



AGENDA
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
MONDAY, JANUARY 6, 2020
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. Larry Potashnick
Mr. Todd Streiler
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. November 18, 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

None

NEW BUSINESS

1. Application #19-043: the Review and Adoption of the 39N Greenway Plan as an Amendment to the 39 North Master Plan and the Creve Coeur 2030 Comprehensive Plan. Request to Continue

Jason Jaggi, Director of Community Development, on behalf of the City of Creve Coeur, has submitted the Draft 39N Greenway Plan, developed by the St. Louis Economic Development Partnership and the Great Rivers Greenway, as an amendment to the 39N Master Plan and the City's Comprehensive Plan, Creve Coeur 2030, to provide trail alignments and connectivity within the 39N District and to the regional Centennial Greenway, as recommended within the 39N Master Plan. Staff is requesting that the public hearing be postponed to the Tuesday, January 21st meeting. A motion will be needed to continue the item to the January 21, 2020 Planning and Zoning Commission Meeting.

2. Application #19-044: Site Development Plan Approval for Monument Signs for the Rondelay Subdivision at N. Spoede Road and Graeser Road

Linda Sher, of 10859 Rondelay Drive, on behalf of the Rondelay subdivision, has applied for updated subdivision signs utilizing the existing grandfathered brick base structures within the right-of-way, at the east and west entrances of Rondelay Drive. Section 405.940(B), Residential Development Signs, of the City's Sign Regulations, states that such signs are approved by the Planning and Zoning Commission as a site development plan, and that the sign area is limited to 12 square feet per face with a maximum of two sign faces.

3. Application #19-045: a Minor Site Plan Approval for Exterior Modification to the Building at 453 N. Lindbergh Boulevard

Alan Peele, of Cardinal Contractors, has submitted an application for modifications to the exterior of the building at 453 N. Lindbergh Boulevard that include new roof dormers and brick columns on the balcony. The building received approval in February 4, 2019 for a modification, however the revised drawings are significant enough to warrant a new review, and construction is not anticipated to start within the allowed time frame of the original approval.

WORK AGENDA

1. East Olive Corridor—Overlay District and Planned Development Revisions

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, NOVEMBER 18, 2019
6:30 PM

CALL TO ORDER

Ms. Kistner called the meeting to order at 6:30 pm.

ROLL CALL

Larry Potashnick	Commission Member
Todd Streiler	Commission Member
Beth Kistner	Commission Chair
Tim Carney	Commission Member
Gene Rovak	Commission Member
Muriel Hall	Commission Member
James Myers	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 approve the agenda. Mr. Myers seconded. All in favor.

APPROVAL OF MINUTES

1. November 4, 2019 Planning and Zoning Commission Draft Meeting Minutes

Mr. Potashnick made a motion to accept the November 4, 2019 minutes. Mr. Carney seconded. All in favor.

Ms. Hall arrived at 6:31 pm.

PUBLIC COMMENT

None

UNFINISHED BUSINESS

None

NEW BUSINESS**1. PUBLIC HEARING. Application #19-040: Approval of a Conditional Use Permit for Teipen Performing Arts School at 10114 Woodfield Lane**

Those speaking to the request were sworn in.

Mr. Mike Wolff, architect and representative for Teipen Performing Arts, spoke to the request. He said they were prepared to comply with the parking and landscaping requirements. He said there would be some acoustic treatment inside the building, but sound should not travel.

Mr. Streiler asked if they planned to update the landscaping.

Mr. Wolff said they did plan to add boxwood trees.

Ms. Kelly spoke to the request. She said condition 3 could be eliminated and condition 4 updated to reflect the revised landscape plan submitted November 16th.

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

Mr. Rovak made a motion to approve, subject to the conditions in the staff report, as amended during the meeting. All in favor.

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

2. PUBLIC HEARING. Application #19-042: Approval of a Conditional Use Permit for Baldi Electric, an Electrical Contractor, at 10723 Baur Boulevard

Those speaking to the request were sworn in.

Mr. Michael Baldi, of Baldi Electric, spoke to the request.

Ms. Kistner asked about the landscaping.

Mr. Baldi said the landscaping would occur in spring.

Ms. Kistner asked staff if that was acceptable.

Ms. Kelly said it was fine, due to the weather. A temporary occupancy permit would be issued and not finalized until landscaping is complete.

Mr. Lumley entered the exhibits for the record and the public hearing was closed.

Mr. Carney made a motion to approve subject to the conditions of the staff report and draft ordinance. Mr. Myers seconded.

Mr. Potashnick asked if they would be granted temporary use.

Mr. Jaggi explained the temporary occupancy permit was issued separately by staff.

The vote was taken, and all were in favor.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Tim Carney, Commission Member
SECONDER:	James Myers, Commission Member
AYES:	Potashnick, Streiler, Kistner, Carney, Rovak, Hall, Myers

3. Olive-Lindbergh Interchange Enhancements

Mr. Matt Wohlberg, City Engineer, spoke to the recommendation for enhancements at the Olive/Lindbergh interchange. He said the changes that are occurring in that area really start with the interchange. He said the clover leaf would be replaced by a folded diamond design. He said the change would free up Old Olive. He said the project is being funded by a grant and Creve Coeur was responsible for the enhancements. He said the enhancements are an attempt to make the functionality more visually appealing.

He said there were signal enhancements and bridge enhancements that would go in at Olive and Lindbergh. He said they intended to dress up the bridge crossing Olive by adding a black aluminum fence, along with lighting. He said the bridge would have a wave relief for decoration.

He said the fence would be maintained by MoDOT and the lights maintained by the city.

Ms. Kistner said she questioned whether the wave on the bridge really represented the city.

Mr. Wohlberg said he thought the bridge was a departure from the 270 overpass with an intentional nod to the 39 North area.

Mr. Myers said he saw the design correlating with the plant science district.

Mr. Jaggi said it was likely intended to match up with the Old Olive Great Streets design elements.

Mr. Wohlberg said they were using the same design team for the bridge as for the Old Olive Great Streets.

He showed different median options.

Ms. Kistner asked about the signals and how well they would work.

Mr. Wohlberg said they were carefully thinking about the signals, given that there were already a number of signals in that stretch.

Mr. Myers asked how far the sidewalks would extend beyond the bridge.

Mr. Wohlberg said on the south side they would extend between Warson and Spoede. On the North just between the 2 new intersections.

Mr. Streiler asked who owns the land.

Mr. Wohlberg said he wasn't sure if MoDOT owned the land or just had rights to it.

Mr. Jaggi said there were discussions about that going on now and MoDOT's legal team was looking into it.

Mr. Streiler asked if future development was planned in that area.

Mr. Jaggi said development was planned.

Mr. Wohlberg said landscaping was something they wanted to wait on and do in a separate phase.

Mrs. Kistner asked when they planned to start the landscaping.

Mr. Wohlberg said he expected to have a plan next year. He said they would discuss it in the CIP.

Mr. Streiler suggested a natural habitat or native prairie.

Mr. Myers asked when the cloverleaf was removed, if the ground would be seeded.

Mr. Wohlberg confirmed.

Ms. Kistner asked about grants.

Mr. Wohlberg said some grants exist, but not for enhancements at this time.

Mr. Potashnick asked about the landscape budget.

Mr. Wohlberg said it didn't exist currently.

Mr. Potashnick asked why they didn't do the landscaping at the time of construction.

Mr. Wohlberg said there were several reasons and went through them.

Mr. Potashnick asked how much the entire budget was for the project and questioned why they couldn't find the funds to do it all at once.

Mr. Wohlberg said the grant won't pay for the extras and enhancements. He said the landscaping is unlikely to be covered with a grant. He said time is of the essence and council had approved the funds for the bridge as a Phase 1, but they needed to put the landscaping portion into the CIP as a separate phase.

Mr. Potashnik asked how they knew the landscaping would get done.

Mr. Wohlberg said it was an intention.

Mr. Jaggi reiterated that the grant doesn't cover enhancements and it was up to cities to take that on. He asked Mr. Wohlberg to explain the CIP.

Mr. Wohlberg explained the CIP process. He said it is a constantly evolving document.

Mr. Potashnick asked for the approval process to be explained to him.

Mr. Wohlberg said the budget process is different than what is before the Commission. He said the next step would be to get final design, get council approval and finalize the partnership to get the task completed.

Mr. Potashnick said he would like to see the landscape considered along with the project.

Mr. Jaggi said that was a recommendation the Commission could make to the Council to ensure it gets done.

Mr. Carney said he understands Mr. Potashnick's point, however, even mowed grass would be an improvement over what is there currently.

Mr. Myers agreed.

Mr. Rovak said the landscape is important and can be put in the CIP, but it isn't integral to the plan before them at the moment.

Ms. Kistner said this is the base level for approval and she wishes it were all part of the same package. She said she hoped they could find partners to help with the cost of the landscape by the time the landscaping plan came back before them.

Mr. Myers said he appreciated the timeless materials considered for the construction.

Mr. Streiler asked about the total cost of the project.

Mr. Wohlberg said it was around 4 million dollars, plus 1million for design.

Mr. Streiler said it was a great start to Phase 1 and perhaps in the meantime they could find more investment partners.

Mr. Myers made a motion to recommend approval. Mr. Rovak seconded. All in favor.

4. 3587 : 2020 Planning and Zoning Commission Meeting Schedule and Election of Vice-Chair

Mr. Potashnick made a motion to approve the meeting schedule for 2020, Mr. Carney seconded. All in favor.

Mr. Streiler made a motion to appoint Mr. Rovak as Vice-Chair, Mr. Carney seconded. All in favor.

RESULT:	APPROVED [UNANIMOUS]
AYES:	Potashnick, Streiler, Kistner, Carney, Rovak, Hall, Myers

WORK AGENDA

None

DEPARTMENT REPORTS

Jason Jaggi, Director of Planning, reminded the Commission that the 39 N Greenways Joint Session with City Council is November 25 at 6pm and December 16th is the Public Hearing for the 39 N Greenways Plan.

Mr. Jaggi said for the December 2nd meeting there are no projects to discuss, so they will discuss zoning updates with regard to drive throughs and planned developments.

He reminded the Commission the Holiday Party is December 3.

ADJOURNMENT

Mr. Potashnick made a motion to adjourn. All in favor. Meeting closed at 8:00Pm.



city of

CREVE COEUR

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APPLICATION TO PLANNING AND ZONING COMMISSION

#19-043: FOR THE REVIEW AND ADOPTION OF THE 39N GREENWAY PLAN AS AN AMENDMENT TO THE 39 NORTH MASTER PLAN AND THE CREVE COEUR 2030 COMPREHENSIVE PLAN

FOR THE MEETING OF: Monday, December 16, 2019

LOCATION: 39N District, generally the area east of Lindbergh Boulevard and North of Olive Boulevard, with Bayer East and West Campus on the south of Olive Boulevard.

REQUEST: Jason Jaggi, Director of Community Development, on behalf of the City of Creve Coeur, has submitted the Draft 39N Greenway Plan, developed by the St. Louis Economic Development Partnership and the Great Rivers Greenway, as an amendment to the 39N Master Plan and the City's Comprehensive Plan, Creve Coeur 2030, to provide trail alignments and connectivity within the 39N District and to the regional Centennial Greenway, as recommended within the 39N Master Plan. Staff recommends that the Planning and Zoning Commission review the plan and consider adopting it as a component of the City's comprehensive plan. Such action will result in the City's formal endorsement of the plan to support the continued development of the 39N District in the same manner as the 39N Master Plan and Old Olive Great Street Plan for that portion that is under the purview of the City of Creve Coeur

ADDITIONAL INFORMATION: The Draft Plan has been available on the City's website for comments since November 8, 2019. Rietz and Jenz has also sent out the draft to stakeholders, including the City of Olivette, St. Louis Economic Development Partnership, the Missouri Department of Transportation, St. Louis County, and the Great Rivers Greenway and asked for comments to be provided by the end of the year. Therefore, Staff recommends that the Commission conduct the public hearing and accept comments from the public but continue the item until the next Planning and Zoning commission meeting in January.

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: Whitney Kelly, AICP, City Planner
DATE: 12/11/2019
ATTACHMENTS: Draft 39N Greenways Plan
Draft Resolution

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*.

In early 2018, the St. Louis Economic Development Partnership along with the Great Rivers Greenway District commissioned a study to identify possible alignments for the 39N Greenway. The development of a greenway to serve the District and to connect to the surrounding areas, including the Centennial Greenway, was a goal of the 39N Master Plan, which was adopted by the City in 2017. The City did not contribute direct funds for the 39N Greenway plan; however, City staff participated in the development of the plan as a member of the Core Working Group. The plan was funded by the Great Rivers Greenway District.

The 39N Greenway Plan includes approximately 0.4 miles of trail within the city of Olivette. The Centennial Greenway Olivette Alignment connects the existing Centennial Greenway at Olive Boulevard and 1-70 to Warson Park. The Greenways plan then makes the connection from Warson Park and throughout the 39N District. The adoption of the plan will only relate to areas that are under the purview of the Planning and Zoning Commission for the City of Creve Coeur.

PREPARATION OF THE DRAFT PLAN

The development process of the greenway plan followed along with the development of the 39N Master Plan and the Old Olive Great Street Plan, and the plans for the Lindbergh Blvd/Olive Blvd Interchange. The Greenway Plan was developed to meet the goals of the 39N Master Plan for connectivity throughout the district as well as connections to the Centennial Greenway. The Consultants have met with property owners whose property is crossed by the trail alignments to determine the level of support and, when necessary, alignments have been adjusted to avoid some properties that were not interested.

A draft of the plan was presented to the City Council, the Planning and Zoning Commission, and the Parks Committee during the November 4th work session. And the Final Draft was posted on the City's website for public comment on November 8th. Reitz and Jens have also sent out the draft to the Stakeholders, including, the City of Olivette, St. Louis Economic Development Partnership, the Missouri Department of Transportation, and Great Rivers Greenway. Comments from the stakeholders are due by the end of the year.

OVERVIEW OF THE 39 GREENWAY PLAN

The Draft Greenway Plan is structured into four (4) sections as follows:

- Introduction
- Site Analysis
- Design
- Appendices

As shown on page 43 and 67, the Greenway Plan has been broken down into 8 design segments:

1. Old Bonhomme Road to Danforth Plant Science Center
2. Danforth Center Campus
3. Missouri American Water Property
4. Helix Center Property
5. Research Boulevard South

- 6. Warson Park to Research Boulevard
- 7. Baur Boulevard
- 8. Lindbergh Boulevard crossing

The long-term goal of the 39N Greenway Project is to develop a separated multi-use trail for pedestrian and bicycles connecting the internal notes and making connections to the regional greenways. However, due to a lack of right-of-way for such a trail, and limited pedestrian sidewalks within the 39N District, on-street pedestrian and bicycle facilities provide opportunities for near-term improvements (p. 42). Pages 60-63 provide for on-street bicycle facilities and expansion opportunities for pedestrian/sidewalk facilities within the district, in addition to the greenway connections within the area.

The stated next steps in the development of the 39 North Greenway on Page 11 include:

- Adoption of the Greenway Plan by the Core Working Team and sponsors. The jurisdictional stakeholders should use this plan to guide future development and redevelopment in the 39 North District while securing property rights for the greenway when possible.
- Develop a schedule for implementation based on possible phasing of work and projected cost estimates. These are not part of this study.
- Secure funding which is likely to include a combination of Federal and State grants, local funding, corporate support and general fundraising.
- Begin surveys and preliminary design in order to determine property requirements.
- Greenway right-of-way acquisition. This will be a long and detailed process due to the number of individual properties involved and the presence of a railroad.
- Pursue design and construction of meaningful segments as opportunities arise. Early opportunities will include on-street bicycle facilities (striping), sidewalks, and a greenway connecting the Danforth Center, Old Olive Street Road and the Helix Center

SUMMARY AND CONCLUSION

The 39N Greenway Plan includes approximately 0.4 miles of trail within the city of Olivette. The Centennial Greenway Olivette Alignment connects the existing Centennial Greenway at Olive Boulevard and 1-70 to Warson Park. The Greenways plan then makes the connection from Warson Park and throughout the 39N District. The adoption of the plan will only relate to areas that are under the purview of the Planning and Zoning Commission for the City of Creve Coeur.

Staff recommends hearing from the Design Team and taking comments from the public. As Reitz and Jens has asked from comments for the stakeholders by the end of the year, the public hearing should be continued to the meeting in January for the preparation of the final draft.

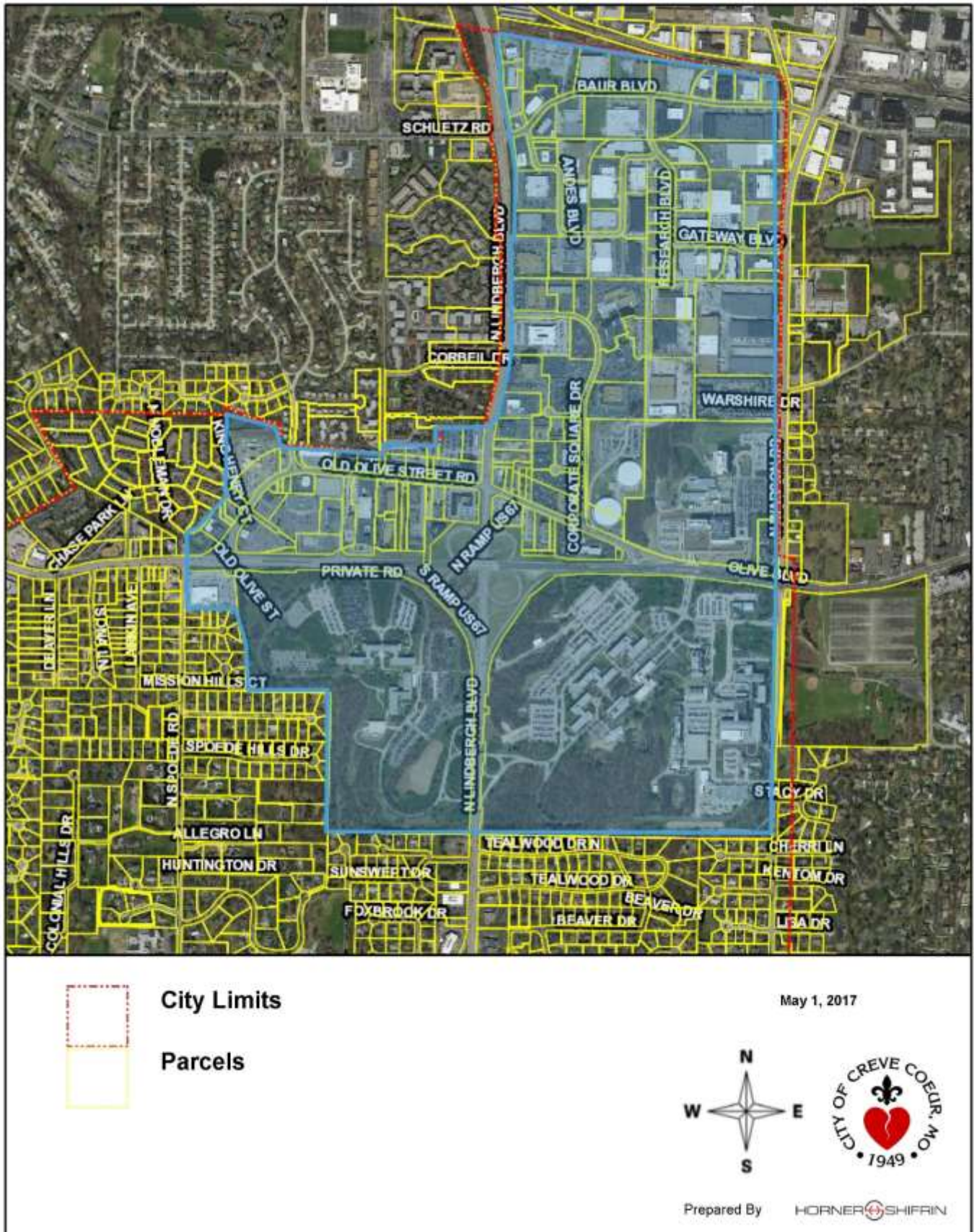
ACTION AND MOTION

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

“I move to continue the public hearing to the January 21st Planning and Zoning Commission for additional comments and preparation of the final draft.

APPENDIX 1: AERIAL PHOTO

39 North Plant Science District/Mixed-Use Innovation Campus District



GREENWAY PLAN

39°N

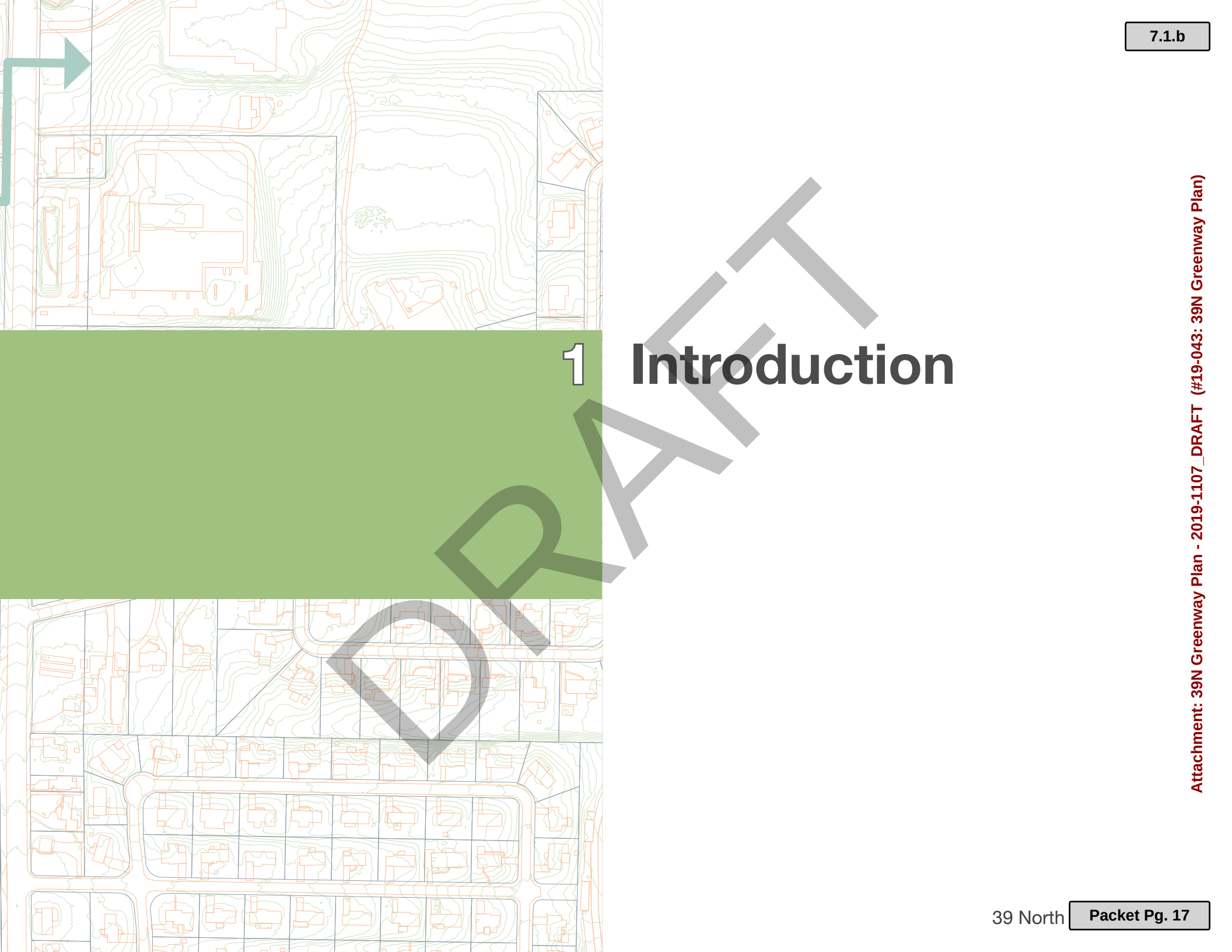
November 2019

Prepared for St. Louis Economic Development Partnership & 39° North Agtech District

Special thanks to:
Janet Wilding, St. Louis Economic Development Partnership
Great Rivers Greenway

Prepared by:
Reitz & Jens, Inc. Consulting Engineers
DG2 Design Landscape Architecture
Civil Design, Inc.
FPA Group

1 Introduction
2 Site Analysis
3 Design
4 Appendix



1 Introduction

39° North Agtech District

In December of 2016, the 39° North District was officially announced by St. Louis County and the St. Louis Economic Development Partnership, to be a global innovation district for plant science and agricultural technology. With the Danforth Plant Science Center, Bio Research & Development Growth (BRDG) Park, Monsanto (now Bayer) and the Helix Center Biotech Incubator as anchors, the district encompasses 600 acres in the City of Creve Coeur within St. Louis County.

To support the new and expanding agri-business and food industry companies and their work forces, St. Louis County and St. Louis Economic Development Partnership have worked together with the Cities of Creve Coeur and Olivette, Danforth Plant Science Center, BRDG Park, Helix Center, and Bayer to define a bold vision for access and circulation in the district.

The 39° North District Master Plan, completed in 2017, is based on feedback from the community and project partners. The master plan focuses on not only improving traffic pattern circulation, but also on increasing opportunities for multi-modal access around the district while creating a more aesthetically-pleasing and environmentally-sustainable environment.

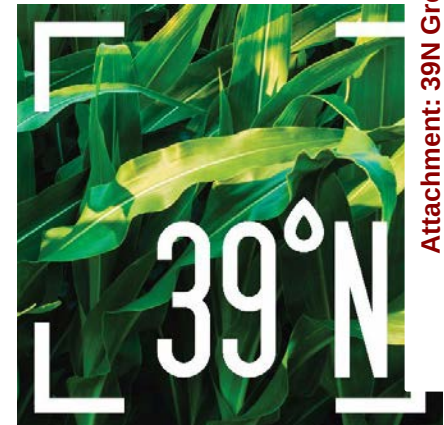
Circulation within the district suffers from significant barriers that have been built up over time. Strengthening connections within the district and to the surrounding communities is critical to defining the district and creating a sense of place.

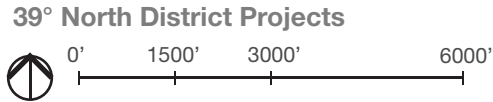
The 39° North District Master Plan identified 5 Transformative Ideas to help define the district as a vibrant and appealing place:

- Strengthen corridors and establish new traffic patterns
- Connect assets and opportunity sites
- Establish a cohesive development framework
- Create a mixed-use center of activity
- Communicate the district

Three initial projects have been identified as priorities in reaching these goals:

- Interchange improvements at Olive Street Road and Lindbergh Blvd
- Implementation of a Great Streets Plan for Old Olive Street Road, including reconnecting the east and west segments across Lindbergh Blvd
- Development of multi-use trails throughout the district that connect to the regional trail system





Legend
39 N District

Regional Context
From the 39 N Master Plan Document

NEW WEBSITE: www.39northstl.com

Attachment: 39N Greenway Plan - 2019-1107_DRAFT (#19-043: 39N Greenway Plan)

Lindbergh Blvd / Olive Blvd Interchange

Of the priorities identified in the 39 North Master Plan, infrastructure updates to improve traffic patterns were identified as critical for implementation of other projects. St. Louis County, in partnership with the Missouri Department of Transportation and the City of Creve Coeur, funded and designed the partial reconstruction and reconfiguration of the Lindbergh Blvd/Olive Blvd interchange in 2018 – 2019. Estimated to begin construction in early 2020, the improvements include the redesign of the traditional clover leaf interchange to a folded diamond configuration. The new

configuration will concentrate the through traffic on Lindbergh Blvd and Olive Blvd while providing connectivity to local commercial, retail and residential amenities. The Old Olive Street Road Great Streets project, made possible by the interchange improvements, will transform the highway ramps dividing the 39 North District to a pedestrian friendly connection incorporating traffic calming methods.



Old Olive Street Road

As part of improving the 39° North District, area residents, businesses and employees expressed the desire to have better access to all the areas within the District including the retail areas. Part of the vision for the district, which was reinforced by community engagement, is to have the Old Olive Corridor no longer serve as an access ramp to Lindbergh Blvd (US Highway 67) and to become a vibrant retail district which can easily be reached by pedestrians and bicyclists.

In early 2018, the St. Louis Economic Development Partnership along with the City of Creve Coeur engaged Christner Inc. to begin the process of developing a Great Streets Plan for Old Olive, which would be formally adopted by the City of Creve Coeur in May of 2019. The planning process involved understanding the challenges and opportunities that currently exist in the district and building from that foundation. Issues such as utility locations, storm water drainage, retail business access, residential access, streetscape character and function, traffic volumes, pedestrian and bicycle facilities, mass transit access, and aesthetics were all considered. With a solid understanding of the current state of the area and the community and City goals identified, it was determined the plan should accomplish 6 main goals:

- connectivity
- creating a recognizable district
- creating safe and efficient infrastructure
- integrating mixed-use development
- generate connector transformation
- provide a multi-modal crossing at Old Olive and Lindbergh

In order to meet the goals, the largest barrier to improved connectivity was addressed. The Plan calls for the removal of the jersey barriers at Lindbergh and Old Olive and the installation of a new four-way intersection designed to accommodate pedestrians,



Old Olive Open House Meeting

bikes, and vehicular traffic. This intersection would provide the link east and west of Lindbergh Blvd and connect to not only business and residences, but also to the 39° N Greenway allowing for improved access throughout the district and beyond.

Attachment: 39N Greenway Plan - 2019-1107_DRAFT (#19-043: 39N Greenway Plan)

39° North Greenway

In early 2018, the St. Louis Economic Development Partnership along with Great Rivers Greenway launched this 39 North Greenway study. The primary goal of this study is to find a physically viable alignment that meets the Project Goals. A second goal of this study is to meet with each property owner whose property is crossed by the trail alignment to determine their level of support and, if possible, secure a letter of support for the greenway project. The project will not use eminent domain for property acquisition. Therefore, the willing cooperation of affected property owners is necessary for acquiring any required property rights. The study uses available data, including topographic and utility data, and field measurements without any formal survey. Because the majority of the alignments require property rights from private property owners, public records were reviewed for property ownership, and subdivision plats were collected.

The majority of the 39 North District was developed prior to its annexation by the City of Creve Coeur. Very open vehicular and truck access to roadway frontages was allowed during the original development. This condition makes pedestrian and bicycle facility improvements difficult within the roadway rights-of-way. The 39 North District is currently not served by pedestrian or bicycle facilities other than limited sidewalks.

A separated multi-use trail for pedestrian and bicycle use connecting both the internal nodes and making regional connections is the long-term goal for the 39 North Greenway Project and the Core Working Team. Because there is limited existing right-of-way for the separated trail, an interim option using on-street bike lanes and/or shared lanes is included in this study. Possible sidewalk improvements and obstacles to pedestrian facilities were identified.

Great Rivers Greenway, the City of Olivette and the City of Creve Coeur are part of the Core Working Team, and as likely future partners in the development, construction, operation and maintenance of the trail, have been involved in vetting proposed alignment options. A grade separated crossing of Olive Blvd had been an early goal of the project but was determined to not be feasible.

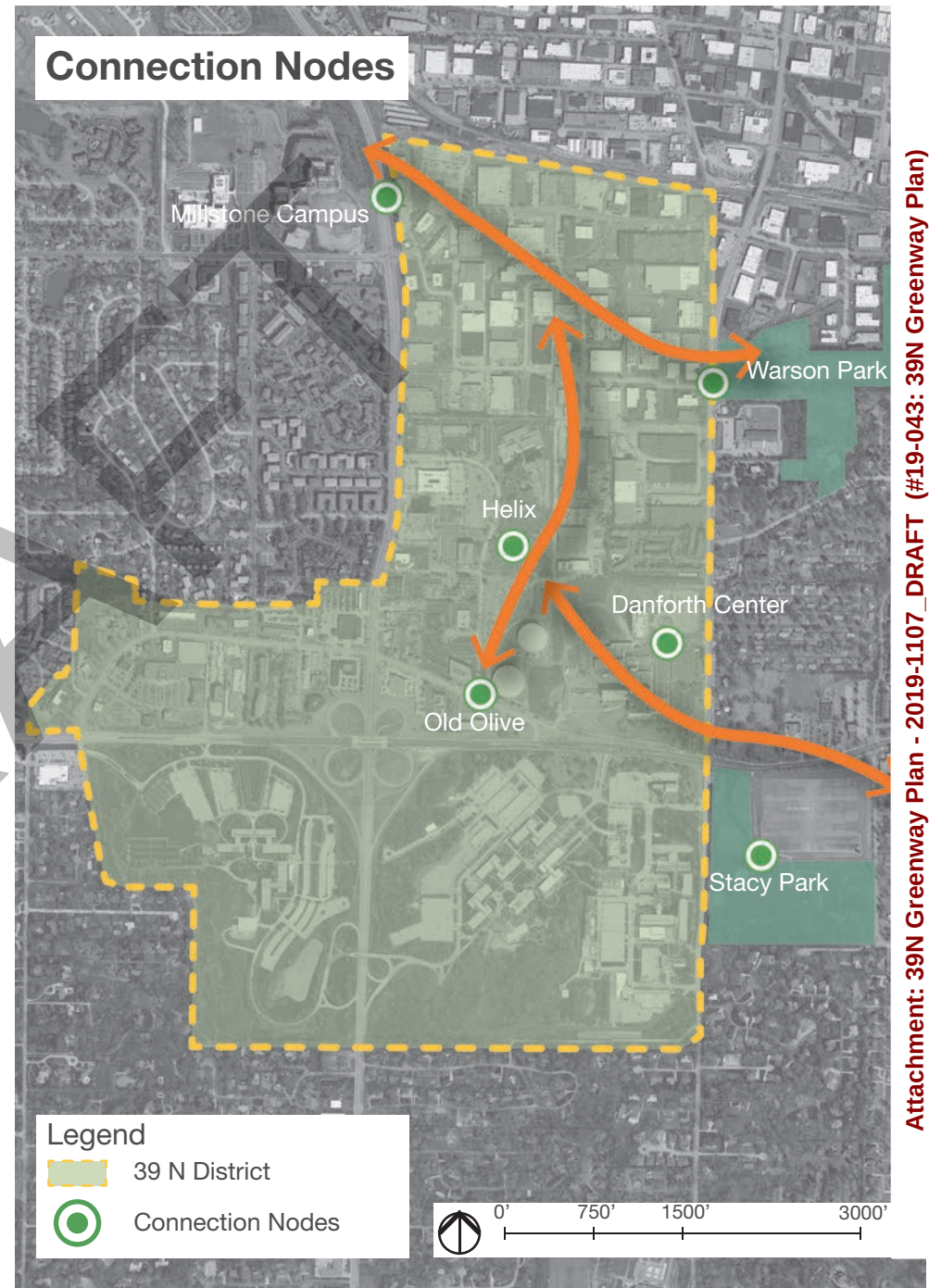
By meeting with affected property owners, we have been able to determine and make note of many of their specific concerns. Where possible, the trail's alignment has been adjusted to mitigate the trail impact. As the trail design continues, additional public outreach should involve adjacent property owners, especially ones that may be affected during construction.

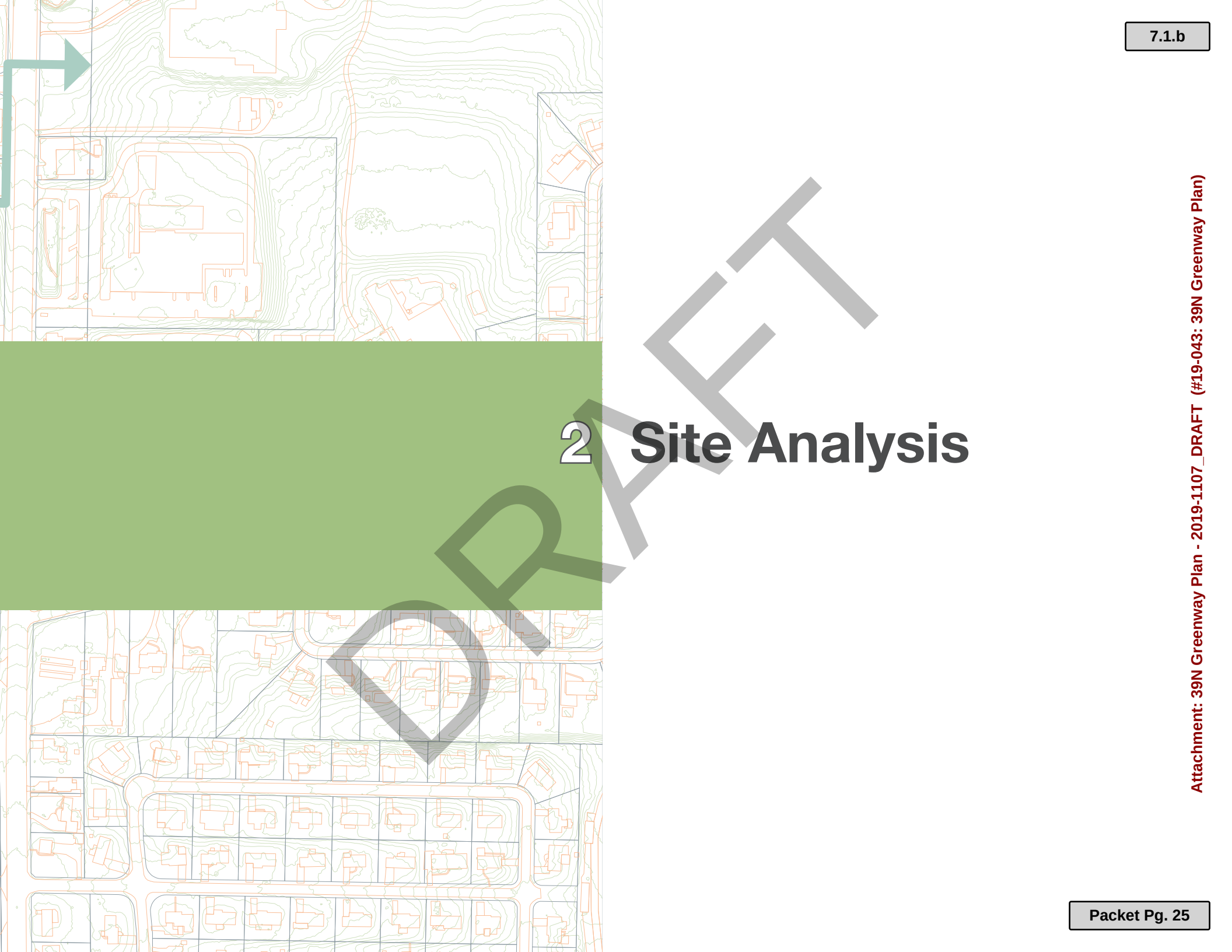
Project Goals:

- Provide internal connections for collaborative working opportunities
- Improve connections for bike commuters
- Provide connection to Old Olive Street Road Great Streets improvements
- Provide connection to and segment of Centennial Greenway

Next steps in the development of the 39 North Greenway include:

- Adoption of the Greenway Plan by the Core Working Team and sponsors. The jurisdictional stakeholders should use this plan to guide future development and redevelopment in the 39 North District while securing property rights for the greenway when possible.
- Develop a schedule for implementation based on possible phasing of work and projected cost estimates. These are not part of this study.
- Secure funding which is likely to include a combination of Federal and State grants, local funding, corporate support and general fundraising.
- Begin surveys and preliminary design in order to determine property requirements.
- Greenway right-of-way acquisition. This will be a long and detailed process due to the number of individual properties involved and the presence of a railroad.
- Pursue design and construction of meaningful segments as opportunities arise. Early opportunities will include on-street bicycle facilities (striping), sidewalks, and a greenway connecting the Danforth Center, Old Olive Street Road and the Helix Center.





