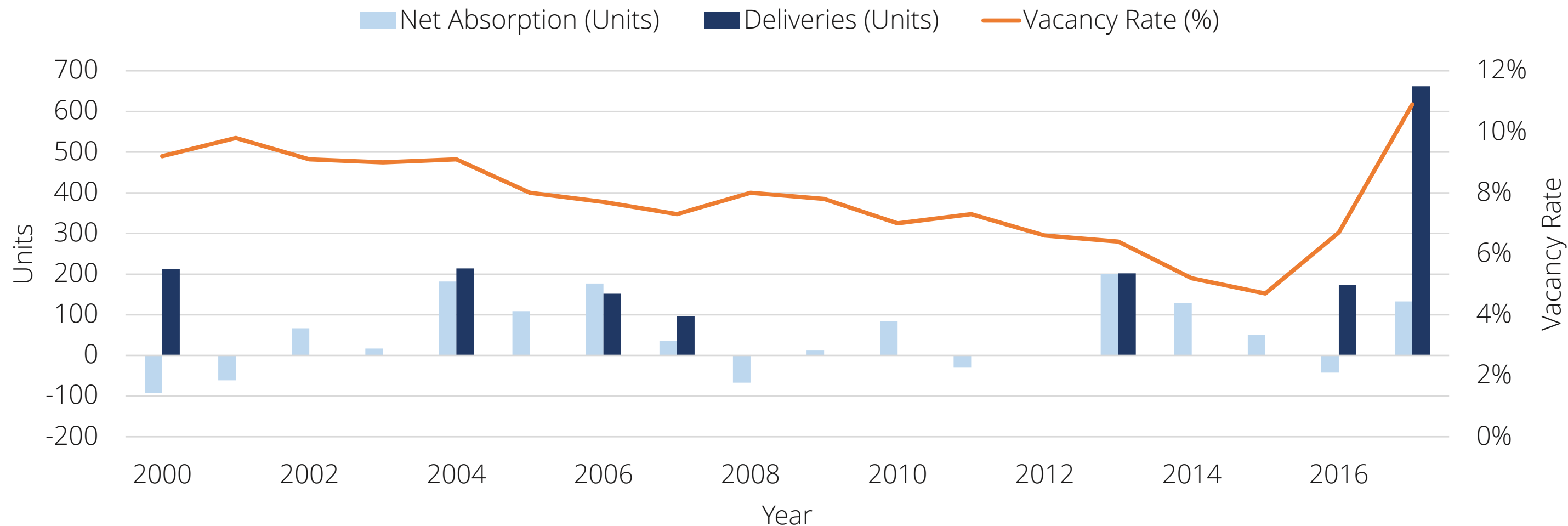
Preservation of
green & open space

Tree coverage
requirements for
surface parking lots

Residential | As regional vacancy steadily declined over the past 15 years, the market has responded with significant deliveries in the last two years.

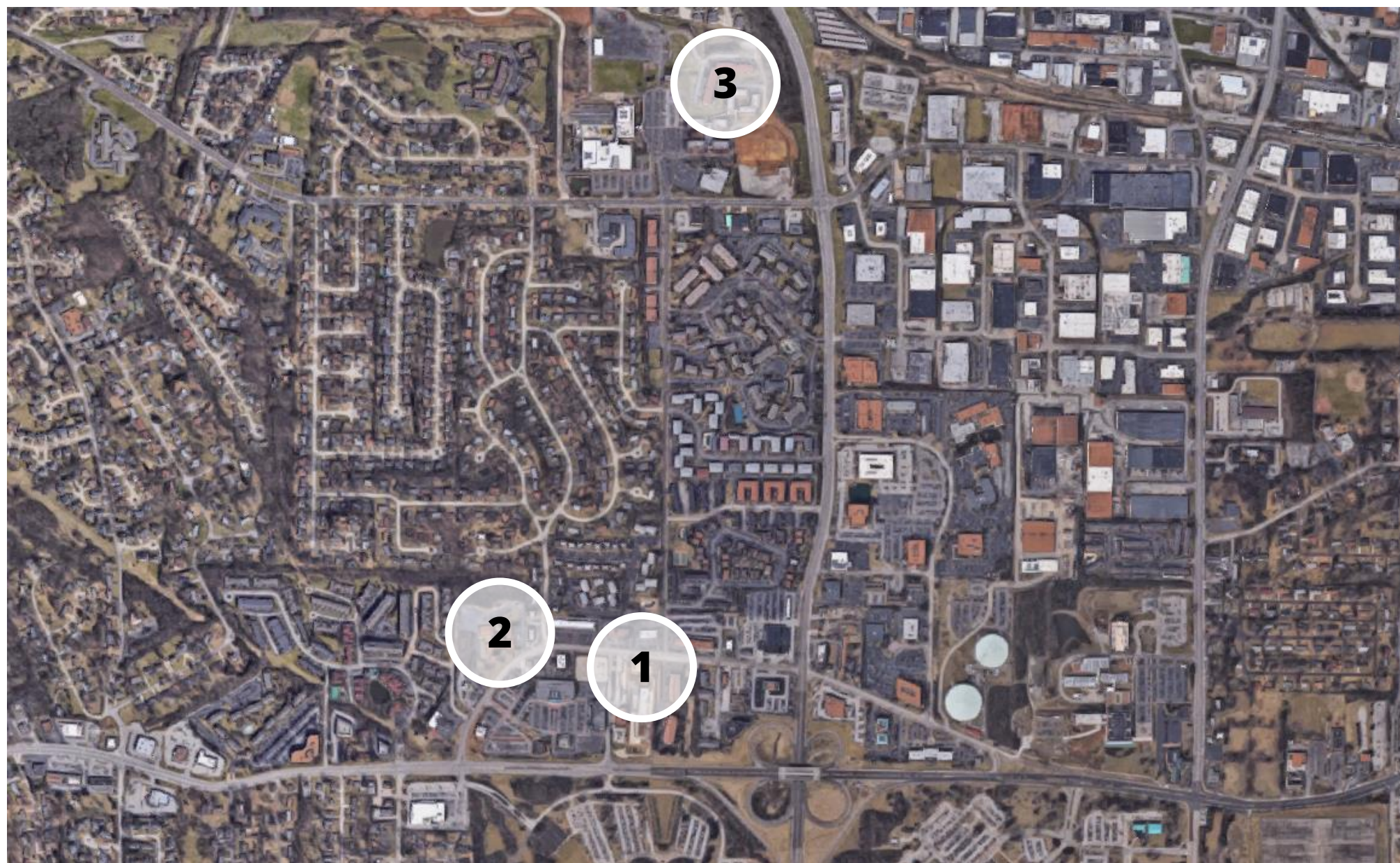
Multifamily Residential

Western Suburbs



Source: CoStar
HR&A Advisors, Inc.

Residential | Since 2016, there have been three new multifamily properties delivered near Old Olive.



1

Vanguard Heights

Covington Realty Partners

Year Built: 2016

Units: 174

Rent/SF: \$2.01

In first 8 months, leased 55%

2

The Vue

BCC Partners

Year Built: 2017 (Phase 2, 2018)

Units: 364

Rent/SF: \$1.85

3

Covenant Place

Community Housing Management Corp.

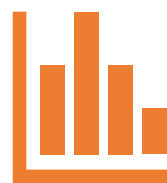
Year Built: 2016 (Phase 2, 2018)

Units: 353

Rent/SF: N/A (Age Restricted)

Source: CoStar
HR&A Advisors, Inc.

Residential | Recently delivered multifamily developments are leasing-up more slowly and attracting fewer families than anticipated.



ABSORPTION

Lease-up is taking longer than expected – potentially due to regional competition.

Larger units (3 bedrooms) are slowest to be absorbed.



DEMOGRAPHICS

Developers are targeting young professionals, empty nesters, young families.

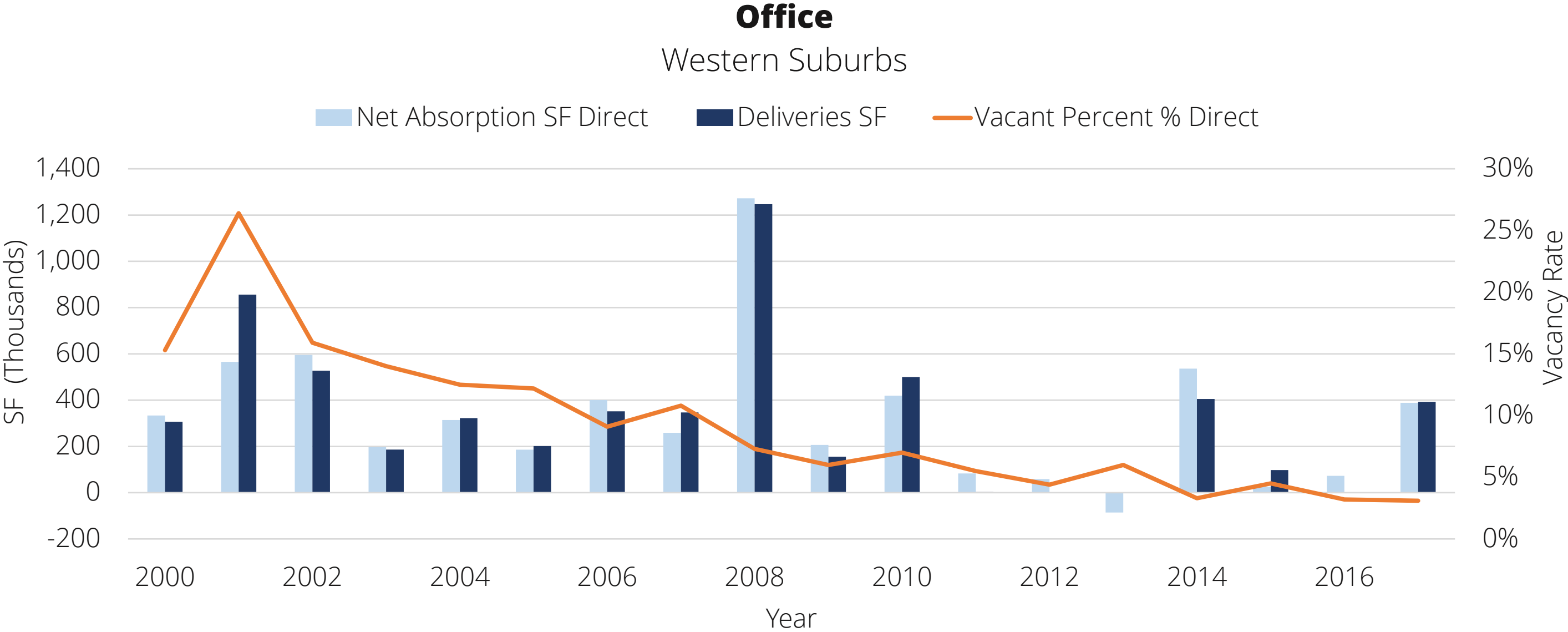
Despite good schools, new projects have received limited interest from families.



AMENITIES

Existing retail and grocery are viewed as positive amenities to residential units.

Office | In the region, annual deliveries have been quickly absorbed, causing vacancy to continuously decline and remain low.



Source: CoStar
HR&A Advisors, Inc.

Office | Low vacancy demonstrates a potential opportunity for additional office development.

Within 1-mile of Creve Coeur, Old Olive, and Olivette there is 8.2M SF of office, equal to 31% of the overall Western Suburbs stock.



Creve Coeur

4.2M SF Total
24K SF built since 2010
12.1% Total Vacancy

Old Olive

2.2M SF Total
110K SF built since 2010
0.5% Total Vacancy

Olivette

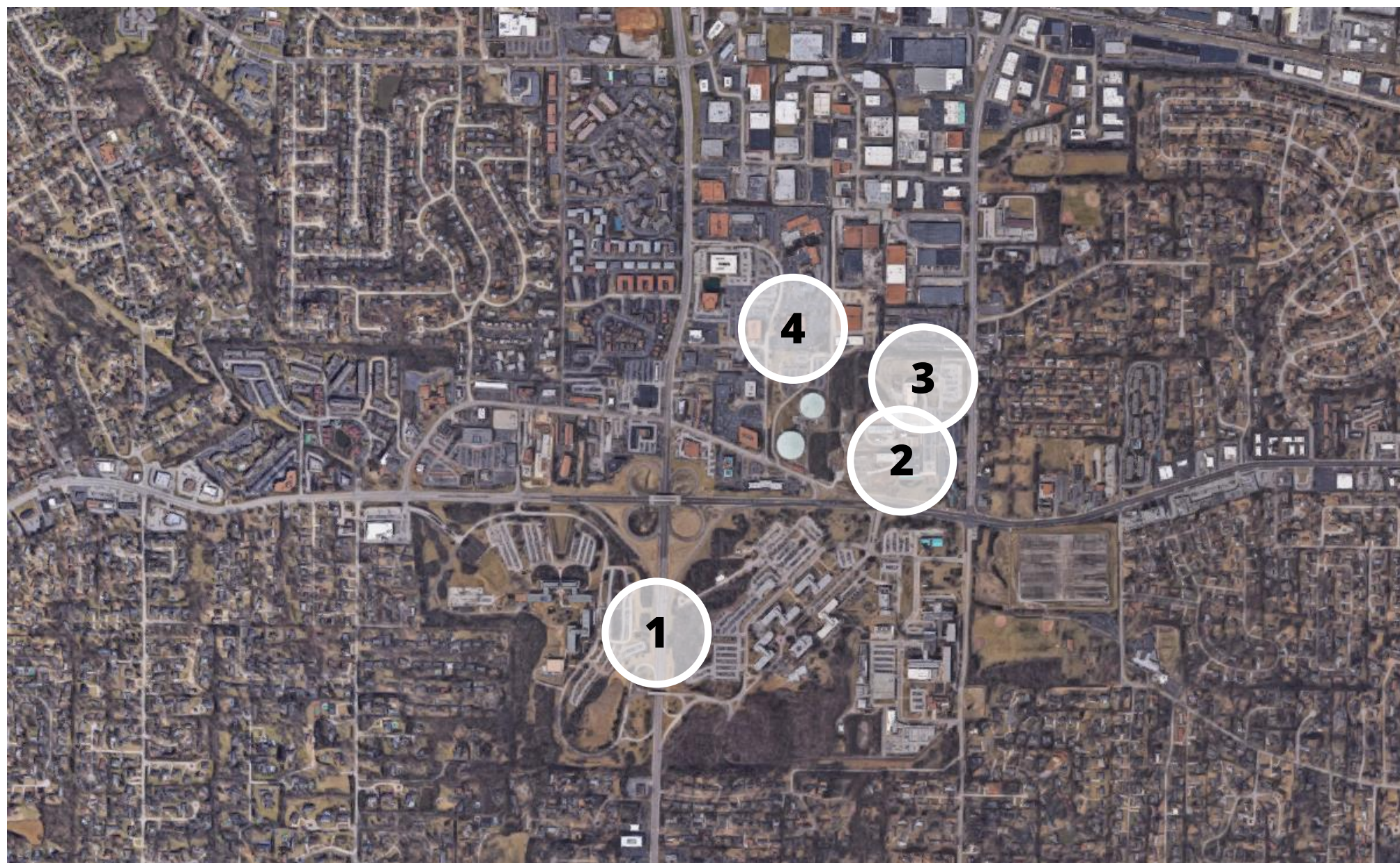
1.8M SF Total
140K SF built since 2010
2.6% Total Vacancy

Source: CoStar

Note: For comparison, total vacancy within 1 mile in Chesterfield is 6.1% and 4.6% in Clayton.

HR&A Advisors, Inc.

Office | At least 40% of the 2.2-million square of office space located within 1-mile of Old Olive is dedicated to plant science uses, concentrated within four properties.



1

Monsanto Headquarters

Owner: Monsanto Company

Rentable Area: 685,000 SF

Vacancy: 0%

2

Donald Danforth Plant Science Center

Owner: D. Danforth Plant Science Center

Rentable Area: 45,000 SF

Vacancy: 0%

3

BRDG Growth Park

Owner: Wexford Equities, LLC

Rentable Area: 110,000 SF

Vacancy: 0%

4

Helix Center Biotech Incubator

Owner: SLEDP

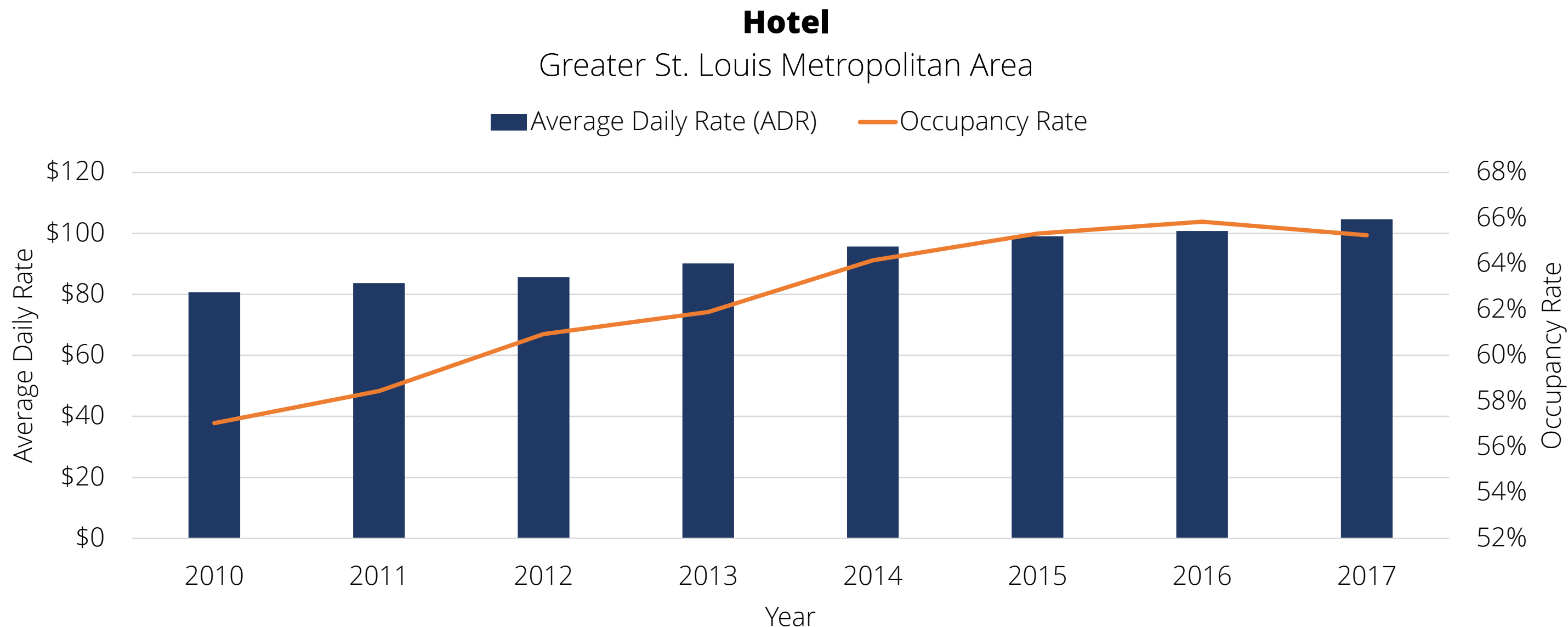
Rentable Area: 45,000 SF

Vacancy: 0%

Office | Within 1-mile of Old Olive, most office space is class B, yet the majority of current vacancies are in class A properties.

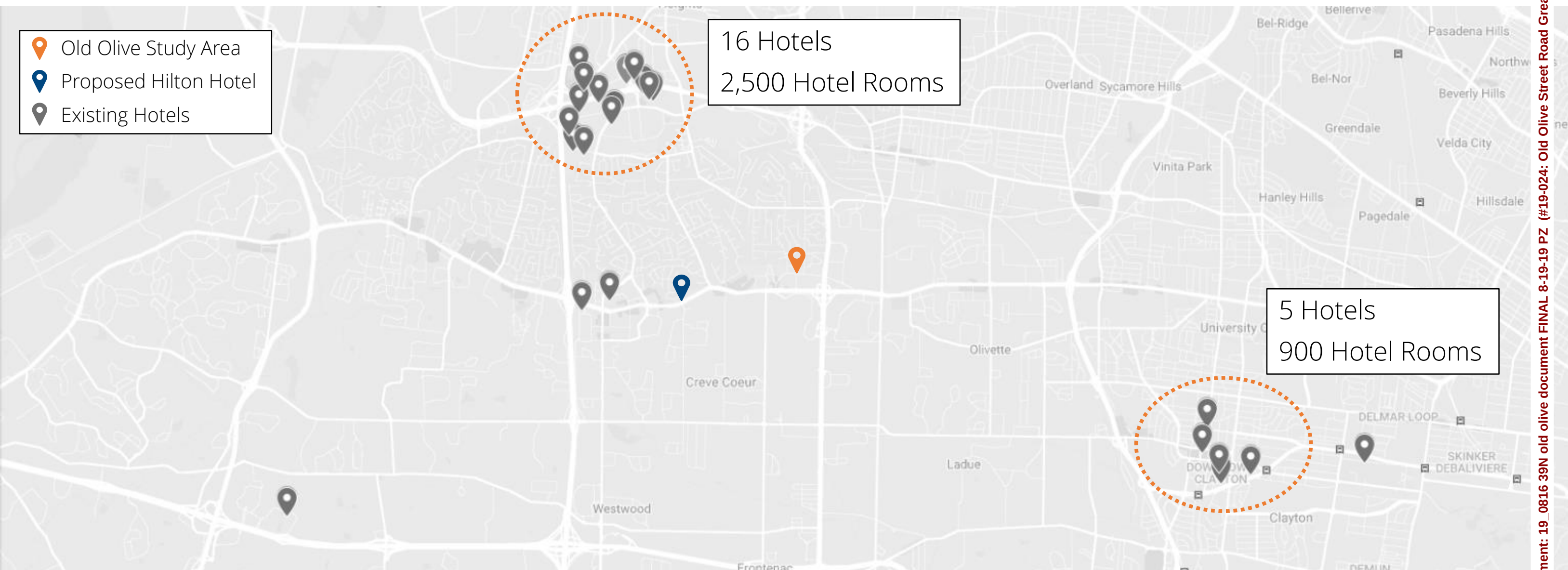
Class	Buildings	%	Total SF	%	Vacant SF	%
A	3	4%	175,000	8%	11,000	83%
B	29	37%	1,690,000	77%	1,500	13%
C	47	59%	340,000	15%	500	4%
Total	79		2,205,000		13,000	

Hotel | In the metro area, hotel occupancy has remained stable despite a steady increase in average daily rate.



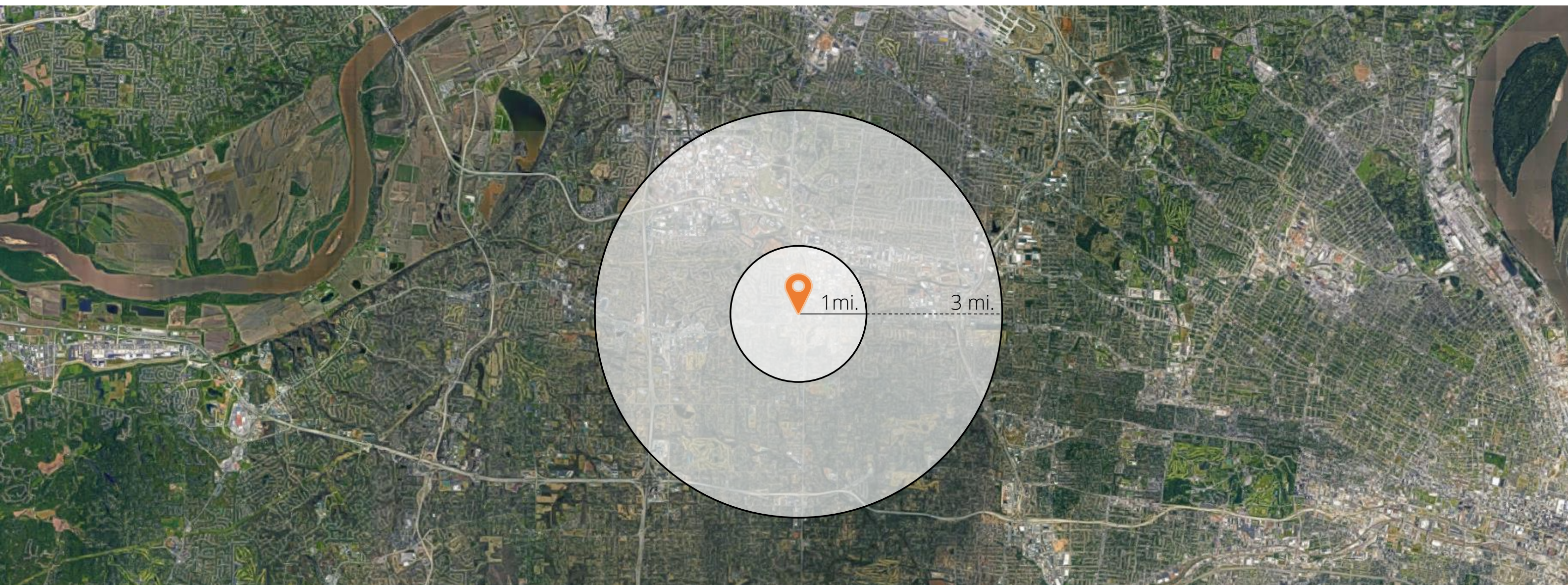
Note: In April 2018, Creve Coeur City Council voted against rezoning a 10-acre site for a 260-key Hilton Hotel.

Hotel | In nearby communities, there are 24 hotels offering approximately 4,000 rooms, 90% of which were built before 2002.



Source: STR
HR&A Advisors, Inc.

Retail | Old Olive can support two distinct types of retail: destination and neighborhood, which draw customers from varying distances.



Note: Assumes a capture rate of 20%.

HR&A Advisors, Inc.

Old Olive Great Streets | 47

Packet Pg. 155

Retail | When considering a broad, **three mile** catchment area – there is a sizeable demand for general merchandise (department stores and big box stores).

Retail Category	Total Demand	Total Existing Sales	Unmet Spending Potential	Capturable Spending Potential	Capturable Square Feet
Retail	\$1,060 M	\$805 M	\$260 M	\$50 M	280K SF
General Merch.	\$395 M	\$65 M	\$330 M	\$65 M	220K SF
Restaurant	\$275 M	\$160 M	\$115 M	\$25 M	40K SF
Grocery	\$305 M	\$410 M	\$0 M	\$0 M	0 SF
Total	\$1.6 B	\$1.4 B	\$375 M	\$75 M	320K SF

Note: Assumes a capture rate of 20%.

Retail | Neighborhood-oriented retail along Old Olive can be positioned to serve a diverse set of user groups at many different times of day.



FAMILIES & SENIORS

- Current uses do not serve families and empty nesters well.
- Convenience uses and neighborhood services, such as a bank, laundromat, and family friendly restaurants would allow patrons to run errands and spend time along Old Olive.



DAYTIME WORKERS

- While there are many fast casual lunch options along Old Olive, the majority are located on the western half of the street.
- To serve the large and growing worker base anchored by the Danforth Center, it may be prudent to encourage new food & beverage uses along the eastern edge to pull patrons into the district.



HAPPY HOUR

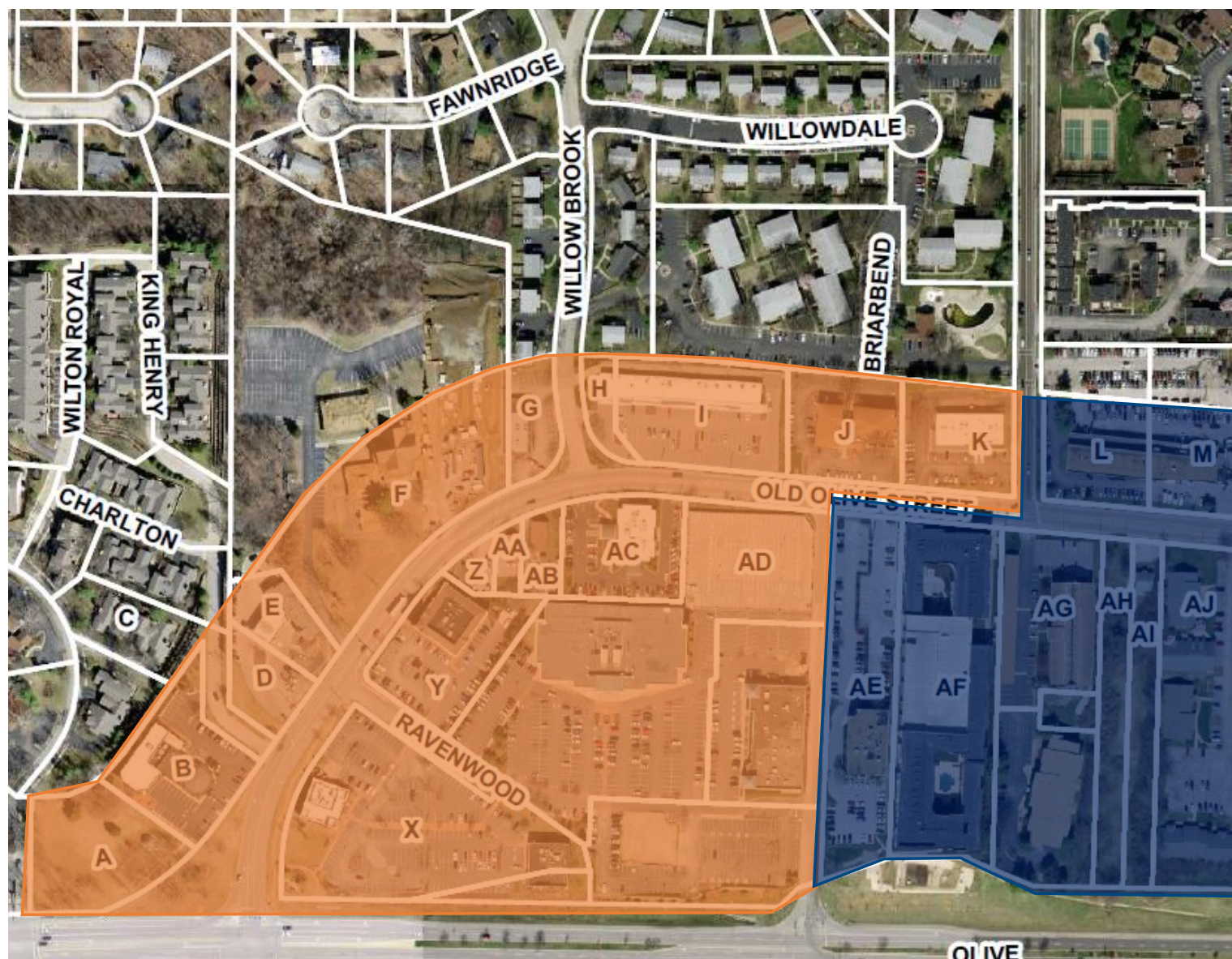
- Current food & beverage uses are geared toward the daytime population.
- To capture evening spending, uses including a wine bar, sports bar, and restaurants with patio seating would enliven the street and provide a place for people to linger.

Retail | Residents and workers within **one mile** of Old Olive Street can support additional new retail and a small amount of food and beverage uses.

Retail Category	Total Demand	Total Existing Sales	Unmet Spending Potential	Capturable Spending Potential	Capturable Square Feet
Retail	\$160 M	\$100 M	\$60 M	\$10 M	55K SF
Clothing	\$20 M	\$10 M	\$10M	\$2 M	5K SF
Home/Garden	\$15 M	\$5 M	\$10M	\$2 M	5K SF
Misc. Retailers	\$20 M	\$10M	\$10M	\$2 M	10K SF
General Merch.	\$60 M	\$5 M	\$55 M	\$10 M	35K SF
Restaurant	\$40 M	\$15 M	\$30 M	\$5 M	10K SF
Grocery	\$45 M	\$50 M	\$0 M	\$0 M	0 SF
Total	\$245 M	\$165 M	\$90 M	\$15 M	65K SF

Note: Assumes a capture rate of 20%.

Site Analysis | Anchored by name tenants, the western end of Old Olive is well positioned for continued growth.



As the most significantly retailed area along Old Olive, the western portion is the strongest performing and most vibrant segment of the study area. New multifamily to the northwest and southeast sides of the area will help grow the customer base.

- AMC Classic
- St. Louis Bread Co.
- California Pizza Kitchen
- Stir Crazy Fresh Asian Grill
- Panda Express

Multifamily development and a series of skinny lots will make street-front activation challenging in this area.

- Olive Street Pharmacy
- Greenways Academy
- Star International

Site Analysis | Recent renovations and concentrated ownership may be barriers to redevelopment at the North Lindbergh intersection.



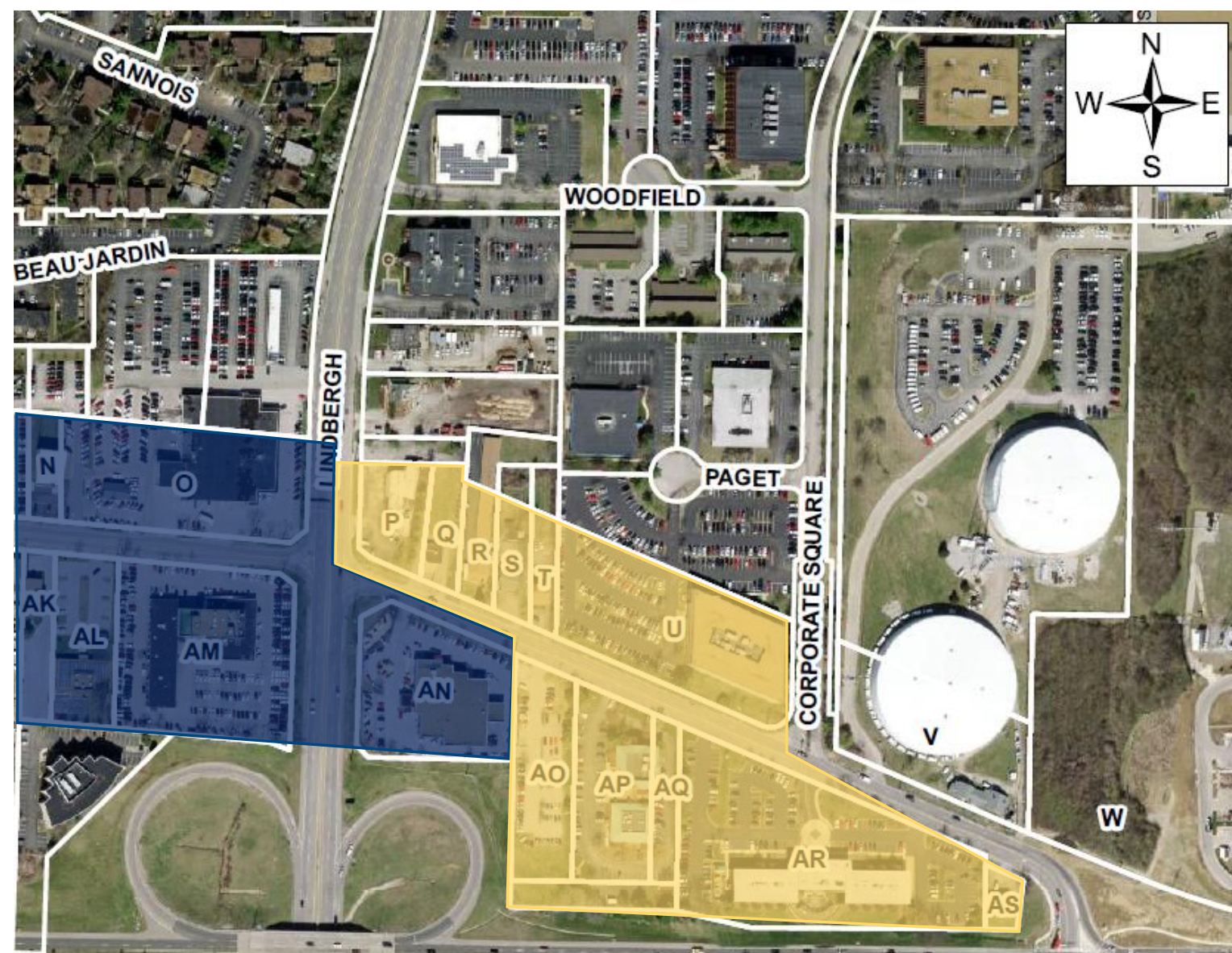
Recent renovations of the auto-centric uses that dominate the corner of North Lindbergh and Old Olive Street will make redevelopment unlikely.

- Lou Fusz Mazda dealership
- Lou Fusz Subaru dealership
- Lou Fusz Kia dealership
- Collision Center



Small and large sites, street-facing surface parking, and non-activating uses do not foster the encouraging retail environment needed to anchor connections with the Danforth Center and innovation district.

- Ivy Motel
- Strawberry Stitch
- AccuCare Home Healthcare
- Larson Financial Group
- Builders Association of Greater St. Louis



Key Findings

1 Residential

- Significant recent multifamily development in St. Louis may be causing lease-up to take longer than expected
- While families are slower to be attracted to new multifamily offerings, strong potential is seen for single adults, empty nesters, and new/transitory district employees.

3 Hotel

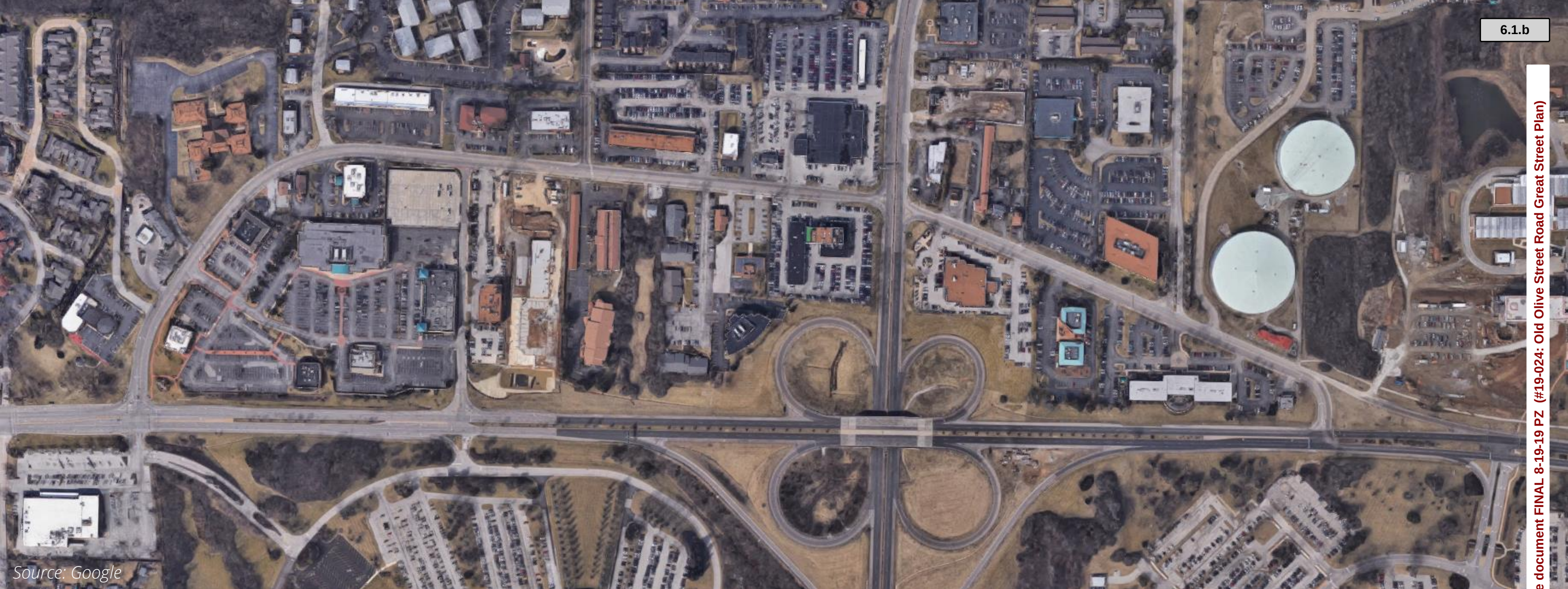
- St. Louis' hotel market is overall stable, but new products will have to compete with existing nodes of nearby hotels.

2 Office

- Strong market and limited ground up development sites
- Economics of new development can still be challenging on occupied acquisition sites

4 Retail

- Retail needs to serve a diverse set of user groups and during all times of day
- There is an opportunity for Old Olive to fill an existing need for additional food & beverage uses



Source: Google

OLD OLIVE GREAT STREETS

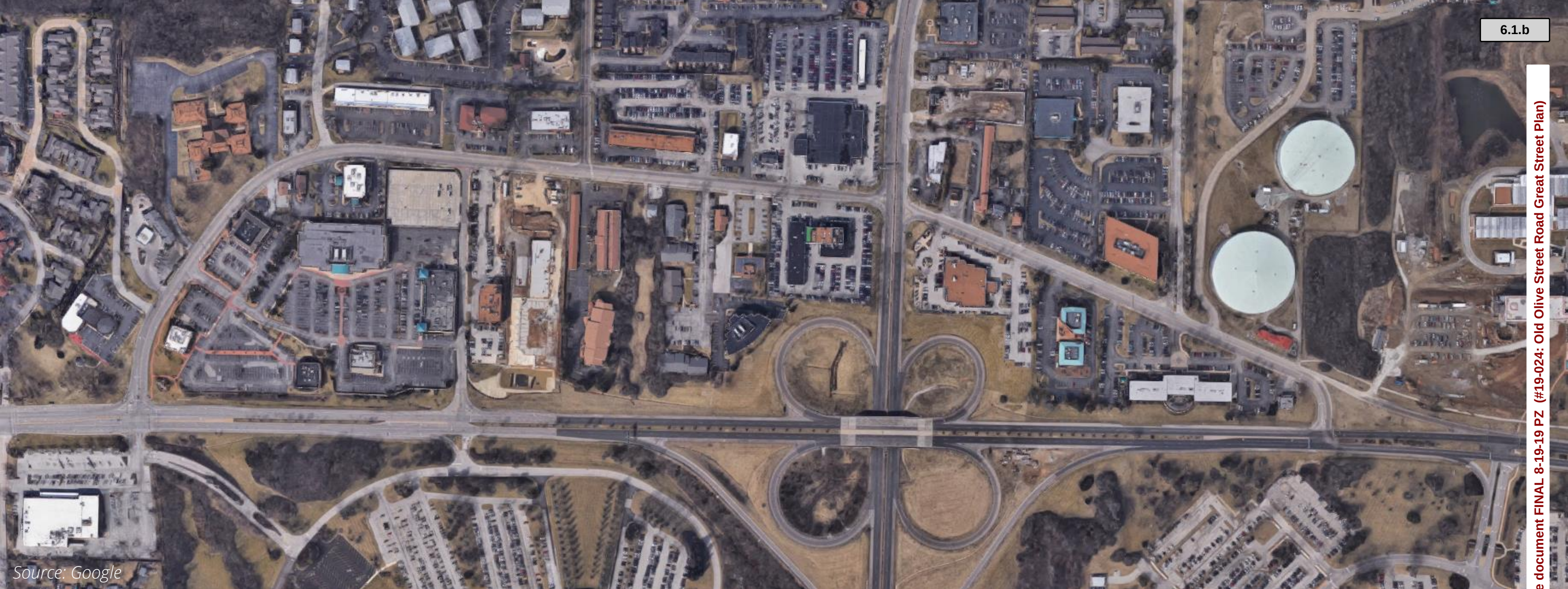
Market Scan Update

June 26, 2018

STLPARTNERSHIP

CHRISTNER

HR&A
Analyze. Advise. Act.



OLD OLIVE GREAT STREETS

Development Potential Analysis Update

September 2018





	1	2	3	4	5	6	7/8	9	10
Impact	●	●	●	●	●	●	●	●	●
Acquisition Feasibility	●	●	●	●	●	●	●	●	●
Funding Gap (Per Future Built SF)	●	●	●	●	●	●	●	●	●
Est. Acquisition Cost	\$0.7M	\$0.6M	\$2.8M	\$3.8M	\$3.0M	\$3.7M	\$4.2M	\$0.4M	\$0.1M
Total Vertical Dev. Cost	\$5.5M	\$11.0M	\$32.9M	\$32.9M	\$21.9M	\$28.5M	\$75.5M	\$7.6M	\$2.2M
Estimated Future Value	\$5.3M	\$10.7M	\$32.0M	\$32.0M	\$21.4M	\$27.8M	\$73.5M	\$7.3M	\$2.1M
Funding Gap	\$0.8M	\$0.9M	\$3.7M	\$4.7M	\$3.7M	\$4.4M	\$6.2M	\$0.6M	\$0.2M
Funding Gap (Per Future Built SF)	\$35	\$19	\$26	\$33	\$39	\$36	\$19	\$19	\$19

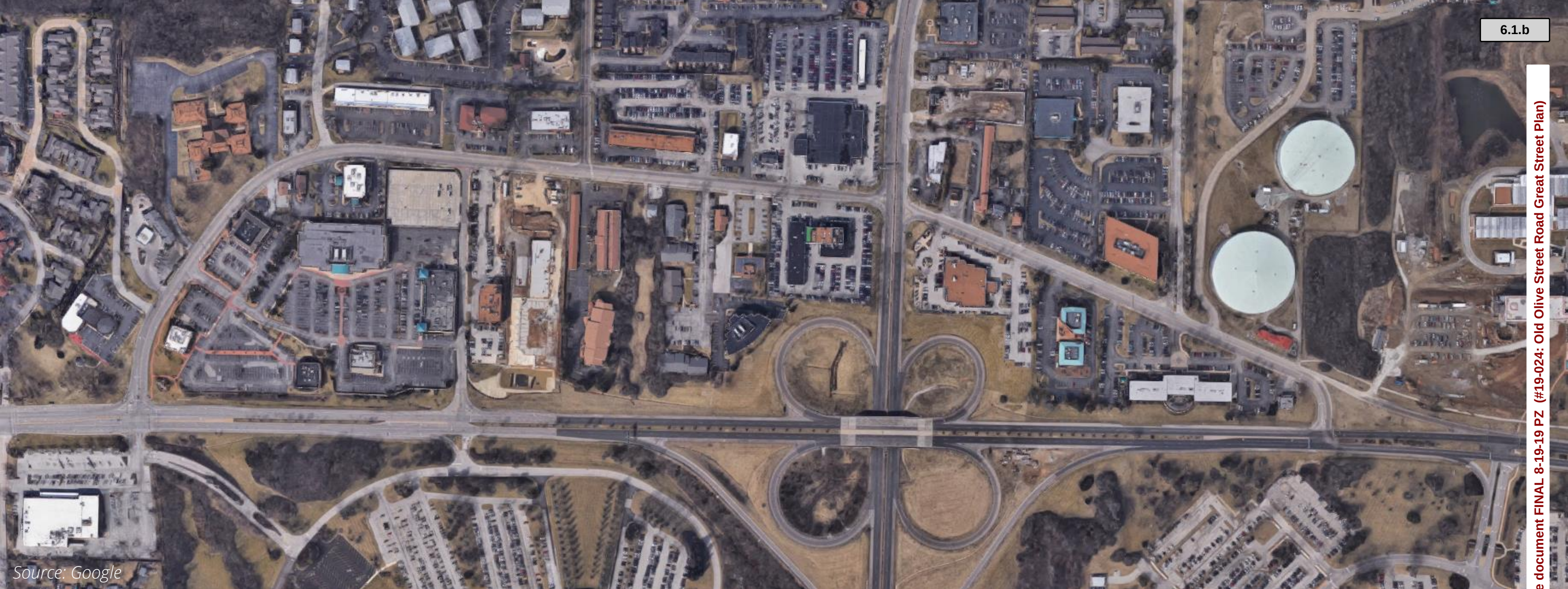
Development Potential Analysis | Key Considerations

1. The funding gap is a function of acquisition costs and program

- Acquisition costs
 - For green field development, acquisition costs assumed to be ~\$15/sf of land (vacant), based on market comps
 - For redevelopment of in-use sites, acquisition costs are based on estimated capitalized value of existing uses, totaling up to ~\$35/sf of land
- Development program
 - Residential development has greatest market feasibility, and generates positive value at site acquisition costs for vacant land
 - Mixed-use development requires subsidy

2. Where subsidy is required, need grows with project size

- Large sites (e.g. sites 7 & 8) developed for residential generate the greatest potential value
 - The same sites developed for mixed-use require significant subsidy
- Prioritization should factor in scale of impact associated with development, not only total subsidy needs



OLD OLIVE GREAT STREETS

Development Potential Analysis Update

September 2018



TECHNICAL

Civil Engineering

The civil engineering scope for the project involved the preparation of 30% drawings using MoDOT standards. It is anticipated that local and Federal transportation funds will be requested for the phases of the project. The civil engineering documents provided are considered preliminary. However, detailed investigation was performed to provide the recommendations:

- Utility meetings and confirmation with Missouri American Water, Ameren and Spectrum
- Right of way research
- Section studies
- Plans and profiles
- Drainage plans
- Cost estimate

Implementation Due Diligence

Existing Roadway Condition

The City of Creve Coeur will consider taking over ownership and maintenance of Old Olive when the interchange project is complete. The existing pavement appears to be asphalt in good condition with over 14" thickness. The pavement section could vary considerably throughout the alignment due to the history of the road's evolution from the Central Plank Road to its current use as slip ramps between Olive and Lindbergh.

Stormwater BMPs

Stormwater Best Management Practices (BMP's) have been considered throughout the design development phase. Water quantity management will not be a requirement because impervious areas will be significantly reduced with the addition of green space throughout the majority of the alignment, therefore runoff will inherently be

reduced. Water quality management will be incorporated into two (2) potential basin areas on the east and west sides of the alignment where Old Olive intersects Olive. In addition, amended soils could be incorporated into the green spaces throughout the alignment. These elements will be fully defined in the construction document development phase.

Water Utility

Potential conflicts and resolution of conflicts with potable water lines should continue to be a primary parameter as construction documents are developed. Missouri American Water indicated that hydro excavation techniques should be specified for excavation near their facilities. In addition, 2' minimum clearance should be provided between outside of their pipe and outside of lighting upright foundations.

Five (5) large diameter potable water lines ranging between 12" and 36" in diameter parallel the centerline of Old Olive within the R/W. Two (2) of the mains appear to split off onto Lindbergh with the remaining three (3) continuing to the west along Old Olive. These water service lines were constructed between 1908 and 1930, therefore record plans are not available. Missouri American indicated that they will provide GIS coordinate data for the locations where their facilities were found.

Storm Sewer

The City of Creve Coeur may want to consider performing CC-TV on existing storm sewers in the final design phase to determine if any point repairs should be included when the road is reconstructed.

Attachments

- Cover Sheet
- Typical Sections
- Preliminary Plan and Profile
- Preliminary Utility and Drainage Plans
- Preliminary Flow Calculation

OLD OLIVE IMPROVEMENTS

CREVE COEUR, MISSOURI

FEDERAL PROJECT

DESIGN DESIGNATIONS

ADT - 2018 = XXXX
ADT - 2028 = XXXX
DESIGN SPEED (CURRENT) = 30 MPH
DESIGN SPEED (PROPOSED) = XX MPH
FUNCTIONAL CLASSIFICATION = MAJOR COLLECTOR

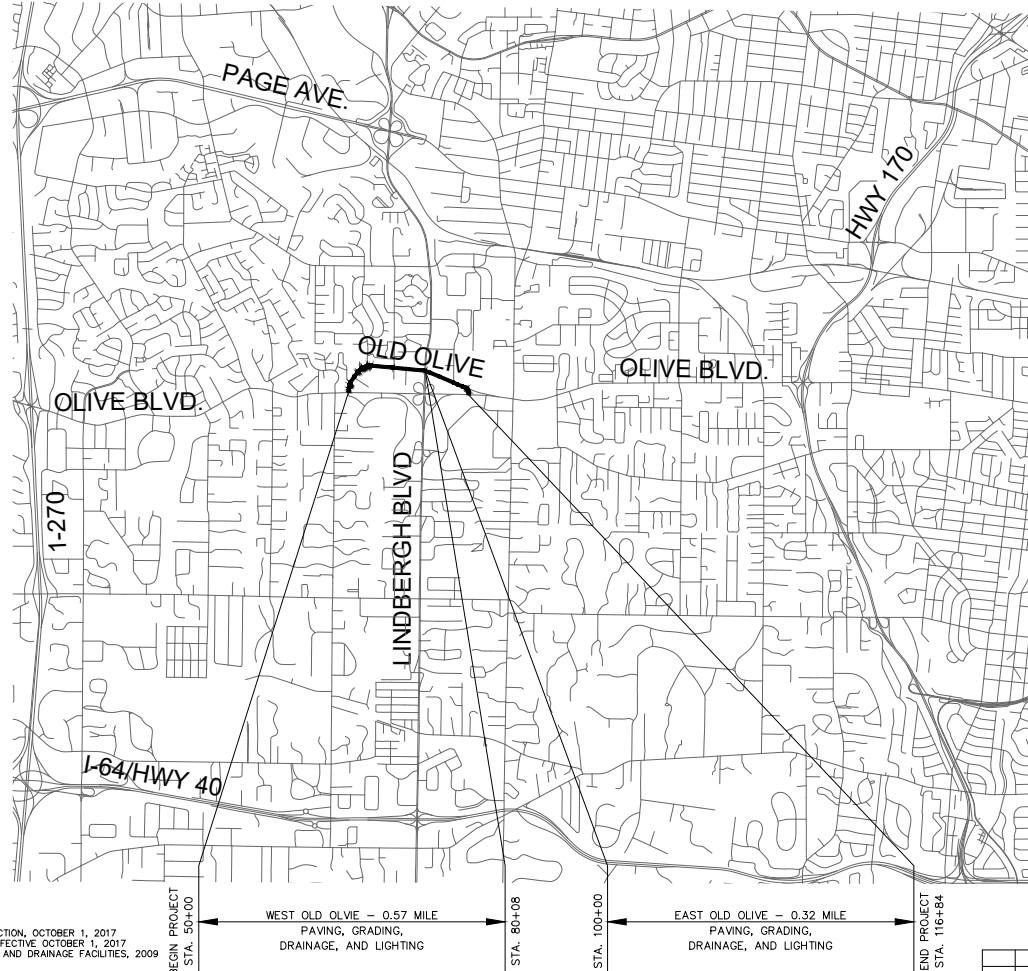
LEGEND

SYMBOL	DESCRIPTION
● PP	POWER POLE
— W	GUY WIRE
— S	SIGN
▲ GV	GAS VALVE
▲ GM	GAS METER
▲ WV	WATER VALVE
▲ WM	WATER METER
○ WF/WS	WATER FAUCET OR SPRINKLER
○ CO	CLEAN OUT
○ YD	YARD DRAIN
●	POST
□ E/M	ELECTRIC BOX OR METER
□ ICV	IRRIGATION CONTROL VALVE
□ MB	MAIL BOX
□ TFB	TELEPHONE/FIBER BOX
□ LS	LIGHT STANDARD
— FH	FIRE HYDRANT
○ TS	TRAFFIC SIGNAL
○ EYL	ELECTRIC YARD LIGHT
○ P	PHONE/FIBER MANHOLE
○ E	ELECTRIC MANHOLE
△	BENCHMARK
△	SURVEY CONTROL POINT
×	FOUND CUT CROSS
○	FOUND MONUMENT AS NOTED
■	AREA/GRATE INLET
□	CURB/DROP INLET
○	MANHOLE
(S)	SURVEY/CALCULATED
(R)	RECORD
— OU	OVERHEAD UTILITY LINE
— G	UNDERGROUND GAS LINE
— T	UNDERGROUND TELEPHONE LINE
— E	UNDERGROUND ELECTRIC LINE
— FO	UNDERGROUND FIBER OPTIC LINE
— SS	SANITARY SEWER
— TS	STORM SEWER
— T	TREE LINE
— X	FENCE LINE
10' +	TREE W/ SIZE
48' +	BUSH W/ SIZE

THE FOLLOWING SPECIFICATIONS AND STANDARDS SHALL GOVERN:

2017 MISSOURI STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, OCTOBER 1, 2017
2017 MISSOURI STANDARD PLANS FOR HIGHWAY CONSTRUCTION, EFFECTIVE OCTOBER 1, 2017
ST. LOUIS SEWER DISTRICT, STANDARD SPECIFICATIONS FOR SEWER AND DRAINAGE FACILITIES, 2009

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INDEX

SHEET

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3-11
12-16
17-25

DESCRIPTION

COVER SHEET
TYPICAL SECTIONS
DEMO PLAN
PLAN & PROFILE SHEETS
UTILITY PLAN

ABBREVIATIONS

ATG	ADJUST TO GRADE
BO	BY OTHERS
CO	CLEAN OUT
CONC	CONCRETE
CI	CURB INLET
DB	DEED BOOK
DND	DO NOT DISTURB
EL	EAST
EL	ELEVATION
EMH	ELECTRIC MANHOLE
EOP	EDGE OF PAVEMENT
ESMT	EASEMENT
EX	EXISTING
FC	FACE OF CURB
FES	FLARED END SECTION
FH	FIRE HYDRANT
FL	FLOW LINE
GI	GRATE INLET
GV	GAS VALVE
LF	LINEAL FEET
LS	LIGHT STANDARD
MH	MANHOLE
N	NORTH
NTS	NOT TO SCALE
OFF	OFFSET
OH	OVERHEAD UTILITY
PB	PLAT BOOK
PC	POWER POLE
PP	POLYVINYL CHLORIDE PIPE
PVC	REINFORCED CONCRETE PIPE
RCP	RIGHT OF WAY
ROW	SOUTH
S	SANITARY MANHOLE
SMH	TO BE ABANDONED
TBA	TO BE REMOVED
TBR	TO BE REMOVED AND REPLACED
TBR&R	TO BE REMOVED AND RELOCATED
TBR&R	TYPICAL
TC	TOP OF CURB
TYP	VITRIFIED CLAY PIPE
VCP	WEST
W	WATER VALVE
WV	WATER SHUT OFF
WSO	

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SUITE 203
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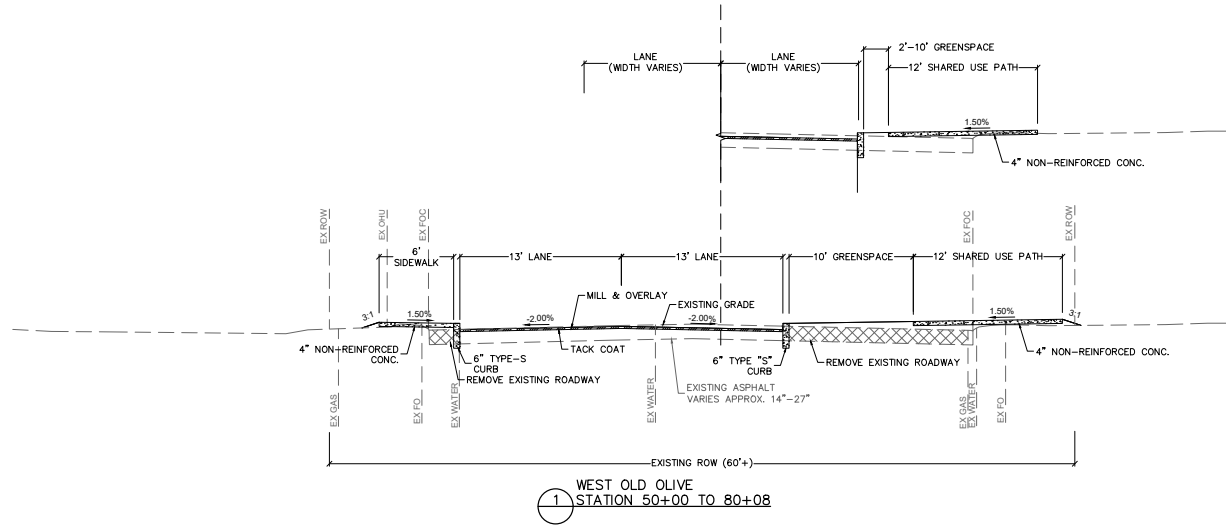
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OFFICE ADDRESS: 39NORTH

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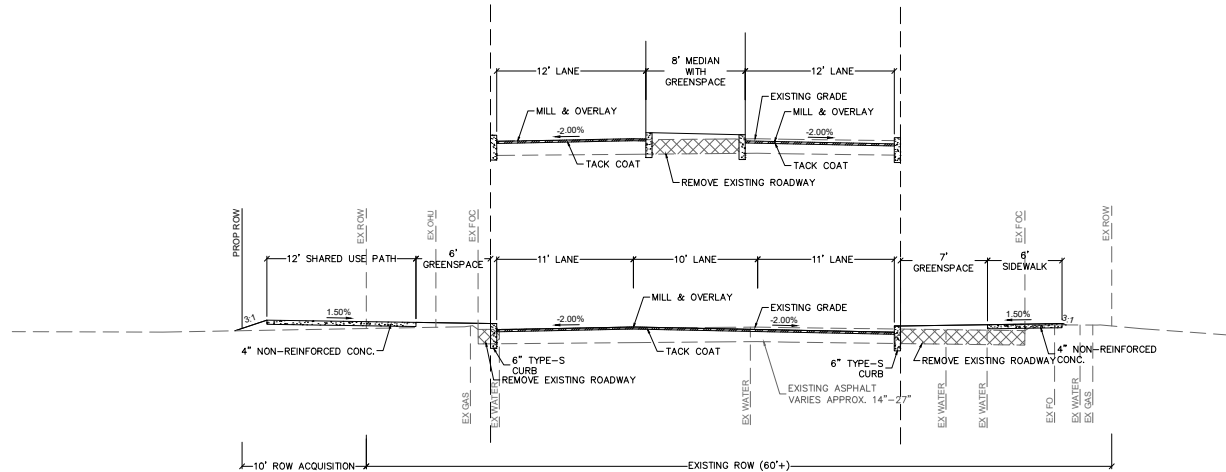
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1 WEST OLD OLIVE
STATION 50+00 TO 80+08



2 EAST OLD OLIVE
STATION 100+00 TO 116+84

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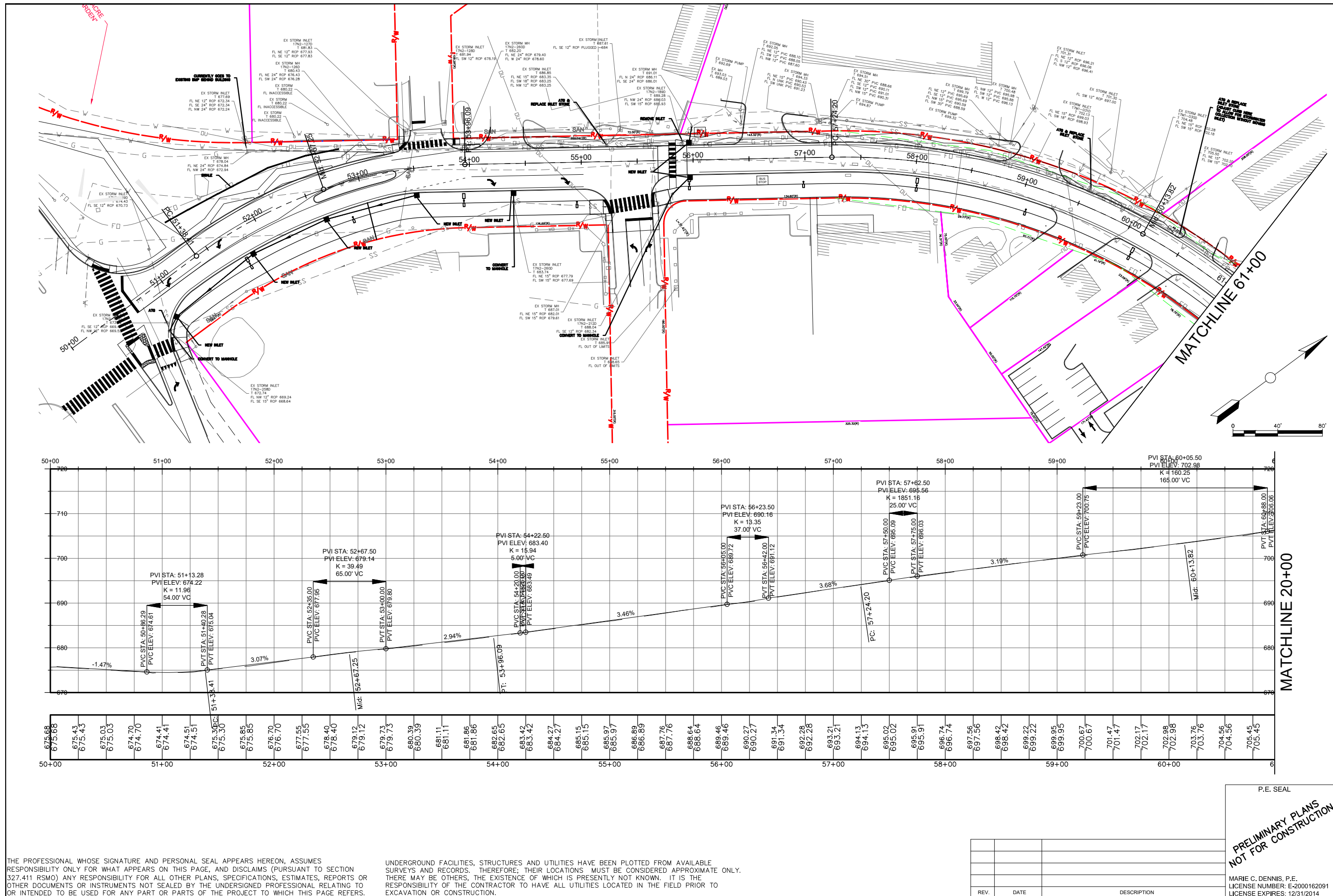
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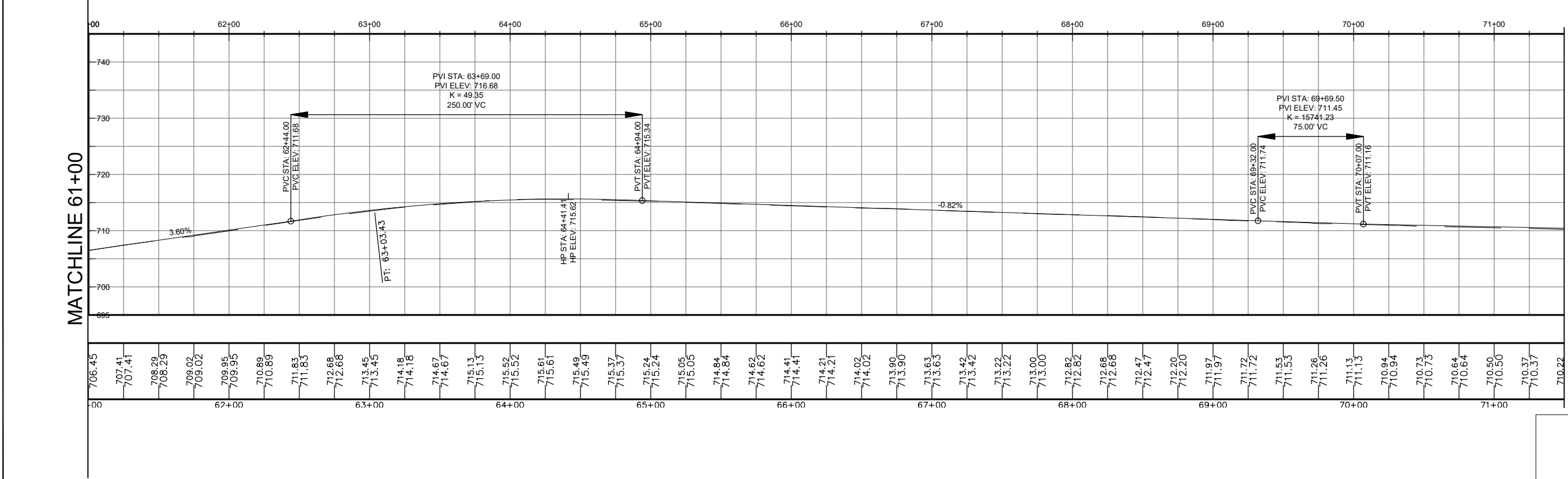
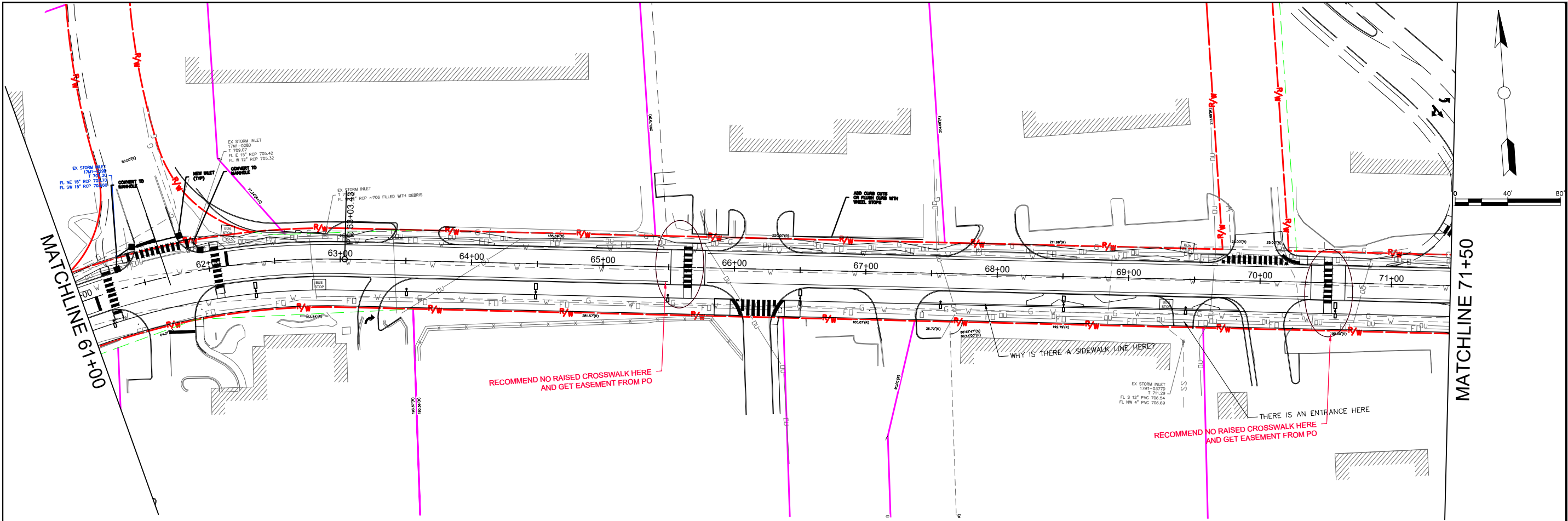
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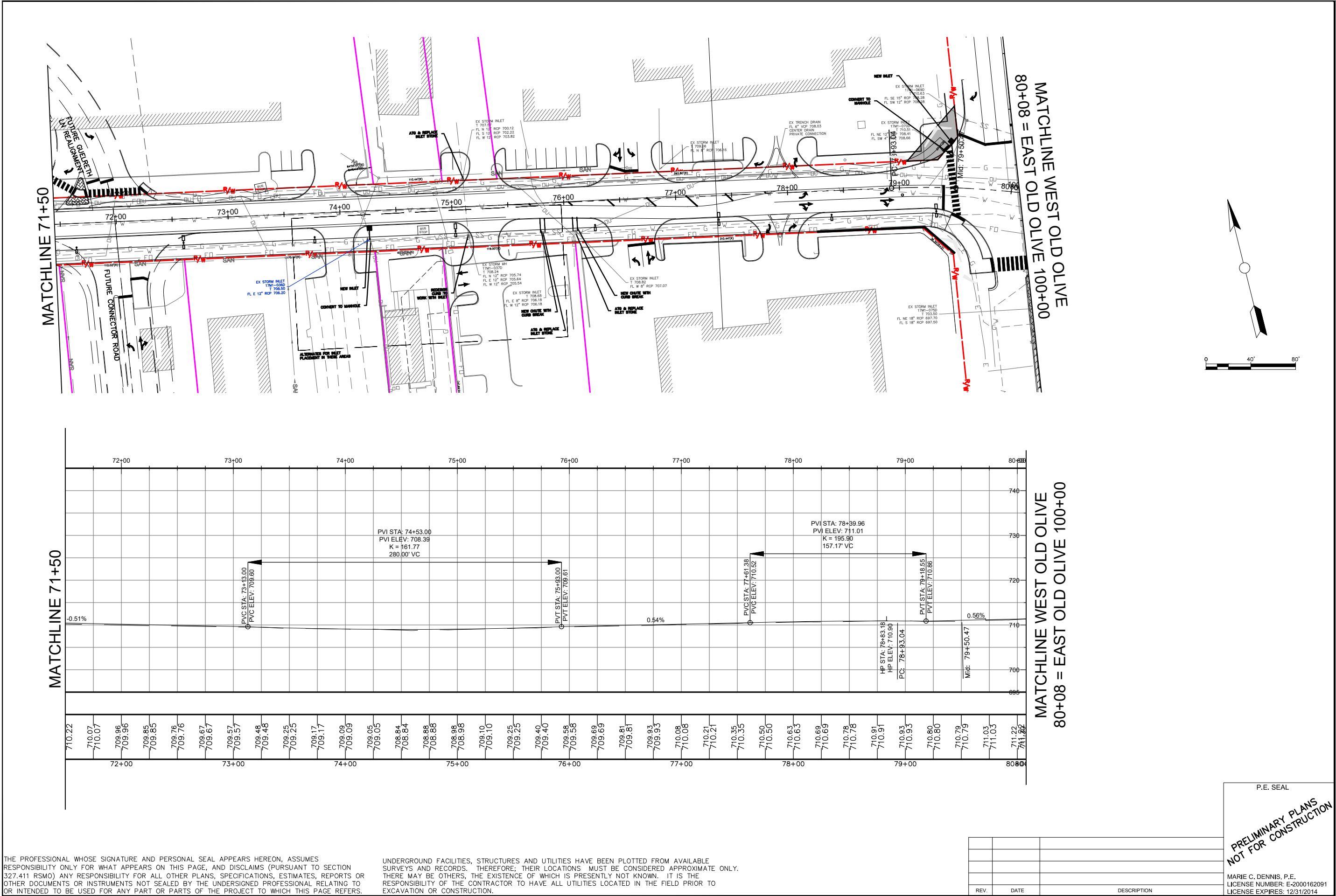
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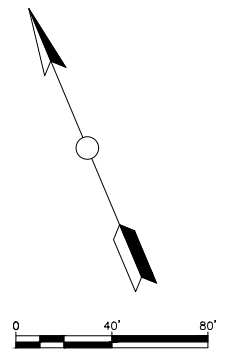
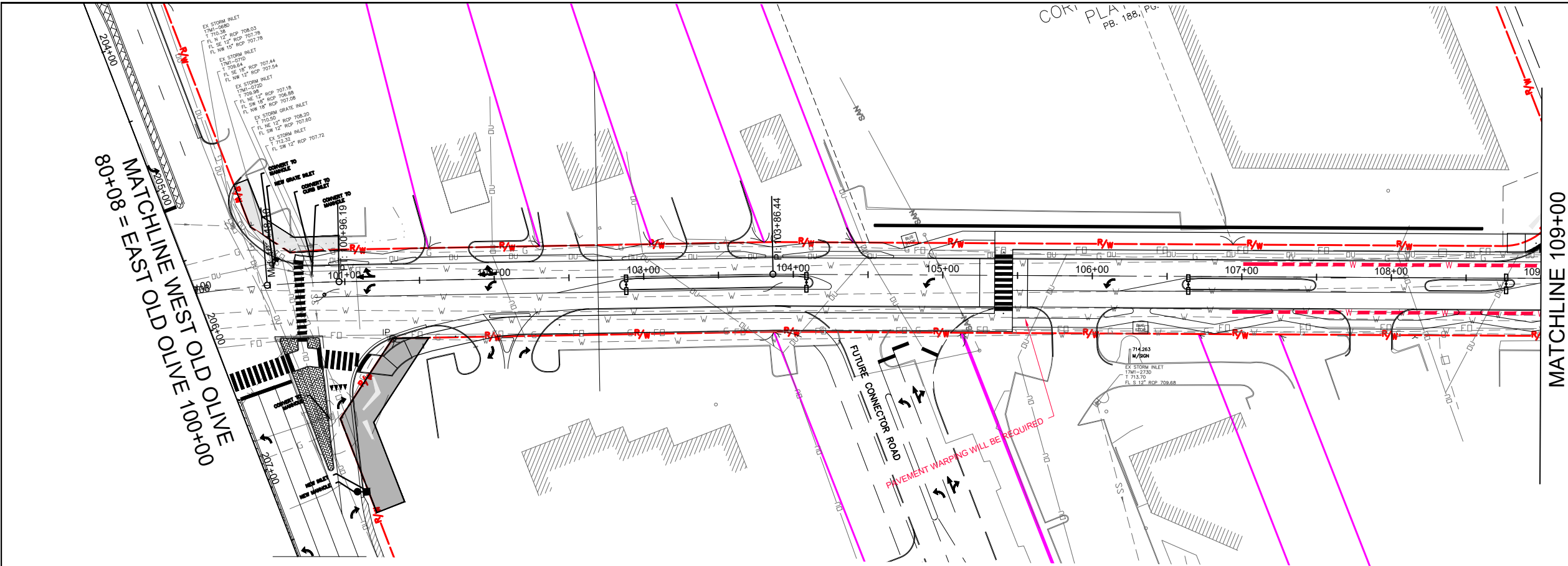
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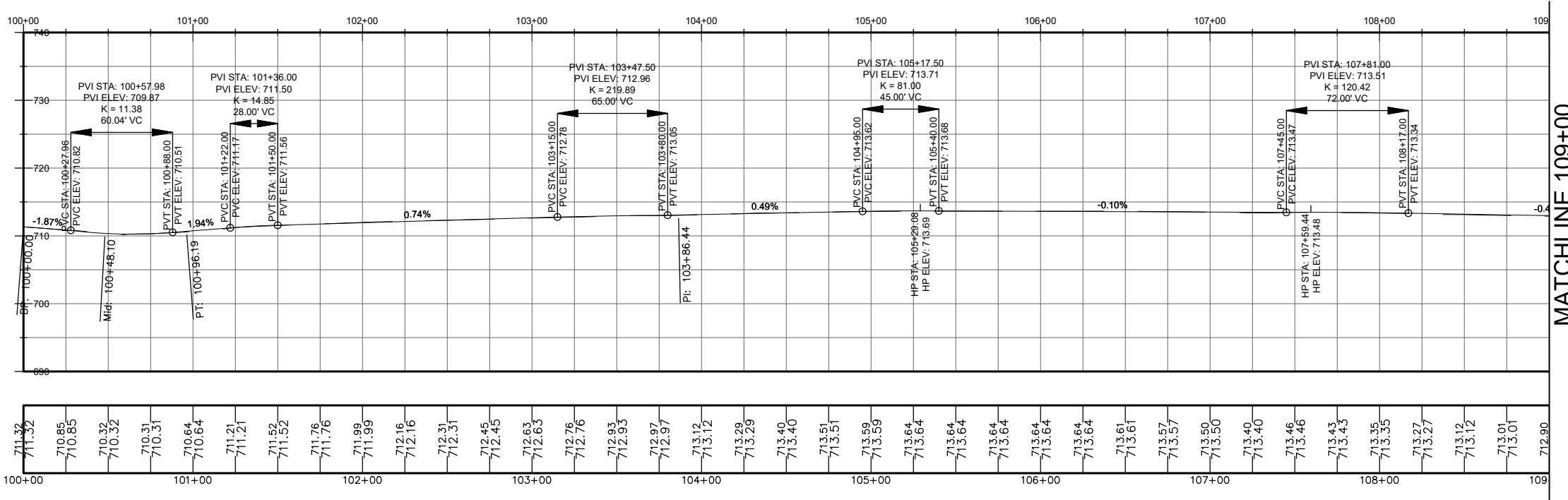
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MATCHLINE WEST OLD OLIVE
80+08 = EAST OLD OLIVE 100+00