2 Site Analysis

Stakeholders + Site Conditions

The success of the 39 North Greenway project will be determined by the ability to give life to the vision of the Core Working Team and to meet the needs of the trail users while addressing the concerns of each affected landowner. The jurisdictional stakeholders will be partners in the funding, development, construction, operation and maintenance of the trail and on-street pedestrian and bicycle facilities. The stakeholders listed are some of the larger landowners and employers within the 39 North District. Several of these stakeholders were integral in the development of the 39 North District and its Master Plan. These stakeholders have been early supporters of the greenway and have helped guide its vision. All landowners impacted by the trail are considered stakeholders in the greenway project. This study has tried to contact all stakeholders to determine their level of support for the project as well as any specific concerns they may have. Several landowners have been inspired to conduct their own master planning studies or think about how their development plans may be able to coordinate with this project.

The greenway has been located along the periphery of parcels along the alignment to minimize impact to the parcels including future development options. Unfortunately, these often are the same areas used as utility corridors. An analysis of possible utility conflicts, based on records provided by the utilities with no field locates, is included later in this section. The Lindbergh-Warson Industrial Center was developed with extensive rail service. The existing active rail service is very limited and the greenway project hopes to take advantage of the inactive railroad alignments. More detailed analysis of the railroad impacts is included later in this section. Development of a trail will require detailed analysis of the stormwater impacts regulated by the Metropolitan St. Louis Sewer District (MSD). These will include water quality and detention requirements for new impervious area and may also include design of new storm sewers or relocation of existing storm or sanitary sewers.

Jurisdictional Stakeholders:

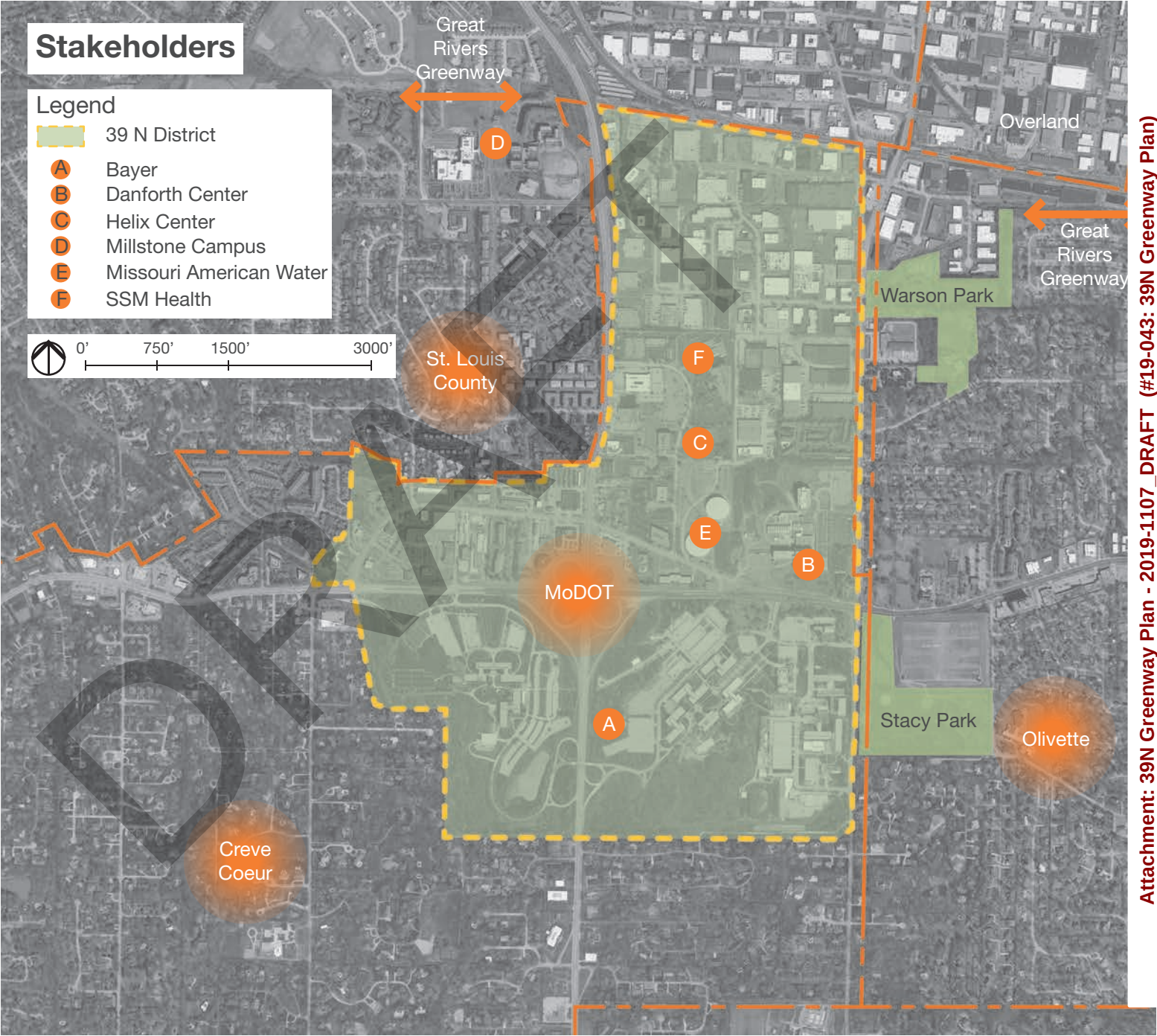
- Missouri Department of Transportation
- City of Creve Coeur
- City of Olivette
- St. Louis County
- Great Rivers Greenway

Stakeholders:

- Bayer
- Danforth Plant Science Center
- Helix Center Biotech Incubator
- Jewish Community Millstone Campus
- Missouri American Water
- SSM Health

See Appendix for the following additional information:

- A copy of Missouri Revised Statute Section 258.100 addressing immunity from civil liability for landowners adjoining a public trail
- Traffic data for the 39 North District area.
- Crash data for the 39 North District area.
- Metro map for the 39 North District area.



Attachment: 39N Greenway Plan - 2019-1107_DRAFT (#19-043: 39N Greenway Plan)

Missouri Department of Transportation

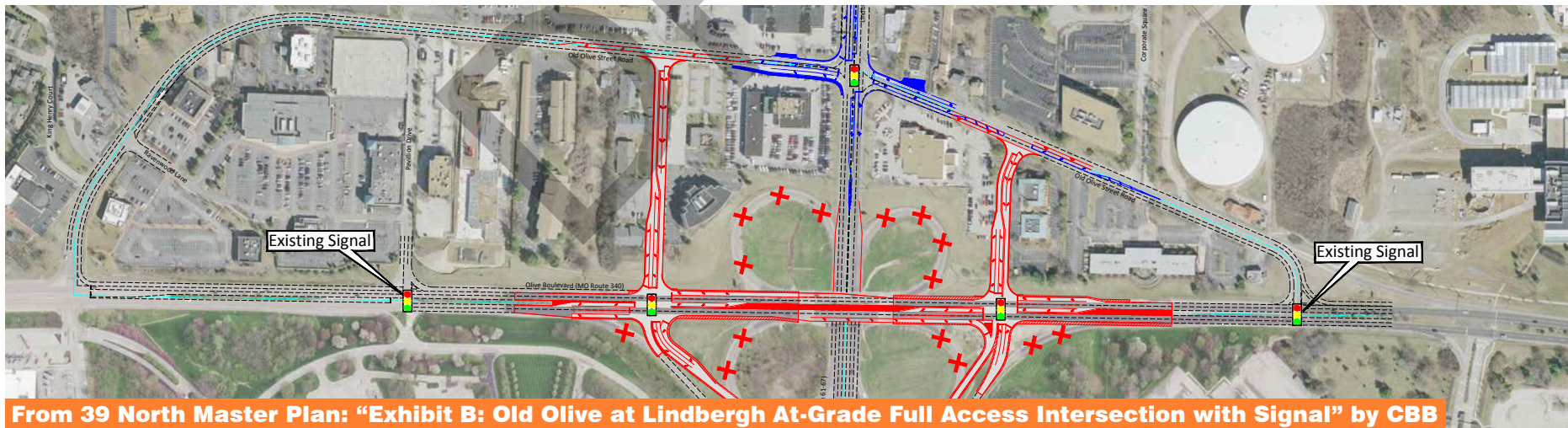
MoDOT maintains three corridors through and within the District:

- Lindbergh Blvd, or US Highway 67, is a four-lane barrier divided highway with a 40 MPH speed limit. The only points of access to cross Lindbergh Blvd are a full cloverleaf interchange at Olive Blvd, which has no pedestrian facilities, and a fully signalized intersection at Schuetz Road/Baur Blvd.
- Olive Blvd, or Missouri Route 340, is a four-lane road with a 40 MPH speed limit. Within the District, Olive Blvd includes a central landscaped median, signalized left turns and right turn deceleration lanes, except for at the entrance to Bayer. Olive Blvd typically has a paved shoulder but no sidewalks.
- Old Olive Street Road has no access across Lindbergh Blvd. Southbound Lindbergh accesses westbound Olive via west Old Olive Street Road which has one lane each way plus a reversible left turn lane with a speed limit of 30 MPH. Westbound Olive accesses northbound Lindbergh via east Old Olive Street Road which has two lanes each way with a speed limit of 40 MPH.

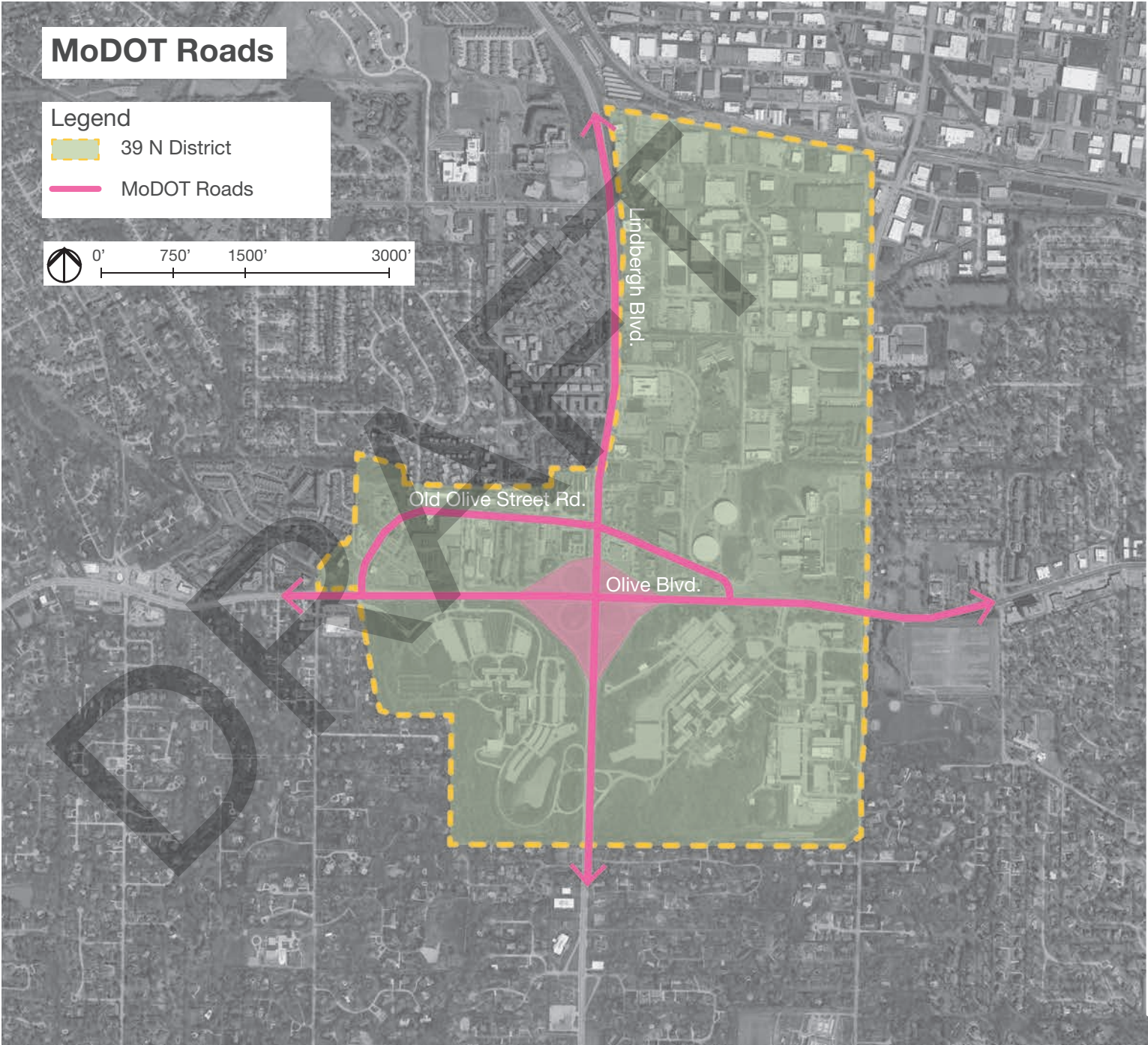
The Missouri Department of Transportation (MoDOT) is an active stakeholder in the 39 North District. MoDOT is working with the City

of Creve Coeur on the interchange project at Lindbergh Blvd and Olive Blvd. The interchange project will transform vehicular traffic patterns through and within the district including removing Old Olive Street Road from acting as access ramps between the two highways. Old Olive Street Road is to be transferred to the City of Creve Coeur which allows the City to pursue the Great Street Project transforming walkable and bike-able connectivity within the 39 North District. The interchange project will also produce two developable parcels with the goal of furthering the 39 North Master Plan objectives. When funding for the 39 North Greenway is pursued, MoDOT may be a source of grant money and also administers many Federal grants.

The 39 North Greenway is looking to make connections across MoDOT corridors at the existing intersection of Olive Blvd and Old Bonhomme and with the grade separated crossing of Lindbergh Blvd north of Schuetz Road/Baur Blvd. Although the bridge would cross a US Highway and coordination with MoDOT would be required, it is anticipated that MoDOT would not become a maintaining partner of the bridge.



From 39 North Master Plan: "Exhibit B: Old Olive at Lindbergh At-Grade Full Access Intersection with Signal" by CBB

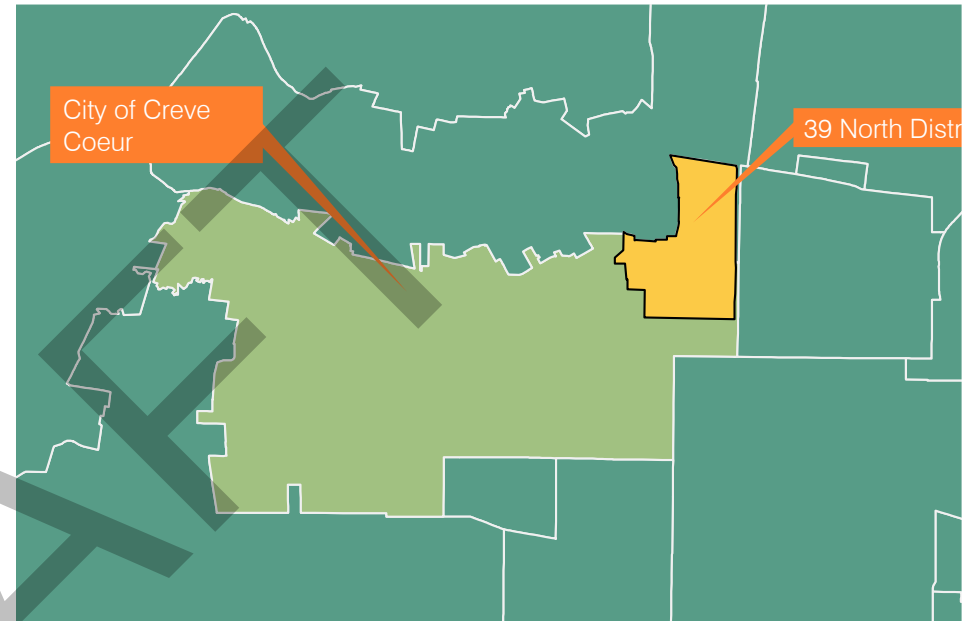


Attachment: 39N Greenway Plan - 2019-1107_DRAFT (#19-043: 39N Greenway Plan)

City of Creve Coeur

The City of Creve Coeur, incorporated in 1949, is a well-established community with a population of just over 17,800. Approximately 75% of the land area in the City is single-family and open space uses, including 154 acres of outdoor parks and recreational spaces. Creve Coeur is part of the Ladue and Parkway School Districts. The City's Comprehensive Plan was adopted in March 2017 and acts as a guide and 20-year vision for the City. Addenda to the Comprehensive Plan include the 39 North Master Plan adopted in June 2017 and the Old Olive Street Road Great Street Plan adopted in August 2019. The Comprehensive Plan established the Mixed-Use Innovation Campus District place type to overlay the 575-acres 39 North District.

The 39 North District is wholly within the City of Creve Coeur and is currently covered by the following zoning districts. Bayer and the Danforth Center are in the Research and Office District. The northern half is zoned Light Industrial. The Lindbergh Blvd and Old Olive Street Road corridors are in the General Commercial District. There are isolated areas zoned Attached Single-Family Residential



and Core Business District. The City is studying options for a zoning overlay district that would support the goals of the Comprehensive Plan within the 39 North District.

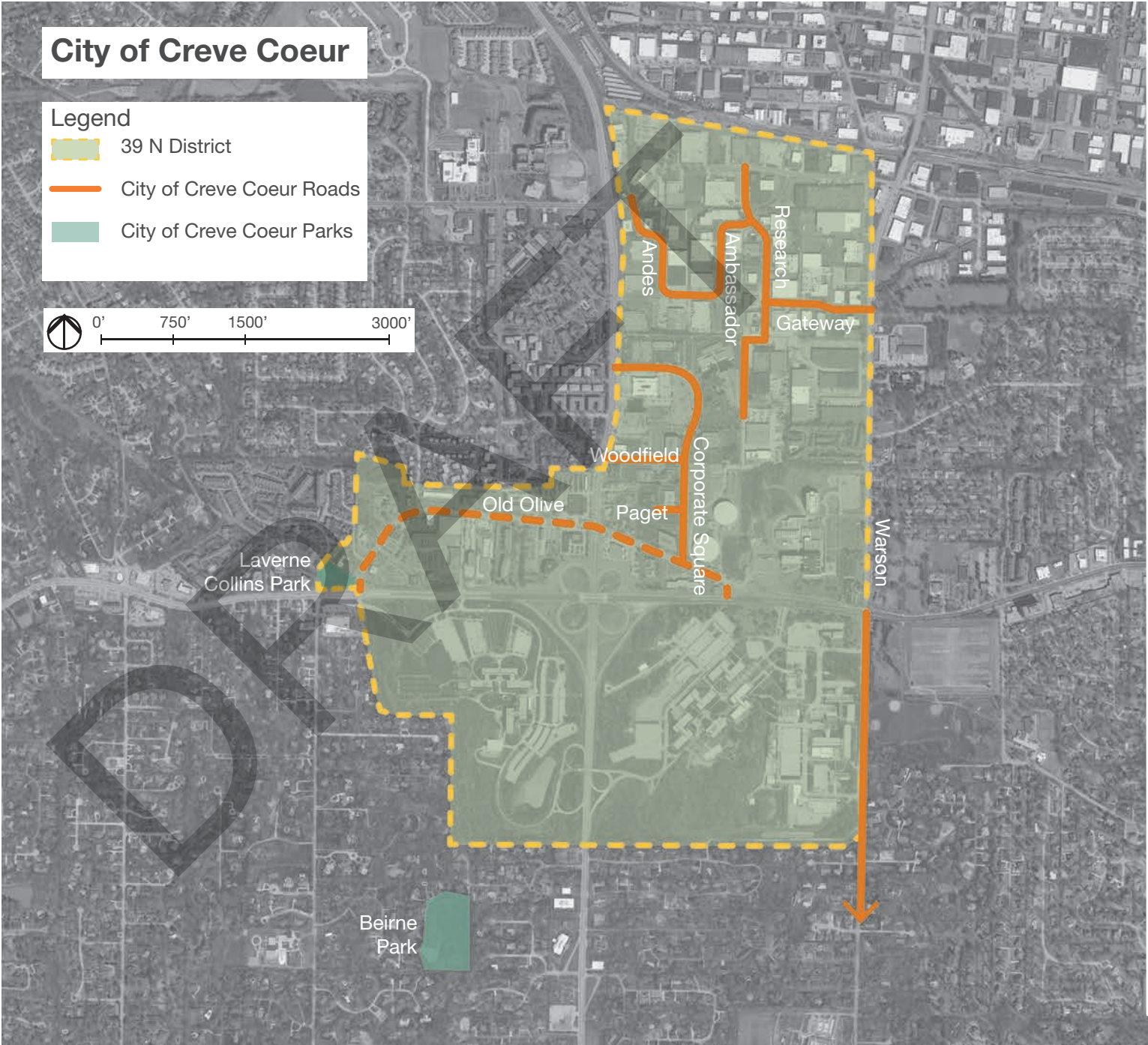
The City of Creve Coeur should use this Plan to leverage opportunities that arise, such as:

- The Missouri American Water pump station project led to an easement for the Great Streets project and began discussions to relocate their entrance from Old Olive to Corporate Square.
- Coordination with the Edge@BRDG project determined that a greenway trail along the east and north sides of the Danforth Center Campus were not feasible due to zoning requirements.
- The developer of 10751 Baur Blvd is willing to coordinate with the greenway trail along Baur Blvd.
- Review of improvements plans for 1100 and 1160 Research Blvd provided opportunities to coordinate with the greenway.

Creve Coeur Roads

	R.O.W.	Pavement Width	Building Line**	Speed Limit
Gateway Blvd.	50'	40'	40'	25 mph
Research Blvd.	50'	30', 36'*	40'	25 mph
Andes Blvd.	50'	34'	40'	25 mph
Ambassador Blvd.	50'	34'	40'	25 mph
Corporate square Dr.	50'	32'	30'	25 mph

*each side of R.O.W; *36' north of Gateway Blvd.



Attachment: 39N Greenway Plan - 2019-1107_DRAFT (#19-043: 39N Greenway Plan)

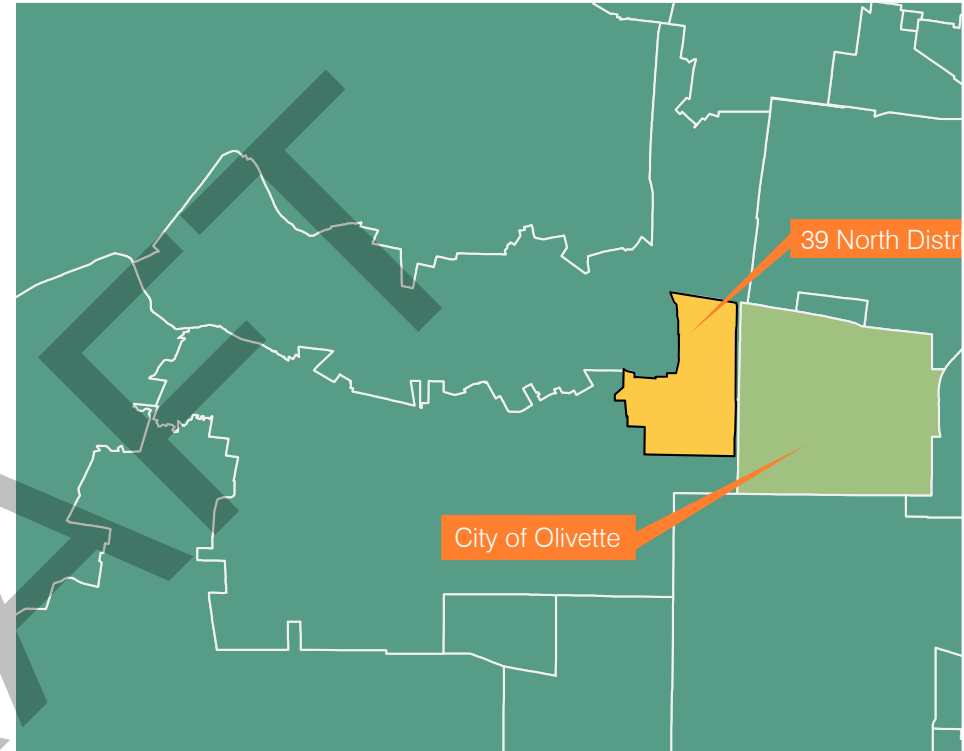
City of Olivette

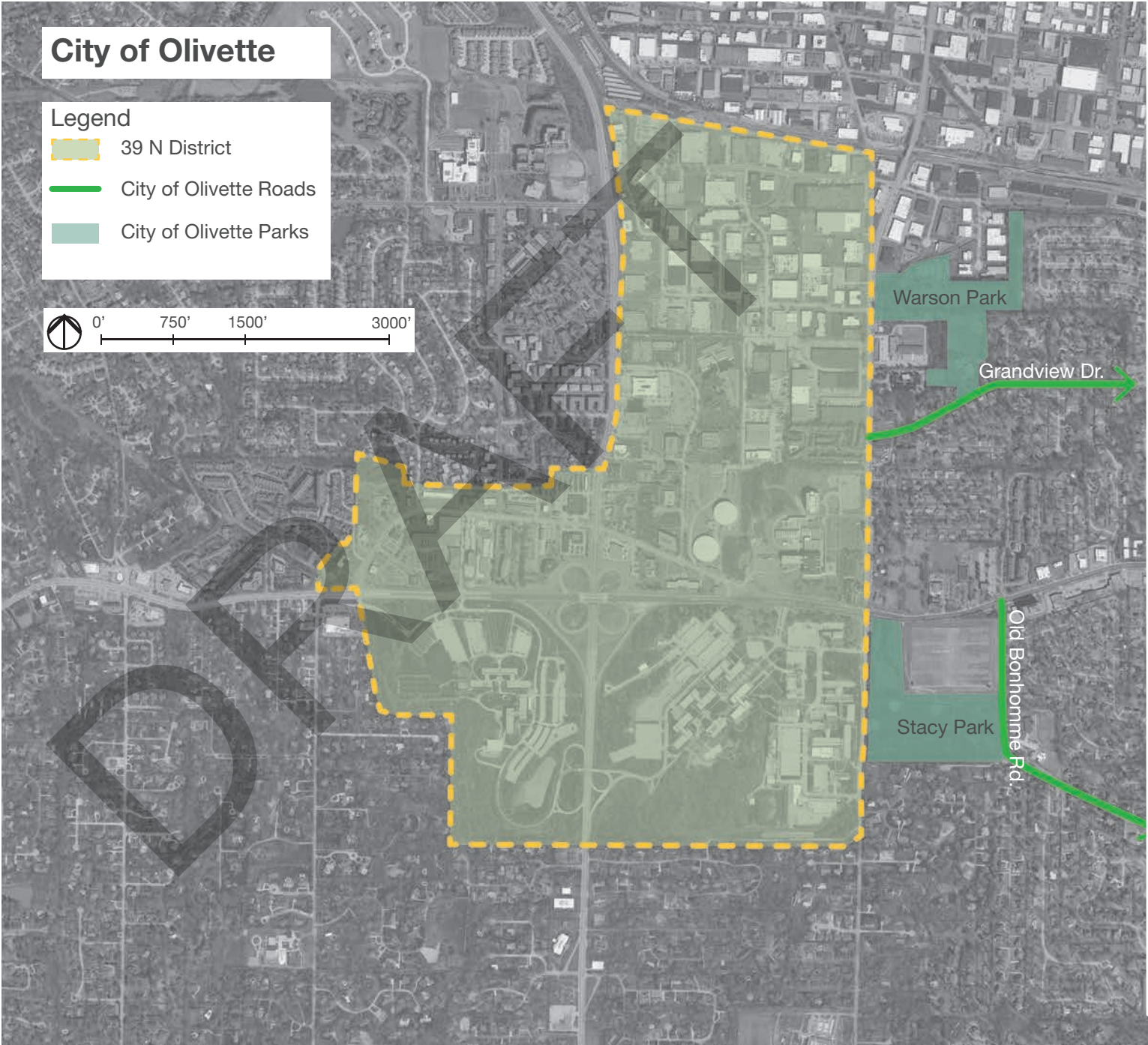
The City of Olivette is a vibrant community incorporated in 1930 with a population of just over 7,800. Land use is divided between 78% residential and community, including over 100 acres of parkland, and 22% commercial and industrial. The Olivette is part of the Ladue School District. The City of Olivette's Strategic Plan, adopted in August 2006, outlines their vision for making Olivette an integral part of wide-ranging regional dynamism. The June 2016 Catalyst Strategy for the Economic Enhancement of Olivette gives detailed market analysis to build upon the City's visions.

In June 2018, the City of Olivette adopted a comprehensive parks master plan which is a guide for a current study for improvements to all the City parks and its Community Center. In 2019, the City of Olivette adopted the Olive Boulevard Conceptual Master Plan with goals of improving traffic flow and access control to Olive Blvd and attracting users from the 39 North District. Also in 2019, the City adopted the Centennial Greenway Olivette Alignment Study with the goal of connecting the existing Centennial Greenway at Olive Blvd and I-170 to Warson Park. The City of Olivette is studying options to fund their vision for improvements to their park system and may go to the voters for a bond issue in April 2020.

Coordination of the 39 North Greenway with the City of Olivette's long term vision has touched many aspects of this study.

- This Plan includes approximately 0.4 miles of trail within the City of Olivette. The City of Olivette is a likely candidate to take on operations and maintenance of this portion of the greenway. The greenway alignment provides a buffer between land zoned commercial/public activity and land zoned residential in the spirit of Chapter 428 of the City Ordinances, the Olive Boulevard Corridor Design Regulations.
- The current park improvement study is reviewing options to reconfigure the Warson Park entrance near Gateway Blvd, and incorporate a greenway crossing of Warson Road.





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St. Louis County

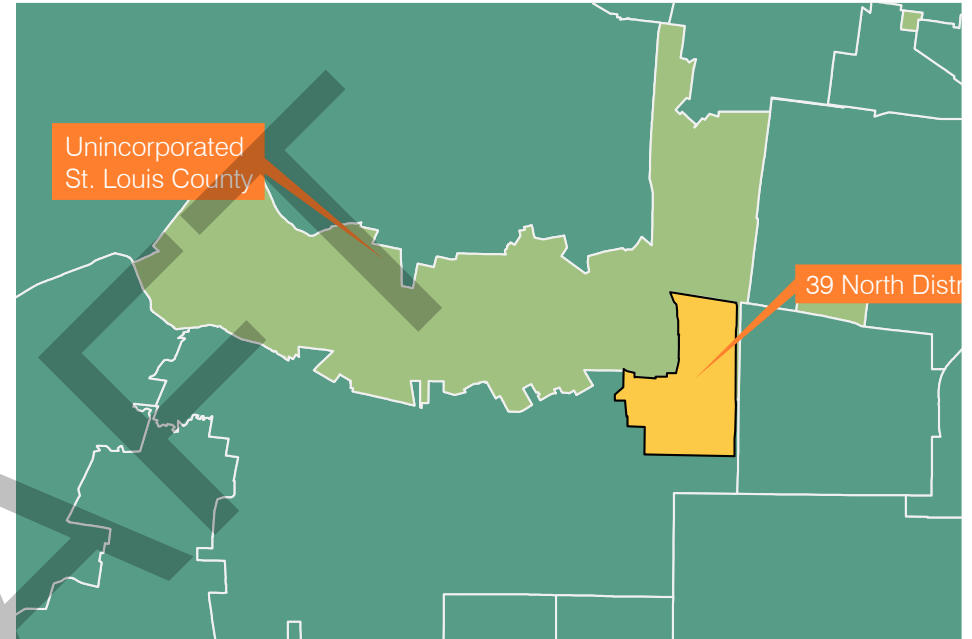
The 39 North District is located within St. Louis County Council District 2. The St. Louis County Department of Transportation maintains two corridors through and within the District:

- North Warson Road north of Olive Blvd and continuing as Ashby Road north of Baur Blvd is a County arterial road. Warson Road north of Olive Blvd is a four-lane road with a reversible left turn lane, with a speed limit of 35 MPH.
- Baur Blvd from Warson Road to Lindbergh Blvd and continuing to the west as Schuetz Road is a County arterial road. Baur Blvd has one lane each way plus a reversible left turn lane with a speed limit of 35 MPH. Baur Blvd is in a 50' wide right-of-way, and adjoining parcels include a 30' building line.

St. Louis County is an active stakeholder in the 39 North District, especially through the St. Louis Economic Development Partnership which owns and runs the Helix Center Biotech Incubator. The Partnership acts as a lead in the district wide projects including



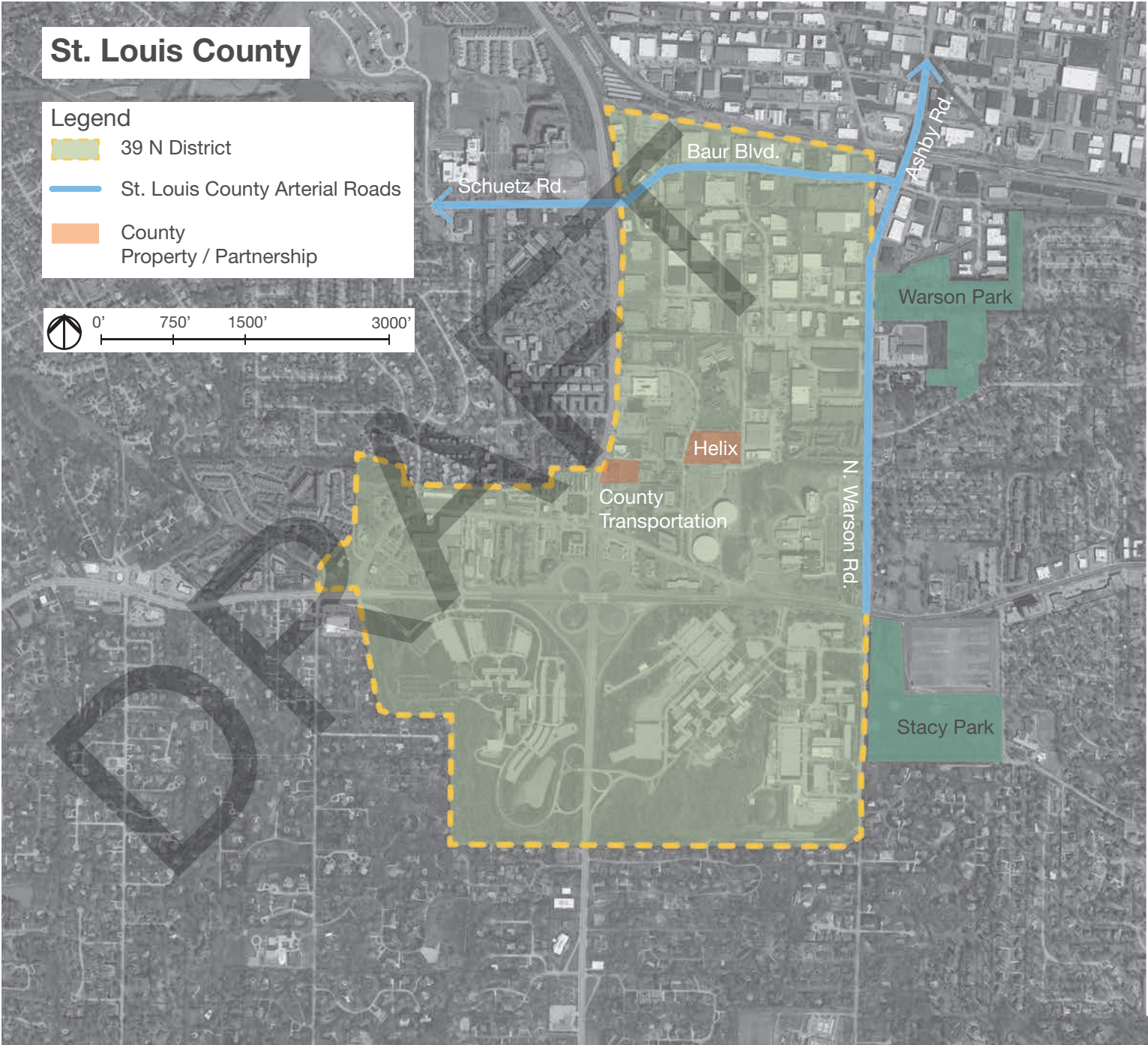
St. Louis County Dept. of Transportation on Lindbergh Blvd.



the Olive/Lindbergh interchange, the Old Olive Street Road Great Streets, and the 39 North Greenway.

St. Louis County Parks and Recreation Department generally takes on operation and maintenance responsibility of trails developed within unincorporated St. Louis County. A future westward extension of the Centennial Greenway, starting at the grade separated cross of Lindbergh Blvd shown in the 39 North Greenway, would be with unincorporated St. Louis County.

In Spring of 2019, St. Louis County Transportation kicked off their Action Plan for Walking and Biking. The plan aims to improve pedestrian and bicycle safety, connectivity, and accessibility throughout the county. The plan is currently open for public input and is on schedule to implement a demonstration project in Spring 2020.



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Great Rivers Greenway

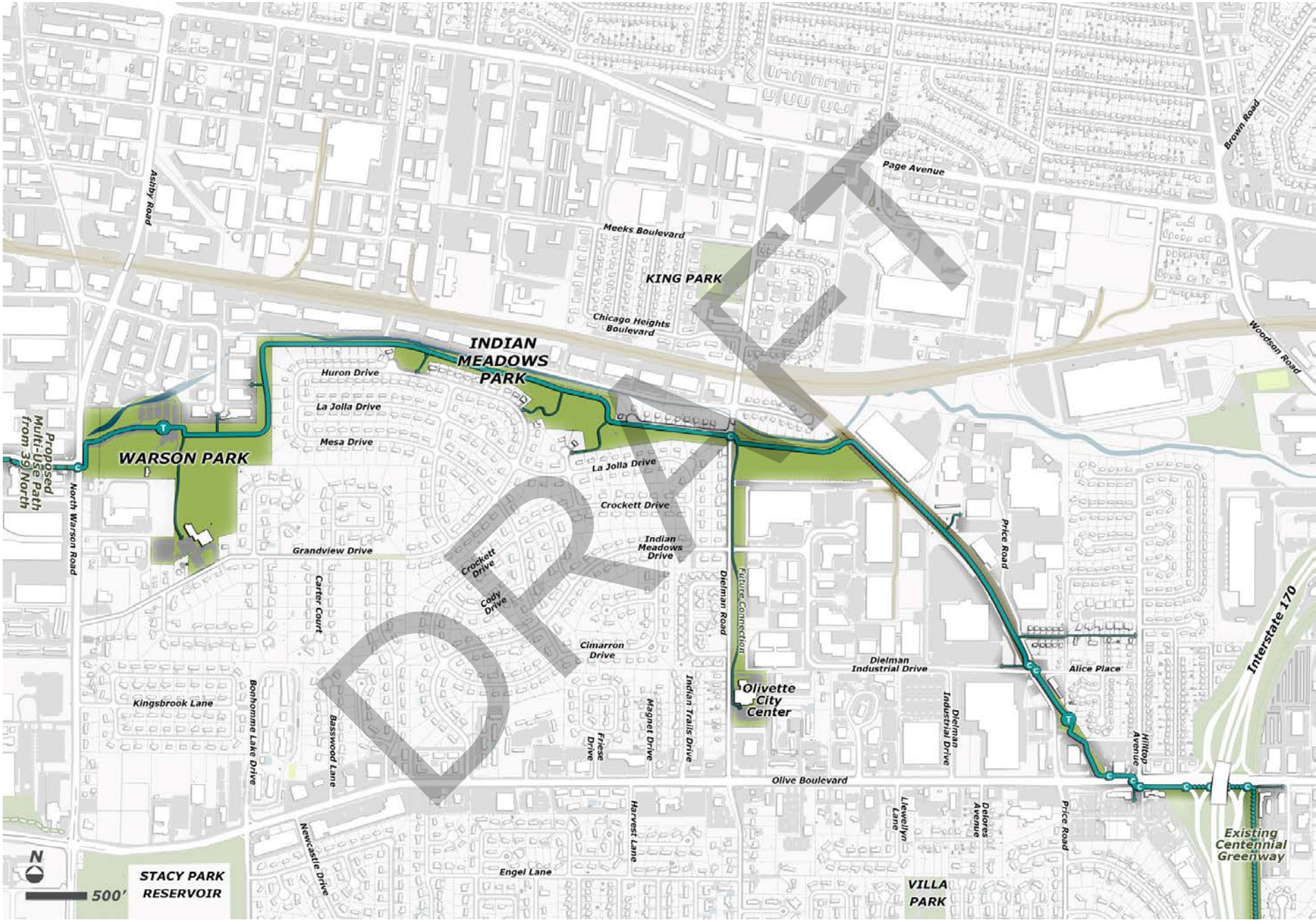
As part of the original Great Rivers Greenway River Ring Plan, the Centennial Greenway is a 17 mile corridor which will ultimately stretch from Forest Park in St. Louis City to St. Charles County. At this time, three segments of the greenway have been completed: Forest Park at Skinker and Forsyth to Vernon, Shaw Park in Clayton to Olive just east of 170 at the edge of Olivette, and the Katy Trail to the Heritage Museum in St. Charles County.

In the Fall of 2018, the City of Olivette along with Great Rivers Greenway initiated the Olivette Alignment Study, a planning process that engaged the community and planned the continuation of the Centennial Greenway. The goal of the plan is to enhance connectivity, such as the connections to Warson Park and Indian Meadows Park. Another goal is to create accessible conservation opportunities that enhance the City for its residents and visitors.

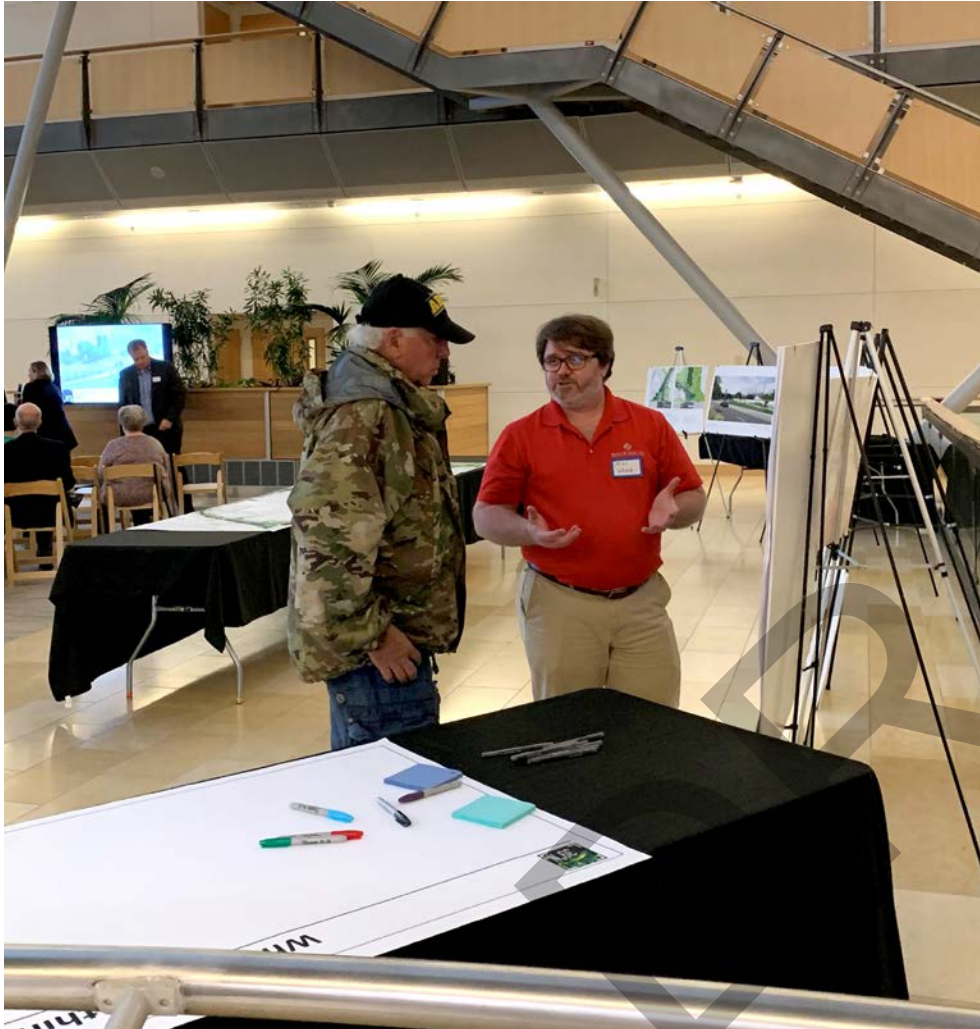
The study identified and weighed multiple alignment options beginning at the existing Centennial Greenway just east of 170 at Olive that would provide connections to retail areas, neighborhoods and open spaces. The preferred alignment will terminate the greenway at Warson Park, providing connectivity to 39° North.

The next steps for the Centennial Greenway Development through Olivette includes funding, right-of-way acquisition, coordination with County and State agencies as well as the railroads, and design and engineering documents. The study states the overall timeline from start to finish would be 2 – 5 years.





Community Outreach



The 39 North District Master Plan, completed in 2017, set a bold vision for access and circulation in the district. The Core Working Team, consisting of the St. Louis Economic Development Partnership and the design team along with the City of Creve Coeur, City of Olivette, Danforth Plant Science Center, BRDG Park, Helix Center, and Bayer endeavor to develop new facilities and

improve existing facilities that support pedestrian and bicycling mobility into and throughout the District. Community outreach and involvement are a priority to the Core Working Team in order to design improvements that will best meet their needs. The following Community Outreach Goals were set:

Community Outreach Goals:

- Dialogue with user groups
- Determine user priorities and concerns
- Contact landowners to determine concerns, constraints and level of support

Early outreach activities consisted of a District-wide project notification mailing, participating in the 39 North Venture Café and meeting with established groups such as the Danforth Center bikir community. The early focus was on the connection from Stacy Par to the Danforth Center and to the Helix Center, via Warson Road and Olive Blvd, since the landowners were already supporters of the project. When the grade separate options at Olive Blvd were determined to not be feasible and issues with the at-grade routes could not be overcome, the current route in Olivette was pursued. The design team has participated at the following public venues, several in coordination with presentations for the other District projects:

Community Outreach – Public Venues

- Venture Café (04/17/18) Greenway Project Kickoff
- Danforth Center (05/18/18) National Bike to Work Day
- Venture Café (02/19/19) 39 North Project Update
- Danforth Center (04/30/19) Old Olive Great Streets Design Presentation
- City of Creve Coeur (09/17/19) Lindbergh/Olive Interchange Open House

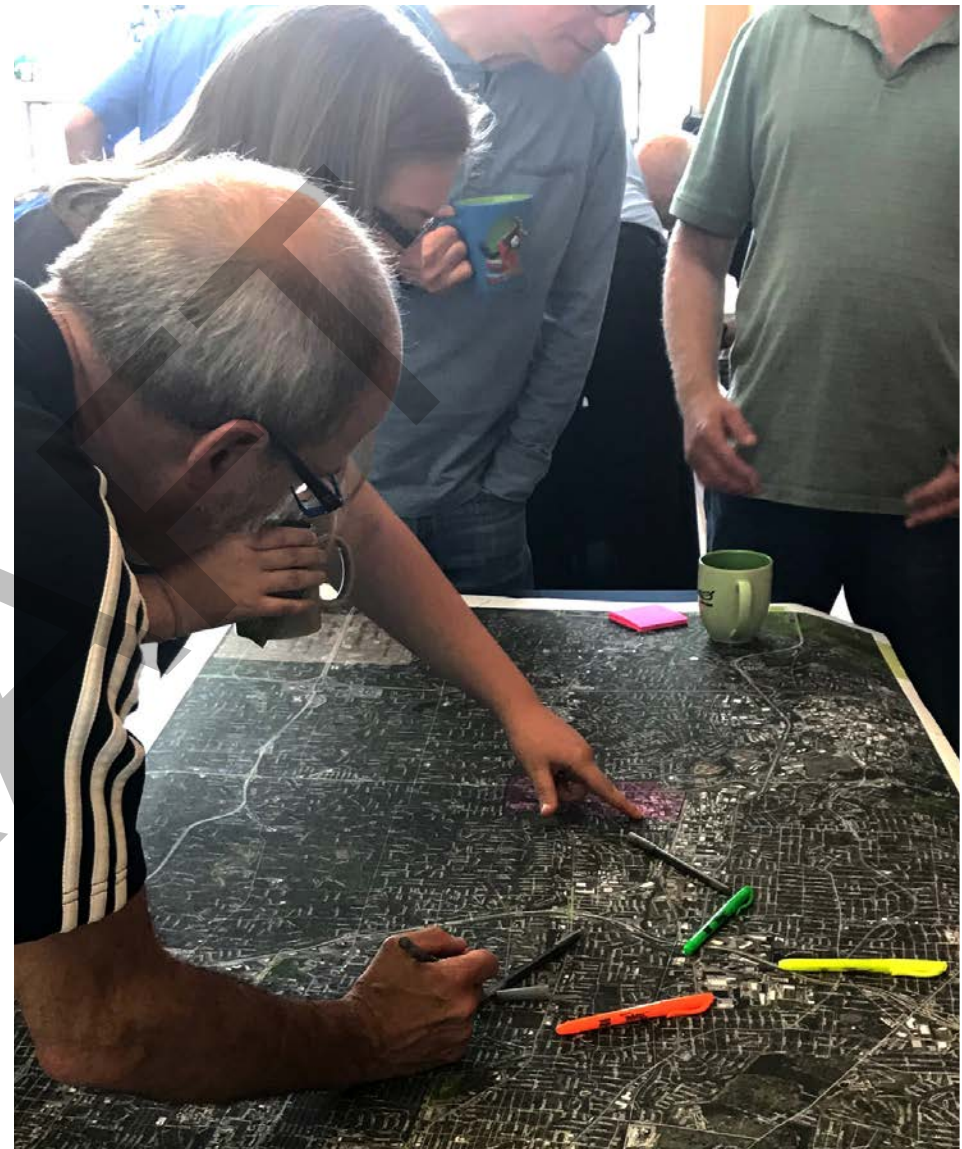
In early 2019, a second project specific notification was delivered to all properties within the Greenway study area and included an invitation to participate in a survey. This online survey has received 25 responses. Additional notifications were sent to select properties along the greenway alignment to encourage participation in the greenway study. By June 2019, the design team began individual meetings with businesses and landowners along the greenway route to establish concerns, constraints and level of support for the project.

The 39 North District, primarily consisting of office and light industrial uses, was developed without internal sidewalks or bike facilities. In order to develop successful facilities that meet the community's needs, the outreach activities determined many priorities of the 39 North District community including:

- Walking/Biking
- Health benefits
- Connectivity to parks, businesses, restaurants
- Commuting improvements
- Collaboration opportunities

The outreach activities have also determined general concerns expressed by the community:

- Accessibility
- Safety, especially with truck traffic
- Operation and maintenance: trail, litter, landscaping
- Benefit versus impact to private properties



“We are super excited about the plans being developed! Please be sure all plans include accessibility for people with disabilities.”

-Mark A. Keeley, President and CEO St. Louis ARC

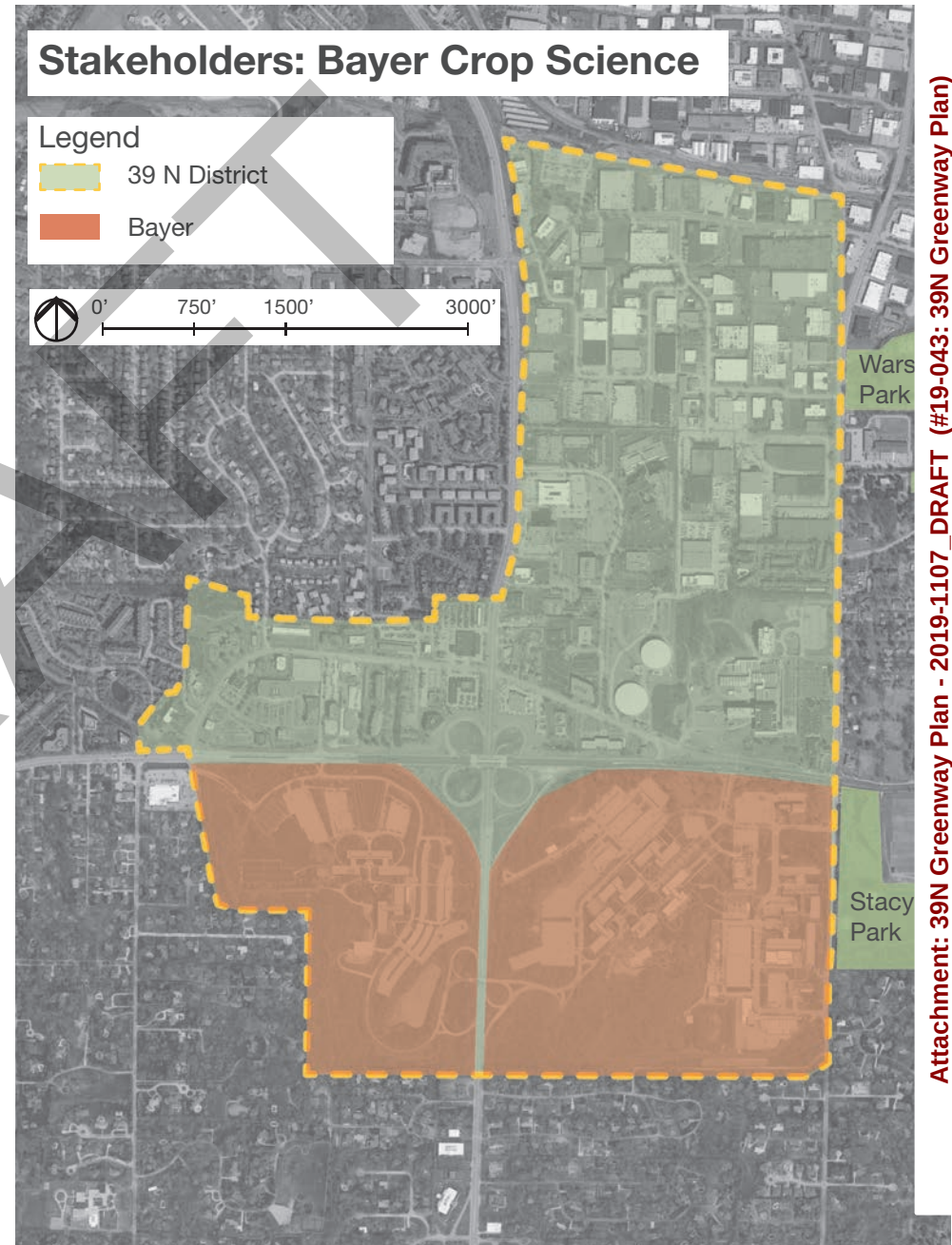
Bayer Crop Science

In June of 2018, Bayer, a German-based life sciences company purchased Monsanto after gaining US and EU regulatory approvals. Before being purchased by Bayer, Monsanto was one of the region's largest locally headquartered employers, and employed about 20,500 employees.

Founded in 1901, Monsanto was founded by John Francis Queeny as a chemical company primarily producing saccharin. Shortly before WWI, Monsanto began to make their own raw materials for their production as well as started producing aspirin. Over the years Monsanto acquired other companies and operated various labs and research facilities. Beginning in the late 1940s the company created several joint venture companies that would later be spun off into fully separate companies.

In 1957 Monsanto moved their headquarters from downtown St. Louis to Creve Coeur and established an agricultural division shortly thereafter on a campus of over 200 acres and bordered on the north by Olive Boulevard. Monsanto later developed an additional Life Sciences Research Center in Chesterfield. Over its history, Monsanto often refocused the business by selling off non-strategic areas of the company, and in the late 80s, early 90s they company committed to focusing its efforts on life sciences, agriculture, pharmaceuticals and food.

The St. Louis region is home to Bayer's Crop Science North American headquarters and the Global headquarters for Seeds and Traits and continues to employee approximately 4,400 employees between the Chesterfield and Creve Coeur campuses, and more than 116,000 globally.

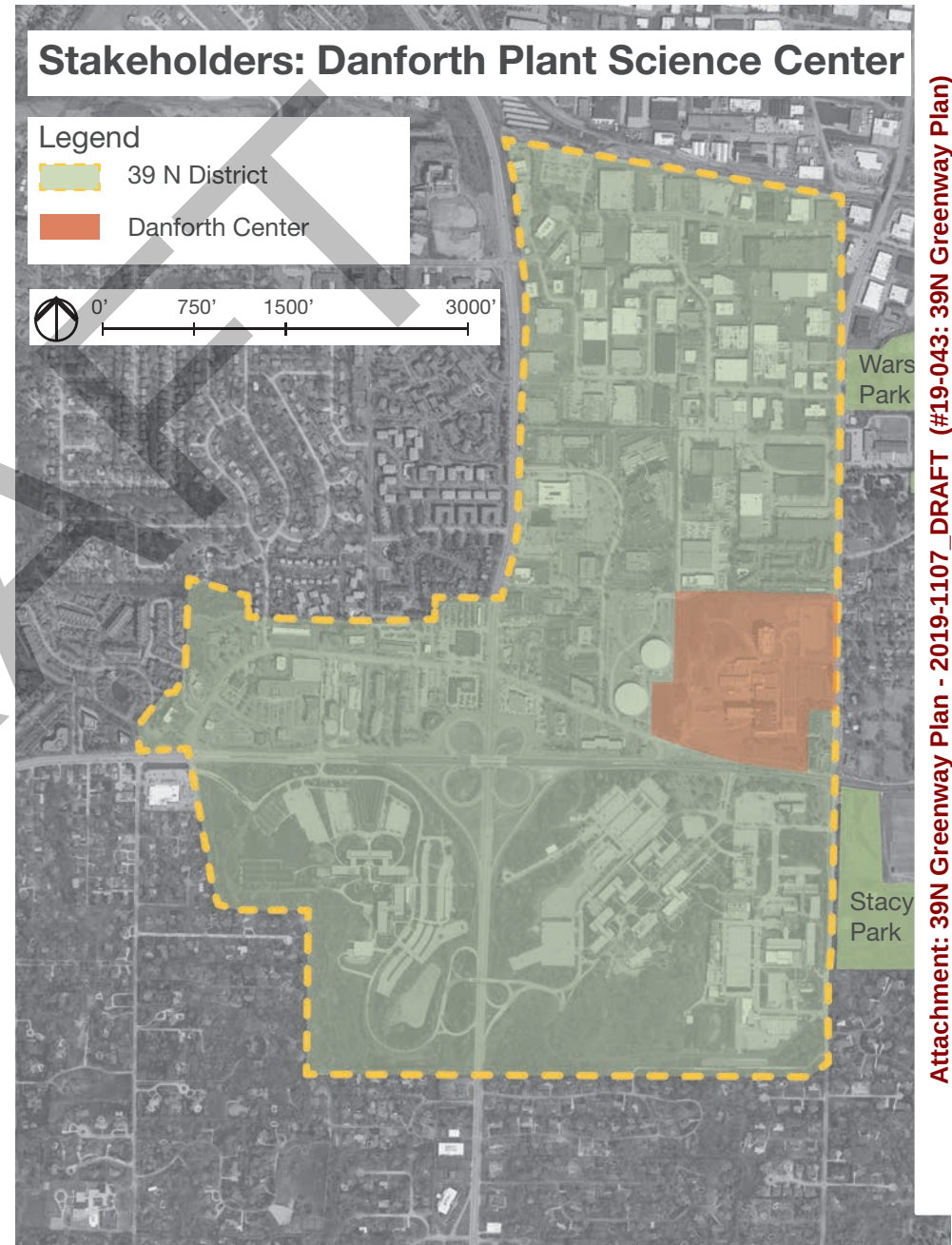


Danforth Plant Science Center

Founded in 1998 through the efforts of William H. Danforth and funded by the Danforth Foundation, Monsanto, and Missouri State contribution for tax credits, the Danforth Plant Science Center is the world's largest nonprofit plant research institute with a mission to "improve the human condition through plant science". The center achieves this by supporting scientific teams which include principal investigators, postdoctoral fellows, graduate students and trainees, all focusing on researching ways to improve the productivity and sustainability of agriculture.

Today the Danforth Plant Science Center employs nearly 300 individuals from over 20 countries. The Center opened in 2001 in Creve Coeur at the corner of Olive Boulevard and Warson Road and is now situated within a six-acre prairie. At the time of the development of the Danforth Center, eight acres of the site were tagged for future development. In 2009, in partnership with Wexford Science + Technology, the first of two buildings opened at the Bio Research and Development Growth (BRDG) Park. The new facility assists startup companies focused on emerging life science and clean-technology by providing the tools and facilities they need to help support growth and success.

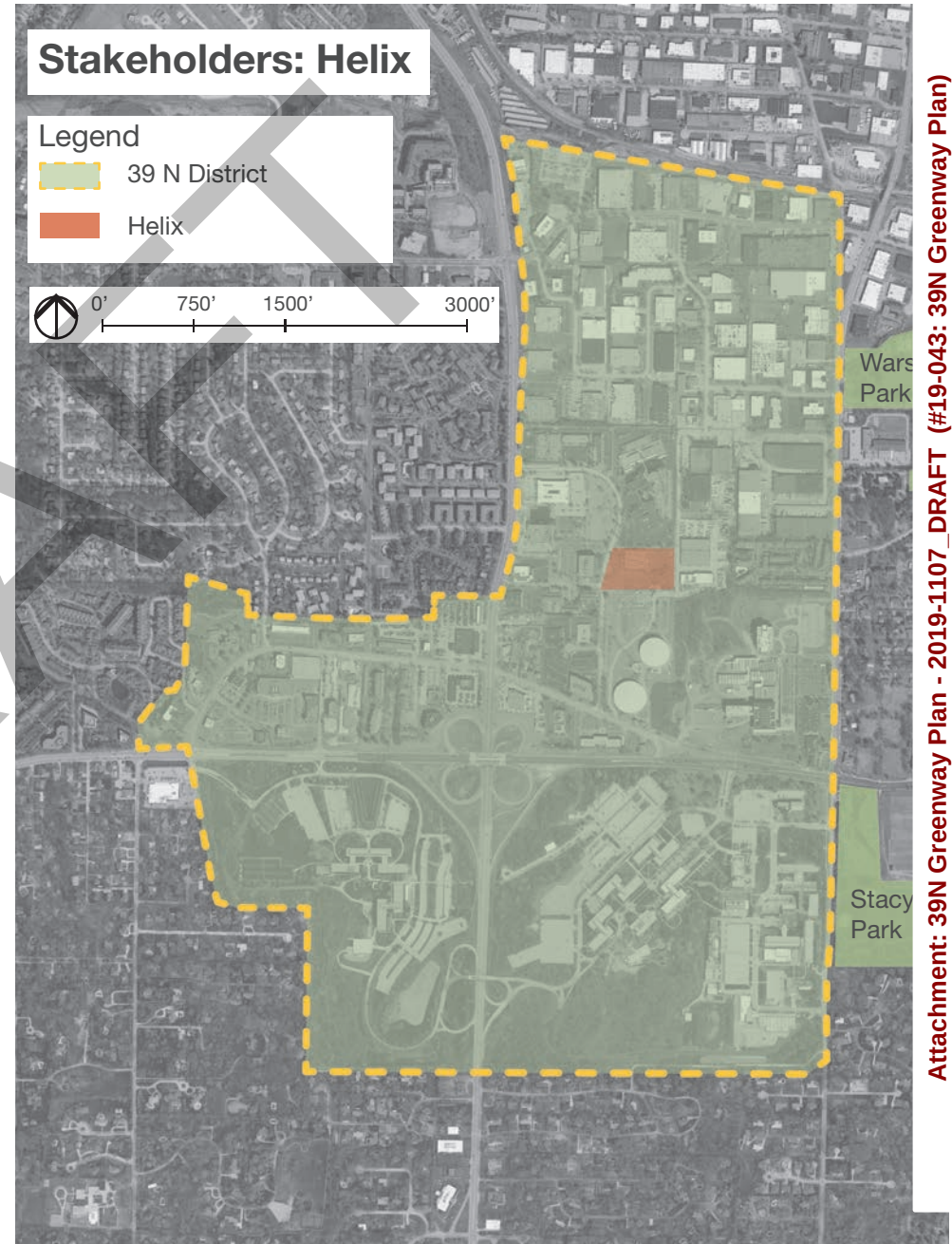
The Danforth Center has recently undertaken a master planning study for the campus through the year 2035. Current expansion projects include the Edge@BRDG Park, construction of additional greenhouses and associated infrastructure improvements. The Danforth Center is a member of the Core Working Team and has worked closely with the design team in the development of the public greenway network through their campus.



Helix

In 2012, St. Louis County purchased an office building located within the Corporate Square office development north of Olive Street Road and between N. Warson and Lindbergh Boulevard. After renovations to the building, the Helix Center celebrated its grand opening in 2016 to act as an incubator for very early startup businesses in the region's bioscience industry.

The Helix Center Biotech Incubator provides more than 33,000 square feet of high quality wet and dry lab spaces as well as office space. Services offered to small business startups also includes financial aid and collaboration opportunities. Its location is in close proximity to the Danforth Plant Science Center campus which offers start-ups access to state-of-the-art greenhouses and specialized equipment.



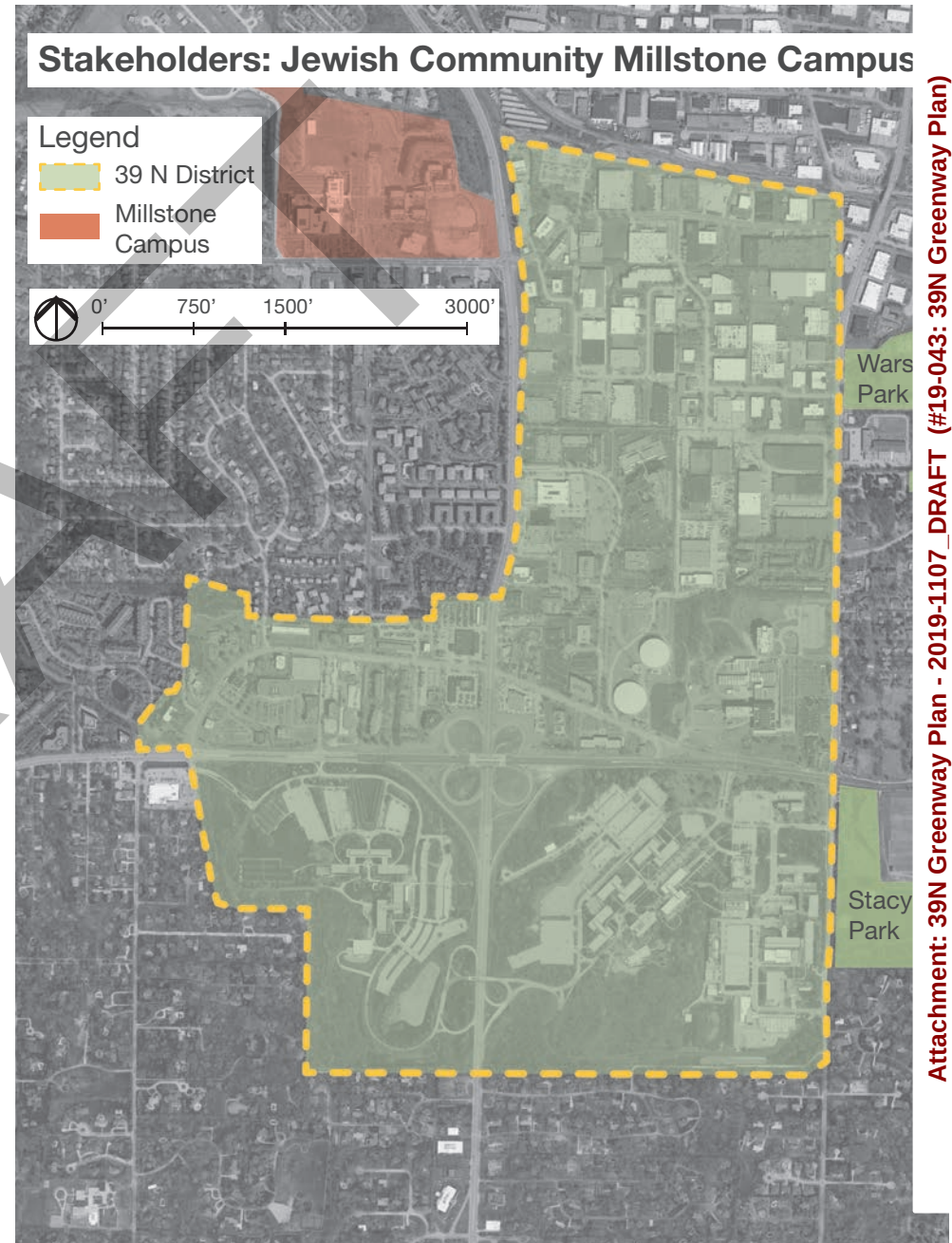
Jewish Community Millstone Campus

Founded in 1901, the Jewish Federation is part of a larger non-profit network of more than 150 Federations across North America. Originally established to help Jewish immigrants in need of social services, today the Federation still offers those and many more services to everyone in the community as well as providing support to over 90 agencies, programs and services around the world.

Located in unincorporated St. Louis County at the corner of Lindbergh Blvd and Schuetz Road, the more than 50 acre Millstone Campus, established in 1961, is home to the Jewish Federation headquarters, the Jewish Community Center including the Staenberg Family Complex, Arts & Education Building (known as “The J”), the Holocaust Museum, the St. Louis Jewish Light newspaper and Covenant Place community for seniors. The Jewish Family and Children’s Services is located across Schuetz Road from the Millstone Campus and its Harvey Kornblum Jewish Food Pantry is located within the 39 North District at 10601 Baur Blvd. The Millstone Campus organizations have more than 300 full time employees plus more than 1,000 part time employees, more than 400 residents, and more than 1,000,000 visitors each year.

The Millstone Campus is the hub of a vibrant community that does not shut down at 5 PM. The Jewish Federation and other Millstone Campus organizations are excited by the opportunities they believe the 39 North Greenway and the extension of the Centennial Greenway can provide. Some of these include:

- Connectivity and accessibility across Lindbergh Blvd
- Developing a connection to the 39 North District could increase participation in fitness programs or other events.
- Improve access to the food pantry on Baur Blvd
- Incorporation of safety and accessibility improvements to the Millstone Campus
- Providing walking opportunities that are not in parking lots
- Better community visibility for the Holocaust Museum



Attachment: 39N Greenway Plan - 2019-1107_DRAFT (#19-043: 39N Greenway Plan)

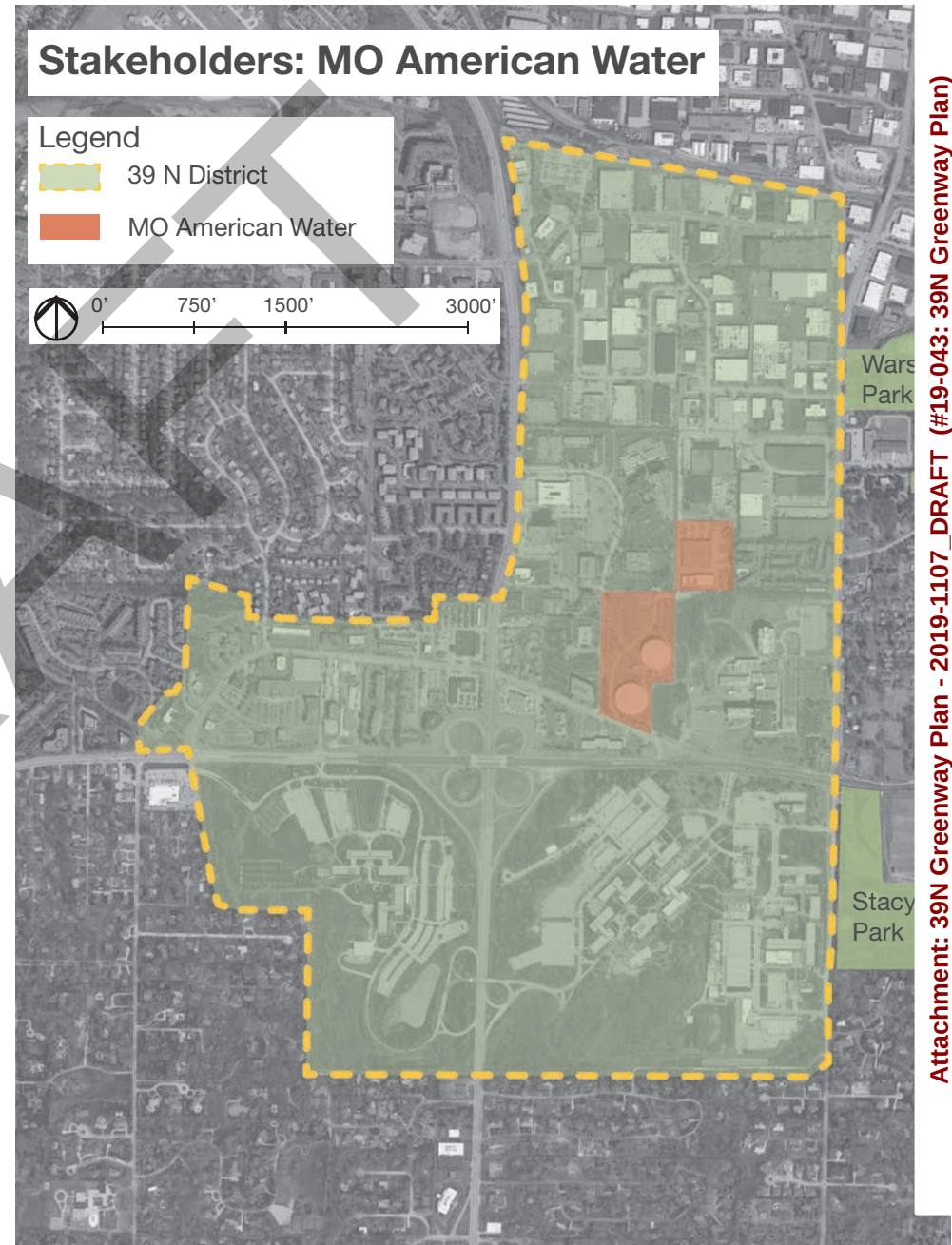
MO American Water

Missouri American Water was founded over a century ago, with the purchase of water system in St. Joseph, Missouri in 1881. Missouri American is a subsidiary of American Water and is the largest water service provider in the state. With over 200 service areas across the State, Missouri American serves over 1.5 million people and employees approximately 700 people.