MATCHLINE 109+00

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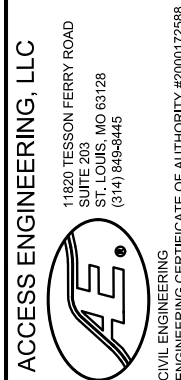
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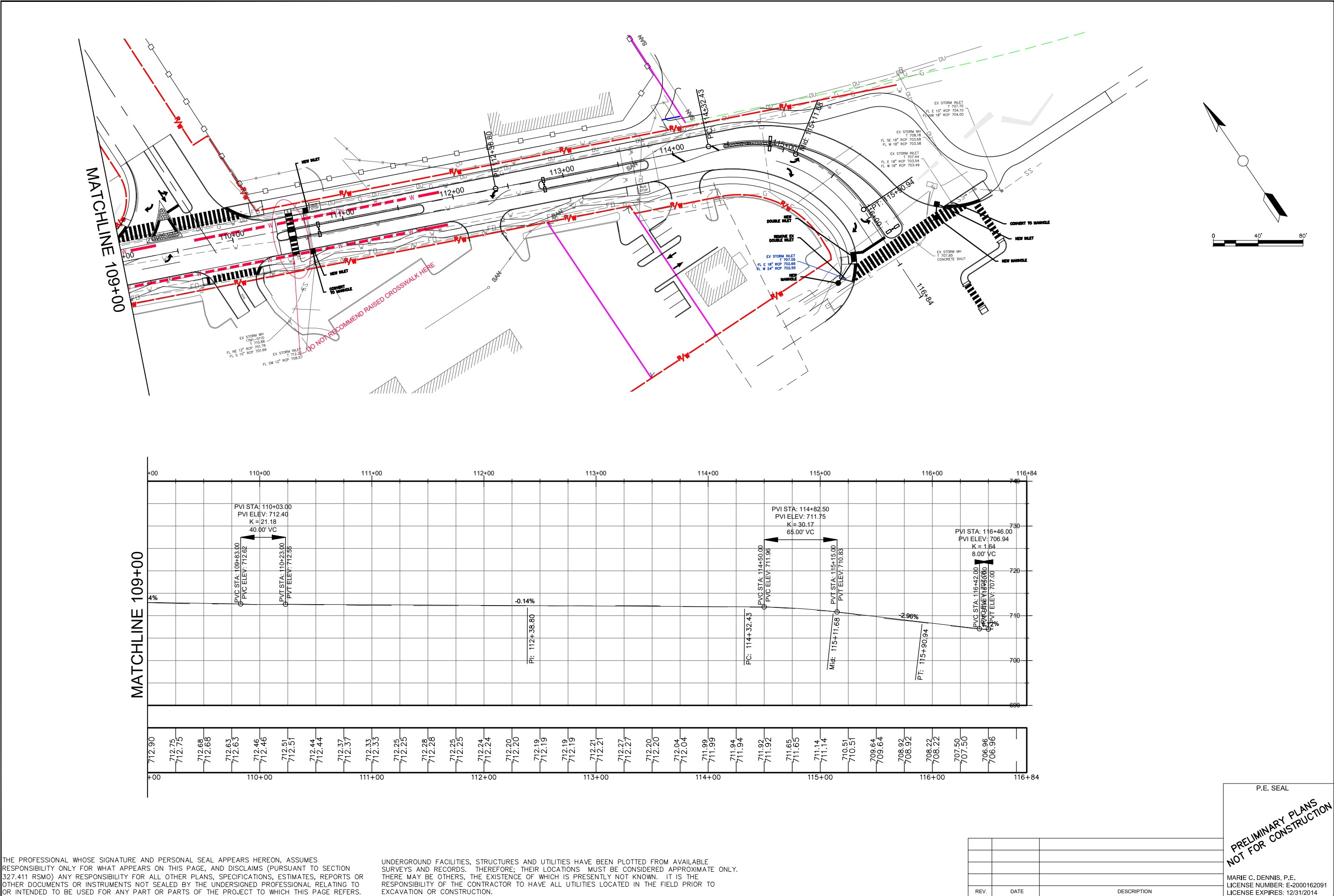
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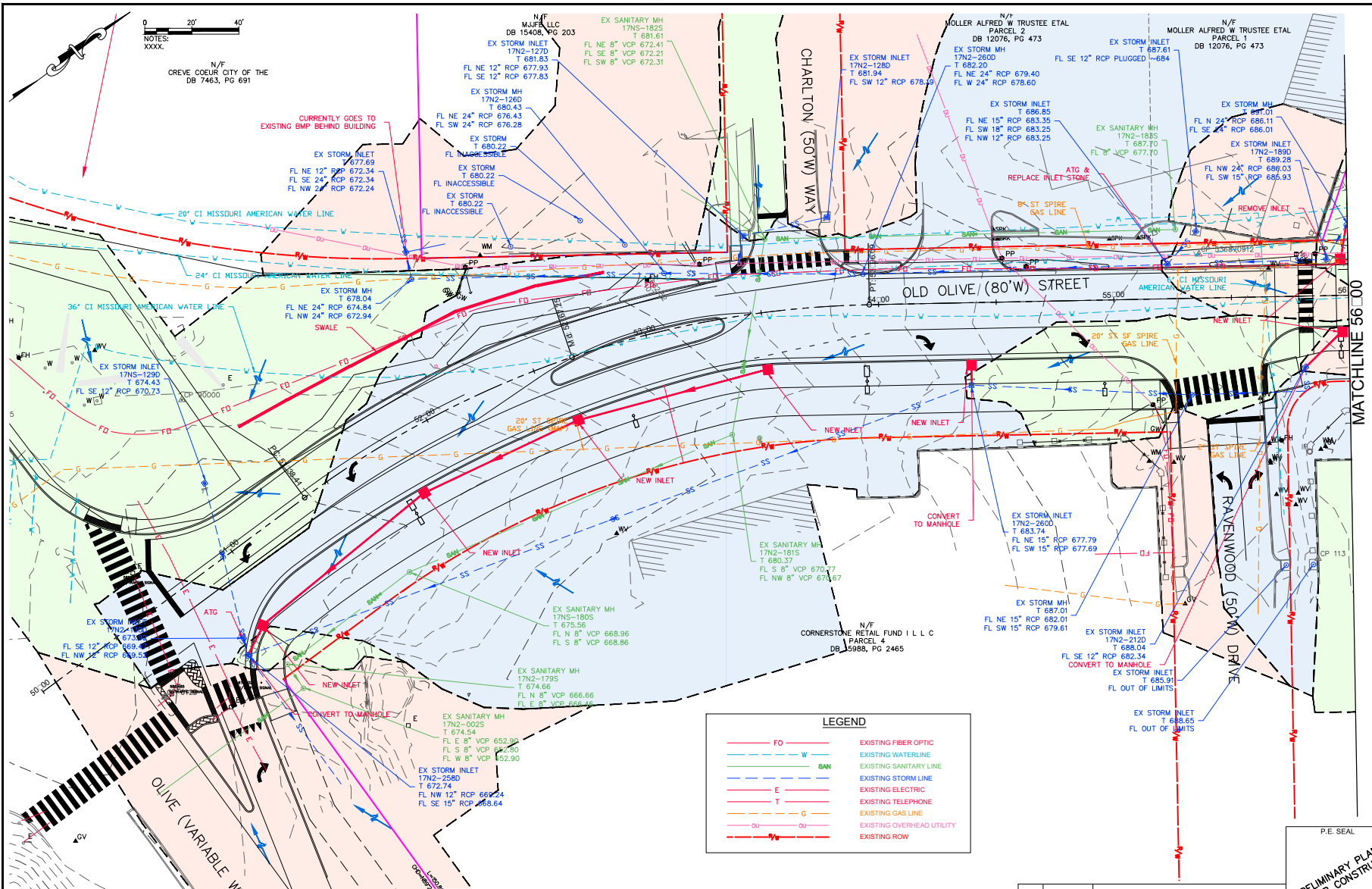
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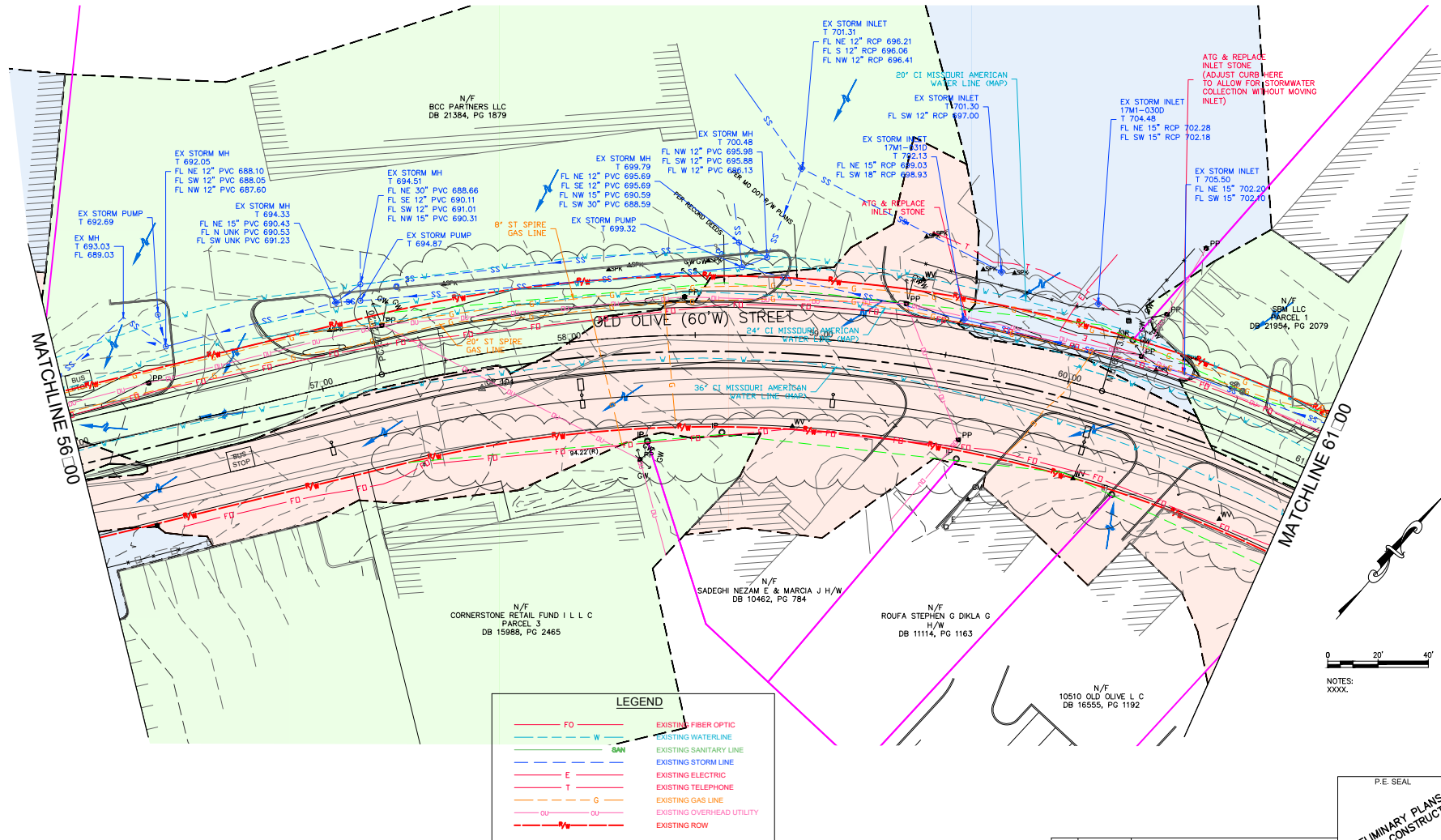
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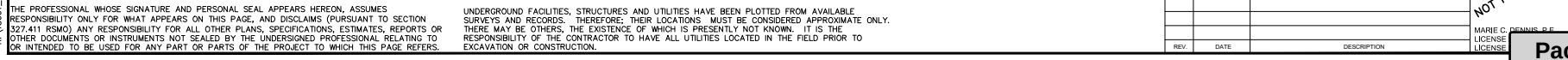
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EJR
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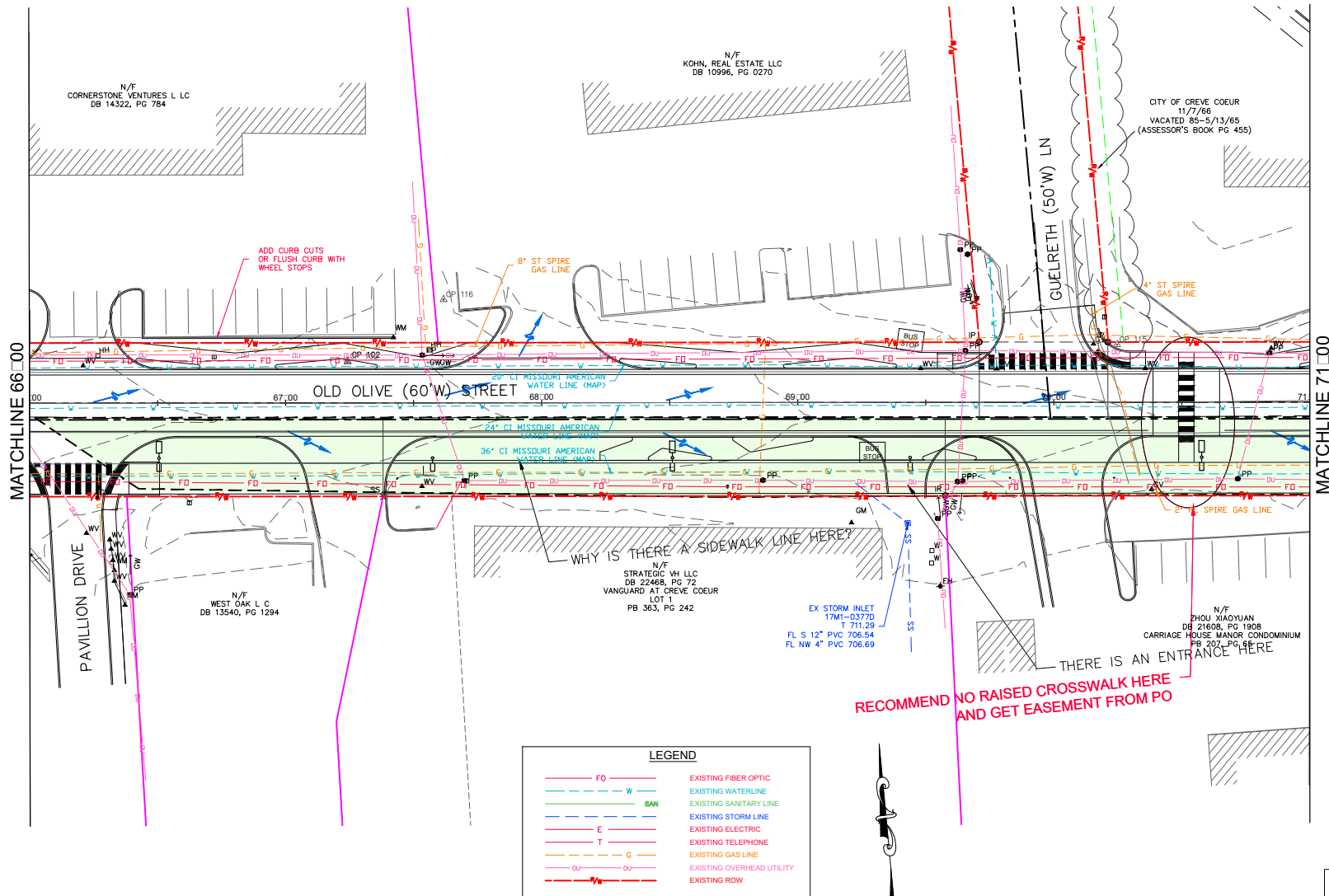
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NUMBER

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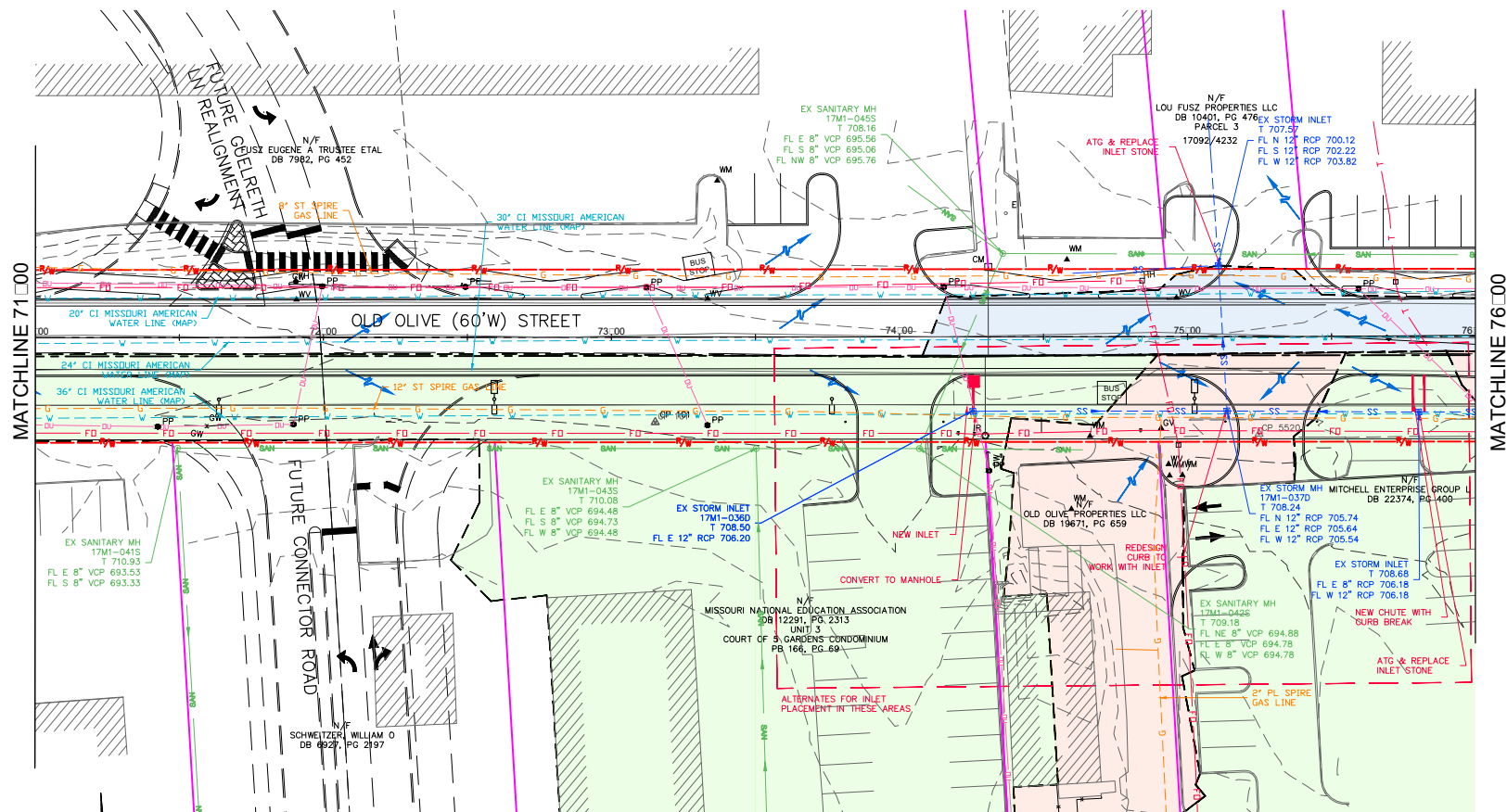
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Line Type	Description
FO	EXISTING FIBER OPTIC
W	EXISTING WATERLINE
SAN	EXISTING SANITARY LINE
STORM	EXISTING STORM LINE
E	EXISTING ELECTRIC
T	EXISTING TELEPHONE
G	EXISTING GAS LINE
OVERHEAD UTILITY	EXISTING OVERHEAD UTILITY

P.E. SEAL

**PRELIMINARY PLANS
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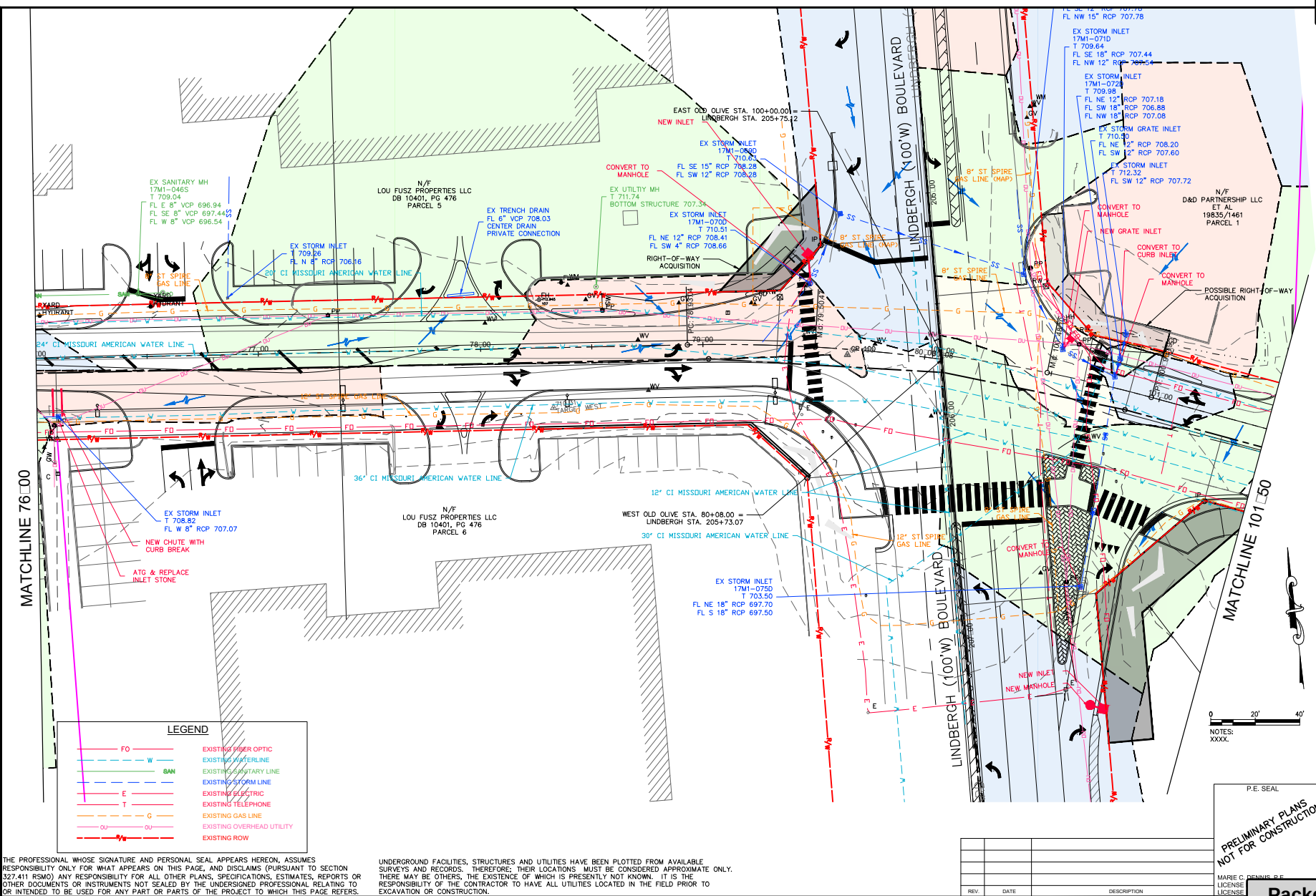
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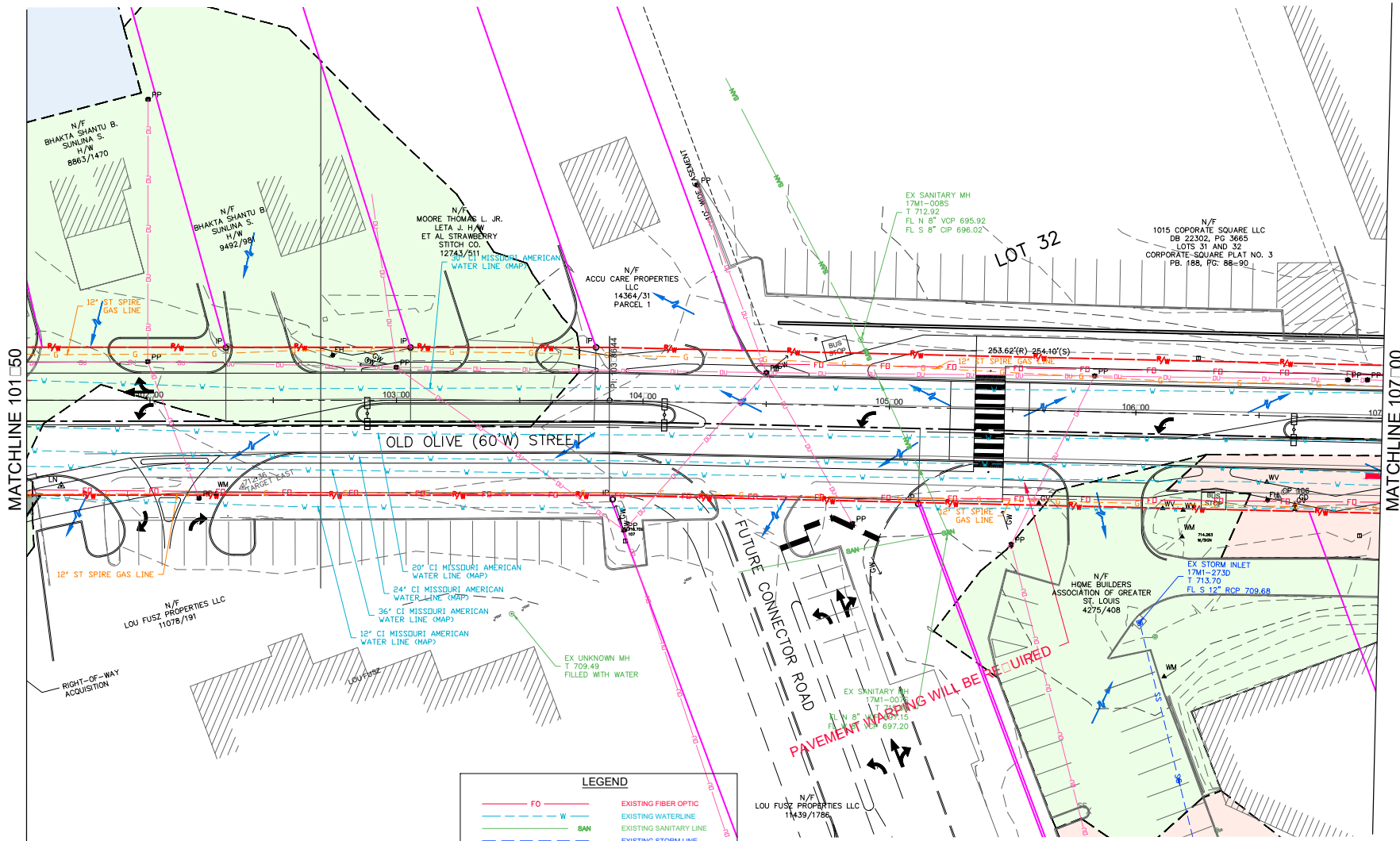
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LEGEND

FO	EXISTING FIBER OPTIC
W	EXISTING WATERLINE
SAN	EXISTING SANITARY LINE
E	EXISTING ELECTRIC
T	EXISTING TELEPHONE
G	EXISTING GAS LINE
OU	EXISTING OVERHEAD UTILITY
N	EXISTING ROW

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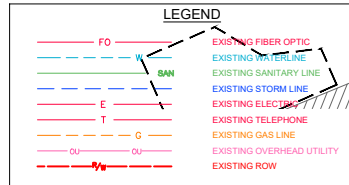
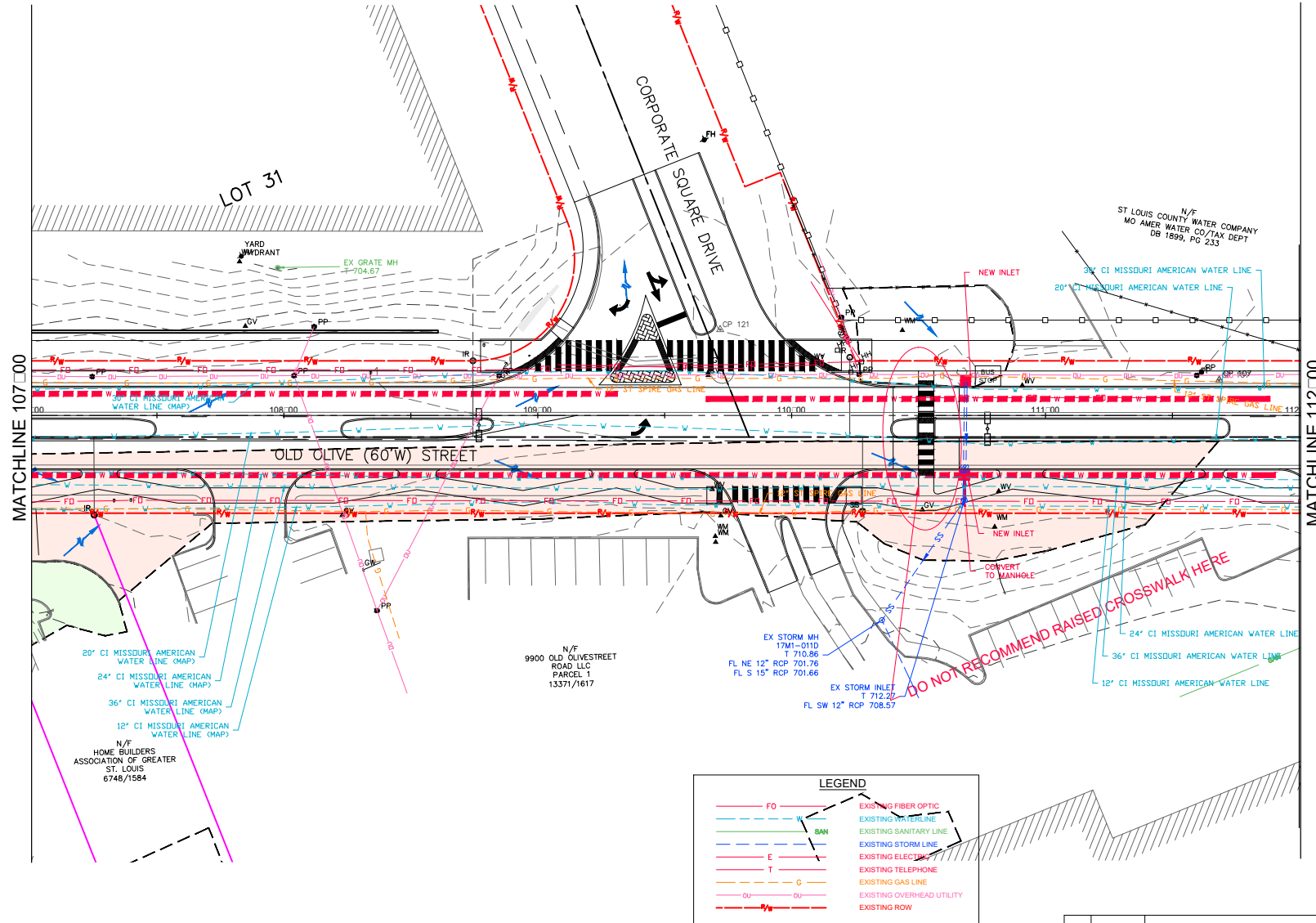
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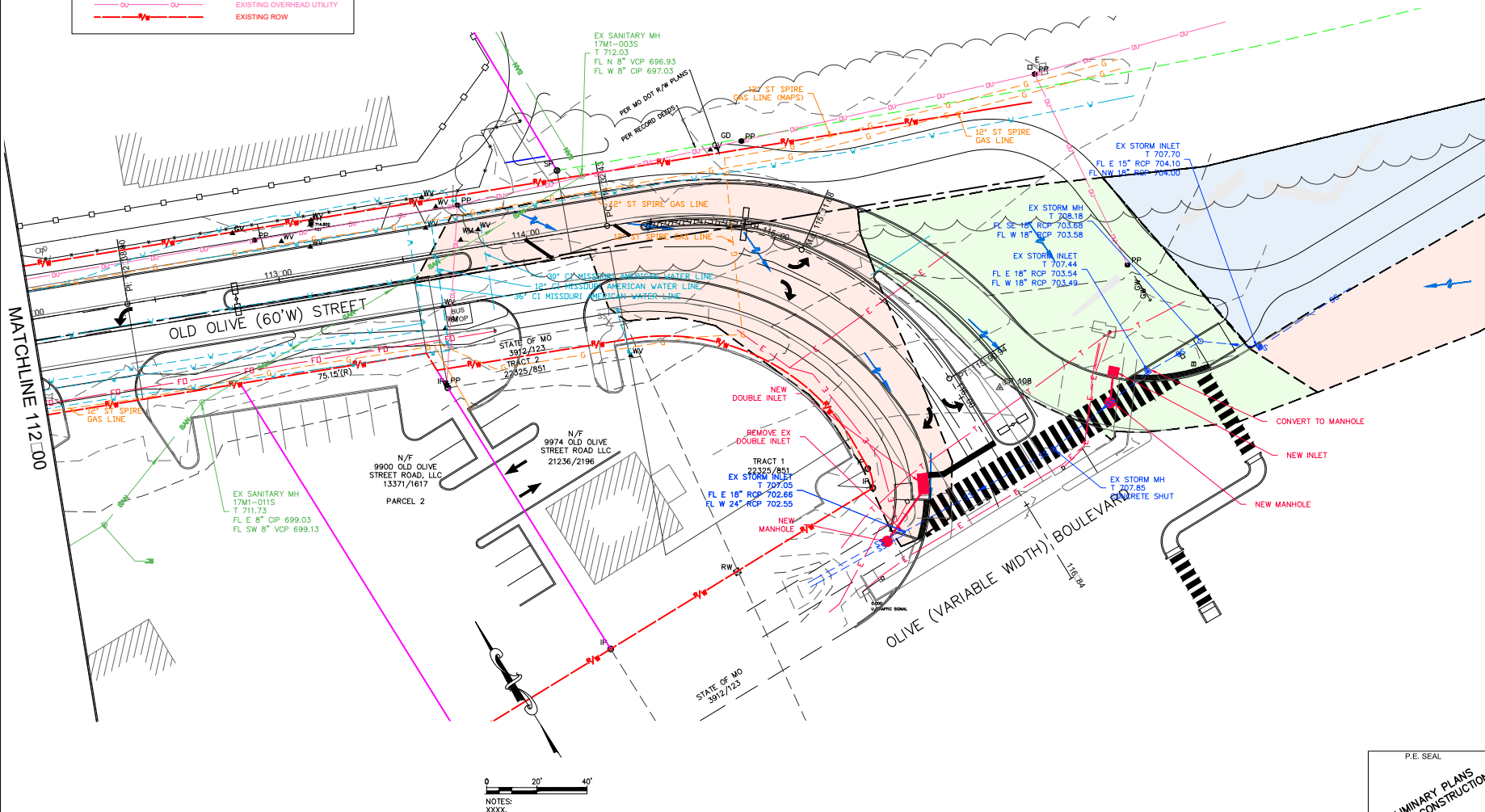
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LEGEND

FO	EXISTING FIBER OPTIC
W	EXISTING WATERLINE
SAW	EXISTING SANITARY LINE
S	EXISTING STORM LINE
E	EXISTING ELECTRIC
T	EXISTING TELEPHONE
G	EXISTING GAS LINE
OU	EXISTING OVERHEAD UTILITY
ROW	EXISTING ROW



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TECHNICAL

Electrical and Lighting

Lighting Basis of Design

Many questions were considered and answered when determining the lighting strategy of the shared use path and roadway.

- What would be the style of the light and pole?*
- What level of lighting would be appropriate?*
- Where can we install the pole?*
- What would be the height of the pole?*
- Should there be capability for wireless access?*
- Is Solar an option?*

One of the main challenges of the project was determining locations for the light poles where utilities where not a conflict. There are many underground utilities in the area and Ameren has overhead transmission lines on the north side of the road which limits the locations of the light poles. Relocating the utility lines to underground was investigated however due to cost this was abandoned. In review of the many questions and obstructions The Design Team considered the following six lighting design options:

Lighting Design Options

Option 1: 30’ tall poles with fixtures on south side of Olive Road (Modeled Cooper Galleon “AF-05-LED-E1-SL2” 4000K, 29,000 lm fixtures): Spaced 200’ apart provides an average of 1.7 fc. This would produce a maximum of 2.6 fc (under fixtures) and minimum of 1.2 fc (between fixtures on the south side of road). Spacing would allow for wireless access points at each pole.
Advantages: Minimizes number of poles (one every 200 feet). Provides excellent lighting distribution for roadway and sidewalk/bike path (regardless of which side of the road sidewalk/bike path is placed). 2.16 Max/Min ratio is remarkable. Cost is at a minimum.
Disadvantages: This is only roadway lighting. Decorative/ /welcoming lighting is not present.

Option 2: Only 15’ tall fixtures on south side of road (Modeled Sternberg “1527LED-8ARC45T2-MDL03-FSG” 4000K, 10,000 lm fixtures): Spaced 50’ apart provides an average of 2.4 fc. Maximum of 6fc (under fixtures) and minimum of .5 fc (on north side of roadway). Area under lighting on south side (sidewalk) varies from 3 fc to 6 fc. Spacing allows for wireless access points on every fourth pole.
Advantages: Provides one side of the road very well lit and welcoming. Cost is somewhat reduced by only providing lighting on one side of the road.
Disadvantages: Lighting is significantly brighter on south side of road, thus noticeably darker on north side of road. This option uses the most quantity of light poles and thus is expensive (quantity of pole is equal to the number of poles in option 4).

Option 3: Only 15’ tall fixtures on south side of road (Modeled Sternberg “1527LED-8ARC45T2-MDL03-FSG” 4000K, 10,000 lm fixtures): Spaced 66’ apart provides an average of 1.8 fc. Maximum of 6 fc (under fixtures) and minimum of .3 fc (on north side of roadway). Area under lighting on south side (sidewalk) varies from 1.6 fc to 6 fc. Spacing allows for wireless access points on every third pole.
Advantages: Provides one side of the road very well lit and welcoming. Cost is reduced by only providing lighting on one side of the road. More spacing than option 2 reduces the number of fixtures.
Disadvantages: Lighting is significantly brighter on south side of road, thus noticeably darker on north side of road.

Option 4: Only 15’ tall fixtures on both sides of the road (Modeled Sternberg “1527LED-8ARC45T2-MDL03-FSG” 4000K, 10,000 lm fixtures): Spaced 100’ apart and staggered (zigzag pattern from south to north fixtures). Average of 2.4 fc. Maximum of 6 fc (under fixtures) and minimum of .7 (between fixtures). Roadway is lit to 1.5 fc at its minimum (middle of roadway in-between fixtures on the diagonal). Spacing allows for wireless access points on every fourth pole.
Advantages: Evenly lit and welcoming lighting on both sides of the road.
Disadvantages: This option has the most light fixtures and poles (same quantity as option 2). Light poles are also on both sides of the road and therefore this would be to most expensive option.

Option 5: Only 15’ tall fixtures on both sides of the road (Modeled Sternberg “1527LED-8ARC45T2-MDL03-FSG” 4000K, 10,000 lm fixtures): Spaced 133’ apart and staggered (zigzag pattern from south to north fixtures). Average of 1.8 fc. Maximum of 6 fc (under fixtures) and minimum of .4 (between fixtures). Roadway is lit to 1.0 fc at its minimum (middle of roadway in-between fixtures on the diagonal). Spacing allows for wireless access points on every third pole.
Advantages: Evenly lit and welcoming lighting on both sides of the road. Less expensive than option 4 due to fewer fixtures/poles.
Disadvantages: This option losses some light compared to option 4. Light poles are also on both sides of the road and therefore this would be fairly pricey compared to options 1-3.
Note: A brighter fixture - 12,500 lm could be used to increase the light lost from option 4. This would however make the bright spots brighter, about 7.5 fc under the fixtures.

Lighting Design Options Continued

Option 6: 30' tall 29,000 lm fixtures spaced every 200' and 15' tall 10,000 lm fixtures spaced every 100' all on south side of road. 40' tall poles hold both types of fixtures (Modeled Cooper Galleon "AF-05-LED-E1-SL2" 4000K, 29,000 lm fixtures and Galleon AF LED SL2 4000K, 10,000 lm fixtures). Average of 2.8 fc. Maximum of 7.5 fc (under fixtures) and minimum of 1.5 fc (between fixtures on south side of road). Spacing allows for wireless access points at each 40' pole.

Advantages: Evenly lit roadway with welcoming lighting on the south side of the road. Max/Min lighting ratio of 5 is very good. Lighting on only the south side of the road reduces construction cost. Light poles located every 100' reduces the number of poles compared to options 2, 3, 4 and 5 which also reduces cost.

Disadvantages: Welcoming/decorative lighting is not present on the north side of the road. Average of 2.8 fc may be more than is desired. Lower lumen fixtures could be used to bring this value down.

All Options: WIFI cabinet will be installed in the middle of the project extents on the south side of the road. Fiber Optic wiring for connections to Wireless Access Points. Lighting pedestals are also located in the middle of project extents on the south side of the road fed from a single phase pole mounted utility transformer.

City of Creve Coeur Lighting Ordinance

Creve Coeur county ordinance on site/roadway lighting does not list maximum or minimum lighting levels or allowable max/min ratios. Maximum pole height for non-residential zoning districts is stated to be 24'. MODOT lighting on Olive Rd. throughout Creve Coeur uses 40' tall poles. The ordinance may need to be addressed to allow the use of 30' height poles. The lighting has been reviewed with the City of Creve Coeur during the Core Working Team meetings and city staff meetings.

Smart Pole Technology

A company called Lumca located, in Quebec makes a variety of rail poles with smart pole integration. These are poles that are designed to accommodate features such as WIFI, electric car charging, signage, cameras, etc. They are also designed to accommodate infrastructure for Smart City technology that includes sensors, data collection, safety monitoring, etc. The unique aspect of the pole is that it is a rail pole that allow components to hang on the pole or hide infrastructure or technology inside the pole. Components are available through Lumca, creating a clean look and a pole that is flexible for future changes in the corridor needs. The pole assembly can have built in wireless hotspot, 120V receptacle, USB charger, and signage as a start. A company called NEPSA located in Northern Illinois makes smart poles similar to LUMCA.

Recommendation

The Design Team is recommending Option 6 with a fixture similar to the Cooper Galleon photometrics. The recommended pole is the Lumca Lumafix Rail pole with integrated WIFI and signage. The cost estimate reflects this recommendation but does not provide a cost for the WIFI integration.

With Option 6, light poles will be installed on the south side of Old Olive Road west of Lindbergh and installed in the median east of Lindbergh. At the new proposed intersection of Lindbergh and Old Olive lighting would be added to supplement the fixtures mounted on the traffic signal poles if clearance from the overhead electrical can be achieved. If not, free-standing light poles will be positioned in the intersection.



Recommended light pole – Lumca Lumafix

Implementation Due Diligence

During implementation phases, the final light pole and fixture will be determined and if WIFI is going to be installed. There is a cost to install a WIFI system with additional cost to pole structures, maintenance and installation.

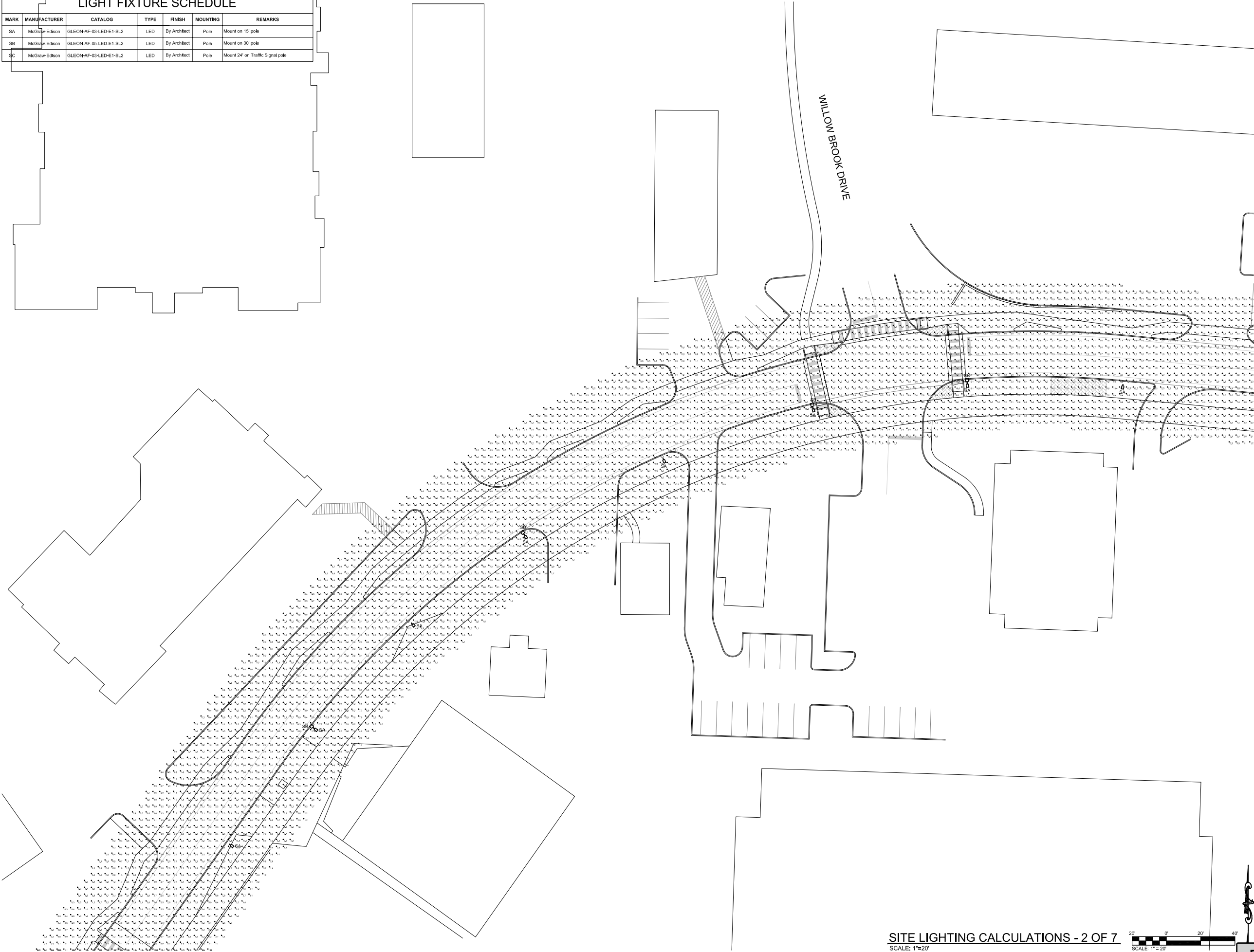
Attachments

The following drawing and cutsheets document the recommendations of the Design Team.

- Photometrics
- Light Fixture Catalog Cutsheets
- Smart Pole Catalog Cutsheets

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DATE: 1/27/2019 12:48:06 PM
PLOT DATE: 1/27/2019 12:48:12 PM
OPERATOR: JACOB

LIGHT FIXTURE SCHEDULE						
MARK	MANUFACTURER	CATALOG	TYPE	FINISH	MOUNTING	REMARKS
SA	McGraw-Edison	GLEON-AF-03-LED-E1-SL2	LED	By Architect	Pole	Mount on 15' pole
SB	McGraw-Edison	GLEON-AF-05-LED-E1-SL2	LED	By Architect	Pole	Mount on 30' pole
SC	McGraw-Edison	GLEON-AF-03-LED-E1-SL2	LED	By Architect	Pole	Mount 24' on Traffic Signal pole



SITE LIGHTING CALCULATIONS - 2 OF 7
SCALE: 1" = 20'



39 NORTH OLD OLIVE STREET LIGHTING

DATE: 12/12/2018
DESIGNED: JACOB
DRAWN: JACOB
CHECKED: JACOB
JOB NO. 1809600
SHEET 02 OF 07

HORNER SHIFRIN
401 S. 18TH ST., STE. 400 SAINT LOUIS, MO 63103-2298
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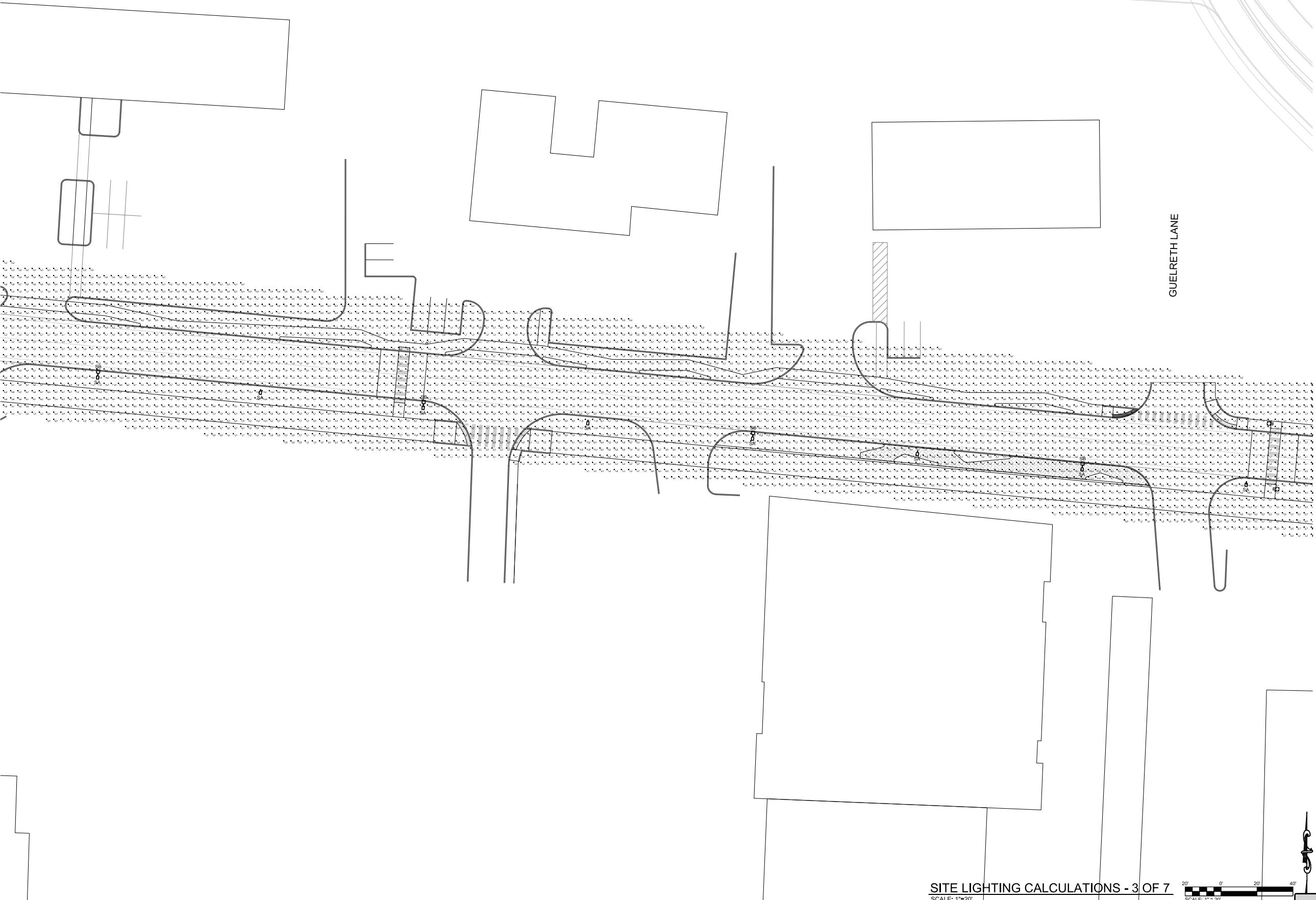
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LIGHT FIXTURE SCHEDULE						
MARK	MANUFACTURER	CATALOG	TYPE	FINISH	MOUNTING	REMARKS
SA	McGraw-Edison	GLEON-AF-03-LED-E-1-SL2	LED	By Architect	Pole	Mount on 15' pole
SB	McGraw-Edison	GLEON-AF-03-LED-E-1-SL2	LED	By Architect	Pole	Mount on 30' pole
SC	McGraw-Edison	GLEON-AF-03-LED-E-1-SL2	LED	By Architect	Pole	Mount 24" on Traffic Signal pole

MARK	MANUFACTURER	CATALOG	TYPE	FINISH	MOUNTING	REMARKS
SA	McGraw-Edison	GLEON-AF-03-LED-E-1-SL2	LED	By Architect	Pole	Mount on 15' pole
SB	McGraw-Edison	GLEON-AF-05-LED-E-1-SL2	LED	By Architect	Pole	Mount on 30' pole
SC	McGraw-Edison	GLEON-AF-03-LED-E-1-SL2	LED	By Architect	Pole	Mount 24" on Traffic Signal pole



SITE LIGHTING CALCULATIONS - 3 OF 7
SCALE: 1"=20'



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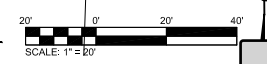
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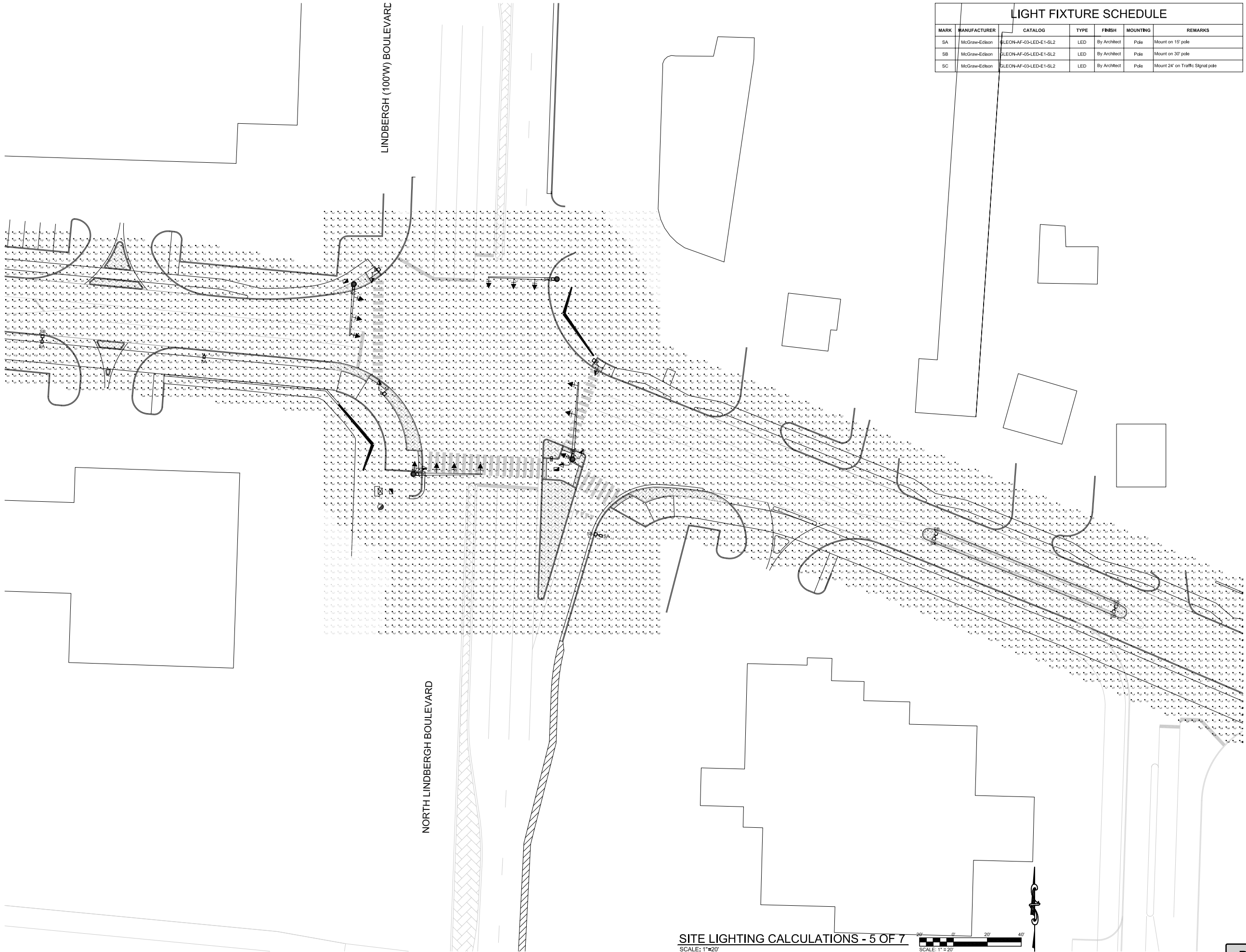
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SITE LIGHTING CALCULATIONS - 4 OF 7
SCALE: 1"=20'



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SITE LIGHTING CALCULATIONS - 5 OF 7
SCALE: 1"=20'

LIGHT FIXTURE SCHEDULE						
MARK	MANUFACTURER	CATALOG	TYPE	FINISH	MOUNTING	REMARKS
SA	McGraw-Edison	GLEON-AF-03-LED-E1-SL2	LED	By Architect	Pole	Mount on 15' pole
SB	McGraw-Edison	GLEON-AF-05-LED-E1-SL2	LED	By Architect	Pole	Mount on 30' pole
SC	McGraw-Edison	GLEON-AF-03-LED-E1-SL2	LED	By Architect	Pole	Mount 24' on Traffic Signal pole

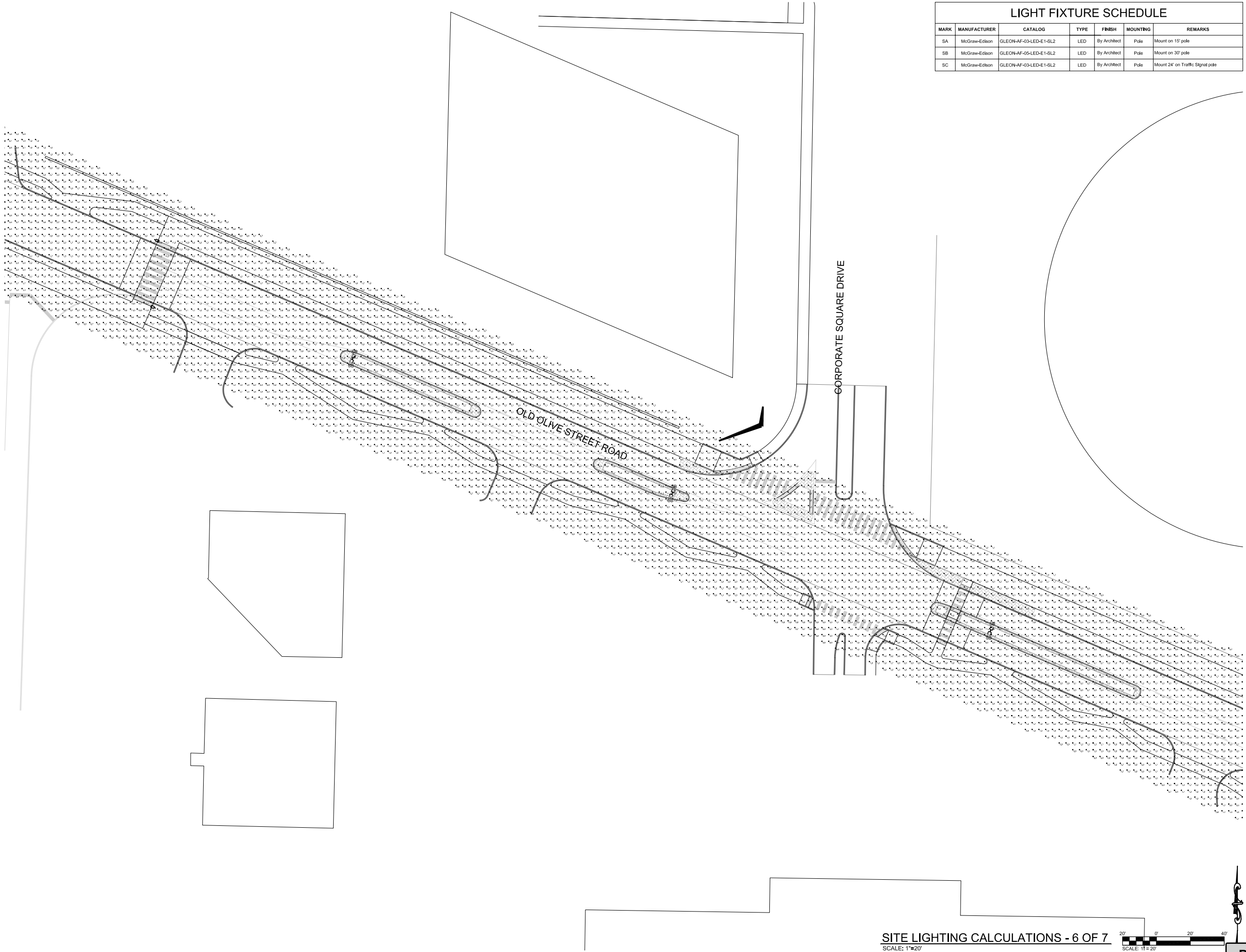
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OPERATOR: JACOB



SITE LIGHTING CALCULATIONS - 6 OF 7
SCALE: 1"=20'



LIGHT FIXTURE SCHEDULE						
MARK	MANUFACTURER	CATALOG	TYPE	FINISH	MOUNTING	REMARKS
SA	McGraw-Edison	GLEON-AF-03-LED-E1-SL2	LED	By Architect	Pole	Mount on 15' pole
SB	McGraw-Edison	GLEON-AF-05-LED-E1-SL2	LED	By Architect	Pole	Mount on 30' pole
SC	McGraw-Edison	GLEON-AF-03-LED-E1-SL2	LED	By Architect	Pole	Mount 24' on Traffic Signal pole

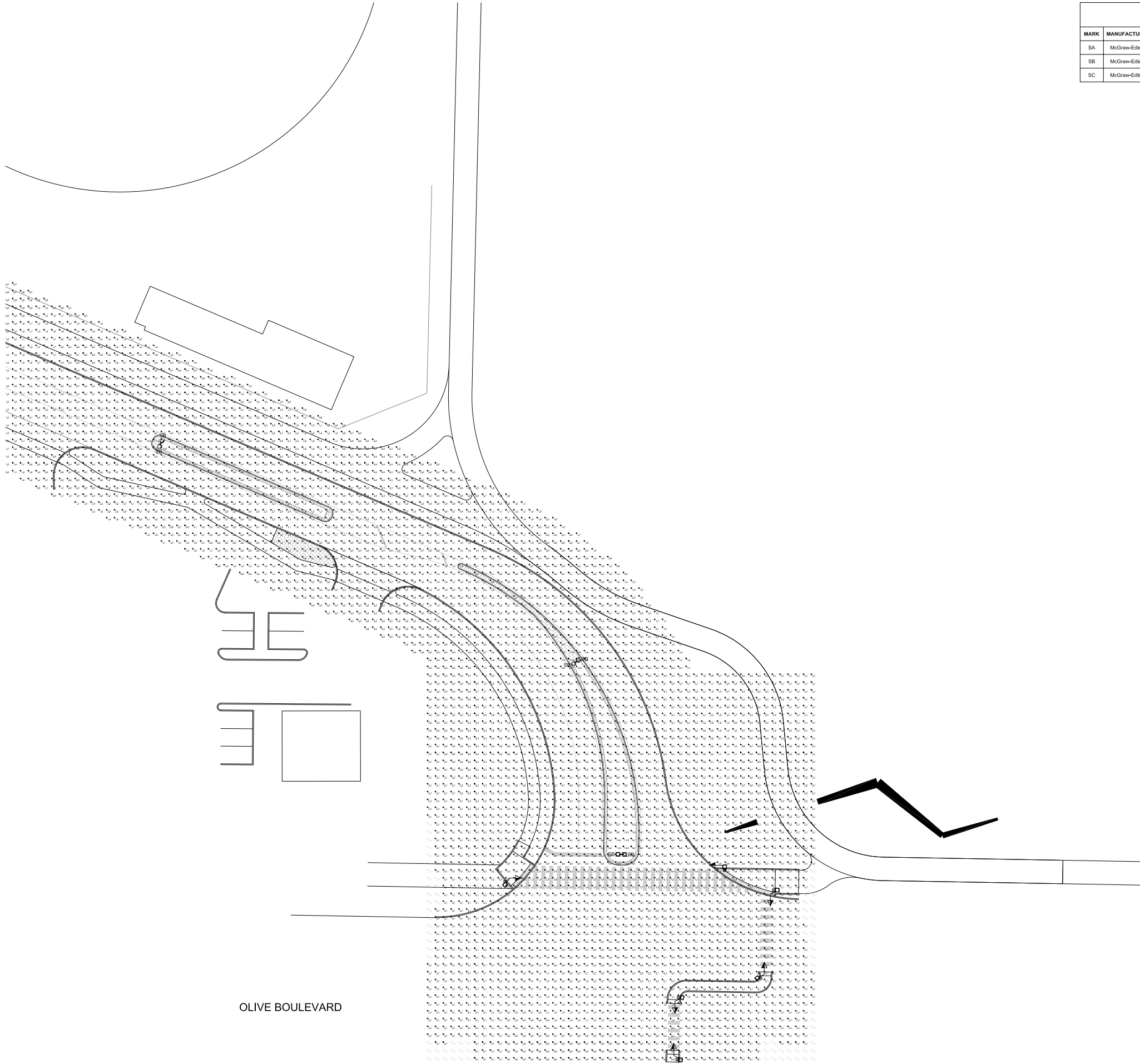
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NOT FOR
CONSTRUCTION

DATE:	12/
DESIGNED:	
DRAWN:	
CHECKED:	
JOB NO.	1809600
SHEET	06 OF 07

D:\Users\jacob\OneDrive\Documents\190808-01-SITE-CALC.dwg
PAGE: 07 OF 07
DATE: 1/27/2019 12:48:06 PM
PLOT DATE: 1/27/2019 12:48:06 PM
OPERATOR: JACOB



LIGHT FIXTURE SCHEDULE						
MARK	MANUFACTURER	CATALOG	TYPE	FINISH	MOUNTING	REMARKS
SA	McGraw-Edison	GLEON-AF-03-LED-E1-SL2	LED	By Architect	Pole	Mount on 15' pole
SB	McGraw-Edison	GLEON-AF-05-LED-E1-SL2	LED	By Architect	Pole	Mount on 30' pole
SC	McGraw-Edison	GLEON-AF-03-LED-E1-SL2	LED	By Architect	Pole	Mount 24' on Traffic Signal pole

SITE LIGHTING CALCULATIONS - 7 OF 7
SCALE: 1"=20'



39 NORTH OLD OLIVE STREET LIGHTING

DATE: 12/1/2018
DESIGNED: JACOB
DRAWN: JACOB
CHECKED: JACOB
JOB NO. 1809600
SHEET 07 OF 07

Packet Pg. 192

HORNER SHIFFRIN
401 S. 18TH ST., STE. 400 SAINT LOUIS, MO 63103-2298
314.531.4321 • FAX 314.531.4396 • WWW.HORNERSHIFFRIN.COM

PRELIMINARY
NOT FOR
CONSTRUCTION

6.1.b

Attachment: 19_0816 39N old olive document FINAL 8-19-19 PZ (#19-024: Old Olive Street Road Great Street Plan)

Date

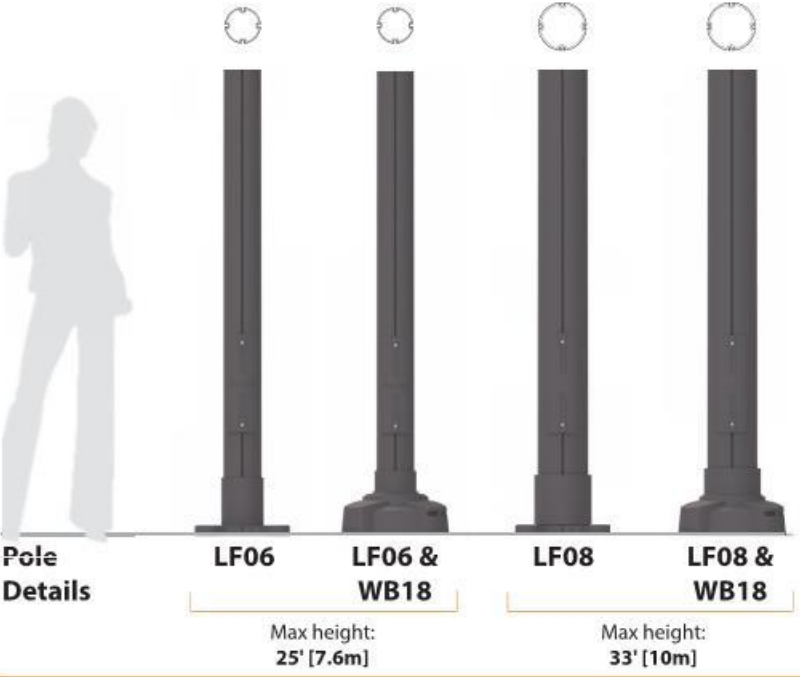
City / Location

Project name

Type

QTY

Aluminium rail poles c/w two-piece base covers.



DESCRIPTION

The rail system of the LumFix allows adjustable height for multiple accessories. It eliminates primitive straps that can damage the surfaces and restores the aesthetic appearance of a decorative urban pole. Using standard hardware, this unique versatile system has been design to install accessories quickly and securely.

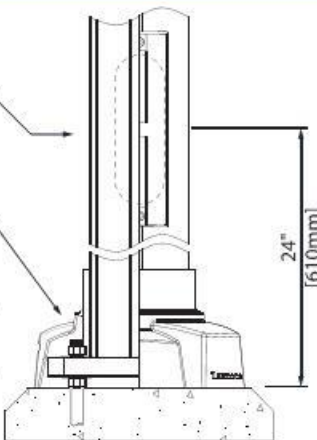
CONSTRUCTION

- Cast aluminium: 356.1
- Extruded aluminium: 6061-T6 alloy.
- Ø6" [152mm] or Ø8" [203mm] extruded aluminium tube.
- Access door: 17.70" [450mm] × 4.75" [121mm] sealed cast aluminium access door with anti theft screws.
- Anchor base plate welded inside and outside the perimeter of the tube.
- Two-piece injection molded aluminium base cover (optional) held captive by the anchor base plate.
- Copper ground lug.
- Stainless steel hardware.
- All metallic parts are pretreated using an environmentally friendly organic phosphating technology (PLAFORIZATION) before a polyester powder coating is electrostatically applied.
- Four (4) galvanized steel 3/4-10×15" (LF06 - 20' and lower) or 1-8×30" (LF06 - 21' and higher / LF08) anchor bolts with eight (8) washers and nuts (9.95 lb [4.52 kg]).

Cast aluminium access door mechanically fixed to the base.

Two-piece decorative cast aluminium base cover mechanically secured with stainless steel screws c/w retaining lip sliding underneath the base plate.

Recommended anchor bolts projection: 4" [102mm] maximum

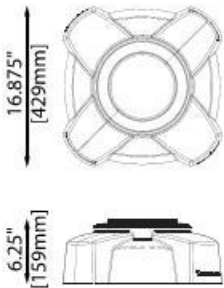


DPV
Vibration damper



Included with LumFix poles of 25' and over (installed at 55% of the pole's height).

WB18
base cover



Ordering example: LF08-20 WB18 BK GFR

Pole

Height

Base Cover

Color

Options

Anchor Bolts

Bolt circle Ø 11" [280mm] to 15.5" [394mm] (Ø1" Bolt only)

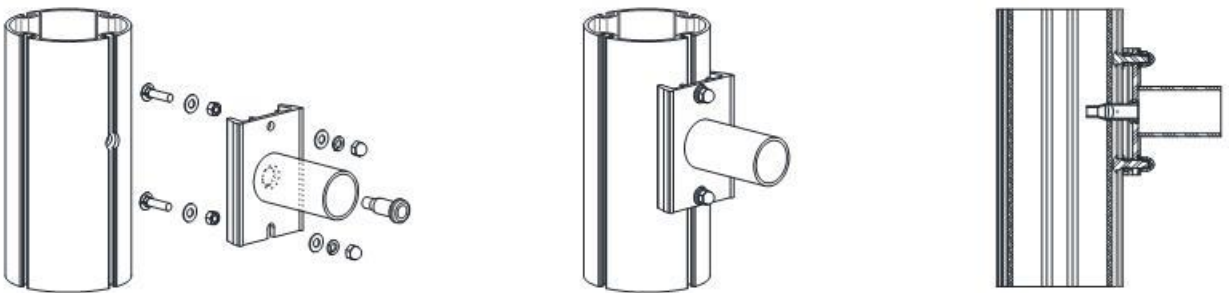
Supplied by LUMCA

Supplied by others

Existing

Lumca reserves the right to modify the elements on this technical data sheet without prior notice.