Missouri American Water's site, sitting on over 18 acres at the corner of Old Olive Street Road and Corporate Square Drive, includes two large storage tanks, a pump house and is the primary service center for St. Louis County. Due to the critical nature of the storage facility and the fact that employees are working from the site 24/7, Missouri American Water has security concerns that must be met for any project impacting the site.

Missouri American Water has several ongoing projects and studies that may impact the 39 North District and its ongoing projects:

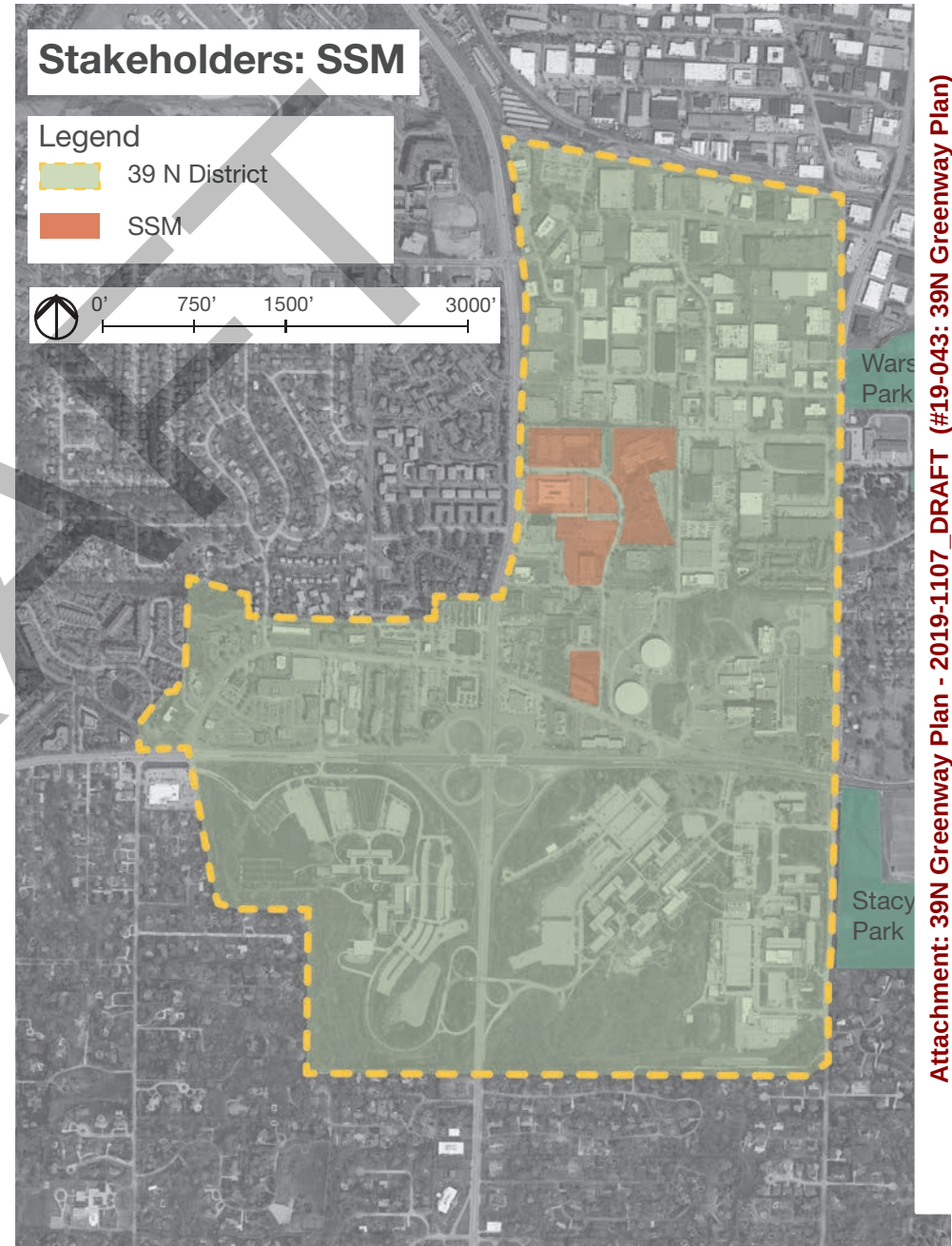
- Missouri American Water is currently replacing their century old pump house. They have coordinated with the Danforth Center, the City of Creve Coeur and the St. Louis Economic Development Partnership to relocate the pump house away from Old Olive Street Road. This relocation provides space for the planned Great Streets improvements.
- Missouri American Water is studying the possibility of relocating their entrance drive from Old Olive Street Road to Corporate Square Drive. Coordination with the relocation of the pump house is critical for this project to be economically viable for Missouri American Water.
- Missouri American Water is currently developing a master plan for future use of the property.



SSM

SSM Health was founded in 1872 by five German nuns who came to St. Louis to help care for the poor and homeless. In 1877 the sisters borrowed money to open their first hospital, St. Mary's Infirmary. Today, SSM Health continues as a Catholic not-for-profit network of doctors and hospitals serving communities throughout the Midwest region, with nearly 40,000 employees and 23 hospitals.

SSM Health has offices in eight buildings throughout the Corporate Square and Corporate Lake office development, including its corporate headquarters located at 10101 Woodfield Lane. Limited pedestrian facilities in the district add to employee safety concerns as they travel between buildings. SSM Health is working to improve employee health and fitness and support improvements to pedestrian and bicycle facilities in the District.



Metropolitan St. Louis Sewer District (MSD)

The 39 North District sits at a high point in the County. It includes 3 minor watersheds (Deer Creek, Fee Fee Creek, and University City Branch) feeding into 2 major watersheds (Missouri and Mississippi).

Impacts to stormwater drainage or existing sewer systems will be addressed during design of the greenway system, but typical designs attempt to avoid having concentrated stormwater run across the trail itself. This may require drainage improvements on both sides of the trail in some locations. Existing drainage issues can also be addressed and improved. It is also anticipated that some areas north of Missouri American Water and along Research Boulevard may require moving existing sewers. Additional pavement may require detention due to increased imperviousness.

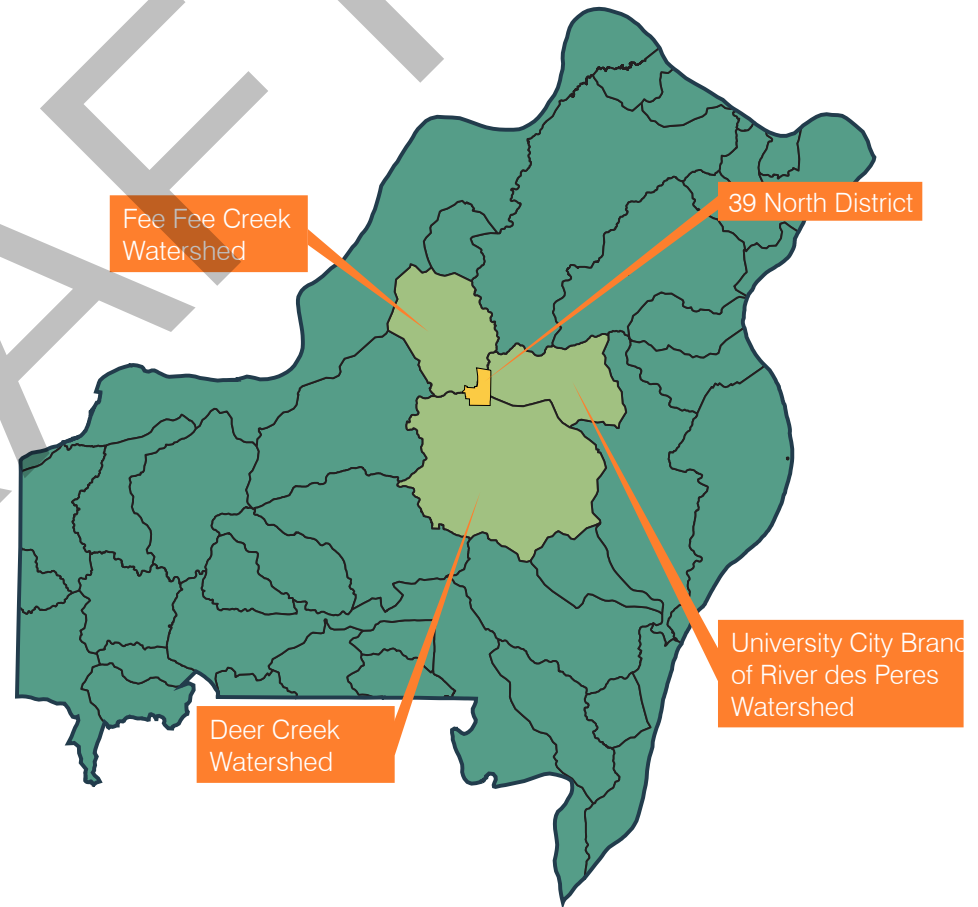
Water quality (BMP) requirements are anticipated to have a greater impact on the project. All new runoff from impervious surfaces will need to be treated for water quality. Due to the linear nature of greenways, it can be challenging to directly treat all of the trail. Similar projects in St. Louis County have allowed for “swaps” - meaning opportunities will be explored in the vicinity to treat existing runoff that is not currently being treated. These swaps for water quality and detention will be reviewed in each watershed separately. The focus of swaps will be to make improvements that will not impact a property owner’s maintenance.

Potential Stormwater BMP's for 39 North Greenway:

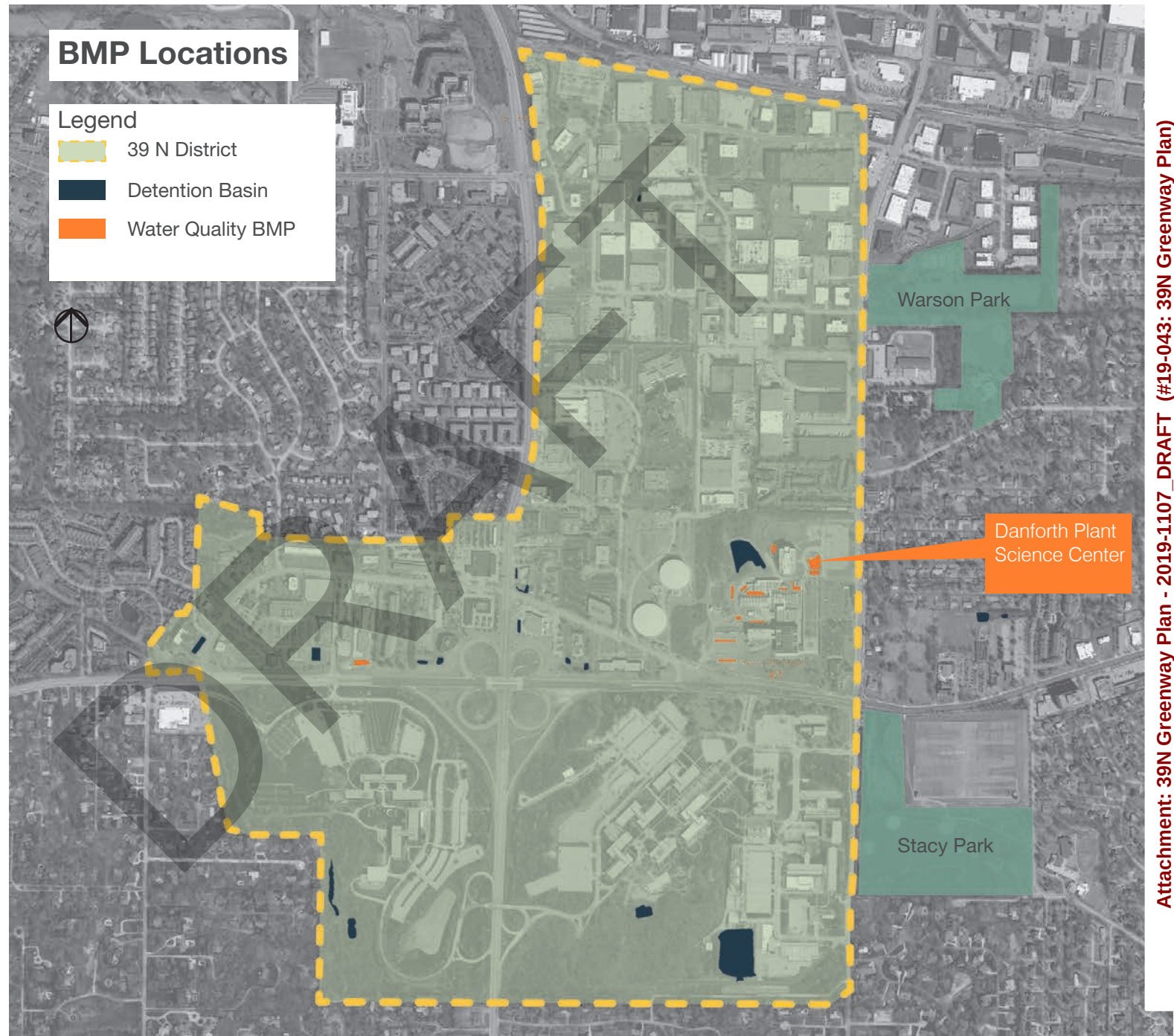
- Amended soils: same width as trail, flat, either grass or landscaped
- Grass Channels: flat swales with limited dimensions, velocities and depths
- Rain Gardens: important to consider maintenance levels

These BMP's all focus on slowing and treating runoff, and allowing for it to infiltrate into soils.

St. Louis County Watersheds



Existing detention and water quality (BMP) areas are shown below. These areas typically have property restrictions included, requiring special effort during design. Any changes to these areas will likely require the revision of legal easements.



Utility Corridors & Conflicts

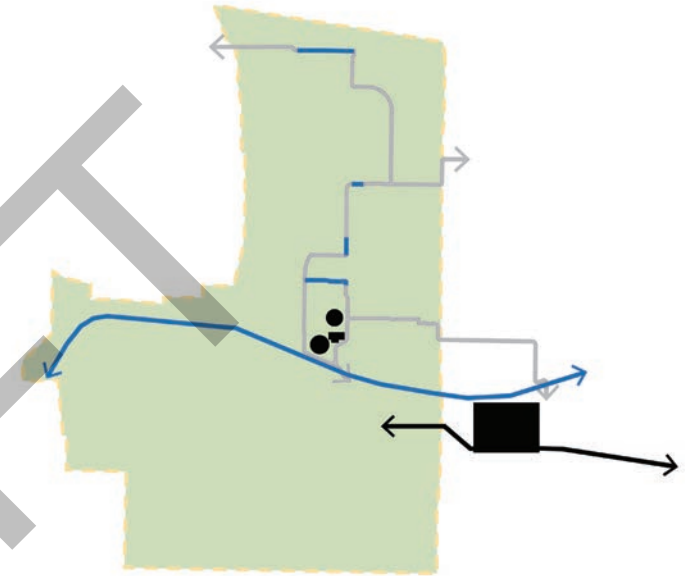
Being at a centrally-located high point, both Missouri American Water and the City of St. Louis have built reservoirs in/or adjacent to the 39 North District.

- The City of St. Louis' reservoir at Stacy Park brings water from the Howard Bend Treatment Facility via three large mains that run under the Laverne Collins Park and parts of the Bayer Campus. The water mains continue east of Stacy Park reservoir under Olivette's bike path to Dielman Road.
- Missouri American Water has two storage tanks located at the corner of Old Olive Street Road and Corporate Square Drive. The mains leading to and from the storage facility run along Old Olive Street Road and Olive Blvd to the west and east of Old Olive. There are three mains ranging from 20" to 36" south of the Danforth Center. The location and depth of these mains rendered a tunnel under Olive Blvd infeasible. Missouri American Water is relocating its pump station which is opening up space for the Great Streets project along Old Olive Street Road.

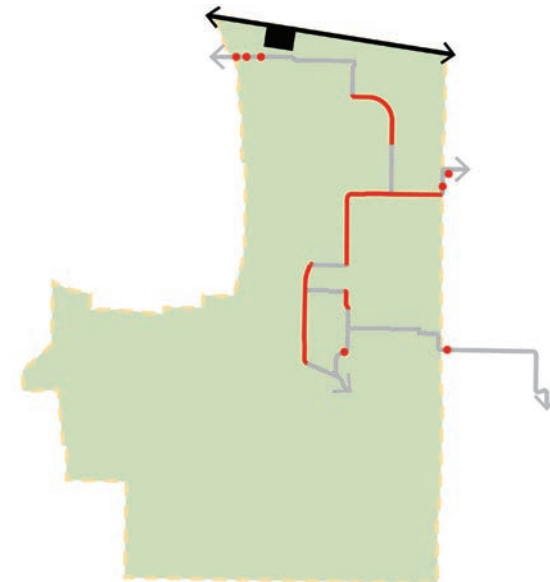
The possible water conflicts shown will primarily be dependent on grade changes and walls required to develop the greenway.

Ameren's Warson Substation and associated transmission lines are located at the north end of the 39 North District. Engineers from the Dorsett Operating Center have indicated that Ameren's Smart Energy Plan will include several projects within the 39 North District, and they will coordinate with the District's projects when possible.

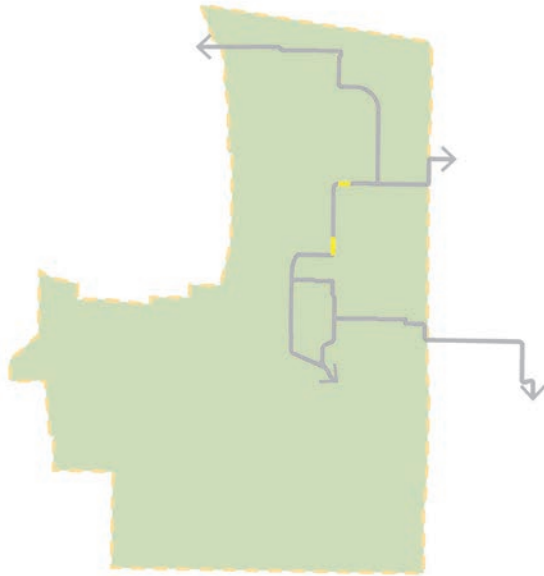
Utility lines are generally buried within the Corporate Square development and aerial within the Lindbergh-Warson Industrial Center. A grade separated crossing of Lindbergh Blvd would conflict with the aerial lines on each side of the highway. The trail will need to meet vertical and horizontal clearance requirements. In some instances, taller or deeper poles can be installed to maintain the utilities alignment. Where the utility alignment requires relocation, new easements may be required.



Water Conflicts

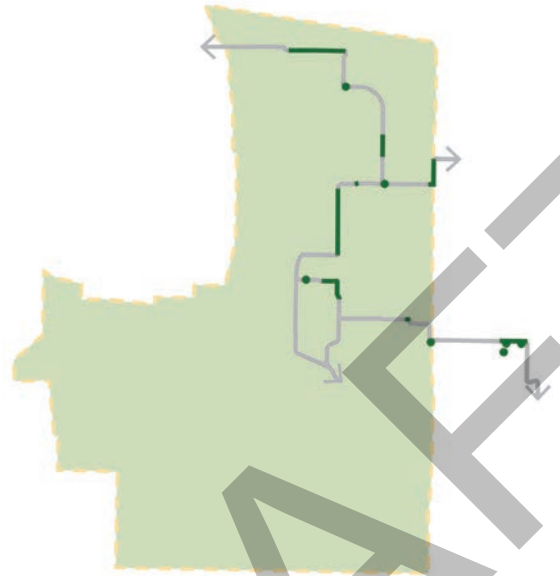


Electric Conflicts



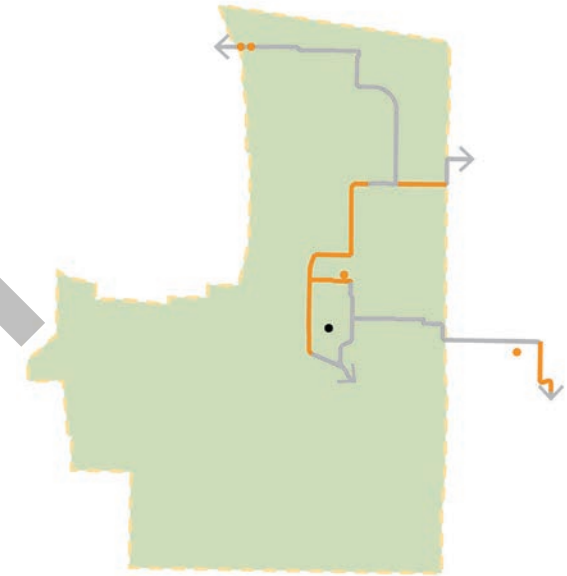
Gas Conflicts

Natural gas infrastructure in this district belongs to Spire. There are minimal conflicts anticipated with gas lines and infrastructure at this time.



Sewer Conflicts

Potential conflicts with existing MSD sanitary and storm sewers are shown above. With the construction of the greenway, several new storm sewers will likely be needed to facilitate changing grades, stormwater conditions, and required water quality BMP's. Several existing detention basins may also be impacted by the project and require improvements. All stormwater and sanitary sewer improvements are regulated by the Metropolitan St. Louis Sewer District (MSD).



Communication Conflicts

Anticipated communication utility conflicts shown above are based on limited information provided by AT&T. The utility lines are generally buried within the Corporate Square development and aerial within the Lindbergh-Warson Industrial Center. There are communication towers located on the Helix Center and Misso American Water properties. A grade separated crossing of Lindbergh Blvd would conflict with the aerial lines on each side of the highway. The trail will need to meet vertical and horizontal clearance requirements.

Railroad Corridors

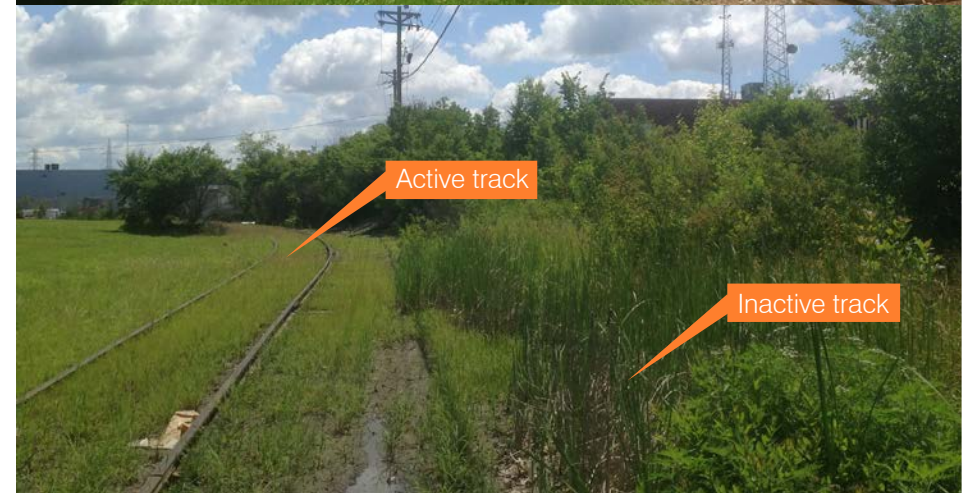
When the Lindbergh-Warson Industrial Center began development in 1956, the subdivision plats included railroad easements dedicated to the developer, Industrial Properties, Inc. These easements straddled the property lines along the railroad alignment giving rail access to both sides of the tracks. Only a limited section of the original industrial lead track is still active while much of the inactive track is overgrown, paved over, blocked or otherwise inoperable.

The mainline tracks, owned by Union Pacific Railroad (UPRR), and the industrial lead tracks are operated by Central Midland Railway, a division of Progressive Rail, under a lease with UPRR. There are three active crossings listed in the Federal Railroad Administration database: 596307H at Baur Blvd, 596308P at Research Blvd and 596309W at Ambassador Blvd. Although the track crossing Ambassador Blvd is currently inactive, Progressive Rail is working to extend service west of Research Blvd. There is not an active crossing listing at Gateway Blvd. The proposed trail crosses the active track adjacent to the existing vehicular crossing at Research Blvd.

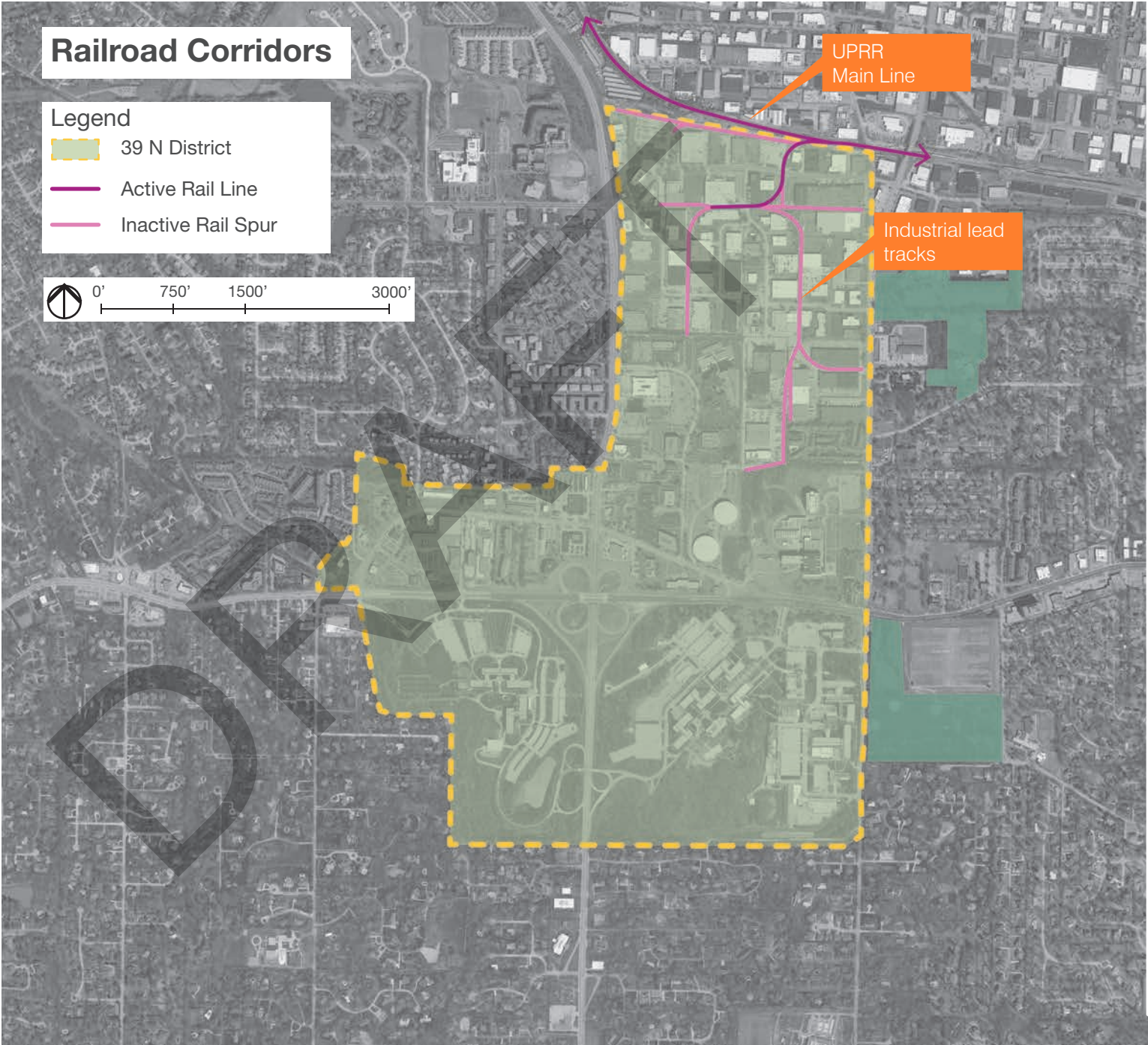
The status of the easements for the industrial lead track within the 39 North District are unclear. UPRR's Real Estate Department was not able to locate ownership documentation for these easements. Further research is required, primarily by UPRR's Legal Department, to determine how ownership rights were transferred from Industrial Properties, Inc to UPRR and Progressive Rail.

An 1,800-ft section of the greenway trail alignment is shown along the inactive railroad corridor east of Research Blvd. UPRR's policy is not to permit private or public parallel at-grade trails within the railroad's right-of-way. UPRR's Industry and Public Project Group reviews all projects proposing recreational trails. To use the rail corridor for the greenway as proposed, it is anticipated that all

property owners along the alignment and down track will need to give up their rights to rail access; and Progressive Rail, UPRR and possibly Industrial Properties, Inc will need to give up their rights to the railroad easements. Another option may be to use rail-banking under the National Trails System Act. New trail easements will also be required along this alignment.



Industrial railroad leads east of Research Blvd.



Attachment: 39N Greenway Plan - 2019-1107_DRAFT (#19-043: 39N Greenway Plan)

3

Design

Greenway Alignment



The long-term goal of the 39 North Greenway Project, as determined by the Core Working Team, is to develop a separated multi-use trail for pedestrians and bicycles connecting the internal nodes and making connections to regional greenways and commuter routes. Due to a lack of right-of-way for a greenway trail, on-street pedestrian and bicycle facilities provide opportunities for near-term improvements.

Three of the project's nodes provide connectivity to regional greenways and existing bicycle commuter routes. The City of Olivette and Great Rivers Greenway are working on an extension of the Centennial Greenway from Olive Blvd at I-170 to Warson Park. The Centennial Greenway Plan (2006) included on-street facilities along Baur Blvd and Schuetz Road as part of the final alignment. We have had several conversations with the representatives from the Jewish Community Millstone Campus. They have expressed interest in developing an alignment that connects to their campus and would allow for the Centennial Greenway to continue off road west of the 39 North District. The grades north of Baur Blvd allow for a grade separated crossing of Lindbergh Blvd. The 39 North Greenway plan includes a separated greenway trail to connect these two nodes with near-term on-street options. The Stacy Park node at Old Bonhomme Road connects to the existing Share-the-Road route from Centennial Greenway at I-170 through Olivette. Many commuters using this route work at the Danforth Center.

The 39 North District has established several collaborative environments. The Danforth Center, Helix Center and BRDG Park work together but the Helix Center is separated with no pedestrian or bicycle facilities connecting to the others. A separated greenway trail is planned to connect these campuses and also allow for authorized vehicle use for transportation of research materials. SSM Health has offices in eight buildings within Corporate Square but there are limited pedestrian connections between them.

39 North Greenway Alignment

Improvements to both pedestrian and bicycle facilities are planned. The connection to the Old Olive Street Road Great Streets project allows for connectivity across Lindbergh Blvd and to the retail/dining area to the west.

Planned alignments allow for greenways and other improvements to be designed in accordance with the AASHTO Guide for the Development of Bicycle Facilities and to meet ADA requirements. Estimations of greenway grades have been made in order to plan the scope of grading and retaining walls required. These estimations also developed the anticipated impacts to private property that will require property rights acquisition. Alignments have been kept to the periphery of parcels in order to minimize impacts to those properties.

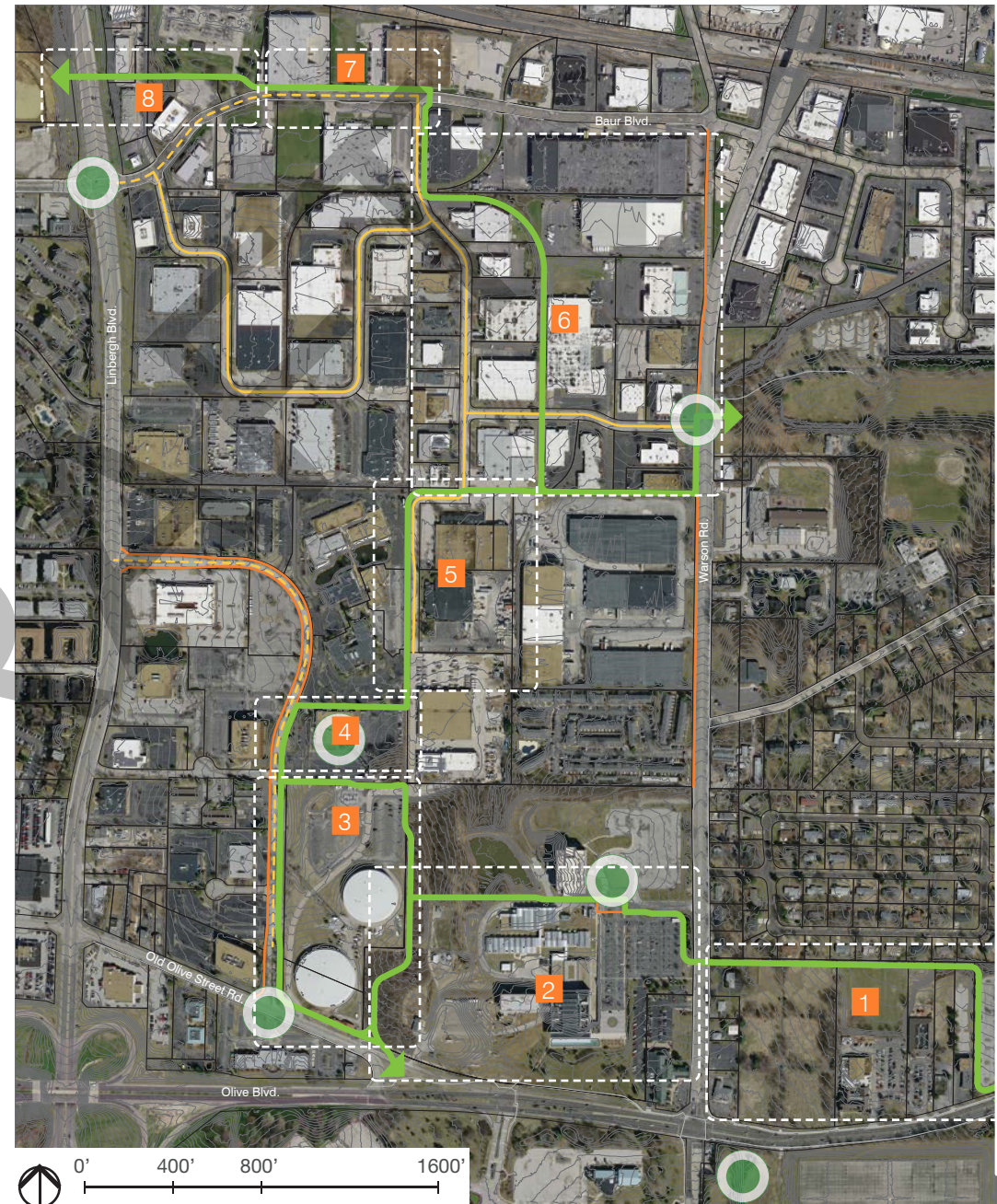
Legend

- Proposed Greenway
- Existing Road Striping
- Connection Nodes
- Proposed Road Striping
- Proposed Sidewalks

Greenway Segments

The 39 North Greenway has been broken down into 8 design segments:

1. Old Bonhomme Road to Danforth Plant Science Center
2. Danforth Center Campus
3. Missouri American Water Property
4. Helix Center Property
5. Research Boulevard South
6. Warson Park to Research Boulevard
7. Baur Boulevard
8. Lindbergh Boulevard crossing



Greenway Segment 1

Old Bonhomme to Danforth Plant Science Center

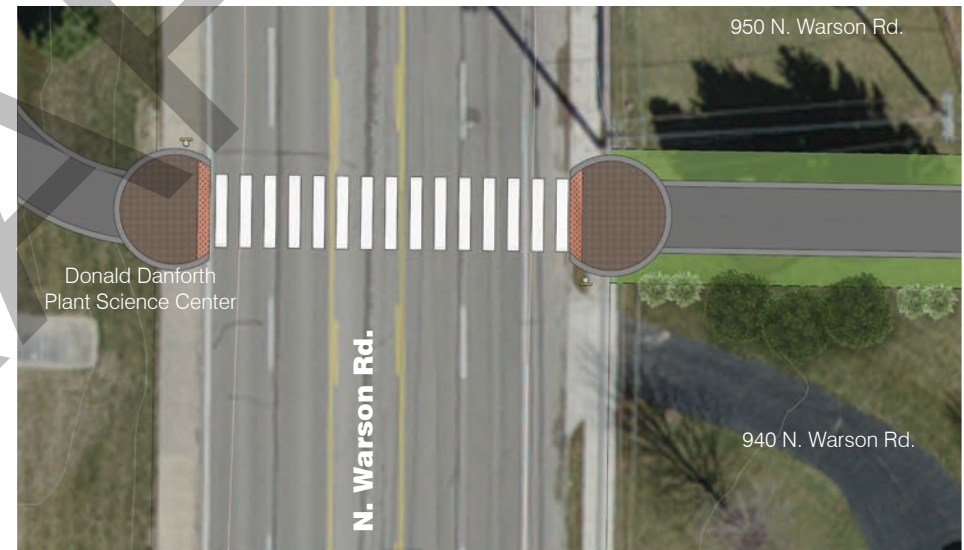


St. Paul's Evangelical Church

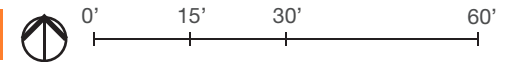
Old Bonhomme Rd is a primary Share-the-Road route from Centennial Greenway at I-170 through Olivette. Olive Blvd is a major barrier to bike commuters. The southeastern end of the proposed greenway begins at the intersection of Old Bonhomme Rd and Olive Blvd, across from Olivette's Stacy Park. New development anticipated at 9701 Olive Blvd has the opportunity to guide the routing of the greenway to the rear of the commercial lots. As the greenway turns west, it runs behind the commercial properties and Immanuel Lutheran Church and School. The greenway through St. Paul's Cemetery would be available for cemetery needs. This segment connects to the Danforth Plant Science Center via a new mid-block crossing of North Warson Road.