Click on for more information



RAIL SYSTEM DETAILS

LF06 round aluminium pole

Wall 0.2" [5.1mm]	catalogue #	HEIGHT		WALL		WEIGHT		MAX EPA (ft²)*									
		ft	M	in	mm	lb	kg	Wind (mph)									
								70	80	90	100	110	120	130	140	150	
	LF06-16	16	4.9	0.2	5.1	88	40	49.9	36.7	31.8	23.8	19.1	14.6	11.8	9.1	7.3	
	LF06-18	18	5.5	0.2	5.1	98	45	39.2	28.3	24.0	17.5	13.7	10.0	7.7	5.5	4.0	
	LF06-20	20	6.1	0.2	5.1	109	50	33.8	24.0	20.1	14.3	10.8	7.5	5.5	3.5	-	
	LF06-25	25	7.6	0.2	5.1	137	62	19.6	14.2	11.3	6.9	4.3	-	-	-	-	

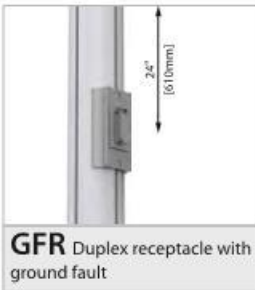
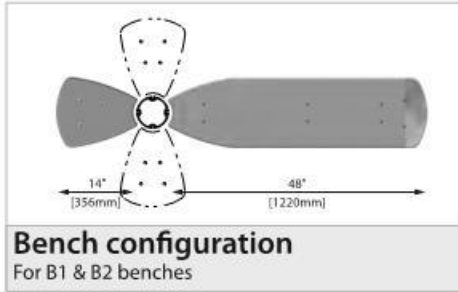
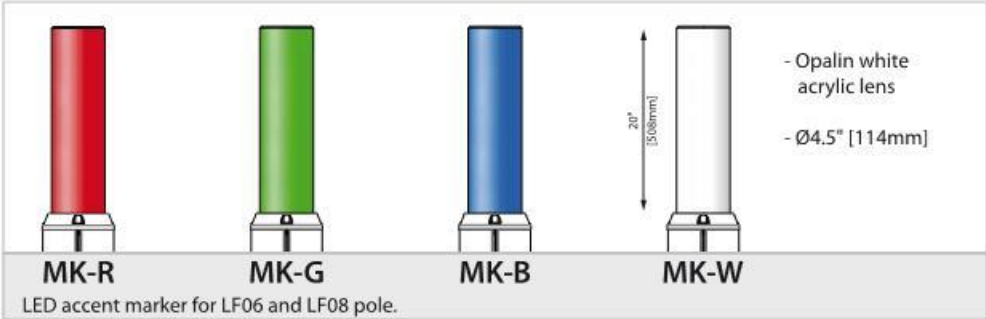
*Including a gust factor of 1.3

LF08 round aluminium pole

Wall 0.3" [7.6mm]	catalogue #	HEIGHT		WALL		WEIGHT		MAX EPA (ft²)*									
		ft	M	in	mm	lb	kg	Wind (mph)									
								80	90	100	120	130	140	150	160	170	
	LF08-20	20	6	0.3	7.6	220	100	-	63.7	51.4	-	29.1	-	21.0	-	8.3	
	LF08-23	23	7	0.3	7.6	254	115	-	53.4	43.0	-	23.9	-	17.0	-	6.8	
	LF08-26	26	8	0.3	7.6	287	130	-	44.2	35.5	-	19.7	-	13.9	-	5.6	
	LF08-30	30	9	0.3	7.6	320	145	-	33.4	26.8	-	14.5	-	9.9	-	4.0	
	LF08-33	33	10	0.3	7.6	353	160	-	25.5	20.3	-	10.6	-	6.9	-	-	

*Including a gust factor of 1.3

Lumca reserves the right to modify the elements on this technical data sheet without prior notice.



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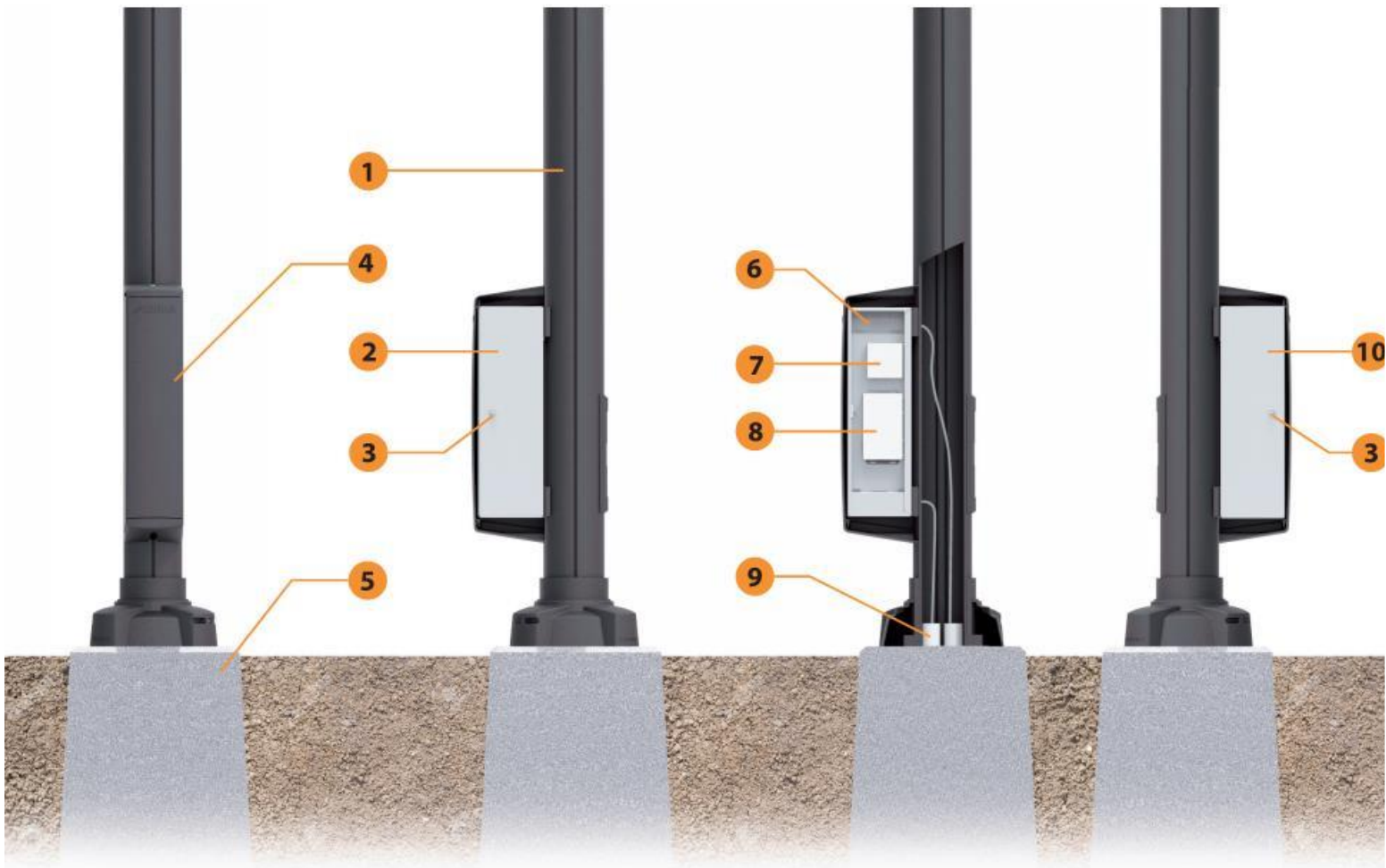
Electrical box (ESB-S)

Lumca ESB is an aesthetical base designed to receive various components. It is divided in 2 separate sections, one for network components and the second one serve as an electrical box.

Overall dimensions (W×H×D):
8"x34½"x9½" [203x876x241mm]

Mounting at variable height.

- 1 LUMFIX pole c/w Access door and WB18 base cover
- 2 Low voltage side
- 3 Weather-Resistant Keyed Cam Locks
- 4 Decorative cover (WBS)
- 5 New or existing concrete base (by others)
- 6 ESB (Sealed cabinet c/w 2 lockable doors and separator)
- 7 Communication device (Camera, Panic Button, etc.)
- 8 Control module (CM)
- 9 New or existing conduits in concrete base (by others)
- 10 High voltage side (Driver, Power supply, etc.)



This is a reference/schematic drawing, the look may be different than reality.
Lumca reserves the right to modify the elements on this technical data sheet without prior notice.

TECHNICAL

Traffic and Transportation

Project Overview

Currently, Old Olive functions as a de facto highway ramp under MoDOT's jurisdiction since the Olive and Lindbergh interchange does not include ramps for the westbound to northbound and southbound to westbound movements. A separate project is underway to reconfigure the interchange to a folded diamond interchange which would accommodate all traffic movements at the interchange and eliminate the need for interchange traffic to use Old Olive East and Old Olive West for those trips. While the basic configuration of that interchange was considered and included in the analysis for this project, the detailed design of the interchange will be deferred to the other project.

Functional Classification

The existing segments of Old Olive East and West mix local traffic with interchange trips, but the focus is maintaining efficient through traffic. The Great Streets project would not be possible without the proposed interchange project, and it is expected that these recommendations would not be implemented until the interchange comes on line and the Old Olive right of way is jurisdictionally transferred to the City of Creve Coeur. With the transition, CBB recommends that the functional classification of Old Olive be shifted to a minor commercial collector road with a focus on accommodating all travel modes and less vehicle-centric. Additional priority will be given to non-motorized travel. Where possible, the reconfiguration should attempt to reduce through traffic, reduce travel speeds and accommodate all users.

A change in the character of the roadway is proposed by rethinking the priorities of the corridor to less auto-centric. CBB recommends changing to a minor collector functional classification (City commercial street) with a posted speed limit of 25 mph or 30 mph and a design speed of 30 mph or 35 mph.

Convertible Section

The project team envisions a Convertible Section based on 33' of pavement which would allow one through lane in each direction plus other various elements as appropriate along the corridor. Those elements include: bonus landscape area, left-turn lane, center medians and on-street parking. The Convertible Section concept sets the location of the infrastructure elements in the corridor such as sidewalks, shared use path, roadway lighting, drainage facilities, etc., while allowing flexibility for left turn lanes that are needed in the future. These elements allow the corridor to provide a better balance with non-motorized users. As a result, sub-standard travel lane widths are proposed to accommodate additional features in the available right of way and also as an intentional traffic calming measure to reduce average travel speeds.

There is an ability to accommodate some on-street parking, where appropriate, within the 33' section. In addition, there may also be opportunities for private developers to widen the pavement for an on-street parking lane in front of their property, with street-fronted redevelopment projects in the future.

Bicycle and Pedestrian Accommodation

Pedestrian and bicycle accommodations are a key component of the proposed reconfiguration of Old Olive. CBB recommends that facilities be provided along both sides of the entire corridor. Multiple safe crossings will also be necessary to create a District where pedestrians can freely travel. Several different options for those facilities were vetted through this process including separate bike/ped facilities, on-road bike lanes, cycle tracks, etc. Ultimately, CBB recommended an off-street, two-way,

mixed-use trail on one side of the roadway with a typical sidewalk on the other. All facilities must be upgraded to current ADA compliance using PROWAG standards including properly designed ramps and marked crossings.

Transit

Transit is another key component of a vibrant economic District. Meetings were held with Bi-State/Metro Transit early in the planning process to identify their issues of concern, needs, and future plans. Metro relies on local agencies to provide and maintain the bus stops. The new interchange will allow changes to the current transit routes which have not yet been identified by Metro. CBB recommends that all current and proposed transit stops along Old Olive be enhanced. Metro specifically noted that very few of their bus stops were ADA accessible. CBB recommends that all current and proposed bus stops in the corridor be upgraded to ADA compliant facilities using PROWAG standards. Where bus routes cross along the corridor, CBB recommends marked crosswalks nearby to accommodate users that will inevitably cross the street from one stop to another adjacent stop.

Traffic Analysis

Old Olive/Lindbergh Intersection

CBB prepared the traffic analysis Technical Memorandum for the Old Olive/Lindbergh intersection that was submitted to MoDOT for review. This memorandum documented two concepts for the intersection:

- 1) Limited access intersection – no left turn lanes from Old Olive to Lindbergh
- 2) Full access intersection – left turn lanes from Old Olive and Lindbergh

MoDOT issued an acceptance letter, requiring the full-access traffic signal on Lindbergh Boulevard. MoDOT included additional comments more relevant to the Olive Boulevard/Lindbergh Boulevard Interchange project that will be addressed further in that separate study.

The new full-access intersection on Lindbergh Boulevard at Old Olive will require additional turn lanes on Lindbergh Boulevard which will require significant widening of that roadway. Those turn lanes include new northbound and southbound left-turn lanes and a new northbound right-turn lane. Additionally, CBB recommends a three-lane cross section for both approaches of Old Olive to Lindbergh to provide separate left-turn and shared through/right-turn lanes.

Connector Roads

It became apparent that, with the selection of a full-access traffic signal on Lindbergh Boulevard for Old Olive Street, the use of the proposed future east and west connector roads would be significantly diminished. In fact, they become redundant connections with respect to the Old Olive corridor. They may, or may not, be beneficial to the District with respect to access depending on how the ground around their proposed alignments is ultimately developed. CBB recommends that these roads be considered as three-lane facilities with one lane in each direction plus a center left-turn lane, at this time.

Intersection Analysis

Additional detailed analyses were completed for ten key intersections:

- 1) Olive Boulevard and Old Olive West
- 2) Old Olive and Ravenwood Lane
- 3) Old Olive and Willow Brook
- 4) Old Olive and Pavilion
- 5) Old Olive and Guelbreth
- 6) Old Olive and Potential Future West Connector Road
- 7) Old Olive and Lindbergh Boulevard
- 8) Old Olive and Potential Future West Connector Road
- 9) Old Olive and Corporate Square
- 10) Olive Boulevard and Old Olive East

After meeting with Lou Fusz dealership representatives, it was indicated that the body shop site will possibly be available in the future for redevelopment. The potential to realign Guelbreth with the proposed west connector road intersection could be considered with this project. It creates new intersection with increased developable frontage.

Preliminary Traffic Signal Design Plans (30% Plans)

Preliminary design plans were prepared for modification of the traffic signals at the following intersections:

- Olive Boulevard with Old Olive West - modification
- Olive Boulevard with Old Olive East - modification
- Lindbergh at Old Olive Street Road – new signals
- Typical installation for pedestrian midblock warning signs.

These plans were developed to the 30% level, so additional design and coordination will be required as part of a future project to prepare permit-level (100%) drawings. One specific issue of concern was conflicts with existing overhead power lines at the Old Olive/Lindbergh intersection. While best efforts were made at this stage of design to avoid conflicts, additional coordination with Ameren will be required to address conflicts which cannot be avoided by relocating or raising the overhead utility lines.

As part of the aesthetic enhancements proposed for the project, CBB recommends that the two existing and one proposed traffic signals match the City of Creve Coeur's standards with black powder coated hardware and internally illuminated street name signs. Painting equipment in the field is not feasible, so the current budget estimates include replacement of the existing signal posts and mast arms at the two existing signalized intersections.

Since all three traffic signals will be owned by MoDOT, these locations will need to be added to the current agreements between the City and MoDOT whereby the City is responsible for the operations and maintenance costs for the upgraded items, beyond the typical MoDOT standard items.

As requested by the project team, CBB included a typical design detail for a Rectangular Rapid Flashing Beacon (RRFB) installation which could be used at midblock locations along the corridor. Each location would include two posts on appropriate foundations (one on each side of the roadway), four signs (one on each side of both posts), and four RRFB's (one below each sign). Hardwired or solar powered installation options are available from various manufacturers. If the hardwired installations are selected, a power drop with meter and disconnect will be needed for each location. Additional coordination with Ameren would be required to provide hardwired power.

Implementation Due Diligence

- Preparation of 2019 EW Gateway funding application and/or other opportunities
- Jurisdictional transfer of Old Olive right-of-way, after interchange completion
- Completion of Traffic Signal Item Permit Design Plans

Traffic Model and Signalization

Traffic Analysis Technical Memorandum

CBB completed the Traffic Analysis Technical Memorandum dated September 21, 2019 to vet the basic elements of the roadway system including: the need for auxiliary left and right turn lanes at key intersections, MUTCD warrants for a new traffic signal on Lindbergh Boulevard, and levels of service for the key intersections. Traffic counts from the previous studies in the 39°N District were supplemented with additional counts of certain driveways along the Old Olive corridor. Projections for future traffic levels were reconsidered based on the proposed changes in access and the build-out of the 39°N Master Plan development. Operational level of service calculations were made using Synchro software to determine the ability of the proposed improvements to accommodate vehicular traffic. The Technical Memorandum is a 100% complete document which was accepted by MoDOT regarding basic design elements on their right of way. The study portion of this project is now complete.

MoDOT provided an Approval Letter dated November 2, 2018 for the project concept based on the Technical Memorandum. MoDOT required the full access, signalized alternative for the intersection of Old Olive and Lindbergh. MoDOT included additional comments related to the Olive and Lindbergh interchange which will be addressed in a separate project related specifically to the interchange. The next step in MoDOT's approval process will be development of design plans for review which will, when completed and accepted by MoDOT, allow for construction on their right of way under permit.

Preliminary Design Strip Map

CBB completed the Preliminary Design Strip Map for Roadway Alignment and Preliminary Typical Sections for Proposed 33-Foot Convertible Cross Section to illustrate the basic physical configuration of the proposed changes in the surface elements within the right of way. The purpose of the strip map was to illustrate use and width of proposed travel lanes, curbs, sidewalks, two-way shared use path, intersection configurations, locations of marked pedestrian crossing locations, medians, islands, landscaped areas, current and potential future driveway locations, potential connector road locations, potential realignment of Guelbreth, etc. The purpose of the typical sections was to illustrate the various cross section configurations available currently and in the future within the 33-Foot paved footprint and also illustrate how the project elements fit (or don't) within the existing 60-Foot right of way. These elements were developed to a 30% design level. Future steps will be required to complete the design for review and permit by the City of Creve Coeur, MoDOT, MSD and the various affected utility companies. Coordination with some property owners will also be required for acquisition of right of way and or temporary/permanent easements which may also include reconstruction of private driveway approached to tie into the modified Old Olive pavement.

Traffic Signal Item Locations Map

The Traffic Signal Item Locations Map illustrate the proposed locations for new and modified electrified traffic control devices, traffic signals and flashing pedestrian warning beacons. This map is for summary illustrative purposes, so this deliverable is 100% complete.

Preliminary Design Plan for Traffic Signals

The Preliminary Design Plan for Traffic Signals include 30% designs for three intersection locations on MoDOT right of way. The existing traffic signals on Olive at Old Olive West and Old Olive East will be modified to match the proposed design changes at those two intersections including lane use and alignment changes and proposed pedestrian crossings. A new traffic signal installation was designed for the intersection of Lindbergh and Old Olive. Future steps will be required to complete the design for review and permit by MoDOT. Coordination with some property owners may also be required for acquisition of right of way and or temporary/permanent easements related to the signal equipment, but the current phase of work was completed with the intent to avoid right of way impacts. It is highly likely that there will be overhead utility conflicts/clearance issues between the signal mast arms to be resolved with Ameren. Initial meetings with Ameren were held as part of this effort to minimize those conflicts where possible.

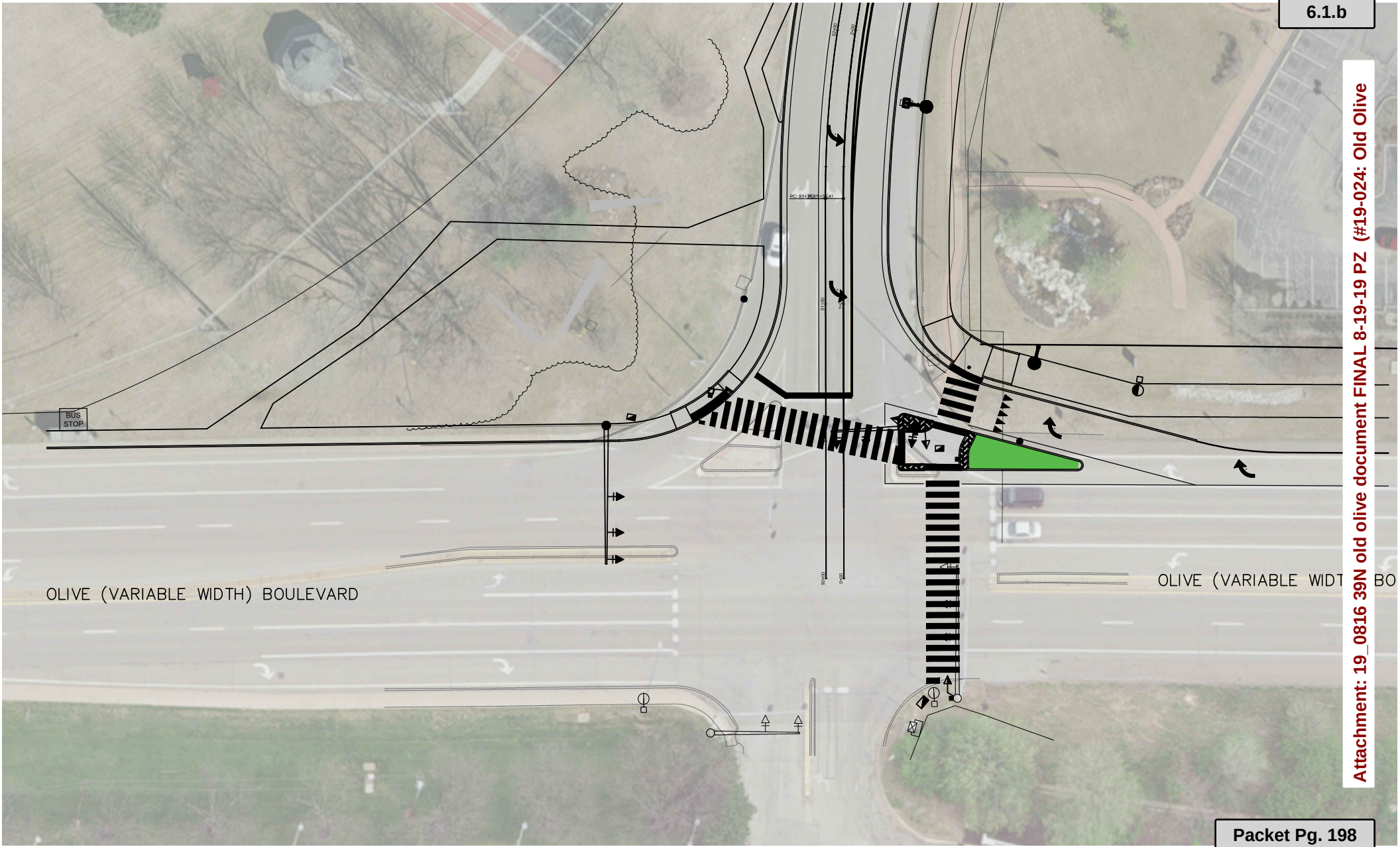
Cost Opinion

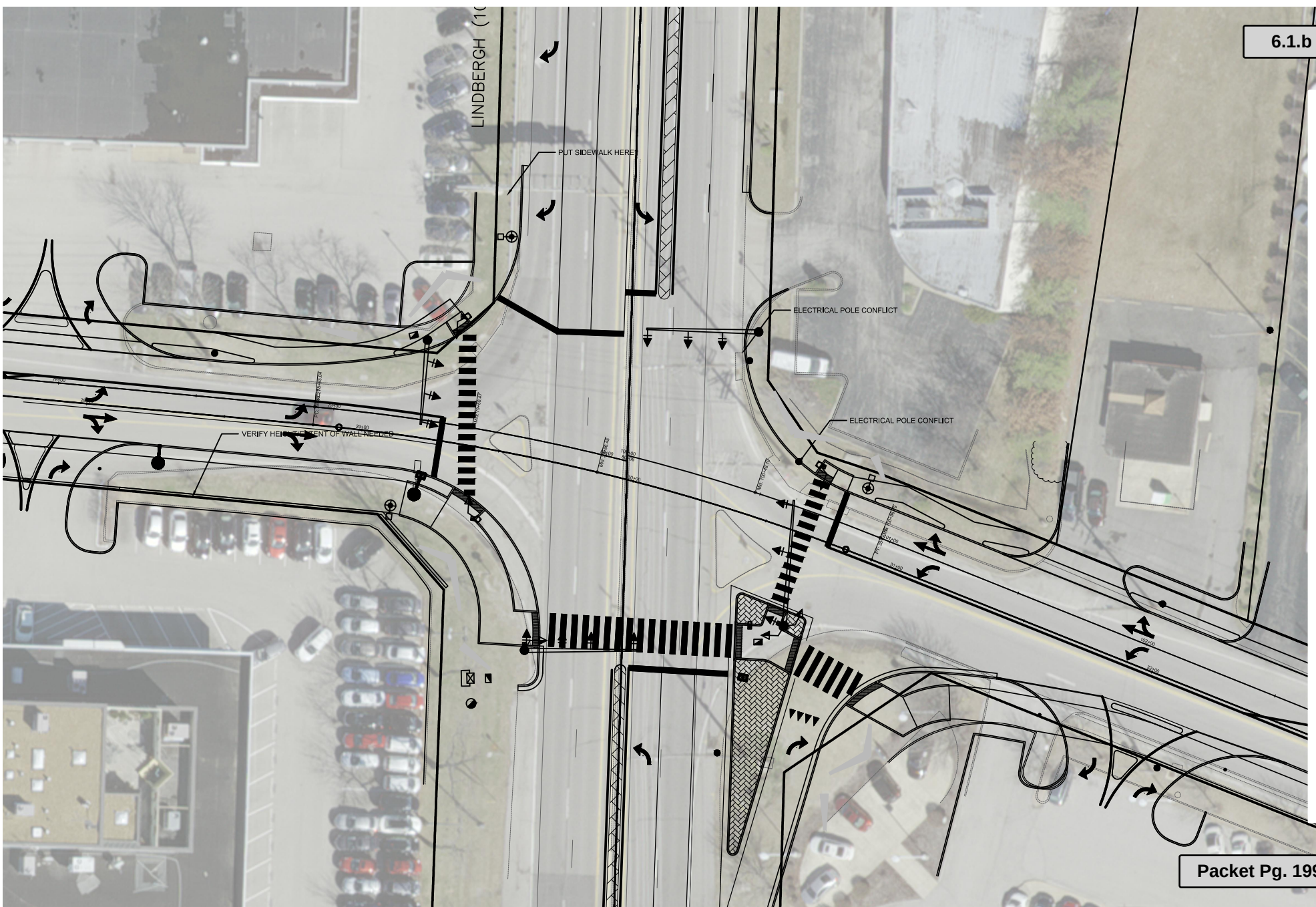
The Rough Engineers' Opinion of Cost for Traffic Signal Items reflects the level of detail known from the Preliminary Design Plan for Traffic Signals. The purpose was to inform the project budget on these elements. While the cost opinion is 100% complete for the 30% preliminary plan level, ongoing future adjustments will be necessary as the design is advanced to permit plan 100% level.

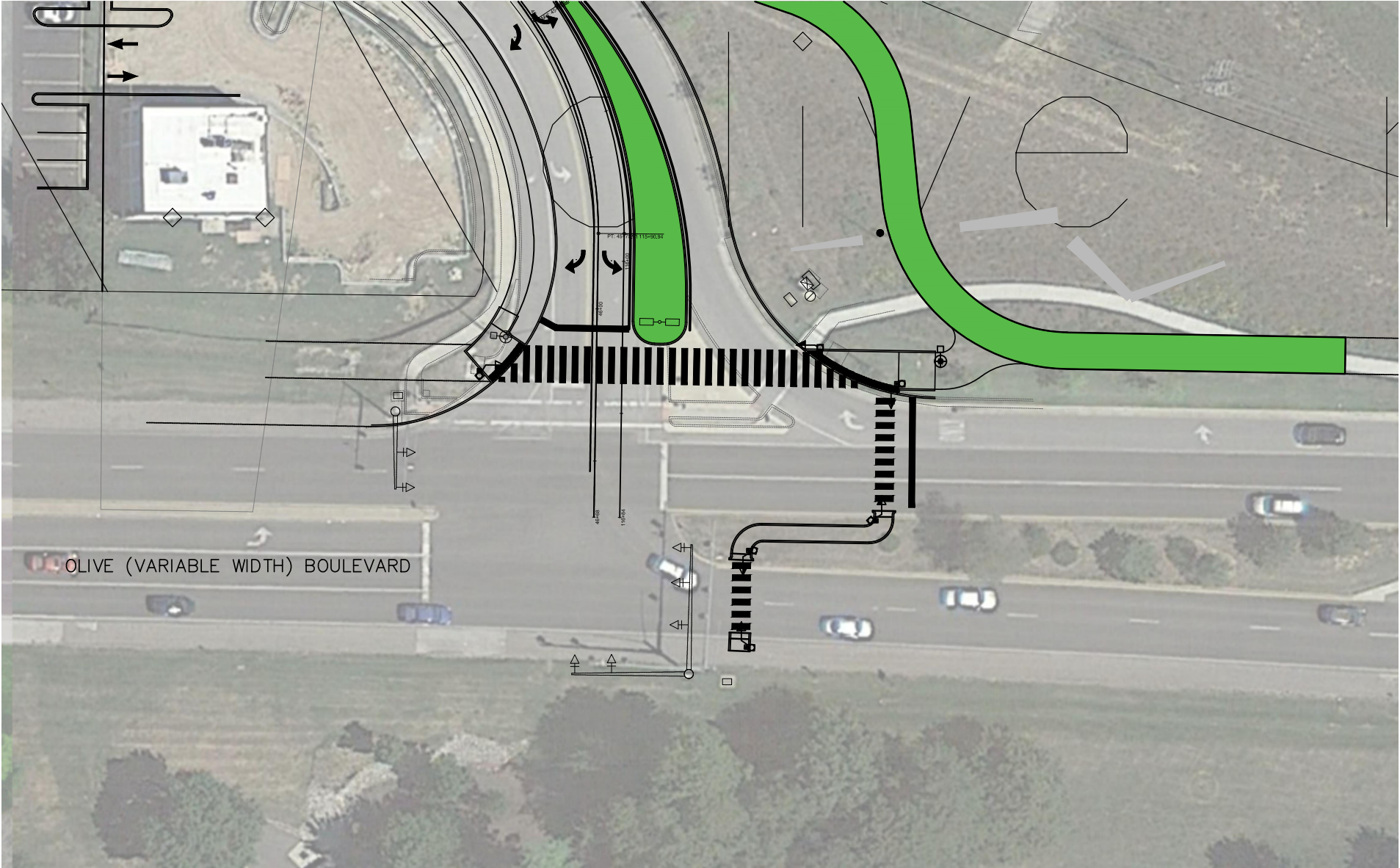
Attachments

The reports and drawings document the recommendations of the Design Team.:

- Traffic Analysis Technical Memorandum
- MoDOT Approval Letter for Traffic Analysis Technical Memorandum
- Traffic Signal Item Locations Map
- Preliminary Design Plan for Traffic Signals (30% Plans for Three Intersection Locations)







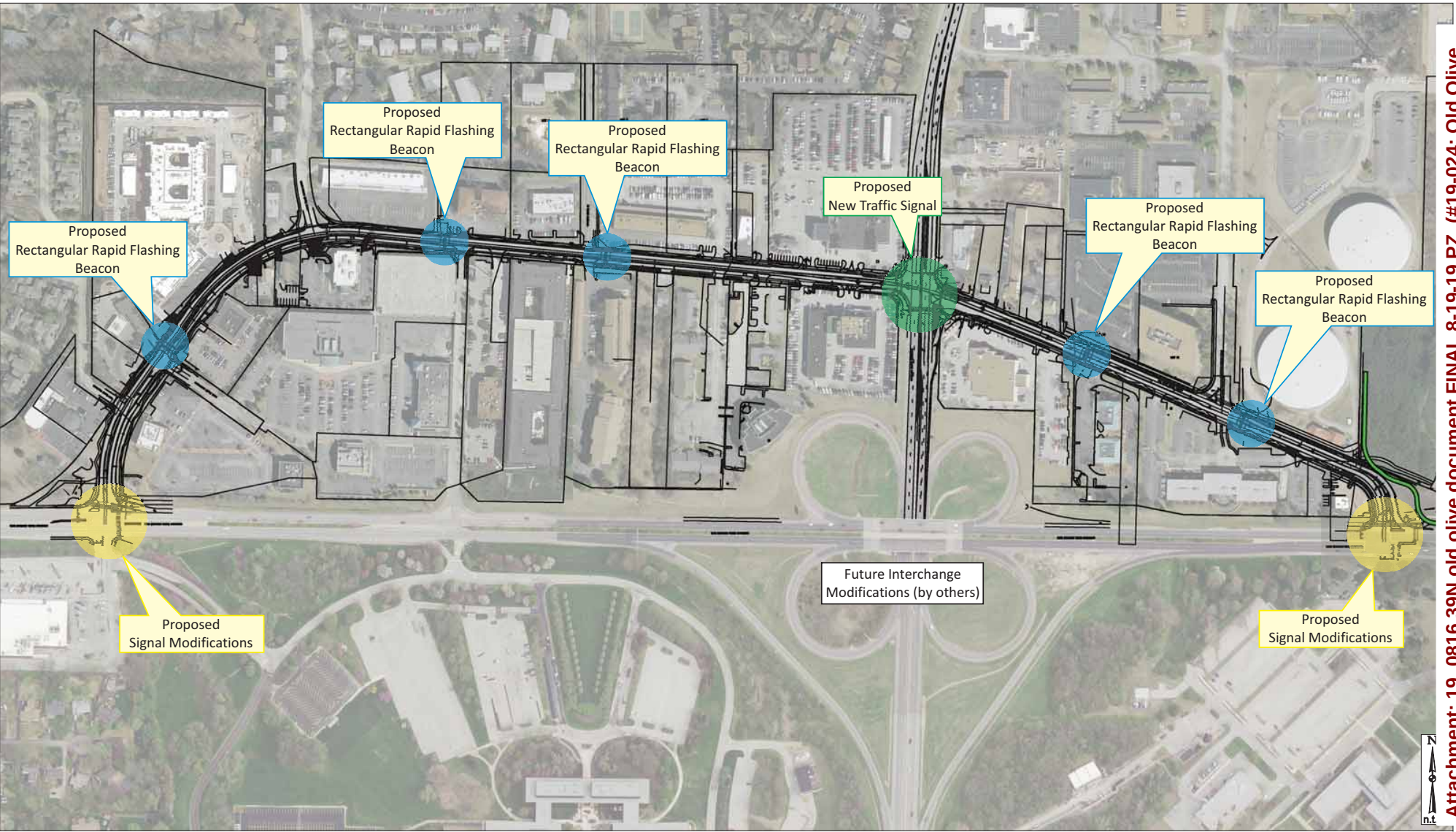
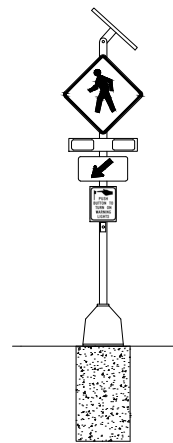
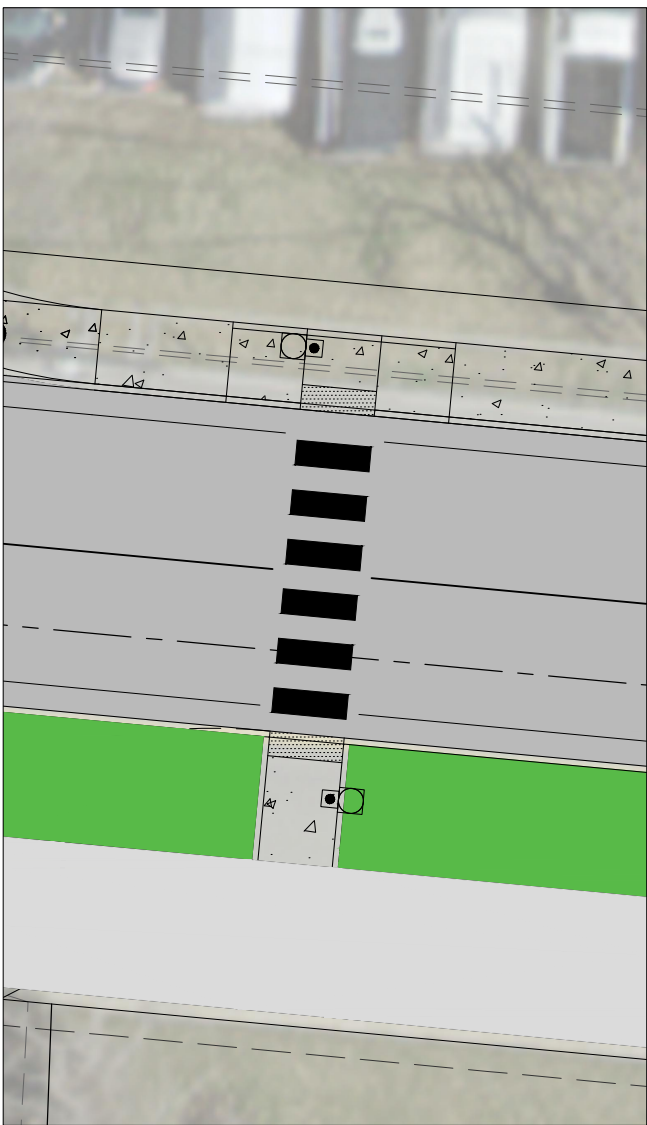
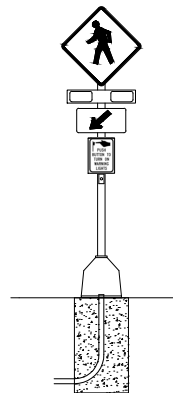


Figure A: Traffic Signal Elements



SOLAR POWERED
RECTANGULAR RAPID FLASH BEACON
(RRFB) PEDESTRIAN WARNING SIGNAL
ASSEMBLY DETAIL
(N.T.S.)



UTILITY POWERED
RECTANGULAR RAPID FLASH BEACON
(RRFB) PEDESTRIAN WARNING SIGNAL
ASSEMBLY DETAIL
(N.T.S.)

6.1.1.b



ROUTE
DISTRICT
COUNTY
JOB NO.
CONTRACT
PROJECT N
BRIDGE N

DATE	DESCRIPTION

TRANSPORTATION
ENGINEERS+PLANNERS
12400 OLIVE BLVD. SUITE 430
DALLAS, TX 75244
(214) 871-9644

PICAL RRFB LOCATION &
DETAILS

Attachment: 19_0816 39N old olive document FINAL 8-19-19 PZ (#19-024: Old Olive

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND WATER

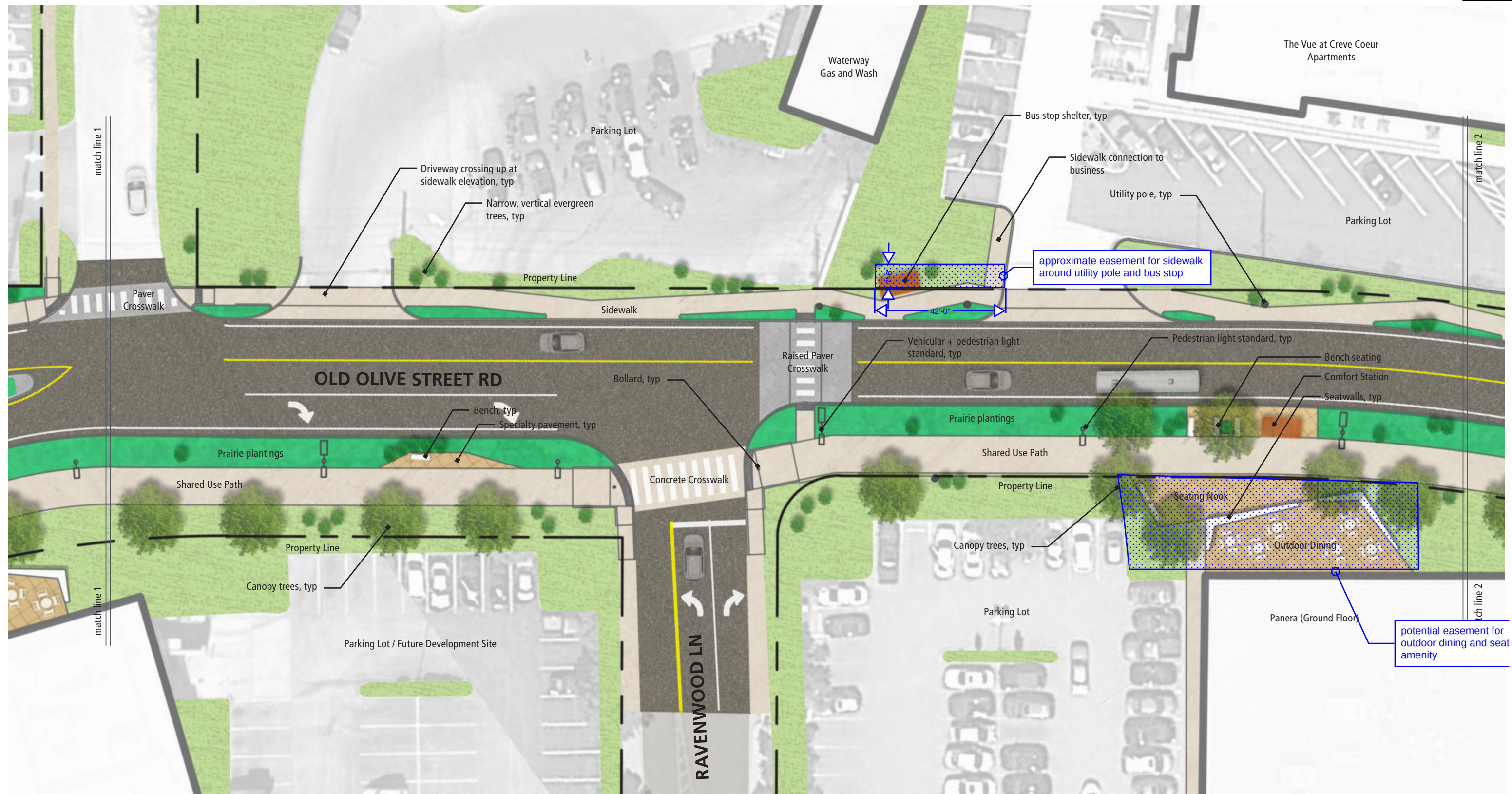
EASEMENTS



The Village at 39°N

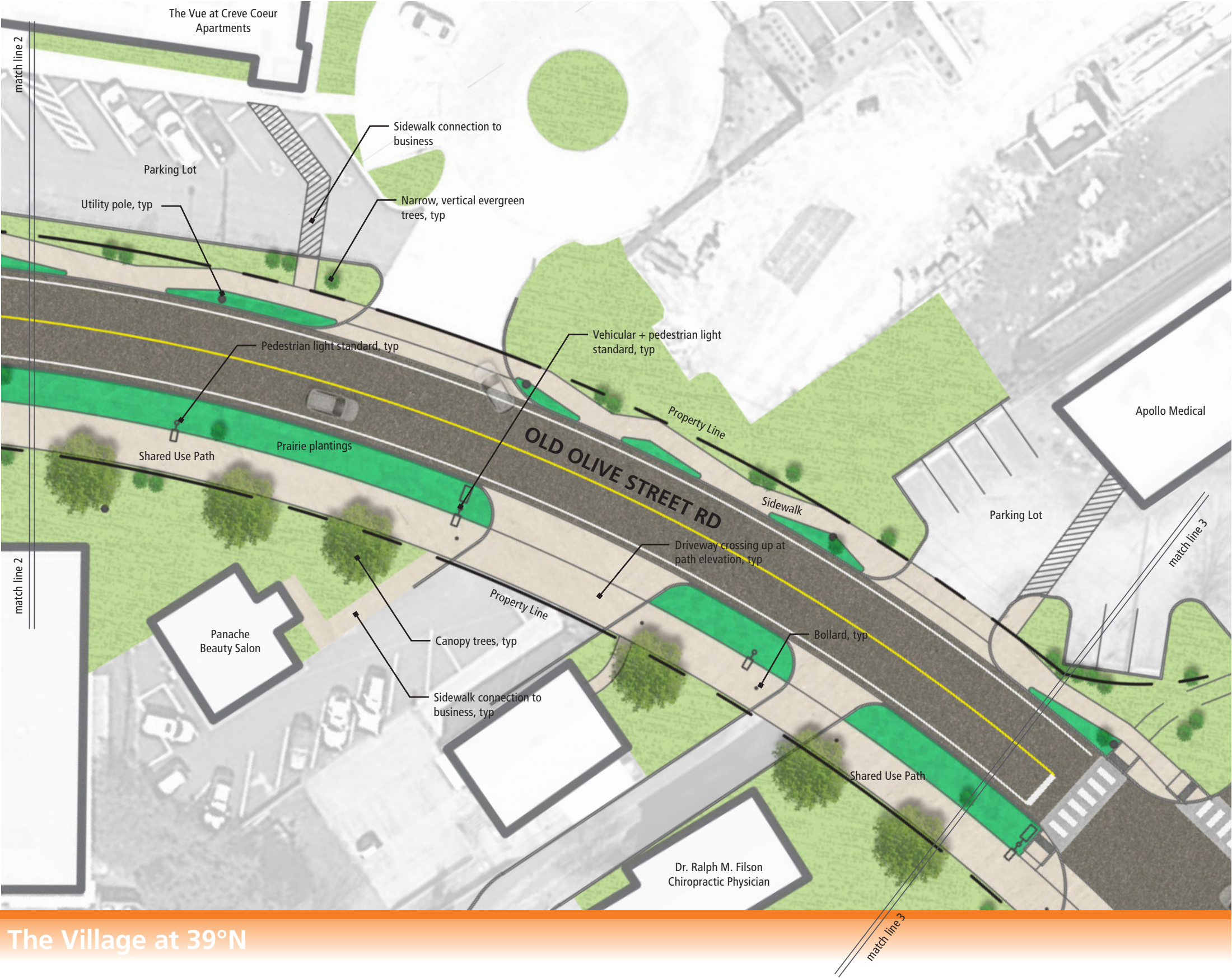
Approximate Locations of Easements
July 30, 2019
CHRISTNER
Note: final locations of easements and dimensions to be determined after title searches are completed

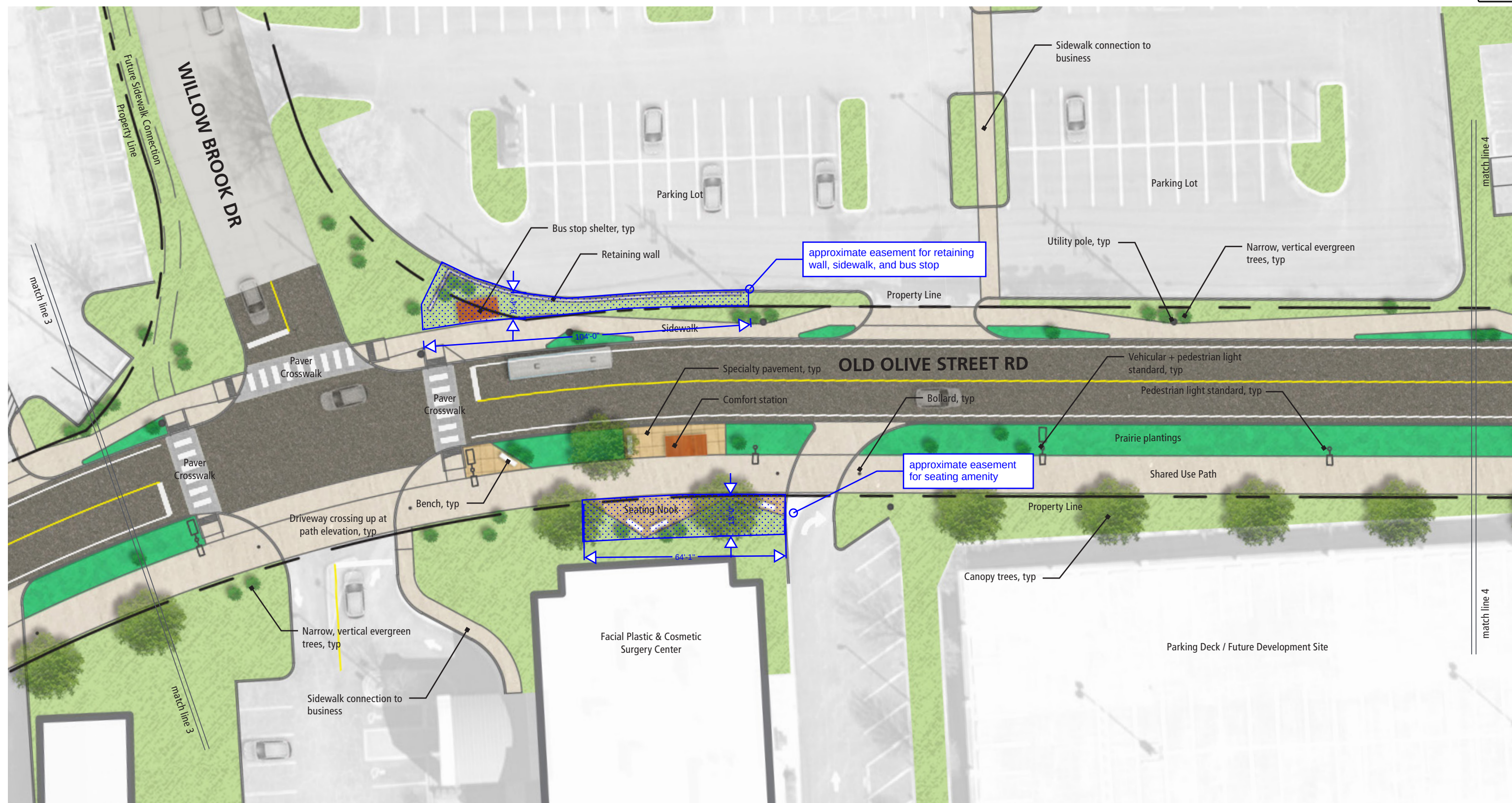




The Village at 39°N







The Village at 39°N

Attachment: 19_0816 39N old olive document FINAL 8-19-19 PZ (#19-024: Old Olive Street Road Great Street Plan)

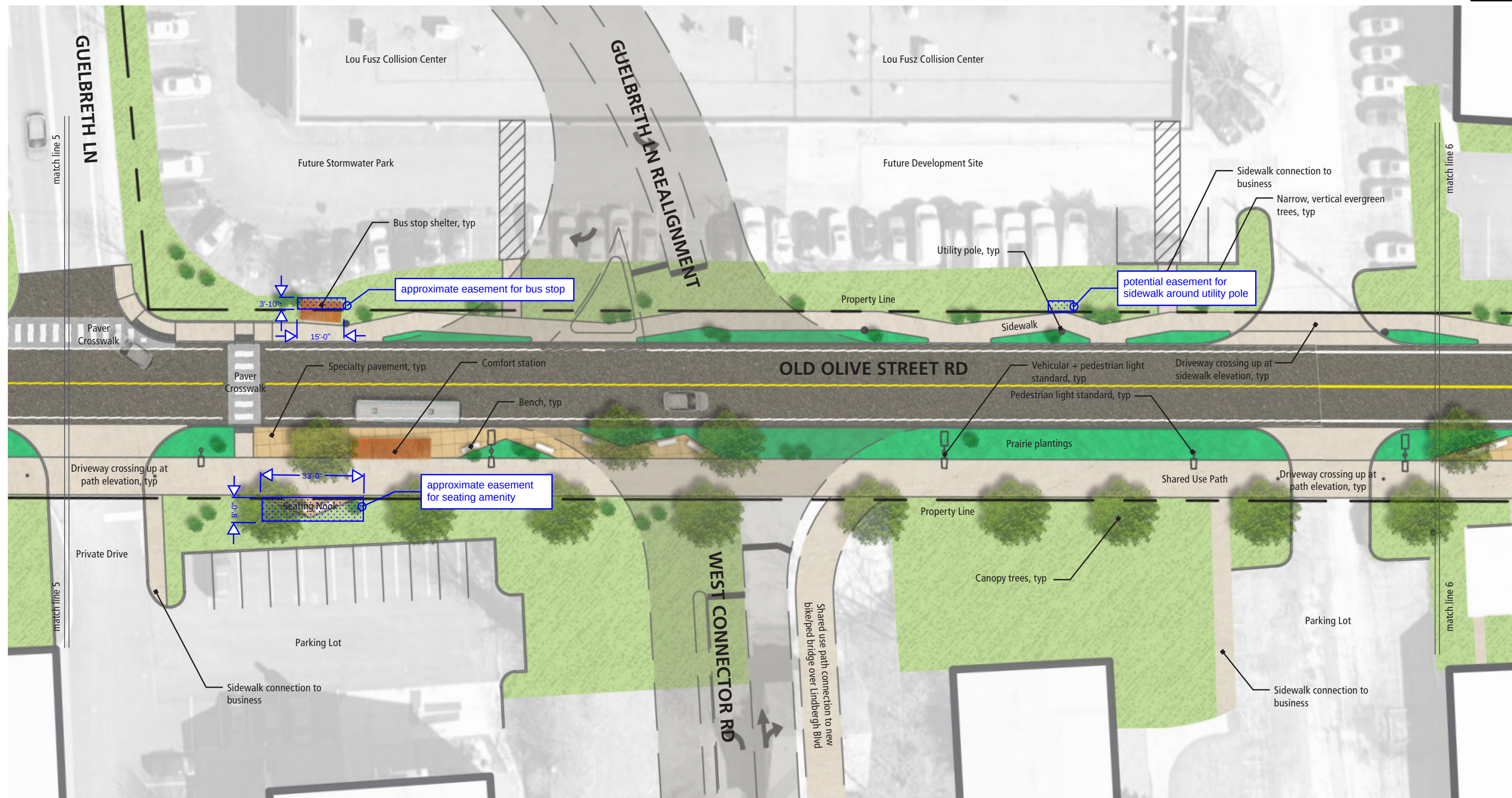




The Village at 39°N

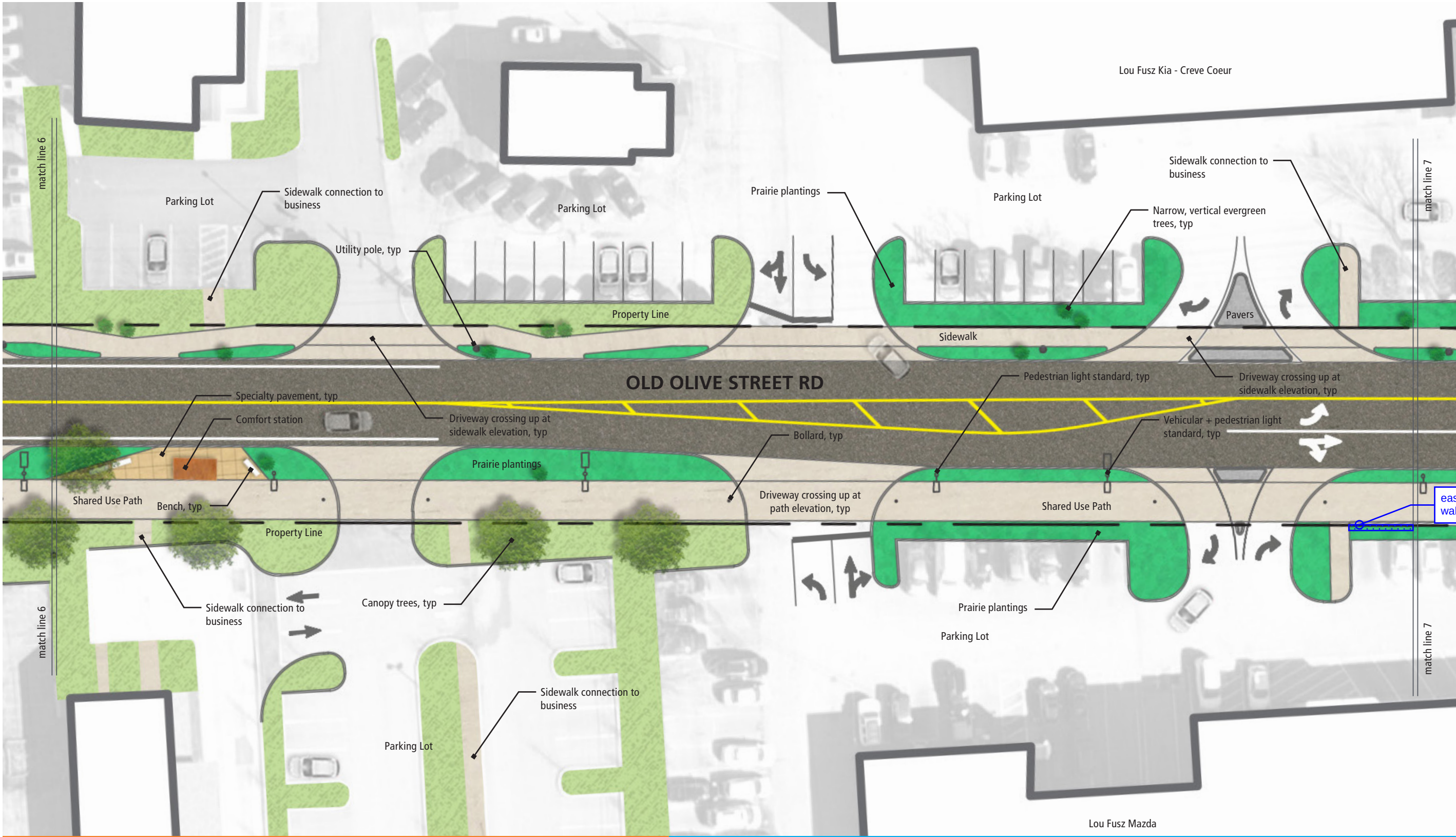


0' 7.5' 15' 30' 60'



The Village at 39°N

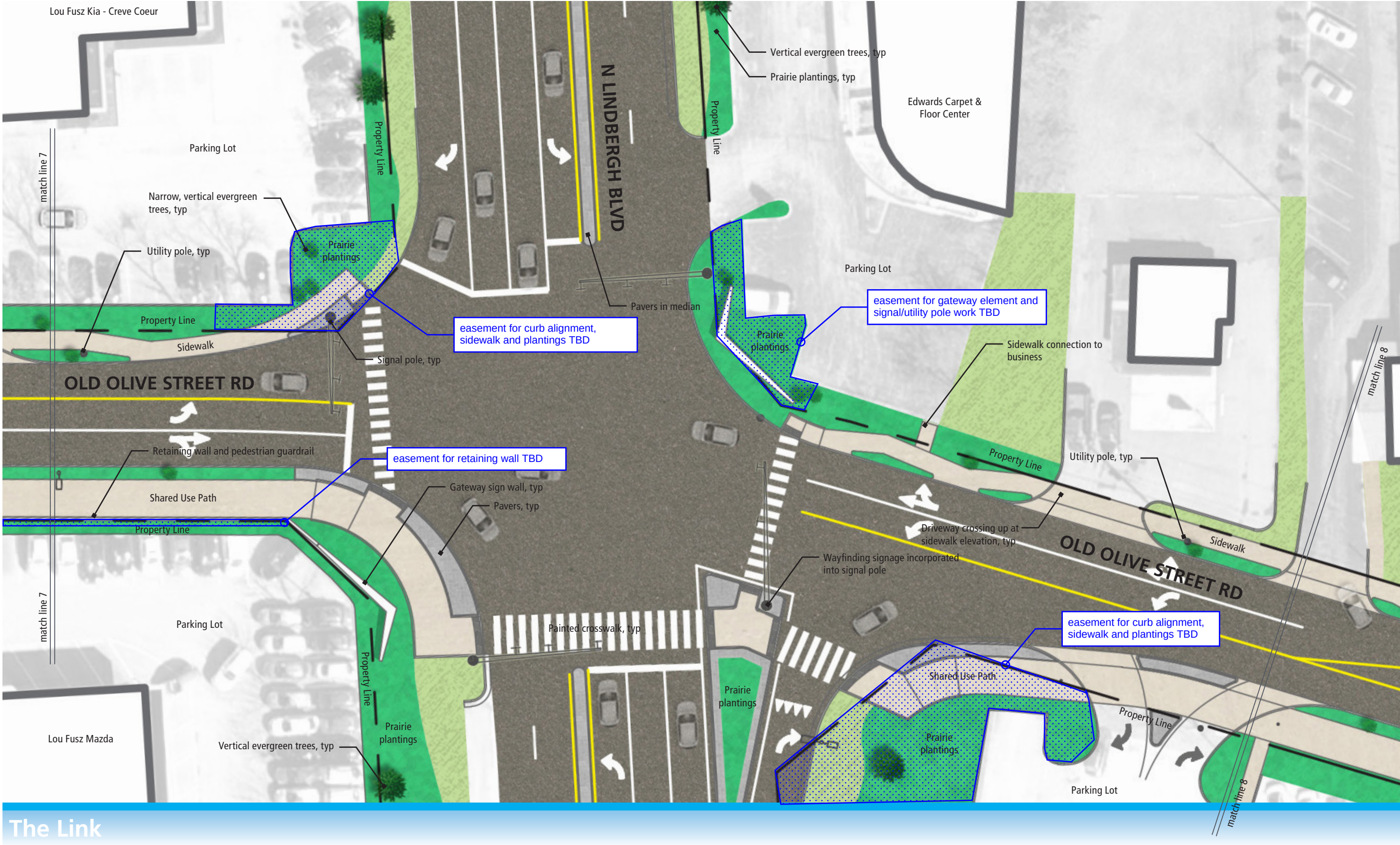


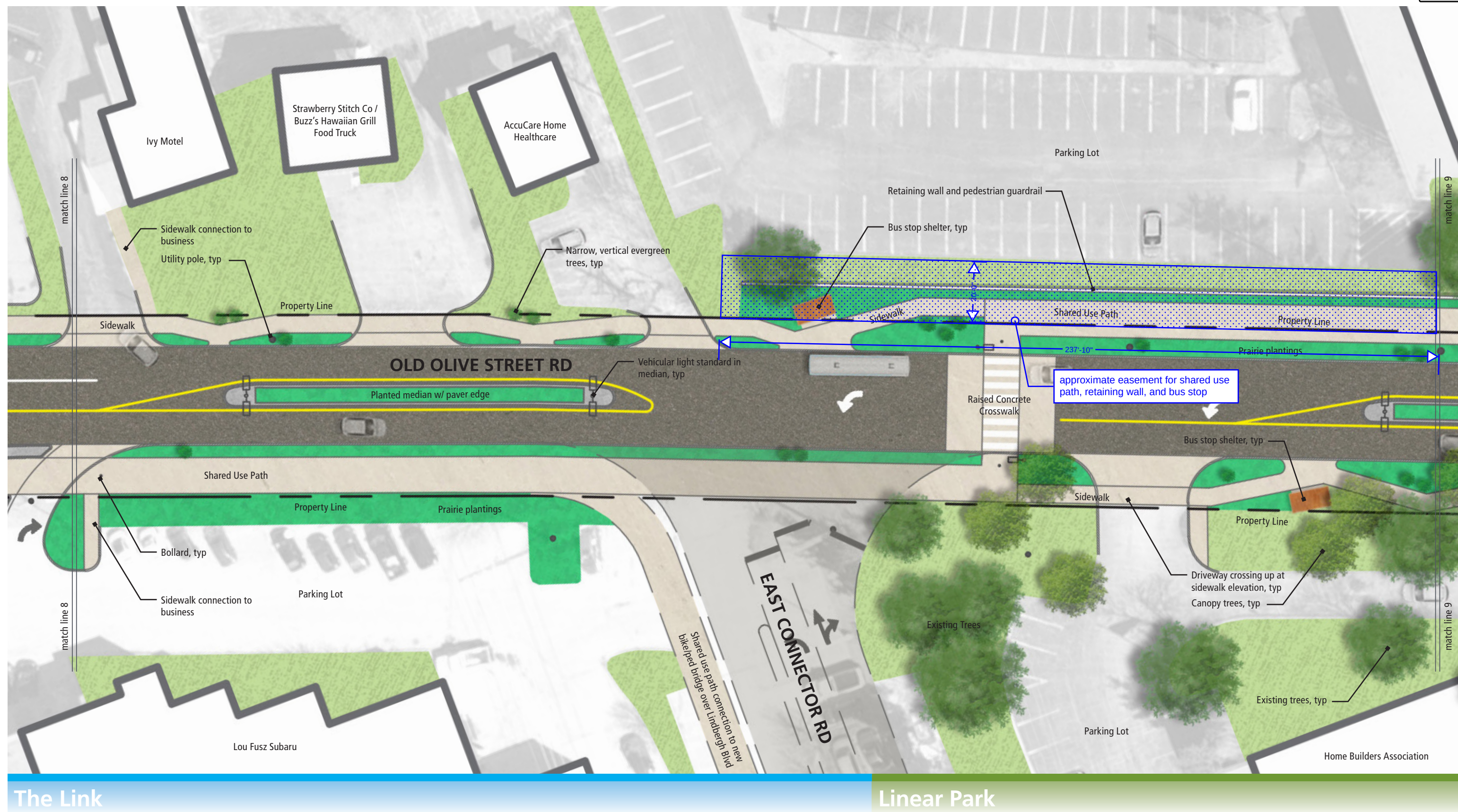


The Village at 39°N

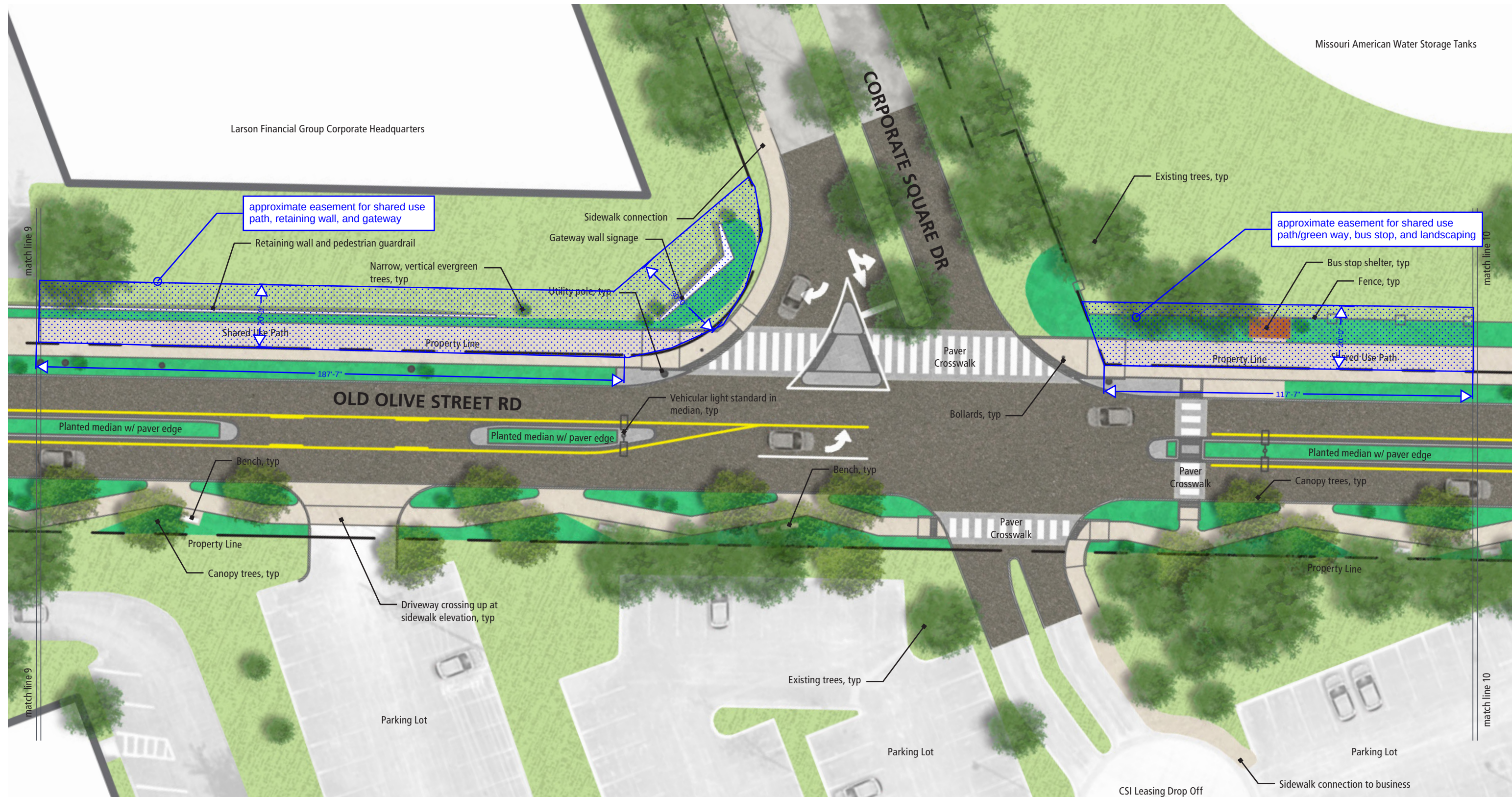
The Link





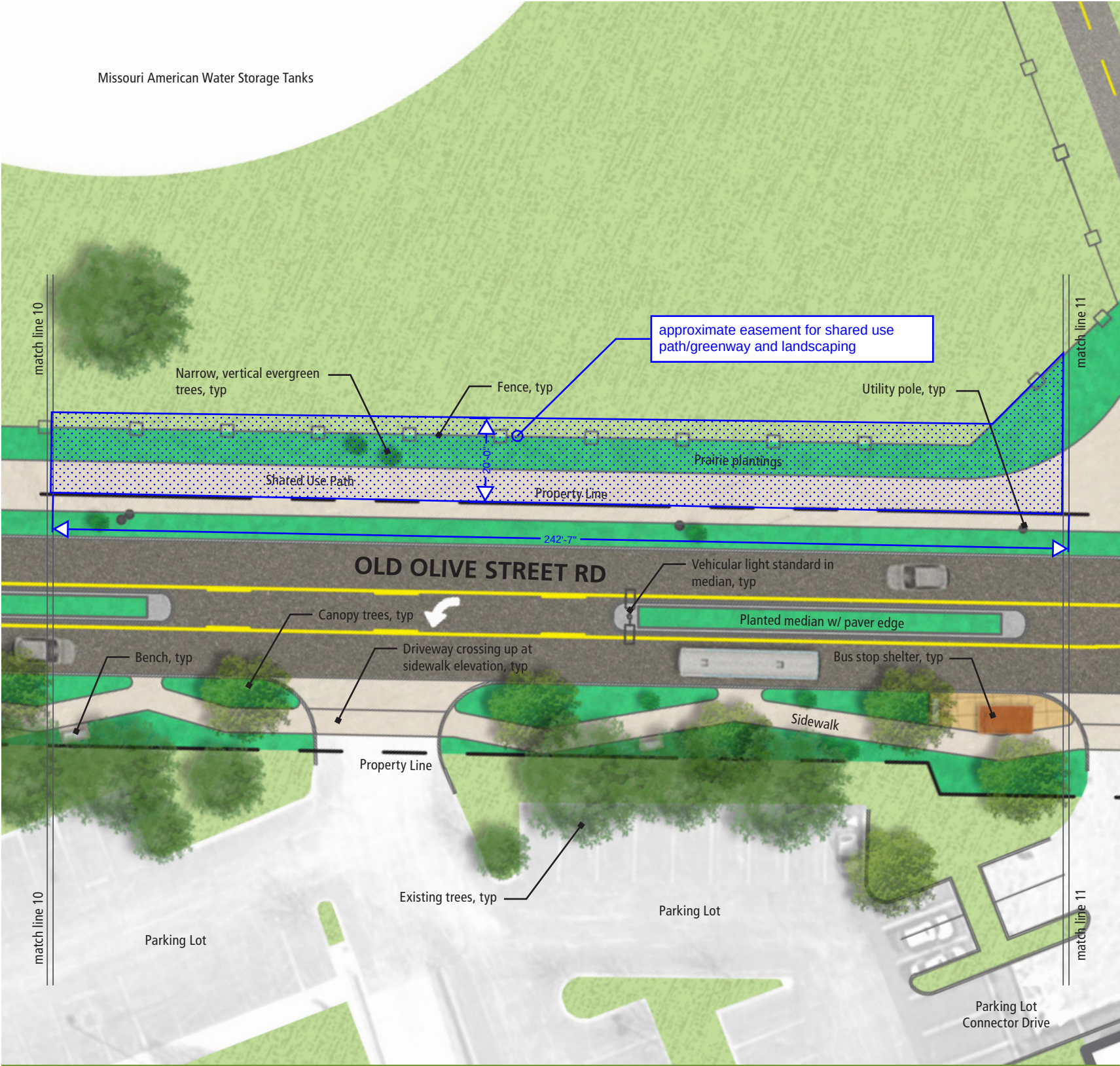


0' 7.5' 15' 30' 60'



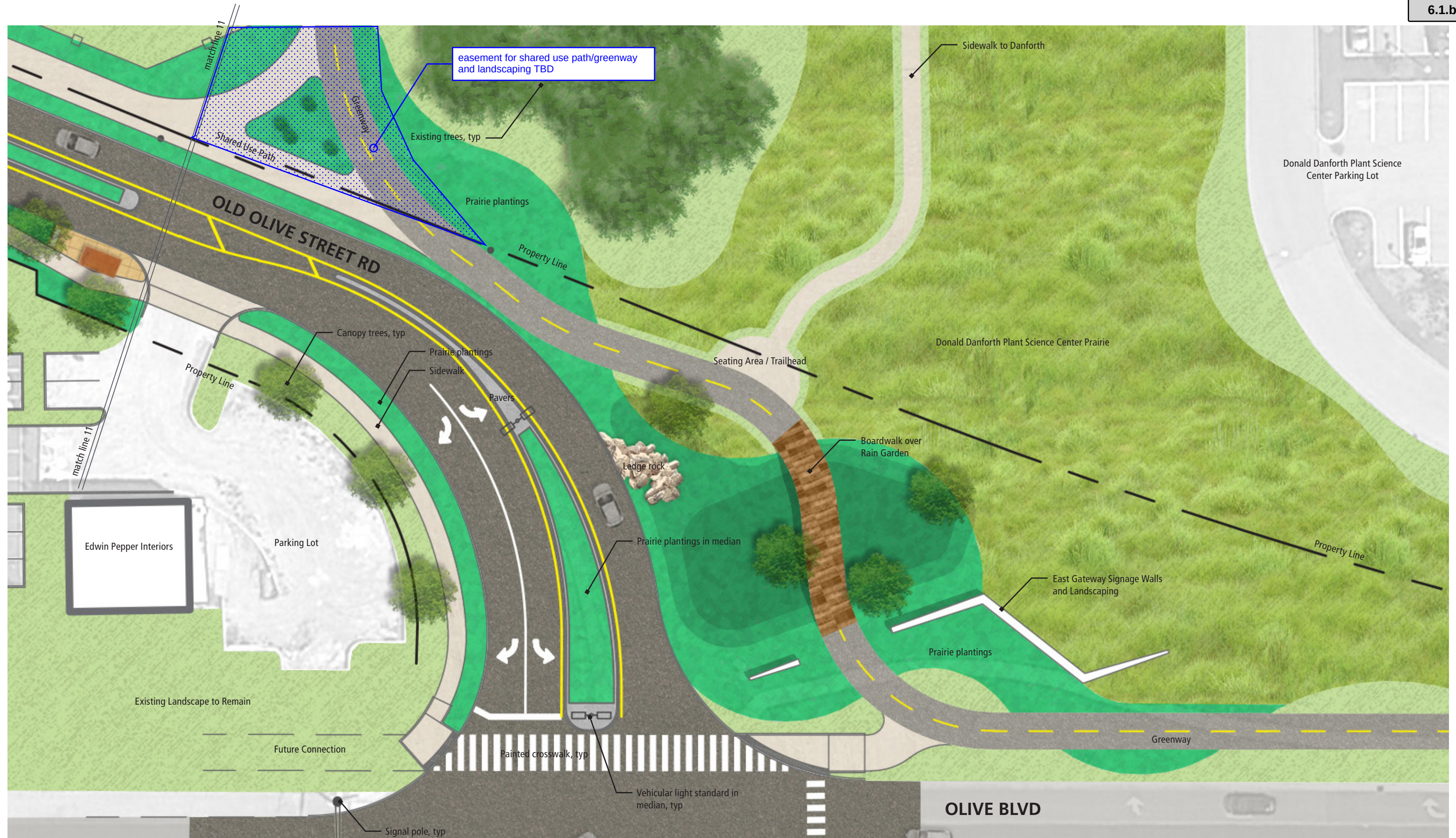
Linear Park





Linear Park





Linear Park



RESOLUTION 19-024

A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF CREVE COEUR, MISSOURI, ADOPTING THE OLD OLIVE STREET ROAD GREAT STREETS PLAN AS AN AMENDMENT TO THE 39 NORTH MASTER PLAN AND THEREBY UPDATE THE OFFICIAL LAND USE PLAN OF THE CITY

WHEREAS, Sections 89.340 et seq. direct the Creve Coeur Planning and Zoning Commission to make and adopt a plan for the physical development of the City; and

WHEREAS, the Commission adopted such a plan, the Creve Coeur 2030 Comprehensive Plan, in March 2017 and thereafter amended that plan by appending pertinent portions of the 39 North Master Plan in June 2017; and

WHEREAS, the adopted plan includes provisions regarding the Mixed-Use Innovation Campus District, acknowledges the efforts of the St. Louis Economic Development Partnership master planning initiative, and recommends adoption of the results of that initiative as an amendment to the 39 North Master Plan and thereby the 2030 Comprehensive Plan, and

WHEREAS, the St. Louis Economic Development Partnership, in partnership with the City of Creve Coeur and others has completed the Old Olive Great Streets Plan in anticipation of the redesign of the Olive Boulevard and Lindbergh Boulevard interchange, and

WHEREAS, in developing the Old Olive Street Road Great Streets Plan the planning team completed careful and comprehensive studies and outreach as described in the proposed plan; and

WHEREAS, application #19-024 was submitted by the City of Creve Coeur Director of Community Development to make such an update to the City's comprehensive plan; 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 August 5, 2019, and on August 19, 2019; 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 City Ordinances; and,

WHEREAS, all persons who presented themselves at said hearing and desiring to be heard were given an opportunity to be heard and a copy of the proposed amendment to comprehensive plan has been made available for public inspection prior to its consideration by the Commission; and,

WHEREAS, the Commission has determined that it is fully and sufficiently informed on the matter and that the proposed amendment to the plan has the general purpose of guiding and accomplishing a coordinated development of the City in the affected area which will, in accordance with existing and future needs, best promote the general welfare as well as efficiency and economy in the process of development;

NOW, THEREFORE, be it resolved by the Planning and Zoning Commission of the City of Creve Coeur, Missouri, as follows:

Section 1: The Old Olive Street Road Great Street Plan included in **Exhibit A** attached hereto, is hereby adopted to amend and update the 39 North Master Plan and the 2030 Comprehensive Plan.

Section 2: The Commission shall continue on with the task of implementing the 39 North Master Plan and the 2030 Comprehensive Plan as hereby amended to the full extent of its authority.

Section 3: This Resolution shall become effective immediately upon adoption.

Section 4: The adopted amendment shall be kept on file in the Department of Community Development, which serves as the office of the Commission, and the Director shall cause a copy thereof to be certified to the City Council and City Clerk to be available in the Clerk's office for public inspection during normal office hours, and further the Director shall cause a certified copy thereof to be available in the office of the St. Louis County Recorder of Deeds, all in compliance with Section 89.360 RSMo.

ADOPTED BY THE COMMISSION THIS 19th DAY OF August, 2019.

ELIZABETH KISTNER
CHAIR PERSON

SECRETARY

ATTEST:

DEBORAH RYAN, CITY CLERK, MPCC



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 #19-024 FOR THE REVIEW AND ADOPTION OF THE 39 NORTH OLD OLIVE STREET ROAD GREAT STREET PLAN

FOR THE MEETING OF: August 5, 2019

LOCATION: Generally along Old Olive Street Road, north of Olive Boulevard.

REQUEST: Jason Jaggi, Director of Community Development for the City of Creve Coeur, has filed an application for review and adoption by the Planning and Zoning Commission of the 39N Old Olive Street Road Great Street Plan, as an amendment to the 39 North Master Plan in anticipation of the redesign of the Olive Boulevard and Lindbergh Boulevard interchange. The Old Olive plan provides preliminary design for the reconfiguration of the Old Olive and Lindbergh intersection to allow full access, as well as recommendations on the market potential of the corridor, zoning and land use, preliminary roadway re-design section drawings to foster connectivity improvements; and, public realm design enhancements such as landscaping, lighting, street furniture, and district signage.

ADDITIONAL INFORMATION: The Planning and Zoning Commission will conduct a public hearing on this amendment for adoption on Monday, August 5, 2019, at 6:30 P.M., in the Council Chambers of the Creve Coeur Government Center located at 300 North New Ballas Road. If adopted by P&Z, the Old Olive Street Road Great Street Plan will be included as an addendum to the City's comprehensive plan, *Creve Coeur 2030*, which was adopted in March 2017 by the Planning and Zoning Commission, and the 39 N Master Plan that was adopted in June of 2017. A draft resolution for adoption has been prepared after review by the Commission upon conclusion of the public hearing. City Council action is not required.

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

REPORT PREPARED BY:

Jason W. Jaggi, AICP, Director of Community Development	8-1-19 Date
---	----------------

ATTACHMENTS: Draft 39N-Old Olive Great Street Plan, prepared by Christner
Draft Resolution to Adopt Plan
Public Comment

State Regulations:

- The comprehensive plan is a critical basis for local zoning regulations. It is exclusively developed and adopted by the planning commission. (89.340-89.370)
- Zoning regulations must be made in accordance with a comprehensive plan. (89.040). The plan is considered to only be a guide and not enforceable independent of the zoning ordinance.

Zoning Code References

- Section 405.1030:
Planning and Zoning Commission

BACKGROUND

The formulation of the 39 North Innovation District began in 2015 when St. Louis County was awarded a competitive federal grant in the amount of \$500,000 from the U.S. Department of Commerce, Economic Development Administration (EDA). The grant funded the development of a master plan to create a plant science and innovation hub in the St. Louis area located within the city limits of Creve Coeur. The outcome of the planning process resulted in the establishment of the 39 North District consisting of approximately 575 acres in the northeast quadrant of Creve Coeur. The comprehensive plan, adopted by the Commission in March 2017, encourages the continued development of this area of Creve Coeur into a mixed-use campus innovation district. The 39 North Master Plan was adopted in June 2017 by the Planning and Zoning Commission as an element of the City's comprehensive plan, *Creve Coeur 2030*.

The 39 North Old Olive Great Street Plan has been prepared to further develop a key recommendation of the 39 North Master Plan which calls for the Old Olive corridor to be reimagined as an asset to the new district. The successful transformation of Old Olive would change the function and character of the corridor to provide a strong sense of place through improved connectivity, an enhanced streetscape, bike-ped access, district identity and redevelopment of select properties.

The development of the plan utilizes the framework from East-West Gateway Council of Government's *Great Streets Initiatives*. The Great Streets Principles address sense of place, land use, transportation modes, economic development, sustainability, best practices, and collaboration. This staff report will summarize the preparation of the plan, including stakeholder engagement, and provide an overview of the primary elements of the plan.

PREPARATION OF THE DRAFT PLAN

The process to prepare the Old Olive Great Street Plan began in March 2018 when the City entered into a participation agreement with St. Louis County and the St. Louis Economic Development Partnership as authorized by resolution of the City Council. The City provided \$50,000 toward the development of the plan with St. Louis County providing \$450,000 for a total budget of \$500,000. A Core Working Group was established with representatives of the City of Creve Coeur, the Danforth Plant Science Center, the St. Louis Economic Partnership, the City of Olivette, and Trailnet, to select a consultant to develop the plan. An RFQ was developed and interviews with consultant teams were conducted. The chosen consultant team was Christner, Inc. as the lead with civil engineering assistance from Access Engineering; transportation engineering from CBB; FPA Group for public engagement; Horner & Shifrin for lighting; and, HR&A for the economic/market study component.

Below is a summary of the public involvement efforts and the development of the plan. In addition to Christner's team and the St. Louis Economic Development Partnership's outreach, information for the public meetings have been posted on the City's website, newsletter, and various social media outlets.

- Efforts for public outreach regarding the redevelopment of the roadway and development potential along the corridor began in March of 2018, with a Stakeholder Kick-off Meeting on April 6th 2018.
- Presentations on the designs for public input began with presentations at the Venture Café meetings. Held every third Tuesday of the month, the Venture Café is hosted in partnership with the St. Louis Economic Development Partnership and Donald Danforth Plant Sciences. It is free event that offers attendees the opportunity to make new connections while learning about a wide range of new technology related topics. The Old Olive redesign ideas were presented on April 17, 2018 and again in February 19, 2019. On these two separate occasions, the team provided maps, renderings, email list sign-up sheets and comment cards and met with attendees to answer questions and talk through the design concepts

- A public open house “Street Design Party” was held on October 11, 2018 in a vacant retail space in the Pavilion Development just south of Old Olive Street Road. Over 60 attendees took part in reviewing the project’s history and learned about the draft design concept for the area. Attendees were given the opportunity to weigh in on the design concepts and to leave their comments for the team to review and integrate into the design.
- The design team attended the joint session of City Council and the Planning and Zoning Commission as a work session meeting on October 22, 2018, to present a summary of finding and key aspects of the developing design.
- Final Presentation Public Meeting – April 30, 2019 was held at the Donald Danforth Plant Science Center. The design team provided a display of project boards and a large plan of the corridor for review by participants before a presentation of the design and question/comment session. Representatives from the design team, SLEDP, the City of Creve Coeur, and City of Olivette were available for questions. Over 75 attendees took part in the event. Attendees were given the opportunity to weigh in on the design concepts and to leave their comments.

In addition, the design team conducted several organizational outreach efforts, which included:

- Bike to Work Day – May 18, 2018 at the Donald Danforth Plant Science Center. This event included group facilitated discussion on multi-modal transportation, existing bike route, safety, and bike route needs in the area
- The Jewish Federation Millstone Campus – June 12, 2018. Although outside the City of Creve Coeur, the Jewish Federation’s Millstone Campus (The J) is home to several institutions that serve the community and draw users of their facilities from neighborhoods adjacent to the 39°N district and beyond. The design team met with over a dozen officers and leaders that represented the different services offered within the Jewish Federation. This productive work session allowed the design team to learn about the issues and opportunities on the Millstone Campus, traffic flow in and around the campus, possible campus changes and observations about the multi-modal accessibility of the surrounding community.
- Willow Brook Neighborhood Meeting – February 27, 2019. The design team presented the 39°N Master Plan context and the proposed design for Old Olive to the Willow Brook Subdivision Annual Meeting and obtained resident feedback about the proposed design.

A joint session of the Planning and Zoning Commission, City Council, and Economic Development Committee was held on April 17, 2019, where the three groups heard a presentation from representatives of the SLEDP on the draft plan and answered questions.

The final draft was presented by the consultant team at the June 3, 2019, Planning and Zoning Commission for initial review and comments. At the conclusion of the presentation and discussion, the Commission directed staff to prepare the public hearing notices for review and possible adoption of the plan at the August 5, 2019 meeting.

The Draft Old Olive Great Street Plan was posted for review by the public on the City’s website on June 10, 2019 and a copy has been available at the Government Center. The public hearing notice was published in the St. Louis Countian on July 18th. In addition, the July and August newsletters featured information on where the draft plan can be viewed and the public hearing date for review by the Commission.

An additional City Council Work Session with the Planning and Zoning Commission and Economic Development Committee, to review the final draft was held on July 8th with a presentation by the consultant team and discussion by attendees. The primary topic of discussion was the traffic impacts resulting from the proposed elimination of the center turn lane on Old Olive. Also discussed was whether

a signal at the Old Olive and Guelbreth intersection was needed due to the removal of the center turn lane. The consultants responded that traffic counts did not warrant a dedicated turn lane and that the objective of the design was to slow traffic down. The consultants also reminded the attendees that the roadway was purposefully designed so that changes can be made such as to incorporate additional turn lanes or provide on-street parking if needed in the future. The Council also suggested that it would be beneficial for the City's Horticultural, Environmental and Beautification Committee (HEB) to review the proposed streetscape planting plan and provide their recommendations for consideration by the Planning and Zoning Commission.

OVERVIEW OF THE 39N-OLD OLIVE STREET ROAD GREAT STREET PLAN

The Draft Great Streets Plan is structured into 11 sections as follows:

- Introduction—Page 4
- Planning Framework—Page 7
- Utility and Stormwater Assessment—Page 15
- Transportation Assessment—Page 20
- Corridor Design—Page 29
- Public Realm Design—Page 38
- Phasing and Costs—Page 87
- Community Engagement—Page 89
- Implementation Recommendations—Page 93
- Acknowledgements—Page 96
- Appendices (Economic Development Analyses, Technical Engineering documents)—Page 97
- Approximate Locations of future easements in the area, provided by Christner on July 30, 2019

Introduction and Planning Framework

The Great Street plan carries out the objectives of the 39 North Master Plan which calls for Old Olive Street Road to be transformed from its current function as a component of the Olive/Lindbergh interchange to a local street utilizing Great Streets principles. The two phases of the plan are (1) Design and Planning and (2) Technical Documentation to the 30 percent level of design necessary for construction. The plan contains six (6) main goals: provide connectivity, create a recognizable district, design safe and efficient infrastructure, promote a mixed-use corridor, leverage infrastructure and private investment to generate transformation, and provide a multi-modal crossing at Old Olive and Lindbergh.

The scope of the project is the entire Old Olive Street Road Corridor on both sides of Lindbergh Boulevard from “Olive to Olive”.

Utility and Stormwater Assessment

The plan documents all utility services within the corridor and provides a general topographic analysis. A key takeaway is that the Old Olive Corridor contains a significant amount of overhead and underground utilities. Major regional water distribution lines and electric overhead lines are located within the corridor that present significant barriers with relocation impractical.

Transportation Assessment

The plan analyzes existing transportation networks within the corridor including vehicular, mass transit, and bike/ped. Notable findings include the recommendation for a full access, at-grade intersection at Old Olive and Lindbergh which could occur after completion of the reconfigured Olive/Lindbergh intersection. The proposed design for this crossing would provide full signalization and a shared use path for bike-ped movements across the intersection. The plan also provides other signalization adjustments, noting that the Old Olive/Guelbreth intersection could warrant a signalized intersection with left turn lanes, particularly if the west connector road is aligned with Guelbreth. The Willowbrook intersection will have an all-way stop and Pavilion Drive will have demarked crosswalks.

Corridor Design

This section of the plan presents the new roadway design for the corridor. The design is centered around the concept of a Convertible Section. This approach accommodates aspirations for the corridor for an off-road bike/ped facility as well as future-proofing the design to anticipate turn lanes and other needs in the future as the intensity of use and land uses evolve. The design provides the flexibility to incorporate stormwater BMP's and landscaped areas, medians, on-street parking, and dedicated turn lanes, as may be needed, all within a fixed right-of-way width. Small areas for easements from private necessary to implement the design are provided.

The overall design calls for a mostly two lane section with greenspace, a shared use path and a sidewalk on the opposite side of the roadway.

Public Realm Design

This section creates the streetscape design divided into 3 sections. Landscaping recommendations which relate to the plant science anchors of the 39N District, gateway monuments at each end of the corridor, hardscape features, decorative stormwater treatments, lighting, and street furniture recommendations are also proposed. The design emphasizes non-vehicular movement by creating a well-developed bike/ped and transit facilities throughout the corridor. Branding and wayfinding design elements are provided to further emphasize the unique character and sense of place that is desired.

Overall, the plan utilizes the Great Streets principles to incorporate a cohesive streetscape design for the corridor.

Phasing and Costs

The plan outlines three phases and estimated costs for implementation as follows:

- Phase 1 (first priority): Reconstruction and signalization of the Old Olive/Lindbergh Intersection. Cost Opinion: \$2.4 million.
- Phase 2: Old Olive Street, East of Lindbergh. Cost Opinion: \$3.5 million
- Phase 3: Old Olive, West of Lindbergh. Cost Opinion: \$5.9 million.

Community Engagement

Extensive community engagement efforts were made in development of this plan. Please refer to prior section on plan development for further details on community engagement.

Implementation Recommendations

This section provides specific zoning and policy changes to support the transformation along the corridor. Basic zoning updates are suggested to address development standards on properties that are within the corridor. Specifically, the recommendations are:

- Document Old Olive engineering standards
- Revise the zoning ordinance for General Commercial to reflect the needs of the district and/or create an overlay district
- Leverage building setbacks and private landscape buffers for public realm improvements on private property to enhance the pedestrian experience.
- Adapt the Joint Parking Facilities ordinance to benefit redevelopment
- Encourage the development of the east and west connector roads with the redevelopment of the interchange sites
- Develop bike/ped loop and bridge over Lindbergh to activate redevelopment sites
- Work with Missouri American Water and owners of 10015 Corporate Square to develop a shared use path on private property for a logical link to the district greenway

- When requesting Federal Funding, plan for additional city funding beyond the minimum match to pay for non-participating improvements
- Develop Streetscape, Landscape and Environmental Graphic Design standards
- Meet with Metro frequently to update them on the district and lobby for good bus connectivity

Appendices

The remaining sections provide the detailed market and economic development analyses and technical engineering drawings to the 30 percent level using MoDOT standards. This level of design is very useful when applying to government funding agencies to demonstrate a well-thought out project.

Also included are the approximate location of future easements that may be necessary on adjacent private property. These would be negotiated with individual property owners at time of redevelopment proposal, or in the implementation stages of the improvements.

Laurel Harrington of Christner, will present an overview of the draft plan at the meeting and staff will be in attendance to assist with any questions from the Commission or the public.

SUMMARY AND CONCLUSION

The 39 North-Old Olive Street Road Great Street Plan is the result of a 16-month planning process with significant input from a wide variety of stakeholders. Staff believes the plan is ambitious but also realistic and provides the necessary level information and detail at this stage of design to support implementation.

Since the Old Olive Great Street Plan contains land use recommendations, the Planning and Zoning Commission needs to adopt the plan as an amendment to the Creve Coeur 2030 Comprehensive Plan and the 39 North Master Plan.

Staff has received one comment via e-mail from a member of the HEB Committee regarding the recommended tree palette on Page 58. The plan references Ameren's tree planting guidelines which includes non-native trees as well as invasive the Burning Bush. The comment has been included in the meeting packet for review. The HEB has communicated to staff that they intend to review the plant material aspects of the plan at their next committee meeting, currently scheduled for August 14th. Staff suggests that the Commission consider delaying the adoption of the plan until the August 19th meeting to allow time for the HEB to provide any further comments.

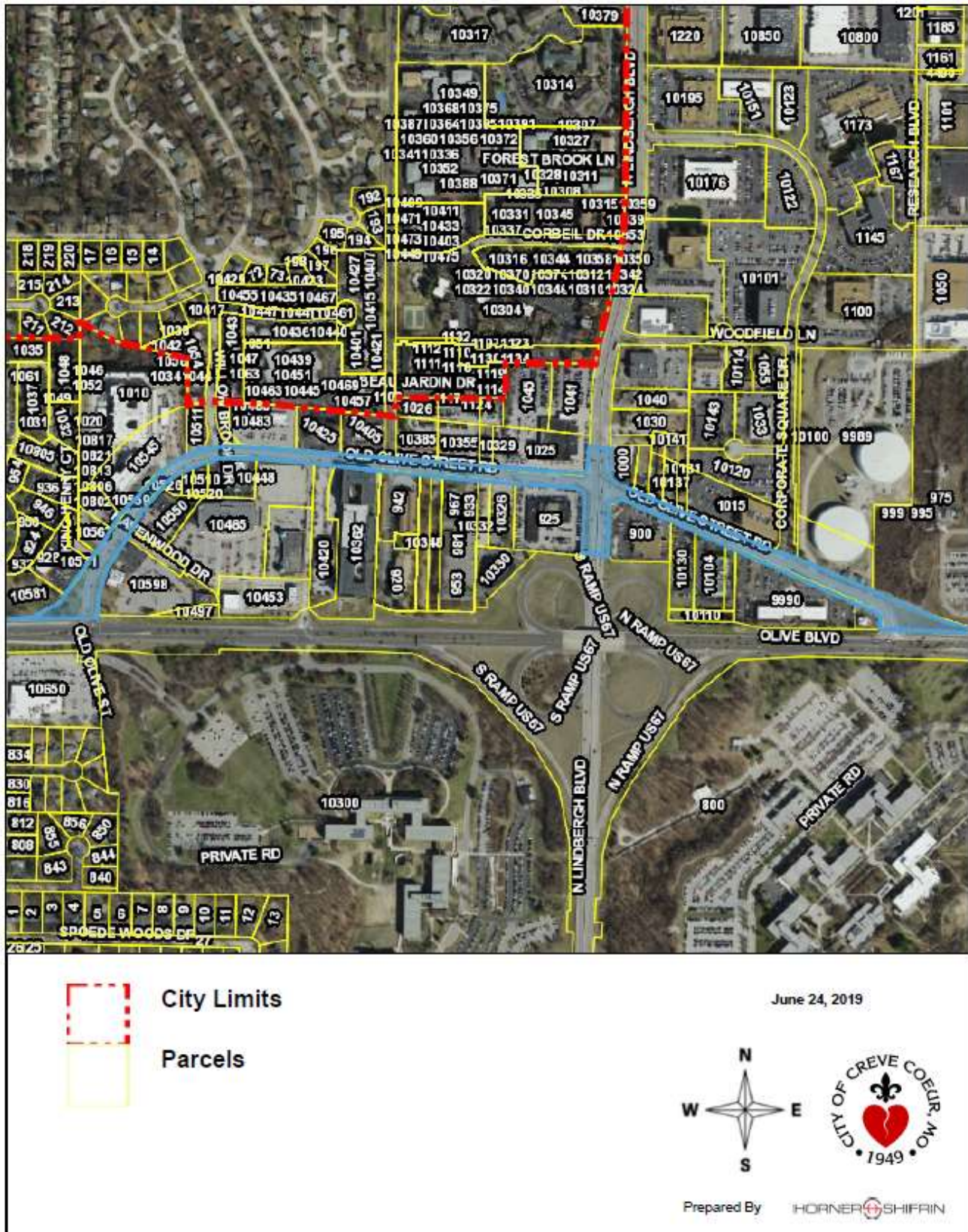
ACTION AND MOTION

A draft resolution for adoption of the plan has been prepared at the conclusion of the public hearing and review by the Commission. The following would be an example motion for this application:

"I move to approve Resolution #19-024 to adopt the Old Olive Street Road Great Streets Plan as an amendment to the 39 North Master Plan and the City's Comprehensive Plan, Creve Coeur 2030, the official land use plan of the City as referenced by Application #19-024."

APPENDIX 1: AERIAL PHOTO

Old Olive Street Road





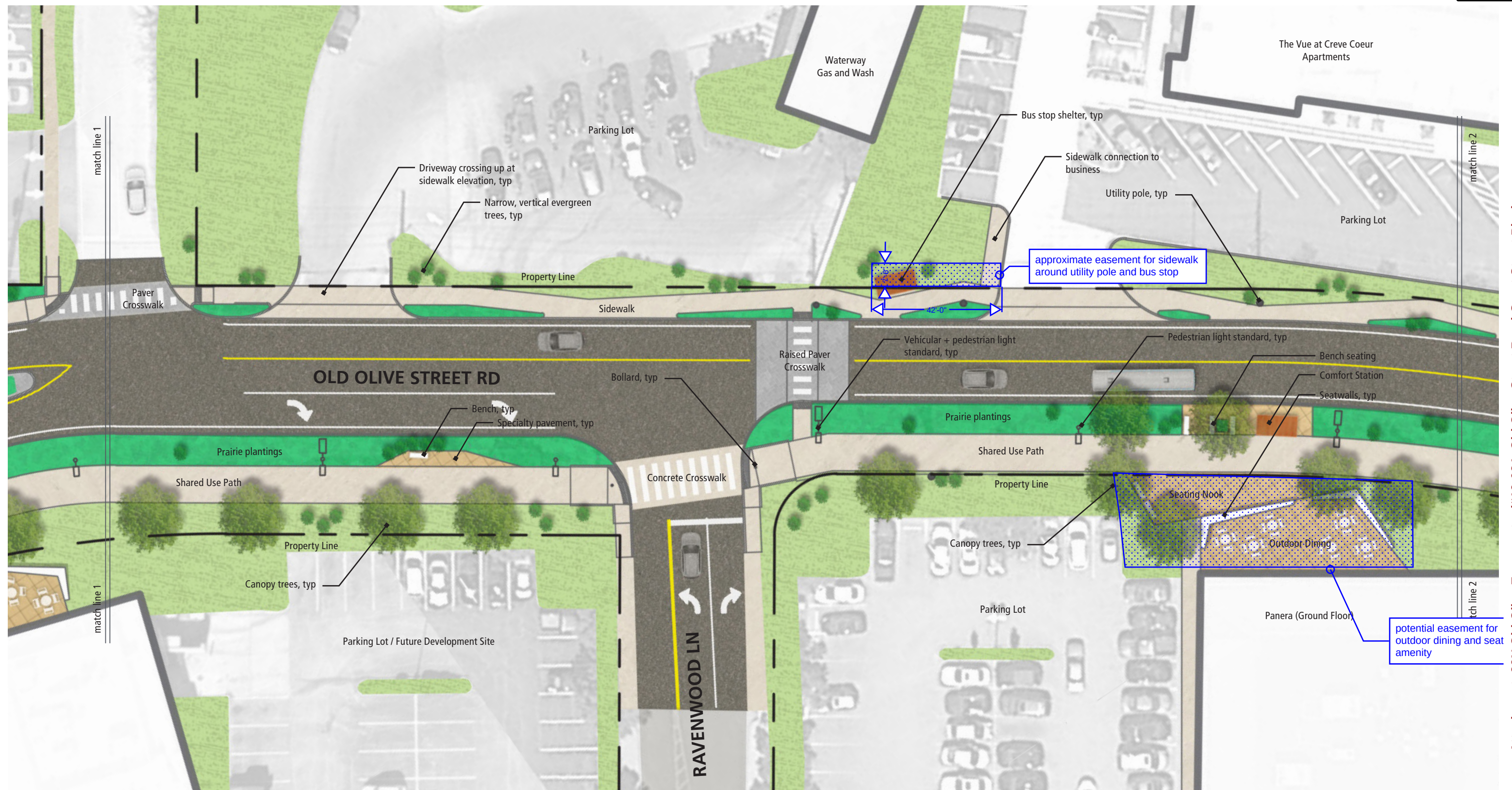
The Village at 39°N

Approximate Locations of Easements

CHRISTNER

Note: final locations of easements and dimensions to be determined after title searches are completed

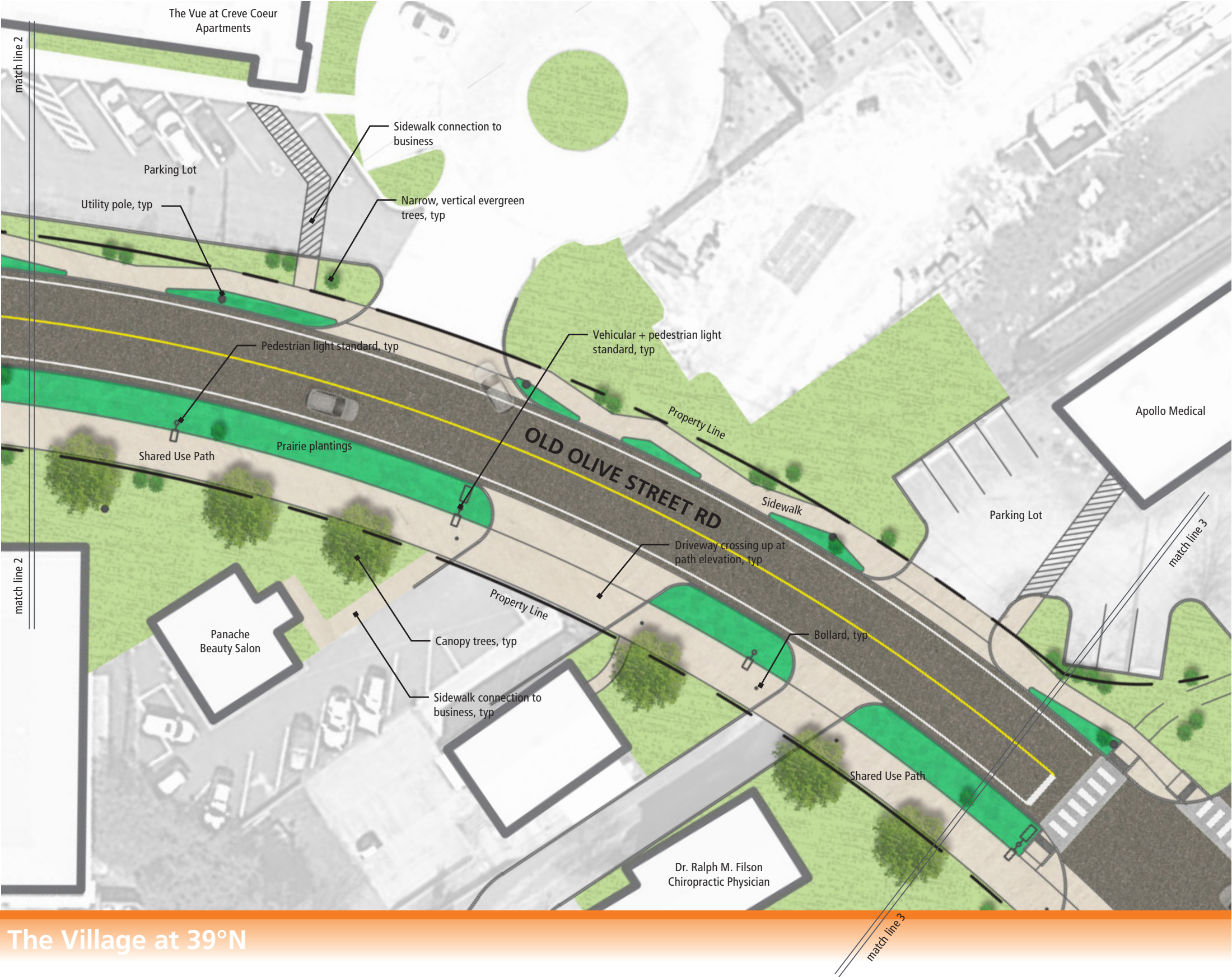




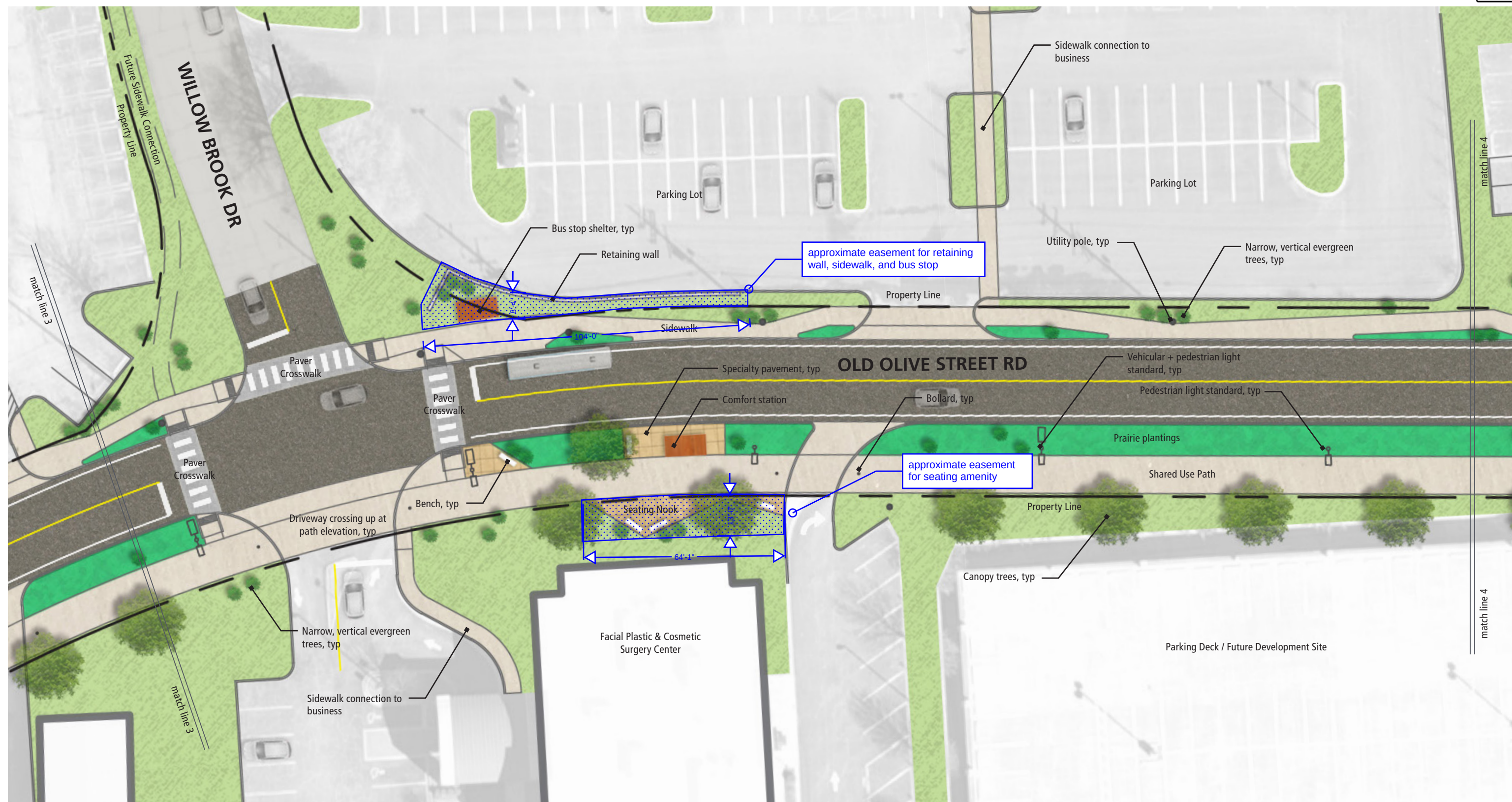
The Village at 39°N



0' 7.5' 15' 30' 60'



The Village at 39°N



The Village at 39°N



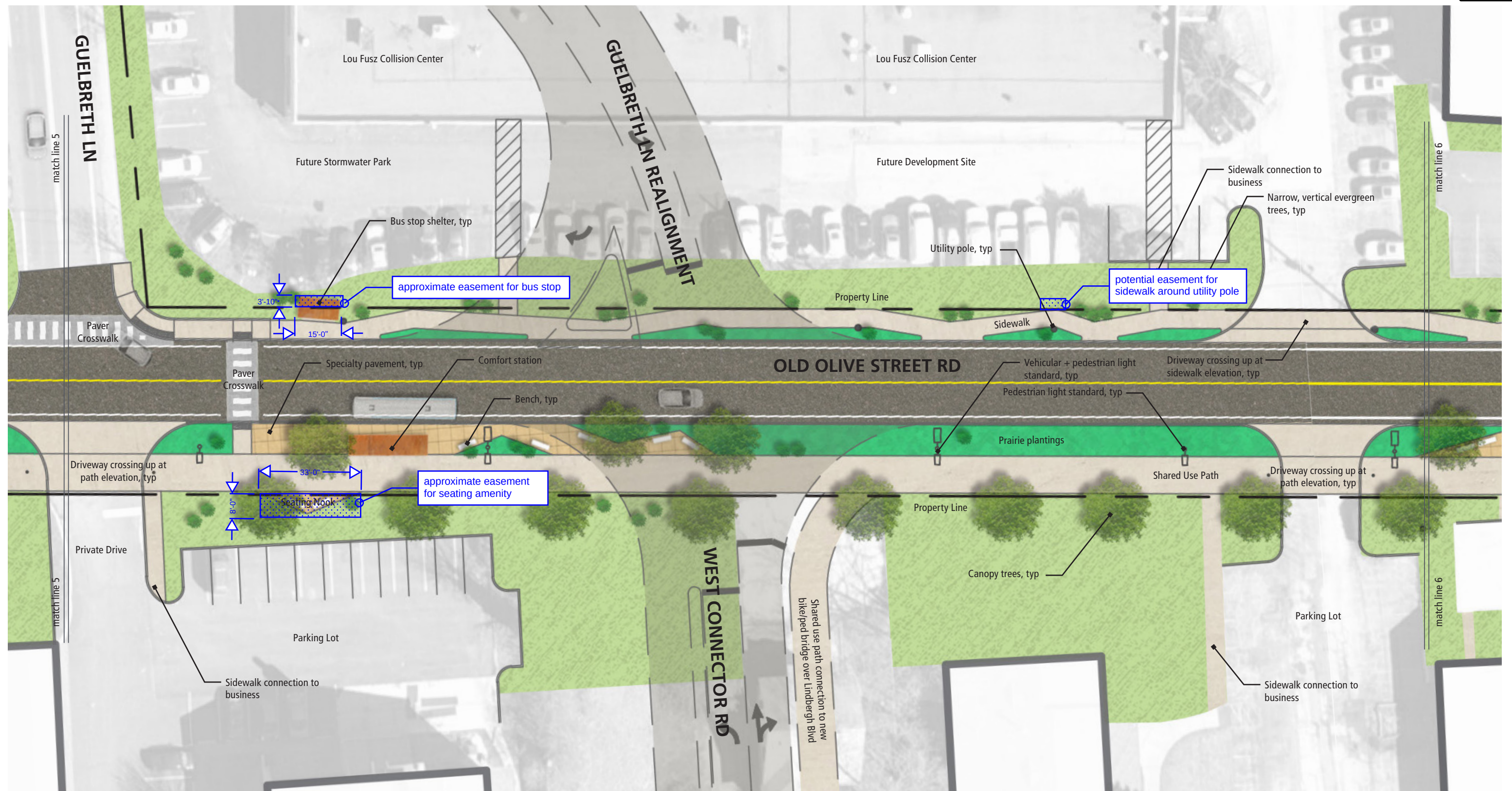
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The Village at 39°N



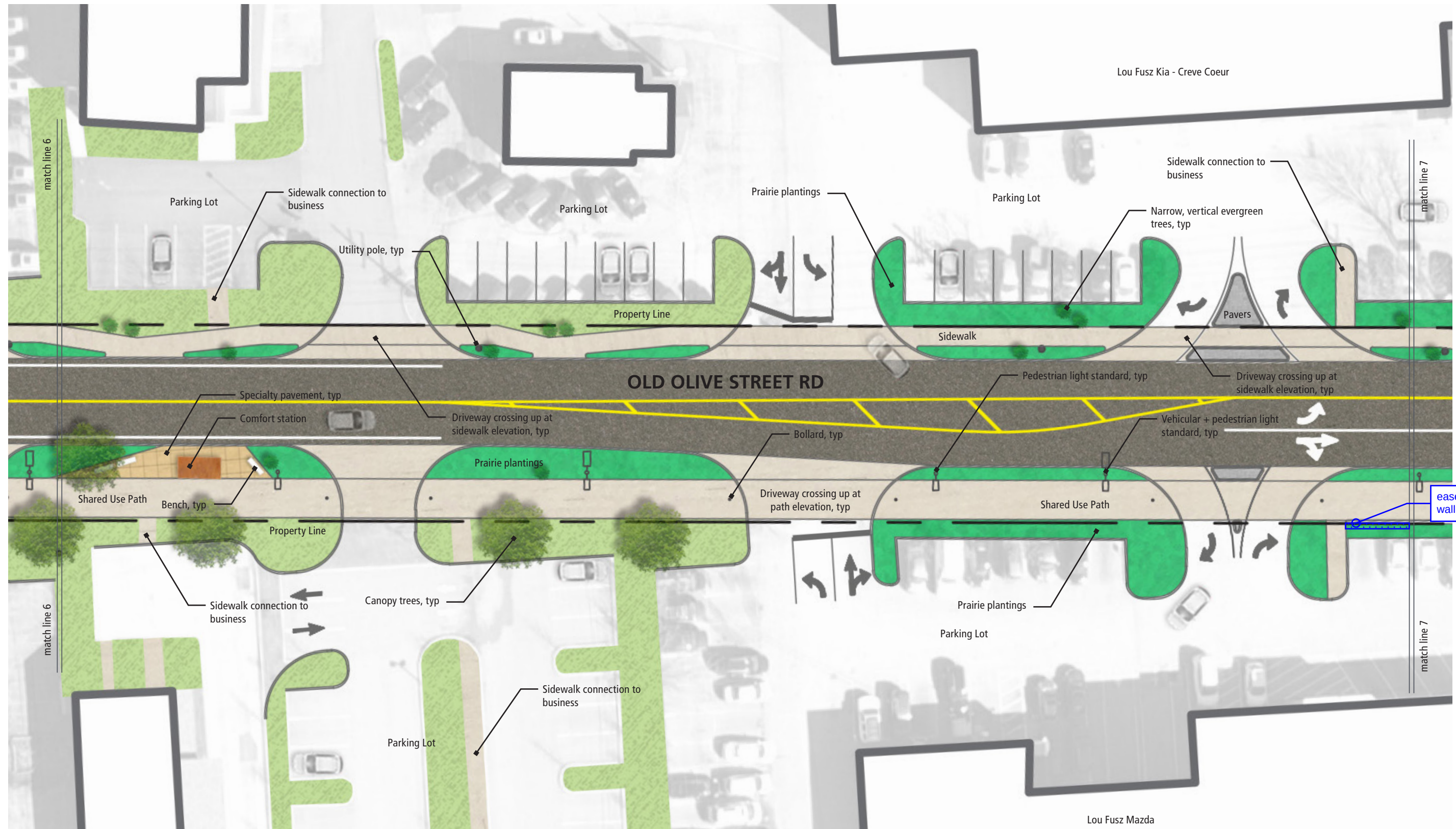
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The Village at 39°N



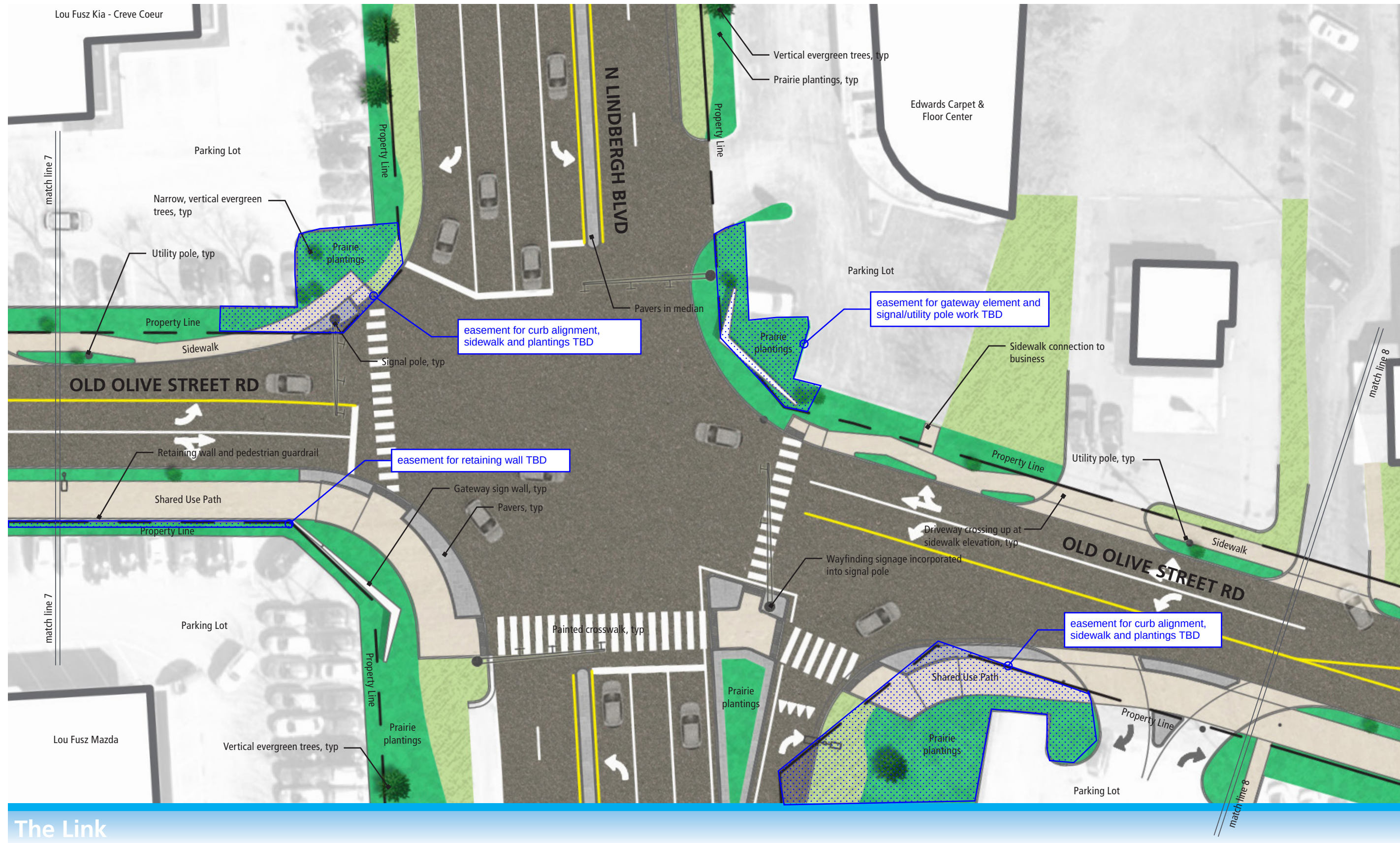
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The Village at 39°N

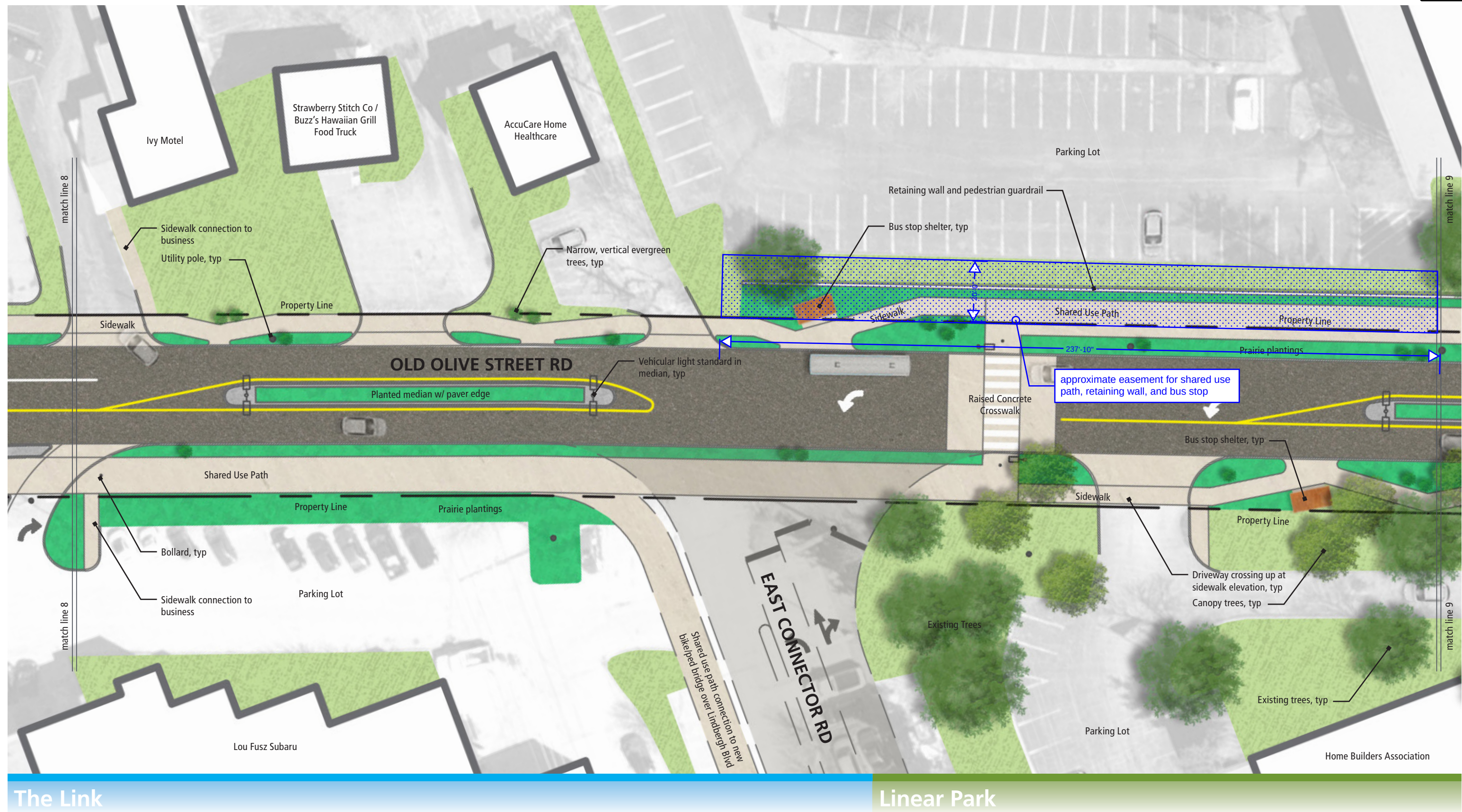
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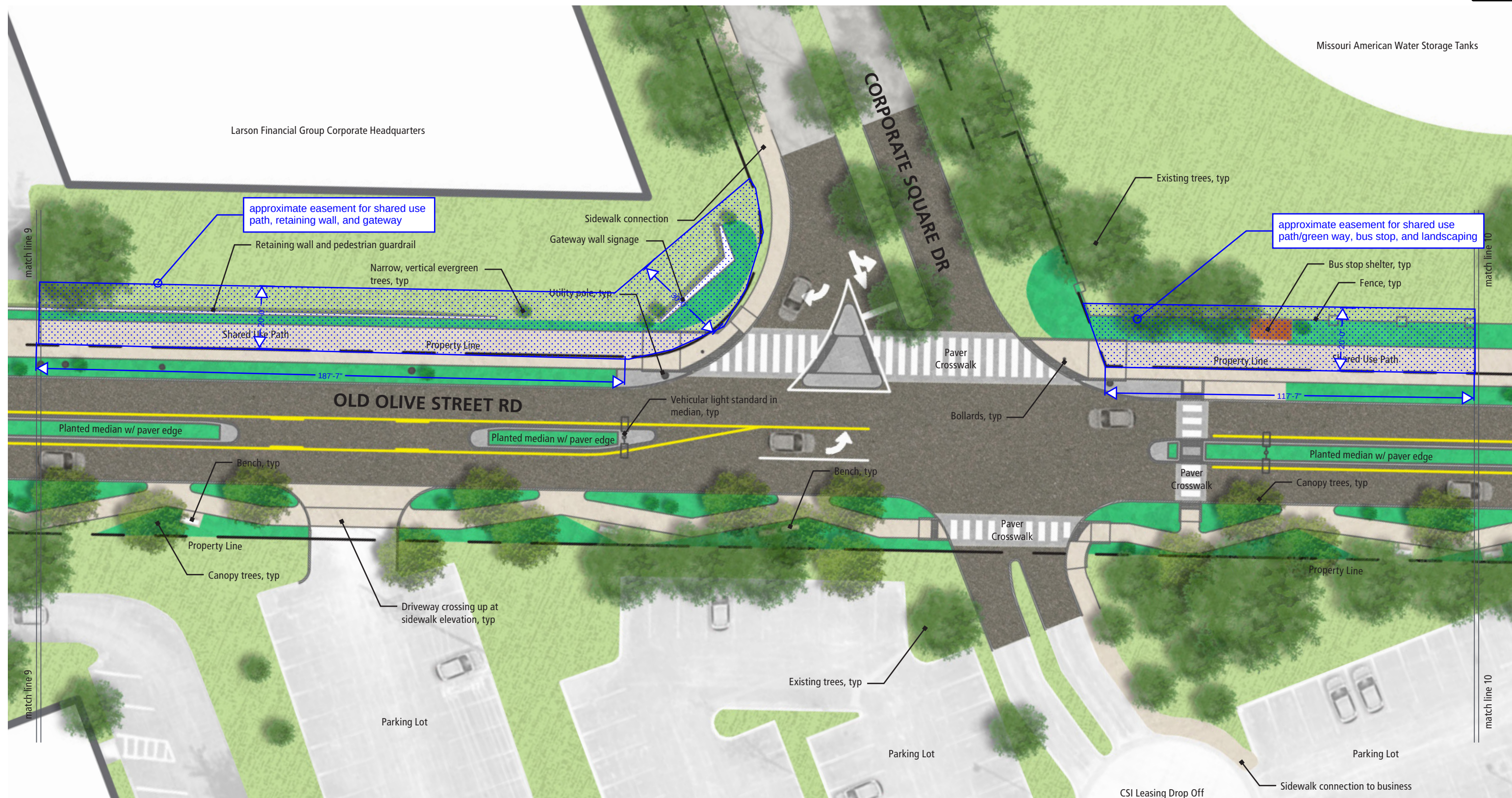


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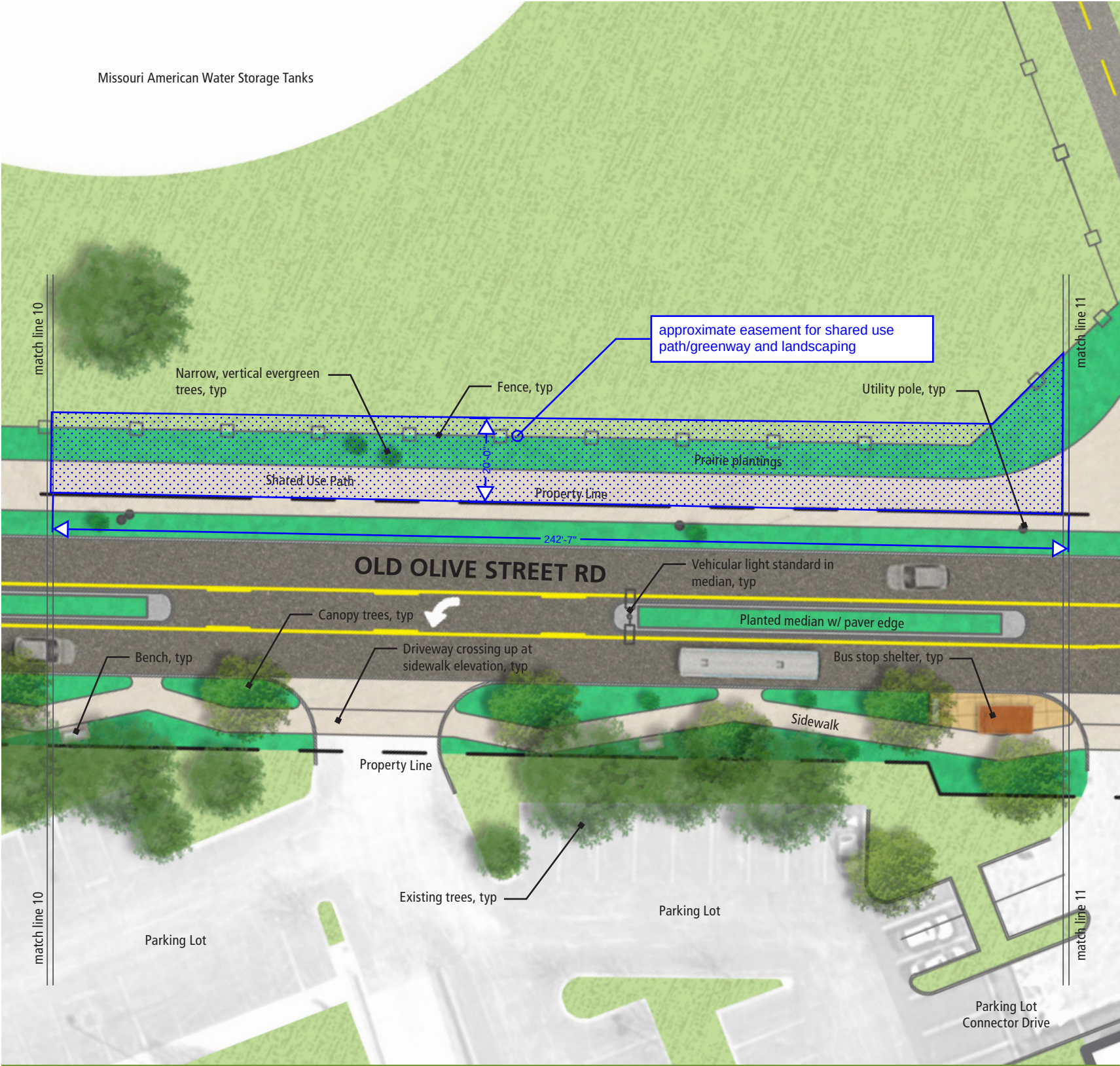
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Linear Park

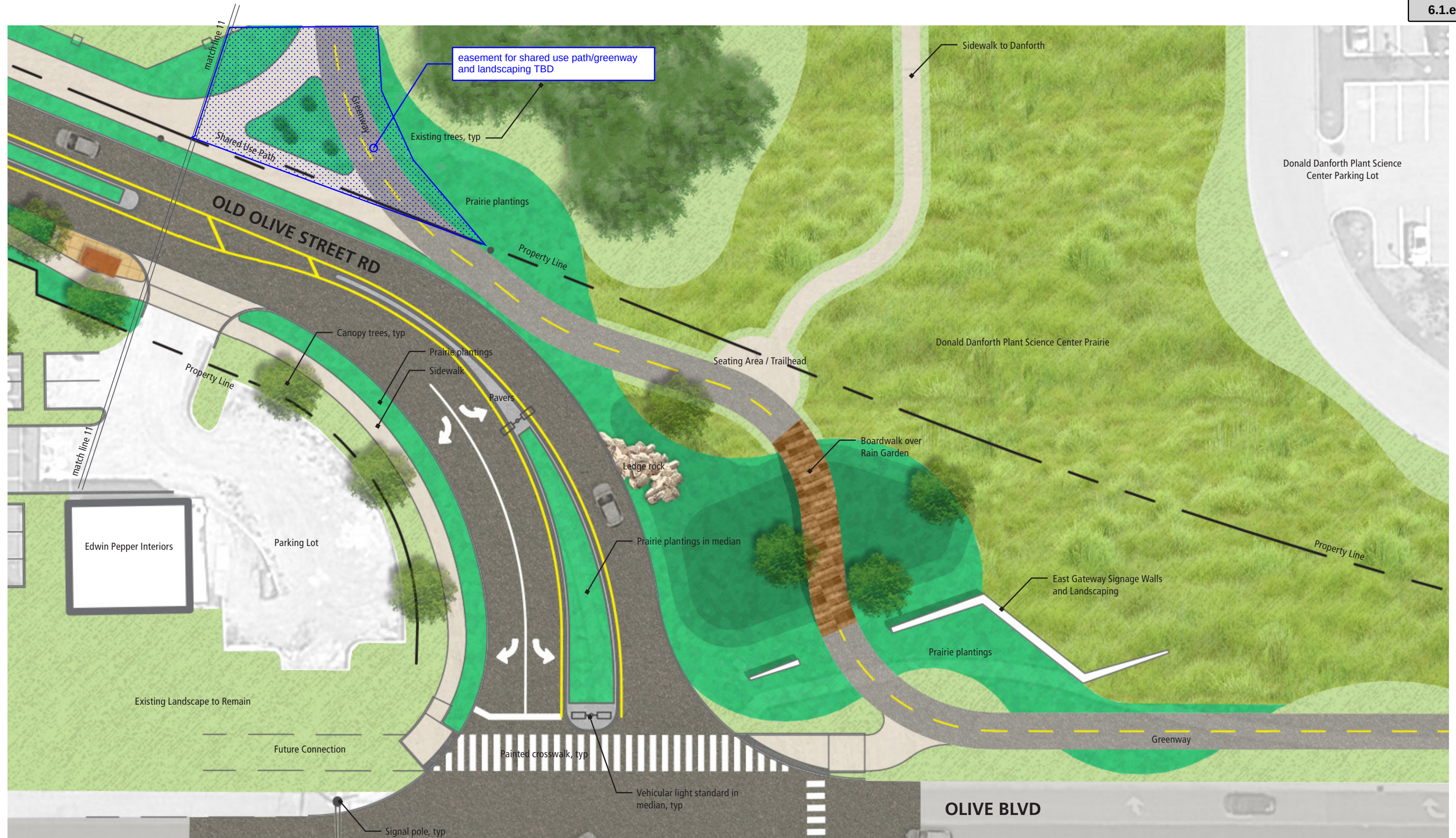


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Linear Park





Linear Park





Jason Jaggi <jjaggi@crevecoeurmo.gov>

HEB Comments regarding 39 N Great Streets Plan

1 message

Janet Rueschhoff <jrueschhoff@crevecoeurmo.gov>

Wed, Jul 31, 2019 at 1:33 PM

To: Jason Jaggi <jjaggi@crevecoeurmo.gov>

Cc: Jim Graham <jcgrah@charter.net>

Hi, Jason!

Below are the only comments I have received so far from the HEB Committee since sending the initial email on July 16th. Thank you again for sharing this with the committee. I have included Jim Graham, Chair person for the HEB, in case some feedback was sent directly to him.

I just got the chance to look at Old Olive 39 North Streets plan. The included plant list looks very good. The only caveat is the Ameren tree list. It includes non-native trees, such as the Amur Cork tree, Golden Rain tree, Japanese Pagoda, Japanese Maple and the Amur Maple. It also includes the invasive Burning Bush.

Another member mentioned the same concerns as listed above.

Jim -

These are all the comments I have been included on. Jason Jaggi would like to have all comments gathered and put together for next week's meeting. If you have other feedback regarding this, please let me know so they may be included in the discussion.

Thank you,
Janet Rueschhoff
HR Generalist
City of Creve Coeur

Attachment: Public Comment-HEB (#19-024: Old Olive Street Road Great Street Plan)



MEMO TO PLANNING AND ZONING COMMISSION

Meeting Date: June 3, 2019

Subject: **Old Olive Street Road Great Street Plan**

Memo Prepared by: Whitney Kelly AICP, City Planner and Jason Jaggi, AICP, Director of Community Development

Attachments: 39N AgTech District – Old Olive Street Road Great Street

In furtherance of the 39N Master Plan, the City of Creve Coeur, and the St. Louis Economic Development Partnership, entered into a contract with Christner, Inc. to further study the redesign of the Old Olive Street Road, in anticipation of the redesign of the Olive Boulevard and Lindbergh Boulevard interchange. The redevelopment of the Old Olive Street Road corridor is a key project in the new innovative AgTech district 39°North. Laurel Harrington, Project Manager with Christner, will be presenting the final draft of the redesign plan during the meeting of June 3rd. This document is a component of the Comprehensive Plan and the 39N Master Plan that was adopted by the Planning and Zoning Commission. As such, following the presentation and any edits or comments from the Commission that should be included, Staff will proceed with scheduling the Public Hearing and noticing for the official adoption of the Great Streets Plan as a component of the Comprehensive Plan and 39N Master Plan, at the August 5th Planning and Zoning Commission. The team will also be presenting the design before the City Council during a work session on July 8th.

Below is a summary of the public involvement efforts and the development of the plan thus far. In addition to Christner's team and the St. Louis Economic Development Partnership's outreach, information of the public meetings have been posted on the City's website, newsletter, and various social media outlets.

- Efforts for public outreach regarding the redevelopment of the roadway and development potential along the corridor began in March of 2018, with a Stakeholder Kick-off Meeting on April 6th 2018.
- Presentations on the designs for public input began with presentations at the Venture Café meetings. Held every third Tuesday of the month, the Venture Café is hosted in partnership with the St. Louis Economic Development Partnership and Donald Danforth Plant Sciences. It is free event that offers attendees the opportunity to make new connections while learning about a wide range of new technology related topics. The Old Olive redesign ideas were presented on **April 17, 2018** and **again in February 19, 2019**. On these two separate occasions, the team provided maps, renderings, email list sign-up sheets and comment cards and met with attendees to answer questions and talk through the design concepts
- A public open house "Street Design Party" was held on **October 11, 2018** was held in a vacant retail space in the Pavilion Development just south of Old Olive Street Road. Over 60 attendees took part in reviewing the projects historical information and learned about the draft design concept for the area. Attendees were given the opportunity to weigh in on the design concepts and to leave their comments for the team to review and integrate into the design.

- The design team attended the joint session of City Council and the Planning and Zoning Commission as a work session meeting on **October 22, 2018**, to present a summary of finding and key aspects of the developing design.
- **Final Presentation Public Meeting – April 30, 2019** was held at the Donald Danforth Plant Science Center. The design team provided a display of project boards and a large plan of the corridor for review by participants before a presentation of the design and question/comment session. Representatives from the design team, SLEDP, the City of Creve Coeur, and City of Olivette were available for questions. Over 75 attendees took part in the event. Attendees were given the opportunity to weigh in on the design concepts and to leave their comments.

In addition, the design team conducted several organizational outreach efforts, which included:

- **Bike to Work Day – May 18, 2018** at the Donald Danforth Plant Science Center, that included Group Facilitated Discussion on multi-modal transportation, existing bike route, safety, and bike route needs in the area
- **The Jewish Federation Millstone Campus – June 12, 2018**
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- **Willow Brook Neighborhood Meeting – February 27, 2019**
The design team presented the 39°N Master Plan context and the proposed design for Old Olive to the Willow Brook Subdivision Annual Meeting, and obtained resident's feedback about the proposed design.

Recommendations:

This presentation is an opportunity for the Commission to ask questions and provide comments regarding the draft Great Streets Plan and provide direction to Staff to schedule to public hearing for the August 5th, 2019 Planning and Zoning Commission meeting for adoption as a component of the Comprehensive Plan and the 39N Master Plan.

1 PLANNING AND ZONING COMMISSION MEETING

2 CITY OF CREVE COEUR, MISSOURI

3 300 NORTH NEW BALLAS ROAD

4 MONDAY, AUGUST 5, 2019

5 6:30 P.M.

6
7 PUBLIC HEARING

8 APPLICATION NO. 19-024

9
10 THOSE IN ATTENDANCE:

11 Ms. Beth Kistner, Chairman

12 Mr. Tim Carney

13 Ms. Muriel Hall

14 Mr. James Myers

15 Mr. Gene Rovak

16 Mr. Matthew Schuh

17 Mr. Carl Lumley, City Attorney

18 Mr. Jason Jaggi, Director of Community Development

19 Ms. Whitney Kelly, City Planner

20 Ms. Jessica Stutte, Planning Assistant/Recording Secretary

21 McLaughlin Court Reporting Services, Inc.

22 Deborah K. McLaughlin, RPR, MO-CCR #314, IL-CSR, KS-CCR

23 4772 Gatesbury Drive

24 St. Louis, MO 63128

25 (314) 974-1199

1 CHAIRMAN KISTNER: We're going to --
2 Good evening, everyone.
3 It's 6:30, and we're going to get started.
4 So, good evening, everyone. Welcome to the
5 Planning and Zoning Commission Meeting in Creve Coeur for
6 Monday, August 5th, 2019. Welcome everyone.
7 We are going to start with our roll call.
8 Mr. Carney?
9 MR. CARNEY: Present.
10 CHAIRMAN KISTNER: Ms. Hall?
11 MS. HALL: Present.
12 CHAIRMAN KISTNER: Mr. Myers?
13 MR. MYERS: Present.
14 CHAIRMAN KISTNER: Mr. Rovak?
15 MR. ROVAK: Present.
16 CHAIRMAN KISTNER: Mr. Schuh?
17 MR. SCHUH: Present.
18 CHAIRMAN KISTNER: Mr. Potashnick?
19 MR. JAGGI: Not expecting him to be absent. He
20 may arrive a little later then.
21 CHAIRMAN KISTNER: Okay.
22 City Attorney, Carl Lumley?
23 MR. LUMLEY: Present.
24 CHAIRMAN KISTNER: Director of Community
25 Development, Jason Jaggi?

1 MR. JAGGI: Present.

2 CHAIRMAN KISTNER: City Planner, Whitney Kelly?

3 MS. KELLY: Present.

4 CHAIRMAN KISTNER: And Planning

5 Assistant/Recording Secretary, Jessica Stutte?

6 MS. STUTTE: Present.

7 CHAIRMAN KISTNER: We have no Unfinished
8 Business, so we'll move right into our New Business, which
9 I think everybody is interested in.

10 It's a public hearing, Application No. 19-024: A
11 Resolution To Adopt The 39 North Old Olive Street Road
12 Great Street Plan.

13 Because this is a public hearing, if there's
14 anybody who is planning to speak to this matter, if they
15 could stand up now collectively to be sworn in for the
16 public hearing.

17 Anybody who thinks they want to make a comment
18 during this matter.

19 And --

20 (The speakers were sworn in by the court
21 reporter.)

22 CHAIRMAN KISTNER: Thank you.

23 Jason, how would you like to begin?

24 MR. JAGGI: I think what we'll have is we'll
25 have Laurel make the presentation, and then afterwards I

1 can provide some remarks, and then turn it over to Q and A
2 from the Commission, and then we can take comments from
3 the public tonight.

4 CHAIRMAN KISTNER: Sounds good.

5 All right. And if you could just start with
6 your name and business address.

7 MS. LAUREL HARRINGTON: Sure.

8 My name is Laurel Harrington. I'm the director
9 of landscape architecture and civic market leader at
10 Christner, and it's 168 North Meramec in Clayton 63105.

11 Let's see, I think I might go this way.

12 All right. So we're here to talk about --

13 CHAIRMAN KISTNER: Excuse me one second. If you
14 can address all your remarks in the microphone because it
15 is --

16 MS. LAUREL HARRINGTON: Oh --

17 CHAIRMAN KISTNER: -- being recorded.

18 MS. LAUREL HARRINGTON: -- of course. It's
19 always hard to give presentations like that.

20 All right. So we're here to talk about the
21 project that came out of the 39 North master plan. And so
22 this is the Old Olive Street Road Project. So this is a
23 urban design improvement project. And from the green line
24 that you can see there, we're going to be going -- looking
25 at the project on Old Olive from Olive on the -- on the

1 west to Olive on the east.

2 This project team was assembled to do a couple
3 things. Really go beyond -- it really isn't a master plan
4 project. It's really a project that is looking at the
5 opportunities, and in real realtime looking at topographic
6 surveys, utility data, economic aspects, all kinds of
7 things that lead us to a project that's beyond kind of
8 concept design.

9 So we have a full complement team. Christner,
10 we are the project managers, landscape architects, urban
11 designers, access engineering with civil engineering; CBB
12 did transportation and -- and traffic studies; FPA Group
13 did community engagement; HR&A did economic development
14 planning, and Horner Shifrin did the survey, as well as
15 electrical engineering.

16 Our core working group included, we -- really
17 our client was St. Louis Economic Development Partnership
18 and (inaudible) is here today.

19 And we had a great group of stakeholders also
20 involved; Danforth Plant Science Center, City of Creve
21 Coeur, City of Olivette and (inaudible).

22 So the other thing that we did is --

23 CHAIRMAN KISTNER: If we could just pause for a
24 moment.

25 MS. LAUREL HARRINGTON: Oh, sure.

1 CHAIRMAN KISTNER: We have an issue.

2 (An off-the-record discussion was had between
3 Mr. Rovak and City Attorney Carl Lumley.)

4 MS. LAUREL HARRINGTON: All set?

5 MR. ROVAK: We had a question. I was --

6 MR. LUMLEY: You can still make a disclosure.

7 MR. ROVAK: Oh, yeah.

8 I -- I'm still associated with Horner & Shifrin.
9 Wasn't aware that we had a role in this, and we were
10 asking about recusal. But my role is --

11 MS. LAUREL HARRINGTON: Okay.

12 MR. ROVAK: -- small enough at Horner & Shifrin
13 that I don't think that would --

14 MS. LAUREL HARRINGTON: Okay. Great. Thank
15 you.

16 The other aspect of the project, in addition to
17 going into technical aspects, we also took a great streets
18 approach. And so that included really looking at how do
19 we create a real -- a place here in addition to this
20 really creating infrastructure. And looked at all aspects
21 of those types of -- kinds of aspects of great streets
22 (inaudible) streets with goals and economic development
23 and transportation opportunities, bike path, all those
24 great things.

25 And then, again, I mentioned the technical

1 aspects, digging deeper into the technical side, so we
2 understand what the reality is to build this -- build this
3 project.

4 Our project goals include provide connectivity
5 for everybody; residents, business employers, people who
6 aren't even here yet in this new business district; create
7 a recognizable district that is unique to the area, so,
8 really, this becomes a business district for the City of
9 Creve Coeur; design a safe and efficient infrastructure;
10 develop a mixed-use corridor, so we want to encourage
11 mixed-use to occur with the way that we -- we design the
12 corridor; provide future opportunities.

13 We want to generate transformation in all
14 aspects and provide a multimodal crossing at Old Olive and
15 Lindbergh. As we know, you cannot get through there
16 today.

17 So the project area is best looked at on this
18 map here. And people are welcome to look at that in more
19 detail. Cause you will be able to see the actual features
20 of the plan. But I'm going to talk about those with some
21 of these other slides.

22 The plan context includes what we -- what we
23 started to look at was how do we really think about zoning
24 of this -- of this project from the standpoint of how
25 existing uses kind of hang together.

1 On the right side, right of Lindbergh, on the
2 east side, there's lots of institutions there; Danforth
3 Plant Science Center, Bayer, the business park, that type
4 of thing, so that really kind of hangs together as office
5 environment with lots of people that become users of -- of
6 business district.

7 On the west side there's existing mixed-use
8 starting to occur. There's existing kind of classic
9 commercial development, suburban commercial development,
10 and lots of opportunity for that to become richer and more
11 transformative.

12 But then -- then surrounding this entire thing
13 is a huge group of -- of resident -- residences of all
14 types; single-family, multifamily, apartments, condos, the
15 whole -- the whole thing, so all that becomes the users of
16 a -- of a new business district.

17 The Economic Development looked at this general
18 area, and they had worked on the -- the master plan, so
19 this was a deeper -- deeper dive into a smaller area for
20 them that they looked at these aspects.

21 This is kind of -- there's a lot of robust
22 findings in here, but I'm just going to talk about them
23 briefly.

24 Residential. They really still saw that that
25 multi-family development was something that could be

1 supported in the area, so additional multifamily
2 development, of course, that should be mixed-use with
3 retail opportunities and other office opportunities.

4 Speaking of retail. Retail, there's a potential
5 to support a small amount of retail, but restaurants are
6 probably the best bet. Not going to get a lot of retail,
7 I think we all understand the reasons for that.

8 Hotel is really pretty saturated with Clayton
9 being nearby and lots of the hotels that's been built in
10 the last number of years. So not a -- not a really good
11 fit for this area.

12 But office still remains strong and an
13 opportunity here, again, to have more -- have workers in
14 the area for restaurants and retail.

15 And a couple of their recommendations include,
16 really, looking at targeting infrastructure investment.
17 This is something they're really great at, is how does the
18 infrastructure support the potential for economic
19 development.

20 So a couple key projects indicated in the As
21 really get that intersection open. All of a sudden that
22 creates a whole opportunity for -- for lots of existing
23 businesses, as well as new developers and users to
24 think -- think differently about this -- about this area.

25 And B includes some connector roads we'll talk

1 about.

2 And then F is really like gateways identifying
3 that this is a special place. It's really off the beaten
4 path, it's off of Olive. Those of you who use it know
5 what it's like, but now we're talking about a new district
6 that we want people to understand what it is.

7 And then the interchange. This -- this is going
8 to be happening. So construction documents will be
9 complete in October. And it'll be under construction next
10 year, and so the blue areas, this is those, that is the
11 pavement and new pavement that will be constructed as part
12 of the new interchange. And the Xs are indicating where
13 pavement will be removed. So it creates two future
14 development sites there on the north side of Olive, and
15 that becomes, you know, a way to -- to start to think
16 about this district differently.

17 And that would be the -- something that's
18 happening now.

19 The other colors indicate future projects.

20 Purple indicates the potential for creating a --
21 a bike path on the north side. The purple also indicates
22 some connector road potential that would link back to
23 green, which is the development of the Old Olive Corridor
24 with the plan that we're proposing.

25 I mentioned gateways. All of a sudden we've got

1 some pretty interesting gateways, and we can start to --
2 to really identify the district in key spots.

3 Old Olive and Lindbergh, the Olive, both sides
4 of Olive, and then other internal gateways as Guelbreth
5 comes down and connects, and then Corporate Square comes
6 up and goes into the business district. We want to
7 identify those and start to -- to spread the word about
8 the 39 North District.

9 So, again, some specifics.

10 Traffic. It's interesting because it,
11 basically, we're taking a major collector road, so this
12 road functions as on and off ramps for Olive -- excuse
13 me -- for Lindbergh. And that's where a lot of this
14 traffic is coming and going, going from, you know, not
15 really going to anyplace in the district except for those
16 people who live here. They're just coming and going,
17 trying to get on to Lindbergh and go elsewhere.

18 That traffic, actually, it gets removed and gets
19 put in to the interchange. And then with the intersection
20 also changing, the whole traffic pattern really changes.

21 So when it comes down to it, Old Olive can
22 become a two-lane road with a posted speed of 25 miles per
23 hour, and it becomes a local business district facility,
24 kind of a kinder, gentler road. Something that's of the
25 scale of the residents there all around it, and it becomes

1 a way to transition from residential neighborhoods to a
2 nice road that takes you in, that then gets you to the
3 major arterial, which is Olive, so it creates a nice
4 transition.

5 And we're looking -- we're not looking at any
6 signals or anything like that at this time. The -- the
7 traffic does not warrant any of those.

8 So the way it works is we've got 60 feet, and we
9 allocated the 60 feet to do some things for us. It's
10 very -- it's narrow. It's very narrow to do everything
11 we're trying to ask it to do, so we came up with this
12 thing called the convertible section. And this describes
13 it as its -- as its widest section, and so the road can be
14 three lanes, if we need it to be, with a turn lane, and
15 then we can get a shared-use path there on the left,
16 12-foot path, and we have a nice buffer of 4 feet.

17 And then on the -- on the north side of the
18 street, so south side's on the left, north side's on
19 the -- on the right, we can get a sidewalk. So now we can
20 create connectivity on both sides, and we can play around
21 with how we use that space.