Conceptual Section



Conceptual Detail Plan

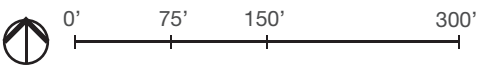


Greenway Segment 1 Summary:

- Connects to Old Bonhomme Road / Olive Blvd. intersection near Stacy Park
- Adjacent to Immanuel Lutheran Church and School
- Shares trail path with St. Paul's Cemetery
- Mid-block crossing of North Warson Road



Conceptual Plan



Attachment: 39N Greenway Plan - 2019-1107_DRAFT (#19-043: 39N Greenway Plan)

Greenway Segment 2

Danforth Center Campus



After crossing N Warson Rd, the proposed greenway follows an existing greenway adjacent to the parking lot at Danforth Plant Science Center. The greenway would connect to existing internal walkways and lead directly to the existing bike commuter facilities. The greenway would continue west along the Campus' main drive between BRDG Park and the expanding greenhouse complex providing easy access to all parts of the Campus.

Once the greenway reaches the western edge of the Campus, there are opportunities to go both north and south. The southern segment connects to the Old Olive Street Road Great Streets project amenities including a new intersection at Lindbergh Blvd and connections to points west. The northern segment would provide a more direct route to the Helix Center Biotech Incubator and allow for off-street transportation of research materials between facilities, such as plants from the greenhouses.



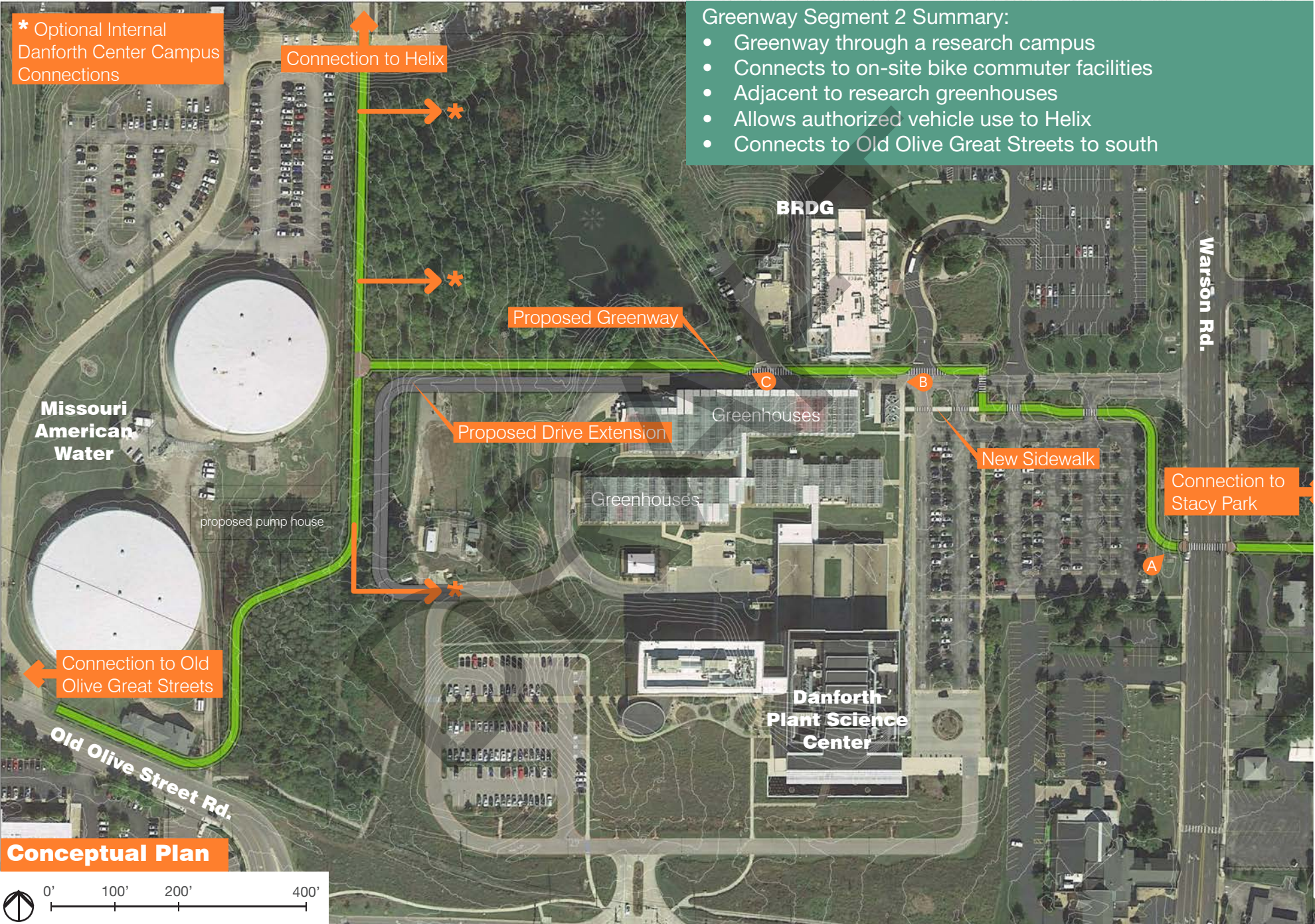
View A



View B



View C



Attachment: 39N Greenway Plan - 2019-1107_DRAFT (#19-043: 39N Greenway Plan)

Greenway Segment 3

Missouri American Water



Missouri American Water

The Missouri American Water tank site along Old Olive Street Rd provides an opportunity to create a greenway with a local loop approximately 0.6 miles long. The loop incorporates the segments along the western edge of the Danforth Center Campus, portions of the Old Olive Street Road Great Streets, existing green space along Corporate Square Drive, and a bridge crossing the Missouri American Water property. This loop acts as a hub connecting the Corporate Square office park, the Helix Center and the Danforth Center and provides several options for connectivity to the west, east and north.

Missouri American Water has been coordinating with the Danforth Center, the City of Creve Coeur and the St. Louis Economic Development Partnership for the development of their new pump house, future Great Streets improvements and the possible relocation of their entrance drive. If future developments change the requirement to maintain the connection between the two Missouri American Water parcels, a greenway without a bridge crossing and reduced walls may be possible.



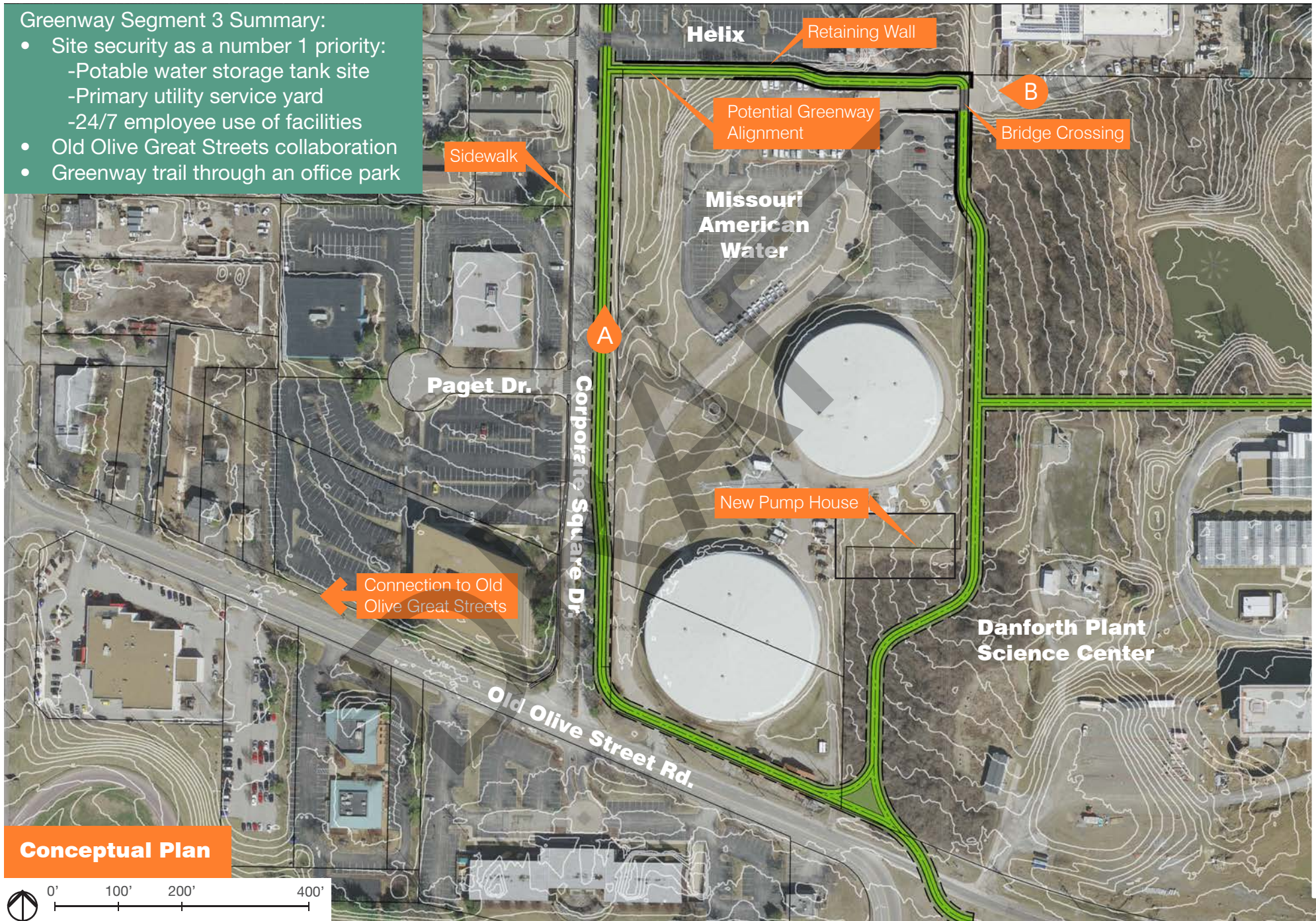
View A



View B

Greenway Segment 3 Summary:

- Site security as a number 1 priority:
 - Potable water storage tank site
 - Primary utility service yard
 - 24/7 employee use of facilities
- Old Olive Great Streets collaboration
- Greenway trail through an office park



Greenway Segment 4

Helix Center



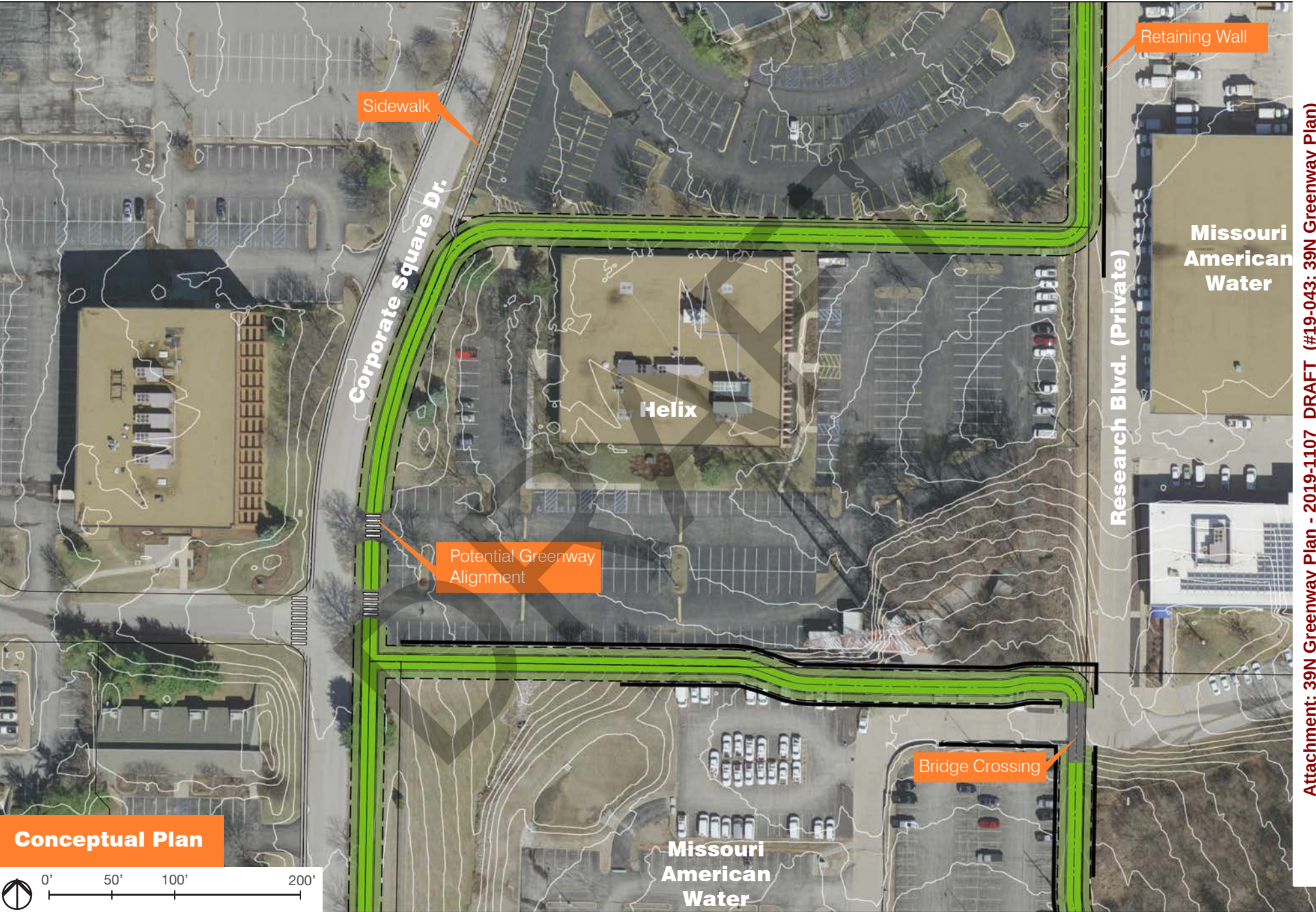
Helix Center

The Helix Center property is centrally located within the 39 North District. Due to this location and its topography, it is a logical location to connect the Corporate Square office park with the Lindbergh-Warson Industrial Center to the north and east. Since the St. Louis Economic Development Partnership owns the property, there is more flexibility in developing the proposed greenway trail around this parcel.

Greenway Segment 4 Summary:

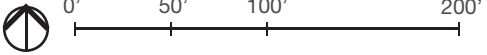
- Greenway trail through an office park
- Allows authorized vehicle use to Danforth Plant Science Center
- Connects Corporate Square Drive to Danforth Plant Science Center
- Connects Corporate Square Drive to Research Blvd

The trail segment along the south property line transitions from the Missouri American Water bridge crossing down to Corporate Square Drive while maintaining ADA required slopes. As the greenway heads north, it crosses the Helix entrances and enters existing green space along Corporate Square Drive. The greenway then turns east running between adjacent parking lots towards the south end of Research Blvd. As the greenway turns to the north, it must transition from the Corporate Square elevation down to Research Blvd.



Conceptual Plan

Attachment: 39N Greenway Plan - 2019-1107_DRAFT (#19-043: 39N Greenway Plan)



Greenway Segment 5

Research Boulevard South



Research Boulevard South

As the greenway turns north from the Helix Center, it transitions grades from the Corporate Lake office development to Research Blvd adjacent to CK Power. Access to the trail is available along the southern half of the Corporate Lake parking lot and across from the courtyard connecting to additional internal walkways.

Research Blvd south of Gateway Blvd has a high percentage of truck traffic which goes to Missouri American Water and to CK Power. The greenway crosses Research Blvd at a jog in the road. This crossing has vehicular/truck traffic running parallel to the greenway prior to turning across the trail. Design should seek to maintain separation between trail users and vehicular traffic and to increase visibility of trail users. It is anticipated that yield or stop control of the bicyclist will be required at the crossing.

As the greenway continues to the east, it connects to a segment that may become part of the Centennial Greenway.

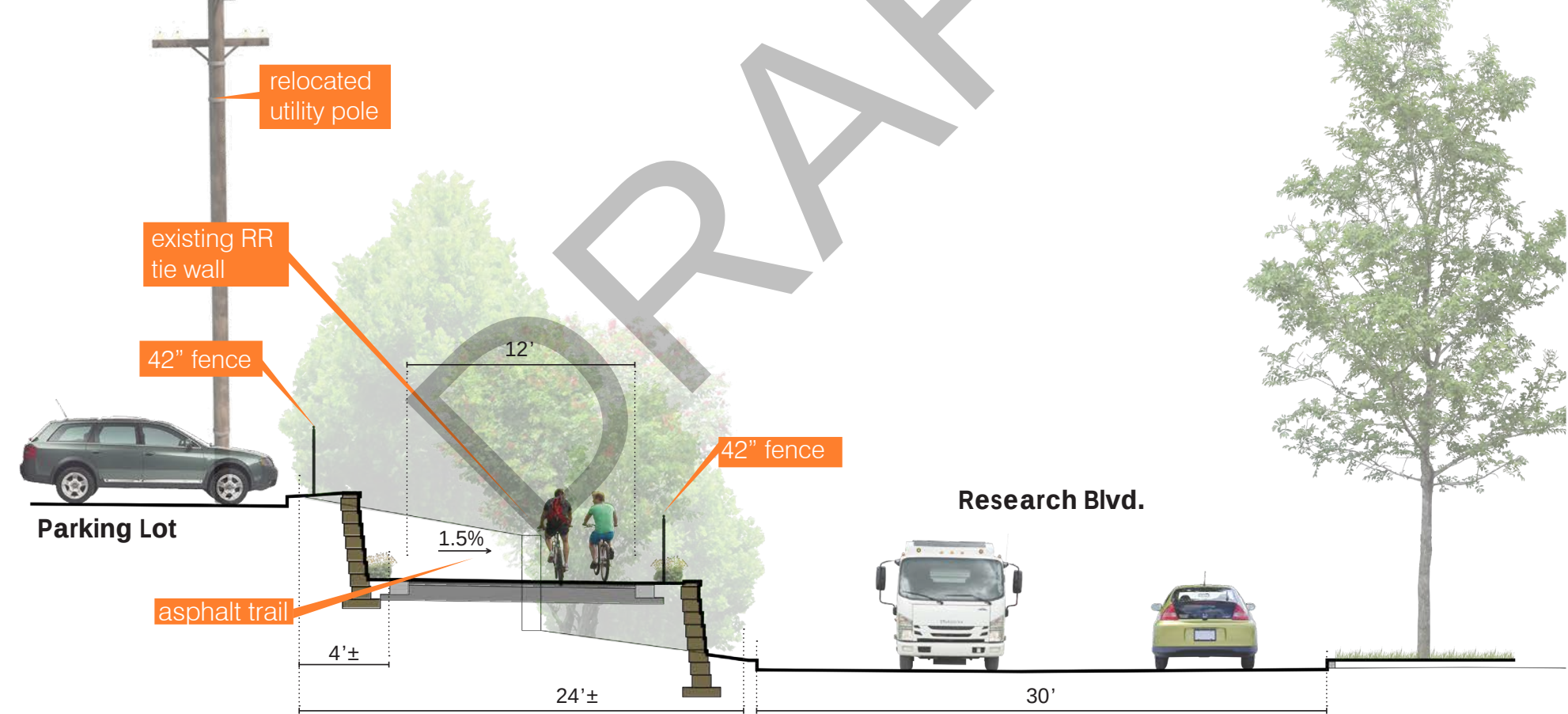


Conceptual Plan

0' 100' 200' 400'

Greenway Segment 5 Summary:

- Connects Helix Center and Corporate Square Drive to Centennial Greenway
- Grade Transition
- Crosses Research Blvd



Attachment: 39N Greenway Plan - 2019-1107_DRAFT (#19-043: 39N Greenway Plan)

Greenway Segment 6

Warson Park to Research Boulevard



1177 N. Warson Road

The City of Olivette and Great Rivers Greenway are developing plans to connect the Centennial Greenway with Warson Park. The 39 North Greenway could become a western continuation to the regional Centennial Greenway. When the City of Olivette redevelops Warson Park, the main entrance will be relocated to Warson Road. If this new entrance can be aligned with Gateway Blvd, it is possible that a fully signalized intersection could be developed to include a trail crossing. Otherwise, the greenway would require a mid-block crossing of Warson Road.

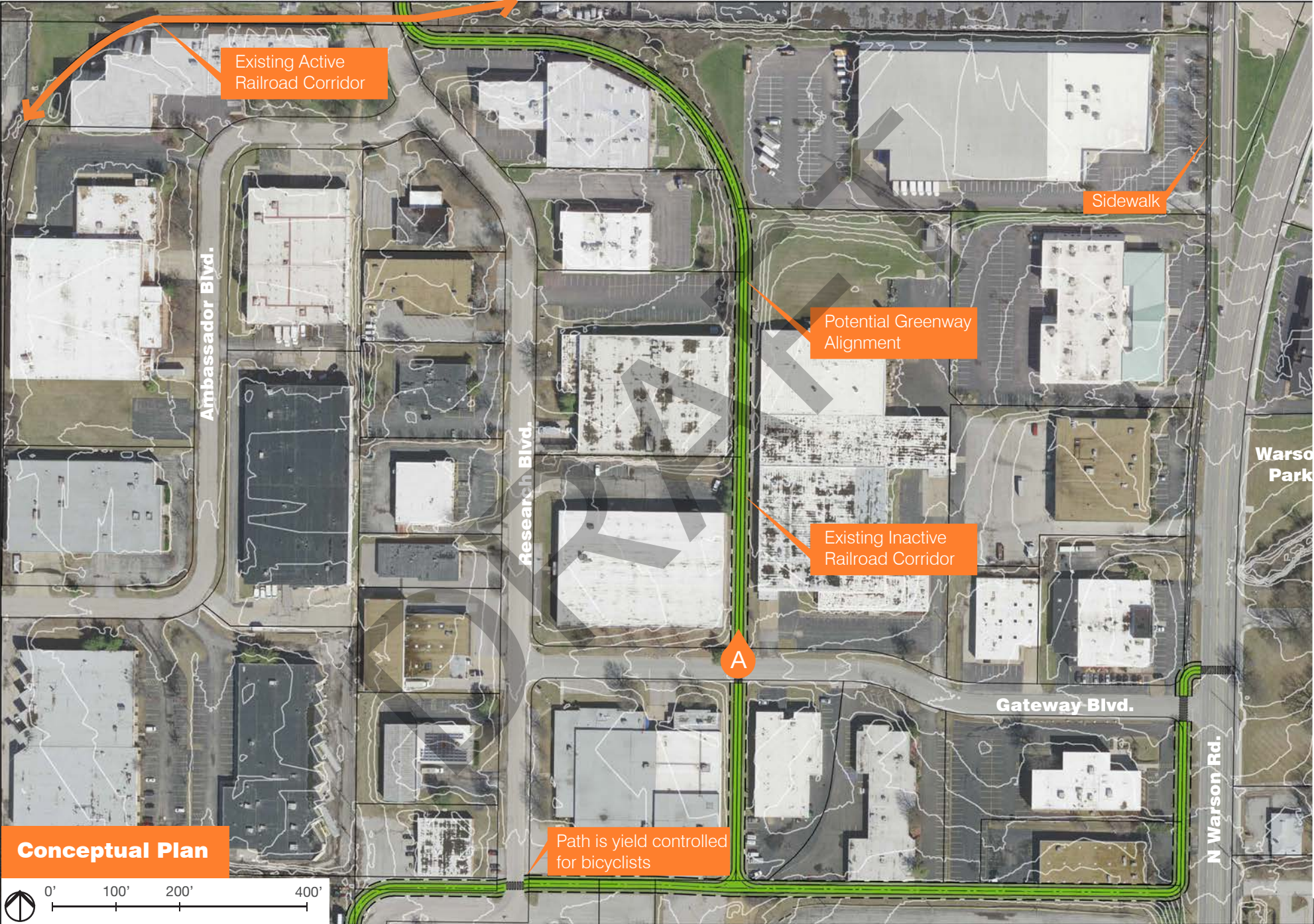
Once across Warson, the proposed greenway would continue west until it connects with Segment 5. The proposed greenway then turns north and follows an existing but inactive railroad corridor for approximately 0.3 mile. Eight properties back to the railroad corridor. The greenway then crosses a set of active railroad tracks adjacent to the Research Blvd railroad crossing and continues north.



Perspective A

Greenway Segment 6 Summary:

- Part of Centennial Greenway
- Runs along inactive railroad easements
- Crosses Gateway Blvd
- Crosses active railroad tracks
- Addition of bike lane striping to Gateway Blvd and Research Blvd



Conceptual Plan



Attachment: 39N Greenway Plan - 2019-1107_DRAFT (#19-043: 39N Greenway Plan)

Greenway Segment 7

Baur Boulevard



10725 Baur Boulevard

After crossing the active railroad tracks adjacent to the Research Blvd railroad crossing, the proposed greenway continues north to Baur Blvd. A new pedestrian crossing of Baur Blvd will include crosswalk pavement markings and signage. The greenway then turns west and replaces the existing sidewalk along the north side of Baur Blvd as it runs adjacent to the Dierbergs' Florist and Schaefer Autobody properties. This segment would also become a continuation of the regional Centennial Greenway.

Greenway Segment 7 Summary:

- Part of Centennial Greenway
- Separated greenway parallel to Research Blvd
- Crosses Baur Blvd at Research Blvd
- Separated greenway parallel to Baur Blvd
- Addition of bike lane striping to Research Blvd



View A



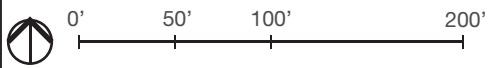
View B



View C



Conceptual Plan



Attachment: 39N Greenway Plan - 2019-1107_DRAFT (#19-043: 39N Greenway Plan)

Greenway Segment 8

Lindbergh Boulevard Crossing



As the proposed greenway continues to the west it pulls away from Baur Blvd to cross the drive to Ameren's Warson Substation. The greenway follows the southern edge of the substation property until it launches onto a bridge structure. This bridge structure will cross Lindbergh Plaza Center between the 1305 and 1311 buildings. The grade separated trail continues across Lindbergh Blvd (US Highway 67), likely requiring a center support in the highway median. This segment could become a continuation to the regional Centennial Greenway as the western end of the bridge lands in the Jewish Community Millstone Campus and provides opportunities to continue west.

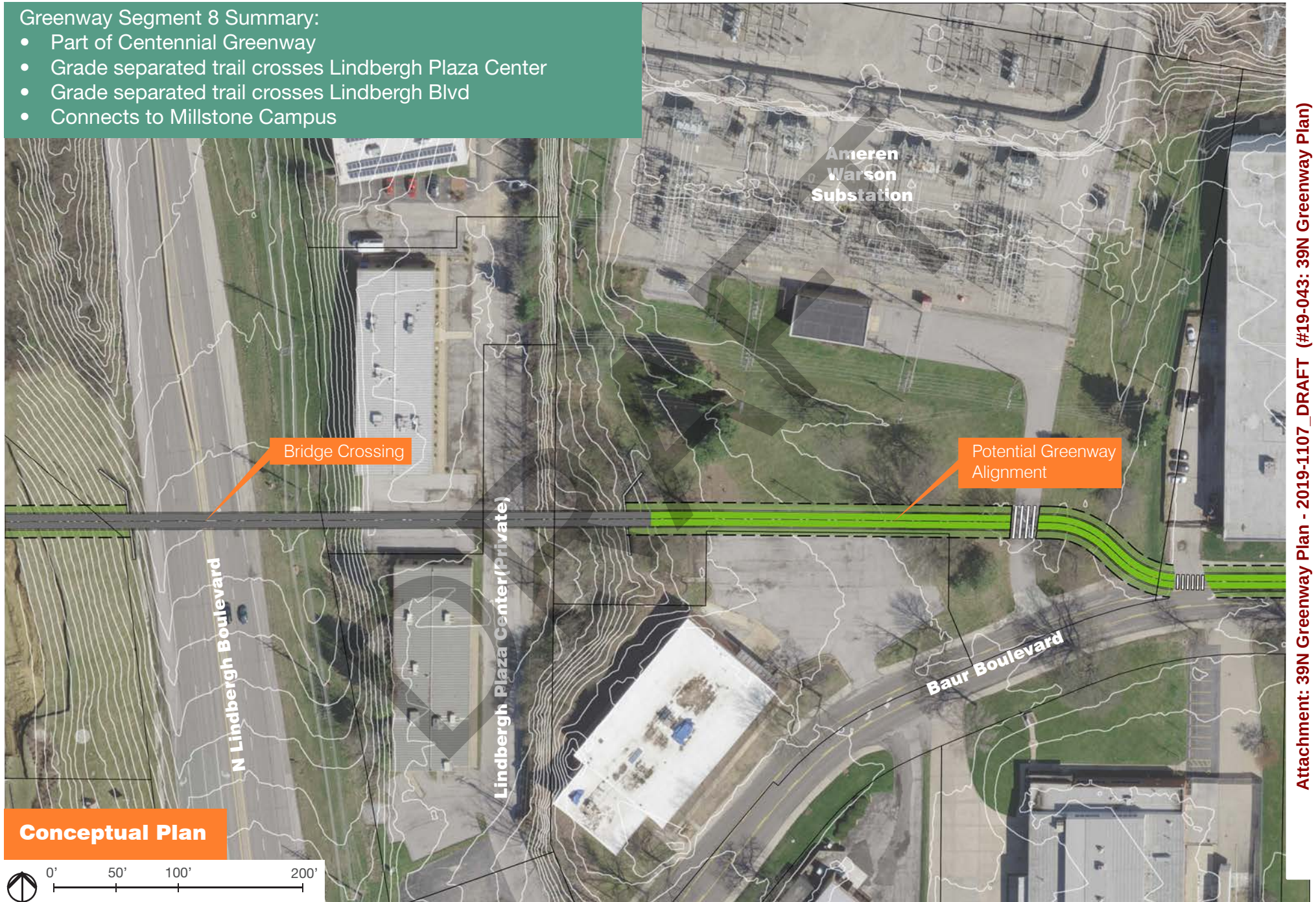
The bridge structure across Lindbergh Blvd also provides an opportunity for a highly visible northern gateway to the 39 North District.



N. Lindbergh Boulevard

Greenway Segment 8 Summary:

- Part of Centennial Greenway
- Grade separated trail crosses Lindbergh Plaza Center
- Grade separated trail crosses Lindbergh Blvd
- Connects to Millstone Campus



Conceptual Plan



0' 50' 100' 200'

On-Street Facilities

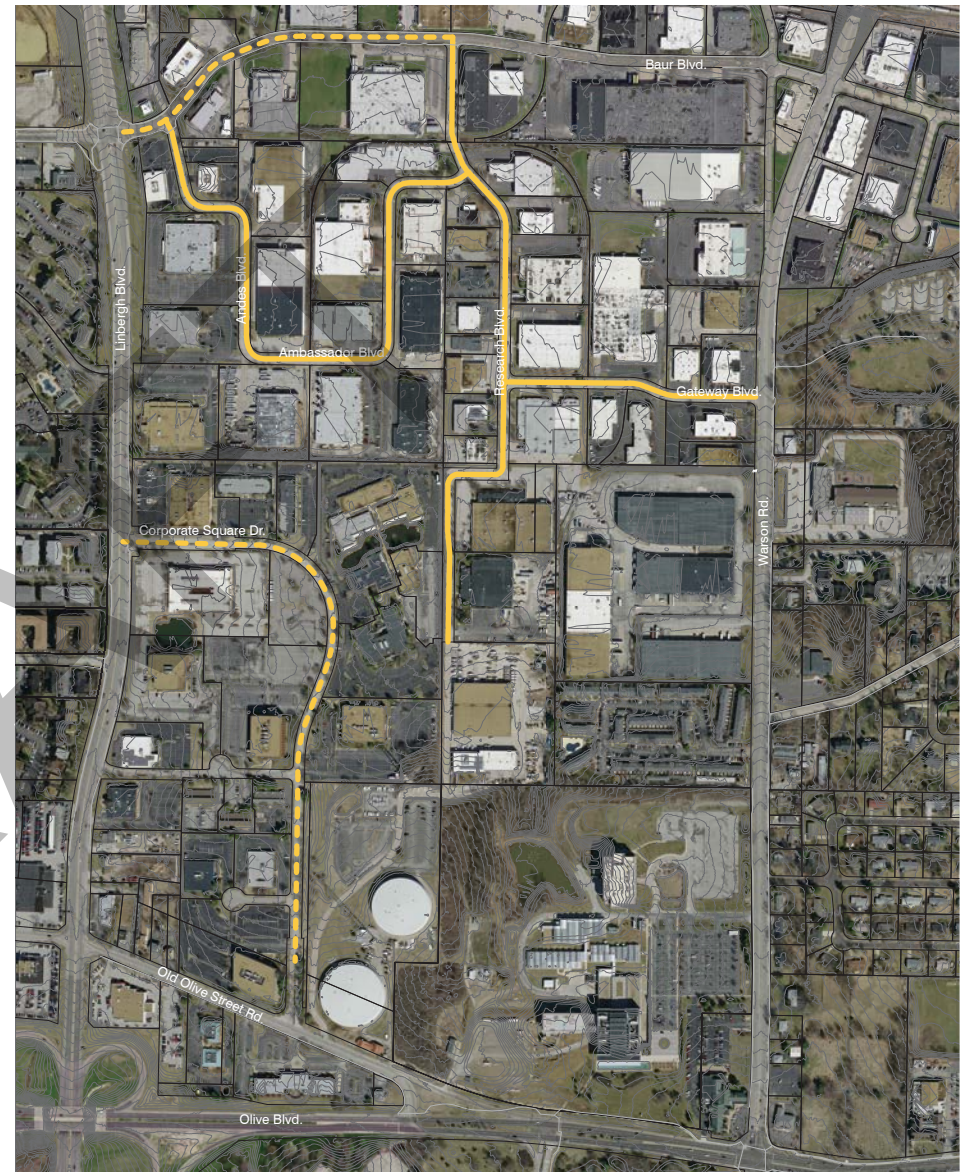
Although a separated multi-use greenway for pedestrian and bicycle use is the long-term goal for the 39 North Greenway Project, the lack of right-of-way will limit how quickly that goal can be achieved. In the interim, on-street facility improvements can be made within existing public right-of-way. Appropriate signage should be provided with any development of on-street facilities. These facilities will continue to provide benefits even after construction of a separated greenway.

On-Street Bicycle Facilities

Many of the streets in the 39 North District are wide and unstriped. These can provide opportunities to add lane striping and bike-lane markings. The industrial streets of Andes, Ambassador, Gateway and N Research Blvd range from 34 to 40 feet wide and could be striped and marked to provide bike lanes. South Research Blvd is only 30 feet wide which does not allow for bike-lanes but the road could be marked for shared lanes.

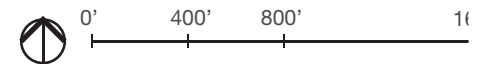
Corporate Square Dr has existing lane striping with white edge striping 5-ft from the curb. This shoulder is currently used by pedestrians. After development of the greenway and sidewalks throughout Corporate Square, these shoulders should be marked as bike lanes.

The Gateway Bike Plan indicates “wide outside lanes” for Baur Blvd and Warson Road in the 39 North District. Both streets are County arterial roads and would be covered by the St. Louis County Bicycle Facilities Plan (2014). This plan calls for “wide shared lanes” to be 13 to 15 feet wide. “Bike Route” guide signs are called for along arterial and collector type roadways with a wide shared outside lane greater than 1/2 mile in length. Spot checks show Baur Blvd having 14-ft wide outside lanes suitable for shared use. Baur Blvd, which is approximately 1/2 mile long, does not have any “Bike Route” signs. Spot checks show that Warson Road does not provide wide shared lanes. A striped shoulder is provided on the east side of Warson Rd between Olive and Grandview but is not marked as a bike lane.



Legend

- Existing Road Striping
- Proposed Road Striping



Typical Sections: Research Blvd.