22 So mostly we really want it to be section --
23 Section A down there, and that's going to be two lanes of
24 traffic going -- one -- two lanes, one going each
25 direction, shared-use path, a nice -- nice buffer area

1 of -- that's actually -- that buffer area is even wider,
2 cause when we only have two lanes, it's -- it's a wide
3 buffer area.

4 And then where we have a left turn lane, which
5 is in the case of east of Lindbergh, because of Corporate
6 Square, we need a turn lane there, we're able to
7 accommodate a turn lane.

8 So we're able to really accommodate a turn lane
9 at any point in time when something changes.

10 Let's say at Guelbreth, all of a sudden
11 something changes about the way that functions, maybe
12 development happened and there's more people, or there's
13 something different going on, we can actually include a
14 left turn lane without disturbing the shared-use path, so
15 everything -- everything has its place, and -- and it
16 becomes convertible over time as things change.

17 So some typical sections. Section A shows the
18 two lanes and the green space. Again, south is on the
19 left, north is on the right.

20 Section B shows how it looks with if you wanted
21 on-street parking.

22 Let's say -- let's say all of a sudden the whole
23 diagram flips, and there's mixed-use along Old Olive, and
24 now would be really great to have some on-street parking
25 and kind of create, you know, kind of that kind of

1 environment, that actually can be accommodated.

2 Three lane is there on Section C. That shows
3 how that works. So that's got the turn lane.

4 And then where we don't have two lanes -- turn
5 lanes, we have medians. And this does a couple things for
6 us, not only it creates a place to put, you know, a great
7 green environment, but also allows us to put our lighting
8 in on the -- on the east side of Olive.

9 Just huge amounts of water infrastructure, as
10 you can imagine, with the big Missouri-American Water
11 facility, and Creve Coeur being one of the highest points
12 in the whole area, there's just unbelievable amounts of
13 humungous water mains under Old Olive and lots of other
14 utilities, so we need to find a place for our lighting,
15 and -- in that -- in that case, it's -- it's in the
16 medians.

17 And, so, ultimately, in the green, we end up
18 with this kind of idea of this network of connectivity
19 with our shared-use path coming along.

20 And we do shift our shared-use path from the
21 south to the north just past Lindbergh, so that it's on
22 the other side of the street, better alignment with a
23 potential greenway that's being developed also that Janet
24 can talk about, and that connects to 39 North Greenway,
25 which ultimately would connect to the Centennial Greenway,

1 which is part of the Great Rivers Greenway network of
2 trails.

3 Another kind of section, kind of plane this out
4 with some of the businesses and how that would work.

5 What we'd like to see over time is a parallel
6 sidewalk be developed on the south. And that is possible
7 because of the kind of setbacks that are usually typical
8 for new development along there. And then that would
9 allow the shared-use path, over time, to become a bike
10 only path, and we could create a parallel sidewalk. But
11 in the way we have it designed now, the two would coexist.

12 So rendering. This is right at -- at the Panera
13 St. Louis Bread Company, which that would give you kind of
14 sense of that shared-use path and landscape buffer going
15 around -- around the corner.

16 This is then kind of focusing on the north side
17 of the street with the sidewalk. And the sidewalk kind of
18 comes around and kind of jig-jags around because there's
19 just lots and lots of utility poles, and they're not any
20 particular setback off the street, so we worked the
21 sidewalk around so that it gets around those poles, and
22 it's actually amazing that -- that really everything is in
23 the right-of-way except for just a few little tiny spots.
24 And then we're able to create nice little planting areas
25 where the sidewalk comes away from the curb.

1 And then where we moved the -- the greenway to
2 the -- to the north side of the street, was this near an
3 office building at Corporate Square, and that would --
4 that kind of shows that section -- section there, and that
5 allows us to, you know, stay more aligned with the
6 greenway.

7 And then that's east of Lindbergh. We've got
8 the water structure and the shared-use path moves, you
9 know, over to the -- to the north side and then the
10 landscaped medians.

11 And then the -- the intersection right now, as
12 you know, you can't -- you can only -- you can only flow
13 on to Lindbergh, you can't go through. And so we're
14 proposing a full access intersection, and so you'd be able
15 to take lefts at all legs of this intersection and take
16 rights. And it's really full -- full access with new
17 signalization. And the shared-use path would cross on the
18 south there where that wide cross (inaudible).

19 And there's an image of that showing the -- the
20 shared-use path and -- and the Lou Fusz facility is on
21 another -- one of the other corners. But shows how that
22 really fits in nicely. The signalization would be set up
23 to have pedestrian priority, and so there wasn't left
24 turns happening on pedestrians.

25 And then a couple other things related to public

1 grounds. So talked about gateways.

2 This is the east gateway, and so the Danforth
3 prairie is kind of rolling up in the top of these -- these
4 decorative pre-cast walls with maybe 39 North or in
5 Creve -- Creve Coeur identification integrated into them,
6 and it becomes something that's part of a -- kind of a
7 park-like setting on this east side.

8 We're actually able to take stormwater off the
9 road in these particular locations and behind those walls
10 become a park-like area. And this is, again, a connection
11 up to the greenway would be coming through -- through this
12 spot, and so bikers on Olive and then connecting north to
13 go to the -- to the greenway, so you cut through those
14 walls and it becomes part of your -- kind of your
15 experience.

16 And then the west side similar. Addressing the
17 Laverne Collins Park. And so behind there it's park-like
18 setting with the identification walls on the other side,
19 and, you know, engaging with those walls, maybe there's
20 seating even incorporated into them.

21 And then bio-retention and other storm
22 facilities back there is part of a park-like setting.

23 And then related to that, we've got three kind
24 of areas. We've got The Village area, which is really
25 that mixed-use area that I talked about. We're

1 considering kind of the Lou Fusz and some of those
2 development sizes, kind of the link that links these two
3 together with the Linear Park on the east side with a
4 business park because it's a lot (inaudible) there,
5 there's a lot more land -- lot more land for trees, so
6 we're kind of calling that a linear park-like setting.

7 And so dividing up that character with how that
8 would -- how that might look for landscape character.

9 Using prairie plants in a very cultivated way in
10 the -- in The Village kind of area of the site. Potential
11 for The Link area to be a lot more kind of maybe prairie
12 and mass plantings because you're going to be going by in
13 a car, a bigger scale.

14 And then on the -- the green, the Linear Park
15 setting, there's a lot more opportunity for trees here on
16 private property and -- and in the public right-of-way.

17 We took our -- our inspiration from -- from the
18 Danforth prairie, the idea of prairies and meadows,
19 agriculture, the prairie forbs, which are the flowering
20 plants, understory, the prairie grasses, because of all
21 that utility infrastructure, the utility poles, we're not
22 able to do the big classic street trees, which is kind
23 of -- which is kind of neat because we can think about it
24 in a different way. And so we're proposing some vertical
25 evergreens and prairie -- prairie plantings used in a

1 cultivated way, and understory trees and other trees that
2 are flowering that can work underneath the utility poles.

3 And so a palette of plants has been looked at.
4 We're referring to the Ameren guidelines for distance away
5 from poles and how high trees can be, however, their list
6 does include some invasive species and other undesirable
7 species that we would not propose for the project.

8 And, really, the things that we are proposing
9 are in this plant -- plant palette here. Lots of
10 interesting flowering plants and interesting textures.

11 And then along the way we've created places
12 where what we're calling kind of comfort stations, and so
13 that would be places where walking and bike amenities can
14 occur. So maybe there are bottle fillers.

15 Also the -- the bus stops would be incorporated
16 in these locations as well, which could be expanded to
17 include a shaded area off the -- off the bus stop. The
18 bus stops are -- the one that's here, that's custom
19 designed. We'd see that as being pretty neat to have in
20 the district. A couple more of those customized designed
21 shelters with other bike, pedestrian amenities.

22 Kind of a blow-up of one of those areas.

23 So it's a decorative pavement area, includes a
24 bus stop and other places to sit and -- and have, you
25 know, places to integrate trees and landscaping.

1 And then we've got a couple spots where we want
2 to do raised crosswalk, and so that's getting the
3 crosswalk up at the same level as the sidewalk. We're
4 only able to do this in a couple spots because of the
5 drainage and also intersection geometry. But where we can
6 do these, we think those are a real benefit to slowing
7 cars down in this new -- new environment.

8 And then stormwater I mentioned. We're not able
9 to do kind of a lot of bio-retention rain guards that
10 you might see in some streetscapes these days. Because of
11 all these utilities underground, we're not able to
12 actually excavate to get stormwater into rain guards, but
13 we can on the very end, and those become stormwater parks
14 on -- that are gateways under there on either side.

15 And that's a blow-up of both of those -- those
16 areas there with the trail cutting through and boardwalk
17 over the trail.

18 And the lighting, I mentioned, east of
19 Lindbergh, it'd be in the medians. West of Lindbergh it'd
20 actually just be on the south side. Again, because of
21 the -- the overhead power lines.

22 And the city is, you know, entertained the idea
23 of a Smart pole, which integrates a lot of that kind of
24 technology stuff that you see that gets retrofitted on
25 light poles nowadays, can be incorporated into a light

1 pole and actually be, you know, a nice, if you, you know,
2 plan for it ahead of time, it'd be a nice application.

3 So that's something we can -- we can consider
4 for this project is a rail pole and Smart pole. So it
5 would be WIFI, and, you know, cameras or anything else the
6 city wants to -- wants to do.

7 And then cost. Phase 1 is in blue, and that's
8 the intersection, and that's 2.4 million in the way that
9 we've estimated that. And that includes a lot of -- a lot
10 of good stuff in that estimate, includes irrigation and
11 full landscaping, and a lot -- and fire melographic
12 (phonetic) design elements, lots of good -- good things in
13 that project. Phase 2 is east of the intersection,
14 3.5 million. And then Phase 3, 5.9 million. For a total
15 of 11.9 million.

16 And then I'm open for questions and what other
17 format you'd like to use.

18 MR. MYERS: I -- I had a brief question.

19 Can you speak to the estimated percent reduction
20 in traffic you expect on the western part of Old Olive
21 after the Lindbergh Olive interchange is changed.

22 MS. LAUREL HARRINGTON: Well, that's a good
23 question. I don't know if I've got that data.

24 Right now -- let's see, so you wanted western.

25 For westbound Olive Road west to westbound Olive

1 Boulevard -- okay -- so you're talking about west -- west
2 of -- west of Lindbergh? Westbound Old Olive east
3 to northbound Lindbergh.

4 Okay. So I don't know if I can answer the
5 decrease, but right now there's a big -- so, the --
6 basically, 80 percent of the traffic right now is a.m. --
7 is the p.m. peak hour going northbound on Lindbergh. And
8 so what that really means is that people are using that to
9 get on to Lindbergh, and so when you're going to take that
10 traffic and put it to the intersection, all of a sudden
11 you're going to see that significantly reduced.

12 So in the a.m. peak hour, there's not a whole
13 lot of usage of that, so, and then maybe like -- so like
14 10 percent a.m. peak, and then 80 percent p.m. peak.

15 And cause you're -- cause this is, let's see, so
16 this is west -- westbound Old Olive --

17 MR. MYERS: So people --

18 MS. LAUREL HARRINGTON: -- going northbound
19 Lindbergh. Yeah.

20 MR. LUMLEY: That's the east side.

21 MR. MYERS: That's the east side.

22 MS. LAUREL HARRINGTON: That's the east side.

23 Okay. So then westbound allowed going west to
24 westbound Olive, so westbound and then --

25 CHAIRMAN KISTNER: Pretty much the only people

1 that would be using that from Lindbergh, either they're
2 coming from north Lindbergh and want to go west on Olive,
3 or -- or east on Olive, or they're coming from Olive and
4 want to go north on Lindbergh, so those are the only uses
5 today.

6 MR. MYERS: Right. I was just trying to put in
7 the record for everyone's benefit.

8 CHAIRMAN KISTNER: Yeah.

9 MS. LAUREL HARRINGTON: Yeah, I mean --

10 MR. MYERS: Because we're changing the nature of
11 the street --

12 CHAIRMAN KISTNER: Right.

13 MR. MYERS: -- that sometimes in these
14 situations people are uncomfortable; that they think a
15 potential of one lane in each direction will cause a lot
16 of traffic issues.

17 MS. LAUREL HARRINGTON: Right.

18 MR. MYERS: So I was giving you a chance to
19 comment on it --

20 MS. LAUREL HARRINGTON: Well, and I think the
21 thing to do --

22 MR. MYERS: -- on a reduction.

23 MS. LAUREL HARRINGTON: The thing to do is once
24 this interchange is -- is completed is really look at
25 that -- you know, you're going to need to give it some

1 time because people are going to continue to think, oh,
2 I've got to cut through, you know, all this kind of stuff
3 that people do, give it little time, get settled out.

4 And, really, I would suggest looking at those
5 numbers again with some traffic counts because it -- it
6 will -- it will -- it'll change the way those things are
7 used. And that's really where you're going to tell.

8 But it has been modeled by CVV, so I might be
9 able to get that answer for you.

10 CHAIRMAN KISTNER: And staff might be able to
11 comment on that.

12 Any other questions?

13 MR. CARNEY: I had one question about that.

14 There's going to be a stoplight at Lindbergh and
15 Old Olive right now, right? So don't you perceive some
16 traffic, instead of going -- continuing and taking that
17 circle to just continue to cut through?

18 Did you analyze that or --

19 MS. LAUREL HARRINGTON: Well, and that's -- the
20 thing is, you know, people love to decide, oh, I've got my
21 favorite route, I've got my -- you know, people try
22 different things out and decide what they like and --

23 But the biggest thing about this is that road is
24 going to be narrower. It's going to have -- it's going to
25 have a completely different character.

1 We're going to stop you, actually, at
2 Willowbrook. There's going to be a stop sign there.
3 There's going to be people coming and going from Pavilion.

4 It's going to be -- it's going to frustrate
5 somebody who's trying to get from Point A to Point B. And
6 so I think they're going to find that using the new
7 interchange and the way that it's been designed is going
8 to become pretty handy for people. It's meant to become a
9 completely different experience.

10 MR. CARNEY: And did you say speed limit will be
11 25 --

12 MS. LAUREL HARRINGTON: Yeah, be posted 25. We
13 know people don't, that's why it's posted versus actual,
14 but, yeah.

15 MR. CARNEY: Okay.

16 MS. LAUREL HARRINGTON: Yeah.

17 We want people out taking their kids on the
18 shared-use path going to get ice cream, going to Freddy's,
19 going to new places that don't even exist right now.

20 And, yeah, during the day we want people
21 coming -- choosing to be on Old Olive because they're
22 going to businesses that are there and coming and going
23 from their homes and don't want that, you know.

24 MR. MYERS: And what is the current speed limit?

25 MS. LAUREL HARRINGTON: That's a good question.

1 I think it changes throughout the district. I
2 thought it was like maybe 35 on this -- on this east side,
3 I think. I thought it got a little -- I think it might
4 have gave a little bit. I don't know. I'm not sure.

5 MR. MYERS: It's more than 25 though?

6 MS. LAUREL HARRINGTON: Yeah. Yeah, it is, but
7 people really go fast.

8 CHAIRMAN KISTNER: I'd be surprised if it's more
9 than 30. I mean it's a pretty slow narrow street.

10 MS. LAUREL HARRINGTON: People go fast on that
11 west side in particular, yeah.

12 MR. LUMLEY: Page 35 of the plan has some of
13 that traffic information.

14 MS. LAUREL HARRINGTON: Yeah, there's -- there's
15 some -- there's some turning information; there's some
16 detailed traffic information in there, but not a stated
17 percentage reduction.

18 CHAIRMAN KISTNER: It's 226 in the packet.

19 MR. LUMLEY: Oh, yeah. Sorry.

20 CHAIRMAN KISTNER: Any other questions?

21 We can always come back, but we might want to
22 hear from staff now.

23 Thank you.

24 MS. LAUREL HARRINGTON: Okay.

25 MR. JAGGI: Good evening. Jason Jaggi, Director

1 of Community Development with the City of Creve Coeur.

2 I think Laurel did a very good job with
3 providing you with the overall elements of this plan.

4 It's a great street plan, so it has a lot of
5 different elements to it. It's an outgrowth of the 39
6 North master plan, which really set the stage for the
7 whole district on what -- what strategies are there for
8 the entire 39 North District.

9 Our Comprehensive Plan also spoke to this area
10 as -- as functioning a lot differently than it -- than it
11 does today. So we keep building on the same themes here
12 over the years, and this is another step toward kind of
13 refining what these goals are.

14 This gets it a little bit more narrow focused of
15 what exactly would that mean in terms of revitalizing Old
16 Olive.

17 And to the point on traffic, many of you, I
18 think most of you were there at the -- at the work session
19 with City Council and Economic Development Committee, and
20 there was a lot of questions about, you know, Guelbreth,
21 you know, the impacts particularly on Guelbreth going
22 northbound if you're heading east on Old Olive. Should
23 there be a dedicated left turn lane to get you to north
24 Guelbreth or not.

25 There's some concerns expressed about taking it

1 down to the two-lane road section, which a lot of this
2 would be if this turns out, you know, to be exactly as
3 shown here on the drawing.

4 There is some flexibility to modify that. The
5 convertible section that Laurel mentioned provides us with
6 some ability to do that.

7 If this project were to move forward, you know,
8 we'd be looking at traffic again making sure that --
9 that -- that it can handle it, but a lot of the analysis
10 that CBD does -- did anticipate some turning movements
11 related to the Olive/Lindbergh interchange
12 reconfiguration. They looked at, you know, how this area
13 would function taking Old Olive and Lindbergh from a, you
14 know, limited access point to full access. So they did
15 try to model that as best they can. Their analysis came
16 back and said the traffic projection should be able to
17 accommodate taking it down like this.

18 But, you know, like -- like I said, if there is
19 a need after this intersection opens, Olive/Lindbergh, the
20 traffic patterns are not what's expected, that's something
21 that we will be looking at for sure.

22 I would also mention that right now it is a
23 state-controlled roadway. It functions as part of the
24 Olive/Lindbergh interchange. That is its function. It is
25 not meant today to do what we're wanting it to do in the

1 future, which is to connect the areas in this district, to
2 connect the -- all the job opportunities and -- and job
3 centers east of Lindbergh to, you know, some of the
4 services in areas on the west side of Lindbergh.

5 So it is a totally different concept from what
6 we see out there today.

7 And the goal is not to get cars through there as
8 quickly as we can, as efficiently as we can. That's
9 purposely not the primary goal here.

10 The goal is to slow vehicles down, create more
11 of a -- of a sense of place, and not just have it be a
12 ramp for, you know, a limited access freeway, which is
13 what -- what it kind of is today to some degree.

14 So all of that -- that is kind of built into
15 the -- into the process.

16 I would also mention that, you know, this has
17 been a sixteen-month process. We've had a lot of citizen
18 engagement. I know we have more citizens here tonight
19 that will provide some comments, I'm sure. But there has
20 been a lot of engagement with this; going out and meeting
21 with folks, having work -- or work sessions with all the
22 committees of the city, having workshops where neighbors
23 and residents can attend and get input and so forth, as
24 well as the business community in the area, so I think the
25 report summarizes all that really well.

1 Some of the information that may be important
2 that -- that I don't -- that Laurel did not touch on to a
3 great extent is -- and one of the reasons why it's coming
4 before you rather than another entity, rather than City
5 Council, is that this is -- has some land use implications
6 to it, so it kind of builds on the 39 North master plan
7 and the comp plan. And there are some zoning
8 recommendations that -- that are in here for us to try to
9 make some adjustments to realize the land use impacts of
10 this plan, and that's on -- on the plan itself, that's on
11 page 94.

12 And there is probably eight or so, ten different
13 recommendations that are involved that we'll have to
14 follow-up with if -- if this gets adopted.

15 The other thing that I would mention is as part
16 of the work session is that when we had that on July 8th
17 it was suggested that the HEB take a look at some of the
18 planting requirements or suggestions in the plan.

19 I have gotten some feedback from that committee,
20 and that's the Horticulture, Environmental and
21 Beautification Committee of the city. They haven't had a
22 meeting yet to look at that in a more formalized manner,
23 but they are starting to look at it. And the chair said
24 that he himself has looked at it, and overall he thinks
25 it's pretty good, but he did have some comments on some of

1 the invasive plant material that's mentioned by Ameren and
2 their standards, which is not what we're trying to do
3 here, and so we might -- might clarify that, and we'll see
4 if there's other comments that -- that come about.

5 But we did -- we do have a resolution for you,
6 just in terms of whenever you might be ready to adopt
7 this.

8 If you're ready, it's already been prepared, so
9 that part's taken care of.

10 But my suggestion would be that we do hold it
11 open, the public hearing tonight, we'll see what kind of
12 comments we get, and then we also know that the HEB is
13 going to look at this at their meeting on August 14th.

14 So I think with all that in place, you know,
15 there's no expectation that staff would have that you
16 should be trying to approve something tonight. So I just
17 wanted to -- to mention that, so, for everyone's benefit.

18 I'm happy to answer any questions you might
19 have, and, certainly, am available when we continue on
20 with the discussion.

21 CHAIRMAN KISTNER: Can -- can you speak a little
22 more about the zoning. I thought you said it was
23 page ninety --

24 MR. LUMLEY: 297 in the packet.

25 MR. JAGGI: Yeah. That's the packet page, 297?

1 Okay. It's the -- plan page itself is on 94.

2 MR. LUMLEY: That number is coming up a little
3 weird --

4 MR. JAGGI: Oh, okay.

5 MR. LUMLEY: -- but it's 297 on mine.

6 MR. JAGGI: It says -- on the title it's
7 implementation recommendations, yeah.

8 MR. LUMLEY: Yeah, 297.

9 CHAIRMAN KISTNER: So in terms of sequencing,
10 the -- the plan would be endorsed, approved first, and
11 then later there would be zoning that would follow?

12 MR. JAGGI: Correct.

13 CHAIRMAN KISTNER: And the -- the basics of the
14 zoning changes?

15 MR. JAGGI: There's several here.

16 One is to revise -- the -- the major ones that I
17 see are, one is to revise our GC zoning throughout here.

18 A lot of Old Olive is zoned General Commercial,
19 which is your -- which is our basic neighborhood
20 commercial-type zoning district. Our regular commercial
21 zoning. That may need to be adapted to implement some of
22 these requirements.

23 The plan talks about looking at increasing the
24 site coverage, for example, as one area that we would
25 probably need to allow more of in this area to support a

1 mixed-use type -- type corridor.

2 And then also look at ways where we can
3 incentivize some development to get some of the amenity
4 space in front of the buildings along the corridor.

5 So things of that nature. Not totally unlike
6 with what we're already been looking at in other areas of
7 the city, but a little more specific to this area.

8 It also mentions, you know, that we -- that we
9 look at, you know, where we need some easements and things
10 like that. There is -- there are some areas here along
11 the corridor that would require private property,
12 donations or easements that would be given to have a
13 little bit of -- of area.

14 Missouri-American Water, actually, on the agenda
15 tonight, is one of those areas, probably one of the more
16 significant ones, where we would need to have access to a
17 little bit of frontage on private property.

18 We also have -- another significant one would be
19 to develop these streetscape and landscape guidelines. We
20 have a good roadmap here in this plan, but we want to
21 probably codify that a little bit more in terms of what
22 specific plant material that we would allow in this
23 corridor, pavement types, and things like that, just to
24 try to bring everything together here, so those are the
25 types of followup.

1 CHAIRMAN KISTNER: Would that likely come as
2 part of an overlay if --

3 MR. JAGGI: It could --

4 CHAIRMAN KISTNER: -- the district was the --

5 MR. JAGGI: Yes.

6 CHAIRMAN KISTNER: -- the path chosen, we would
7 incorporate it so --

8 MR. JAGGI: Uh-huh. And that's mentioned as one
9 way that we can improve our zoning, yes.

10 CHAIRMAN KISTNER: Can you talk a little bit
11 about the costs and where the money would come from.

12 MR. JAGGI: So there are a couple different ways
13 that we can approach this.

14 One is -- one, actually right now, is the first
15 phase, and probably the priority phase, is the Old Olive
16 and Lindbergh intersection, to complete that project, to
17 have that be full access.

18 And our Public Works Department, our city --
19 city engineer, Mr. Matt Wohlberg, actually has already
20 submitted a -- an application request to MoDOT. They seem
21 to be, you know, in -- supportive of that concept, you
22 know, everything's -- it's not guaranteed, obviously, they
23 have to go through a process. But there's federal funding
24 available for that, and as well as state funding.

25 And as part of this, if it moves forward, that

1 would no longer be a state-controlled roadway, it would be
2 given to the city. So in terms of that transition, there
3 might be an ability for MoDOT to, you know, provide some
4 grant funding as part of that transition, grant funding
5 for Old Olive and Lindbergh.

6 With some of the greenways in here, that isn't
7 specifically in this plan, but as -- as noted, there other
8 groups looking at that. There might be opportunities with
9 Great Roads Greenway to fund some of those trail
10 improvements through the area.

11 Otherwise, we're looking at national, federal
12 funding opportunities that are out there. They're pretty
13 competitive, but there -- this would probably qualify for
14 that.

15 So we do have some other great streets-types
16 projects in the metro area. I think Manchester Road is
17 one, and we've had South Grand in the City of St. Louis is
18 also one, so, you know, there's a mix of funding
19 opportunities.

20 And we also look to see if there's any interest
21 in some property owners to also participate if -- if they
22 see a benefit in it in terms of creating some revenue
23 from -- from a property point of view.

24 So different options, that's, obviously, the
25 next -- the next task is to -- is to look at

1 implementation.

2 CHAIRMAN KISTNER: What are some of the
3 considerations if the intersect -- the interchange would,
4 obviously, have a significant impact --

5 MR. JAGGI: Yeah.

6 CHAIRMAN KISTNER: -- and if you -- if you don't
7 have a guaranteed ability to, for funding reasons,
8 continue with everything else, is there a risk of making a
9 significant interchange alteration, but then not being
10 able to follow through on all the other things that would
11 then make it workable, provide the beautification --

12 MR. JAGGI: Uh-huh.

13 CHAIRMAN KISTNER: -- the traffic calming, all
14 of those things?

15 MR. JAGGI: I would say the -- well, first of
16 all, the Olive/Lindbergh interchange is funded. So that
17 project is already funded and has -- has begun in terms of
18 the planning portion.

19 In fact, we're having a -- talking about
20 scheduling the public meeting for later next month in
21 terms of a kickoff of -- of that project. So that is
22 fully funded.

23 The Old Olive/Lindbergh is, like I mentioned, we
24 just have applications just now submitted to MoDOT as a
25 first step toward trying to obtain funding.

1 The feeling is even if nothing else happens, the
2 improvements are very significant if Old Olive and
3 Lindbergh, if that interchange is complete and we're
4 successful with funding, that right there has a lot of
5 benefit with connectivity, just in and of itself, just
6 being able to get through there easier is a tremendous
7 benefit.

8 We also have some developable land that would
9 come into play later on when those northern cloverleaf
10 elements of the Olive/Lindbergh interchange when MoDOT
11 divests those because as access right-of-way, they would
12 be no longer needed with the reconfiguration of Olive and
13 Lindbergh. That creates some development opportunity.
14 That may also drive some more activity in that area.

15 So I mean there's different phases that can be
16 done. Like I said, there's also some federal grant
17 funding is my understanding that could potentially do all
18 this in one phase.

19 But our plans lists Old Olive and Lindbergh as
20 Phase 1, which we're actually working on for funding now.
21 And then Phase 2 would be the area that would be east of
22 Lindbergh to implement that section. Phase 3 would be the
23 western section of Old Olive. That's longer, little
24 more -- little more complexity with that longer stretch.

25 CHAIRMAN KISTNER: And the -- the ownership of

1 those northern cloverleaf --

2 MR. JAGGI: Uh-huh.

3 CHAIRMAN KISTNER: -- where do the -- who owns
4 that now?

5 MR. JAGGI: So that's MoDOT. That's part of
6 their right-of-way for the state.

7 We do -- we do have to make sure that the
8 underlying ownership is indeed with MoDOT. And that's
9 something, if you recall, with DaVita Dialysis, where we
10 were trying to look at suggesting some access, well, they
11 don't actually own the property underneath, so there is
12 some title searches; there's some work that MoDOT, I
13 believe has -- they're probably in the middle of looking
14 at it. We might have answers on it now, I don't know, but
15 that's part of it.

16 But assuming that they do, indeed, own the land
17 fully, they have a process that they -- they have to go
18 through to transfer any property outside of MoDOT.

19 And our -- our feedback that we're getting from
20 them is they -- they would be willing to work with the
21 city or the St. Louis Economic Development Partnership to
22 try to have an entity that would be able to take that land
23 and then issue RF -- RFPs for proposals and developments
24 and so forth. That's kind of the plan for how that might
25 move forward.

1 MR. ROVAK: I have a question.

2 MR. JAGGI: Yeah.

3 MR. ROVAK: And maybe this would work to our
4 benefit.

5 If when MoDOT deeds that to the city, then does
6 that -- can that become part of the city's contribution in
7 looking for matches for further enhancing, further
8 continuation of the plan at large?

9 MR. JAGGI: It could if -- if, you know, the
10 connector roads also are, you know, the connector roads
11 that we have --

12 MR. ROVAK: Uh-huh.

13 MR. JAGGI: -- going through there, they're also
14 kind of really connected to those properties as well
15 because those properties will need access. And there's
16 not a lot of access that's going to be granted to Olive
17 Boulevard directly. There's some slope, and -- and so
18 then how do you get them to Old Olive.

19 And you've got to put in some -- or it could be
20 some connections to Olive, and then they wouldn't go all
21 the way through. There's different ways on how that
22 might --

23 MR. ROVAK: Uh-huh.

24 MR. JAGGI: -- unfold, but I guess it's
25 possible. I can't tell you today who -- who would

1 actually have rights to that land. Would it be the city?
2 Would it be another entity that's more of a regional
3 economic development agency like the St. Louis Economic
4 Partnership, you know, I don't know.

5 But any and all of that might be possible,
6 depending on how MoDOT is able to move through their
7 process.

8 But their -- the bottom line is what MoDOT has
9 told us is there is value to that land, and they generally
10 don't just give it away. There's -- there's a process
11 that they go to.

12 MR. ROVAK: Yeah.

13 MR. JAGGI: But it may not be they just open it
14 up for -- for sale, there would be, you know, they could
15 transfer it to another entity and that could be worked
16 out.

17 MR. ROVAK: Thank you.

18 CHAIRMAN KISTNER: Any more questions for Jason?

19 MS. HALL: I just have a couple of questions.

20 So, Jason, I just -- when you say full access,
21 what does that really mean?

22 MR. JAGGI: Full access means all turning
23 movements at that -- it would be a full interchange.

24 MS. HALL: Uh-huh.

25 MR. JAGGI: Full access at grade interchange.

1 So you could make right turns throughout the
2 whole area here. From here. Here. And then you would
3 also be able to make left turns across Lindbergh. Because
4 right now, you have a -- a barrier --

5 MS. HALL: Uh-huh.

6 MR. JAGGI: -- that would be removed, and you
7 would have a left turn from northbound Lindbergh that
8 would be signalized that would let you go westbound on Old
9 Olive.

10 Same thing if you're going southbound on
11 Lindbergh, you could -- there would be a signal that you
12 could go -- make a left turn on to eastbound Old Olive.

13 MS. HALL: Okay.

14 MR. JAGGI: So full access.

15 MS. HALL: Right.

16 MR. JAGGI: All turning movements with vehicles
17 as well as a pedestrian connection all the way across it.

18 MS. HALL: Okay. So all the way continuing
19 across?

20 MR. JAGGI: Yeah.

21 And we've heard things that, you know, there are
22 actually people that do cross that median now, which is
23 not a good idea. But we've heard, from talking with the
24 Lou Fusz folks, that they've seen people out there running
25 across it, you know, so you're going to get some of that,

1 unfortunately, but, again, if that comes forward, if we
2 get the funding and we move forward with that, that
3 condition would be greatly improved.

4 MS. HALL: Okay. And then just one more
5 question.

6 So in regards to the zoning and the land use --

7 MR. JAGGI: Uh-huh.

8 MS. HALL: -- what would we be wanting to try to
9 adjust that to other than GC --

10 MR. JAGGI: Well, I think one of the
11 suggestions, which I think is a good one, again, we
12 haven't gotten too far into this yet, it's just --

13 MS. HALL: Uh-huh.

14 MR. JAGGI: -- you know, how -- how could you do
15 this, is an overlay district.

16 So what we could do is select properties in this
17 area and -- and provide or require what's an overlay
18 district, so you'd still have the base zoning that would
19 still apply, but you would create some additional
20 requirements in an overlay district.

21 MS. HALL: Uh-huh.

22 MR. JAGGI: So you wouldn't be rezoning the
23 whole thing from GC to whatever else.

24 MS. HALL: Right.

25 MR. JAGGI: It would just be an overlay with

1 additional requirements.

2 And that could address plant material, it could
3 address some design of buildings and placement and a few
4 things that are more important and specific to this area.
5 And then some of the other elements of the GC District
6 would remain --

7 MS. HALL: Okay.

8 MR. JAGGI: -- because they're not a conflict.

9 MS. HALL: Okay.

10 MR. JAGGI: So, you know, for East Olive we
11 looked at changing the whole zoning up there. That's a --
12 that's a bigger step. This, we may not -- we may not do
13 that, but --

14 MS. HALL: For the west portion.

15 MR. JAGGI: -- we'll have to see. We'll have to
16 investigate what's the best way to do that.

17 MS. HALL: Okay. Thank you.

18 CHAIRMAN KISTNER: Jason, on that eastern
19 portion, the shorter portion, there's not too much along
20 there right now, as I recall, I don't drive it very often,
21 but is the thought that that would develop more
22 intensively, or would most of that sort of mixed-use,
23 commercial development be on that -- the part that's The
24 Village, I think it's 39 --

25 MR. JAGGI: Yeah.

1 CHAIRMAN KISTNER: -- North Village.

2 MR. JAGGI: Yeah.

3 CHAIRMAN KISTNER: And what would be -- what
4 kind of changes would be foreseen on that eastern portion?

5 MR. JAGGI: The eastern portion we see in the
6 market analysis, it's listed as an Appendix here, but it
7 goes through a lot of different scenarios of how -- what
8 areas would be -- would be -- or be candidates for
9 redevelopment; what type of redevelopment; what type of
10 uses and market potential's there.

11 But, essentially, in a nutshell, the eastern
12 side of the corridor, so everything east of Lindbergh, not
13 a lot of redevelopment potential except for that
14 northwest -- or northeast corner where you have the Ivy
15 Motel, maybe the Edwards Carpet building, some older, kind
16 of antiquated buildings there. That is foreseen as an
17 area, and when this intersection is improved, hopefully it
18 will be, there's thinking that that would be more
19 attractive for redevelopment in that area when this
20 district takes off.

21 Now, it's a matter of market demand. It's a
22 matter of, you know, what the market reacts to, a lot of
23 these public investments, which generally is a positive
24 thing, with all the public investments that creates some
25 interest.

1 Beyond that, you have a lot of uses here that
2 you would not predict really to go away or to -- to
3 change. You got some significant office buildings in that
4 area.

5 You've got the Missouri-American Water Company,
6 which we'll talk about more a little bit later, they're on
7 the agenda, but that's a significant utility provider that
8 is -- is likely here to stay for many, many, many years.
9 It's been here about a hundred years, it'll probably be
10 here longer than that.

11 But, and then we've got the Lou Fusz
12 dealerships, which, you know, there's no indication that
13 they're -- they're interested in leaving either.

14 So I think on the -- on the eastern side you've
15 got a lot of areas that -- that we would expect to stay,
16 with the exception of maybe those properties on that
17 northeast corner of Old Olive and Lindbergh. Those seem
18 to be likely candidates for some redevelopment.

19 CHAIRMAN KISTNER: And would zoning likely
20 change in that area, or would we mostly be focusing on the
21 western side?

22 MR. JAGGI: No, I think we'd look at the whole
23 area for zoning. We wouldn't just target the west side
24 versus the east side. I think we'd want to look at the
25 whole area.

1 And -- and -- and we could structure an overlay
2 where maybe there is a little bit of difference on the --
3 on the east side versus the west side of Lindbergh. We
4 could get into that level of detail, cause there are some
5 differences. There are some differences with the land use
6 there.

7 CHAIRMAN KISTNER: Any other questions for
8 Jason?

9 If not, we might want to see if there are
10 members of the public who'd like to speak to this issue.

11 I recall one of you, I don't have any speaker
12 cards, but, sir, I think you had -- was sworn in. Did you
13 want to speak to this issue?

14 MR. HAL HARRISON: I really wasn't prepared. I
15 was --

16 CHAIRMAN KISTNER: (Inaudible.) Well, and if
17 you do, you want to stand up and identify yourself.

18 MR. HAL HARRISON: I'm Hal Harrison, Creve Coeur
19 resident, 16 Country Fair -- Country Fair Lane.

20 And my interest is in bicycling. I'm a bicycle
21 commuter. I ride through this area. Actually, I don't go
22 as far as -- as where this development is going to be.

23 And it looks to me as if the -- the plans would
24 encourage recreational bicycling. And I think we also
25 should keep in mind that some of the employees in 39 North

1 are likely to be young people who would be potential
2 bicycle commuters as well.

3 I've always said that people who plan -- plan
4 for bicycles should ride them, and encourage anybody who's
5 thinking about this, get on your bicycle and take out your
6 life insurance and then ride down -- ride down Olive. I
7 mean Olive is really not a good place for bicycling.

8 And that's, unfortunately, our -- if you're a
9 bicycle commuter, there are really not many places where
10 you can cross the City of Creve Coeur in a safe way.
11 Ladue's not too bad, but I -- people do it. And I ride a
12 little bit -- I have to ride a few hundred yards on
13 Lindbergh, which is not fun. My favorite nights are when
14 there's big traffic jam on Lindbergh cause then I can keep
15 up with the traffic, cause they're going 3 miles an hour,
16 and I have to slow down for them.

17 But, anyway, I'm just here to represent the
18 interest of bicycles -- bicycle commuters, who are really
19 a little different than recreational bicyclists, so.

20 CHAIRMAN KISTNER: Thank you.

21 And I think that is, you know, part of the hope
22 to -- to make it easy to get to that -- the -- the 39
23 North Business District, and be able to use -- commute
24 easily there.

25 Are there any other members, whether you've been

1 sworn in or not, from the audience that would like to
2 comment one way or another about this matter?

3 You were sworn in, I think.

4 MS. MELANIE BERNDS: Yes, I was.

5 CHAIRMAN KISTNER: If you'd just start with your
6 name and address.

7 MS. MELANIE BERNDS: Good evening. My name is
8 Melanie Bernds, and I'm the communications director of
9 Benson Hill Biosystems.

10 Some of you may be familiar, Benson Hill has
11 recently selected 39 North as its headquarters for their
12 new building that'll be on the Danforth campus.

13 Last week we just broke ground, so it's a pretty
14 exciting time for us.

15 We started as a start-up from technology outside
16 of the Danforth Center, and went from a party of three to
17 five and now we're at 155 employees.

18 And while we think about that new building, that
19 will be a place for nearly 300 employees this time next
20 year, we really have to think about how do we attract and
21 retain the best talent, and Benson Hill has seen a massive
22 growth.

23 I was Employee No. 67, so we're at 155, and I
24 started last September. And when we think about how we
25 are attracting this talent, it's from both coasts, it's

1 international. And the work, live, play is a huge
2 proponent for us in those discussions when we're telling
3 people to relocate to this area. They have families.
4 They are looking for, not only coffee shops, but the
5 cycling community is huge.

6 I'm a runner and a cyclist myself, and there's a
7 39 North running club; there's a 39 North cycling club
8 that meets on Fridays.

9 And we just closed our location in
10 Raleigh-Durham, and one of those employees who came here
11 with his family, he asked, where do I run. Is there an
12 area around here. I see people going up and down Warson,
13 where do I go, and I directed them to 39 North running
14 club.

15 And it's those situations that I think is really
16 going to build a wholesome, growing culture environment
17 for Benson Hill.

18 But for also our friends like CoverCress, Yield
19 Lab also that are located in the Helix Center, they're all
20 is the cusp of growing really fast, but we have to attract
21 the best talent to stay on the cusp of our competition.

22 So I just like to mention, we're all excited
23 about 39 North. We've had one of our largest lunch and
24 learns internally held and it focused on 39 North.

25 And, there's a lot of interest from our employee

1 system and those that we're hoping to attract in the next
2 year.

3 CHAIRMAN KISTNER: Thank you for sharing that
4 with us.

5 Anybody else from the audience wishing to speak
6 to this?

7 Don't be shy.

8 All right. Seeing none.

9 Jason, you suggested that maybe we want to close
10 the public hearing?

11 MR. LUMLEY: I think --

12 MR. JAGGI: My recommendation would be to keep
13 it open. We can keep it open for any further comments
14 that get submitted. We'll transmit that to you.

15 CHAIRMAN KISTNER: Okay.

16 MR. JAGGI: And then if anybody else wants to
17 come back and provide any further comments in the next
18 couple of weeks, they can certainly do that as well.

19 And then by that time, we should have any
20 further comments from the HEB Committee, if they've got
21 any other suggestions for the plant material.

22 CHAIRMAN KISTNER: Maybe some MoDOT information?

23 MR. JAGGI: Yep, we can do that too. Yeah, we
24 can come back with that, certainly.

25 CHAIRMAN KISTNER: All right.

1 MR. LUMLEY: So we need a motion to continue the
2 public hearing.

3 MR. ROVAK: I move we continue the public
4 hearing till our -- do we have a date or just leave this
5 open?

6 MR. LUMLEY: To the next meeting.

7 MR. ROVAK: Okay. I move that we continue the
8 public hearing for the Great -- 39 North Great Streets
9 until our next scheduled meeting.

10 MS. KELLY: Which is August 19th.

11 MR. ROVAK: On August 19th.

12 Thank you.

13 MS. HALL: Second.

14 CHAIRMAN KISTNER: Second?

15 MS. HALL: Second.

16 CHAIRMAN KISTNER: All right. Ready for a vote?

17 Mr. Carney?

18 MR. CARNEY: Aye.

19 CHAIRMAN KISTNER: Ms. Hall?

20 MS. HALL: Aye.

21 CHAIRMAN KISTNER: Mr. Myers?

22 MR. MYERS: Aye.

23 CHAIRMAN KISTNER: Mr. Rovak?

24 MR. ROVAK: Aye.

25 CHAIRMAN KISTNER: Mr. Schuh?

MR. SCHUH: Aye.

CHAIRMAN KISTNER: And the Chair votes aye.

Thank you all very much.

(The public hearing was ended, but not concluded
at 7:31 a.m.)

(The public hearing was left open until the next meeting.)

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 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



city of

CREVE COEUR

7.1.a

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 #19-023: MASTER SIGN PLAN FOR BARNES JEWISH WEST COUNTY HOSPITAL CAMPUS

FOR THE MEETING OF: Monday, August 19, 2019.

LOCATION: 10 Barnes West Drive (aka 12634 Olive Boulevard), 1040 N. Mason Road, 1020 N Mason Road, 970 N Mason Road (see attached map), Zoned PH Planned Hospital District, and 969 N Mason Road, Zoned PO-Planned Office District

REQUEST: Warren Sign Company on behalf of Barnes Jewish West County Hospital (BJC Healthcare) has submitted an application for a Master Sign Plan pursuant to Section 405.955: Master Sign Plans for the Barnes Jewish West County Hospital campus. The proposal would allow for replacement monument signs, directory signs and building signs for the medical office buildings along with building signs for the new hospital. Master Sign Plans require a recommendation and public hearing at the Planning and Zoning Commission with final approval by the City Council.

ADDITIONAL INFORMATION: Section 405.955: Master Sign Plans allow the City Council the flexibility to approve additional signs for planned developments and large campus developments of three or more buildings with a minimum of ten acres not separated by a major thoroughfare, (such as Olive and Lindbergh Boulevard), subject to certain requirements and conditions. Barnes Jewish West County Hospital is located at the southeast corner of N. Mason Road and Olive Boulevard and is 54.36 acres. The property addressed as 969 N. Mason on the west side of N. Mason Road is 5.62 acres. BJWC received approval of a Master Sign Plan in 2008, Ordinance No. 5060, and in 2012, Ordinance 5275. The proposal will repeal the prior approvals and replace with a new ordinance to govern all signs on the campus.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request follow the Design Guidelines?
- Does the request meet the requirements for a Master Sign Plan approval?

Creve Coeur 2030 Plan References

- Campus & Institutional Districts
 - Campus (CP)
- West Olive & Large Commercial Property
- Design Guidelines

Zoning Code References

- Section 405.310: PH-Planned Hospital District
- Section 405.320: PO-Planned Office District
- Article VIII Sign Regulations
- Section 405.955: Master Sign Plans

APPLICANT: Barnes Jewish West County
Nancy Coleman
BJC HealthCare
8300 Eager Road, Suite 600C
St. Louis, MO 63144

APPLICANT'S REPRESENTATIVE: Jon Krone
Warren Sign Co.
2955 Arnold Tenbrook Road
Arnold, MO 63010



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner

DATE: 8/16/2019

ATTACHMENTS: Applicants materials submitted August 9, 2019
Draft Ordinance
Ordinance No. 5275

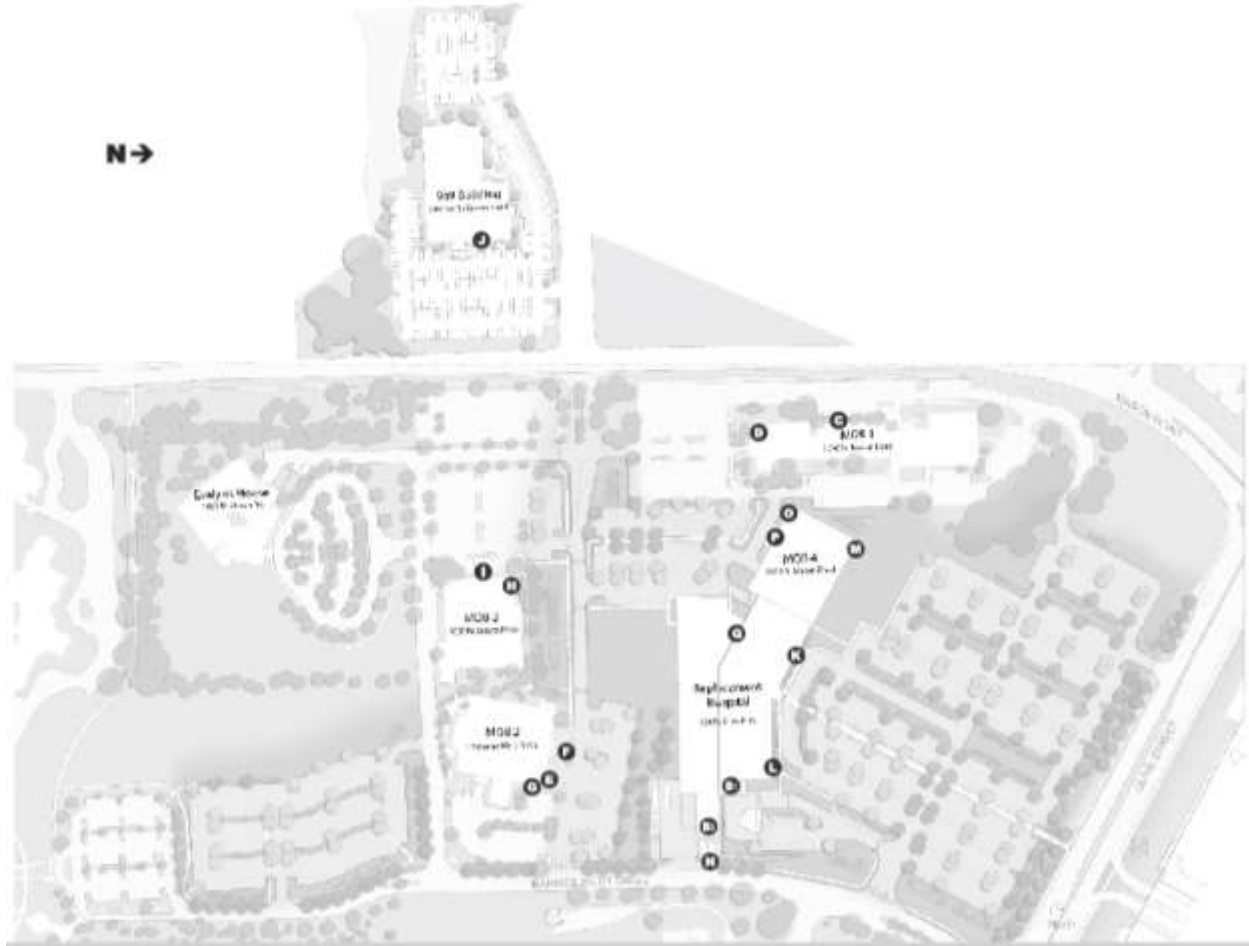
Attachment: 19-023.Master Sign Plan.Staff Report.8-19-2019 (#19-023: BJC West County Master Sign Plan)

MASTER SIGN PLAN PROPOSAL

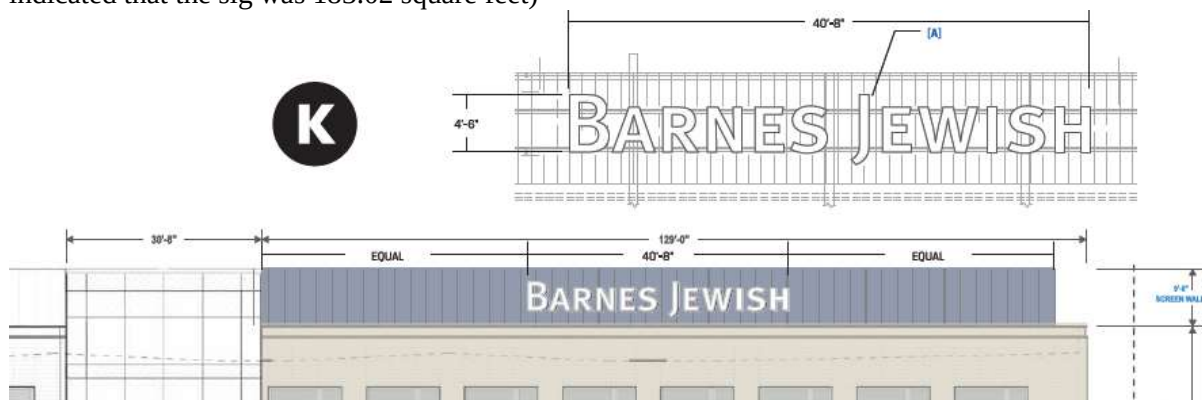
In 2017, BJC Healthcare received approval for the 260,000 square foot new replacement hospital and the attached, 100,000 square foot medical office building (identified as MOB 4) and, associated parking, that are currently under construction. The Applicants are seeking to update the existing signage throughout the campus, and provide for new building signs.

MAIN BUILDING WALL SIGNS

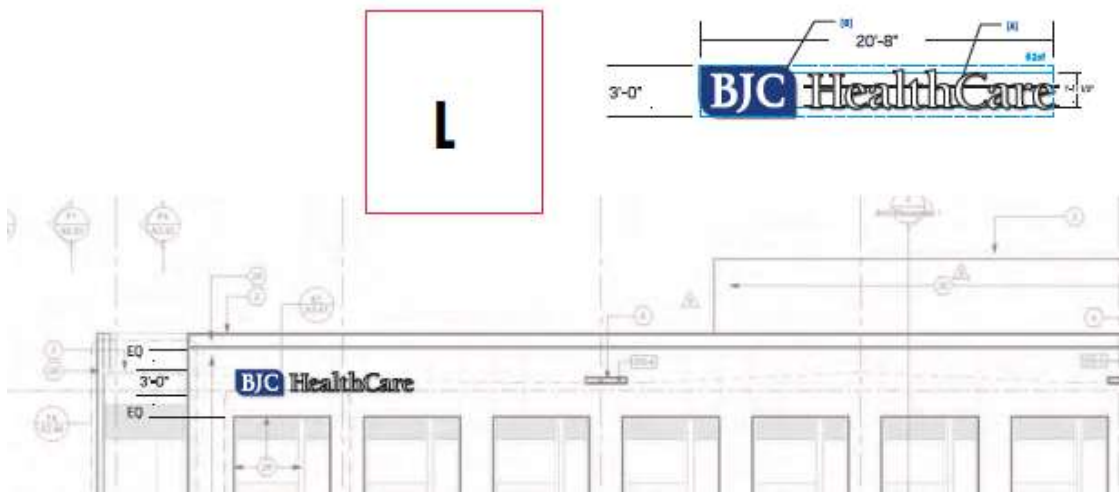
The Applicant's proposed wall sign layouts for the buildings on the Campus:



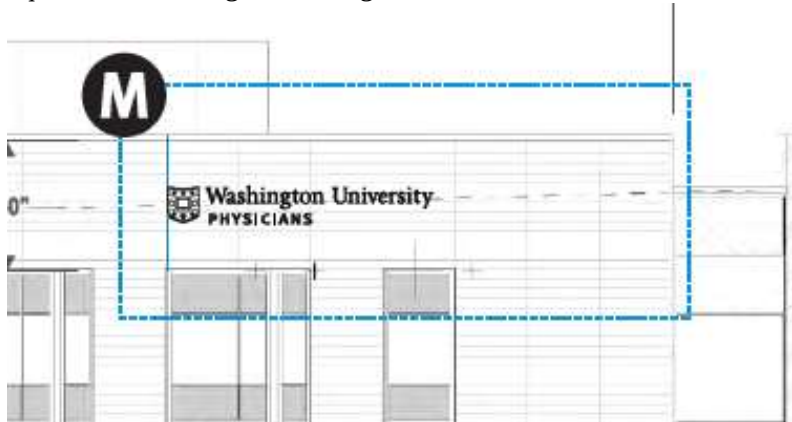
The building signs include a 223.69 square foot main building sign, identified as K (the plan incorrectly indicated that the sig was 183.02 square feet)



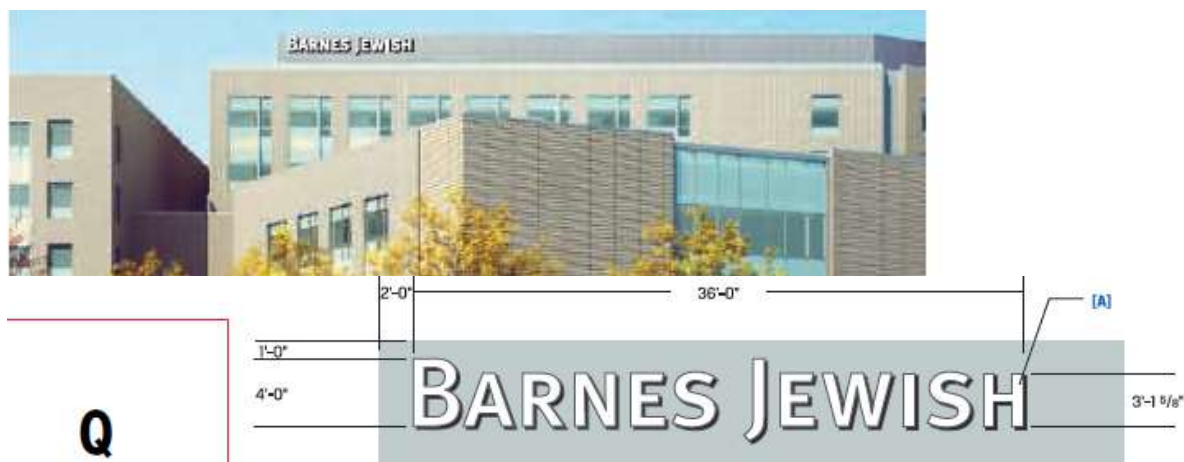
A 62.01 square foot wall sign on the left side of the elevation, identified as L.



A 47.81 square foot wall sign on the right side of the elevation, identified as M.



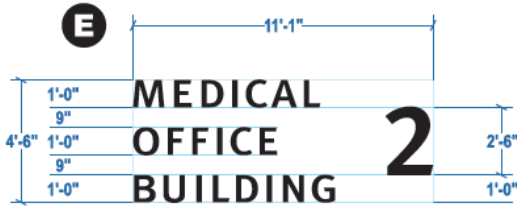
A 144 square foot building sign on the rear of the building, identified as Q (however the sign area was not accurately calculated, as it doesn't account to the extreme limits of the sign, with the "J").



OTHER BUILDING WALL SIGNS:

The other building signs include simplifying signage on the following buildings:

10 Barnes West Drive, includes a new 50 square foot sign and maintaining the existing street address sign, identified as E and F.

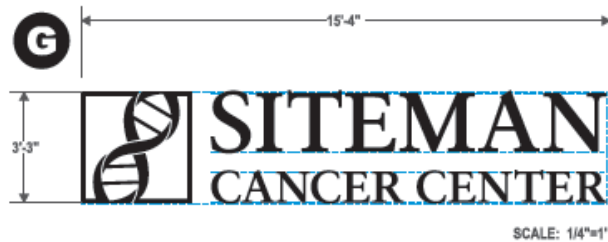


50sf Wall Sign

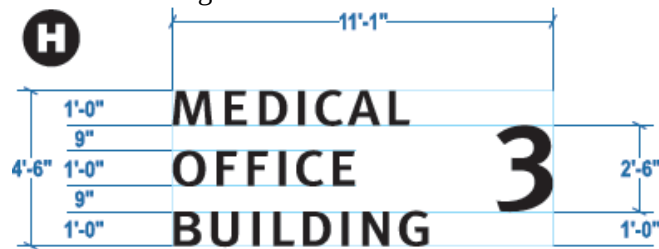
SCALE: 1/4" = 1'



The Siteman Cancer Center, will reduce the existing signs to a single 50 square foot sign, identified as G.



A 50 square foot MOB 3 Building Sign replacing the existing sign, identified as H, and maintaining the street address sign identified as I.



969 N. Mason Road, will have one Street Address sign, the existing Imaging Center will be removed, identified as J.



GROUND MONUMENT SIGNS

The proposal includes illuminated campus entry signs, Campus ID Signs, and a variety of Directional Signs and Pedestrian amenity signs throughout the campus:



The Campus Entry Pylon Sign that is 14.63 feet in height and 30.83 feet in length, with a sign area of 206 square feet, identified as 1, to be located in the median at the Olive and Barnes West Drive entrance to replace the existing directional signs.



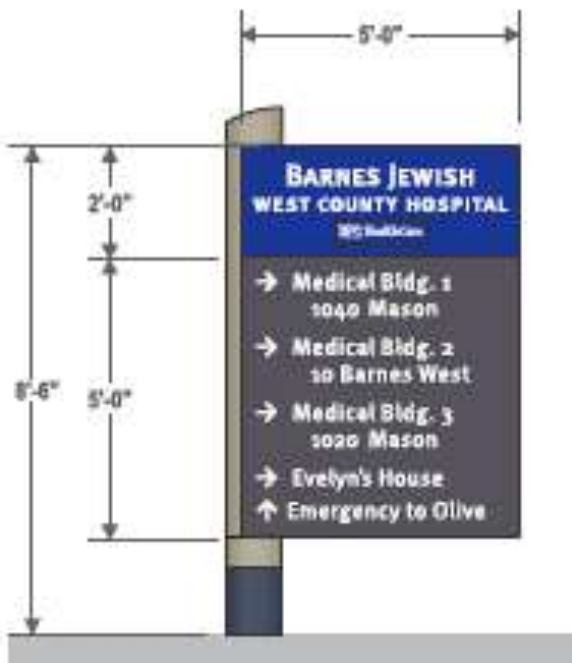
An approximately 80 square foot, masonry-base, Campus ID Sign at the corner of Olive Boulevard and N. Mason Road, identified as 2 on the drawings.



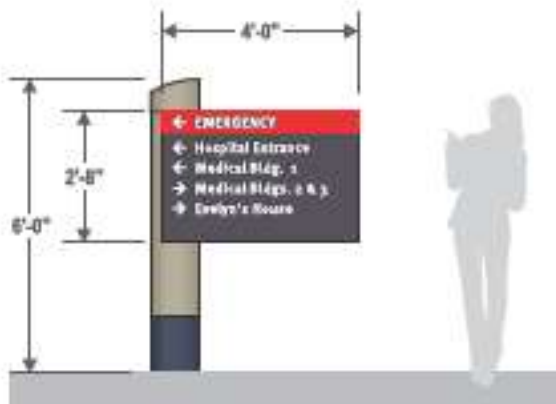
A similar designed 37 square foot monument sign, identified as 15 on the plan



Three illuminated Campus Entrance Directional Signs that are 35 square feet, with an overall height of 8.5 feet, identified as 3, 5, and 7 in yellow:



Twelve Non-illuminated Campus Pedestrian Directional Signs that are 10.68 square feet, and an overall height of 6 feet, identified as 4,6,8,9-14,16, 18 & 19, in blue:

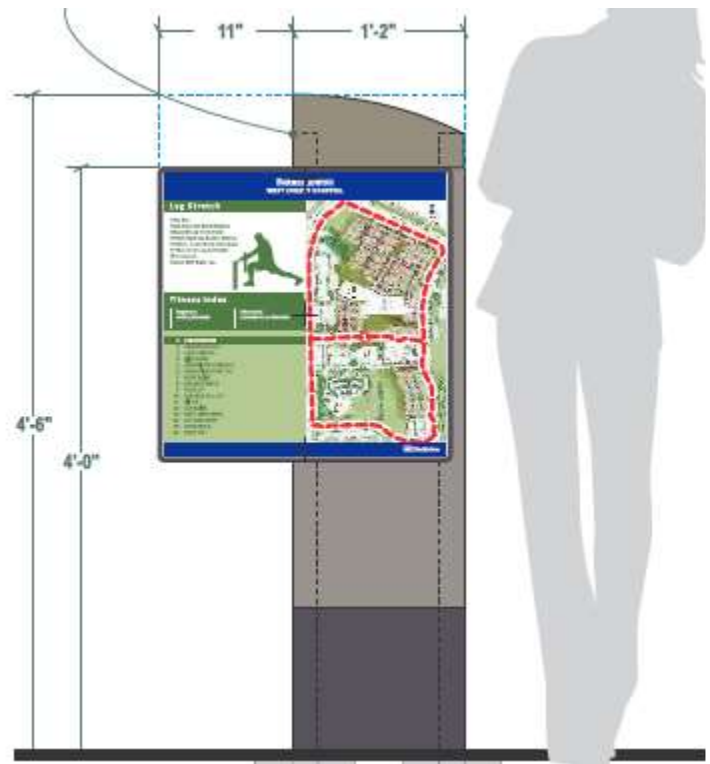


The existing monument sign for Evelyn's House, identified as 17 in red, and 13 pedestrian, fitness trial stations signs that are 4 square feet and have an overall height of 4.5 feet, throughout the Campus identified in bright pink:



Sign Features:
Non-Illuminated Cabinet on Masonry Base

QTY: 1 - (EXISTING)



LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Office, Retail, Restaurant	CB Core Business District	Olive Boulevard
South	School, Park	C Single Family Residential	N/A
East	Office, Retail Residential	GC General Commercial District/AR Attached Single Family & B Single Family Residential Districts	N/A
West	Retail, Restaurant/Office Residential	GC General Commercial District/PO Planned Office District/ D Single Family Residential District	N. Mason Road

CREVE COEUR 2030 COMPREHENSIVE PLAN REVIEW

The subject property is included in the Campus (CP) place type, and the property west of N. Mason Road, 969 N. Mason Road, is within the West Olive and Large Commercial Properties area of the Mixed-Use (MU) Place Type District. The Campus Place Type is intended for the development of large multi-building office structures, institutional facilities, research building, educational, and healthcare facilities, deeply setback from site edges and surrounded by beautiful landscape buffers. Campuses, by definition consist of multiple primary building on a single site. While the Comprehensive Plan does not provide direction regarding signage for such uses, the lot development standards (p. 110) recommends that the Established Primary Street and Secondary Street setbacks are to be compatible with neighboring residential and commercial place type district, and maintain compatibility with surrounding development character.

The Design Guidelines offer further guidance in reviewing signs, by recommending that sign plans include a consistency of materials, siting, and design. Specifically, all signs are to be architecturally integrated and complement their surroundings in terms of size, shape, color, texture and lighting. Signs are to complement the overall design of the building and are not to be designed to be in visual competition with other signs in the area. New signs proposed for existing buildings should provide a compatible appearance with other building signage. Where no sign program exists there should be an attempt to bring in a unifying element (such as size). (Chapter 5, page 17).

ZONING CODE REVIEW

All signs within the City are regulated under Article VIII of the Zoning Ordinance. The purpose of the Sign Regulations is to encourage the effective use of signs as a means of communication, to maintain and enhance the aesthetic appearance of the City and to facilitate and improve pedestrian and vehicular traffic safety, and to lessen confusion and visual clutter caused by a proliferation of signs competing for attention.

As discussed above for large campuses, the Sign Regulations allow for flexibility through the approval of a comprehensive sign package that creates an overall identity for the campus, where all signs are compatible in theme, quality, and character with the surrounding area, per the Master Sign Plan provision under Section 405.955 below:

Section 405.955. Master Signage Plans.

- A. *In keeping with the intent to allow flexibility in the design of planned developments and large campus development of contiguous multi-acre areas, not separated by major highways or public right-of-ways (i.e., Olive Boulevard), the following options may be available for signs accessory to uses in non-residential district properties of campus developments of three (3) or more multiple buildings with a minimum of ten (10) acres, HE Higher Education District, and residentially zoned institutions (schools and places of worship with a minimum tract area of twenty (20) acres).*
 1. *As an alternative to what would otherwise be allowed, signs may be permitted in accordance with a Comprehensive Plan of signage subject to the recommendation of the Planning and Zoning Commission and approval of the City Council following a public hearing conducted in accordance with the provisions of Sections 405.1060(D)(3) and 405.1120 of the Zoning Code. The Comprehensive Plan of signage shall show the location, size, height and extent of all proposed signs. In addition, the geographic limits of the area to be covered by the Comprehensive Plan of signage must be shown.*
 2. *Any application submitted pursuant to Subsection (A)(1) above may be made by any property owner, owner of an easement, lessee, contract purchaser or their agent. Such application shall be accompanied by a statement setting forth the names of the record owners of the properties upon which such signs are proposed to be located and the notarized agreement of each record owner to the placement of such signs on their property. When an application requests permission to erect a sign on property owned by someone other than the applicant, then such application shall be accompanied by a written and notarized statement signed by the record owners of such properties which indicates their endorsement of the application.*
 3. *The above-cited signage options shall be exercised in accordance with the standards for all planned developments as set forth in Section 405.1080. All proposed signs shall be reviewed based on the following criteria:*
 - a. *Proposed signs are consistent with the purpose of this Article.*
 - b. *Proposed signs are compatible with the theme, visual quality, and overall character of the surrounding area.*
 - c. *Proposed signs are in scale and harmonious with the development and shall be so located and sized as to ensure convenience to the visitor, user or occupant of the development while not adding to street clutter or otherwise detracting from*

the planned unit nature of the development and the purposes of architectural and urban design elements.

4. *The Zoning Administrator may approve minor changes to an approved master sign plan which he determines to be consistent with the scope and intent of such plan.*

Ground Sign Recommendations

While the design of the signs are largely consistent, Staff does have a concern with the scale and number of signs, particularly the three signs along the roadway, and the need for the two large “Barnes Jewish” building signs. The signs along the road should provide for a similar scale and design, where the main campus identification sign is at the corner of N. Mason Road and Olive Boulevard, and directional information, of the same size and design, should be provided at the entrances. The large Illuminated Campus Entry Pylon Sign at the Olive Boulevard entrance seems out of scale within the median, which is overpowering and would not allow for sufficient landscaping. Additionally, this sign serves to compete with the Campus ID Architectural Signs at the corner of Olive and Mason Road (Sign 2).

Staff recommends that Signs #1 and #3 at the entrances of Olive Boulevard and N. Mason Road should be of a masonry base, and the scale should be brought down to be consistent with one another, and serve to provide directional information. The campus identification portion of Sign #1 should be removed with the hospital text incorporated into the pylon sign.

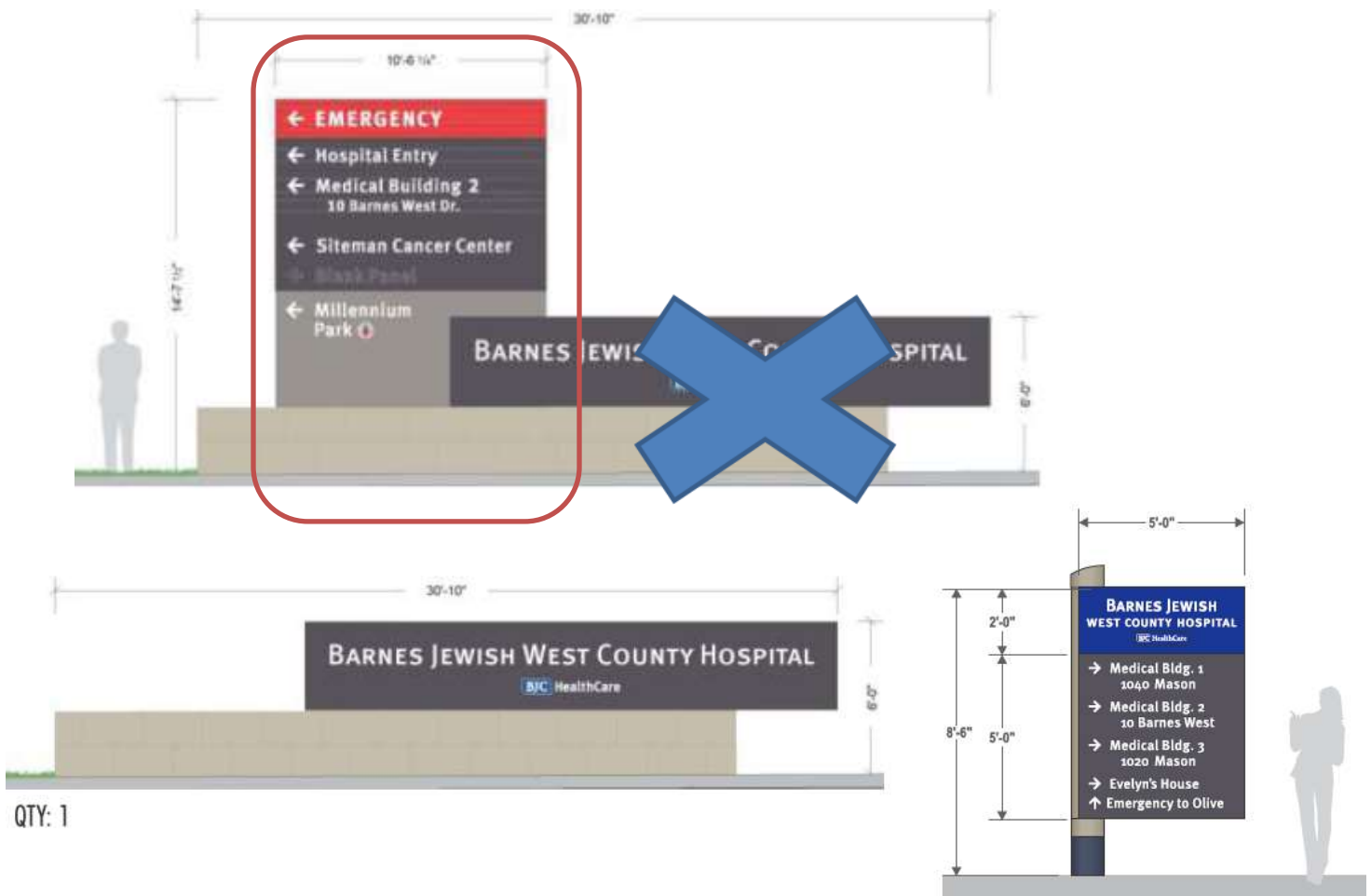


Figure 1: Image of the 3 main signs along N. Mason and Olive Boulevard.

Staff is also concerned of the about the number of signs within the hospital entrance off Barnes Drive that would create clutter in the area. Sign 15 is unnecessary and should be eliminated to lessen the clutter within this area.

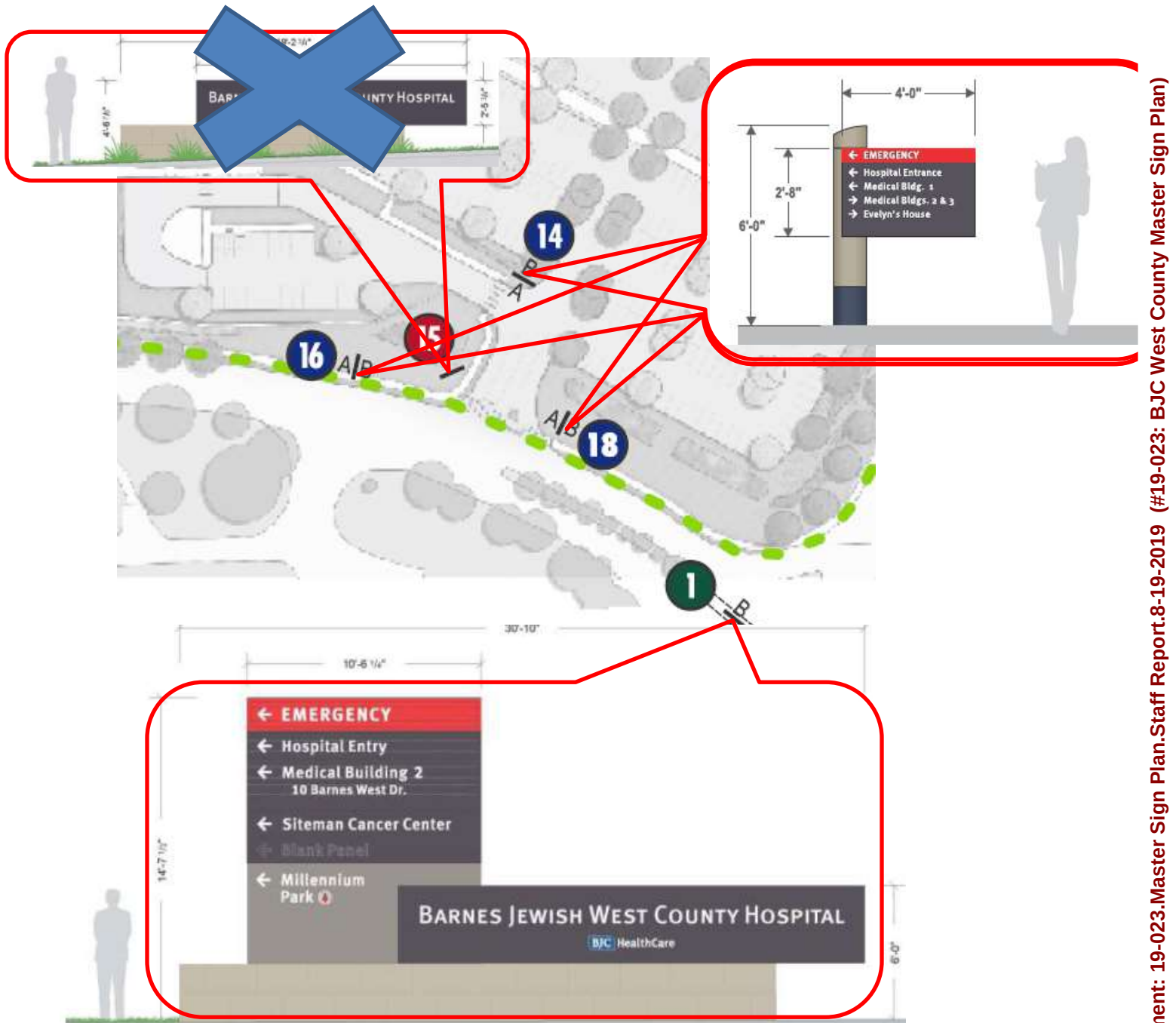


Figure 2: Close-up of the Site Plan showing the number of signs and Type of Signs at the entrance of Olive Boulevard and Barnes West Drive.

Wall Signs Recommendation

Under normal circumstances, building signs for offices are limited to 50 square feet, with an additional 10 square feet for each floor over 3, with a maximum of 150 square feet, per Section 405.950(D)(2) of the City's Sign Regulations. If the building directly abuts two or more public streets, a second sign is allowed for that street frontage. Signs are not permitted to be located on the rear of a building. This location for the additional sign also faces primarily residential areas south of the campus. The new hospital is 6 floors, thus without the Master Sign Plan, the building would only be provided with one 60 square foot sign. The proposal includes an approximately 224 square foot "Barnes Jewish" sign, along with the 62

square foot “BJC Health Care” and logo, the 47.81 square foot “Washington University Physicians” and logo on the front elevation. The approximately 144 square foot “Barnes Jewish” sign on the rear of the building, along with the 70 square foot “Medical Office Building 4” sign on the southwest elevation of the attached office building, seems excessive. Given the nature of a hospital campus, larger signs have been approved for the front elevations. However, such signs have not been approved when facing residential areas. With these considerations in mind, Staff recommends that the 144 square foot wall sign on the rear of the building, identified as Q within the plan, should be eliminated.

CONCLUSION AND FORM OF THE DRAFT ORDINANCE

Should the Commission find the Master Sign Plan proposal for the Barnes Jewish West County Hospital consistent with the goals and objectives of the Comprehensive Plan and the Design Guidelines, as well as the purpose and requirements of Article VIII, a recommendation to the City Council for approval is necessary. The draft ordinance contains the following customary conditions that primarily ensure adherence to proposed plan, as well as the items discussed within the Staff Report including, modifying the two entrance directional signs, identified as #3 and #1, eliminating the Architectural Campus ID Sign, identified as #15 within the plan, as well as eliminating the 144 square foot wall sign on the rear of the building, identified as Q within the plan, as well as repeal the prior ordinance governing all signage for the Campus:

1. The Applicant shall follow the Master Sign Plan received August 9, 2019 for all new or altered signage on the campus, as approved by the City of Creve Coeur, except as modified below. The location, size, shape, color, type, and design of each sign shall not substantively depart from the Master Sign Plan, unless approved by the City of Creve Coeur. Any existing signs not shown on the approved plan shall be promptly removed.
2. The Applicant shall submit sign permits for the proposed new signs referred to in the Master Sign Plan. The monument signs shall be setback at least fifteen (15) feet from adjacent roadway surface and at least one (1) foot from edge of public right-of-way.
3. The Applicant shall provide a more detailed landscape plan for each monument sign that is consistent with the requirements elsewhere in the Sign Regulations of 2.5 times landscaped area for each square foot of sign area, per side, and to include a mix of native plantings consistent with the landscaping design for the Zoning Administrator’s approval.
4. The signs identified as #1 and #3 shall be modified to serve as more entrance directional signs with a masonry base that is consistent in detail with the architectural sign, and have a scale similar with one another.
5. The Architectural Masonry Based Campus ID Sign identified as #15 shall be eliminated.
6. The 144 square foot “Barnes Jewish” wall sign on the rear elevations shall be eliminated.
7. Staff may authorize additional incidental signs that are in keeping with the overall character and purpose of the Master Sign Plan, provided that they are internal to the campus, and not visible from the public right-of-way, as provided under Section 405.955(A)(4).
8. Permitted temporary banners are allowed as provided under Section 405.950(G)(2).

CONCLUSION AND ACTION

The following is an example of an appropriate motion for this application:

“I move to recommend approval of the BJC West County Hospital Campus subject to the conditions contained in the draft ordinance attached to the staff report for the meeting of August 19, 2019” (conditions may be added, eliminated, or 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.

APPENDIX 3: AERIAL PHOTO

Barnes Jewish West County Hospital



City Limits

Parcels

June 3, 2019

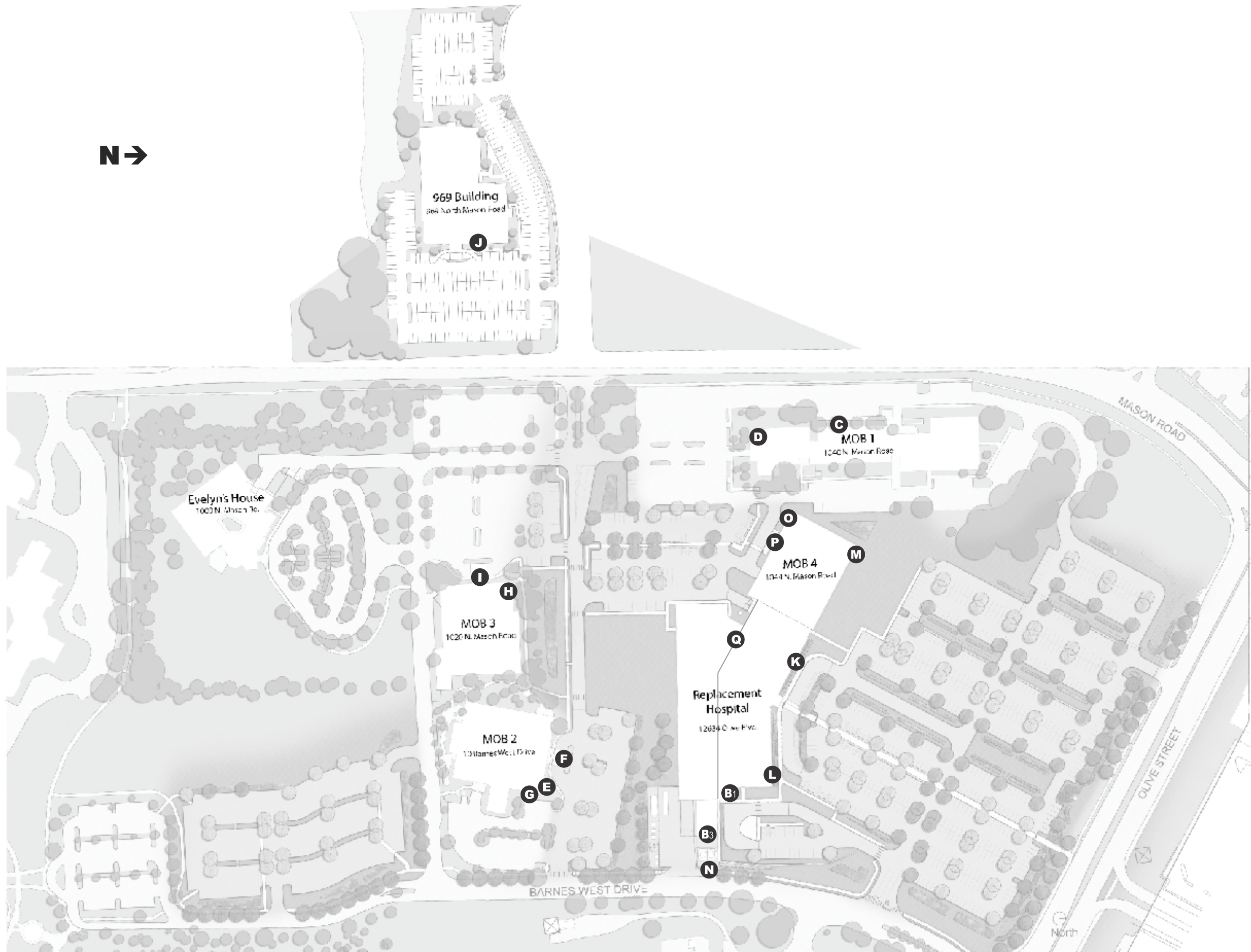


Prepared By

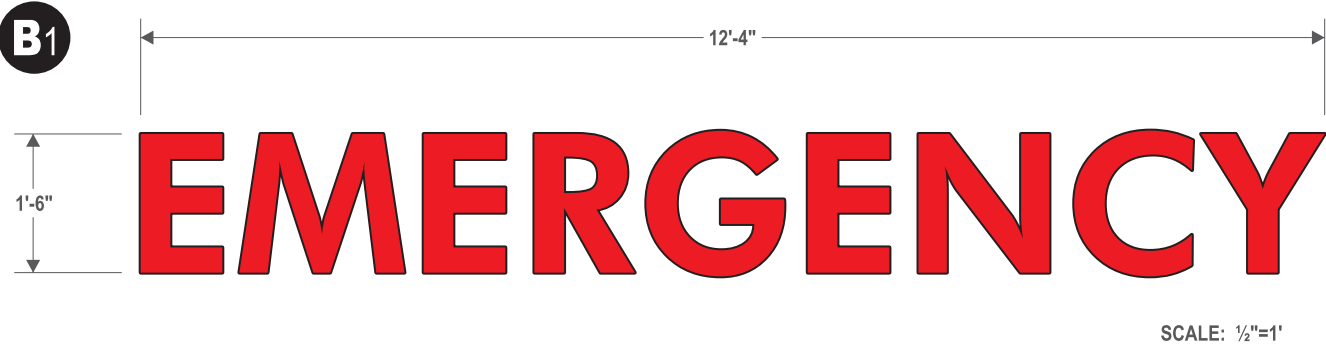


HORNER + SHIFFRIN

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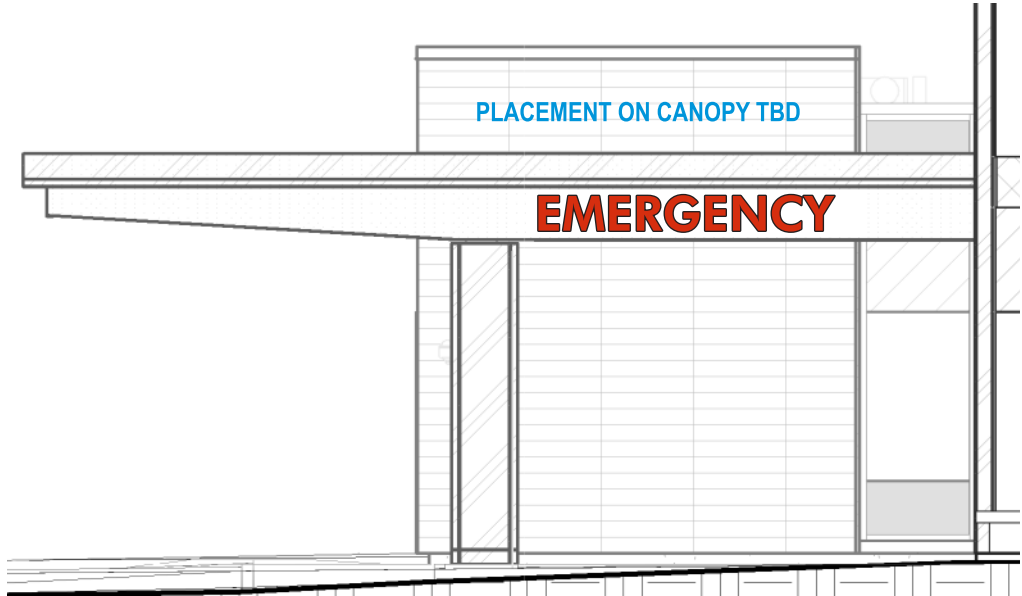
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Reinstall - Existing 18.5sf Channel Letter Wall Sign

REMOVE INDIVIDUAL CHANNEL LETTERS FROM CURRENT LOCATION & REINSTALL ON NEW BUILDING.
CURRENT LETTERS: RED ACRYLIC FACES. WHITE TRIM CAP. 5" DEEP RETURNS PAINTED WHITE. RED LED ILLUMINATION.
FLUSH MOUNTED - REMOTE TRANSFORMERS.

EXISTING SIGN BY WARREN SIGN.
REFER TO FILE BJC WCO EMERGENCY LETTERS 6.4.12



DETAIL OF SIGN INSTALLATION AREA - SCALE: 1/8"=1'



TOWER - NORTH SCALE: 1/16"=1'



THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.



**WARREN
SIGN**

2955 Arnold Tenbrook Rd.
St. Louis, MO 63010
P: 636-282-1300 F: 636-282-3388

CLIENT
BJC - West County Hospital

PROJECT
Wall Signs at Replacement

LOCATION
12634 Olive St.

DATE
05.25.2017

SAVED AS
BJC/WCo/2017/WS/TOWER

DRAWING NO.
JK051517.4

REVISED
051619

REVISED

REVISED

REVISED

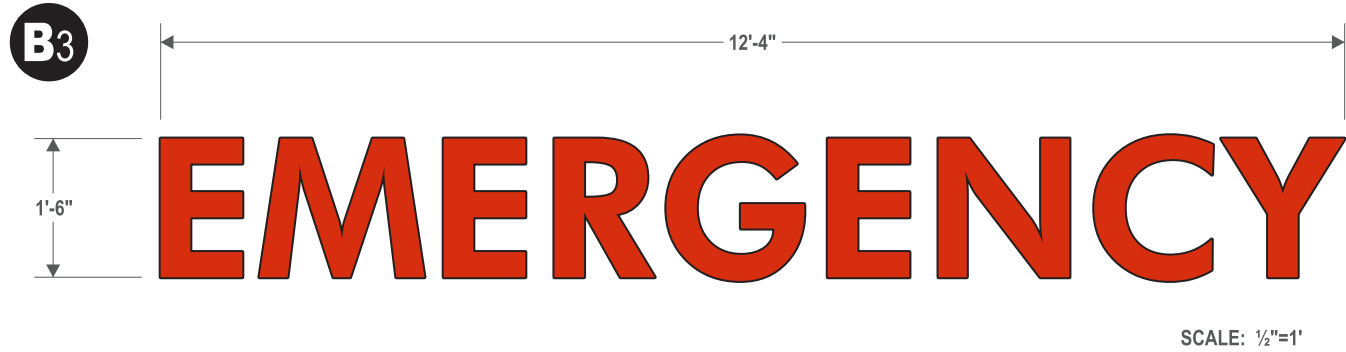
DESIGNED BY
SAW



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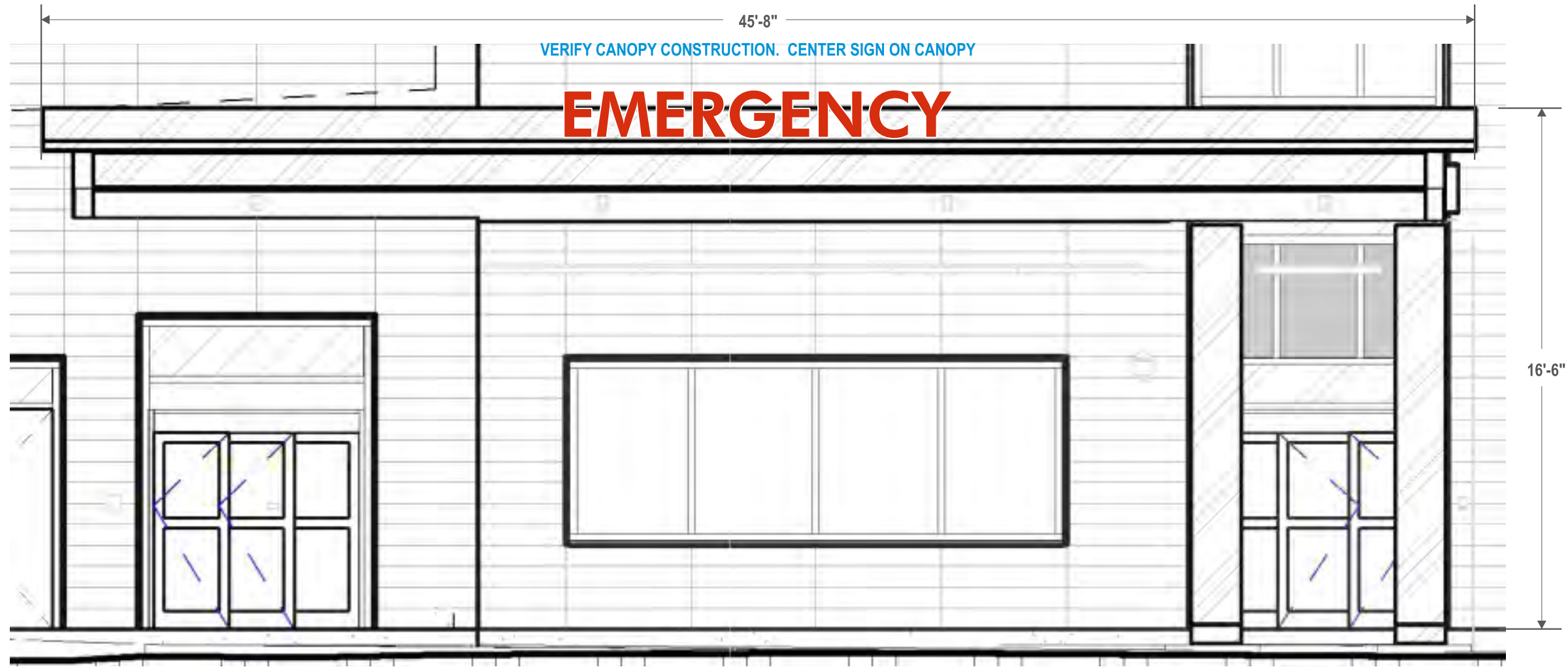
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Reinstall - Existing 18.5sf Channel Letter Wall Sign

REMOVE INDIVIDUAL CHANNEL LETTERS FROM CURRENT LOCATION & REINSTALL ON NEW BUILDING.
CURRENT LETTERS: RED ACRYLIC FACES. WHITE TRIM CAP. 5" DEEP RETURNS PAINTED WHITE. RED LED ILLUMINATION.
FLUSH MOUNTED - REMOTE TRANSFORMERS.

EXISTING SIGN BY WARREN SIGN.
REFER TO FILE BJC WCO EMERGENCY LETTERS 12/12/11



TOWER AND PODIUM - EAST / CANOPY DETAIL SCALE: 1/16"=1'



THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.



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2955 Arnold Tenbrook Rd.
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P: 636-282-1300 F: 636-282-3388

CLIENT
BJC - West County Hospital
PROJECT
Wall Signs at Replacement
LOCATION
12634 Olive St.
DATE
05.25.2017
SAVED AS
BJC/WCo/2017/WS/TOWER
DRAWING NO.
JK051517.6
REVISED
051619
REVISED
REVISED
DESIGNED BY
SAW



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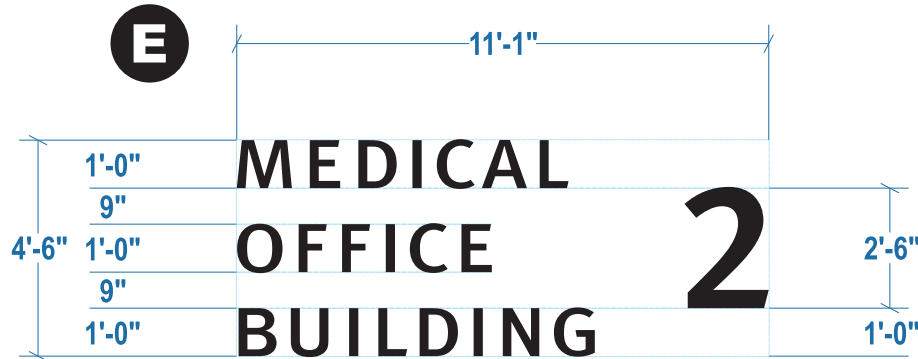


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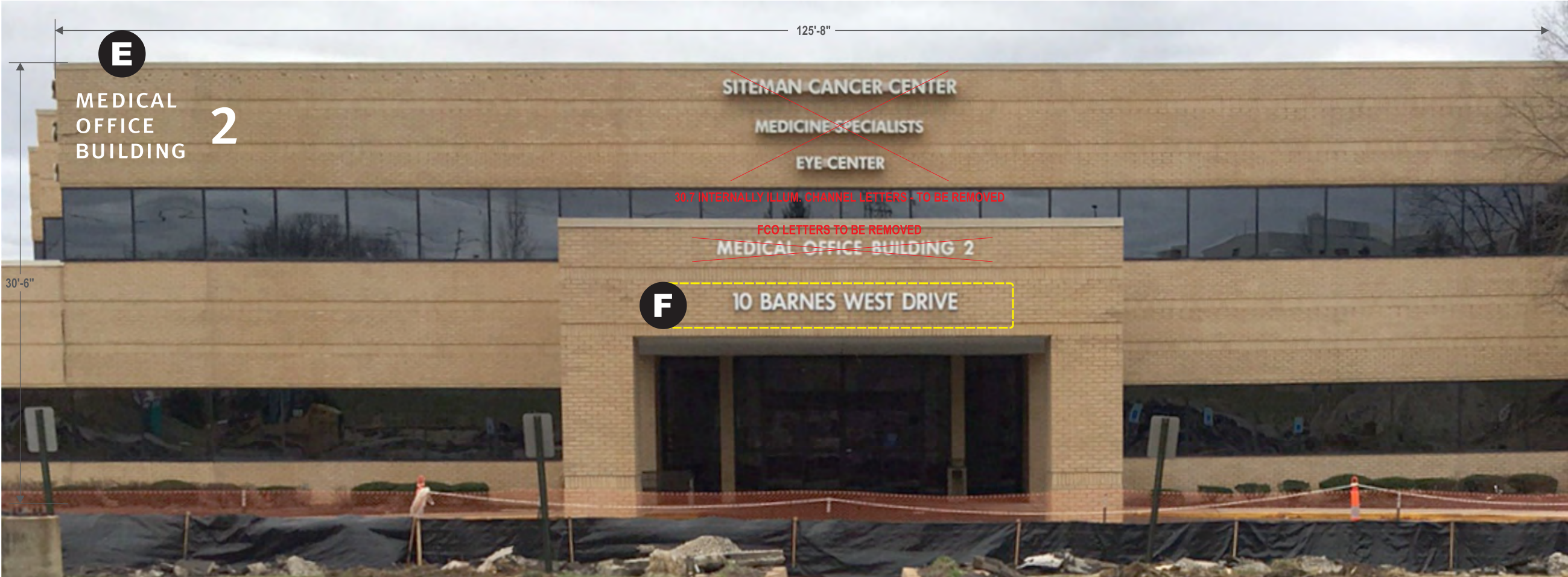
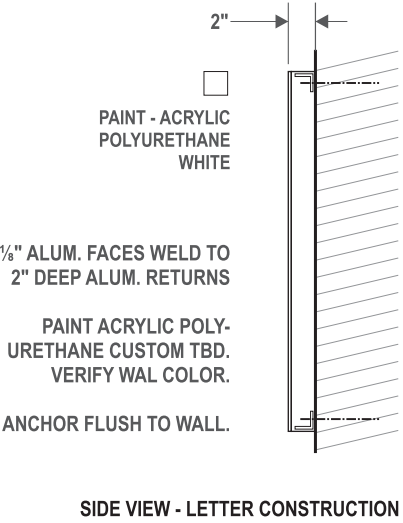
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50sf Wall Sign

SCALE: ¼" = 1'

FABRICATE & INSTALL ONE NEW SET OF FORMED LETTERS ON WALL.
LETTERS: 2" DEEP - ALL ALUMINUM CONSTRUCTION. PAINT ACRYLIC POLYURETHANE CUSTOM.
INSTALLATION: ANCHOR FLUSH TO WALL W/ NON-CORROSIVE MECHANICAL FASTENERS.



PROPOSED SIGN INSTALLED ON NORTH ELEVATION SCALE: 1/8"=1'



THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.



WARREN SIGN

2955 Arnold Tenbrook Rd.
St. Louis, MO 63010
P: 636-282-1300 F: 636-282-3388

CLIENT
BJC - West County Hospital

PROJECT
Wall Sign - MOB 2

LOCATION
10 Barnes West Dr., Creve Coeur, MO

DATE
06.14.2017

SAVED AS
BJC/WCo/MOB2/WU Wall Sign

DRAWING NO.
JK060817.1

REVISED
071917 SIZE REDUCED

REVISED
060818 ILLUM. C-LTRS

REVISED
072418 LAYOUT OPTION

REVISED
051619

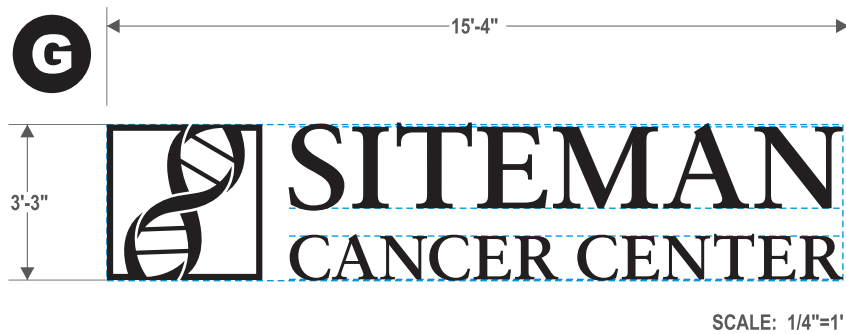
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SAW



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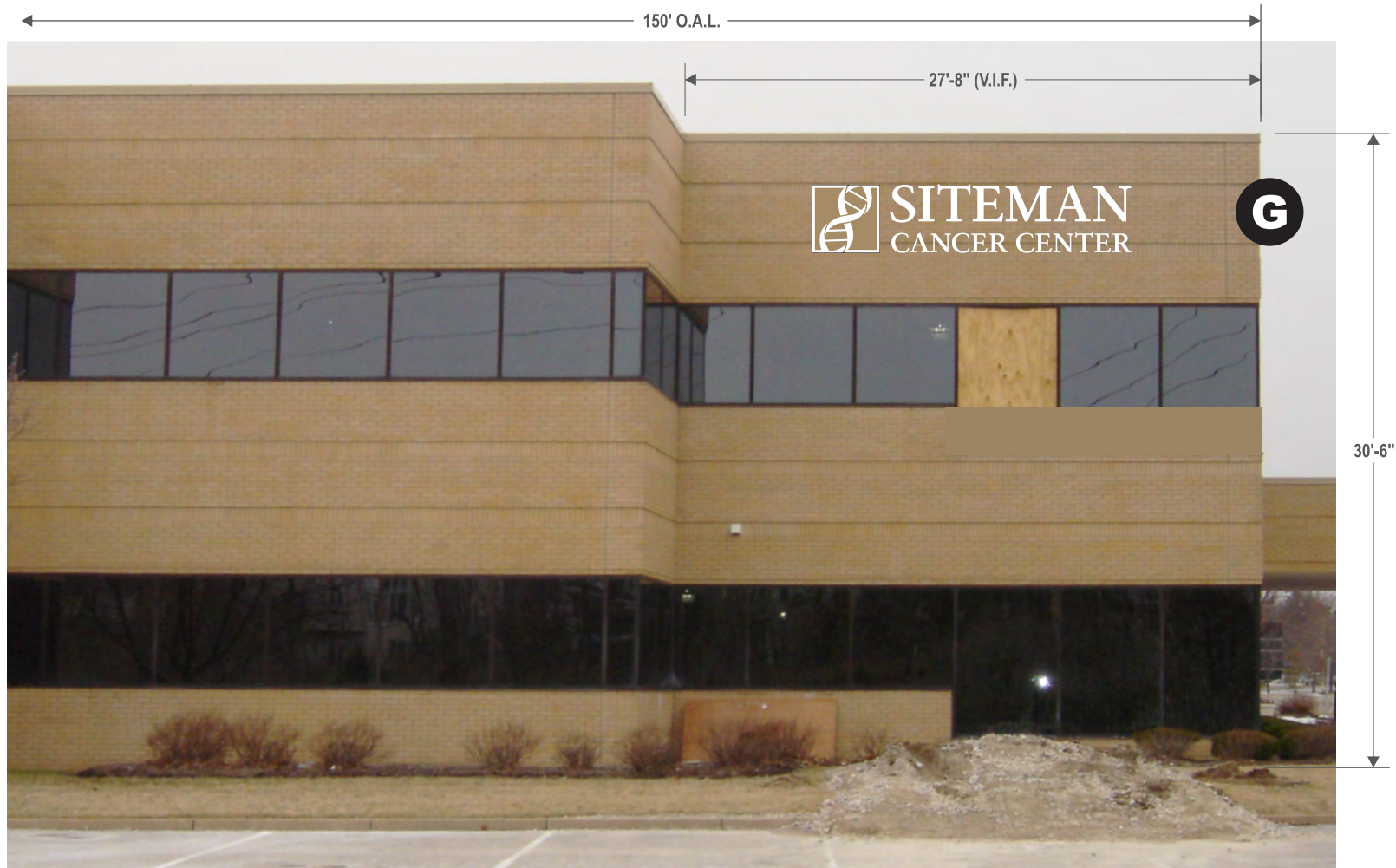
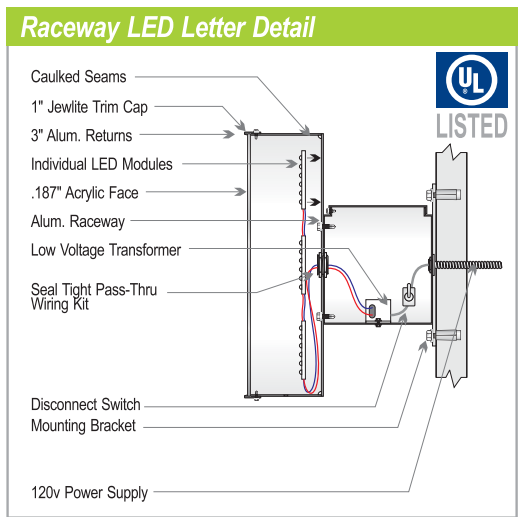
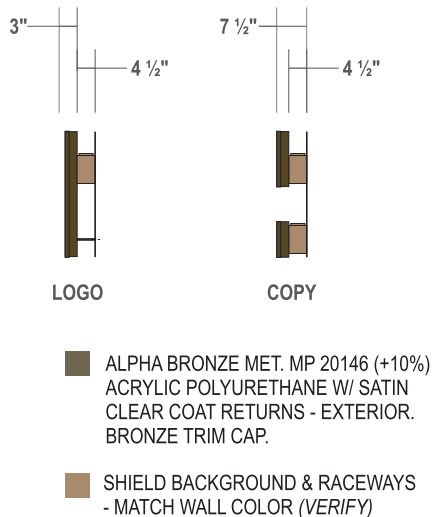


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50sf Internally Illuminated Channel Letter Wall Sign

FABRICATE & INSTALL ONE SET OF CHANNEL LETTERS TO REPLACE EXISTING CHANNEL LETTER WALL SIGN.
FACES: 3/16" WHITE ACRYLIC. PAINT SHIELD FACE CUSTOM COLOR TO MATCH BRICK (TBD). 1" TRIM CAP.
RETURNS: 3" DEEP ALUMINUM. PAINT ACRYLIC POLYURETHANE CUSTOM.
ILLUMINATION: HANLEY P-2072 WHITE LED MODULES AS REQ'D. FOR THIN-STROKE/SHALLOW DEPTH SIGNS. OVER-POPULATE PER BJC STANDARDS.
POWER: 120v CIRCUIT TO SIGN BY OTHERS BEFORE INSTALLATION. WARREN SIGN TO MAKE FINAL CONNECTION. SIGN IS UL LISTED.
RACEWAY(S): 7x4 EXTRUDED ALUMINUM. PAINT ACRYLIC POLYURETHANE CUSTOM TO MATCH WALL (VERIFY).
INSTALLATION: RACEWAYS ANCHOR FLUSH TO WALL VIA NON-CORROSIVE MECHANICAL FASTENERS.



PROPOSED SIGN INSTALLED ON EAST ELEVATION SCALE: 1/8"=1'



EXISTING CHANNEL LETTER SIGN TO BE REMOVED

7.1.b

WARREN SIGN

2955 Arnold Tenbrook Rd.
St. Louis, MO 63010
P: 636-282-1300 F: 636-282-3388

CLIENT
BJC - West County Hospital

PROJECT
Wall Sign - MOB 2

LOCATION
10 Barnes West Dr., Creve Coeur, MO

DATE
06.14.2017

SAVED AS
BJC/WCo/MOB2/WU Wall Sign

DRAWING NO.
JK060817.1

REVISED
071917 SIZE REDUCED

REVISED
060818 100sf ILLUM. C-LTRS

REVISED
051619

DESIGNED BY
SAW

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energy efficient signs built to

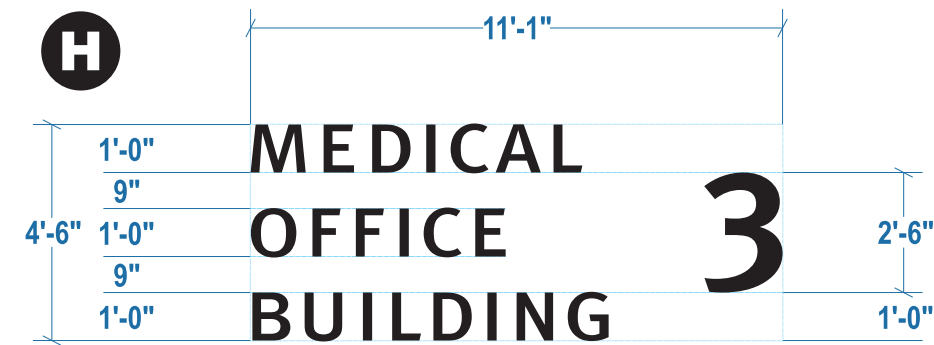
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warrensing.com

Packet Pg. 313

Attachment: Applicant's Materials submitted 8-9-2019 (#19-023: BJC West County Master Sign Plan)

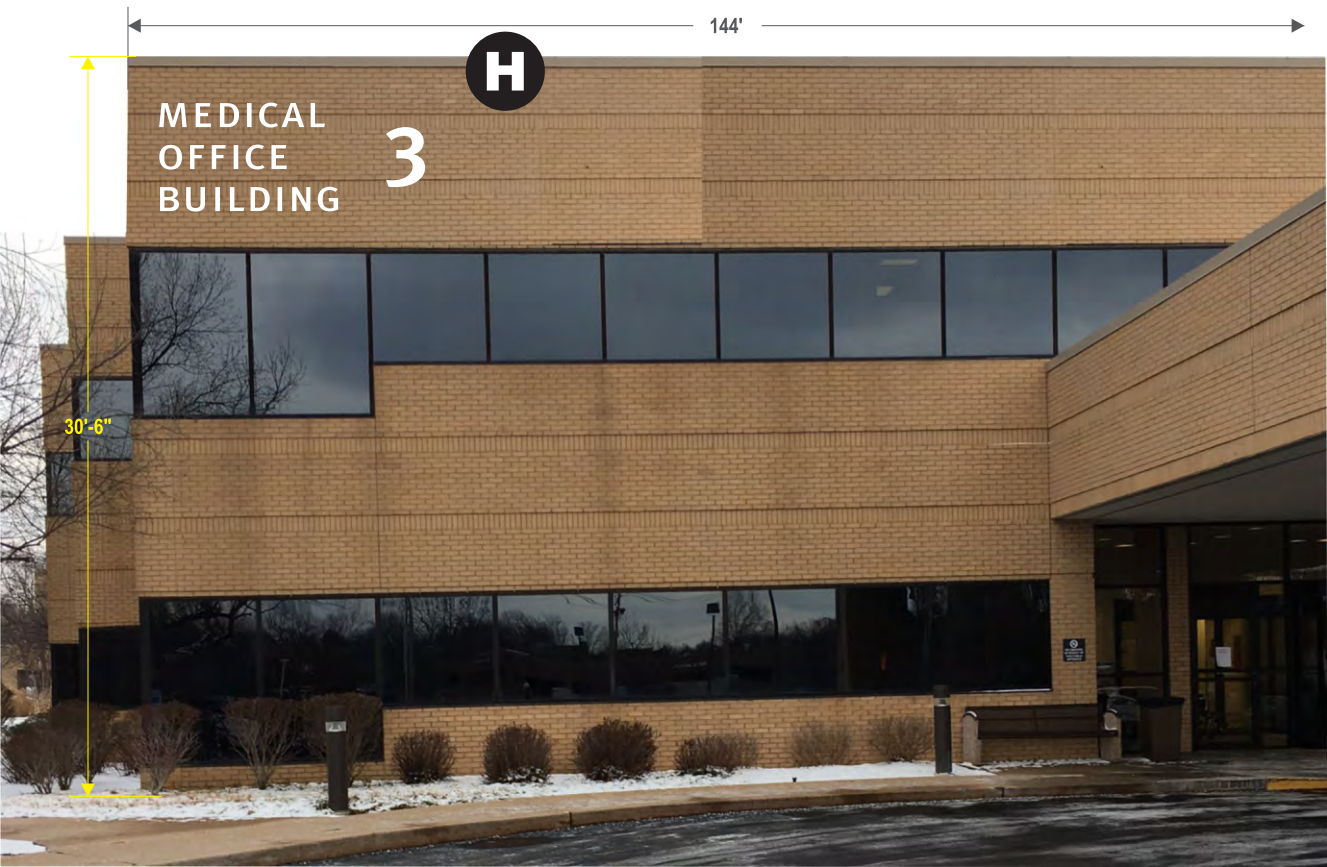
St. Louis' Largest Sign Contractor Delivering Quality Since 1929



50sf Wall Sign

SCALE: 1/4" = 1'

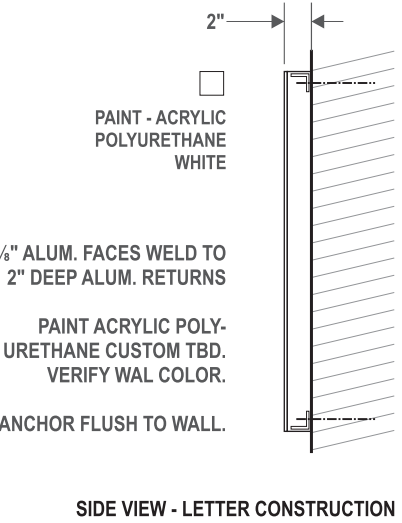
FABRICATE & INSTALL ONE NEW SET OF FORMED LETTERS ON WALL.
LETTERS: 2" DEEP - ALL ALUMINUM CONSTRUCTION. PAINT ACRYLIC POLYURETHANE CUSTOM.
INSTALLATION: ANCHOR FLUSH TO WALL W/ NON-CORROSIVE MECHANICAL FASTENERS.



PROPOSED SIGN INSTALLED ON WEST ELEVATION SCALE: 1/8"=1'



REMOVE & DISPOSE EXISTING CHANNEL LETTER SIGN 1'-0" X 19'-6"
LEAVE NON-ILLUM. MOB 3 LETTERS AT ENTRY



7.1.b



WARREN SIGN

2955 Arnold Tenbrook Rd.
St. Louis, MO 63010
P: 636-282-1300 F: 636-282-3388

CLIENT
BJC - West County Hospital

PROJECT
Wall Sign - MOB 3

LOCATION
1020 N. Mason Rd., Creve Coeur, MO

DATE
06.14.2017

SAVED AS
BJC/WCo/MOB3/WU Wall Sign

DRAWING NO.
JK060817.1

REVISED
071917 REDUCED SIZE

REVISED
060818 ILLUM. C-LTRS / RACEWAYS

REVISED
072418 LAYOUT OPTION

DESIGNED BY
SAW



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Attachment: Applicant's Materials submitted 8-9-2019 (#19-023: BJC West County Master Sign Plan)



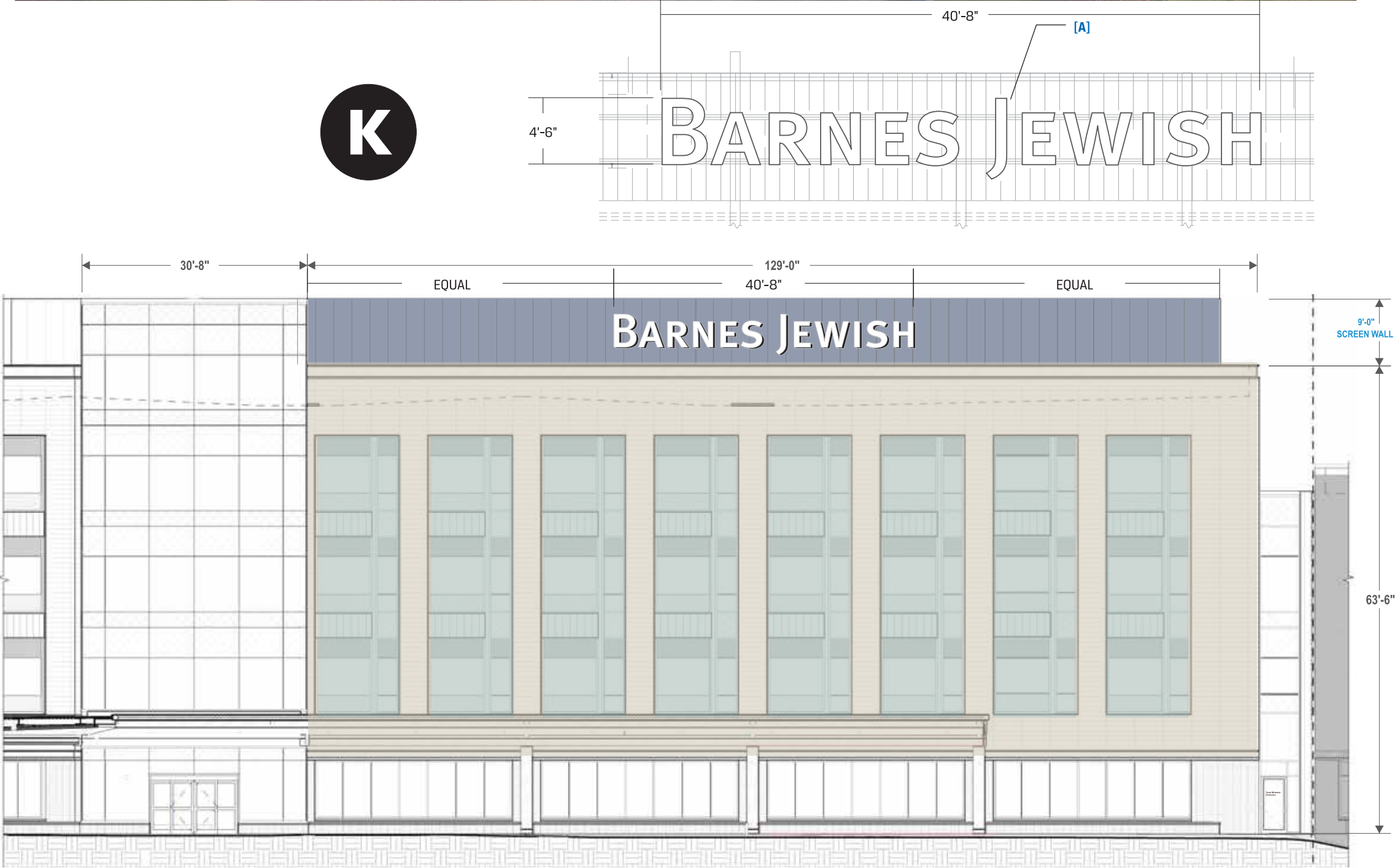
J

(LOCATED AT 969 N. MASON) EXISTING CONDITIONS

SIGN SPECIFICATIONS

[A] - ILLUMINATED LETTERS

Lighting: LED
Voltage:
Description: Face - Acrylic
Face Color: White
Return and Trimcap Color:
Painted Matthews Low VOC to match Sherwin Williams Westchester Gray SW2849 with satin clear coat
Mounting Color : Painted Matthews Low VOC to match Sherwin Williams Westchester Gray SW2849 with satin clear coat



TOWER - NORTHEAST SCALE: 1/16"=1'

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Project
BJC West County Hospital

St. Louis MO

Scale: noted
Original Page Size: 11" x 17"

Notes
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Revisions				
REV	DESCRIPTION	BY	D	
01	Pre-Prod Update	RJE	08	
02	center letters	jeb	08	
03	size	jeb	08	

Rep.: Chuck Amundsen
Drawn By: J Boos Orig. Date: 04

Sign Loc. No. .

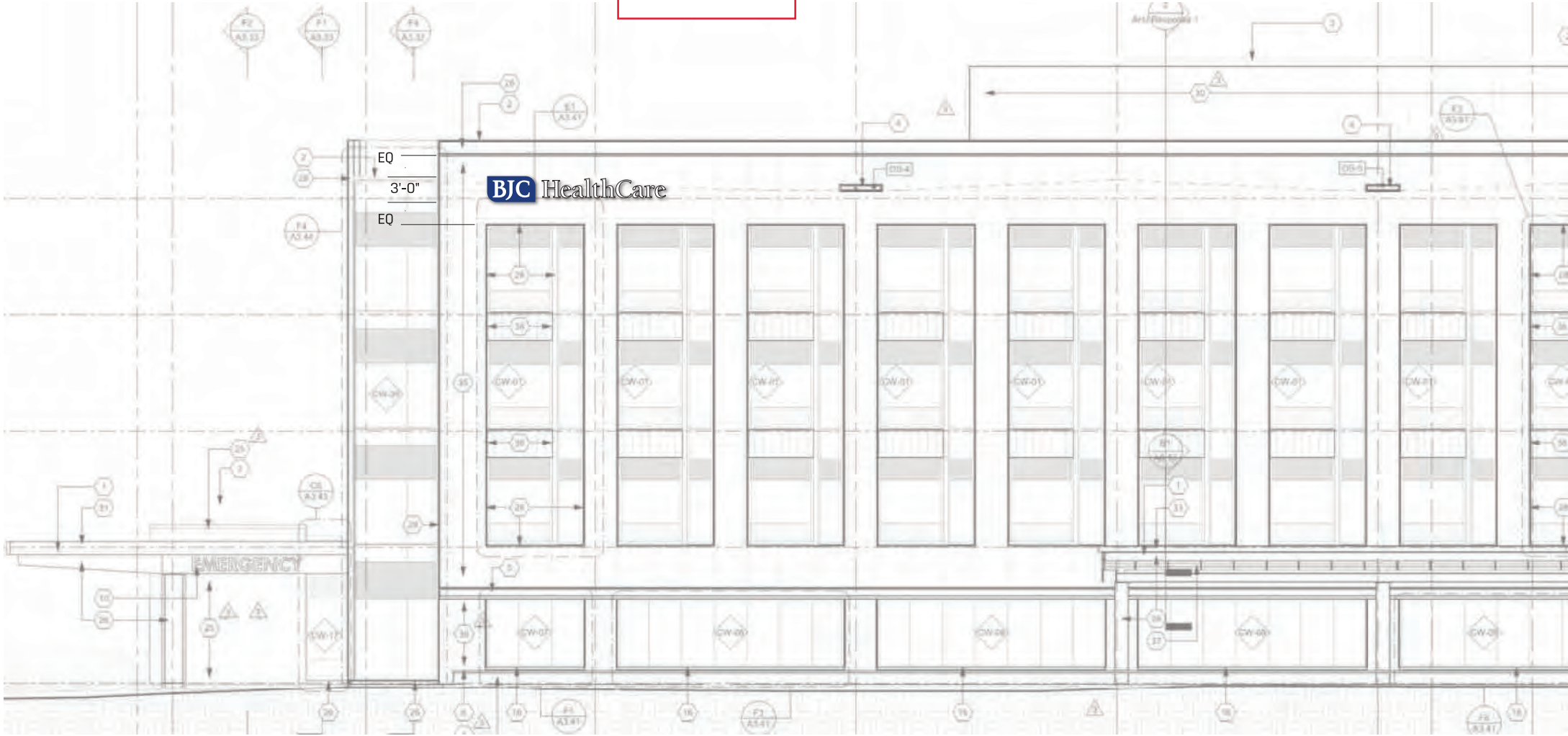
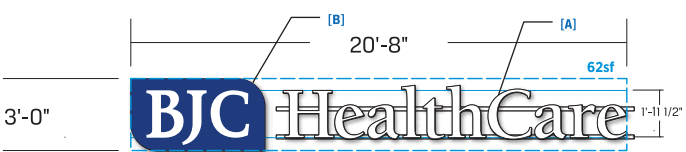
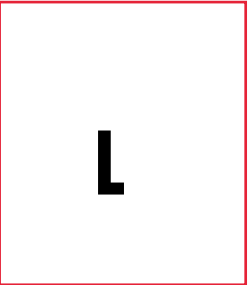
LL-01
Lit Letters
Sign. Type

Attachment: Applicant's Materials submitted 8-9-2019 (#19-023: BJC West County Master Sign Plan)

SIGN SPECIFICATIONS

[A] - ILLUMINATED LETTERS
Lighting: LED
Voltage:
Description: Face - Lit Acrylic
Face Color: White
Return & Trim Cap Color: Painted Matthews Low VOC to match Sherwin Williams Westchester Gray SW2849 with satin clear coat

[B] - ILLUMINATED LOGO
Lighting: LED
Voltage:
Description: Face - Flex
Face Color: White graphics with blue vinyl background 3M 3630-157 Sultan Blue
Return Color: Painted Matthews Low VOC to match 3M 3630-157 Sultan Blue PMS 287



ELEVATION - SCALE: 1/16"=1'

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Project

BJC West County Hospital

St. Louis MO

Scale: noted

Original Page Size: 11" x 17"

Notes

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Revisions			
REV	DESCRIPTION	BY	DATE
01	Pre-Prod Update	RJE	08/01/
02	MOUNT	jeb	10/12/1

Rep.: Chuck Amundsen

Drawn By: Greg Moerner Orig. Date: 07/09/1

Sign Loc. No. 3' OPTION

LL-02

Lit Letters

Sign. Type



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Project

BJC WEST COUNTY HOSPITAL

12634 OLIVE BLVD.
CREVE COEUR, MO 63141

Scale: **AS NOTED**

Original Page Size: **11" X 17"**

Notes

LINE -05 FABRICATE MOUNTING
BRACKETS ONLY

Revisions

REV	DESCRIPTION	BY	DATE
1	LED'S & POWER	WCC	8.2.18
2	LINE -05 SHOP RELEASE	WCC	10.11.18

Rep.: **CHUCK AMUNDSEN** Orig. Date: **7.17.18**

Drawn By: **WADE CARTER**

Sign Loc. No.

LL-02

LIT LETTERS

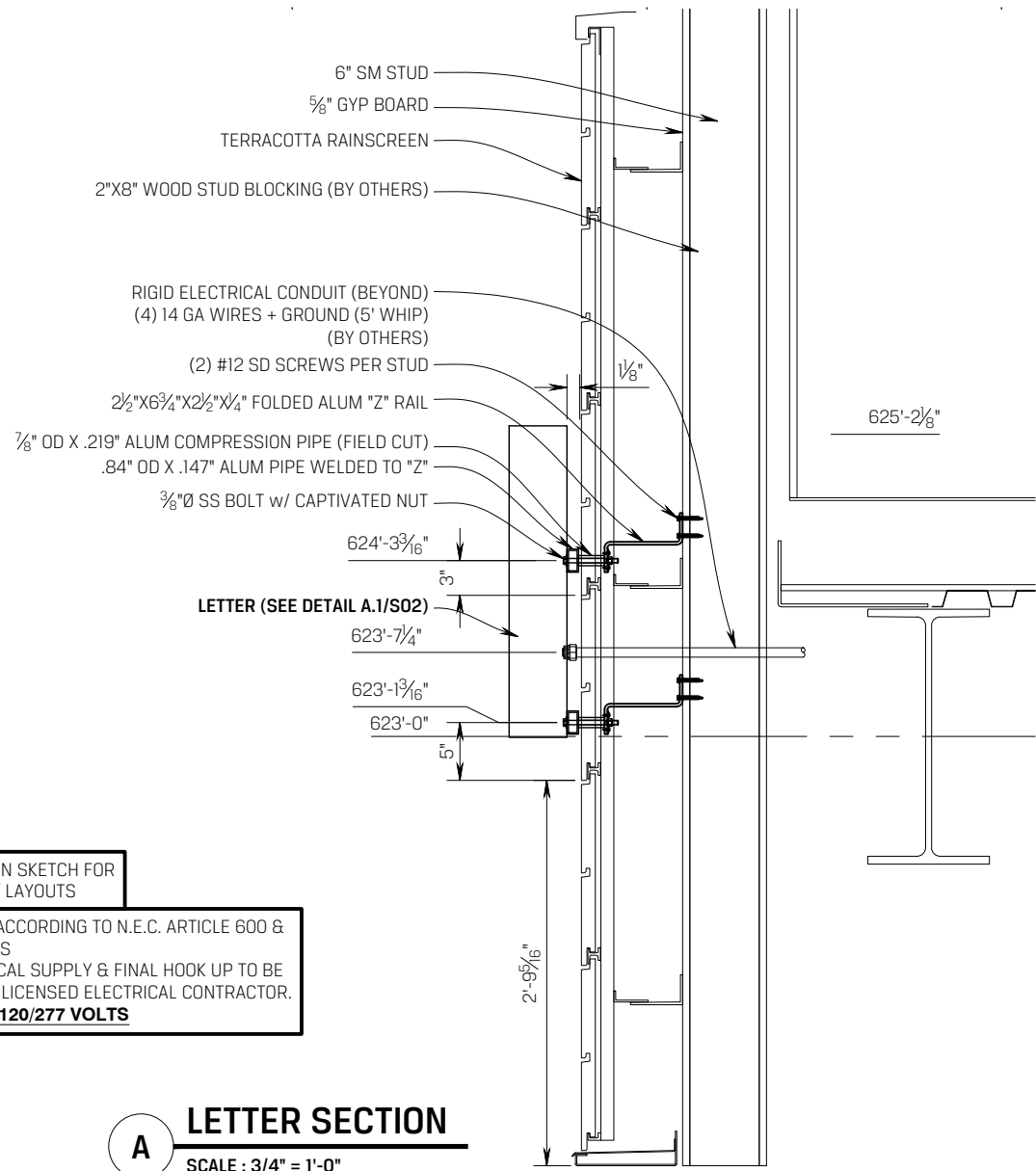
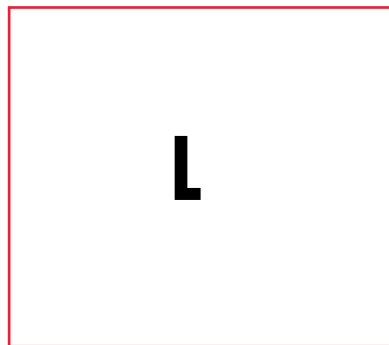
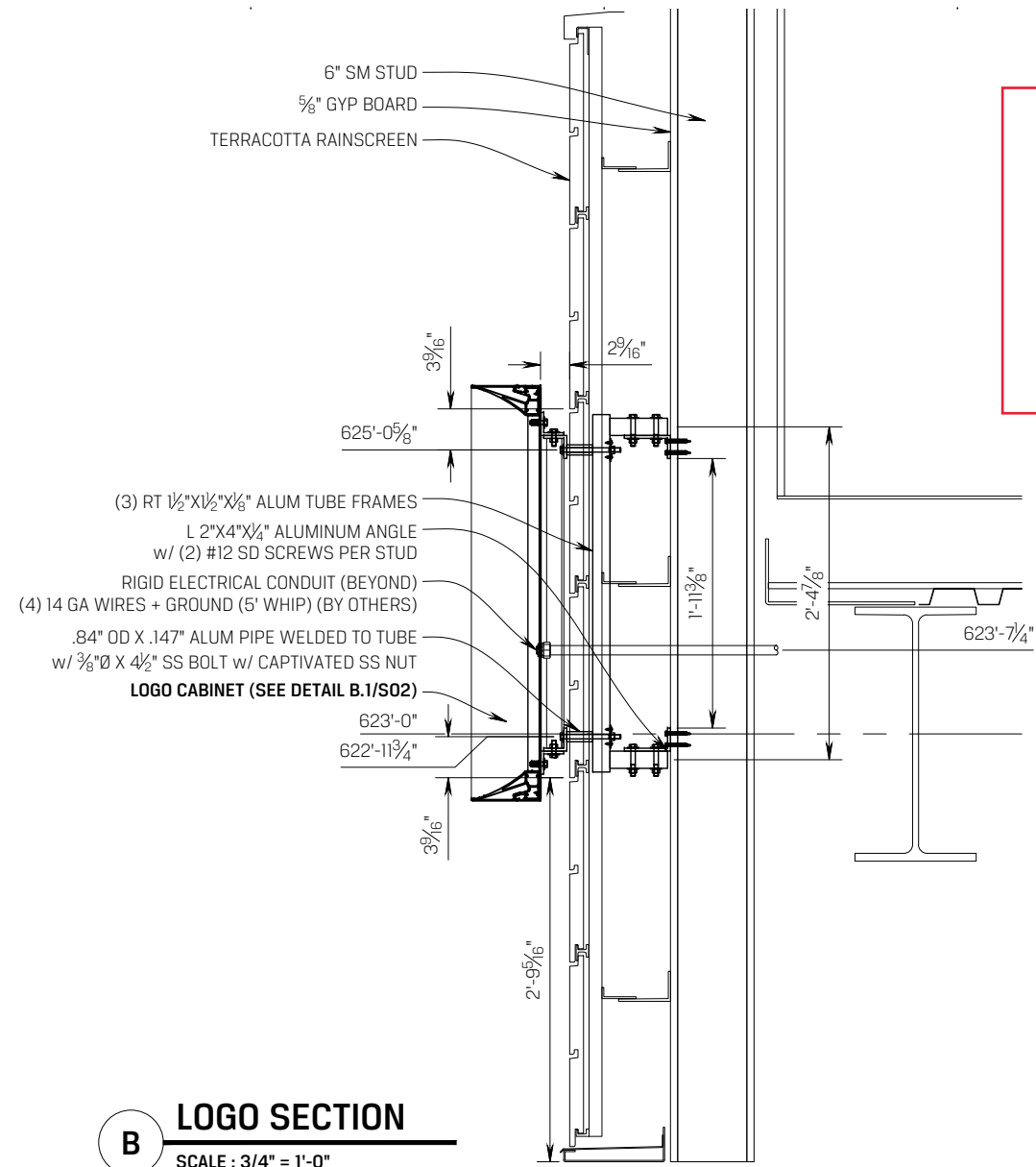
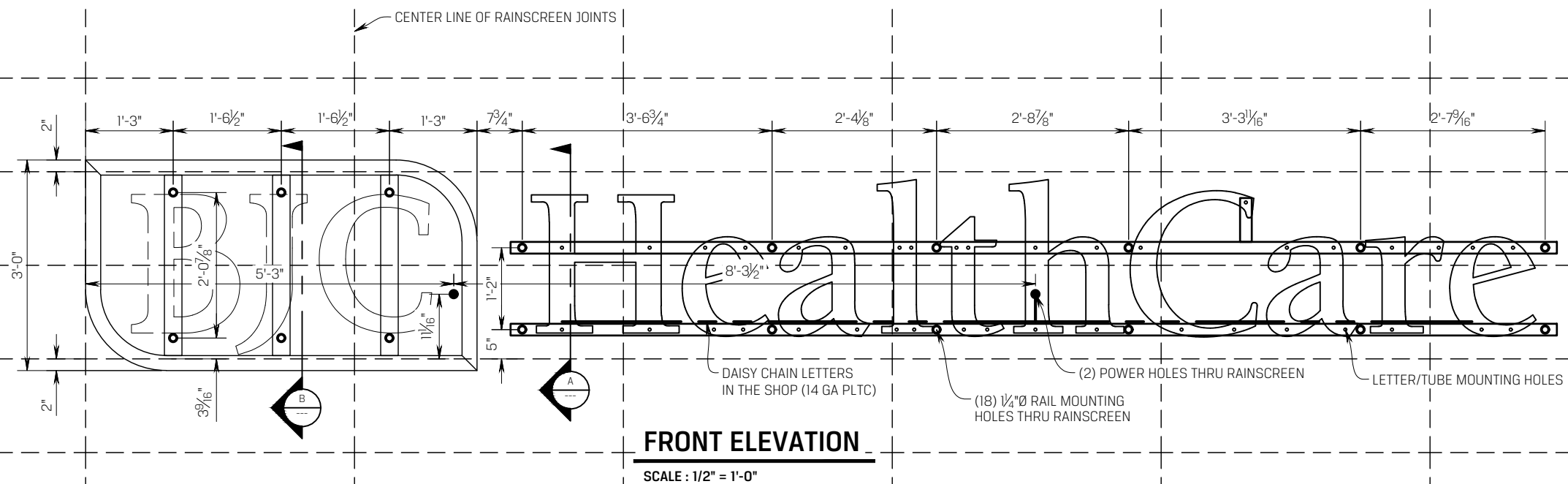
Sign Type

80120

OPP-Project-Job No.

Packet Pg. 318

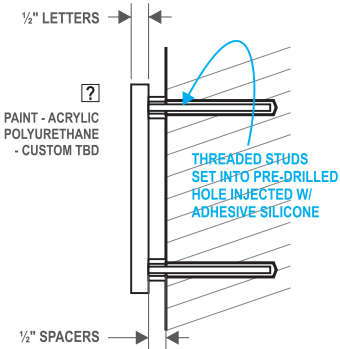
Attachment: Applicant's Materials submitted 8-9-2019 (#19-023: BJC West County Master Sign Plan)



*NOTE: SEE DESIGN SKETCH FOR
COLOR & COPY LAYOUTS

BOND & GROUND ACCORDING TO N.E.C. ARTICLE 600 &
U.L. 48 STANDARDS
PRIMARY ELECTRICAL SUPPLY & FINAL HOOK UP TO BE
DONE BY LOCALLY LICENSED ELECTRICAL CONTRACTOR.
4.4/1.8 AMPS @ 120/277 VOLTS

St. Louis' Largest Sign Contractor Delivering Quality Since 1929

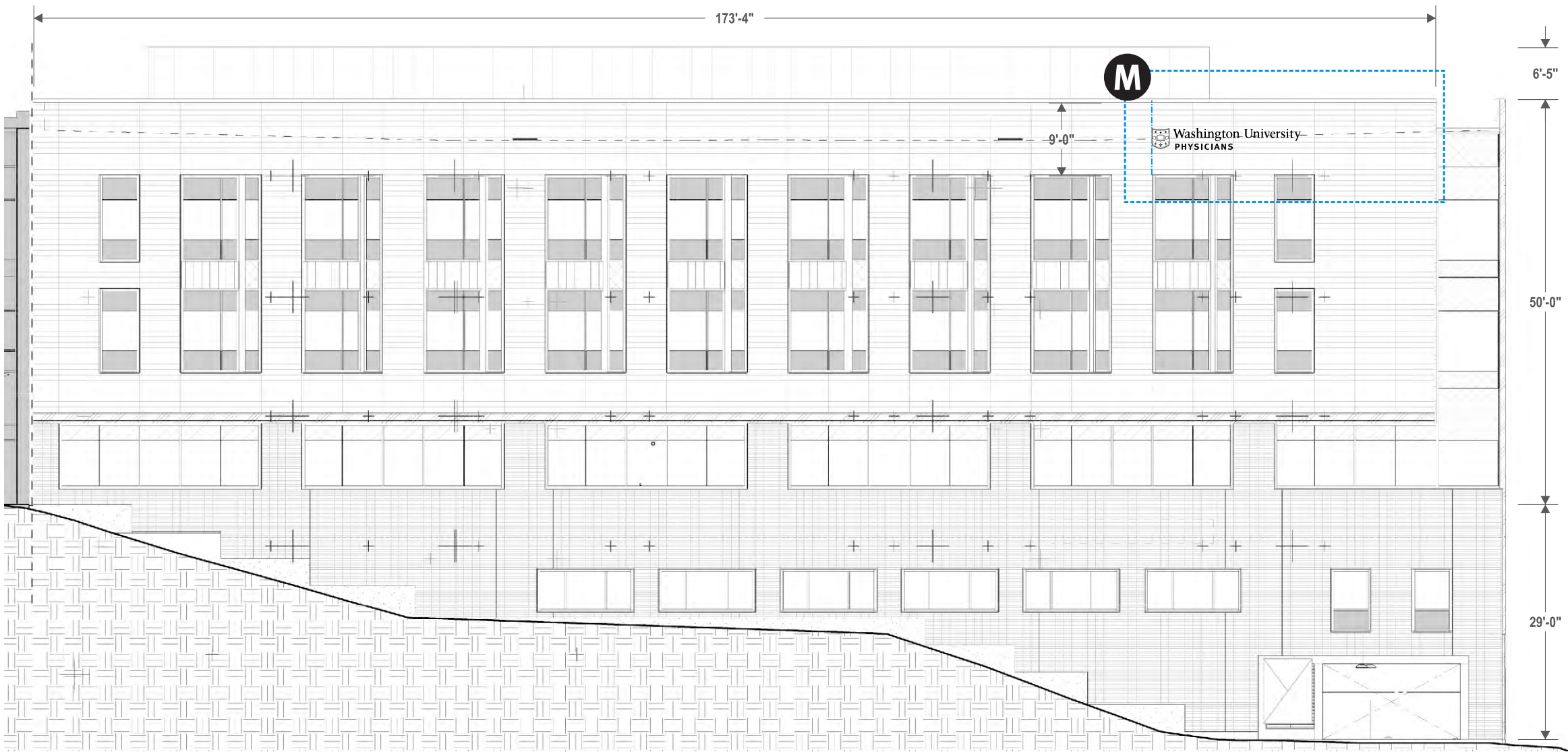


ART FILE: SUPPLIED BY BETH ANGLIN - 053017
FILE: WUPhys Signage guidelines.pdf

? SHIELD BACKGROUND - (MATCH WALL COLOR) TBD ? LETTERS - (WHITE OR BLACK TO CONTRAST WALL) TBD

New Construction - 50sf FCO Letter Wall Sign

FABRICATE & INSTALL ONE NEW SET OF FLAT CUT-OUT LETTERS ON WALL.
LETTERS: 1/2" THICK ALUMINUM. PAINT ACRYLIC POLYURETHANE CUSTOM (VERIFY WALL COLOR). SHIELD BACKGROUND PAINTED TO MATCH WALL COLOR (TBD).
INSTALLATION: ANCHOR FLUSH TO WALL W/ NON-CORROSIVE MECHANICAL FASTENERS.



MOB NORTHEAST ELEVATION SCALE: 1/16"=1'



THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.



WARREN
SIGN

2955 Arnold Tenbrook Rd.
St. Louis, MO 63010
P: 636-282-1300 F: 636-282-3388

CLIENT
BJC - West County Hospital

PROJECT
Wall Signs at MOB 4

LOCATION
1044 North Mason Rd.

DATE
05.25.2017

SAVED AS
BJC/WCo/2017/WS/M 042618

DRAWING NO.
JK051617.5-A

REVISED
042618 SIZE OPT

REVISED
051619

REVISED
~

REVISED
~

DESIGNED BY
SAW



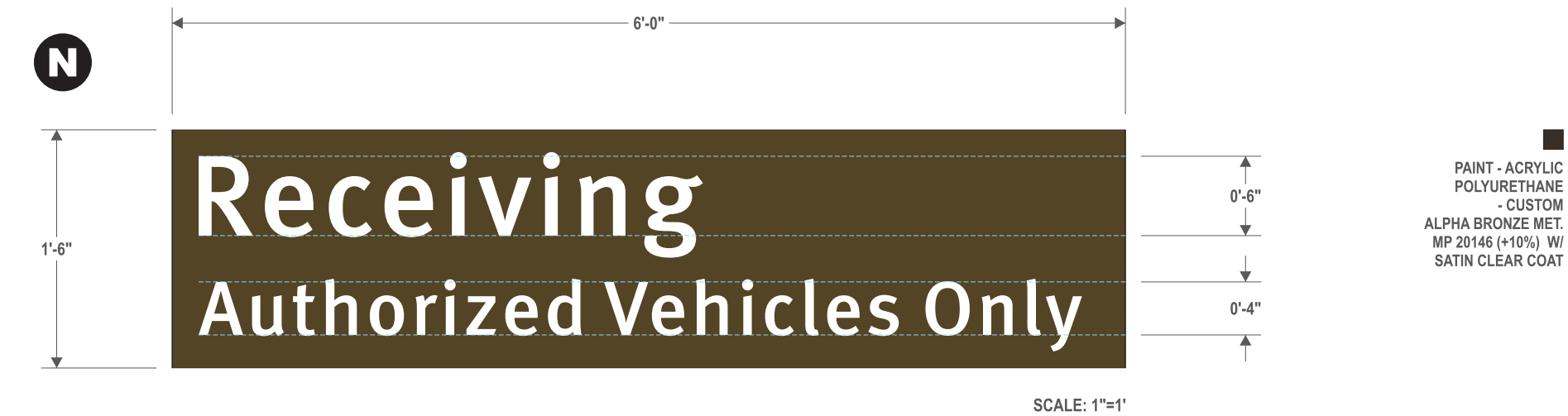
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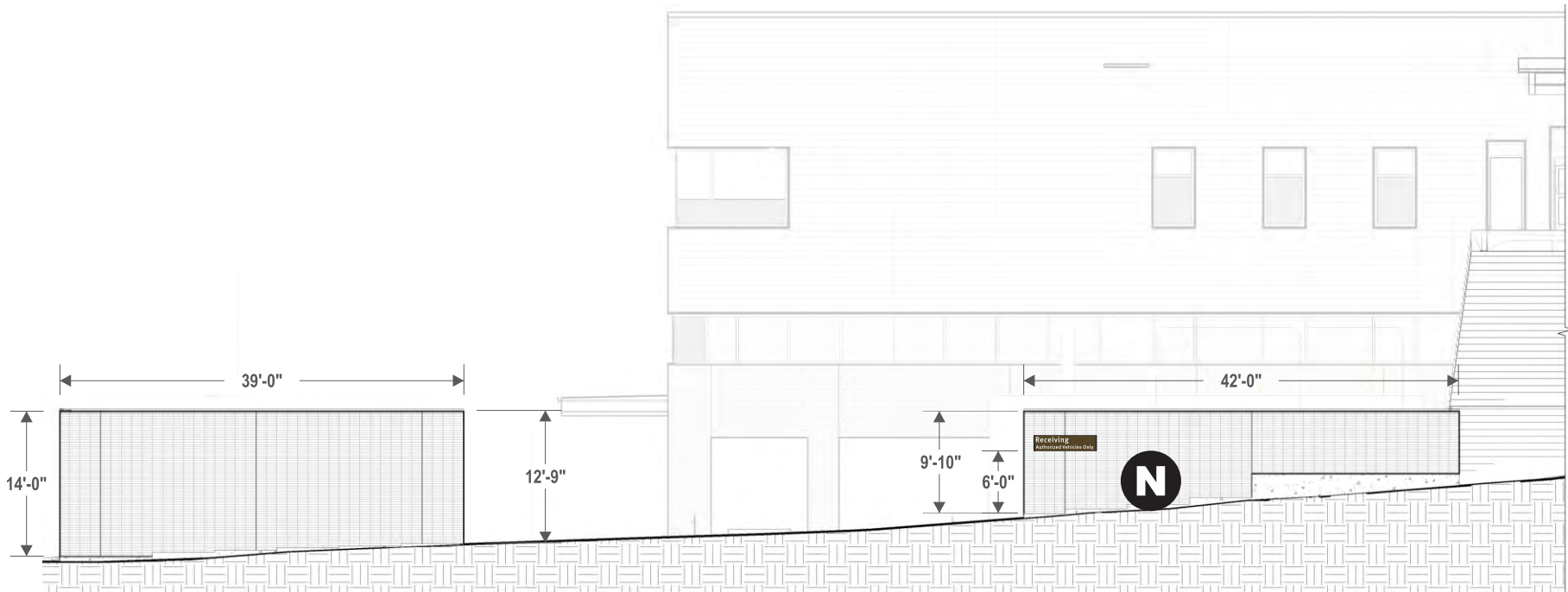
warrensign.com

St. Louis’ Largest Sign Contractor Delivering Quality Since 1929



9sf Panel W/ FCO Copy - QTY: 1

FABRICATE & INSTALL NEW PANEL ON BRICK WALL.
PANEL: 1" DEEP ALUMINUM RETURNS. PAINT ACRYLIC POLYURETHANE CUSTOM.
COPY: 1/4" THICK FLAT CUT-OUT ALUMINUM. PAINT ACRYLIC POLYURETHANE CUSTOM. STUD MOUNT FLUSH TO PANEL.
INSTALLATION: ANCHOR PANEL FLUSH TO WALL VIA NON-CORROSIVE MECHANICAL FASTENERS W/ EXPANDABLE ANCHORS SET INTO PRE-DRILLED HOLES IN BRICK.



EQUIPMENT YARD EAST ELEVATION SCALE: 1/16"=1'



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WARREN SIGN

2955 Arnold Tenbrook Rd.
St. Louis, MO 63010
P: 636-282-1300 F: 636-282-3388

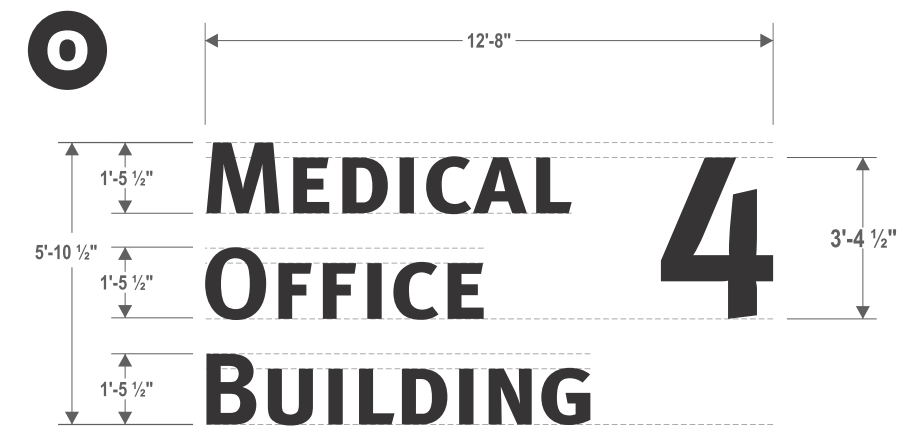
CLIENT
BJC - West County Hospital
PROJECT
Wall Signs at Replacement Hospital
LOCATION
12634 Olive St.
DATE
05.25.2017
SAVED AS
BJC/WCo/2017/WS/EQPT YARD EAST
DRAWING NO.
JK051517.7
REVISED
060917 ADDED 1 SIGN
REVISED
040918
REVISED
051619
DESIGNED BY
SAW



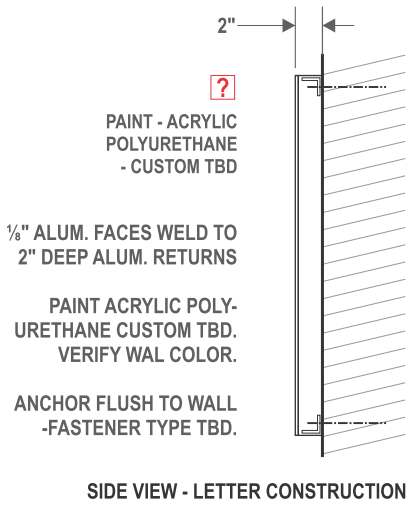
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St. Louis' Largest Sign Contractor Delivering Quality Since 1929



New Construction - 70sf Formed Letter Wall Sign
FABRICATE & INSTALL ONE NEW SET OF FORMED LETTERS ON WALL.
LETTERS: 2" DEEP - ALL ALUMINUM CONSTRUCTION. PAINT ACRYLIC POLYURETHANE CUSTOM.
INSTALLATION: ANCHOR FLUSH TO WALL W/ NON-CORROSIVE MECHANICAL FASTENERS.



SCALE: 1/4"=1'



MOB SOUTHWEST ELEVATION SCALE: 1/16"=1'

WARREN SIGN
2955 Arnold Tenbrook Rd.
St. Louis, MO 63010
P: 636-282-1300 F: 636-282-3388

CLIENT
BJC - West County Hospital

PROJECT
Wall Signs at MOB 4

LOCATION
1044 North Mason Rd.