Attachment: 39N Greenway Plan - 2019-1107_DRAFT (#19-043: 39N Greenway Plan)

On-Street Pedestrian Facilities

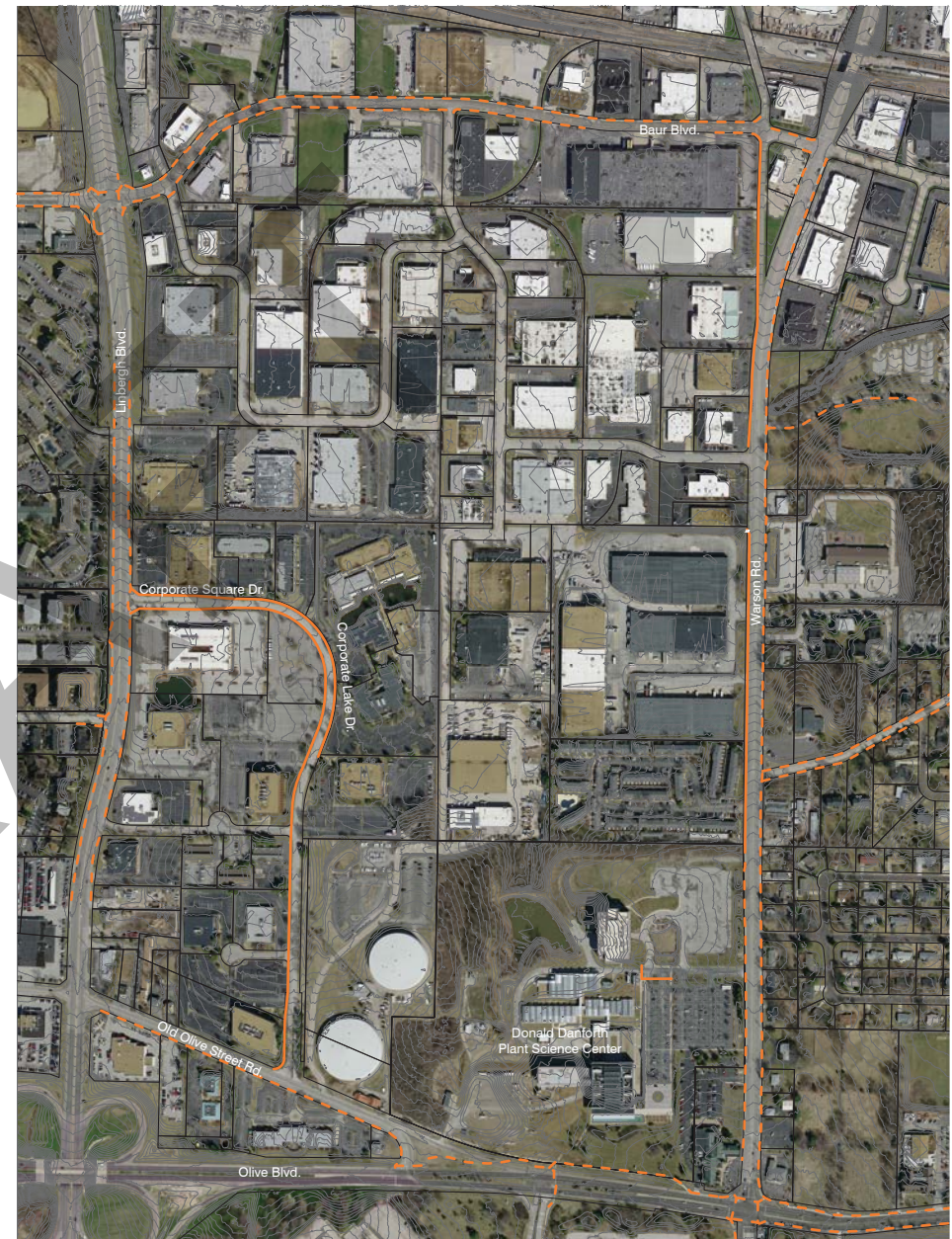


Corporate Square Drive

The 39 North District currently has very limited pedestrian facilities. There are sidewalks along portions of Warson Blvd, Lindbergh Blvd, Old Olive Street Road and Baur Blvd. The Corporate Lake office development has internal walkways with no external connections while the Danforth Center campus has internal walkways that connect to Warson Blvd and Olive Blvd.

Throughout the district, people walk along the streets and cross parking lots for exercise or to get between buildings. SSM Health has offices in eight buildings throughout the Corporate Square and Corporate Lake office developments. Due to concern for employee safety and to facilitate healthy habits, SSM Health worked with the City of Creve Coeur several years ago to provide striped shoulders along Corporate Square Drive. At that time, funding for sidewalks was not available.

The Greenway Plan includes new sidewalks in two primary areas. The addition of sidewalks along the west side of Warson Blvd from the Danforth Center to Baur Blvd would improve the pedestrian path connecting the Danforth Center, the Warson Village Apartments and Warson Park. The addition of sidewalks to both sides of Corporate Square, where no trail is planned, would increase safety and connectivity throughout the office park. Sidewalks within the industrial park should be reviewed more closely due to vehicle access issues.



Legend

- Existing Sidewalks
- Proposed Sidewalks



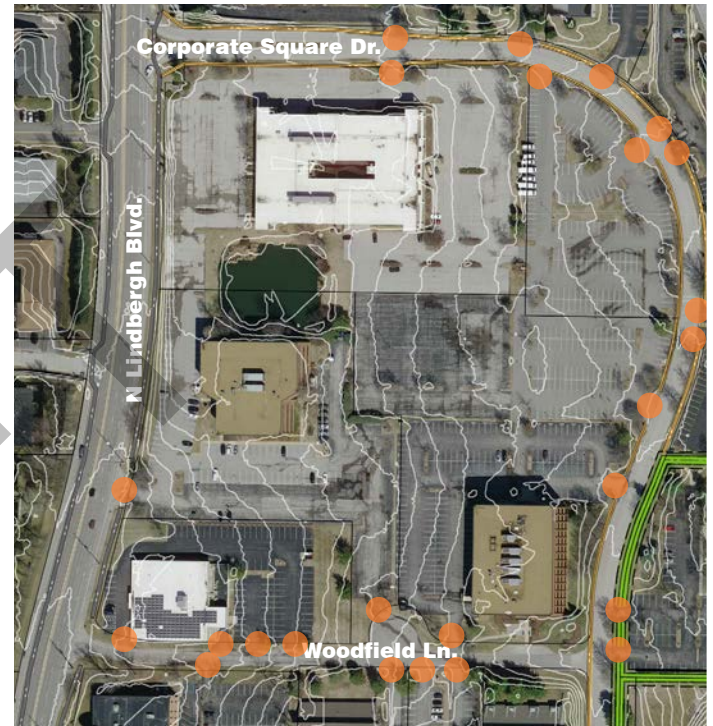
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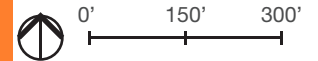
Proposed Sidewalks on Corporate Square Drive



Access Issues



Driveway Access



Legend ● Driveway Access

Much of the property within the 39 North District was developed in the 1960s and 1970s prior to annexation by the City of Creve Coeur. Throughout the industrial area, uncontrolled access and parking that backs to the streets are obstacles to safe development of pedestrian and bicycle facilities within the right-of-way. Within the northern half of the Corporate Square development, the driveways should be reviewed to determine if any can be consolidated or eliminated prior to installing sidewalks.

4 Appendix

DRAFT

39 North Greenway Alignment

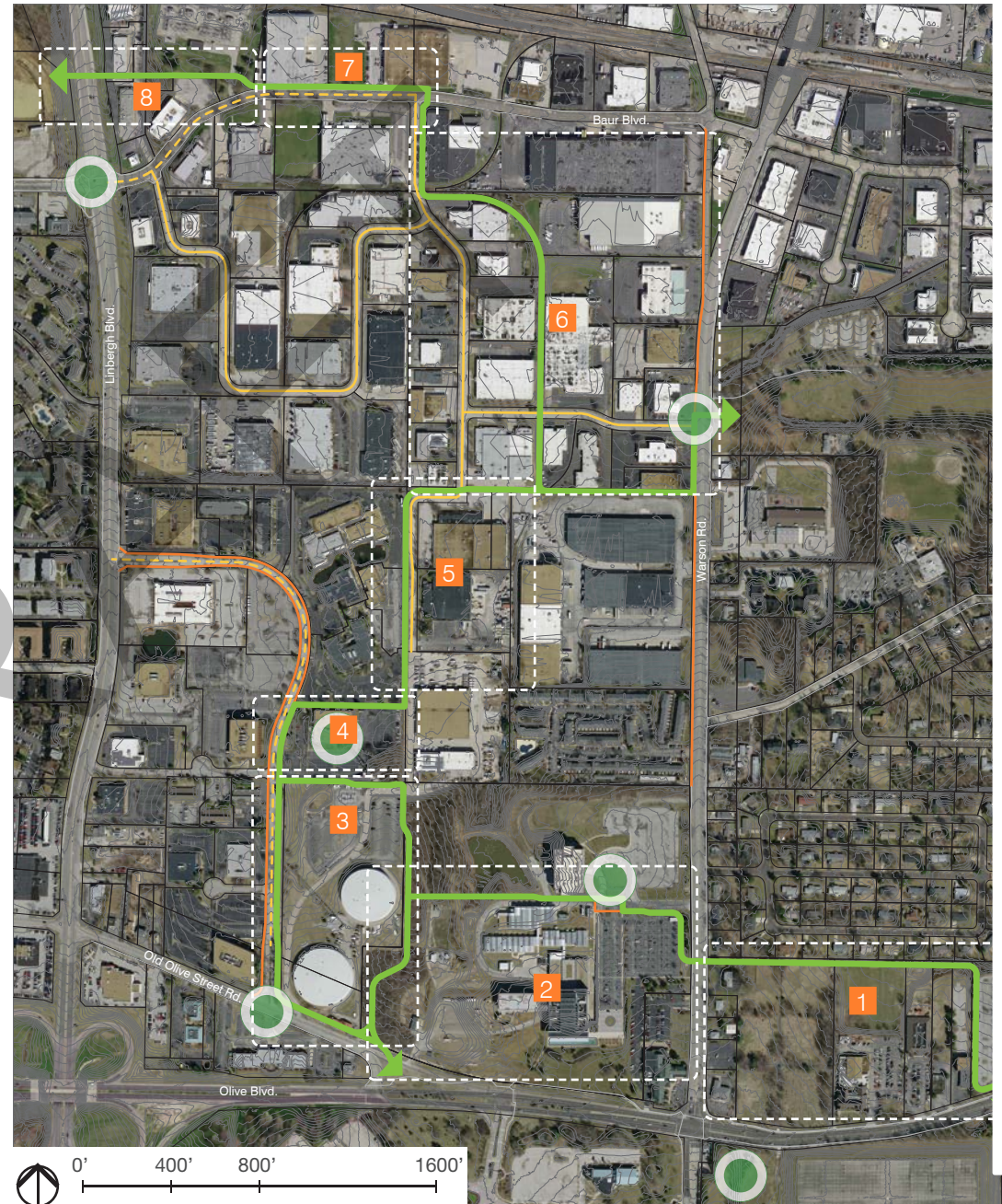
Legend

- Proposed Greenway
- Existing Road Striping
- Connection Nodes
- Proposed Road Striping
- Proposed Sidewalks

Greenway Segments

The 39 North Greenway has been broken down into 8 design segments:

1. Old Bonhomme Road to Danforth Plant Science Center
2. Danforth Center Campus
3. Missouri American Water Property
4. Helix Center Property
5. Research Boulevard South
6. Warson Park to Research Boulevard
7. Baur Boulevard
8. Lindbergh Boulevard crossing





Danforth Center Campus View A



Danforth Center Campus View B



Danforth Center Campus View C



Missouri American Water View A

Attachment: 39N Greenway Plan - 2019-1107 DRAFT (#19-043: 39N Greenway Plan)





Helix Center

Attachment: 39N Greenway Plan - 2019-1107 DRAFT (#19-043: 39N Greenway Plan)



Research Blvd. South



Warson Park to Research Blvd.

**Baur Blvd. View A**



Baur Blvd. View B



Baur Blvd. View C



Lindbergh Crossing View A

Attachment: 39N Greenway Plan - 2019-1107 DRAFT (#19-043: 39N Greenway Plan)



Lindbergh Crossing View B



Corporate Square Drive

Attachment: 39N Greenway Plan - 2019-1107 DRAFT (#19-043: 39N Greenway Plan)

Missouri Liability Statute

Missouri Revised Statutes

Chapter 258 Outdoor Recreation Section 258.100

August 28, 2013

Trail, definition--immunity from civil liability for adjoining landowners, when.

258.100. 1. As used in this section, the word "trail" means any land which was acquired or utilized by the state for use as a public hiking, biking or recreational trail or any land or interest therein acquired or utilized hereafter by a political subdivision for use as a public hiking, biking or recreational trail. However, a trail not acquired by the state must be designated by the governing body of the political subdivision as a greenway system of trails or part of a dedicated system of trails, the acquisition conveyance whether by deed, easement agreement, grant, assignment, or reservation of rights to the political subdivision must state the interest in the land is being granted for such purposes, the greenway system or dedicated system of trails must be designed exclusively for the purposes herein designated, and shall not include roads or streets, nor sidewalks, walkways or paths which are intended to connect neighborhoods for pedestrian traffic, such as common sidewalks or walkways.

2. Any person owning land adjoining the trail shall be immune from civil liability for injuries to person or property of persons trespassing or entering on such person's land without implied or expressed permission, invitation, or consent where:

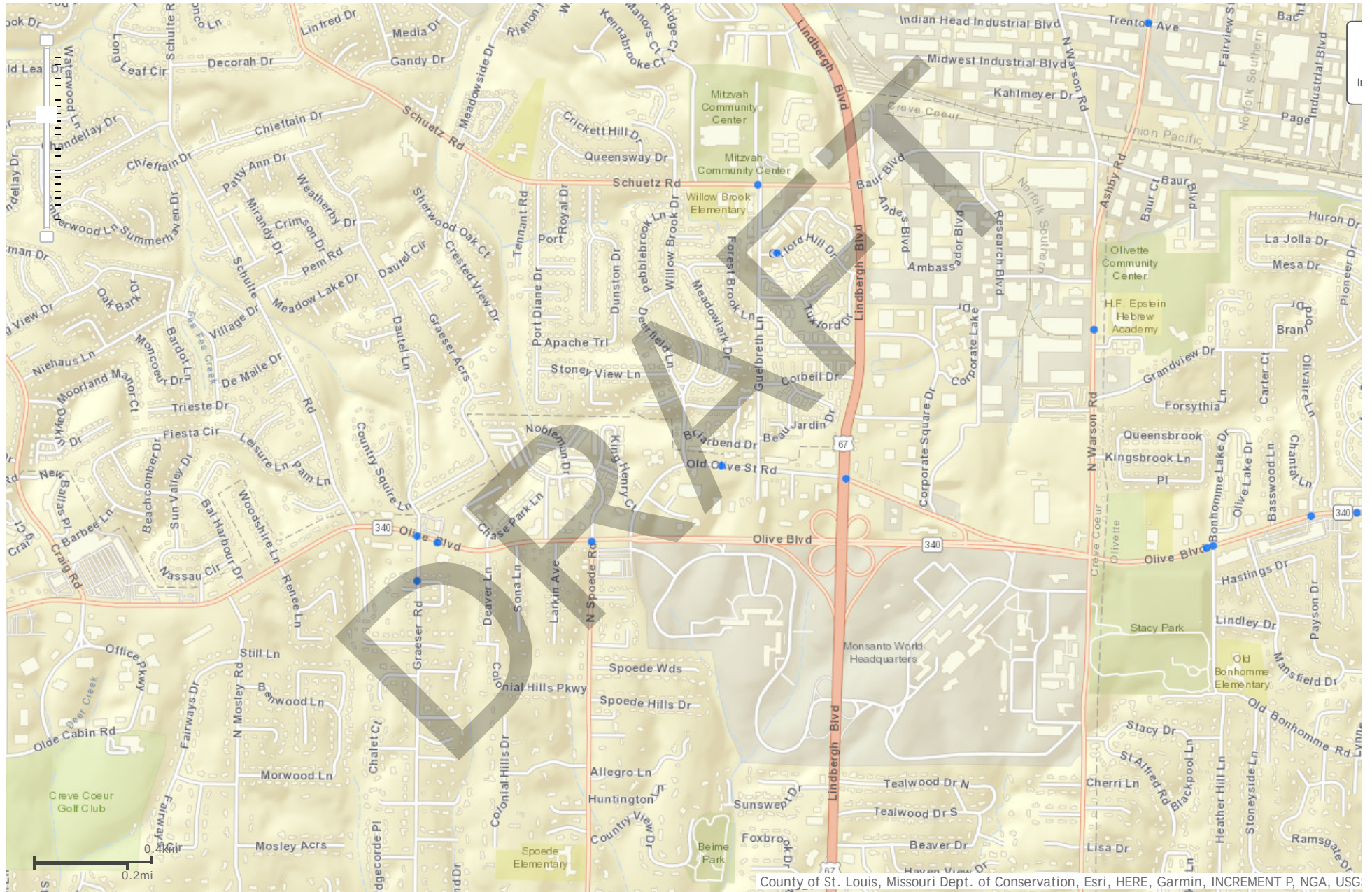
- (1) The person who was injured entered the land by way of the trail; and
 - (2) Such person was subsequently injured on lands adjoining the trail.
3. The immunity created by this section does not apply if the injuries were caused by:
- (1) The intentional or unlawful act of the owner or possessor of such land; or
 - (2) The willful or wanton act of the owner or possessor of such land.

(L. 1990 H.B. 1669 § 1, A.L. 1993 S.B. 221, A.L. 1994 H.B. 1115, A.L. 2004 S.B. 810)

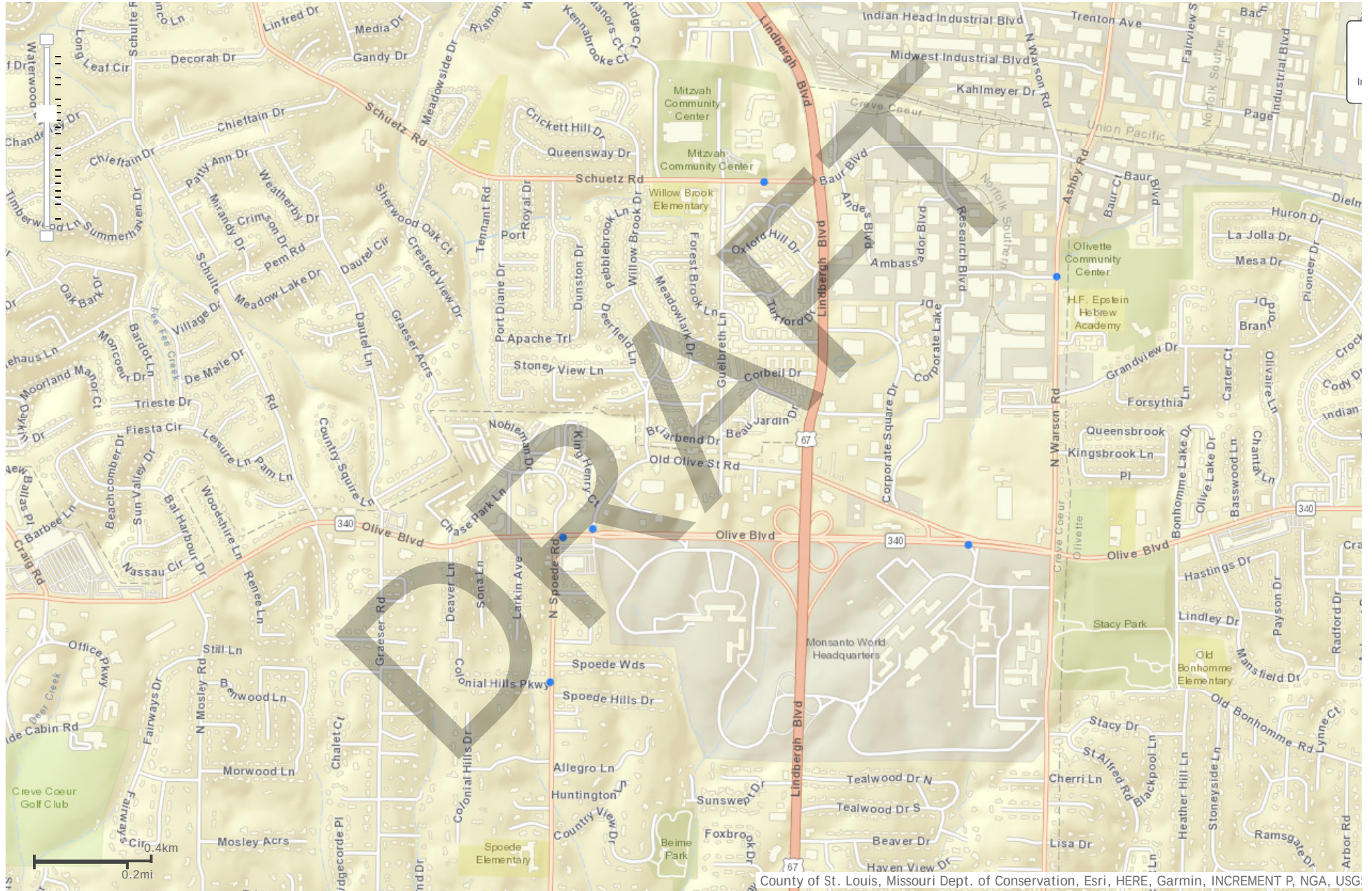
Traffic Data

Roadway Segment	Data Year	Average Daily Traffic
St. Louis County		
Warson Road – north of Olive Blvd	2017	9,800
Baur Blvd – west of Research Blvd	2017	6,300
Schuetz Road – west of Lindbergh Blvd	2017	10,600
City of Creve Coeur		
Warson Road – south of County line	2013	14,440
Gateway Blvd	-	-
Research Blvd	-	-
Corporate Square Drive	2015	1,050
Andes Blvd	2015	765
Ambassador Blvd	-	-
Old Olive Street Road (after reversion from MoDOT)	Future	-
City of Olivette		
Old Bonhomme Road	2017	2,125
Warson Park entrance	-	-
MoDOT		
Olive Blvd	2017	28,100
Old Olive Street Road	2017	6,670
Lindbergh Blvd – north of Olive Blvd	2017	28,595

Crash Data: Pedestrian



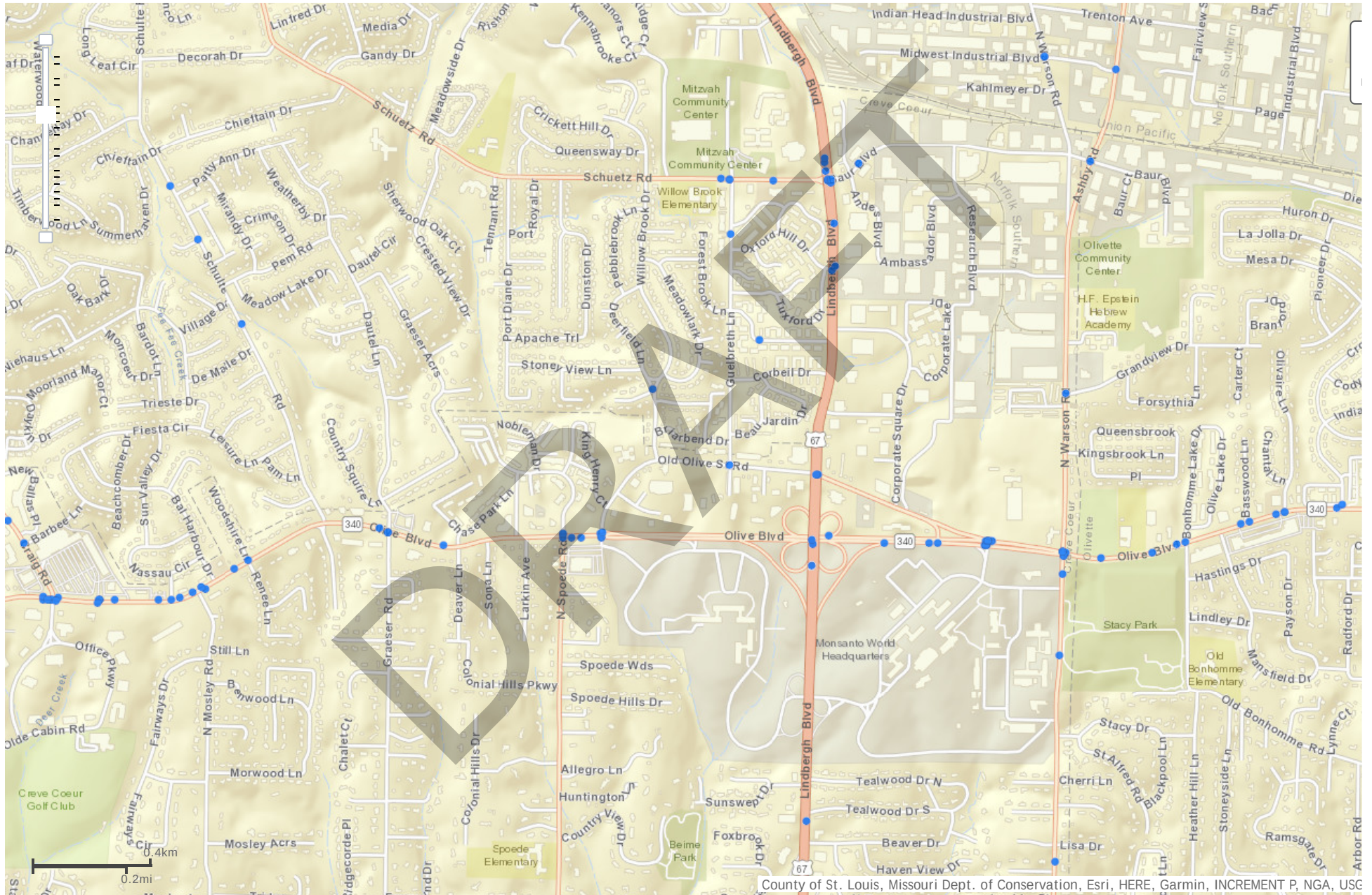
Crash Data: Bicycle



<https://www.mshp.dps.missouri.gov/TR15Map/Search>

Attachment: 39N Greenway Plan - 2019-1107_DRAFT (#19-043: 39N Greenway Plan)

Crash Data: Motor Vehicle

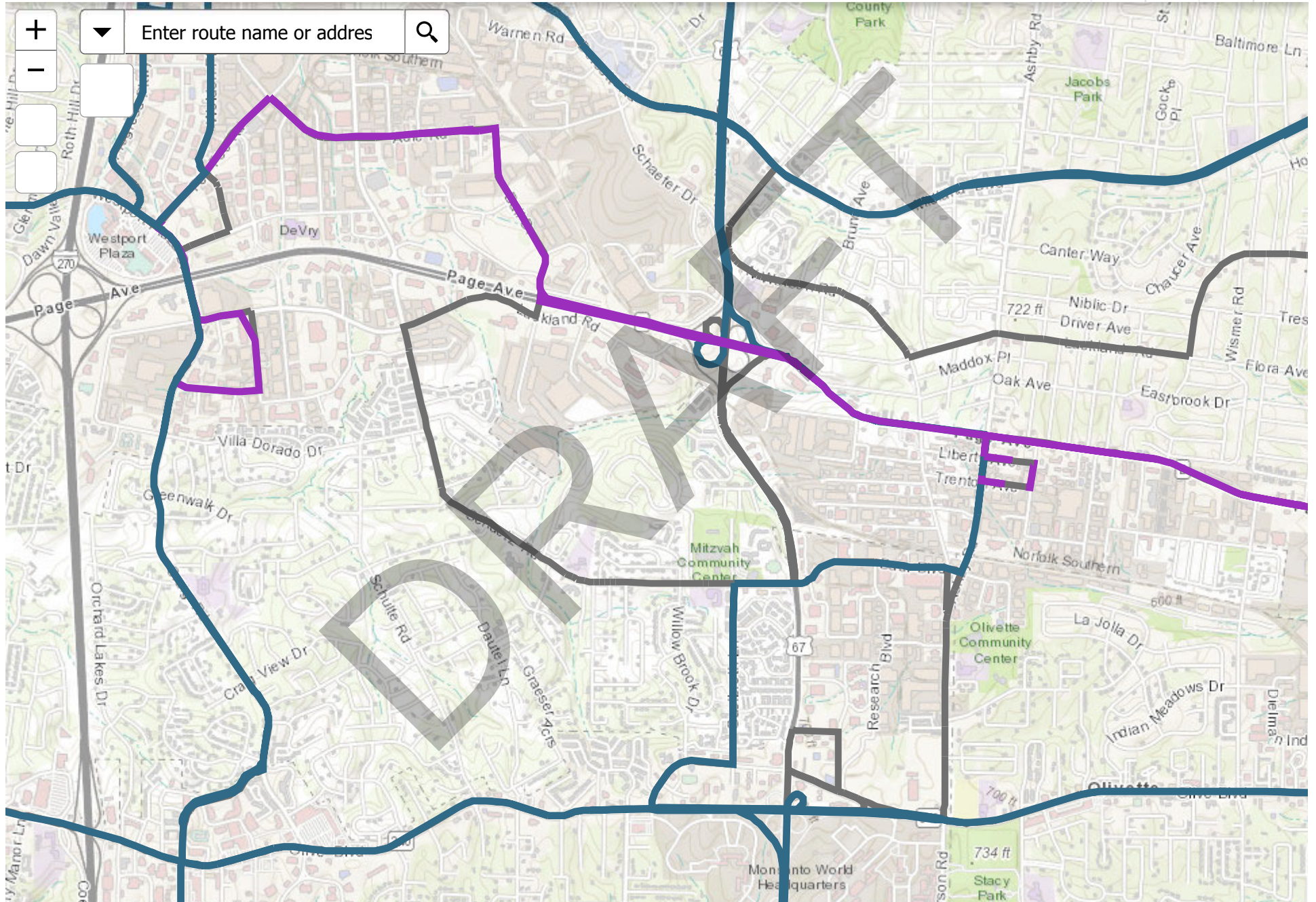


<https://www.mshp.dps.missouri.gov/TR15Map/Search>

Crash Data: Creve Coeur (6/1/14-5/30/19)

- Corporate Square: 5 crashes on the roadway (with 6 additional on private parking lots on Corporate Square). There were also 46 traffic citations written on Corporate Square, most of them (34) for speeding.
- Gateway: 2 crashes on the roadway (with 1 additional on a private parking lot on Gateway). There was only 1 traffic citation which was written in relation to a crash.
- Research: 0 crashes on the roadway (with 4 additional on private parking lots on Research). There were 2 non-moving traffic citations written on Research.
- Ambassador: There were 0 crashes on the roadway, 0 crashes on private parking lots on Ambassador, and 0 traffic citations written on Ambassador.
- Andes: There were 0 crashes on the roadway, 0 crashes on private parking lots on Andes, and 0 traffic citations written on Andes.

Metro Reimagined Routes



RESOLUTION _____

A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF CREVE COEUR, MISSOURI, ADOPTING THE 39 NORTH GREENWAY PLAN AS AN AMENDMENT TO THE 39 NORTH MASTER PLAN AND CREVE COEUR 2030 COMPREHENSIVE 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

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 master plan developed through that initiative as an amendment to the 2030 Comprehensive Plan, and

WHEREAS, the St. Louis Economic Development Partnership completed its master planning initiative, resulting in the 39 North Master Plan, and

WHEREAS, the Commission amended the Creve Coeur 2030 Comprehensive Plan to include pertinent portions of the 39 North Master Plan in June 2017 and further amended the Plan to include the 39 North Old Olive Great Street plan in August 2019; and

WHEREAS, the St. Louis Economic Development Partnership and the Great Rivers Greenway, with the help of City Staff, have developed the 39 North Greenway Plan as a further proposed amendment; and

WHEREAS, application 19-043 was submitted by the City of Creve Coeur Director of Community Development to make such an amendment; 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 December 16, 2019 and continued on _____, 2020; 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 39 North Greenway Plan, included in **Exhibit A** attached hereto, is hereby adopted to amend and update the 39 North Master Plan and the Creve Coeur 2030 Comprehensive Plan.

Section 2: The Commission shall continue on with the task of implementing the 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 to the Comprehensive Plan 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 VOTE OF ____ OF THE 7 MEMBERS OF THE COMMISSION THIS ____ DAY
OF _____, 2020.

ELIZABETH KISTNER
CHAIR PERSON

SECRETARY

ATTEST:

DEBORAH RYAN, CITY CLERK, MPCC

Attachment: Comp Plan amendment adoption Resolution 12122019 greenway (#19-043: 39N Greenway Plan)



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
#19-044: SITE DEVELOPMENT PLAN APPROVAL FOR MONUMENT SIGNS
FOR THE RONDELAY SUBDIVISION
AT N. SPOEDE ROAD AND GRAESER ROAD

FOR THE MEETING OF: Monday, December 16, 2019

LOCATION: Rondelay Drive at N. Spoele Road on the east and Graeser Road on the west. Zoned A Single Family residential

REQUEST: Linda Sher, of 10859 Rondelay Drive, on behalf of the Rondelay subdivision, has applied for updated subdivision signs utilizing the existing grandfathered brick base structures within the right-of-way, at the east and west entrances of Rondelay Drive. The proposed new signs will be non-illuminated metal panels, with matching lettering at both entrances. The sign at the Spoele Road entrance will be 7 feet 4 inches by 1 foot, for a total sign area of 7.33 square feet. The Graeser Road entrance sign will be 6 feet, 1/8 of an inch, by 1 foot, for a total sign area 6.13 square feet.

ADDITIONAL INFORMATION: Section 405.940(B), Residential Development Signs, of the City's Sign Regulations, states that such signs are approved by the Planning and Zoning Commission by review of a site development plan, and that the sign area is limited to 12 square feet per face with a maximum of two sign faces. The Rondelay subdivision was originally platted in 1962 and developed in 1967. The existing subdivision signs brick monument bases that are within the City's right-of-way are pre-existing, non-conforming. However, as the Applicant is seeking to maintain and repair the existing brick bases structures, the review of the signs is limited to the sign panels. The City has allowed preexisting subdivision signs to remain in right of way but does not allow new signs or other obstructions.

APPLICANT: Linda Sher
10859 Rondelay Drive
Creve Coeur, MO 63141

Key Issues:

- Do the signs follow the Design Guidelines?
- Do the signs conform to the City's Sign Regulations?

Comp. Plan References

- Residential Neighborhoods

Zoning Code References

- Article VIII: Sign Regulations
- Section 405.1080: Site Concept, Site Development and Minor Site Plan Approval.

PROPOSED:



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner
DATE: 12/10/2019
ATTACHMENTS: Applicant's Materials submitted on November 5, 2019
Public Comment

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Single-family detached residences	A Single-Family Residential	N/A
South	Single-family detached residences	A Single-Family Residential	N/A
East	Single-family detached residences	A Single-Family Residential	N. Spoede Road
West	Single-family detached residences	A Single-Family Residential	Graeser Road

DISCUSSION

All residential development signs are reviewed and approved by the Planning and Zoning Commission, per the following:

SECTION 405.940: SIGNS IN RESIDENTIAL DISTRICTS

B. Residential Development Signs. Permanent signs designating a subdivision, neighborhood or multi-family development for traffic efficiency and safety shall be approved by the Planning and Zoning Commission through the site development plan approval process as defined in Section 405.1080. Such signs shall be limited to twelve (12) square feet per sign face with a maximum of two (2) sign faces.

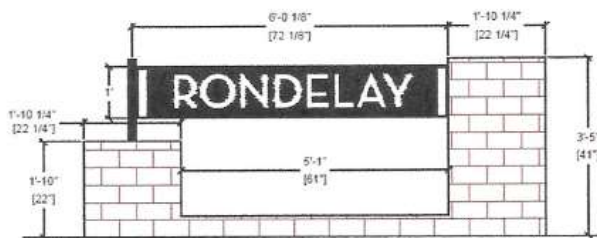
The Applicant is seeking approval for two residential development signs at the entrances of Rondelay Drive. The east one is located at the northwest corner of Rondelay Drive and N. Spoede Road intersection and will be one-sided at 7 feet 4 inches by 1 foot, for a total sign area of 7.33 square feet. The sign at the west entrance at the northeast corner of Rondelay Drive and Graeser Road intersection will be double sided (two sign faces) at 6 feet, 1/8 of an inch, by 1 foot, for a total sign area 6.13 square feet, replacing the existing sign panel. The Spoede Road sign only included a small 2 square foot sign, with the light fixture which has since been removed, and a fence panel between the pillars. The new sign panel will be within the existing brick structures to coordinate with the Graeser Road sign. Additional landscaping will be added along with solar up-lighting.

CURRENT:

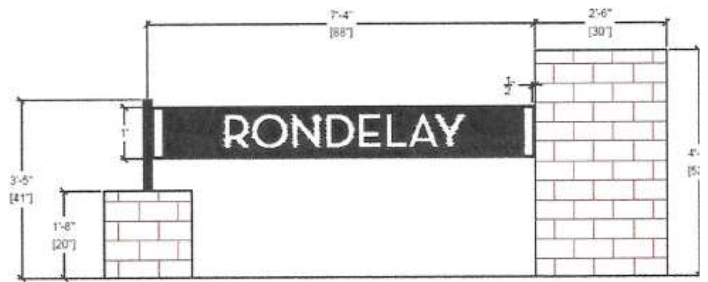


Figure 1: Applicant's image of the existing signs at Graeser Road on the left and N. Spoede Road on the right.

PROPOSED:



GRAESER END



SPOEDE END

Figure 2: Applicant's proposed new signs

The City's Design Guidelines recommend that all signs are to complement their surroundings in terms of size, shape, color, texture and lighting. Also, signs are to complement the overall design of the buildings and are not to be designed to be in visual competition with other signs in the area. As the subdivision was originally platted in 1962, the signs reflect a midcentury modern design that is meant to compliment the character of the subdivision.

The City's Sign Regulations under Section 405.950(C)(3) requires a monument style solid base sign, and landscaping around the base of the sign to soften the structure, per:

3. Design Standards. The following design standards apply to all low monument signs:
 - a. A landscaped area located around the base of the sign equal to two and one-half (2.5) square feet for each square foot of sign area shall be provided pursuant to a landscape plan with a plant schedule subject to the Zoning Administrator's approval in conjunction with the sign permit application for the low monument sign. The required landscape area may be modified by the Zoning Administrator where it is found that due to pre-existing circumstances the provision of said landscape area will cause an undue burden on the ability to effectively use the property.
 - b. The sign shall be constructed of the same or similar architectural elements and in similar materials and colors as the related buildings.
 - c. The sign shall have a solid base of at least one (1) foot in height with brick, stone or other material to match the related buildings.
 - d. When internally illuminated, sign faces shall be constructed of an opaque surface designed to illuminate the text or graphics.

Non-conforming signs are not to be relocated or replaced unless the sign conforms to all provision of the Sign Regulations and is located on private property, outside of the public right-of-way. As stated above, the subdivision is utilizing the existing sign structures, just changing out the sign panels in the case of the

sign at Graeser Road, and adding a similar styled panel to the Spoede Road entrance. However, they have indicated on their drawings that Lirope Grass will be added within a landscaped bed to meet with the landscaping requirements above. However, a landscape plan with dimensions was not provided. Therefore, a condition of approval includes that a landscape plan be provided with the sign permit application.