DATE
05.25.2017

SAVED AS
BJC/WCo/2017/WS/ILM/1 04261

DRAWING NO.
JK051617.1-B

REVISED
042618 SIZE OPT

REVISED
051619

REVISED
061119 REDUCED SIZE

DESIGNED BY
SAW

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WORRYFREE WARREN
energy efficient signs built to

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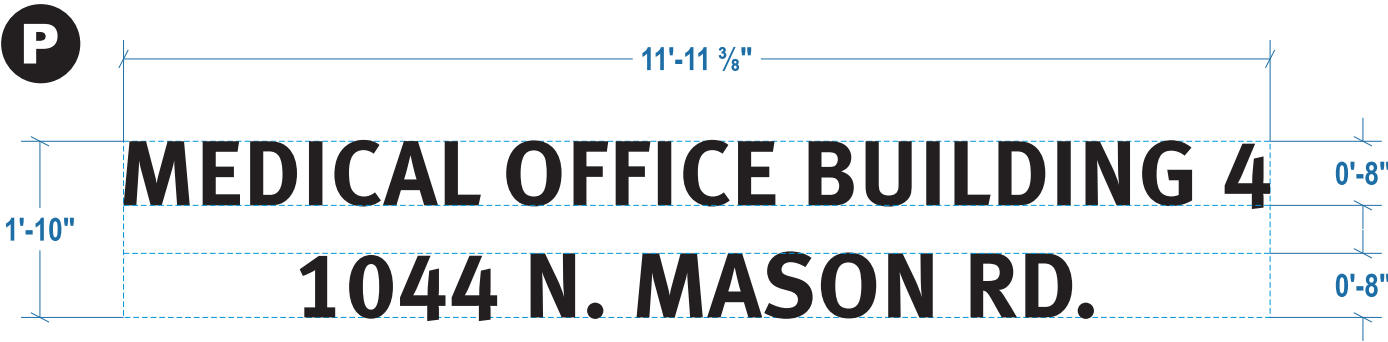
warrensign.com

7.1.b

Attachment: Applicant's Materials submitted 8-9-2019 (#19-023: BJC West County Master Sign Plan)

Packet Pg. 321

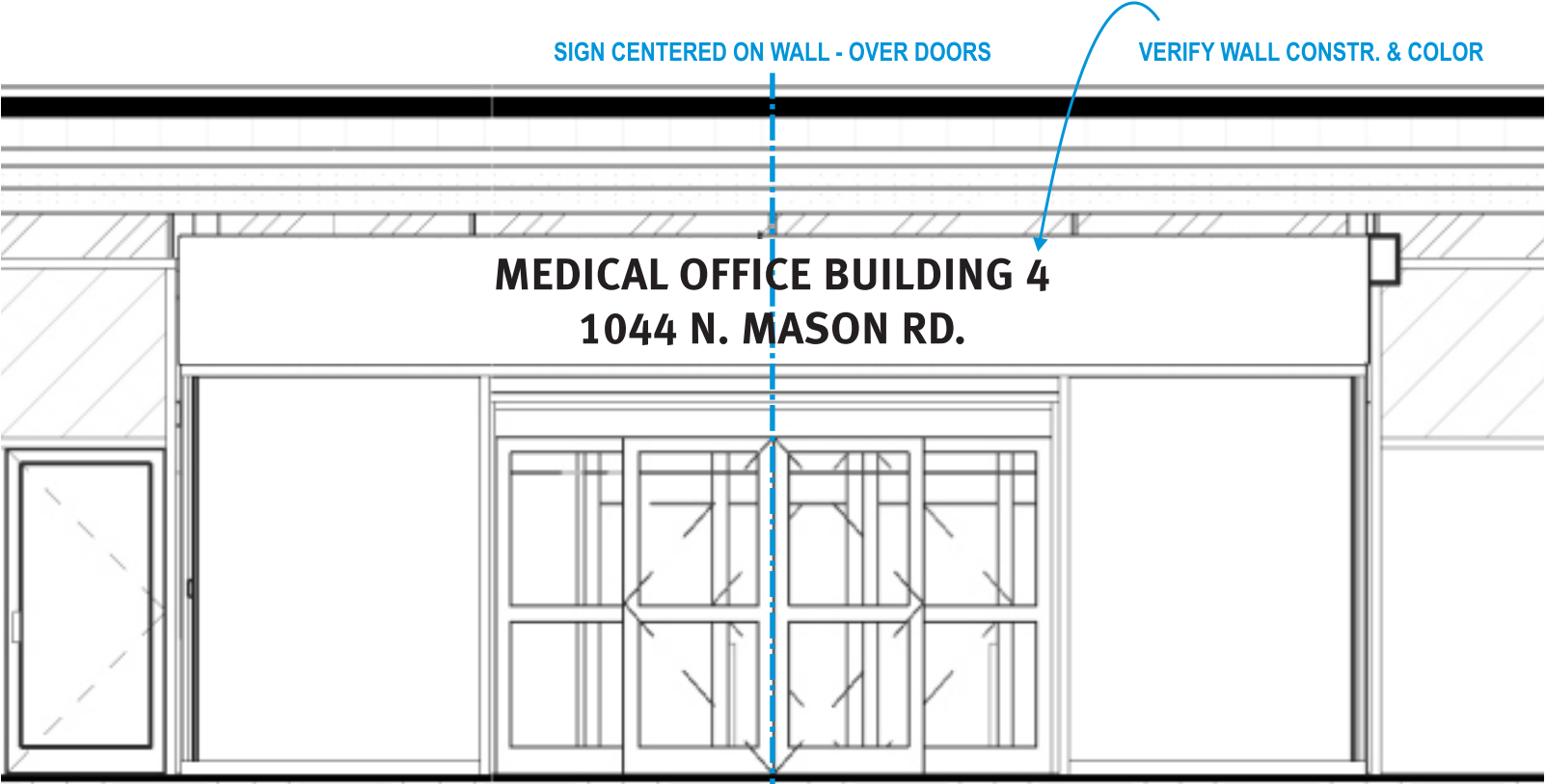
St. Louis' Largest Sign Contractor Delivering Quality Since 1929



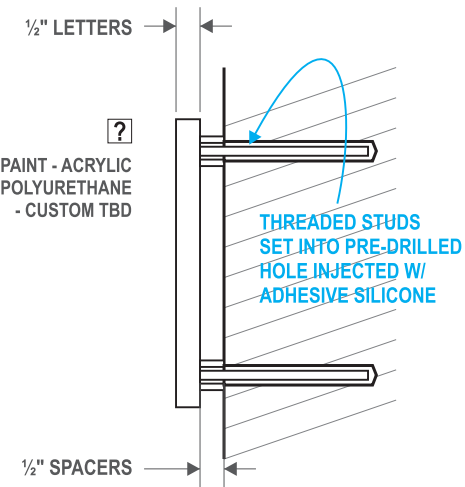
SCALE: 1/2" = 1'

New Construction - FCO Address Numerals

FABRICATE & INSTALL ONE NEW SET OF FLAT CUT-OUT LETTERS/NUMBERS. FIELD VERIFY WALL CONSTRUCTION & COLOR.
NUMBERS: 1/2" ALUMINUM. WELD STUDS ON BACK - 1/2" SPACER EACH STUD. PAINT FACE & RETURNS ACRYLIC POLYURETHANE CUSTOM - TBD.



MOB SOUTHWEST ELEV. - ADDRESS OVER ENTRY DETAIL SCALE: 1/4"=1'



7.1.b



WARREN SIGN

2955 Arnold Tenbrook Rd.
St. Louis, MO 63010
P: 636-282-1300 F: 636-282-3388

CLIENT
BJC - West County Hospital

PROJECT
Wall Signs at MOB 4

LOCATION
1044 North Mason Rd.

DATE
05.25.2017

SAVED AS
BJC/WCo/2017/WS/MOB 4

DRAWING NO.
JK051617.2

REVISED
060818 FULL ADDRESS

REVISED
051719

DESIGNED BY
SAW



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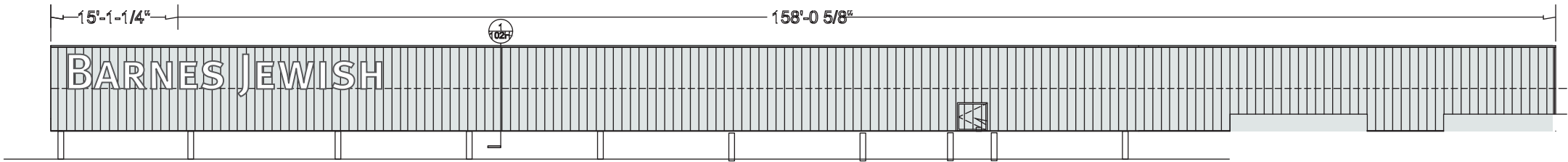
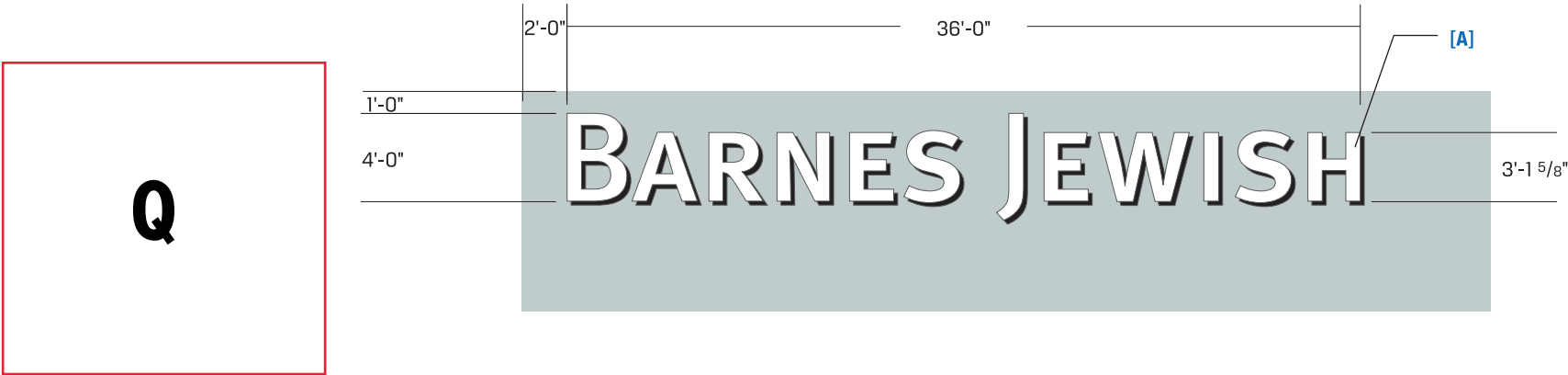
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Attachment: Applicant's Materials submitted 8-9-2019 (#19-023: BJC West County Master Sign Plan)

SIGN SPECIFICATIONS

[A] - ILLUMINATED LETTERS

Lighting: LED
Voltage:
Description: Face - Acrylic
Face Color: White
Return and Trimcap Color:
Painted Matthews Low VOC to match Sherwin Williams Westchester Gray SW2849 with satin clear coat
Mounting Color : Painted Matthews Low VOC to match Sherwin Williams Westchester Gray SW2849 with satin clear coat



SOUTHWEST



922 S. 70th St., Milwaukee, WI 53214
414.453.4010 • www.poblocki.com

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Project

BJC West County Hospital

St. Louis MO

Scale: 1/9" = 1'-0"

Original Page Size: 11" x 17"

Notes

Revisions

REV	DESCRIPTION	BY	DATE
01	location	jeb	08/09/2019

Rep.: Chuck Amundsen
Drawn By: J Boos
Orig. Date: 08/09/2019

Sign Loc. No. .

LL-03
Lit Letters
Sign. Type

80120
OPP - Project

7.1.b

Attachment: Applicant's Materials submitted 8-9-2019 (#19-023: BJC West County Master Sign Plan)

323



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Project

BJC
WEST COUNTY
HOSPITAL

12634 OLIVE BLVD.
CREVE COEUR, MO 63141

Scale: **AS NOTED**

Original Page Size: **11" X 17"**

Notes

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Revisions

REV	DESCRIPTION	BY	DATE
1	.	.	.

Rep.: **CHUCK AMUNDSEN** Orig. Date: **2.13.19**
Drawn By: **WADE CARTER**

Sign Loc. No.

LL-03

LIT LETTERS

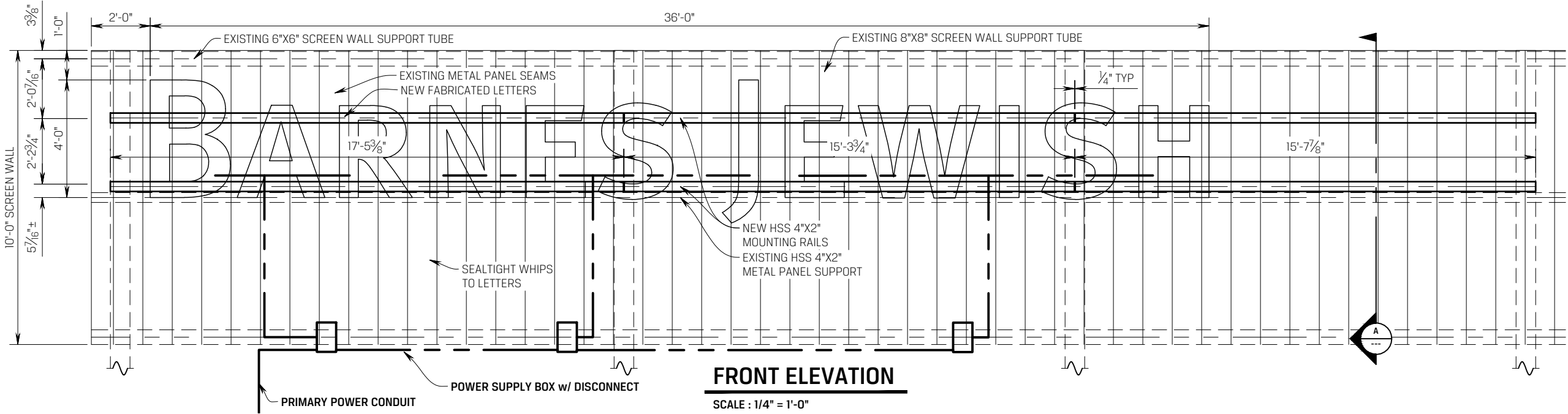
Sign Type

80120

OPP-Project-Job No.

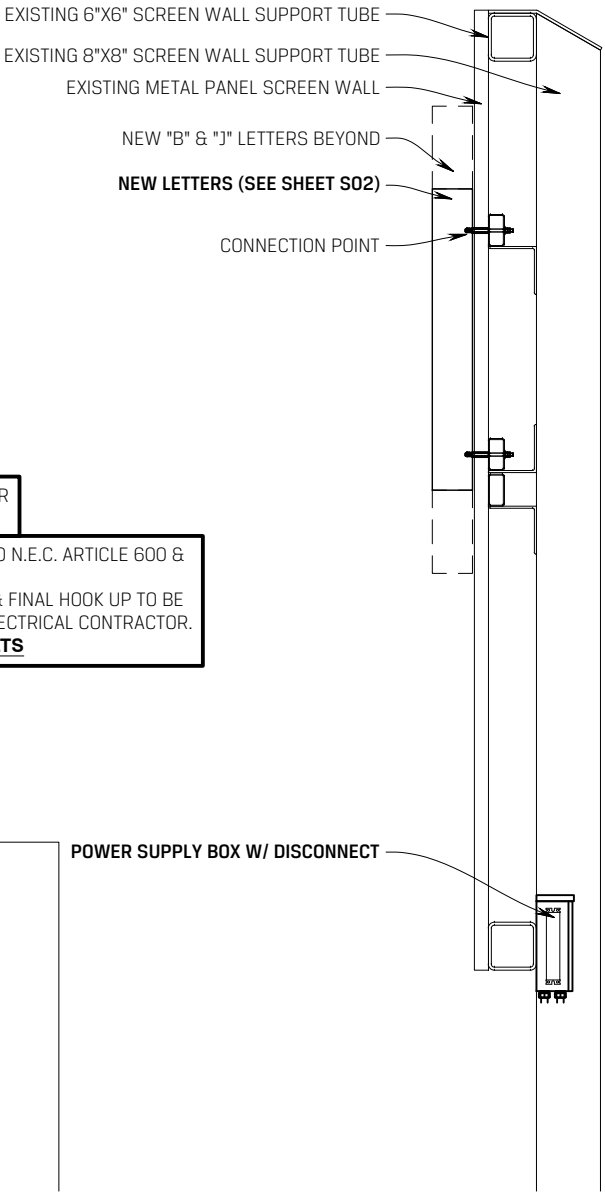
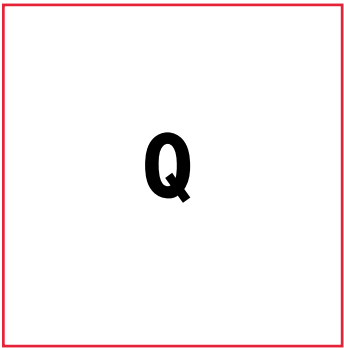
Packet Pg. 324

Attachment: Applicant's Materials submitted 8-9-2019 (#19-023: BJC West County Master Sign Plan)



FRONT ELEVATION

SCALE : 1/4" = 1'-0"



*NOTE: SEE DESIGN SKETCH FOR
COLOR & COPY LAYOUTS

BOND & GROUND ACCORDING TO N.E.C. ARTICLE 600 &
U.L. 48 STANDARDS
PRIMARY ELECTRICAL SUPPLY & FINAL HOOK UP TO BE
DONE BY LOCALLY LICENSED ELECTRICAL CONTRACTOR.
6.6/2.7 AMPS @ 120/277 VOLTS

EXISTING PARAPET POWER SUPPLY BOX W/ DISCONNECT

A SECTION
SCALE : 1/2" = 1'-0"

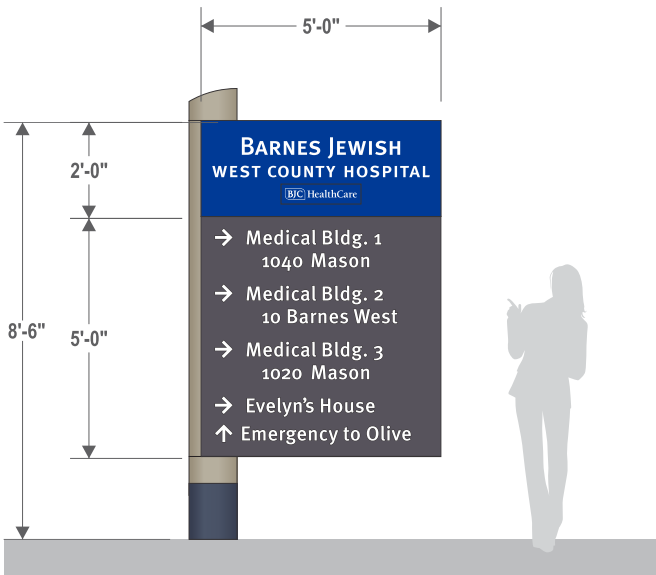




Sign Features:

Internally Illuminated Double Face Signs With Copy Routed-Out of Aluminum Panels & 1/2" Thick Acrylic Letters Pushed-Through.
All White LED Lighting Installed Inside Sign Cabinet. All Exterior Surfaces Painted With Acrylic Polyurethane Paints.
Sign Installed on Masonry Base.

QTY: 1



Sign Features:

Internally Illuminated Double Face Signs
With Copy Routed-Out of Aluminum Panels
& 1/2" Thick Acrylic Letters Pushed-Through.
All White LED Lighting Installed Inside
Sign Cabinet. All Exterior Surfaces Painted
With Acrylic Polyurethane Paints.

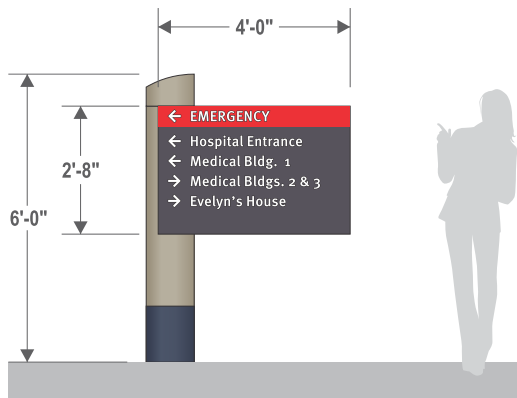
QTY: 3

Illuminated Campus Entry Pylon Sign (Typ.) - 15'

1) OLIVE & BARNES WEST

Illuminated Campus Entrance Directional Signs (Typ.) - 8'-6"

3) MASON ROAD
5) BARNES WEST & MOB 2
7) INNER CAMPUS NORTHWEST SIDE



Sign Features:

Non-Illuminated Single & Double Face Signs.
All Aluminum Construction.
All Exterior Surfaces Painted
With Acrylic Polyurethane Paints.
All Lettering to be 3M Premium Vinyl
Die-Cut Graphics.

QTY: 12

Non-Illuminated Campus Pedestrian Directional Signs (Typ.) - 6'

4) 969 BUILDING
6) SOUTH END OF BARNES WEST AVE.
8) INNER CAMPUS NORTH SIDE
9) INNER CAMPUS WEST SIDE
10) "L" SHAPE INNER CAMPUS SOUTHWEST
11) INNER CAMPUS OFF MASON (ALONG NEW DRIVE)

12) INNER CAMPUS OFF MASON (ALONG NEW DRIVE)
13) SOUTH SIDE MOB 1
14) INNER CAMPUS OFF BARNES WEST DR.
16) INNER CAMPUS OFF BARNES WEST DR.
18) INNER CAMPUS OFF BARNES WEST DR.
19) INNER CAMPUS OFF BARNES WEST DR.



THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.

7.1.b

WARREN
SIGN

2955 Arnold Tenbrook Rd.
St. Louis, MO 63010
P: 636-282-1300 F: 636-282-3388

CLIENT
BJC - West County Hospital

PROJECT
New Campus Sign System

LOCATION
West County Hospital

DATE
05.10.2017

SAVED AS
BJC/WCoHosp/2017New/SignPlanTypes

DRAWING NO.
JK050317.1

REVISED
051017 UPDATED SIZES/QTY

REVISED
052617 NEW #14

REVISED
071817 QTY / STYLES

REVISED
080719 NEW SIGN 1

DESIGNED BY
SAW



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Packet Pg. 326

Attachment: Applicant's Materials submitted 8-9-2019 (#19-023: BJC West County Master Sign Plan)

St. Louis’ Largest Sign Contractor Delivering Quality Since 1929



QTY: 1



QTY: 1

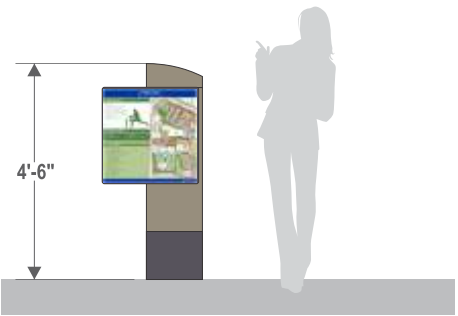
Masonry-Based Campus ID Signs (Typ.) - Architectural Signage

- 2) OLIVE & MASON
- 15) ENTRANCE: BARNES JEWISH WEST COUNTY



Sign Features:
Non-Illuminated Cabinet on Masonry Base.

QTY: 1 - (EXISTING)



Sign Features:
Non-Illuminated Single Face Signs.
All Aluminum Construction.
All Exterior Surfaces Painted
With Acrylic Polyurethane Paints.
Graphics to be Digitally Printed 3M Vinyl
W/ Clear Matte Finish Protective Laminate.

QTY: 13

Existing Monument Sign for Evelyn’s House

- 17) ENTRANCE TO EVELYN'S HOUSE PARKING

Fitness Trail Station Signs (Typ.) - 4'-6"

- 1-13: INDIVIDUAL LOCATIONS AROUND CAMPUS TRAIL TBD

7.1.b



**WARREN
SIGN**

2955 Arnold Tenbrook Rd.
St. Louis, MO 63010
P: 636-282-1300 F: 636-282-3388

CLIENT

BJC - West County Hospital

PROJECT

New Campus Sign System

LOCATION

West County Hospital

DATE

05.10.2017

SAVED AS

BJC/WCoHosp/2017New/SignPlanTypes

DRAWING NO.

JK050317.1

REVISED

051017 UPDATED SIZES/QTY

REVISED

052617 NEW #14

REVISED

071817 QTY / STYLES

REVISED

080719 NEW SIGNS 2 & 15

DESIGNED BY

SAW



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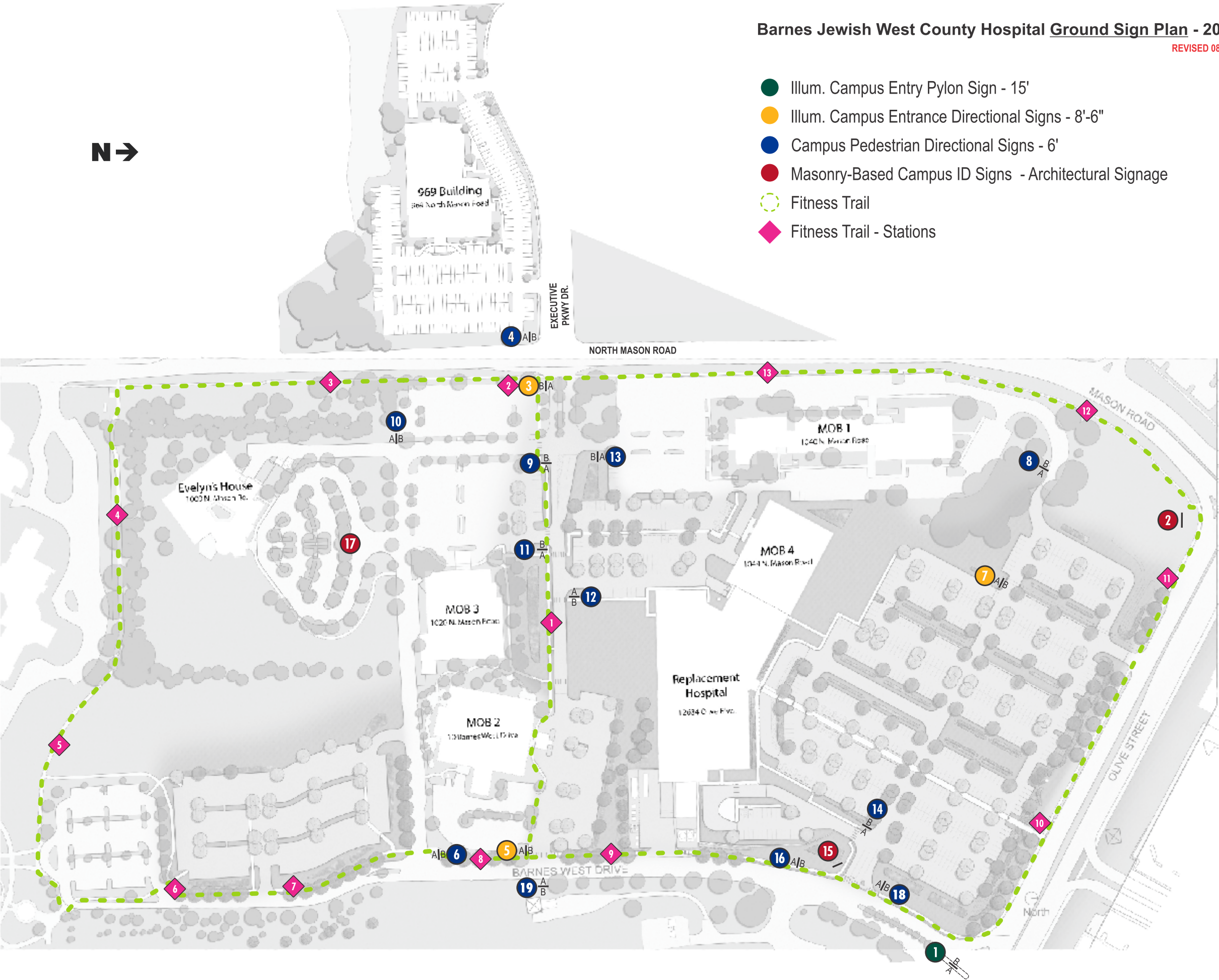
Packet Pg. 327



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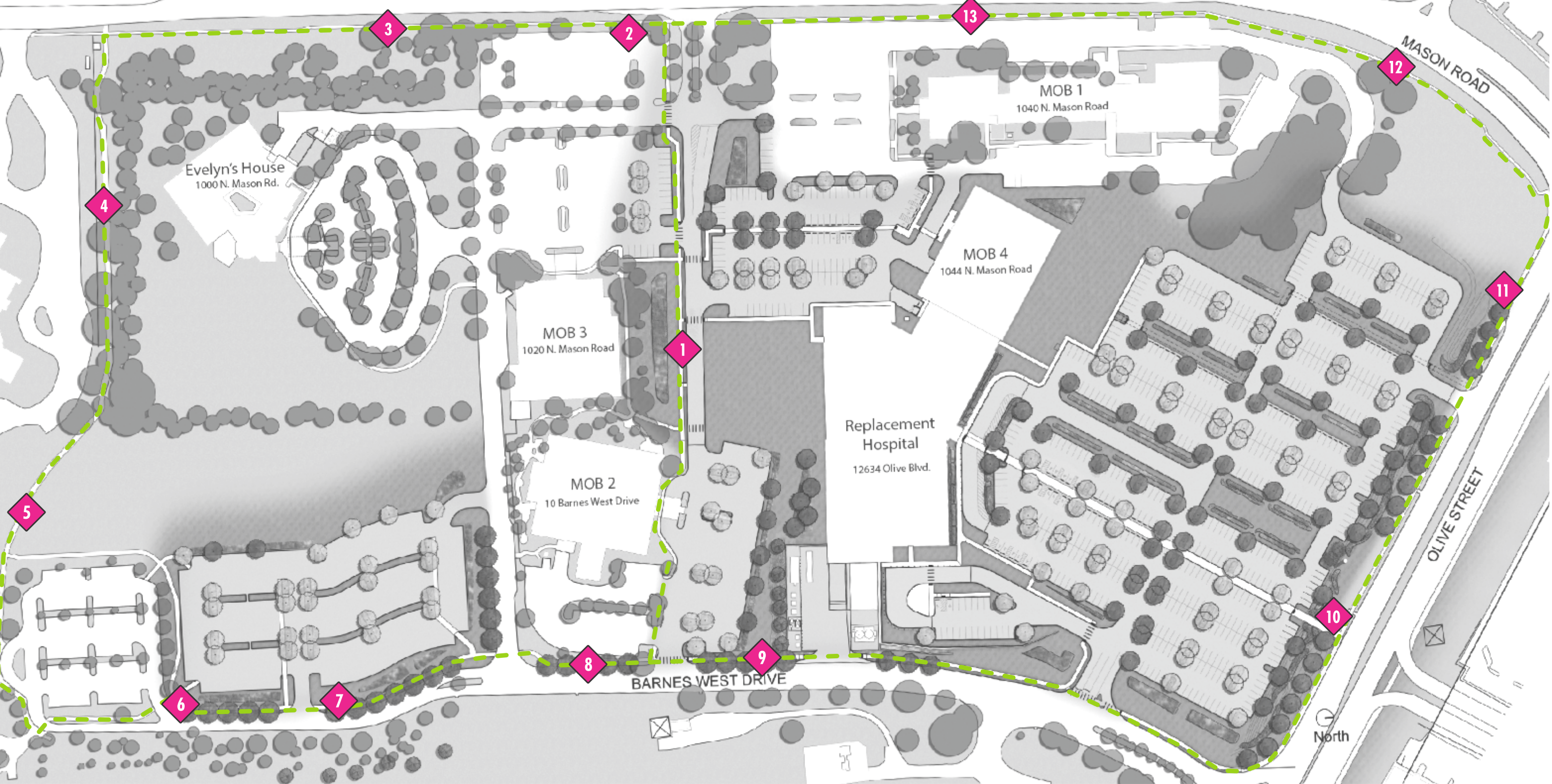
Barnes Jewish West County Hospital Ground Sign Plan - 2019

REVISED 080719



◆ Fitness Trail - Stations

— Fitness Trail



Attachment: Applicant's Materials submitted 8-9-2019 (#19-023: BJC West County Master Sign Plan)



WARREN SIGN

2955 Arnold Tenbrook Rd.
St. Louis, MO 63010
P: 636-282-1300 F: 636-282-3388

CLIENT
BJC - West County Hospital

PROJECT
Refurbish Large Pylons

LOCATION
West County Hospital

DATE
05.10.2017

SAVED AS
BJC/WCoHosp/2017New/LC

DRAWING NO.
JK050317.1

REVISED
071817 LAYOUT

REVISED
031518 ~

REVISED
040418 CONSTR. DETAILS

REVISED
080719 DESIGN UPDATES

DESIGNED BY
SAW



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1 ELEVATION: BARNES WEST WAYFIND SIGN 8A
SCALE: 1/4"=1'-0"

- Gray Violet painted aluminum main sign cabinet, white push-thru illuminated letters
- Wayfinding sign cabinet - painted aluminum faces with white push-thru illuminated letters and painted aluminum Taupe Metallic base above granite
- Illuminated BJC leaf & HealthCare push-thru letters
- Cream color smooth granite veneer monument base
- Grass/landscaping to be added to south of sign

9 1/2" tall "BJWCH" cap height letters
4 3/8" tall "HealthCare" cap height letters
6" tall Wayfinding cap height letters



Granite veneer



MP32723
Gray Violet



MP20088
Taupe Metallic



2 ELEVATION: BARNES WEST WAYFIND SIGN 8A
SCALE: 1/4"=1'-0"

- Gray Violet painted aluminum main sign cabinet, white push-thru illuminated letters
- Wayfinding sign cabinet - painted aluminum faces with white push-thru illuminated letters
- Illuminated BJC leaf & HealthCare push-thru letters
- Cream color smooth granite veneer monument & wayfinding base
- Grass/landscaping to be added to south of sign



15 ELEVATION: BARNES WEST MONUMENT SIGN 8B
SCALE: 1/4"=1'-0"

- Gray Violet painted sign cabinet, white push-thru illuminated letters
- Illuminated BJC leaf & HealthCare push-thru letters
- Cream color smooth granite veneer monument base + Limestone base at ground
- Landscaping to be added

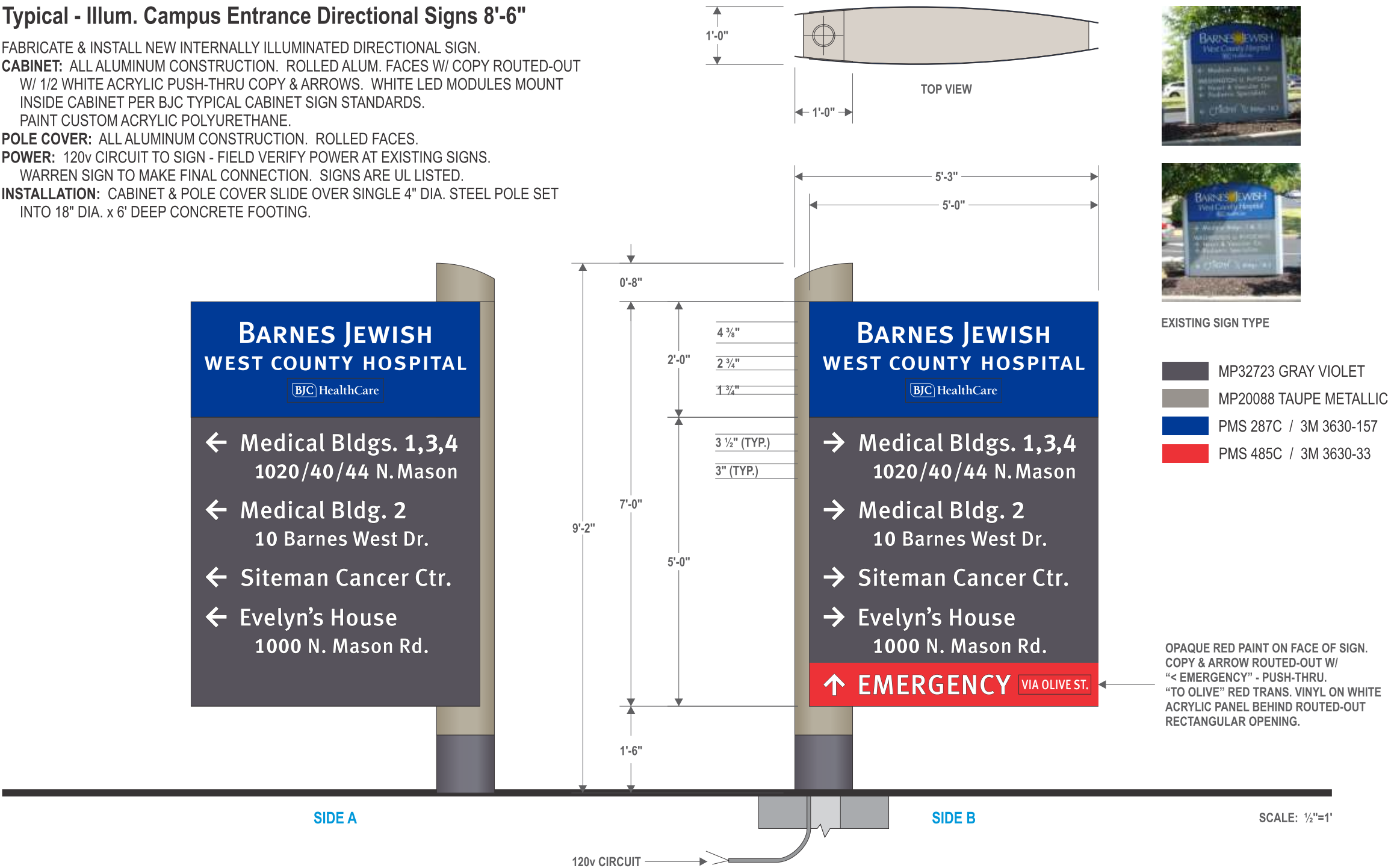
Monument Sign #1



St. Louis' Largest Sign Contractor Delivering Quality Since 1929

Typical - Illum. Campus Entrance Directional Signs 8'-6"

FABRICATE & INSTALL NEW INTERNALLY ILLUMINATED DIRECTIONAL SIGN.
CABINET: ALL ALUMINUM CONSTRUCTION. ROLLED ALUM. FACES W/ COPY ROUTED-OUT W/ 1/2 WHITE ACRYLIC PUSH-THRU COPY & ARROWS. WHITE LED MODULES MOUNT INSIDE CABINET PER BJC TYPICAL CABINET SIGN STANDARDS.
PAINT CUSTOM ACRYLIC POLYURETHANE.
POLE COVER: ALL ALUMINUM CONSTRUCTION. ROLLED FACES.
POWER: 120v CIRCUIT TO SIGN - FIELD VERIFY POWER AT EXISTING SIGNS. WARREN SIGN TO MAKE FINAL CONNECTION. SIGNS ARE UL LISTED.
INSTALLATION: CABINET & POLE COVER SLIDE OVER SINGLE 4" DIA. STEEL POLE SET INTO 18" DIA. x 6' DEEP CONCRETE FOOTING.



EXISTING SIGN TYPE

- MP32723 GRAY VIOLET
- MP20088 TAUPE METALLIC
- PMS 287C / 3M 3630-157
- PMS 485C / 3M 3630-33

OPAQUE RED PAINT ON FACE OF SIGN. COPY & ARROW ROUTED-OUT W/ "← EMERGENCY" - PUSH-THRU. "TO OLIVE" RED TRANS. VINYL ON WHITE ACRYLIC PANEL BEHIND ROUTED-OUT RECTANGULAR OPENING.

7.1.b



WARREN SIGN

2955 Arnold Tenbrook Rd.
St. Louis, MO 63010
P: 636-282-1300 F: 636-282-3388

CLIENT
BJC - West County Hospital
PROJECT
Entrance Directional Signs
LOCATION
West County Hospital
DATE
05.10.2017
SAVED AS
BJC/WCoHosp/2017New/8-
DRAWING NO.
JK050517.1
REVISED
071817 QTY
REVISED
031518 HT / QTY
REVISED
040418 PUSH-THRU COP
REVISED
080719 COLORS
DESIGNED BY
SAW



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Packet Pg. 332



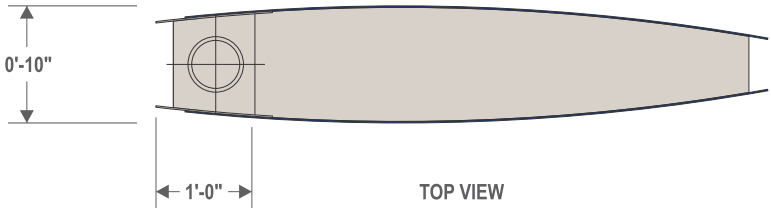
THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.

Attachment: Applicant's Materials submitted 8-9-2019 (#19-023: BJC West County Master Sign Plan)

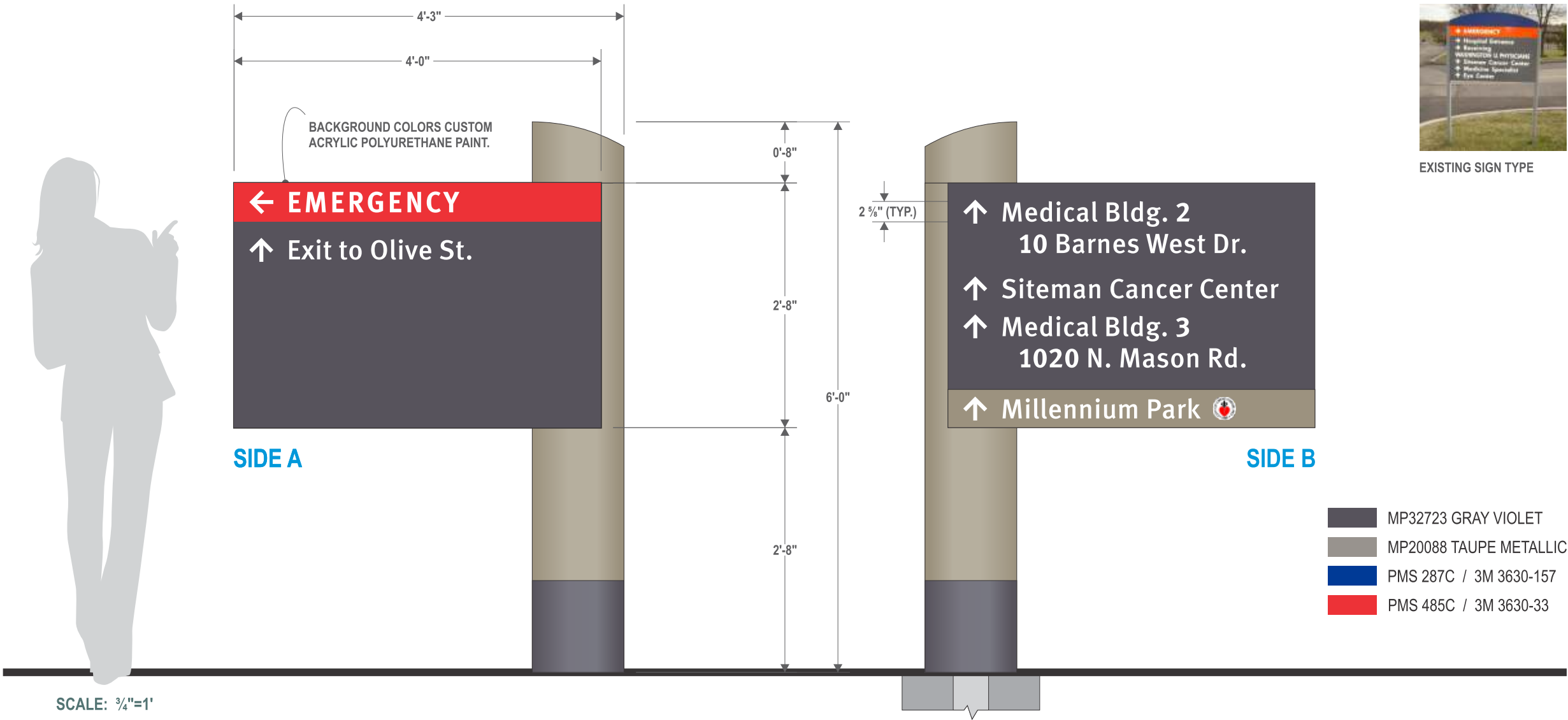
St. Louis' Largest Sign Contractor Delivering Quality Since 1929

Typical - Non-Illum. Campus Pedestrian Directional Signs (6')

FABRICATE & INSTALL NEW NON-ILLUMINATED DIRECTIONAL SIGN.
CABINET: ALL ALUMINUM CONSTRUCTION. ROLLED ALUM. FACES. PAINT CUSTOM ACRYLIC POLYURETHANE. 3M PREMIUM VINYL DIE-CUT FILM APPLIED TO FACES.
POLE COVER: ALL ALUMINUM CONSTRUCTION. ROLLED FACES.
INSTALLATION: CABINET & POLE COVER SLIDE OVER SINGLE 4" DIA. STEEL POLE SET INTO 18" DIA. x 3' DEEP CONCRETE FOOTING.



EXISTING SIGN TYPE



7.1.b



WARREN SIGN

2955 Arnold Tenbrook Rd.
St. Louis, MO 63010
P: 636-282-1300 F: 636-282-3388

CLIENT
BJC - West County Hospital

PROJECT
Pedestrian Directional Signs

LOCATION
West County Hospital

DATE
05.10.2017

SAVED AS
BJC/WCoHosp/2017New/6'

DRAWING NO.
JK050617.10

REVISED
060718 ADDED NEW SIGN

REVISED
100518

REVISED
110118

REVISED
080719 COLORS

DESIGNED BY
SAW



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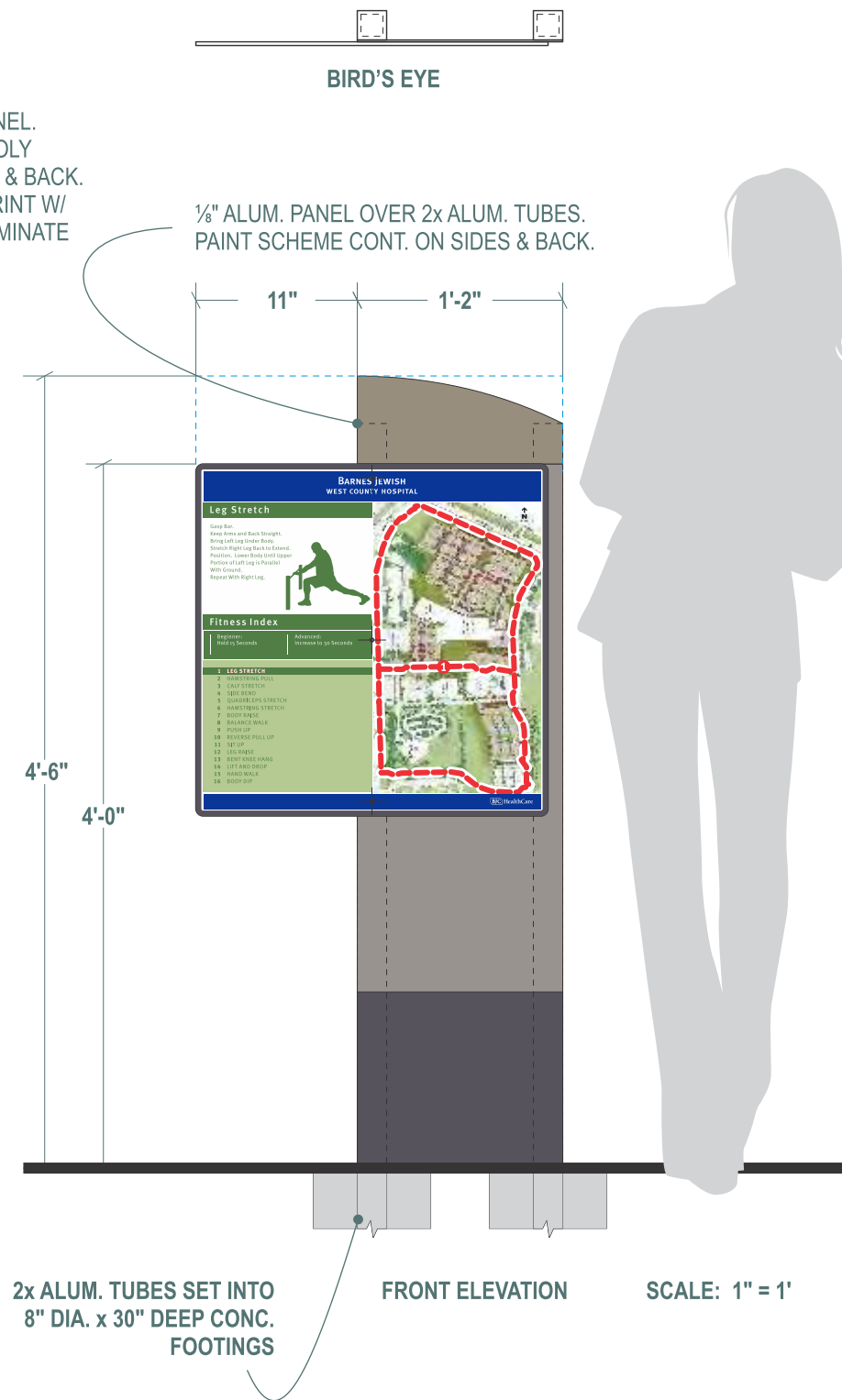
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St. Louis' Largest Sign Contractor Delivering Quality Since 1929



1/4" ALUMINUM PANEL.
PAINT ACRYLIC POLY
CUSTOM - FRONT & BACK.
APPLY DIGITAL PRINT W/
MATTE CLEAR LAMINATE
TO FACE.



S/F Campus Fitness Walk Stations - Qty: 13

SCALE: 3" = 1'

TYPICAL PANEL DESIGN - EACH LOCATION TO BE UNIQUE.

FABRICATE & INSTALL POST & PANEL SIGNS.
EACH LOCATION HAS CUSTOMIZED PRINT ON PANEL.

MP32723 GRAY VIOLET
MP20088 TAUPE METALLIC
PMS 287C / 3M 3630-157

7.1.b

**WARREN
SIGN**

2955 Arnold Tenbrook Rd.
St. Louis, MO 63010
P: 636-282-1300 F: 636-282-3388

CLIENT
BJC - West County Hospital

PROJECT
Campus Fitness Wall Signs

LOCATION
West County Hospital

DATE
03.16.2018

SAVED AS
BJC/WCoHosp/2017New/C

DRAWING NO.
JK0530418.1

REVISED
041818 RED. HT.

REVISED
041818 PANEL

REVISED
082218 CORRECT OAH

REVISED
080719 COLORS

DESIGNED BY
SAW

85
Years
of
EXCELLENCE

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BJC West County: GROUND SIGNAGE: Comparison between old and New Hospital Campus Ground Signs

8/9/2019

	Current Sign*****	Current SignType	Current Square Footage	New Square Footage	New Sign #	NEW SIGN TYPE AND OVERALL SIZES (as of 5/17/19)	Comment	
***** ALL CURRENT GROUND SIGNS #1-13 WILL BE REMOVED AND REPLACED	1	Directonal / Entry	178.5	206.00	1	Provides directional copy, BJCWC Hospital ID and Millennium Park ID		
	2	Directonal Pylon	178.5	80.00	2	Architectural Monument sign at Olive and Mason, BJCWC Hospital signage copy totals 80 sq feet		
	3	Secondary Ent. Monument	34.5	35.00	3	Illuminated Campus Entrance Double-faced Directional Sign, 8'6 OAH, (5' X 7' faces) off North Mason, at new signal intersection, routed, push thru copy		
	5	MOB 2 Siteman Entrance Monument	88	35.00	5	Illuminated Campus Entrance Directional Sign, double-faced, 8'6 OAH, (5' X 7' faces) Barnes West near MOB 2/Siteman, routed push thru copy		
	6B	Post and Panel	12	35.00	7	Illuminated Campus Entrance Directional Sign, Single-faced, 8'6 OAH, (5' X 7' faces) on lot from Olive street access, routed push thru copy		
	4	Secondary Ent. Monument @ 969	34.5	10.67	4	Non-illuminated Campus Pedestrian Directional, 6' OAH (2'8" X 4') at 969 N Mason		
	6A	Secondary Ent. Monument	34.5	10.67	6	Non-illuminated Campus Pedestrian Directional, 6' OAH (2'8" X 4')		
	7	Lighted Monumnet Sign (ER)	34.5	10.67	8	Non-illuminated Campus Pedestrian Directional, 6' OAH (2'8" X 4')		
	8	Post and Panel	12	10.67	9	Non-illuminated Campus Pedestrian Directional, 6' OAH (2'8" X 4')		
	9	Post and Panel	12	10.67	10	Non-illuminated Campus Pedestrian Directional, 6' OAH (2'8" X 4')		
	10	Post and Panel (L-shape)	24	10.67	11	Non-illuminated Campus Pedestrian Directional, 6' OAH (2'8" X 4')		
	11	Post and Panel	12	10.67	12	Non-illuminated Campus Pedestrian Directional, 6' OAH (2'8" X 4')		
	12	Post and Panel	12	10.67	13	Non-illuminated Campus Pedestrian Directional, 6' OAH (2'8" X 4')		
	13	Post and Panel	12	10.67	14	Non-illuminated Campus Pedestrian Directional, 6' OAH (2'8" X 4')		
				10.67	16	Non-illuminated Campus Pedestrian Directional, 6' OAH (2'8" X 4')		
				10.67	18	Non-illuminated Campus Pedestrian Directional, 6' OAH (2'8" X 4') S/F		
				10.67	19	Non-illuminated Campus Pedestrian Directional, 6' OAH (2'8" X 4') S/F		
				67.00	15	Architectural Monument sign on Barnes West Drive Hospital signage copy totals 67 sq feet		
				30.00	17	Evelyn's House, by others	Exists & Stays	
				52.00	Qty: 13	13 signs for hiking/biking trail	13 signs	
						(9) Concrete pads for 13 hiking/biking trail signs	9 pads	
		Total	Square Footage of Current Signs	679.00	668.04	Total	Square Footage of New Signs	
			Fees			N/A	Permit, variance and engineering fees	
						TOTAL		

BJC West County: WALL SIGNAGE: New Hospital and Medical Office Buildings

8/9/2019

ENTITY/ LOCATION	Current Sign	Current Sq footage	Future Sign	New Square footage	PROJECT/SCOPE OF WORK	Comment
Current Hospital Building	A	45.00		0.00	Remove Exisiting D/F illuminated Hospital Entrance cabinet	Remove
Emergency	B1	18.50	B1	18.50	Remove and re-install existing EMERGENCY letters on North canopy elevation	Re-install
	B2	17.50		0.00	Remove existing EMERGENCY cabinet	Remove
	B3	18.50	B3	18.50	Remove and re-install existing EMERGENCY letters on east canopy elevation	Re-install
MOB 1: 1040 N. Mason	C	<u>9.75</u>	C	<u>9.75</u>	MOB #1 , non-illuminated building signs and address numerals west elevation	No change
	D	<u>9.75</u>	D	<u>9.75</u>	MOB #1 , non-illuminated building signs and address numerals south elevation	No change
MOB 2 / 10 Barnes West	E	35.00	E	50.00	MOB #2: Non-illuminated, fabricated aluminum letters, "MEDICAL OFFICE BUILDING 2"	Replace w/ new
	F	<u>9.75</u>	F	<u>9.75</u>	Non-illuminated Building 2 and address numerals	No change
	G	72.00	G	50.00	MOB #2 East elevation: Remove illuminated Siteman, Med Spec., Eye Center and replace with illuminated Siteman Cancer Center	Replace w/ new
MOB 3 / 1020 N. Mason	H	55.00	H	50.00	MOB #3: Non-illuminated, fabricated aluminum letters, "MEDICAL OFFICE BUILDING 3" (replaces Heart and Vascular)	Replace w/ new
	I	<u>9.75</u>	I	<u>9.75</u>	Non-illuminated Building 3 and address numerals	No change
969 N Mason	J	20.00	J	10.00	Remove Illuminated Imaging Center letters. Address numerals to remain	Remove Sign / address stays
	Total	320.50	Total	236.00	Total Sq foot comparison existing signs	84.5 Less Sq Ft.
					New Signs	
New Hospital Building North Elevation			K	183.00	Illuminated "Barnes Jewish" (4'6" x 40.66 ')front elelvation main ID wall sign	All new
			L	62.00	Illuminated BJC Healthcare Signage	All new
New MOB 4 / 1044 N Mason			M	50.00	Non-Illuminated , 1/2" thick flat cut out letters and logo Wash U Physicians	All new
			N	9.00	1" deep non-illuminated pan "RECEIVING"	All new
New MOB 4 / 1044 N Mason			O	70.00	Non-Illuminated , 2" deep MOB 4 letters	All new
			P	24.50	1/2" FCO, non-illuminated address numerals " Medical Office Building 4 1044 Mason Rd."	All new
			Q	144.00	Illuminated "Barnes Jewish" wall sign	All new
				542.50	Total Sq footage NEW signs	
				778.50	Overall Wall Sign Sqare Footage	

Attachment: Applicant's Materials submitted 8-9-2019 (#19-023: BJC West County Master Sign Plan)

BILL NO. _____

ORDINANCE NO. _____

**AN ORDINANCE REPEALING ORDINANCE NUMBER 5275 AND AUTHORIZING A NEW
MASTER SIGN PLAN FOR BARNES JEWISH WEST COUNTY HOSPITAL GENERALLY
LOCATED AT 12634 OLIVE BOULEVARD AND 10 BARNES WEST DRIVE**

WHEREAS, Warren Sign Company on behalf of Barnes Jewish West County Hospital (BJC Healthcare) has submitted an application for a Master Sign Plan pursuant to Section 405.955: Master Sign Plans for the Barnes Jewish West County Hospital at 10 Barnes West Drive (aka 12634 Olive Boulevard), 1040 N. Mason Road, 1020 N Mason Road, 970 N Mason Road, Zoned PH Planned Hospital District, and 969 N Mason Road, Zoned PO-Planned Office District, as well as the internal signs throughout the campus; and

WHEREAS, the boundaries of the Master Sign Plan will be for the entire BJC West County campus, as demonstrated in the Barnes Jewish West County Hospital – Wall Sign Plan and Ground Sign Plan and attached as Exhibit 1; 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 August 19, 2019, beginning at 6:30 p.m., or immediately following the close of the previous public hearing; 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

WHEREAS, all persons who presented themselves at said meeting and desiring to be heard were given an opportunity to be heard; and

WHEREAS, the Planning and Zoning Commission reviewed and, by _____ vote, recommended approval of the master sign plan, subject to the conditions contained herein, at its meeting on August 19, 2019; and

WHEREAS, the City Council being fully informed finds that approving the Plan, subject to certain conditions, 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 is in the public interest; 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,

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

SECTION 1: Ordinance Number 5275 is hereby repealed.

SECTION 2: A new Master Sign Plan is approved for the Barnes Jewish West County campus, generally located at 10 Barnes West Drive (aka 12634 Olive Boulevard), 1040 N. Mason Road, 1020 N Mason Road, 970 N Mason Road, Zoned PH Planned Hospital District, and 969 N Mason Road, Zoned PO-Planned Office District whose legal description is as follows:

Attachment: 19-023.BJCWC Master Sign Plan.Draft Ordinance.8-19-2019 (#19-023: BJC West County Master Sign Plan)

BILL NO. _____

ORDINANCE NO. _____

A tract of land being part of Lot 3 of the John Hazel Estate, as conveyed to Barnes Jewish West County Hospital (f.k.a. Barnes West County Hospital) by instrument recorded in Book 8647, Page 11645 and Barnes Jewish West County Hospital by instrument recorded in Book 12367, Page 13 and Lot 2 of Barnes-Jewish West County Hospital according to the plat thereof as recorded in Plat Book 347, Page 751 all of the St. Louis County Records located in U.S. Survey 1923, Township 45 North, Range 5 East of the 5th Principal Meridian, City of Creve Coeur, St. Louis County, Missouri, and being more particularly described as follows:

Beginning at the northeastern corner of above said Barnes West County Hospital tract, said point also being located on the southwestern right-of-way line of Olive Boulevard, variable width, said point also being the northwestern corner of a tract of land as conveyed to Moritz, LLC by instrument recorded in Book 16089, page 1992 of above said records; thence along the east line of said Barnes West County Hospital tract, South 29 degrees 45 minutes 38 seconds West, 342.72 feet and South 01 degrees 33 minutes 02 seconds West, 679.43 feet to the northeast corner of above said Lot 2; thence along the east line of Lot 2, South 01 degrees 33 minutes 02 seconds West, (South 01 degrees 23 minutes 00 seconds West), 677.83 feet to the southeast corner of said Lot 2; thence along the southern lines of said Lot 2 the following courses and distances: South 89 degrees 06 minutes 38 seconds West, 439.62 feet (South 88 degrees 49 minutes 29 seconds West, 440.46 feet) to the beginning of a curve to the right having a radius of 333.50 feet; along said curve with an arc length of 180.00 feet and a chord which bears North 59 degrees 15 minutes 35 seconds West, 177.82 feet to a point of reverse curvature to the left having a radius of 181.50 feet; along said curve with an arc length of 143.17 feet, and a chord which bears North 66 degrees 23 minutes 44 seconds West, 139.49 feet to a point of tangency and North 88 degrees 59 minutes 36 seconds West, (North 89 degrees 02 minutes 56 seconds West), 453.60 feet to the eastern right-of-way line of Mason Road, variable width; thence along said right-of-way line the following courses and distances: North 01 degrees 03 minutes 38 seconds East, 315.92 feet; North 88 degrees 53 minutes 50 seconds West, (North 89 degrees 02 minutes 42 seconds West), 19.90 feet; North 01 degrees 03 minutes 30 seconds East, 215.58 feet, (North 01 degrees 01 minutes 26 seconds East, 215.79 feet); South 89 degrees 53 minutes 59 seconds East, 14.70 feet; North 01 degrees 03 minutes 30 seconds East, 456.63 feet; North 88 degrees 55 minutes 58 seconds West, 15.00 feet; North 01 degrees 03 minutes 30 seconds East, 630.57 feet; South 88 degrees 56 minutes 30 seconds East, 15.00 feet; North 15 degrees 35 minutes 37 seconds East, 177.81 feet to the beginning of a curve to the right having a radius of 512.96 feet; along said curve with an arc length of 294.65 feet and a chord which bears North 31 degrees 13 minutes 24 seconds East, 290.62 feet; North 47 degrees 41 minutes 07 seconds East, 70.88 feet and North 76 degrees 46 minutes 06 seconds East, 63.96 feet to the southwestern right-of-way line of above said olive Boulevard; thence along said right-of-way line the following courses and distances: South 60 degrees 18 minutes 35 seconds East, 485.30 feet; South 57 degrees 26 minutes 51 seconds East, 100.12 feet; South 63 degrees 10 minutes 20 seconds East, 200.25 feet; South 60 degrees 18 minutes 36 seconds East, 150.00 feet; South 54 degrees 35 minutes 57 seconds East, 150.75 feet and South 65 degrees 16 minutes 45 seconds East, 115.44 feet to the Point of Beginning and containing 2,367,197 square feet or 54.343 acres more or less according to calculations performed by Stock and Associates Consulting Engineers, Inc. on September 16, 2014.

969 N. Mason Road Property:

Lots 15 And 16 of the Resubdivision of Lots 3, 4 and 5 of Bellerive Executive Park Plat One, as per plat thereof recorded in Plat Book 165, Pages 62 and 63 of the St. Louis County Records also described as:

Attachment: 19-023.BJCWC Master Sign Plan.Draft Ordinance.8-19-2019 (#19-023: BJC West County Master Sign Plan)

BILL NO. _____

ORDINANCE NO. _____

A tract of land being Lot 15 and Lot 16 of the "Resubdivision of Lots 3, 4 and 5 of Bellerive Executive Park Plat One", a resubdivision according to the plat thereof recorded in Plat Book 165, Pages 62 and 63 of the St. Louis County Records, in U.S. Survey 1923, Township 45 North-Range 5 East, St. Louis County, Missouri, and being more particularly described as:

Beginning at the southwest corner of said Lot 16 of the "Resubdivision Of Lots 3, 4 and 5 of Bellerive Executive Park Plat One"; thence along the west line of said Lot 16, North 01 Degrees 04 Minutes 15 Seconds East 265.00 feet and North 24 Degrees 44 Minutes 36 Seconds East 87.65 feet to the south line of Executive Parkway, variable widths; thence along said south line of Executive Parkway the following courses and distances: along a curve to the left whose radius point bears North 24 Degrees 44 Minutes 36 Seconds East 183.00 feet from the last mentioned point, a distance of 153.37 feet, North 66 Degrees 43 Minutes 30 Seconds East 126.50 Feet, along a curve to the right whose radius point bears South 23 Degrees 16 Minutes 30 Seconds East 455.00 feet from the last mentioned point, a distance of 51.29 feet, along a curve to the right whose radius point bears South 13 Degrees 48 Minutes 42 Seconds East 455.00 feet from the last mentioned point, a distance of 140.99 Feet, South 86 Degrees 04 Minutes 45 Seconds East 114.14 feet, South 88 Degrees 56 Minutes 30 Seconds East 55.00 Feet, and along a curve to the right whose radius point bears South 01 Degrees 03 Minutes 30 Seconds West 45.00 feet from the last mentioned point, a distance of 40.10 feet to the west line of Mason Road; thence along said west line of Mason Road, South 01 Degrees 03 Minutes 30 Seconds West 337.28 feet to the south line of aforementioned Lot 15 of the "Resubdivision of Lots 3, 4 and 5 of Bellerive Executive Park Plat One"; thence along said south line of Lot 15 and the south line of said Lot 16, South 85 Degrees 08 Minutes 15 Seconds West 694.63 feet to the Point Of Beginning.

This description was retyped from Book 1732, Page 1994 of the St. Louis County records

SECTION 3: Such approval of the Master Signage Plan for the Barnes Jewish West County campus shall be subject to the following conditions:

1. The Applicant shall follow the Master Sign Plan received August 9, 2019 for all new or altered signage on the campus, as approved by the City of Creve Coeur, except as modified below. The location, size, shape, color, type, and design of each sign shall not substantively depart from the Master Sign Plan, unless approved by the City of Creve Coeur. Any existing signs not shown on the approved plan shall be promptly removed.
2. The Applicant shall submit sign permits for the proposed new signs referred to in the Master Sign Plan. The monument signs shall be setback at least fifteen (15) feet from adjacent roadway surface and at least one (1) foot from edge of public right-of-way.
3. The Applicant shall provide a more detailed landscape plan for each monument sign that is consistent with the requirements elsewhere in the Sign Regulations of 2.5 times landscaped area for each square foot of sign area, per side, and to include a mix of native plantings consistent with the landscaping design, for the Zoning Administrator's approval.
4. The signs identified as #1 and #3 shall be modified to serve as more entrance directional signs with a masonry base that is consistent in detail with the architectural sign, and have a scale similar with one another.
5. The Architectural Masonry Based Campus ID Sign identified as #15 shall be eliminated.
6. The 144 square foot "Barnes Jewish" wall sign on the rear elevations shall be eliminated.
7. Staff may authorize additional incidental signs that are in keeping with the overall character and purpose of the Master Sign Plan, provided that they are internal to the campus, and not visible from the public right-of-way, as provided under Section 405.955(A)(4).
8. Permitted temporary banners are allowed as provided under Section 405.950(G)(2).

BILL NO. _____

ORDINANCE NO. _____

SECTION 4: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS ____ DAY OF _____, 2019.

DR. ELLEN LAWRENCE
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2019.

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN
CITY CLERK

BILL NO. 5387ORDINANCE NO. 5275

AN ORDINANCE REPEALING ORDINANCE NUMBER 5060 AND APPROVING A NEW MASTER SIGN PLAN FOR THE BJC WEST COUNTY HOSPITAL CAMPUS LOCATED SOUTH OF OLIVE BOULEVARD AND ZONED "PH" PLANNED HOSPITAL DISTRICT

WHEREAS, Jon Krone of Warren Sign Company on behalf of Barnes Jewish West County Hospital BJC HealthCare, has submitted an application for an amendment to the Master Sign Plan for the campus at 12634 Olive Boulevard, pursuant to Section 405.950.6 of the City of Creve Coeur's Code of Ordinances, to include new signage throughout the campus; and

WHEREAS, the boundaries of the Master Signage Plan will be for the entire development including all existing and proposed signage as demonstrated in the Plan received July 13, 2012 and attached as Exhibit 1; and

WHEREAS, a master sign plan for the campus was originally approved by Ordinance 5060 on October 27, 2008; 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 September 4, 2012, beginning at 7:00 p.m., or immediately following the close of the previous public hearing; 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

WHEREAS, all persons who presented themselves at said meeting and desiring to be heard were given an opportunity to be heard; and

WHEREAS, the Planning and Zoning Commission reviewed and, by 5-0 vote, recommended approval of the conditional use permit, subject to the conditions contained herein, at its meeting on September 4, 2012; and

WHEREAS, the City Council being fully informed finds that approving the Plan subject to certain conditions 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.

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

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

SECTION 1: Ordinance #5060 is hereby repealed.

SECTION 2: A Master Sign Plan is approved for the Barnes West County Hospital campus at 12634 Olive Boulevard, in the "PH" Planned Hospital zoning district whose legal description is as follows:

A TRACT OF LAND BEING PART OF LOT 3 OF THE JOHN HEZEL ESTATE IN U.S. SURVEY 1923, TOWNSHIP 45 NORTH – RANGE 5 EAST, ST. LOUIS COUNTY, MISSOURI, AND BEING MORE PARTICULARLY DESCRIBED AS:

BEGINNING AT A POINT IN THE EAST LINE OF MASON ROAD, BEING 15.00 FEET EAST OF THE ORIGINAL CENTERLINE OF MASON ROAD; SAID POINT BEING DISTANT NORTH

Attachment: Ordinance No. 5275 (#19-023: BJC West County Master Sign Plan)

BILL NO. 5387ORDINANCE NO. 5275

01 DEGREE 03 MINUTES 30 SECONDS EAST 215.32 FEET FROM THE INTERSECTION OF SAID EAST LINE OF MASON ROAD WITH THE NORTH LINE OF PROPERTY CONVEYED TO HOPE EDUCATIONAL & RESEARCH CENTER BY DEED RECORDED IN BOOK 6923, PAGE 1292 OF THE ST. LOUIS COUNTY RECORDS; THENCE ALONG SAID EAST LINE OF MASON ROAD NORTH 01 DEGREE 03 MINUTES 30 SECONDS EAST 456.88 FEET TO A POINT; THENCE SOUTH 88 DEGREES 55 MINUTES 58 SECONDS EAST 261.50 FEET TO A POINT; THENCE NORTH 01 DEGREE 52 MINUTES 39 SECONDS EAST 206.07 FEET TO A POINT; THENCE NORTH 60 DEGREES 51 MINUTES 07 SECONDS EAST 494.05 FEET TO A POINT; THENCE NORTH 59 DEGREES 03 MINUTES 39 SECONDS WEST 178.23 FEET TO A POINT; THENCE ALONG A CURVE TO THE RIGHT WHOSE RADIUS POINT BEARS SOUTH 75 DEGREES 14 MINUTES 25 SECONDS EAST 60.00 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 92.34 FEET TO A POINT; THENCE NORTH 12 DEGREES 56 MINUTES 24 SECONDS EAST 50.00 FEET TO A POINT; THENCE ALONG A CURVE TO THE RIGHT WHOSE RADIUS POINT BEARS SOUTH 12 DEGREES 56 MINUTES 24 SECONDS WEST 110.00 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 50.88 FEET TO A POINT; THENCE SOUTH 50 DEGREES 33 MINUTES 30 SECONDS EAST 25.00 FEET TO A POINT; THENCE ALONG A CURVE TO THE LEFT WHOSE RADIUS POINT BEARS NORTH 39 DEGREES 26 MINUTES 30 SECONDS EAST 100.00 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 143.12 FEET TO A POINT; THENCE NORTH 47 DEGREES 26 MINUTES 30 SECONDS EAST 41.94 FEET TO A POINT; THENCE NORTH 86 DEGREES 06 MINUTES 00 SECONDS EAST 74.38 FEET TO A POINT; THENCE NORTH 29 DEGREES 40 MINUTES 18 SECONDS EAST 119.83 FEET TO THE SOUTHWEST RIGHT-OF-WAY LINE OF MISSOURI STATE HIGHWAY ROUTE 340, AS WIDENED, BY DEED RECORDED IN BOOK 6850, PAGE 1352 OF THE ST. LOUIS COUNTY RECORDS; THENCE ALONG SAID SOUTHWEST RIGHT-OF-WAY LINE OF MISSOURI STATE HIGHWAY ROUTE 340 THE FOLLOWING COURSES AND DISTANCES: SOUTH 60 DEGREES 18 MINUTES 36 SECONDS EAST 225.44 FEET, SOUTH 57 DEGREES 26 MINUTES 51 SECONDS EAST 100.12 FEET, SOUTH 63 DEGREES 10 MINUTES 20 SECONDS EAST 200.25 FEET, SOUTH 60 DEGREES 18 MINUTES 36 SECONDS EAST 150.00 FEET, SOUTH 54 DEGREES 35 MINUTES 57 SECONDS EAST 150.75 FEET, AND SOUTH 65 DEGREES 16 MINUTES 45 SECONDS EAST 115.44 FEET TO THE WEST LINE OF PROPERTY CONVEYED TO RAYMOND H. ROGERS AND WIFE BY DEED RECORDED IN BOOK 6849, PAGE 498 OF THE ST. LOUIS COUNTY RECORDS; THENCE ALONG SAID WEST LINE OF RAYMOND H. ROGERS PROPERTY AND THE WEST LINE OF PROPERTY CONVEYED TO UNION ELECTRIC COMPANY BY DEED RECORDED IN BOOK 6354, PAGE 1740 (TRACT NO. 13) OF THE ST. LOUIS COUNTY RECORDS SOUTH 29 DEGREES 45 MINUTES 38 SECONDS WEST 342.72 FEET TO A POINT; THENCE CONTINUING ALONG A WEST LINE OF SAID UNION ELECTRIC COMPANY PROPERTY, THE WEST LINE OF PROPERTY CONVEYED TO DONALD J. ALLMAN AND WIFE BY DEED RECORDED IN BOOK 6863, PAGE 1536 OF THE ST. LOUIS COUNTY RECORDS, AND THE WEST LINE OF PROPERTY CONVEYED TO FRED W. TAPPMAYER AND WIFE BY DEED RECORDED IN BOOK 5878, PAGE 35 OF THE ST. LOUIS COUNTY RECORDS SOUTH 01 DEGREE 33 MINUTES 02 SECONDS WEST 679.43 FEET TO A POINT; THENCE NORTH 89 DEGREES 53 MINUTES 59 SECONDS WEST 1202.46 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL:

BEGINNING AT THE SOUTHWEST CORNER OF PROPERTY CONVEYED TO RAYMOND H. ROGERS AND WIFE BY DEED RECORDED IN BOOK 6849, PAGE 498 OF THE ST. LOUIS

Attachment: Ordinance No. 5275 (#19-023: BJC West County Master Sign Plan)

BILL NO. 5387ORDINANCE NO. 5275

COUNTY RECORDS, SAID POINT BEING DISTANT SOUTH 29 DEGREES 45 MINUTES 36 SECONDS WEST 286.86 FEET FROM THE SOUTHWEST RIGHT-OF-WAY LINE OF MISSOURI STATE HIGHWAY ROUTE 340, AS WIDENED, BY DEED RECORDED IN BOOK 6850, PAGE 1362 OF THE ST. LOUIS COUNTY RECORDS; THENCE SOUTH 29 DEGREES 45 MINUTES 38 SECONDS WEST 55.86 FEET TO A POINT; THENCE SOUTH 01 DEGREES 33 MINUTES 02 SECONDS WEST 86.52 FEET TO A POINT; THENCE NORTH 33 DEGREES 45 MINUTES 22 SECONDS WEST 154.77 FEET TO A POINT; THENCE NORTH 30 DEGREES 05 MINUTES 22 SECONDS WEST 261.91 FEET TO A POINT; THENCE NORTH 24 DEGREES 48 MINUTES 22 SECONDS WEST 259.89 FEET TO A POINT; THENCE NORTH 20 DEGREES 54 MINUTES 22 SECONDS WEST 146.73 FEET TO SAID SOUTHWEST RIGHT-OF-WAY LINE OF MISSOURI STATE HIGHWAY ROUTE 340; THENCE SOUTH 63 DEGREES 10 MINUTES 26 SECONDS EAST 148.68 FEET ALONG SAID SOUTHWEST LINE OF MISSOURI STATE HIGHWAY ROUTE 340 TO A POINT; THENCE SOUTH 29 DEGREES 54 MINUTES 22 SECONDS EAST 33.30 FEET TO A POINT; THENCE SOUTH 24 DEGREES 48 MINUTES 22 SECONDS EAST 251.29 FEET TO A POINT; THENCE SOUTH 30 DEGREES 05 MINUTES 22 SECONDS EAST 194.09 FEET TO A POINT; THENCE SOUTH 53 DEGREES 45 MINUTES 22 SECONDS EAST 56.05 FEET TO THE POINT OF BEGINNING.

969 MASON BUILDING CREVE COEUR

LOTS 15 AND 16 OF THE RESUBDIVISION OF LOTS 3, 4 AND 5 OF BELLERIVE EXECUTIVE PARK PLAT ONE, AS PER PLAT THEREOF RECORDED IN PLAT BOOK 165, PAGES 62 AND 63, OF THE ST. LOUIS COUNTY RECORDS, ALSO DESCRIBED AS:

A TRACT OF LAND BEING LOT 15 AND LOT 16 OF THE "RESUBDIVISION OF LOTS 3, 4 AND 5 OF BELLERIVE EXECUTIVE PARK PLAT ONE," A RESUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 165, PAGES 62 AND 63, OF THE ST. LOUIS COUNTY RECORDS, IN U.S. SURVEY 1923, TOWNSHIP 45 NORTH - RANGE 5 EAST, ST. LOUIS COUNTY, MISSOURI, AND BEING MORE PARTICULARLY DESCRIBED AS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 16 OF THE "RESUBDIVISION OF LOTS 3, 4, AND 5 OF BELLERIVE EXECUTIVE PARK PLAT ONE;" THENCE ALONG THE WEST LINE OF SAID LOT 16, NORTH 01 DEGREES, 04 MINUTES, 15 SECONDS EAST 265.00 FEET AND NORTH 24 DEGREES, 44 MINUTES, 36 SECONDS EAST 87.65 FEET TO THE SOUTH LINE OF EXECUTIVE PARKWAY, VARIABLE WIDTHS; THENCE ALONG SAID SOUTH LINE OF EXECUTIVE PARKWAY THE FOLLOWING COURSES AND DISTANCES: ALONG A CURVE TO THE LEFT WHOSE RADIUS POINT BEARS NORTH 24 DEGREES, 44 MINUTES, 36 SECONDS EAST 183.00 FEET FROM THE LAST-MENTIONED POINT, A DISTANCE OF 153.37 FEET, NORTH 66 DEGREES, 43 MINUTES, 30 SECONDS EAST 126.50 FEET, ALONG A CURVE TO THE RIGHT WHOSE RADIUS POINT BEARS SOUTH 23 DEGREES, 16 MINUTES, 30 SECONDS EAST 455.00 FEET FROM THE LAST-MENTIONED POINT, A DISTANCE OF 51.29 FEET, ALONG A CURVE TO THE RIGHT WHOSE RADIUS POINT BEARS SOUTH 13 DEGREES, 48 MINUTES, 42 SECONDS EAST 455.00 FEET FROM THE LAST-MENTIONED POINT, A DISTANCE OF 140.99 FEET, SOUTH 86 DEGREES, 04 MINUTES, 45 SECONDS EAST 114.14 FEET, SOUTH 88 DEGREES, 56 MINUTES, 30

BILL NO. 5387ORDINANCE NO. 5275

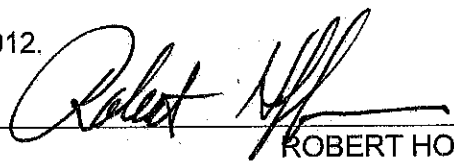
SECONDS EAST 55.00 FEET, AND ALONG A CURVE TO THE RIGHT WHOSE RADIUS POINT BEARS SOUTH 01 DEGREE, 03 MINUTES, 30 SECONDS WEST 45.00 FEET FROM THE LAST-MENTIONED POINT, A DISTANCE OF 40.10 FEET TO THE WEST LINE OF MASON ROAD; THENCE ALONG SAID WEST LINE OF MASON ROAD, SOUTH 01 DEGREE, 03 MINUTES, 30 SECONDS WEST 337.28 FEET TO THE SOUTH LINE OF AFOREMENTIONED LOT 15 OF THE "RESUBDIVISION OF LOTS 3, 4 AND 5 OF BELLERIVE EXECUTIVE PARK PLAT ONE;" THENCE ALONG SAID SOUTH LINE OF LOT 15 AND THE SOUTH LINE OF SAID LOT 16, SOUTH 85 DEGREES, 08 MINUTES, 15 SECONDS WEST 694.63 FEET TO THE POINT OF BEGINNING.

SECTION 3: Such approval of the Master Signage Plan for the Barnes West County Hospital campus shall be subject to the following conditions:

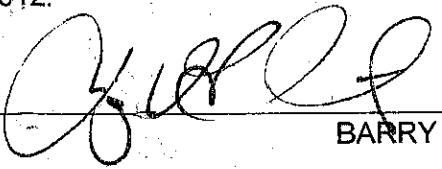
1. The applicant shall submit sign permit and/or building permit applications for proposed signs referred to in the Master Sign Plan that currently do not possess a sign permit.
2. The applicant shall follow the Master Signage Plan received July 13, 2012 for all new or altered signage on the campus, as approved by the City of Creve Coeur. The location, size, shape, color, type, and design of each sign shall not substantively depart from the Master Sign Plan, unless approved by the City of Creve Coeur.
3. The applicant shall allow for standard City park signs for identification of access points to Millennium Park on Olive Boulevard and Mason Road, and shall work with staff regarding the installation of such signs by the City.
4. No banners shall be allowed on light standards within 15 feet of Olive Boulevard or Mason Road right-of-way. Any existing banners in violation of this prohibition shall be removed immediately.
5. There may be a total of 200 banners on light standards, other than as prohibited in item 4.
6. No additional permanent signage is allowed for the campus. Permitted temporary banners are allowed as provided under Section 405.950(3).

SECTION 4: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

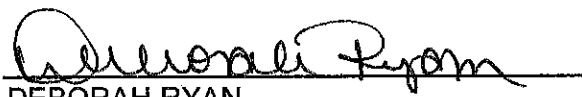
ADOPTED THIS 24 DAY OF September, 2012.


ROBERT HOFFMAN
PRESIDENT OF CITY COUNCIL

APPROVED THIS 24 DAY OF September, 2012.


BARRY GLANTZ
MAYOR

ATTEST:


DEBORAH RYAN
CITY CLERK

Attachment: Ordinance No. 5275 (#19-023: BJC West County Master Sign Plan)



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 #19-028 A MINOR SITE DEVELOPMENT PLAN FOR A 6 FOOT-TALL WOOD PRIVACY FENCE WITHIN THE SETBACK ALONG N. MASON ROAD FOR THE PROPERTY AT 811 COULANGE COURT

FOR THE MEETING OF: Monday, August 19, 2019

SUBJECT PROPERTY LOCATION: 811 Coulange Court, zoned A Single Family Residential.

REQUEST: Yulia Guseva, homeowner, has submitted an application for a six foot tall, wood privacy fence to replace the existing four foot tall open picket wood fence at the property line within the setback along N. Mason Road, for the property addressed as 811 Coulange Court.

ADDITIONAL INFORMATION: Section 405.640 (C) *Fences Within The Front Yard Section And Along Street Right-Of-Way* states that no fence shall be located within the front yard setback or along street right-of-way, within the area equivalent to the front yard setback of the applicable zoning district, unless approved by site development plan by the Planning and Zoning Commission. The subject property is zoned A Single Family District, which has a front yard setback of 50 feet. City Council action is not required.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Maintaining open green spaces
- Visual impact along N. Mason Road

Creve Coeur 2030 References

- Estate Neighborhood 2 (ER-2)
- Design Guidelines

Zoning Code References

- Section 405.250: A Single-Family
- Section 405.640: Fences and Walls
- Section 405.1080: Site Concept, Site Development, and Minor Site Plan Approval

APPLICANT/PROPERTY OWNER: Yulia Guseva and Gene Radomyslsky
811 Coulange Ct.
Creve Coeur, MO 63141



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner
DATE: 8/16/2019
ATTACHMENTS: Materials received July 15, 2019

Attachment: 19-028.811 Coulange Ct.Staff Report.8-19-2019 (#19-028: 811 Coulange Court Fence)

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Single family residence	A Single Family Residential	N. Mason Road
South	Single family residence	A Single Family Residential	Coulange Court
East	Single family residence	A Single Family Residential	NA
West	Single family residence	A Single Family Residential	N. Spodee Road

FENCE PLACEMENT AND DESIGN

The Applicant is seeking to replace the existing four foot tall, open picket fence with a new 6 foot tall sight proof fence at the north property line, along N. Mason Road. The remaining area of the fence will maintain the existing four foot tall, open picket fence.



Figure 1: Close-up of the Site Plan

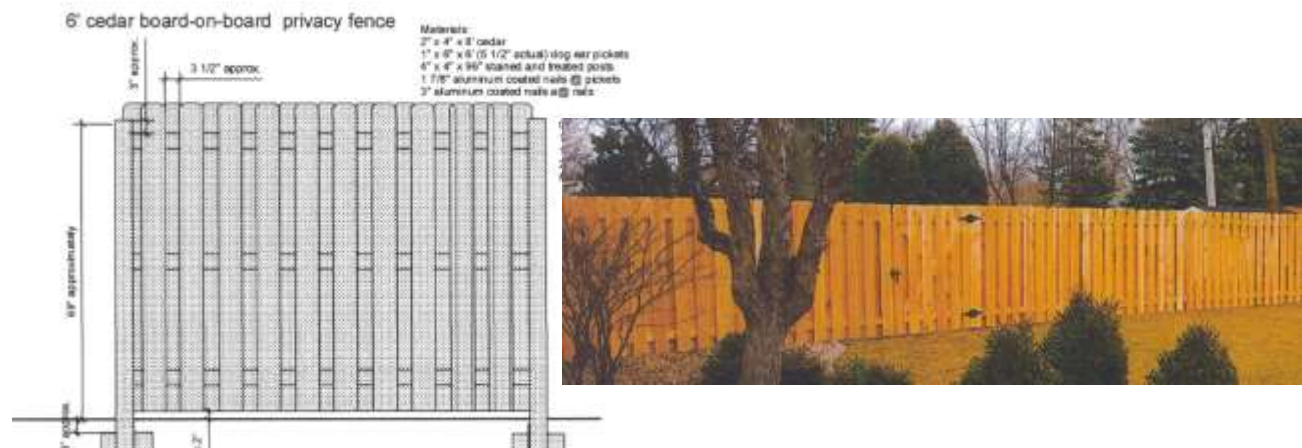


Figure 2: Fence Detail, and example photographs

ANALYSIS

The Zoning Code provides standards for evaluating requests for fences within the front setback under Section 405.640 Fences and Walls:

- A. Height Of Fences And Walls. No fence or wall shall exceed six (6) feet in height unless specifically approved by the Planning and Zoning Commission in consideration of a unique screening problem.*
- C. Fences Or Walls Within The Front Yard Section And Along Street Right-Of-Way. A fence may project within the area equivalent to the front yard setback of the applicable zoning district, when clearly to the side or rear of the home, provided that such fence is setback at least fifteen (15) feet from the property line, no more than four (4) feet in height, and is an open slatted decorative metal fencing, similar in style for swimming pool enclosures as provided in Subsection (D). Walls, entry columns, gates and fence designs within the front yard setback or the area equivalent to the front yard setback shall be subject to site development plan approval in accordance with Section 405.1080.*
- F. The horizontal and vertical support posts must be inside of the fence area or otherwise hidden from both the neighbor's and general public's view. Fences with a shadowbox design shall be considered to hide support posts.*
- G. Fence materials shall be wood or metal style fencing. The design, color and material of the fence shall be complementary or shall match the principal structure on the property. Solid sight-proof, white vinyl fences are prohibited; Vinyl fencing may be permitted provided it maintains a natural wood color and/or dark color or style. Except as otherwise provided herein, raw metal chain link fencing is prohibited for all residential development, but dark coated fencing is allowed.*

The Creve Coeur 2030 Comprehensive Plan includes general recommendations for residential neighborhoods to preserve the character and property values of existing neighborhoods (p. 64). The subject property is within the Estate Neighborhood 2 (ER-2) consisting of large lots with stately homes in a park-like setting. Homes should be architecturally-harmonious located to provide large front lawns and preserve existing trees, and built to a consistent setback from the street. Streets should terminate in cul-de-sacs or circles to create small, secluded neighborhoods, and sidewalks are not necessary. Curvilinear streets can be used to preserve landscape vistas.

The Design Guidelines provide further direction for review of fences with the following:

Design Review Guidelines: F. Screening (Fences and Walls)

1. All new sound walls, masonry walls or fences are to be designed to minimize visual monotony through changes in plane, height, material, texture or significant landscape massing.
2. The design of fencing, sound walls, trash enclosures, and similar site elements is to be compatible with the architecture of the main buildings and should use similar materials.
3. All fencing should be designed as an integrated part of the site, rather than as a separate fence, such as a planter wall or continuation of an architectural wall feature.
5. In highly visible public areas where fencing is needed, decorative fencing is encouraged. (p.18-19)

The Design Guidelines also recommend the use of natural “green” materials, and discourage the use of synthetic, and highly reflective materials. While the material of the fence is consistent with the Design Guidelines, the proposed height and style of fence would be a departure in the area as the adjacent properties have all maintained the four-foot tall style fencing, and where landscaping has been and can be provided to obtain the privacy that the property owners are seeking.

For example, in 2015, the house adjacent to the subject property, 823 Coulange Court, received approval for the four foot tall fence, but it could be solid in design along N. Mason, and where the existing landscaping was maintained in front of the fence. However, the property owner has chosen to maintain the existing style of an open picket design.



Figure 3: Photo of the Existing fence at 811 and 823 Coulange Court.

Therefore, Staff's recommendation is that the fence be a maximum height of 4 feet tall consistent with prior action, and the surrounding properties. This does allow for a solid design option as was approved next door in 2015. If the Commission wishes for a more open design or require that additional landscaping in front of the fence should be provided, they should discuss options with the Applicant.

CONCLUSION AND ACTION

If the members of the Planning and Zoning Commission find the Applicant's reasons for the fence material and location, height and design sufficient, they can approve it as proposed as presented, and a revised motion will be necessary. Staff has included the motion to limit the fence to four feet in height, as discussed above. If the Commission wishes to have a more open design and/or to have the fence set back from the property line approximately 5 feet to allow room for landscaping in front of the fence, discussion with the Applicant and a revised motion will also be necessary. If the Commission denies the request, the Applicant may install a six foot, privacy fence, at the 50 foot build line.

MOTION

The motion is approval of the sight-proof fence within the setback of N. Mason Road as shown in the enclosed site plan with a maximum height of four feet, per Staff's recommendation. City Council action is not required. The following is an example motion for this application:

"I move to approve the site plan revised to allow for a four-foot tall, sight proof fence at the property line along N. Mason Road as discussed within the Staff Report on Application #19-028 for 811 Coulange Court for the August 19, 2019 Planning and Zoning Commission meeting" (Modification or revisions may be included 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.

APPENDIX 3: AERIAL MAP



Attachment: 19-028:811 Coulange Ct.Staff Report.8-19-2019 (#19-028: 811 Coulange Court Fence)

APPENDIX 4: SITE PHOTOGRAPHS

Photo Date: 8/14/2019



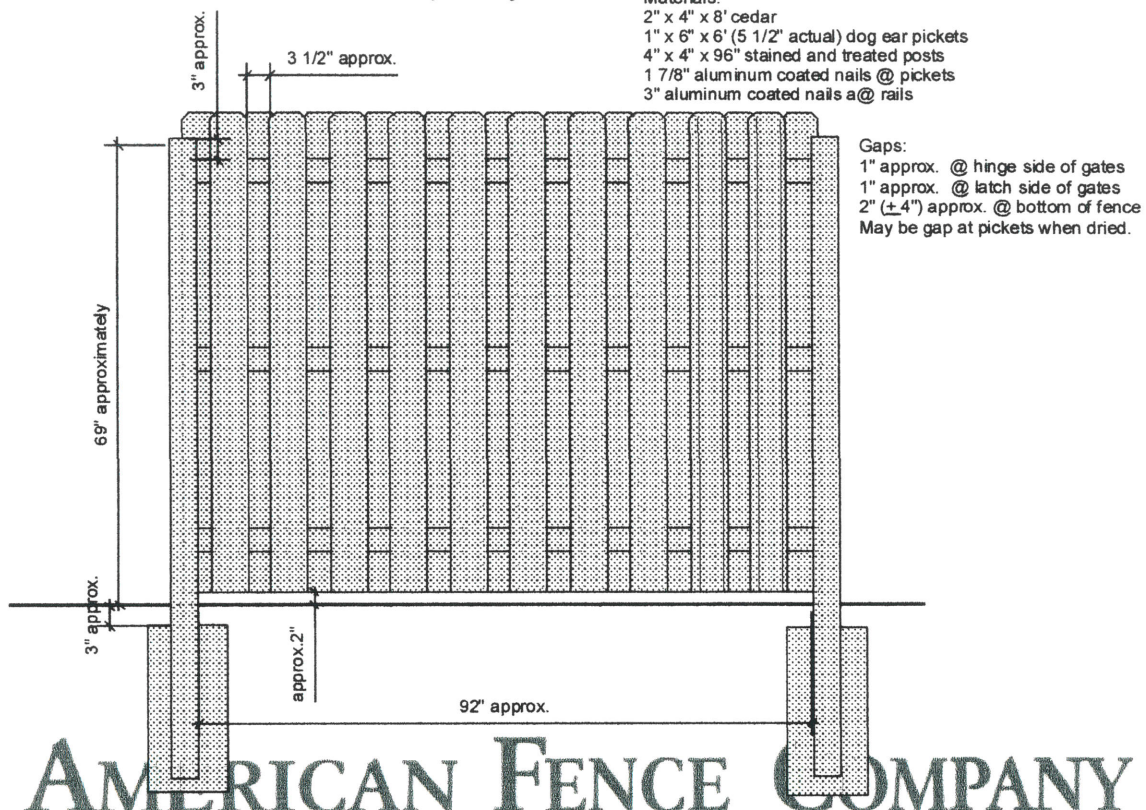
Description: View of the existing 4 foot tall, open slatted fence looking southwest from across N. Mason Road.



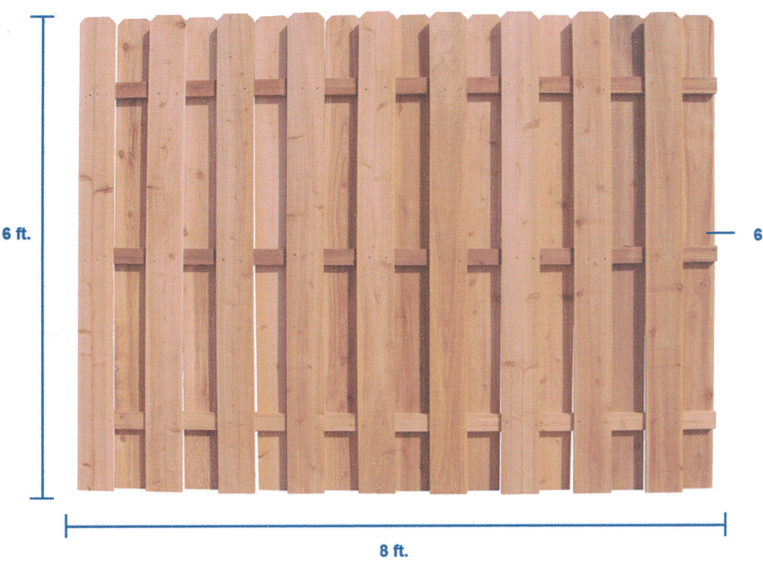
Description: View of the existing fence line of 811 and 823 Coulange Court looking east from Mason Road.



6' cedar board-on-board privacy fence



1. ★ On the outside / public side of the fence, place a picket on each post to cover the post and rail connections.
2. Then, calculating the measurements between these pickets, evenly space your pickets, leaving approximately a 3 1/2" gap between each picket. Install all the exterior pickets before moving to the inside row.
3. On the inside / homeowner side of the fence, place your first picket centered over the first gap at the bay. Then, using the identical picket spacing as used on the outside row of pickets, install the balance of pickets between the posts.



Measurements shown are actual panel height, actual panel width and actual picket width



APPLICATION TO PLANNING AND ZONING COMMISSION
#19-030 NEW LED PARKING LOT AND BUILDING LIGHTING FOR
THE NATIONAL COUNCIL OF JEWISH WOMEN AT
295 N. LINDBERGH BOULEVARD

FOR THE MEETING OF: Monday, August 19, 2019

SUBJECT PROPERTY LOCATION: 295 N. Lindbergh Boulevard, Zoned GC-General Commercial District.

REQUEST: Scott Shelton, of Streib Electric Co., on behalf of the National Council of Jewish Women, has submitted an application to replace the existing lighting on the building with new LED lights and add new LED parking lot lighting for 295 N. Lindbergh Boulevard. Section 405.680 Lighting states that the Planning and Zoning Commission shall review proposed lighting for non-residential building construction or for the replacement or addition of light standards on an existing non-residential development in accordance with Section 405.1080. Section 405.1080 requires minor site plan approval by the Planning and Zoning Commission for any proposed alteration that would significantly affect the exterior of a building or site.

ADDITIONAL INFORMATION: The subject property includes the offices for the National Council of Jewish Women (NCJW), as well as The Resale Shop. The original building was developed in 1959, and contains some pre-existing non-conformities on the site, including the existing non-conforming lighting on the building and utility poles. The property received approval of a Minor Site Plan in 2017 for the awnings on the building

Key Issues:

- Does the request integrate with the existing surrounding uses?
- Does the request further or implement the goals of the Comprehensive Plan?
- Is the request consistent with the Design Guidelines?

Comprehensive Plan References

- Community Sustainability & Resilience
- Lindbergh Boulevard

Zoning Code References

- Section 405.360: GC-General Commercial Business District
- Section 405.680: Lighting
- Section 1080: Site Concept, Site Development and Minor Site Plan Approval.

APPLICANT: Scott Shelton
Streib Electric Co.
9225 Watson Industrial Park
St. Louis, MO 63126

PROPERTY OWNER: National Council of Jewish Women
295 N. Lindbergh Blvd
Creve Coeur, MO 63141



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner
DATE: 08/13/2018
ATTACHMENTS: Applicant's Materials received July 31, 2019

PROJECT DESCRIPTION

The proposal includes providing 11 new LED Lights on the building, identified as D and E in the photometric provided below:



Figure 1: Close-up of the building lights photometric plan

And, two pole mounted signs at the back of the parking lot behind the building.

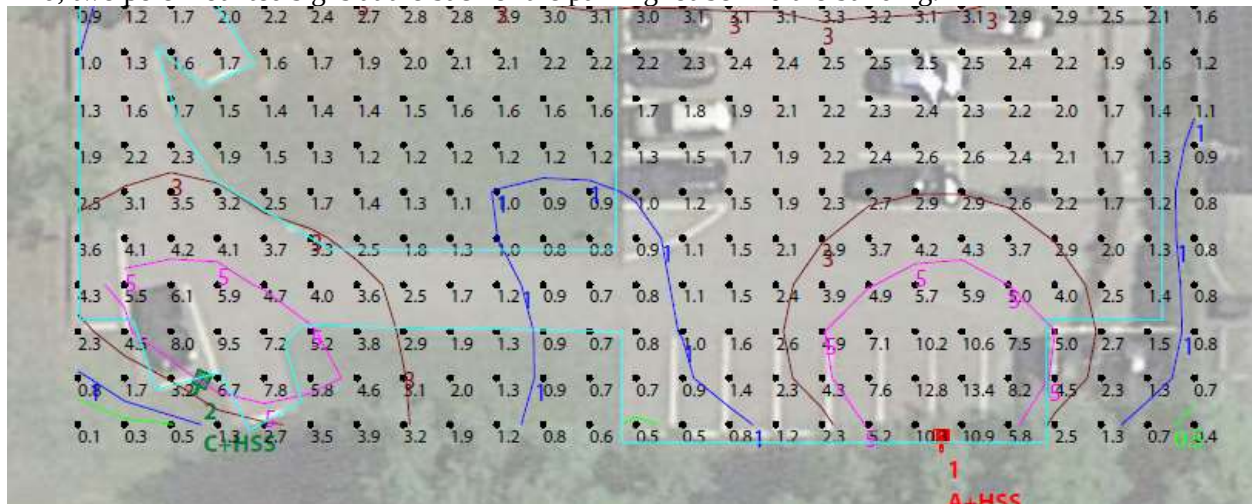


Figure 2: Close-up of the Site Photometric Plan, showing the location of the two pole mounted light fixtures.

Luminaire Schedule All quotes/orders generated from this layout must be forwarded to the Local Rep Agency							
Symbol	Qty	Tag	Label	Arrangement	LLF	Description	BUG Rating
	1	A+HSS	ALED4T150 + ALED150SS	SINGLE	1.000	Type IV Pole Mount with Back Shield Only	B1-U0-G3
	1	C+HSS	ALED3T150 + ALED150SS	SINGLE	1.000	Type III Pole Mount with Back Shield Only	B1-U0-G3
	3	D	WPLED2T50	SINGLE	1.000	Type II Wall Mount	B1-U0-G2
	8	E	WPLED4T78	SINGLE	1.000	Type IV Wall Mount	B1-U0-G2

The building lights are a bronze LED Fixture with the wattage of the fixture along the north and south side of the building is 50, and that of those identified as E along the front and rear of the building is 78.

WPLED2T50



WPLED4T78



Figure 3: Details of the wall mounted light fixtures.

The pole mounted fixtures are also a bronze color, and both have a wattage of 150w, and have a back shield to direct the light away from the residents. The height of the pole is 20 feet.

ALED4T150



ALED3T150



ALED150SS



Figure 4: Pole mounted light fixture details, with proposed shield.

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Joseph A Bank Retail	GC-General Commercial	Lawrence Drive
South	Office	GC-General Commercial	NA
East	Vacant	Ladue Residential Zoning	N. Lindbergh
West	Residence	B Single Family District	NA

COMPREHENSIVE PLAN REVIEW

Creve Coeur 2030 Plan vision of the Lindbergh Boulevard Corridor is to create a visually-distinctive mixed-use and office corridor that provides enhances bicycle and pedestrian infrastructure for improved City-wide connectivity and supports adjacent institutions and future development. The Mixed-Use place type that includes the Lindbergh corridor are supported through primarily vehicular access with improved walkability, pedestrian connections to adjacent neighborhoods and beautifully landscaped streets. The Plan also encourages promoting energy efficiency throughout the City as part of the Community

Sustainability & Resilience Objectives (p. 51). The question here is not related to the use per se, nor to the appropriateness of the development as a whole. Instead, this analysis focuses more on the zoning regulations regarding new outdoor lighting, as the proposal is an existing use, with the Resale Shop and the NCJW Offices, and the building was originally developed in 1959 and has preexisting non-conformities on the site. The proposed conversion of the lighting to new LED Standards meets with these goals and objectives of the Comprehensive Plan. No other changes to the exterior of the building or site are proposed at this time.

ZONING REVIEW

As the Applicants are only seeking to modify the site to provide for new LED Lighting throughout the parking lot and on the building, zoning review is limited to the lighting standards.

Lighting

The Applicants are replacing the existing light fixtures on the building with new LED light fixtures and providing for two new parking lot light fixtures that are downcast. Section 405.680(B) requires that all lighting shall be downcast and fully shielded and shall not cast light upon adjacent property or right-of-way nor shall glare be emitted from an illuminant source. For non-residential parking lots, a minimum illumination of 1 foot candle is required, and a maximum height for standard light fixtures is 24 feet in non-residential districts. The Planning and Zoning Commission may require lighting to be dimmed or connected to a motion detector between the hours of 10:00 P.M. and 6:00 A.M., but not less than an average of one (1) foot-candle of illumination as required by Section 405.810(A)(4) of the Off-Street Parking and Loading Regulations.

The light fixtures comply with these regulations. The parking lot is approximately 38 feet from the west property line, closest to the residents, with mature landscaping. The photometric plan is showing that living levels just below the fixture is 10.9 for the one identified in red, and where lighting levels significantly drops down as you move out. The fixtures will have shields to prevent the lighting from leaving the parking lot area or casting upon the adjacent property.



Figure 5: Close up of the City's GIS of the subject property and the photometric plan.

The building lighting is replacing the pre-existing, non-conforming lights, with new LED light fixtures that are downcast and in compliance with the requirements. The photometrics does indicate that along the south side of the building adjacent to the commercial property that light levels are at 3.1. However, this is adjacent to the parking lot that is in front of the office building, and therefore Staff does not have a concern with the lighting levels in this area.

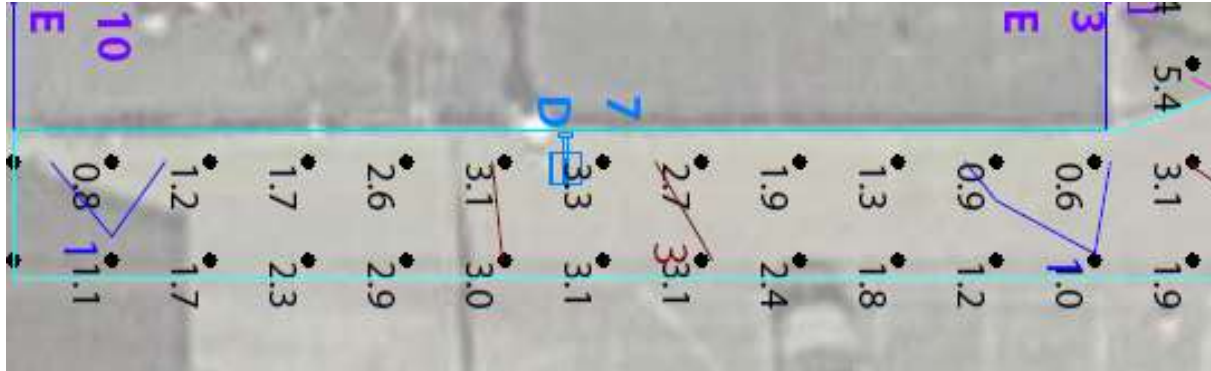


Figure 6: Close-up of the Photometric Plan of the light levels along the south property line from the building,

RECOMMENDATION

Based on the above analysis, the request for lighting improvements meets all of the requirements of the Comprehensive Plan and Zoning Ordinances. Staff recommends the following conditions be incorporated in any motion for the approval of the minor Site Plan.

1. The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code for the light fixtures as bound together and submitted in conjunction with Application #19-030 by Streib Electric Co., and with all conditions of approval.
2. All lighting shall be in conformance with Section 405.680, Lighting, of the Zoning Code, and Section 205.810 of the Parking Ordinance, with a maximum height of 24 feet, and the light fixtures shall be a dark bronze color as proposed.
3. The existing non-conforming lights on the utility poles shall be removed.
4. No site development plan or minor site plan approval shall be valid for a period longer than twelve (12) months from the date it is approved, unless within such period a building permit is obtained and substantial construction is commenced. Substantial construction shall be deemed to consist of clearing the site, completion of footings, basement or building slab and inspection of such work. The Planning and Zoning Commission and the City Council, when required, may grant extensions not exceeding twelve (12) months each upon written request of the original applicant prior to the expiration of such period and resubmission of the application if the application as resubmitted is substantially the same as the initially approved application. However, the Commission and the Council, as applicable, have the power in such cases to attach new conditions to their re-approval or to disapprove the reapplication. Where the application for re-approval contains changes which the Zoning Administrator concludes materially alter the initial application, the Zoning Administrator shall initiate a new site development plan review procedure as stated in Section 405.1080 or a new minor site plan review procedure as stated in Section 405.1080.

MOTION

The motion to approve the site development plans as shown in the Applicant's materials will be in the form of approval, approval with conditions, denial or deferral. City Council action is not required for minor site development plans. The following is an example of an appropriate motion for this proposal:

"I move to recommend approval of the minor site plan for the lighting improvements for the building at 295 N. Lindbergh Boulevard as presented to the Planning and Zoning Commission with Application #19-030, subject to the conditions contained in the staff report for the meeting of August 19, 2019" (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.

APPENDIX 3: AERIAL PHOTO

National Council of Jewish Women, 295 N. Lindbergh Boulevard



City Limits

Parcels

August 6, 2019



Prepared By

HORNER SHIFFRIN

APPENDIX 4: SITE PHOTOGRAPHS

Taken: 08/14/2019



Description: View looking south west from Lindbergh Boulevard of the existing non-conforming lights on the building.



Description: View looking west at the rear parking area and the existing landscaping within the buffer area and the residential area to the west.



Description: View of the existing non-conforming lights on the utility pole.



Description: View of the existing non-conforming lights on south side of the building that is to be replaced.



Plan View
Scale: 1 inch= 40 Ft.

RAB[®]
170 Ludlow Avenue, Northvale, NJ 07647
888 722-1000 • rablighting.com

Prepared For:
Fishco Group
8721 Mackenzie Road
St. Louis, MO 63125

Job Name:
National Council of Jewish Women
St Louis, MO
Lighting Layout
Version A

Scale: as noted PROJECT # : 122730

Date:7/11/2019 CASE # : 00255925

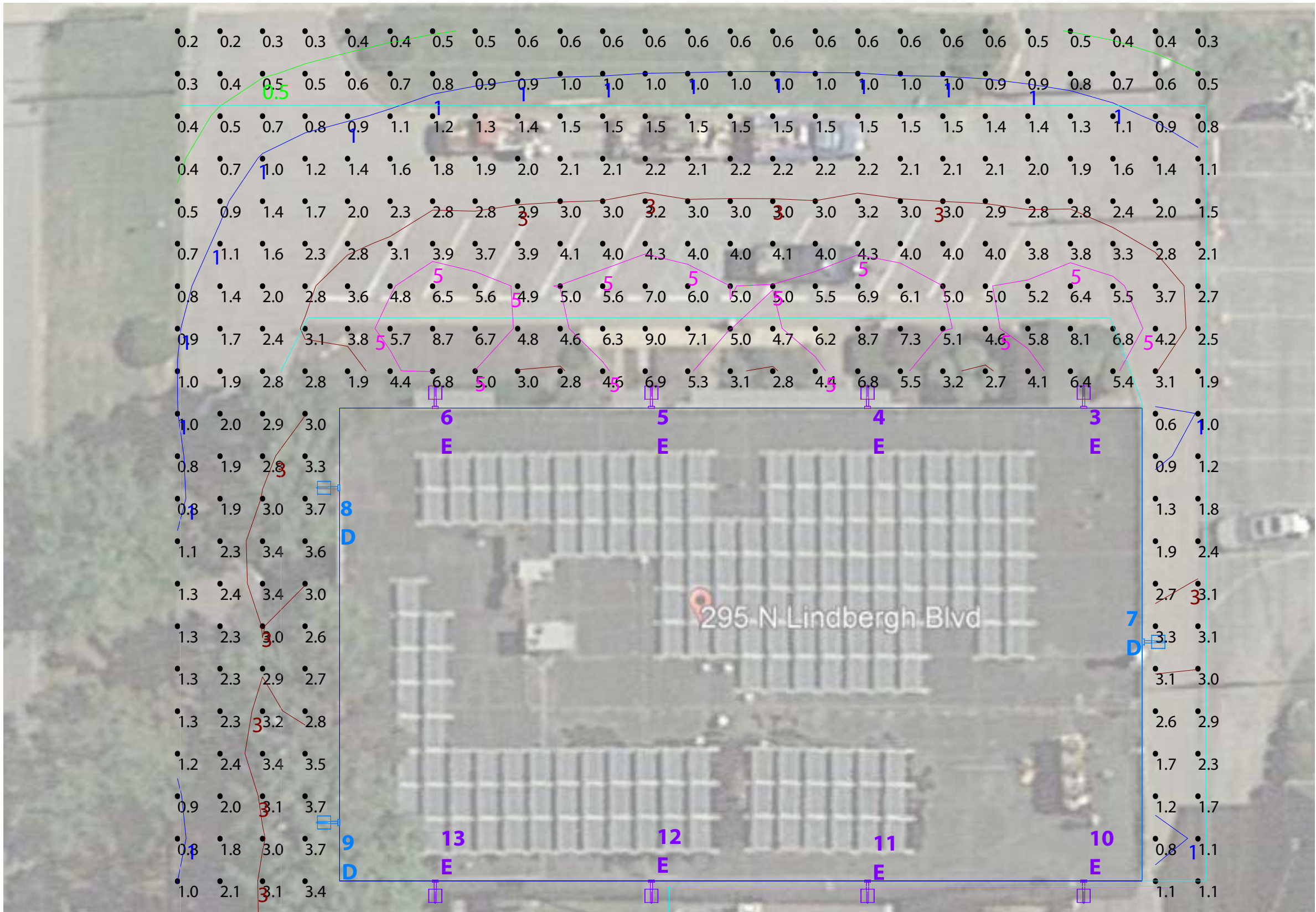
Filename: Nat Council of Jewish Women Layout 00255925 A.AGI

Drawn By: A. Murphy

The Lighting Analysis, ezLayout, Energy Analysis and/or Visual Simulation ("Lighting Design") provided by the RAB Lighting Inc. ("RAB") represent an anticipated prediction of lighting system performance based upon design parameters and information supplied by others. These design parameters and information provided by others have not been field verified by RAB and therefore actual measured results may vary from the actual field conditions. RAB recommends that design parameters and other information be field verified to reduce variation.

RAB neither warranties, either implied or stated with regard to actual measured light levels or energy consumption levels as compared to those illustrated by the Lighting Design. RAB neither warranties, either implied or stated, nor represents the appropriateness, completeness or suitability of the Lighting Design intent as compliant with any applicable regulatory code requirements with the exception of those specifically stated on drawings created and submitted by RAB. The Lighting design is issued, in whole or in part, as advisory documents for informational purposes and is not intended for construction nor as being part of a project's construction documentation package.

Filename: C:\Users\anna.murphy\Desktop\Temp Folder\Nat Council of Jewish Women Layout 00255925 A.AGI



Top of Layout : Background Image Provided by Google Earth
Scale: 1 inch= 20 Ft.



Prepared For:
Fishco Group
8721 Mackenzie Road
St. Louis, MO 63125

Job Name:
National Council of Jewish Women
St Louis, MO
Lighting Layout
Version A

Scale: as noted PROJECT # : 122730

Date:7/11/2019 CASE # : 00255925

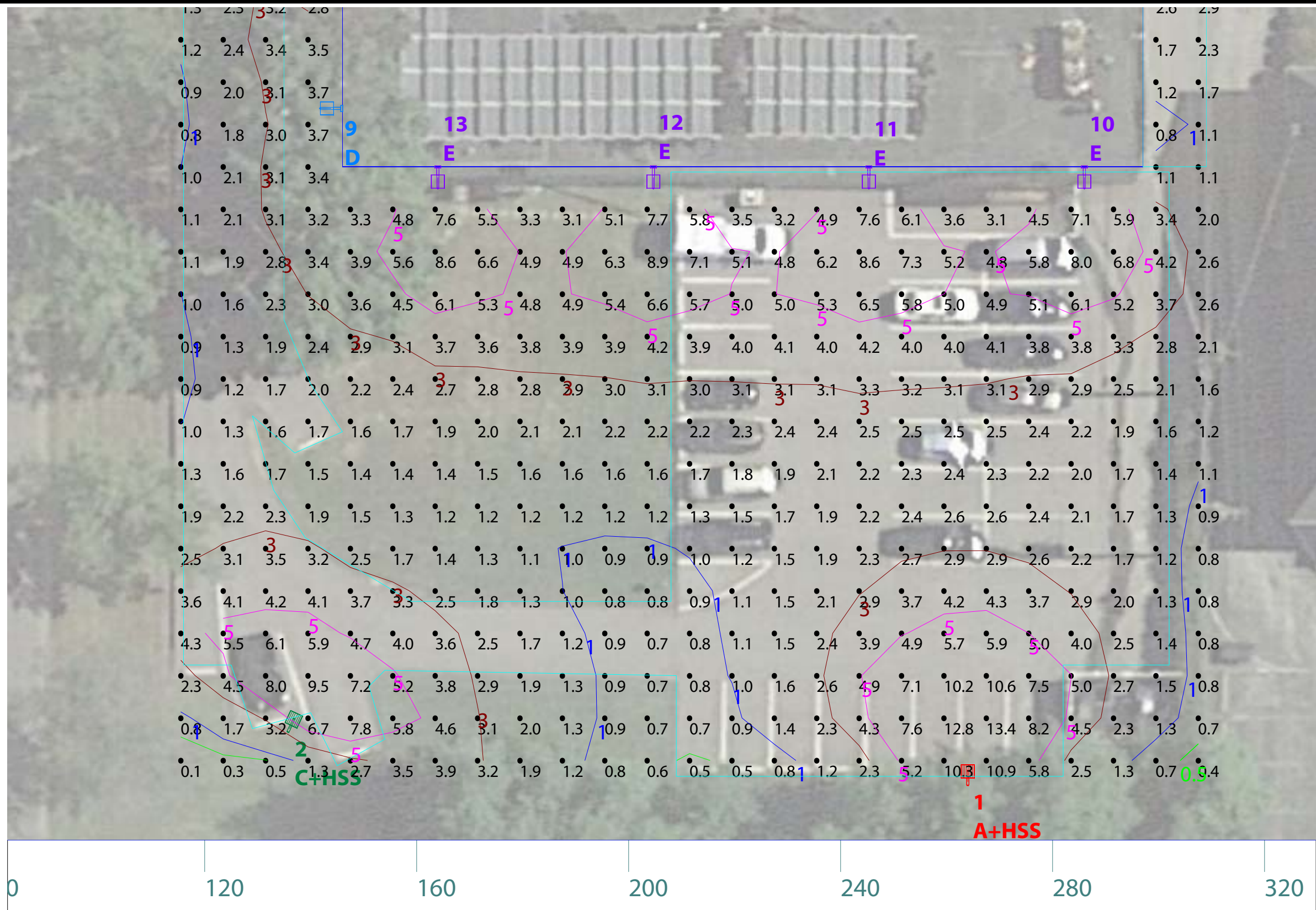
Filename: Nat Council of Jewish Women Layout 00255925 A.AGI

Drawn By: A. Murphy

Filename: C:\Users\anna.murphy\Desktop\Temp Folder\Nat Council of Jewish Women Layout 00255925 A.AGI

The Lighting Analysis, ezLayout, Energy Analysis and/or Visual Simulation ("Lighting Design") provided by the RAB Lighting Inc. ("RAB") represent an anticipated prediction of lighting system performance based upon design parameters and information supplied by others. These design parameters and information provided by others have not been field verified by RAB and therefore actual measured results may vary from the actual field conditions. RAB recommends that design parameters and other information be field verified to reduce variation.

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Bottom of Layout : Background Image Provided by Google Earth
Scale: 1 inch= 20 Ft.

Calculation Summary											
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Description	PtSpclr	PtSpcTb	Meter Type
CalcPts	Illuminance	Fc	2.88	13.4	0.1	28.80	134.00	Readings taken at 0'-0" AFG	8	8	Horizontal
Parking Lot	Illuminance	Fc	3.13	13.4	0.5	6.26	26.80	Readings taken at 0'-0" AFG			

Luminaire Schedule								All quotes/orders generated from this layout must be forwarded to the Local Rep Agency			
Symbol	Qty	Tag	Label	Arrangement	LLF	Description	BUG Rating				
	1	A+HSS	ALED4T150 + ALED150SS	SINGLE	1.000	Type IV Pole Mount with Back Shield Only	B1-U0-G3				
	1	C+HSS	ALED3T150 + ALED150SS	SINGLE	1.000	Type III Pole Mount with Back Shield Only	B1-U0-G3				
	3	D	WPLED2T50	SINGLE	1.000	Type II Wall Mount	B1-U0-G2				
	8	E	WPLED4T78	SINGLE	1.000	Type IV Wall Mount	B1-U0-G2				

Expanded Luminaire Location Summary						
LumNo	Tag	X	Y	MTG HT	Orient	
1	A+HSS	264	12	20	90	
2	C+HSS	136.424	21.905	20	64.885	
3	E	286	219.162	20	90	
4	E	245.333	219.162	20	90	
5	E	204.667	219.162	20	90	
6	E	164	219.162	20	90	
7	D	300.278	172	20	0	
8	D	142.839	201	20	180	
9	D	142.839	138	20	180	
10	E	286	123.955	20	270	
11	E	245.333	123.955	20	270	
12	E	204.667	123.955	20	270	
13	E	164	123.955	20	270	
Total Quantity: 13						

Luminaire Tag Summary	
Tag	Qty
A+HSS	1
C+HSS	1
D	3
E	8

- NOTES:
- * The light loss factor (LLF) is a product of many variables, only lamp lumen depreciation (LLD) has been applied to the calculated results unless otherwise noted. The LLD is the result (quotient) of mean lumens / initial lumens per lamp manufacturers' specifications.
 - * Illumination values shown (in footcandles) are the predicted results for planes of calculation either horizontal, vertical or inclined as designated in the calculation summary. Meter orientation is normal to the plane of calculation.
 - * The calculated results of this lighting simulation represent an anticipated prediction of system performance. Actual measured results may vary from the anticipated performance and are subject to means and methods which are beyond the control of RAB Lighting Inc.
 - * Mounting height determination is job site specific, our lighting simulations assume a mounting height (insertion point of the luminaire symbol) to be taken at the top of the symbol for ceiling mounted luminaires and at the bottom of the symbol for all other luminaire mounting configurations.
 - * It is the Owner's responsibility to confirm the suitability of the existing or proposed poles and bases to support the proposed fixtures, based on the weight and EPA of the proposed fixtures and the owner's site soil conditions and wind zone. It is recommended that a professional engineer licensed to practice in the state the site is located be engaged to assist in this determination.
 - * The landscape material shown hereon is conceptual, and is not intended to be an accurate representation of any particular plant, shrub, bush, or tree, as these materials are living objects, and subject to constant change. The conceptual objects shown are for illustrative purposes only. The actual illumination values measured in the field will vary.
 - * Photometric model elements such as buildings, rooms, plants, furnishings or any architectural details which impact the dispersion of light must be detailed by the customer documents for inclusion in the RAB lighting design model. RAB is not responsible for any inaccuracies caused by incomplete information on the part of the customer, and reserves the right to use best judgement when translating customer requests into photometric studies.
 - * RAB Lighting Inc. luminaire and product designs are protected under U.S. and International intellectual property laws. Patents issued or pending apply.

 170 Ludlow Avenue, Northvale, NJ 07647 888 722-1000 • rablighting.com	Prepared For: Fishco Group 8721 Mackenzie Road St. Louis, MO 63125	Job Name: National Council of Jewish Women St Louis, MO Lighting Layout Version A	Scale: as noted	PROJECT # : 122730	The Lighting Analysis, ezLayout, Energy Analysis and/or Visual Simulation ("Lighting Design") provided by the RAB Lighting Inc. ("RAB") represent an anticipated prediction of lighting system performance based upon design parameters and information supplied by others. These design parameters and information provided by others have not been field verified by RAB and therefore actual measured results may vary from the actual field conditions. RAB recommends that design parameters and other information be field verified to reduce variation. RAB neither warranties, either implied or stated with regard to actual measured light levels or energy consumption levels as compared to those illustrated by the Lighting Design. RAB neither warranties, either implied or stated, nor represents the appropriateness, completeness or suitability of the Lighting Design intent as compliant with any applicable regulatory code requirements with the exception of those specifically stated on drawings created and submitted by RAB. The Lighting design is issued, in whole or in part, as advisory documents for informational purposes and is not intended for construction nor as being part of a project's construction documentation package.
			Date:7/11/2019	CASE # : 00255925	
			Filename: Nat Council of Jewish Women Layout 00255925 A.AGI		
			Drawn By: A. Murphy		

Packet Pg. 3



Color: Bronze

Weight: 32.9 lbs

Project:

Type:

Prepared By:

Date:

Driver Info

Type	Constant Current
120V	1.31A
208V	0.80A
240V	0.69A
277V	0.60A
Input Watts	155.8W
Efficiency	96%

LED Info

Watts	150W
Color Temp	5000K (Cool)
Color Accuracy	71 CRI
L70 Lifespan	100,000
Lumens	18,464
Efficacy	118.5 LPW

Technical Specifications

Listings

UL Listing:

Suitable for wet locations

DLC Listed:

This product is on the Design Lights Consortium (DLC) Qualified Products List and is eligible for rebates from DLC Member Utilities. DLC Product Code: P0000175F

IESNA LM-79 & LM-80 Testing:

RAB LED luminaires and LED components have been tested by an independent laboratory in accordance with IESNA LM-79 and LM-80.

Dark Sky Conformance:

Conforms to (allows for conformance to) the IDA's fully shielding requirement, emitting no light above 90 degrees (with the exclusion of incidental light reflecting from fixture housing, mounts, and pole).

LED Characteristics

Lifespan:

100,000-hour LED lifespan based on IES LM-80 results and TM-21 calculations

LEDs:

Multi-chip, high-output, long-life LEDs

Color Consistency:

7-step MacAdam Ellipse binning to achieve consistent fixture-to-fixture color

Color Stability:

LED color temperature is warranted to shift no more than 200K in CCT over a 5-year period

Color Uniformity:

RAB's range of CCT (Correlated Color Temperature) follows the guidelines of the American National Standard for Specifications for the Chromaticity of Solid State Lighting (SSL) Products, ANSI C78.377-2017.

Construction

IES Classification:

The Type IV distribution (also known as a Forward Throw) is especially suited for mounting on the sides of buildings and walls, and for illuminating the perimeter of parking areas. It produces a semiCircular distribution with essentially the same candlepower at lateral angles from 90° to 270°.

Effective Projected Area:

EPA = 0.75

Maximum Ambient Temperature:

Suitable for use in 40°C (104°F)

Cold Weather Starting:

Minimum starting temperature is -40°C (-40°F)

Thermal Management:

Superior thermal management with external "Air-Flow" fins

Lens:

Tempered glass lens

Housing:

Die-cast aluminum housing, lens frame and mounting arm

IP Rating:

Ingress Protection rating of IP66 for dust and water

Mounting:

Universal mounting arm compatible for hole spacing patterns from 1" to 5 1/2" center to center. Round Pole Adaptor plate included as a standard. Easy slide and lock to mount fixture with ease. Round pole diameter must be >4" to mount fixtures at 90° orientation.

Reflector:

Specular vacuum-metallized polycarbonate

Technical Specifications (continued)

Construction

Gaskets:

High-temperature silicone gaskets

Finish:

Formulated for high durability and long-lasting color

Green Technology:

Mercury and UV free. RoHS-compliant components.

Electrical

THD:

4.7% at 120V, 13.3% at 277V

Surge Protection:

4kV

Driver:

One Driver, Constant Current, Class 2, 2100mA
100-277V, 50-60Hz, Power Factor 99%

Power Factor:

99.5% at 120V, 93.7% at 277V

Optical

BUG Rating:

B1 U0 G3

Other

BAA Compliance:

Click [here](#) for BAA compliance.

Warranty:

RAB warrants that our LED products will be free from defects in materials and workmanship for a period of five (5) years from the date of delivery to the end user, including coverage of light output, color stability, driver performance and fixture finish. RAB's warranty is subject to all terms and conditions found at rablighting.com/warranty.

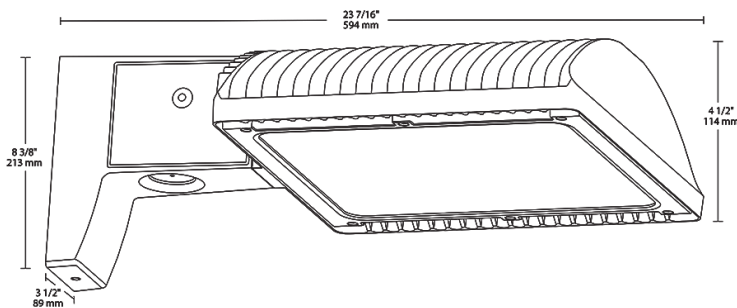
Equivalency:

Equivalent to 400W Metal Halide

Buy American Act Compliance:

RAB values USA manufacturing! Upon request, RAB may be able to manufacture this product to be compliant with the Buy American Act (BAA). Please contact customer service to request a quote for the product to be made BAA compliant.

Dimensions



Features

66% energy cost savings vs. HID

100,000-hour LED lifespan

5-Year, No-Compromise Warranty

Ordering Matrix

Family	Optics	Wattage	Mounting	Color Temp	Finish	Driver Options	Options	Other Options
ALED	4T	150						
	4T = Type IV 3T = Type III 2T = Type II	50 = 50W 78 = 78W 105 = 105W 125 = 125W 150 = 150W	Blank = Pole mount SF = Slipfitter	Blank = 5000K (Cool) N = 4000K (Neutral) Y = 3000K (Warm)	Blank = Bronze RG = Roadway Gray W = White K = Black	Blank = 120-277V /480 = 480V /BL = Bi-Level /D10 = 0-10V Dimming	Blank = No Option /LC = Lightcloud® Controller /PCS = 120V Swivel Photocell /PCS2 = 277V Swivel Photocell /PCT = 120-277V Twistlock Photocell /PCS4 = 480V Swivel Photocell /PCT4 = 480V Twistlock Photocell /WS2 = Multi-Level Motion Sensor 20 ft. /WS4 = Multi-Level Motion Sensor 40 ft.	Blank = Standard USA = BAA Compliant



Color: Bronze

Weight: 32.5 lbs

Project:

Type:

Prepared By:

Date:

Driver Info

Type	Constant Current
120V	1.31A
208V	0.80A
240V	0.69A
277V	0.60A
Input Watts	155.2W
Efficiency	97%

LED Info

Watts	150W
Color Temp	5000K (Cool)
Color Accuracy	71 CRI
L70 Lifespan	100,000
Lumens	16,839
Efficacy	108.5 LPW

Technical Specifications

Listings

UL Listing:

Suitable for wet locations

DLC Listed:

This product is on the Design Lights Consortium (DLC) Qualified Products List and is eligible for rebates from DLC Member Utilities. DLC Product Code: P0000175C

IESNA LM-79 & LM-80 Testing:

RAB LED luminaires and LED components have been tested by an independent laboratory in accordance with IESNA LM-79 and LM-80.

Dark Sky Conformance:

Conforms to (allows for conformance to) the IDA's fully shielding requirement, emitting no light above 90 degrees (with the exclusion of incidental light reflecting from fixture housing, mounts, and pole).

LED Characteristics

Lifespan:

100,000-hour LED lifespan based on IES LM-80 results and TM-21 calculations

LEDs:

Multi-chip, high-output, long-life LEDs

Color Consistency:

7-step MacAdam Ellipse binning to achieve consistent fixture-to-fixture color

Color Stability:

LED color temperature is warranted to shift no more than 200K in CCT over a 5-year period

Color Uniformity:

RAB's range of CCT (Correlated Color Temperature) follows the guidelines of the American National Standard for Specifications for the Chromaticity of Solid State Lighting (SSL) Products, ANSI C78.377-2017.

Construction

IES Classification:

The Type III distribution is ideal for roadway, general parking and other area lighting applications where a larger pool of lighting is required. It is intended to be located near the side of the area, allowing the light to project outward and fill the area.

Effective Projected Area:

EPA = 0.75

Maximum Ambient Temperature:

Suitable for use in 40°C (104°F)

Cold Weather Starting:

Minimum starting temperature is -40°C (-40°F)

Thermal Management:

Superior thermal management with external "Air-Flow" fins

Lens:

Tempered glass lens

Housing:

Die-cast aluminum housing, lens frame and mounting arm

IP Rating:

Ingress Protection rating of IP66 for dust and water

Mounting:

Universal mounting arm compatible for hole spacing patterns from 1" to 5 1/2" center to center. Round Pole Adaptor plate included as a standard. Easy slide and lock to mount fixture with ease. Round pole diameter must be >4" to mount fixtures at 90° orientation.

Reflector:

Specular vacuum-metallized polycarbonate

Technical Specifications (continued)

Construction

Gaskets:

High-temperature silicone gaskets

Finish:

Formulated for high durability and long-lasting color

Green Technology:

Mercury and UV free. RoHS-compliant components.

Electrical

THD:

6% at 120V, 11.3% at 277V

Surge Protection:

4kV

Driver:

One Driver, Constant Current, Class 2, 2100mA
100-277V, 50-60Hz, Power Factor 99%

Power Factor:

99.5% at 120V, 93.7% at 277V

Optical

BUG Rating:

B1 U0 G2

Other

BAA Compliance:

Click [here](#) for BAA compliance.

Warranty:

RAB warrants that our LED products will be free from defects in materials and workmanship for a period of five (5) years from the date of delivery to the end user, including coverage of light output, color stability, driver performance and fixture finish. RAB's warranty is subject to all terms and conditions found at rablighting.com/warranty.

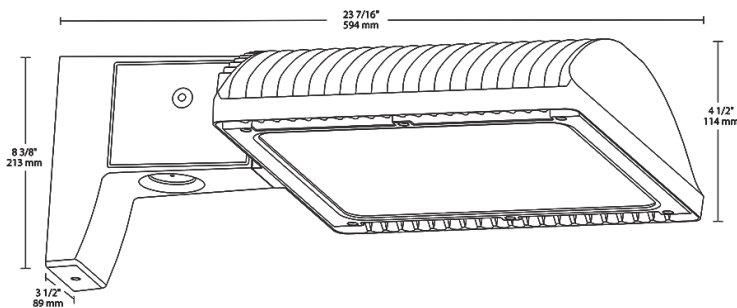
Equivalency:

Equivalent to 400W Metal Halide

Buy American Act Compliance:

RAB values USA manufacturing! Upon request, RAB may be able to manufacture this product to be compliant with the Buy American Act (BAA). Please contact customer service to request a quote for the product to be made BAA compliant.

Dimensions



Features

66% energy cost savings vs. HID

100,000-hour LED lifespan

5-Year, No-Compromise Warranty

Ordering Matrix

Family	Optics	Wattage	Mounting	Color Temp	Finish	Driver Options	Options	Other Options
ALED	3T	150						
	4T = Type IV 3T = Type III 2T = Type II	50 = 50W 78 = 78W 105 = 105W 125 = 125W 150 = 150W	Blank = Pole mount SF = Slipfitter	Blank = 5000K (Cool) N = 4000K (Neutral) Y = 3000K (Warm)	Blank = Bronze RG = Roadway Gray W = White K = Black	Blank = 120-277V /480 = 480V /BL = Bi-Level /D10 = 0-10V Dimming	Blank = No Option /LC = Lightcloud® Controller /PCS = 120V Swivel Photocell /PCS2 = 277V Swivel Photocell /PCT = 120-277V Twistlock Photocell /PCS4 = 480V Swivel Photocell /PCT4 = 480V Twistlock Photocell /WS2 = Multi-Level Motion Sensor 20 ft. /WS4 = Multi-Level Motion Sensor 40 ft.	Blank = Standard USA = BAA Compliant



Weight: 0.0 lbs

Project:

Type:

Prepared By:

Date:

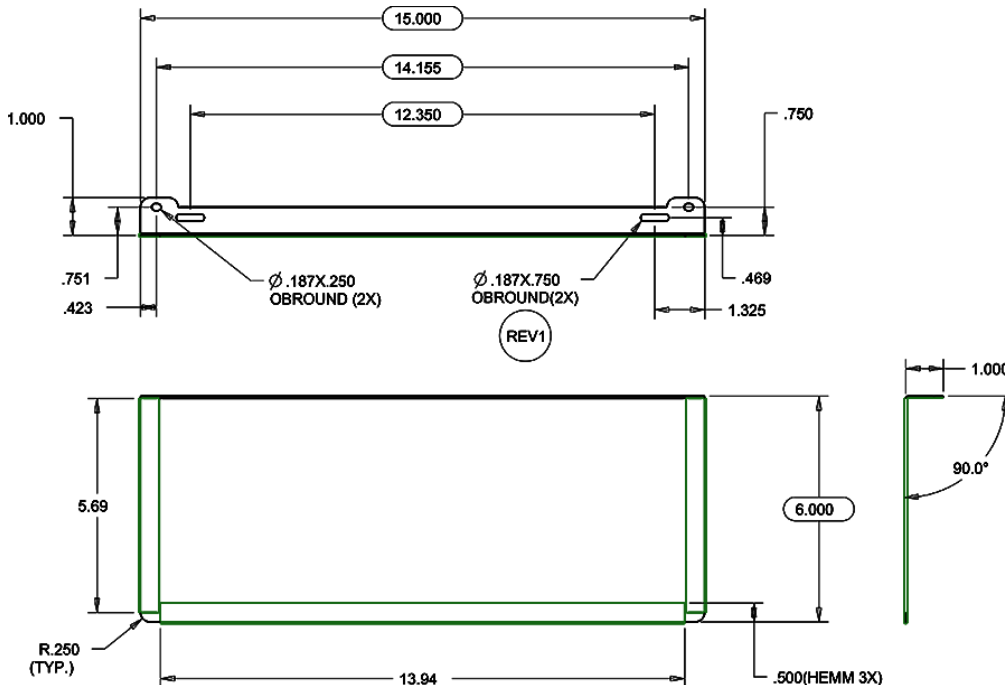
Technical Specifications

Other

Buy American Act Compliance:

RAB values USA manufacturing! Upon request, RAB may be able to manufacture this product to be compliant with the Buy American Act (BAA). Please contact customer service to request a quote for the product to be made BAA compliant.

Dimensions





Color: Bronze

Weight: 34.8 lbs

Project:

Type:

Prepared By:

Date:

Driver Info

Type	Constant Current
120V	0.46A
208V	0.27A
240V	0.23A
277V	0.20A
Input Watts	56W
Efficiency	89%

LED Info

Watts	50W
Color Temp	5000K (Cool)
Color Accuracy	71 CRI
L70 Lifespan	100,000
Lumens	7,070
Efficacy	126.2 LPW

Technical Specifications**Listings****UL Listing:**

Suitable for wet locations as a downlight

DLC Listed:

This product is on the Design Lights Consortium (DLC) Qualified Products List and is eligible for rebates from DLC Member Utilities. DLC Product Code: P00001791

IESNA LM-79 & IESNA LM-80 Testing:

RAB LED luminaires and LED components have been tested by an independent laboratory in accordance with IESNA LM-79 and LM-80.

LED Characteristics**Lifespan:**

100,000-hour LED lifespan based on IES LM-80 results and TM-21 calculations

LEDs:

Multi-chip, high-output, long-life LEDs

Color Consistency:

7-step MacAdam Ellipse binning to achieve consistent fixture-to-fixture color

Color Stability:

LED color temperature is warranted to shift no more than 200K in CCT over a 5-year period

Color Uniformity:

RAB's range of CCT (Correlated Color Temperature) follows the guidelines of the American National Standard for Specifications for the Chromaticity of Solid State Lighting (SSL) Products, ANSI C78.377-2017.

Construction**IES Classification:**

The Type II distribution is ideal for wide walkways, on ramps and entrance roadways, bike paths and other long and narrow lighting applications. This type is meant for lighting larger areas and usually is located near the roadside. This type of lighting is commonly found on smaller side streets or jogging paths.

IP Rating:

Ingress Protection rating of IP66 for dust and water

Ambient Temperature:

Suitable For use in 40°C (104°F)

Cold Weather Starting:

Minimum starting temperature is -40°C (-40°F)

Thermal Management:

Superior thermal management design with external Air-Flow fins provides maximum operational life, even in high ambient temperature environments

Housing:

Die cast aluminum housing, lens frame and mounting arm

Mounting:

Heavy-duty mounting arm with "O" ring seal & stainless steel screws

Reflector:

Specular vacuum-metallized polycarbonate

Gaskets:

High-temperature silicone gaskets

Finish:

Formulated for high durability and long-lasting color

Green Technology:

Mercury and UV free. RoHS-compliant components.

WPLED2T50

Technical Specifications (continued)

Electrical

Surge Protection:

6kV surge suppression protection tested in accordance with IEEE/ANSI C62.41.2.

THD:

6.1% at 120V, 9.4% at 277V

Power Factor:

99.6% at 120V, 96% at 277V

Driver:

Constant Current, Class 2, 1400mA, 100-277V, 50-60Hz, 0.8A, Power Factor 99%

Other

Patents:

The WPLED™ design is protected by patents pending in the U.S., Canada, China, Taiwan and Mexico.

Warranty:

RAB warrants that our LED products will be free from defects in materials and workmanship for a period of five (5) years from the date of delivery to the end user, including coverage of light output, color stability, driver performance and fixture finish. RAB's warranty is subject to all terms and conditions found at rablighting.com/warranty.

Equivalency:

Replaces 200W Metal Halide

Buy American Act Compliance:

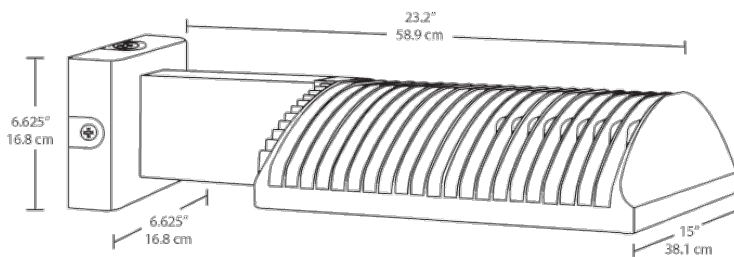
RAB values USA manufacturing! Upon request, RAB may be able to manufacture this product to be compliant with the Buy American Act (BAA). Please contact customer service to request a quote for the product to be made BAA compliant.

Optical

BUG Rating:

B1 U0 G1

Dimensions



Features

- High performance LED light engine
- Maintains 70% of initial lumens at 100,000-hours
- Weatherproof high temperature silicone gaskets
- Superior heat sinking with die cast aluminum housing and external fins
- Replaces 400W MH
- 100 up to 277 Volts
- 5-Year, No-Compromise Warranty

Ordering Matrix

Family	Optics	Wattage	Color Temp	Mounting	Finish	Driver Options	Other Options
WPLED	2T	50					
	4T = Type IV 3T = Type III 2T = Type II	50 = 50W 78 = 78W 105 = 105W 125 = 125W 150 = 150W	Blank = 5000K (Cool) N = 4000K (Neutral) Y = 3000K (Warm)	Blank = Arm FX = Flat Mount	Blank = Bronze W = White	Blank = Standard /480 = 480V /BL = Bi-Level /D10 = 0-10V Dimming /480/D10 = 480V 0-10V Dimming	Blank = Standard /PC = 120V Photocell /PC2 = 277V Photocell /PCT = 120-277V Twistlock Photocell /PCT4 = 480V Twistlock Photocell /PCS = 120V Swivel Photocell /PCS2 = 277V Swivel Photocell /PCS4 = 480V Swivel Photocell /WS2 = Multi-Level Motion Sensor (20 ft. mt. ht.) /WS4 = Multi-Level Motion Sensor (40 ft. mt. ht.) /LC = Light

Need help? Tech help line: (888) 722-1000 Email: custserv@rablighting.com Website: www.rablighting.com

Copyright © 2019 RAB Lighting All Rights Reserved Note: Specifications are subject to change at any time without notice



Color: Bronze

Weight: 32.4 lbs

Project:

Type:

Prepared By:

Date:

Driver Info

Type	Constant Current
120V	0.66A
208V	0.41A
240V	0.35A
277V	0.30A
Input Watts	77.1W
Efficiency	N/A

LED Info

Watts	78W
Color Temp	5000K (Cool)
Color Accuracy	71 CRI
L70 Lifespan	100,000
Lumens	10,157
Efficacy	131.7 LPW

Technical Specifications

Listings

UL Listing:

Suitable for wet locations as a downlight

DLC Listed:

This product is on the Design Lights Consortium (DLC) Qualified Products List and is eligible for rebates from DLC Member Utilities. DLC Product Code: P0000170Y

IESNA LM-79 & IESNA LM-80 Testing:

RAB LED luminaires and LED components have been tested by an independent laboratory in accordance with IESNA LM-79 and LM-80.

LED Characteristics

Lifespan:

100,000-hour LED lifespan based on IES LM-80 results and TM-21 calculations

LEDs:

Six (6) multi-chip, 13W, high-output, long-life LEDs

Color Consistency:

3-step MacAdam Ellipse binning to achieve consistent fixture-to-fixture color

Color Stability:

LED color temperature is warranted to shift no more than 200K in CCT over a 5-year period

Color Uniformity:

RAB's range of CCT (Correlated Color Temperature) follows the guidelines of the American National Standard for Specifications for the Chromaticity of Solid State Lighting (SSL) Products, ANSI C78.377-2017.

Construction

IP Rating:

Ingress Protection rating of IP66 for dust and water

Ambient Temperature:

Suitable For use in 40°C (104°F)

Cold Weather Starting:

Minimum starting temperature is -40°C (-40°F)

Housing:

Die cast aluminum housing, lens frame and mounting arm

Reflector:

Specular vacuum-metallized polycarbonate

Gaskets:

High-temperature silicone gaskets

Finish:

Formulated for high durability and long-lasting color

Green Technology:

Mercury and UV free. RoHS-compliant components.

Optical

Specification Grade Optics:

The Type IV distribution (also known as a Forward Throw) is especially suited for mounting on the sides of buildings and walls, and for illuminating the perimeter of parking areas. It produces a semiCircular distribution with essentially the same candlepower at lateral angles from 90° to 270°.

BUG Rating:

B1 U0 G2

Electrical

THD:

5.1% at 120V, 13.2% at 277V

Technical Specifications (continued)

Electrical

Surge Protection:

6kV

Driver:

Constant Current, Class 2, 2000mA, 100-277V, 50-60Hz, 1.1A, Power Factor 99%

Other

Warranty:

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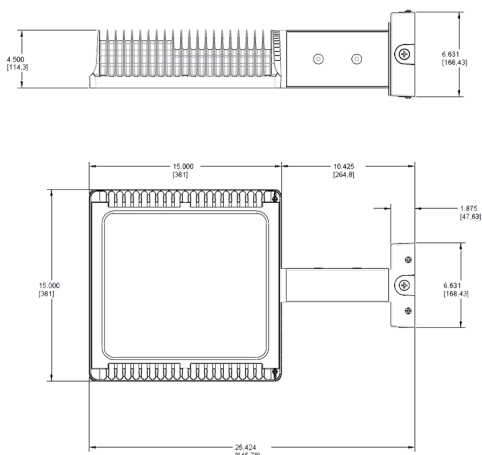
Replacement:

Replaces 400W Metal Halide

Buy American Act Compliance:

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Dimensions



Features

- High performance LED light engine
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Square steel poles drilled for 2 Area Lights at 180°. Designed for ground mounting. Poles are stocked nationwide for quick shipment. Protective packaging ensures poles arrive at the job site good as new.

Color: Bronze Weight: 136.7 lbs

Project: 	Type:
Prepared By: 	Date:

Technical Specifications

Listings

CSA Listed:

Suitable for wet locations

Construction

Shaft:

46,000 p.s.i. minimum yield.

Hand Holes:

Reinforced with grounding lug and removable cover

Base Plates:

Slotted base plates 36,000 p.s.i.

Shipping Protection:

All poles are shipped in individual corrugated cartons to prevent finish damage

Color:

Bronze powder coating

Height:

20 FT

Weight:

137 lbs

Gauge:

11

Wall Thickness:

1/8"

Shaft Size:

4"

Hand Hole Dimensions:

3" x 5"

Bolt Circle:

8 1/2"

Base Dimension:

8"

Anchor Bolt:

Galvanized anchor bolts and galvanized hardware and anchor bolt template. All bolts have a 3" hook.

Anchor Bolt Templates:

WARNING Template must be printed on 11" x 17" sheet for actual size. CHECK SCALE BEFORE USING. Templates shipped with anchor bolts and available [online](#).

Pre-Shipped Anchor Bolts:

Bolts can be pre-shipped upon request for additional freight charge

Max EPA's/Max Weights:

70MPH 8.3 ft./240 lb.
80MPH 5.6 ft./165 lb.
90MPH 3.6 ft./110 lb.
100MPH 2.2 ft./75 lb.
110MPH 1.0 ft./45 lb.
120MPH 0.2 ft./20 lb..

Accessories:

Anchor Bolts: [ABK4-11](#)

Attachment: Applicants Materials (#19-030: 295 N. Lindbergh Blvd LED Lighting)

Technical Specifications (continued)

Other

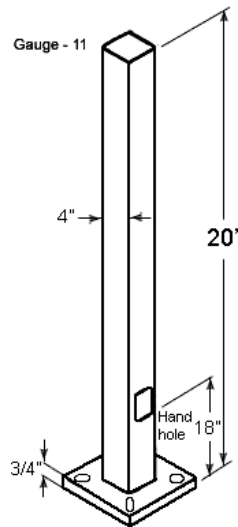
Terms of Sale:

Pole Terms of Sale is available [online](#).

Buy American Act Compliance:

RAB values USA manufacturing! Upon request, RAB may be able to manufacture this product to be compliant with the Buy American Act (BAA). Please contact customer service to request a quote for the product to be made BAA compliant.

Dimensions



Features

- Designed for ground mounting
- Heavy duty TGIC polyester coating
- Reinforced hand holes with grounding lug and removable cover for easy wiring access
- Anchor Bolt Kit includes pole cap and base cover (sold separately)
- Custom manufactured for each application



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: August 19, 2019

Subject: Zoning Map Update, Application #19-033

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

Attachment: Revised Zoning Map, dated August 15, 2019

The City's existing zoning map has not been professionally updated since 2002 and, as a result, we don't have an accurate version to provide to the public. In response to this need, the City's GIS mapping consultant, Horner & Shifrin, has prepared an updated and re-formatted zoning map. The attached map has been reviewed by staff and we believe it is an accurate depiction of the existing zoning district boundaries which are reflective of all zoning updates throughout the past several years since the map was last updated. It is important to note that this map update does not involve any rezoning of properties from their current designation.

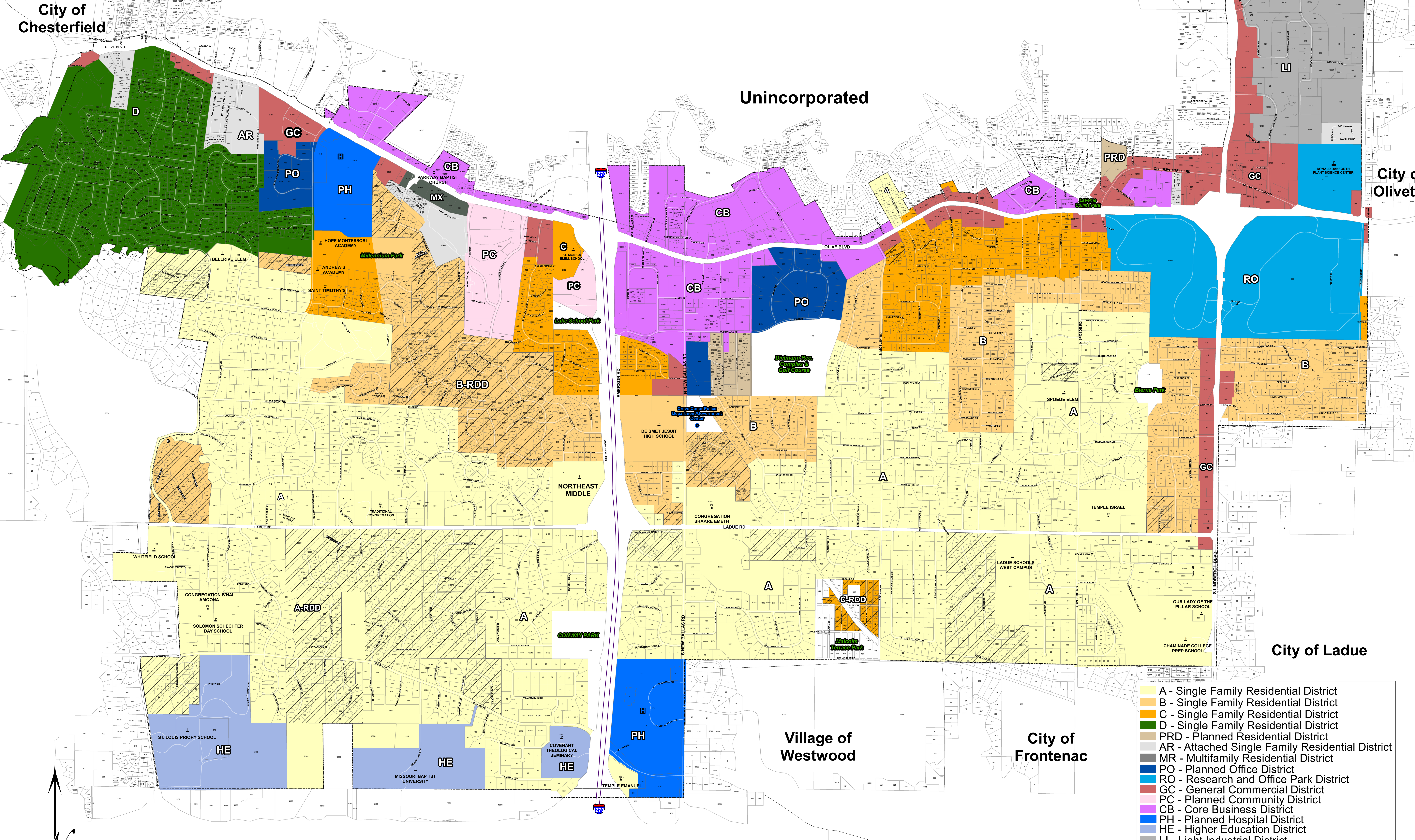
In order for this map to become the official Zoning Map for the City of Creve Coeur, the Planning and Zoning Commission should review the map and provide its recommendation to the City Council. The City Council will be asked to approve the new zoning map in the form of an ordinance. Upon passage of the ordinance, the City Clerk will certify the zoning map as the official map of the City and will retain the official copy. Staff will provide a digital version of the map on the City's website for use by the public and will retain copies in the Community Development office for public viewing.

A sample motion for approval of the zoning map is as follows:

"I move to recommend approval to the City Council for the update to the City of Creve Coeur Zoning Map, prepared by Horner & Shifrin dated August 15, 2019 as submitted with Application #19-033, as presented to the Planning and Zoning Commission on August 19, 2019"

Attachment: Zoning Map Update Staff Memo Aug 19 2019 (Zoning Map Update)

City of Creve Coeur, Missouri Zoning Map



City of Chesterfield

Unincorporated

City of Olivette

City of Ladue

City of Frontenac

Village of Westwood

City of Town and Country

City of Creve Coeur, MO 1949

Prepared By:
HORNER SHIFFRIN
Date: 8/15/2019

Adopted by the City Council as the official zoning map of the City of Creve Coeur, Missouri
Ordinance No. _____ Date: _____

0 750 1,500 2,250 3,000
Feet

SCALE: 1" = 500'

A - Single Family Residential District
B - Single Family Residential District
C - Single Family Residential District
D - Single Family Residential District
PRD - Planned Residential District
AR - Attached Single Family Residential District
MR - Multifamily Residential District
PO - Planned Office District
RO - Research and Office Park District
GC - General Commercial District
PC - Planned Community District
CB - Core Business District
PH - Planned Hospital District
HE - Higher Education District
LI - Light Industrial District
MX - Mixed Use District
A-RDD - Single Family Residential Design Development Procedure
B-RDD - Single Family Residential Design Development Procedure
C-RDD - Single Family Residential Design Development Procedure

Attachment: Creve Coeur Zoning Map, Aug 2019 (Zoning Map Update)