Further, the placement of signs or fences, etc. should be outside of the sight triangle along any intersection where the sight distance triangle of 40 feet is measured from the curb, to allow for visibility of the on-coming traffic:

Section 405.120 Definition of Terms

SIGHT TRIANGLE: On a corner lot, the triangle formed by the curb lines adjacent to such lot and a line drawn between points on such curb lines which are forty (40) feet from the intersection of the projection of such curb lines.

As stated above, the existing signs structures are non-conforming and within the sight triangle, particularly that at the intersection of Graeser Road, per the image below. However due to an overall height of just under 41 inches (3'-5"), the Director of Public Works has indicated that there should not be a problem with the visibility of the oncoming traffic. Because the sign bases are grandfathered preexisting, a permit is not required for the obstruction of the right of way. However, any such obstruction would have to be removed in the event of further development of the right of way, such as widening or installation of sidewalks.



Figure 3: GIS Image of the existing signs and the approximate sight triangle

CONCLUSION AND MOTION

If the Planning and Zoning Commission finds that the proposed residential subdivision sign is in conformance with the goals and objectives of the City's Design Guidelines, and in compliance with the sign regulations, then the Commission should vote on a motion for approval, approval with conditions, or deferral. Below are Staff's recommended conditions of approval:

- The Applicant shall apply for sign permits for the two proposed signs, in substantial conformance with the drawings received November 5, 2019, as bound together and submitted in conjunction with Application #19-044.

- The Applicant shall submit a landscape plan showing the proposed landscape for both signs, for approval by the Director of Community Development.
- The subdivision must remove the signs on demand in the event of obstruction of future development of the right of way such as widening or installation of sidewalks.

MOTION

The following is an example of an appropriate motion for this application:

“I move to approve the residential development signs for the Rondelay Subdivision as discussed in the Staff Report on Application #19-044, subject to the conditions listed in the Staff Report presented to the Planning and Zoning Commission on December 16, 2019”
(Conditions may be added, eliminated, altered, and modified by preceding motion).

APPENDIX 1: COMPREHENSIVE PLAN

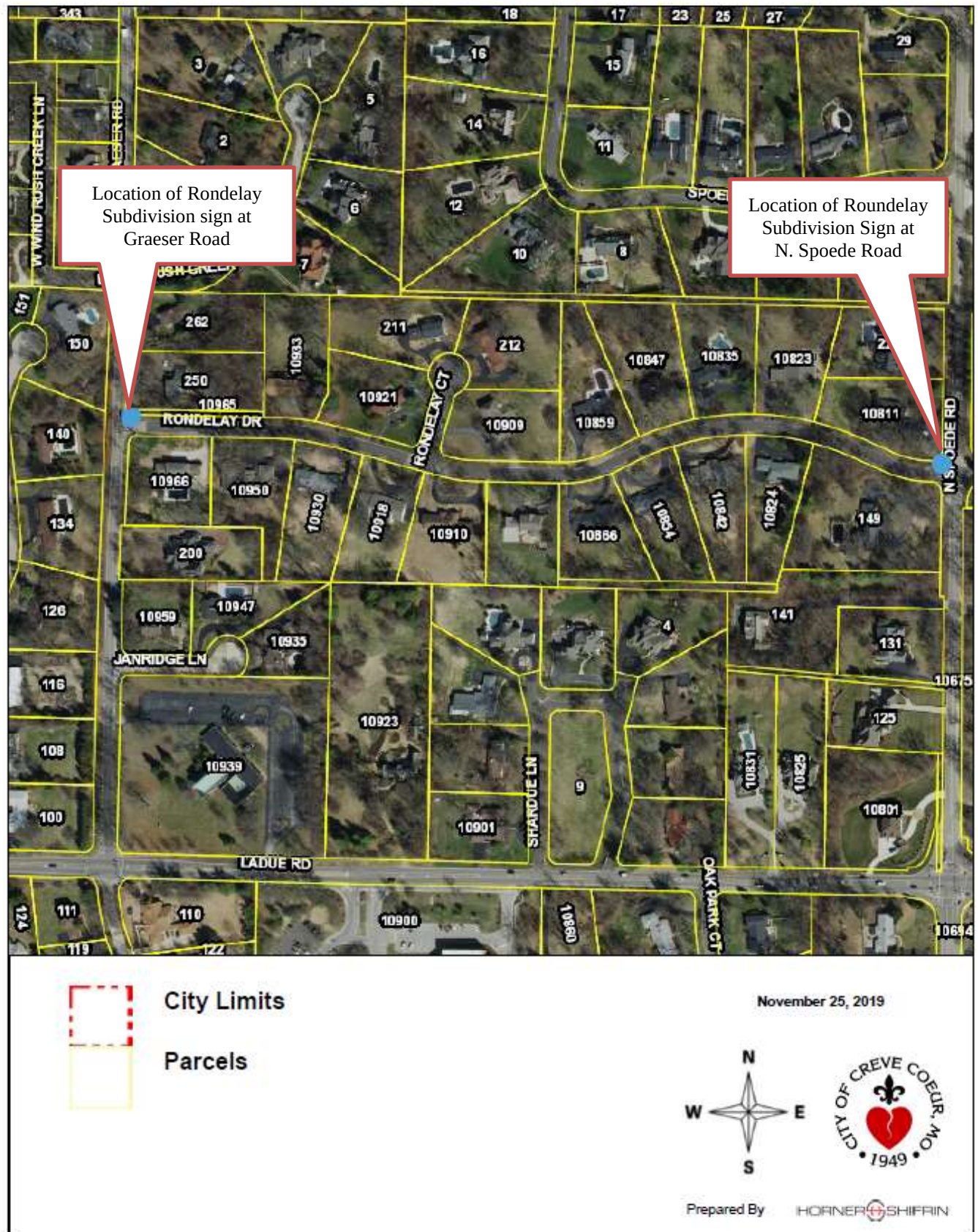
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE (CHAPTER 405 OF THE CREVE COEUR MUNICIPAL CODE)

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

APPENDIX 3: AERIAL PHOTO

Rondelay Drive Subdivision Signs



APPENDIX 4: SITE PHOTOGRAPHS

Photo Date: 12/10/2019



Description: View of the existing Rondelay Subdivision Sign at Rondelay and Graeser Road looking north along Graeser Road.



Description: View of the existing Rondelay Subdivision Sign structure that no longer has a sign at Rondelay and N. Spode Road looking north.



Description: View of the existing Rondelay Subdivision Sign at Rondelay and Graeser Road looking north from Rondelay Dr., note the overall height of the existing brick structure.

CURRENT:

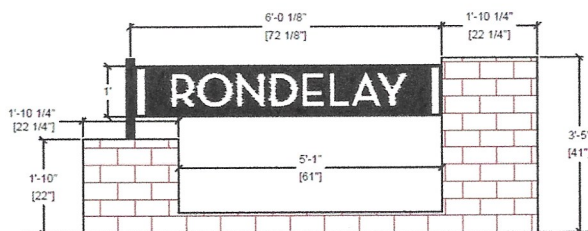


PROPOSED:

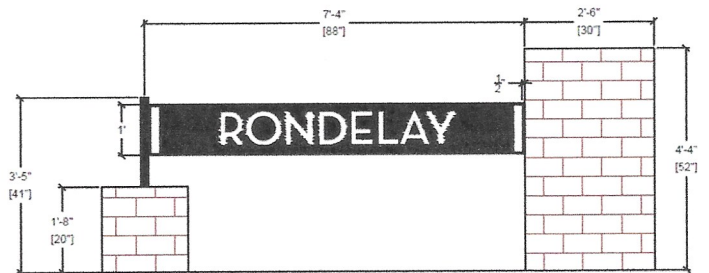


FEATURES:

- WEATHERPROOF METAL SIGNS AND LETTERS
- LIROPE GRASS WITH MULCHED BED
- SPOEDE END WILL BE ONE SIDED
- GRAESER END WILL BE DOUBLE SIDED
- SOLAR UPLIGHTING (NO ELECTRICAL TO COVER)
- MID CENTURY MODERN DESIGN



GRAESER END



SPOEDE END



Proposed new Sign at Rondelay and North Spoede

1 message

john klobnak <jjklobnak@sbcglobal.net>

Fri, Nov 29, 2019 at 6:01

M

To: wkelly@crevecoeurmo.gov

Thank you for your notice regarding the proposed new sign near our home. Please be advised we support this project. Thank you.

John J. Klobnak

[229 North Spoede Road](#)

Attachment: Public Comment (#19-044: Rondelay Subdivision Signs)



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 #19-045 FOR A MINOR SITE PLAN APPROVAL FOR EXTERIOR MODIFICATION TO THE BUILDING AT 453 N. LINDBERGH BOULEVARD

FOR THE MEETING OF: Monday, December 16, 2019

SUBJECT PROPERTY LOCATION: 453 N. Lindbergh Boulevard, Zoned GC-General Commercial District.

REQUEST: Alan Peele, of Cardinal Contractors, has submitted an application for modifications to the exterior of the building at 453 N. Lindbergh Boulevard that include new roof dormers and brick columns on the balcony. The building will be used as a sales and management office only for Cardinal Contracting, no storage of materials or equipment will be on site.

ADDITIONAL INFORMATION: The building was originally developed in 1965 and has largely remained unchanged since that time. Therefore, the property has pre-existing, nonconformities on the site. 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, and that construction shall substantially commence within one year of approval. City Council action is not required. The building received approval in February 4, 2019 for a modification, however the revised drawings are significant enough to warrant a new review, and construction is not anticipated to start within the allowed time frame of the original approval.

APPLICANT: Alan Peele
Cardinal Contractors
405 Candlewick Ct.
St. Peters, MO 63376

Key Issues:

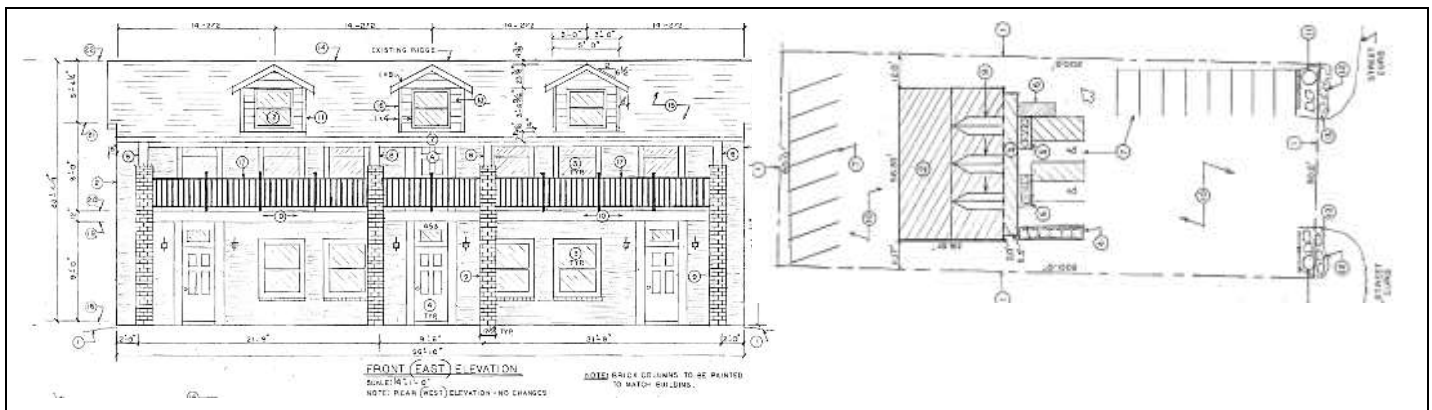
- Does the request integrate with the existing surrounding uses?
- Does the request further or implement the goals of the Comprehensive Plan?
- Is the request consistent with the Design Guidelines?

Comprehensive Plan References

- Design Guidelines

Zoning Code References

- Section 405.210: Regulation of Uses
- Section 405.360: General Commercial District
- Section 405.1080: Site Concept, Site Development and Minor Site Plan Approval.



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner
DATE: 12/11/2019
ATTACHMENTS: Applicant's Materials received November 26, 2019
Prior Staff Reports

PROJECT DESCRIPTION

The original building was developed in 1965 and contains pre-existing, non-conformities on the site. The Applicant recently purchased the property and is renovating the exterior of the building for offices. Cardinal Contracting is a roofing contractor (NAICS 238160) which is not an allowed use within the City. However, the Applicant has indicated that this property will be used only as the sales office, with no storage of materials or supplies, dumpsters. No trucks or company vehicles will be parked overnight at this location. Therefore, Staff has included a condition of approval to the effect that the use will remain as an office function only.

The building received approval on February 4, 2019 by the Planning and Zoning Commission for a modification, however the revised drawings are significant enough to warrant a new review, and construction is not anticipated to start within the allowed time frame of the original approval. The original approval included two larger gables, with the proposed changes including three smaller dormers with a window. The proposal also includes removing two of the six existing columns and wrapping the four remaining columns with a grey brick, with the top portion wrapped with a composite material along with beams fascia, and trim, and new architectural shingles on the roof. The entire building will be a grey color, similar to the existing building. The drawings indicate that the material samples will be provided at the meeting. The drawings show the sides of the new dormers will have a horizontal Hardie board siding to match the existing horizontal siding on the building. However, the Applicants materials are of a vinyl shingle style, or horizontal siding style.

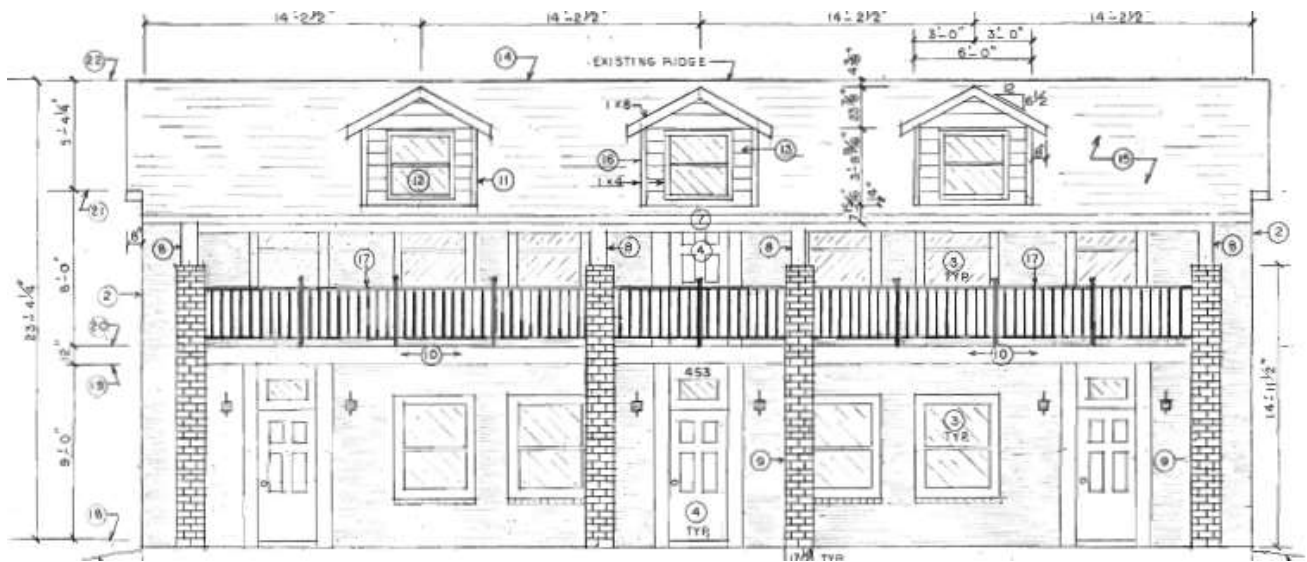


Figure 1: Proposed Front Elevation

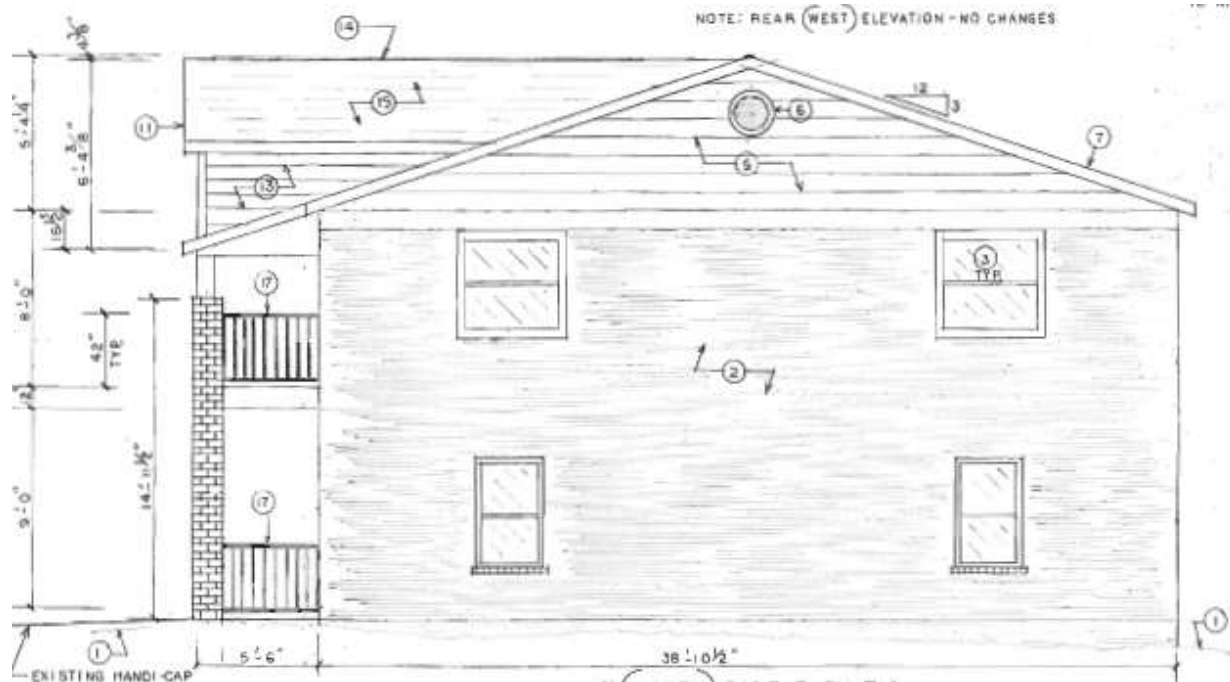


Figure 2: Proposed Side Elevation

The Site Plan/Landscape Plan is consistent with the prior approval. The existing planter area adjacent to the building will be replaced with a stone border and new boxwoods will be planted to replace the existing dead plants. New plantings have been included at the entrance area that include two new Red Maple trees with a minimum of 3" caliper as required to meet with the Landscaping Ordinance, along with 5 boxwood shrubs on either side, within an mulched bed to soften existing brick walls.

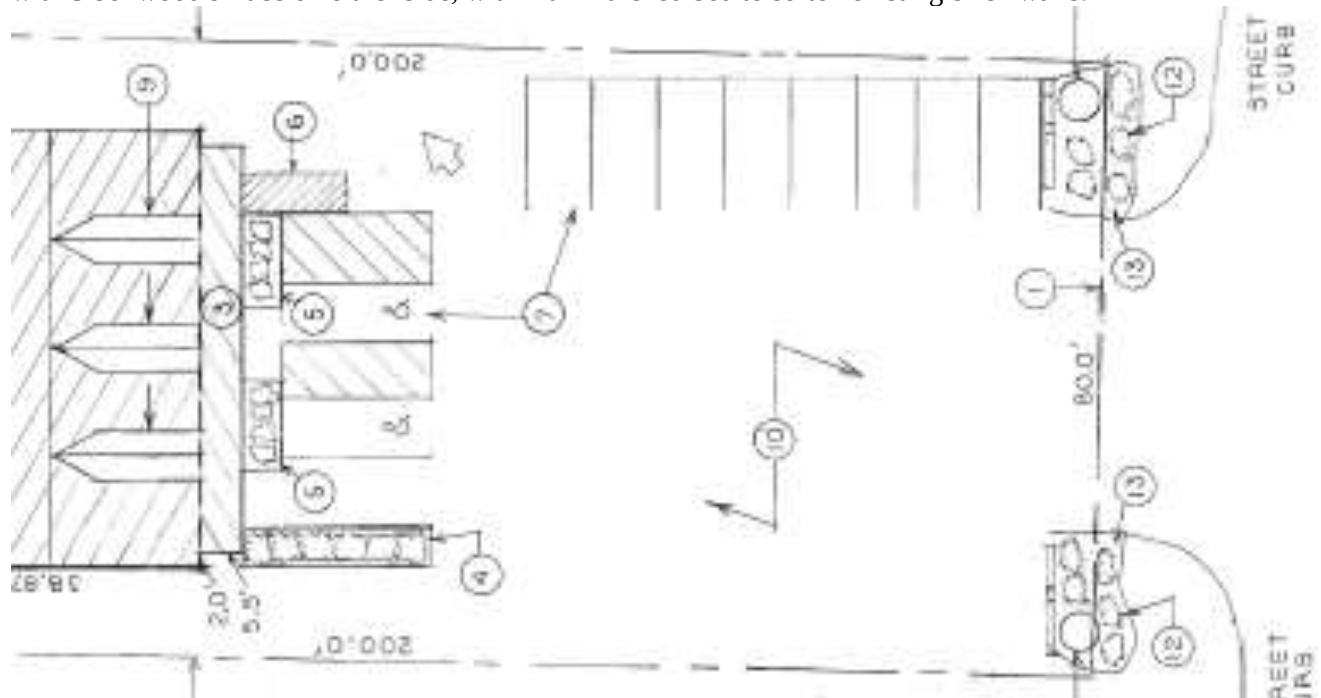


Figure 3: Close-up of the Applicants Site Plan/Landscape Plan.

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Office	GC-General Commercial	NA
South	Office	GC-General Commercial	NA
East	Office	GC-General Commercial	Lindbergh Blvd.
West	Office	GC-General Commercial	NA

COMPREHENSIVE PLAN REVIEW

The *Creve Coeur 2030 Plan* includes the subject property within the Lindbergh Boulevard Corridor that calls for a visually distinctive mixed-use and office corridor that is part of the Mixed-Use District Place Type. Land uses are supported through primarily vehicular access with improved walkability, pedestrian connections to adjacent neighborhoods, and beautifully landscaped streets. (p. 102). The Applicant is largely using the site as is, and there are pre-existing, non-conformities on the site with very limited landscaping. The proposal is largely in keeping with these recommendations in as much as this request can be, as well as with the prior approval by the Planning and Zoning Commission

Design Guidelines

The City's Design Guidelines recommend that materials should have good architectural character, be durable, and selected for their compatibility with adjoining buildings and properties. Natural, traditional building materials that require minimum maintenance should be used, with color that is integral to the materials and not be painted on (Chapter E Materials/Colors, p. 9). Instead of the proposed use of vinyl, while only on the new proposed dormers, Staff recommends that the material be a Hardie board consistent with the drawings, to further the proposal toward the design guidelines.

ZONING REVIEW

As the building is pre-existing, and the Applicant is only seeking to modify the exterior of the building, zoning review is limited to the existing landscaping.

Landscaping:

Section 405.540(F)(10) Landscaping of the Zoning Ordinances requires that all landscaping shall be permanently maintained in good condition with at least the same quality and quantity of landscaping as initially approved. As the site is pre-existing, non-conforming, the proposed landscaping is largely in keeping with the prior discussions and the landscape plan approved at the February 4, 2019, and includes two trees to satisfy the City's Street Tree requirements and additional plants at either side of the entrance to soften the existing brick walls.

Sidewalks

Section 405.730 Sidewalks requires that all non-residential developments requiring site concept plan and/or site development plan approval must provide safe, clearly defined and direct access between buildings and from the principal building's entrance to the public sidewalk. However, the Applicants are utilizing an existing site largely as is without adding additional coverage, and there is an existing partial sidewalk along N. Lindbergh Boulevard to the north of the driveway entrance. There appears to be room to provide a sidewalk on the south side of the entrance to the property line; however, the length of this segment will be very short and a connection is not provided on the adjacent property to the south. Given the limited benefit; Staff has not required one to be included at this time.

Other Items

As discussed in the prior staff reports, the site is generally in good repair; however, the asphalt parking lot is in need of maintenance. As with the prior approval, Staff has listed a condition that as part of the renovation, the parking lot be repaired, resealed and re-stripped and that any other property maintenance issues be corrected at the direction of the Building Official.

RECOMMENDATION

Based on the above analysis, the request for façade improvements meets all of the requirements of the Comprehensive Plan and Zoning Ordinance. Staff recommends the following conditions be incorporated in any motion for the approval of the minor Site Plan. Additional discussion of the color and painting of the brick may require additional conditions.

1. The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code. Exterior elevations shall be in substantial conformance with the proposed exterior renovation drawings received November 26, 2019 as bound together and submitted in conjunction with Application #19-045 by Alan Peele and with all conditions of approval.
2. The use of the building shall be for office only. There shall be no storage of construction materials, roofing materials, or equipment associated with the Roofing Contracting on the property at any time.
3. All new horizontal siding shall be a Hardi board material consistent with the drawings.
4. No trucks or other vehicles shall be parked overnight at the site. All vehicles displaying permitted vehicular signs owned by or operated on behalf of the business shall only park when at the business location behind the front building line within a properly designated parking space. Where such parking is not available, said vehicle shall park as far from the right-of-way and in the least visible area possible, in relation to the public rights-of-way, in compliance with Section 405.930(D)(6)(a) of the City's Sign Regulations.
5. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code
6. The Applicant is required to submit a Site Improvement Permit application, showing all exterior improvements, as required by Section 420.070 of the Land Disturbance Code. The permit application shall be in substantial conformance with the "Site Plan and Landscape Plan" submitted with Application #19-045 and all conditions of approval.
7. All landscaping shall be permanently maintained in good condition with at least the same quality and quantity of landscaping as initially approved. Vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed, and should the street trees be removed, sufficient landscaping shall be provided on the property to be consistent with the Landscape Plan to the extent possible, as required under Section 405.540 Landscaping
8. All property maintenance issues shall be addressed to the Building Official's satisfaction, to specifically include repairing, re-sealing and restriping the asphalt parking lot.
9. All lighting shall be in conformance with Section 405.680, Lighting, of the Zoning Code, and Section 405.810 of the Parking Ordinance. Any new additional light standards shall require approval of the Planning and Zoning Commission prior to installation.
10. 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 plan 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 approve the minor site plan for the façade improvements and landscaping for the property at 453 N. Lindbergh Boulevard as bound together with Application #19-045, as presented to the Planning and Zoning Commission, subject to the conditions contained in the staff report for the meeting of December 16, 2019" (conditions may be added, eliminated, or modified by preceding motion).

APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES

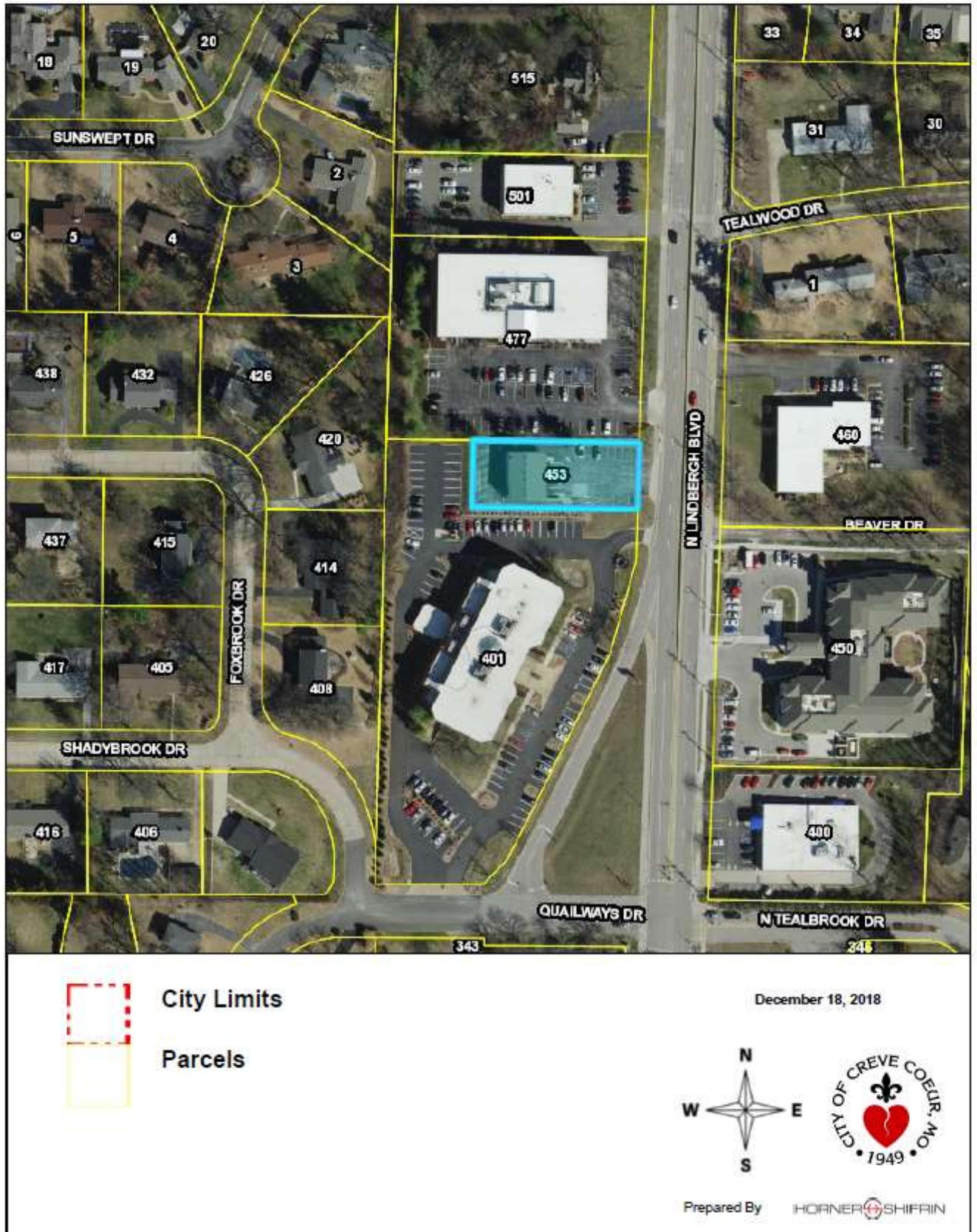
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE

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

APPENDIX 3: AERIAL PHOTO

453 N. Lindbergh Boulevard



APPENDIX 4: SITE PHOTOGRAPHS

Taken: 1/3/2019

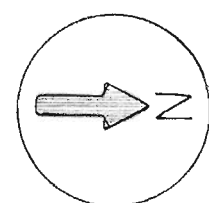
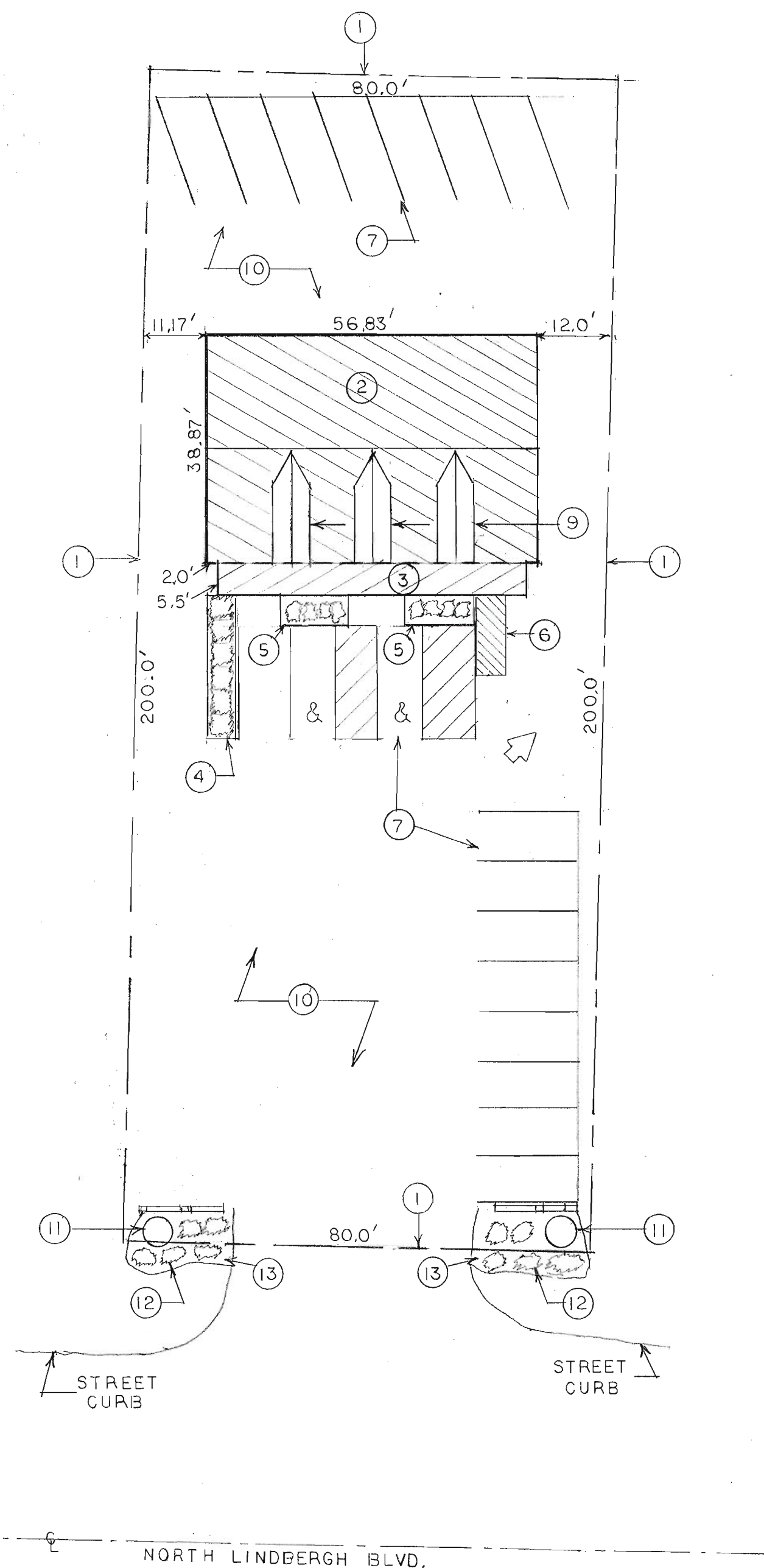


Description: View of the existing building looking west at the existing landscaping adjacent to the building.



Description: View of the existing building looking west from the entrance at N. Lindbergh Boulevard.

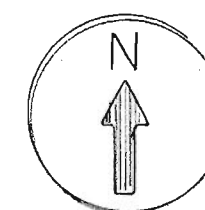
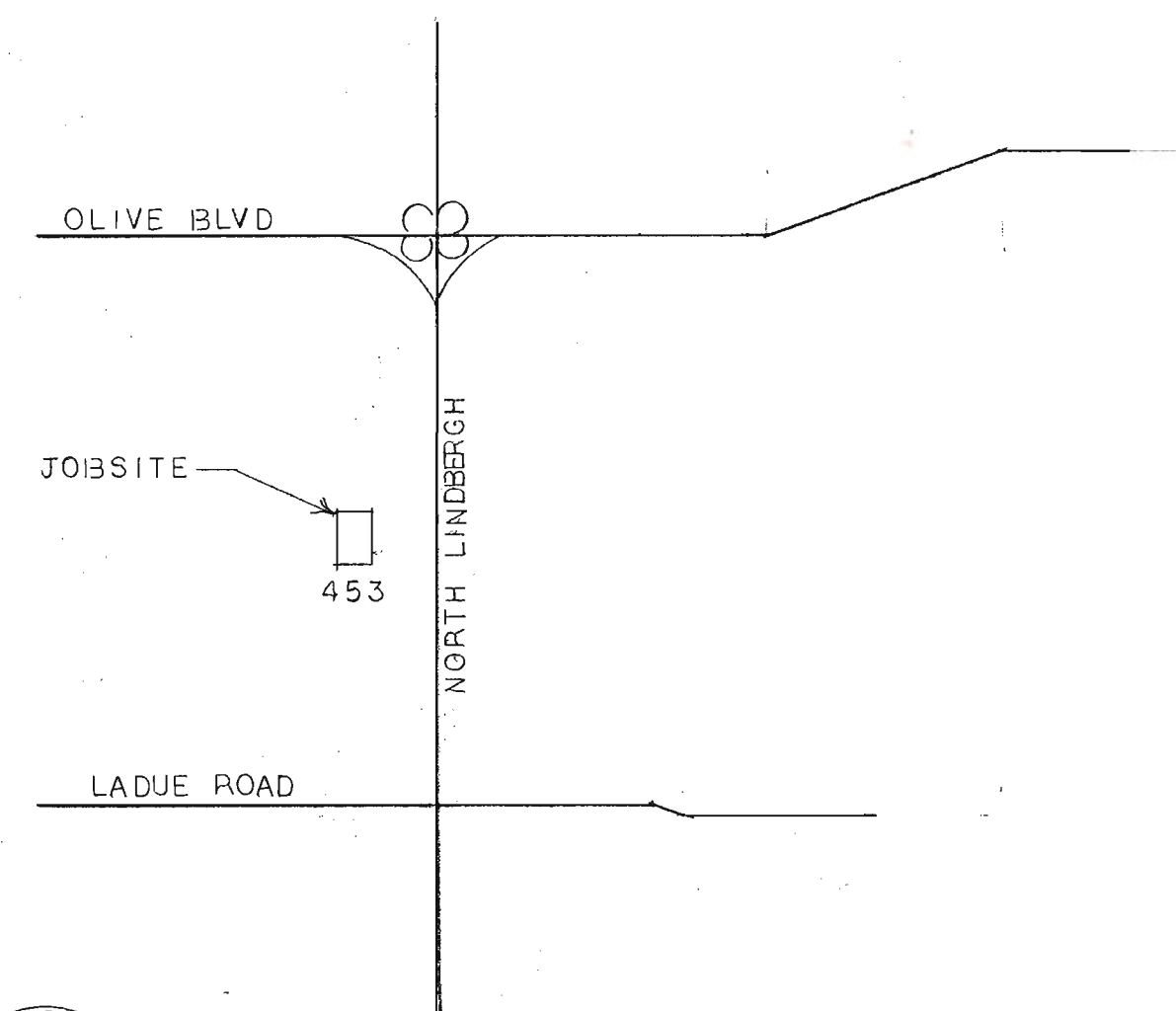
	Description: View looking east from the parking lot toward N. Lindbergh Boulevard.
	Description: View looking east from the rear property line at the existing rear of the building.



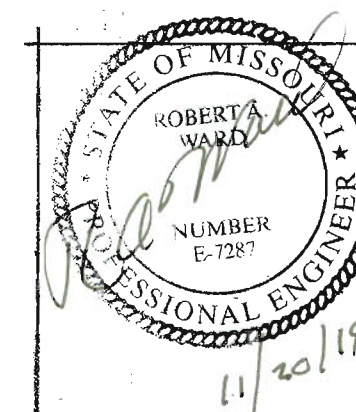
SITE AND LANDSCAPING PLAN
SCALE: 1" = 20'-0"

NOTES:

- ① PROPERTY LINE.
- ② EXISTING TWO (2) STORY BRICK OFFICE BUILDING TO BE PAINTED AND NEW ARCHITECTURAL SHINGLES INSTALLED.
- ③ EXISTING COVERED SECOND FLOOR BALCONY.
- ④ EXISTING PLANTER AREA OF GREEN VELVET BOXWOOD TO REMAIN.
- ⑤ EXISTING PLANTER AREA - ROTTEN WOOD BORDER TO BE REMOVED AND REPLACED WITH STONE A BORDER (6" WIDE X 8" TALL) TO BE INSTALLED AND NEW GREEN VELVET BOXWOODS TO BE PLANTED TO REPLACE DEAD ONES REMOVED (4 PER AREA).
- ⑥ EXISTING HANDI-CAP RAMP AND RAILINGS TO REMAIN.
- ⑦ ALL PARKING SPACES, INCLUDING TWO HANDI-CAP SPACES TO REMAIN.
- ⑧ EXISTING BRICK WALLS TO REMAIN.
- ⑨ THREE (3) NEW DORMERS TO BE ADDED TO EXISTING ROOF.
- ⑩ ASPHALT PARKING LOT - NO CHANGES.
- ⑪ RED MAPLE TREE - MINIMUM OF 3" DIAMETER TRUNK.
- ⑫ GREEN VELVET BOXWOOD SHRUBS - 5 PER AREA.
- ⑬ ALL OLD AND NEW PLANTING AREAS TO BE MULCHED WITH 4" OF A NATURAL HARDWOOD MULCH.



LOCATOR MAP
SCALE: 1" = 2000 FEET



PROPOSED EXTERIOR RENOVATION FOR PEELE PROPERTIES	
453 NORTH LINDBERGH CREVE COEUR, MISSOURI 63141	
DRAWN BY: JACK R. DAY	APPROVED BY: _____
DATE: 11-20-19	REVISED: _____
SCALE: AS NOTED	SHEET 1 OF 5

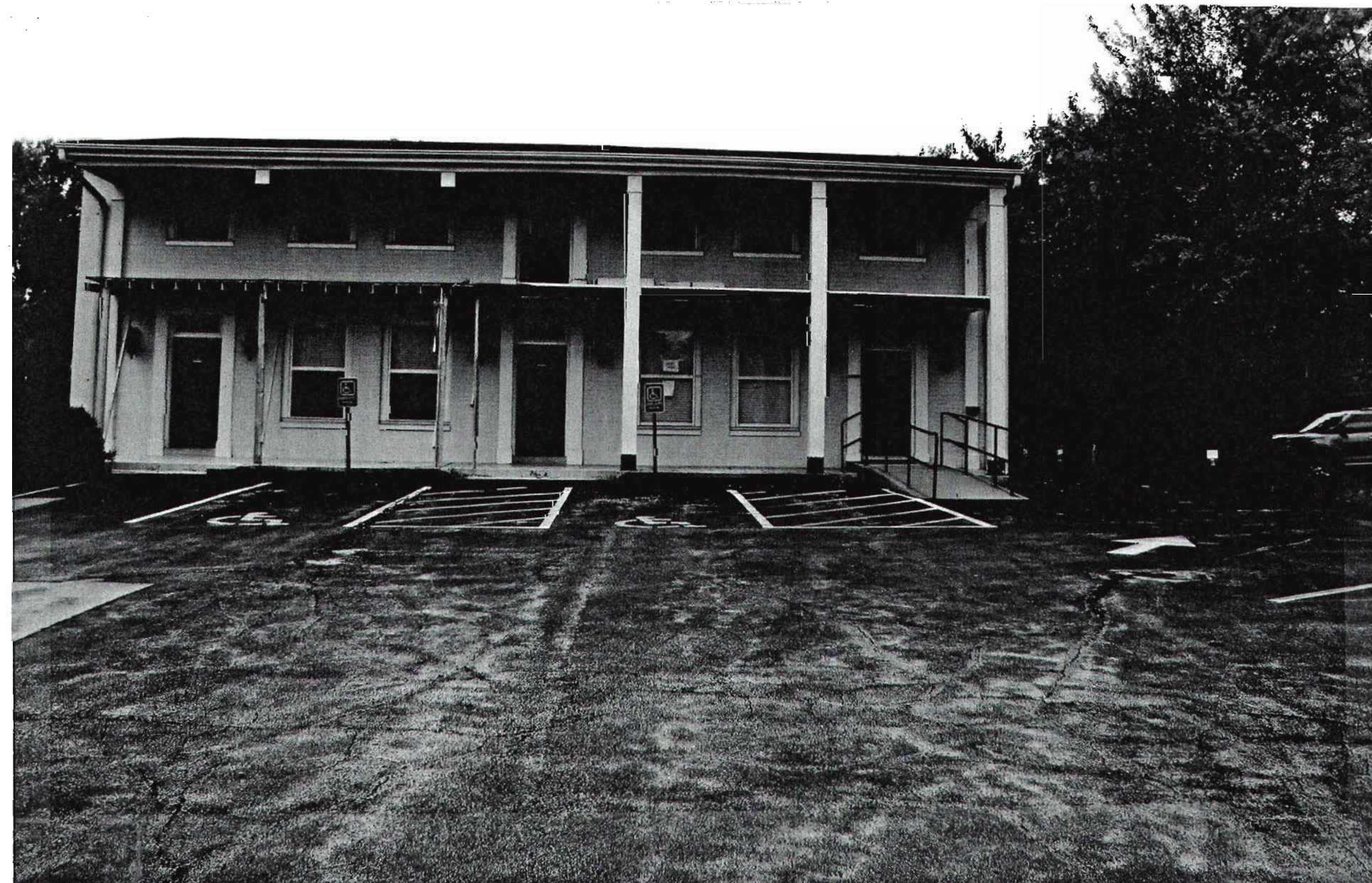


EXISTING FRONT (EAST) ELEVATION

SCALE: NONE

NOTE: PHOTO TAKEN APRIL, 2019.

HANDICAP PARKING SPACES, RAMP AND RAILING TO REMAIN.



EXISTING FRONT ELEVATION (PHOTO TAKEN OCTOBER 2019.)

SCALE: NONE

NOTE: COLUMNS REMOVED DUE TO DECAY AND ROT.

DIEING BUSHES REMOVED.

PLANTER BOX ROTTEN WOOD TIES TO BE REMOVED.

PLANTER BOXES TO BE REPLACED WITH STONE AND

NEW BUSHES PLANTED.

SCOPE OF PROJECT:

- ① RENOVATION TO FRONT ELEVATION.
- ② ELIMINATE TWO EXISTING 8 x 8 WOOD COLUMNS.
- ③ INSTALL NEW LVL MICROLAM 1.9E BEAMS AT BALCONY DECK AND ROOF.
- ④ CONSTRUCT THREE ROOF DORMERS AND VALLEYS ONTO EXISTING ROOF.
- ⑤ WRAP REMAINING COLUMNS WITH STACKED BRICK VENEER.
- ⑥ INSTALL NEW WROUGHT IRON RAILING AT SECOND FLOOR BALCONY AND PARTIAL FIRST FLOOR.
- ⑦ INSTALL NEW SOFFITS, GUTTERS AND DOWNSPOUTS TO APPROVED SPLASH BLOCKS.
- ⑧ 1 x COMPOSITE WRAP ON UPPER PORTION OF COLUMNS, BEAMS, FASCIA AND TRIM.
- ⑨ NEW ARCHITECTURAL SHINGLES ON EXISTING ROOF AND NEW VALLEYS.

NOTES:

- (A) NO CHANGES TO BE MADE TO BUILDING SIZE OR LOCATION ON PROPERTY.
- (B) NO CHANGES TO BE MADE TO GRADE OR CONTOUR OF PROPERTY.
- (C) ALL DEBRIS TO BE REMOVED FROM JOBSITE AND DISPOSED IN THE PROPER MANNER.

PROPERTY OWNER:

ALAN PEELE
PEELE PROPERTIES, LLC
405 CANDLEWICK COURT
ST. PETERS, MISSOURI 63376

PROJECT ENGINEER

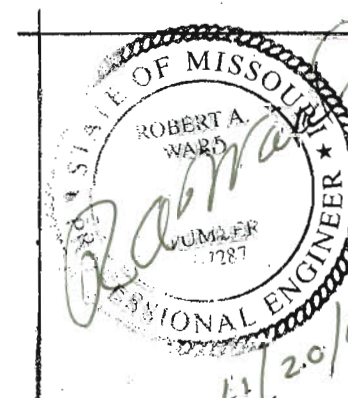
R.A. WARD AND ASSOCIATES
9909 HOLLISTON
ST. LOUIS, MISSOURI 63124
PH 314-966-3733
FAX 314-471-8282

ZONED:

GENERAL COMMERCIAL DISTRICT

BUILDING CODE:

2009 INTERNATIONAL RESIDENTIAL CODE

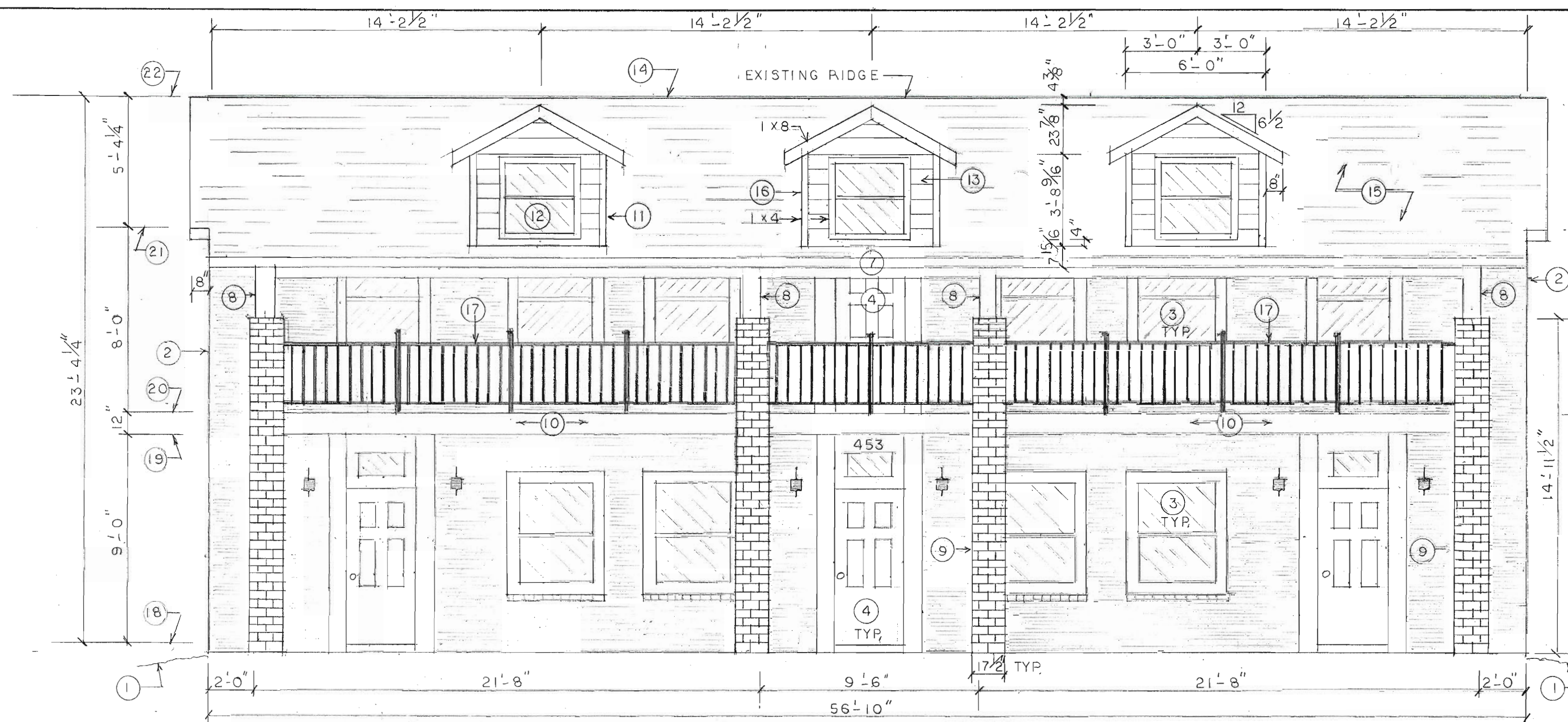


PROPOSED EXTERIOR RENOVATION FOR
PEELE PROPERTIES

453 NORTH LINDBERGH CREVE COEUR, MISSOURI 63141

DRAWN BY: JACK R. DAY
DATE: 11-20-19
SCALE: AS NOTED

APPROVED BY: _____
REVISED: _____
SHEET 2 OF 5



FRONT (EAST) ELEVATION

SCALE: $\frac{1}{4}'' = 1'-0''$

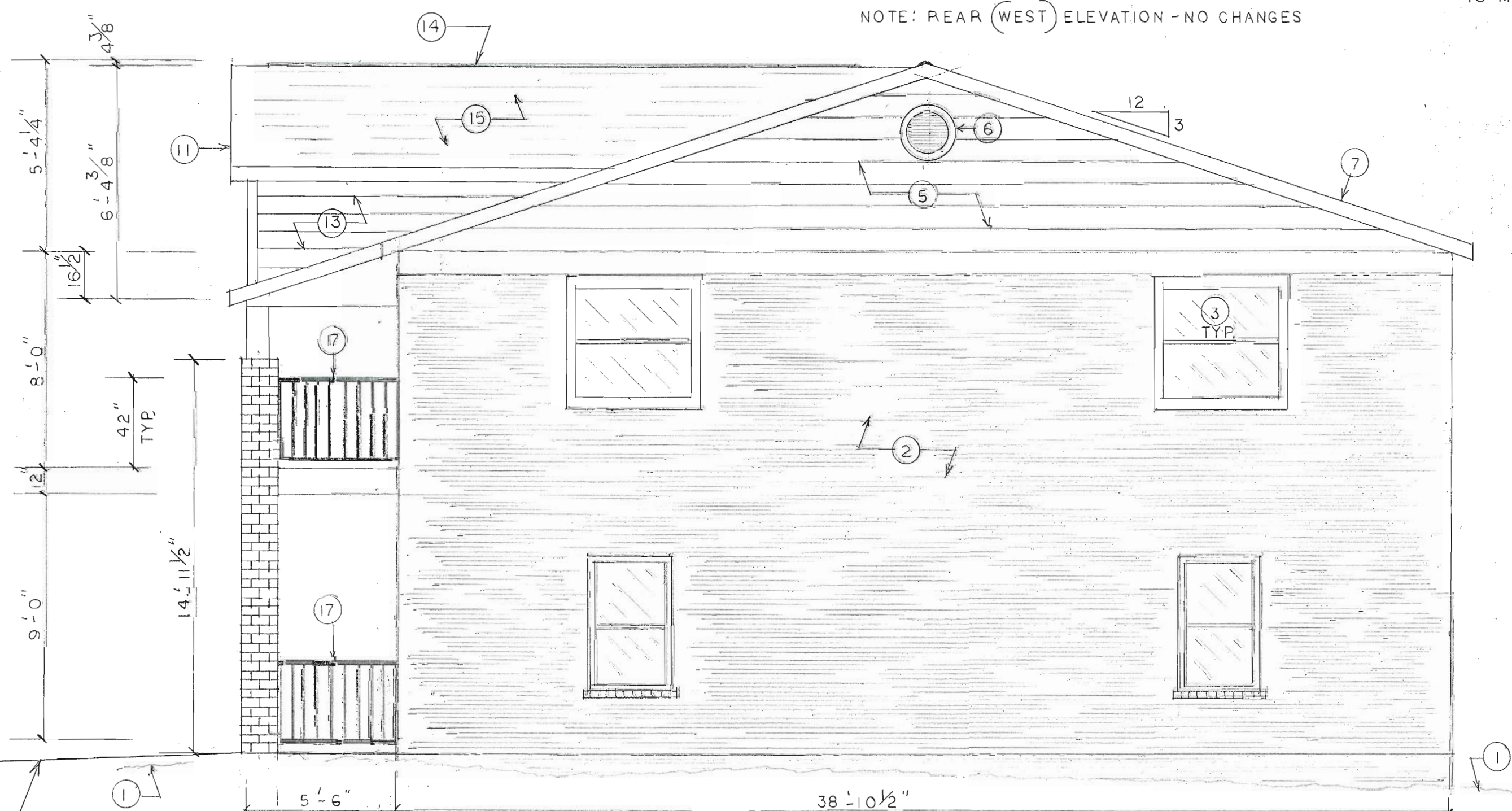
NOTE: REAR (WEST) ELEVATION - NO CHANGES

NOTE: BRICK COLUMNS TO BE PAINTED TO MATCH BUILDING.

ELEVATION NOTES

* DENOTES NO CHANGES

- ① EXISTING GRADE *
- ② " BRICK TWO STORY BUILDING *
- ③ " WINDOW *
- ④ " DOOR *
- ⑤ " HORIZONTAL SIDING *
- ⑥ " ROUND SCREENED LOUVER *
- ⑦ " 1 x _ FASCIA AND TRIM *
- ⑧ " 8 x 8 COLUMN WITH 1 x _ WRAP *
- ⑨ BRICK VENEER ON EXISTING COLUMN, (4 LOCATIONS)
- ⑩ BEAM - WRAP WITH 1 x _ COMPOSITE.
- ⑪ 6'-0" WIDE DORMER - 3 LOCATIONS.
- ⑫ 3'-0" SINGLE HUNG WINDOW - BLACK OUT BACK.
- ⑬ HARDIBOARD HORIZONTAL SIDING - MATCH EXISTING
- ⑭ RIDGE VENT,
- ⑮ ARCHITECTURAL SHINGLES ON EXISTING ROOF AND DORMER ROOF.
- ⑯ 1 x _ COMPOSITE AND TRIM - MATCH EXISTING.
- ⑰ WROUGHT IRON RAILING.
- ⑱ FIRST FLOOR.
- ⑲ TOP OF FIRST FLOOR WALL.
- ⑳ SECOND FLOOR.
- ㉑ TOP OF SECOND FLOOR WALL.
- ㉒ TOP OF EXISTING RIDGE.

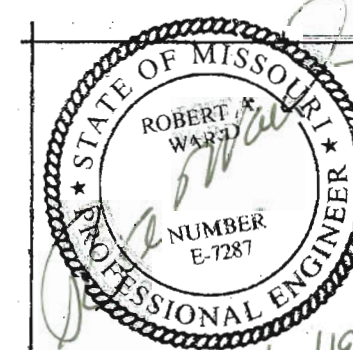


RIGHT (NORTH) SIDE ELEVATION

SCALE: $\frac{1}{4}'' = 1'-0''$

NOTE: LEFT (SOUTH) SIDE ELEVATION SIMILAR

EXISTING HANDI-CAP RAMP TO REMAIN WITH RAILING.



PROPOSED EXTERIOR RENOVATION FOR PEELE PROPERTIES

453 NORTH LINDBERGH AVE CREVE COEUR, MISSOURI 63141

DRAWN BY: JACK R. DAY

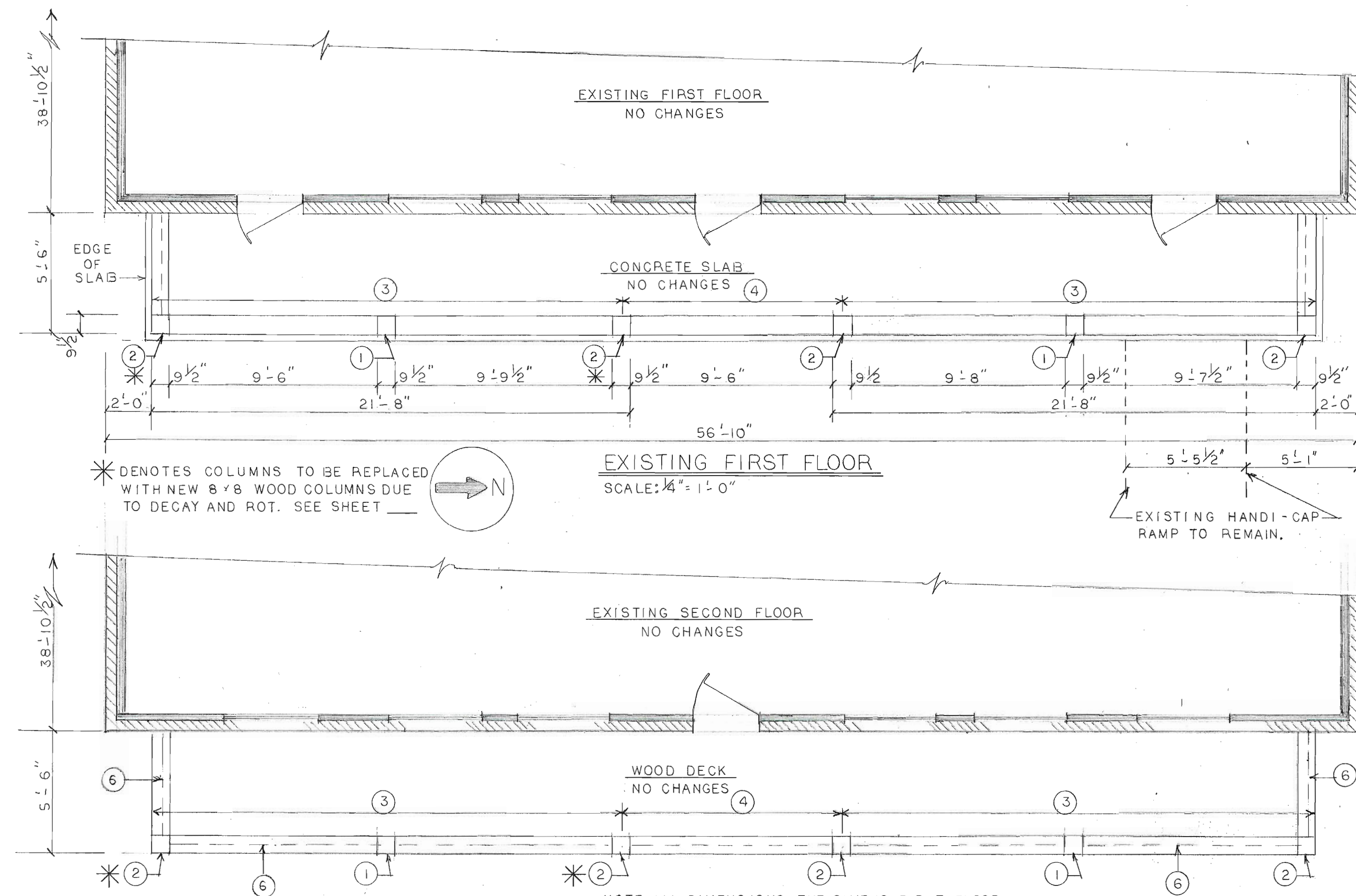
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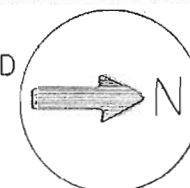
APPROVED BY: _____

REVISED: _____

SHEET 3 OF 5



* DENOTES COLUMNS TO BE REPLACED WITH NEW 8x8 WOOD COLUMNS DUE TO DECAY AND ROT. SEE SHEET ____



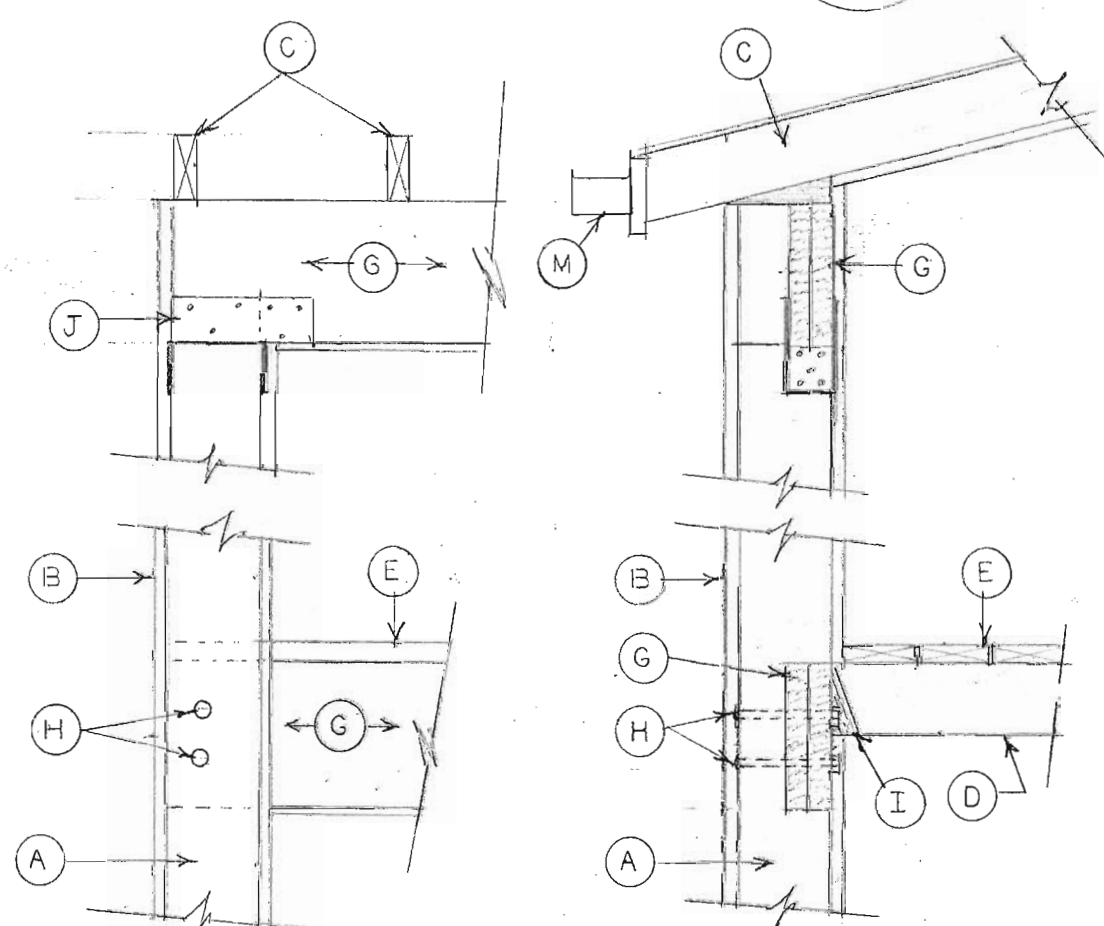
EXISTING FIRST FLOOR
SCALE: 1/4" = 1'-0"

EXISTING SECOND FLOOR
NO CHANGES

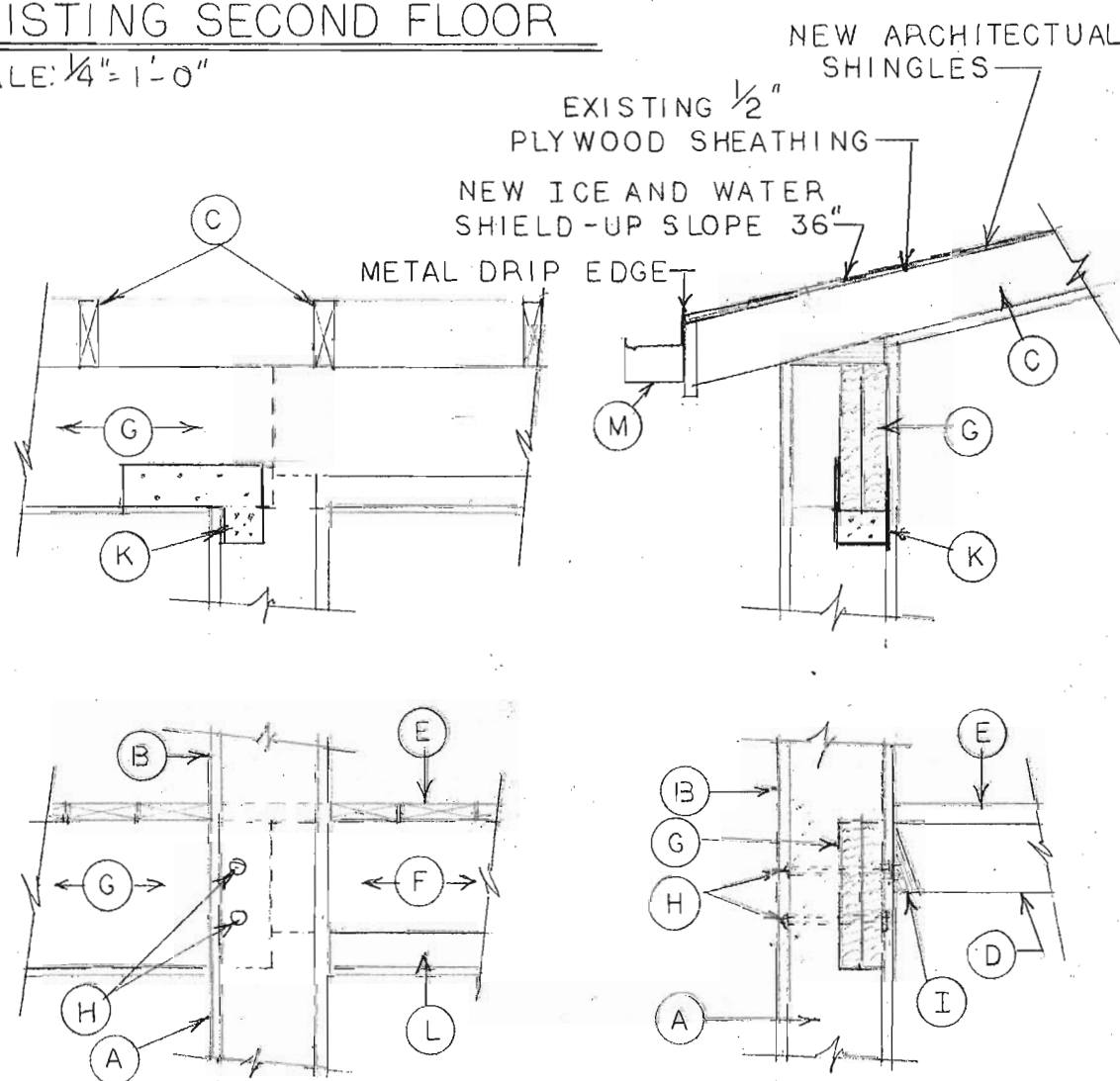
WOOD DECK
NO CHANGES

NOTE: ALL DIMENSIONS THE SAME AS FIRST FLOOR.

EXISTING SECOND FLOOR
SCALE: 1/4" = 1'-0"



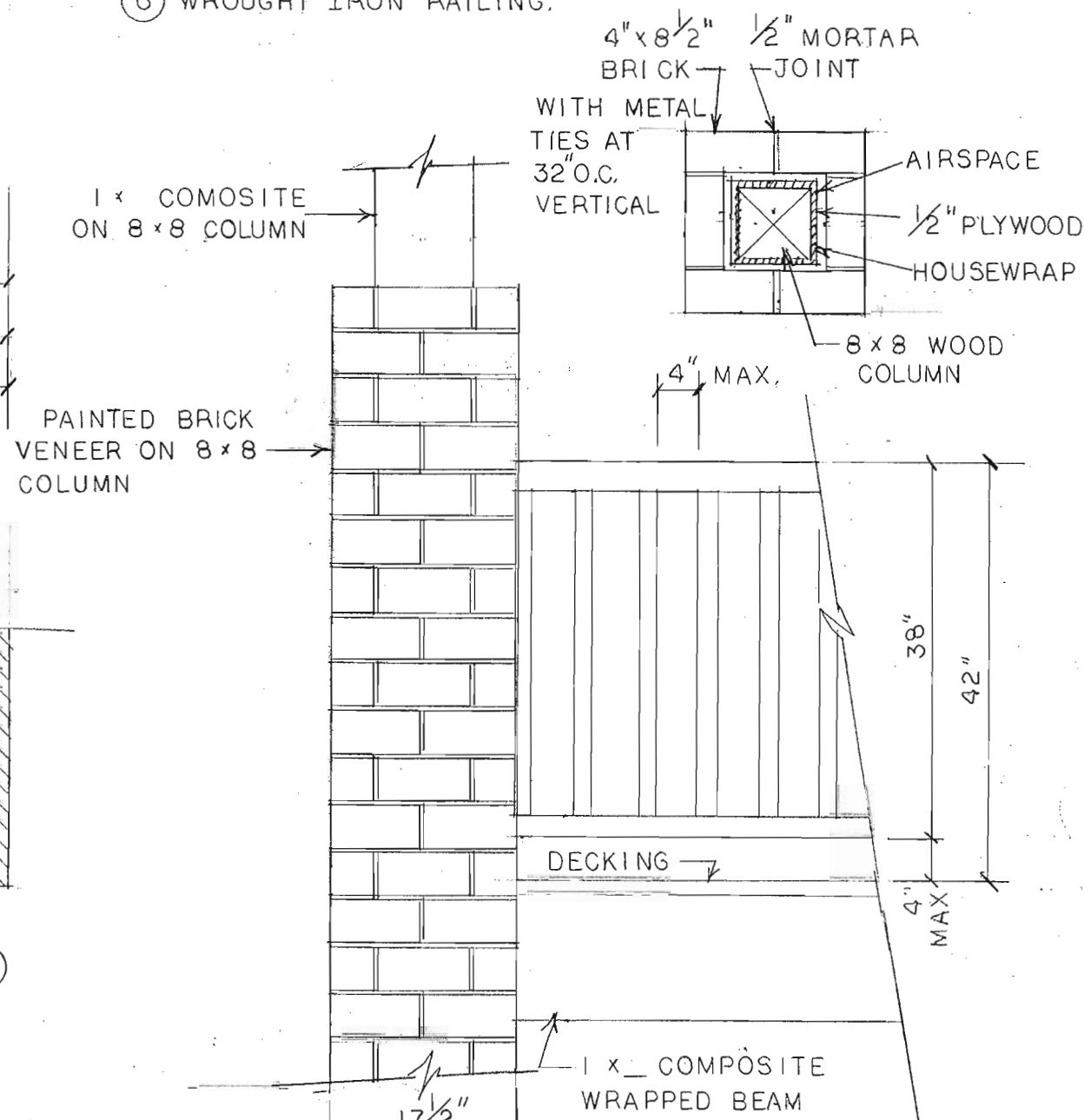
CORNER COLUMN TO BEAM CONNECTION
SCALE: 3/4" = 1'-0"



CENTER COLUMN TO BEAM CONNECTION
SCALE: 3/4" = 1'-0"

FIRST AND SECOND FLOOR NOTES:

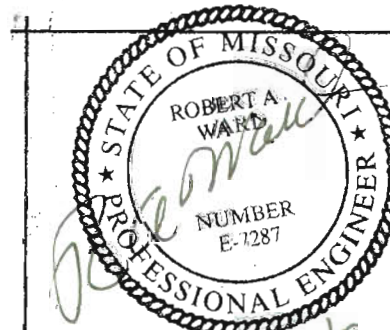
- ① EXISTING COLUMN TO BE REMOVED.
- ② EXISTING COLUMN TO BE WRAPPED WITH BRICK VENEER.
- ③ EXISTING BEAM (3-2x10's) TO BE REMOVED AND REPLACED WITH 2-1 3/4" x 11 7/8" LVL MICROLAM 1.9E.
- ④ BEAM TO REMAIN AND FRAMED DOWN TO MATCH SIZE OF NEW.
- ⑤ WRAP ALL BEAMS WITH 1x COMPOSITE TRIM.
- ⑥ WROUGHT IRON RAILING.



WROUGHT IRON RAILING DETAIL
SCALE: 3/4" = 1'-0"

COLUMN TO BEAM NOTES:

- (A) EXISTING 8x8 WOOD COLUMN.
- (B) " 1x TRIM.
- (C) " 2x6 TOP CHORD OF ROOF TRUSSES AT 24" O.C.
- (D) " 2x6 DECK JOISTS AT 16" O.C.
- (E) " 2x6 DECKING.
- (F) " 2x10 BEAM.
- (G) 2-1 3/4" x 11 7/8" LVL MICROLAM 1.9E.
- (H) 2-1/2" x 8" CARRIAGE BOLTS WITH WASHER AND NUT.
- (I) SIMPSON LUS26 JOIST HANGER.
- (J) SIMPSON EPC88 END POST CAP.
- (K) SIMPSON PC88 POST CAP.
- (L) FRAME DOWN TO MATCH NEW LVL.
- (M) NEW GUTTER AND DOWNSPOUT TO TERMINATE AT APPROVED SPLASH BLOCKS.

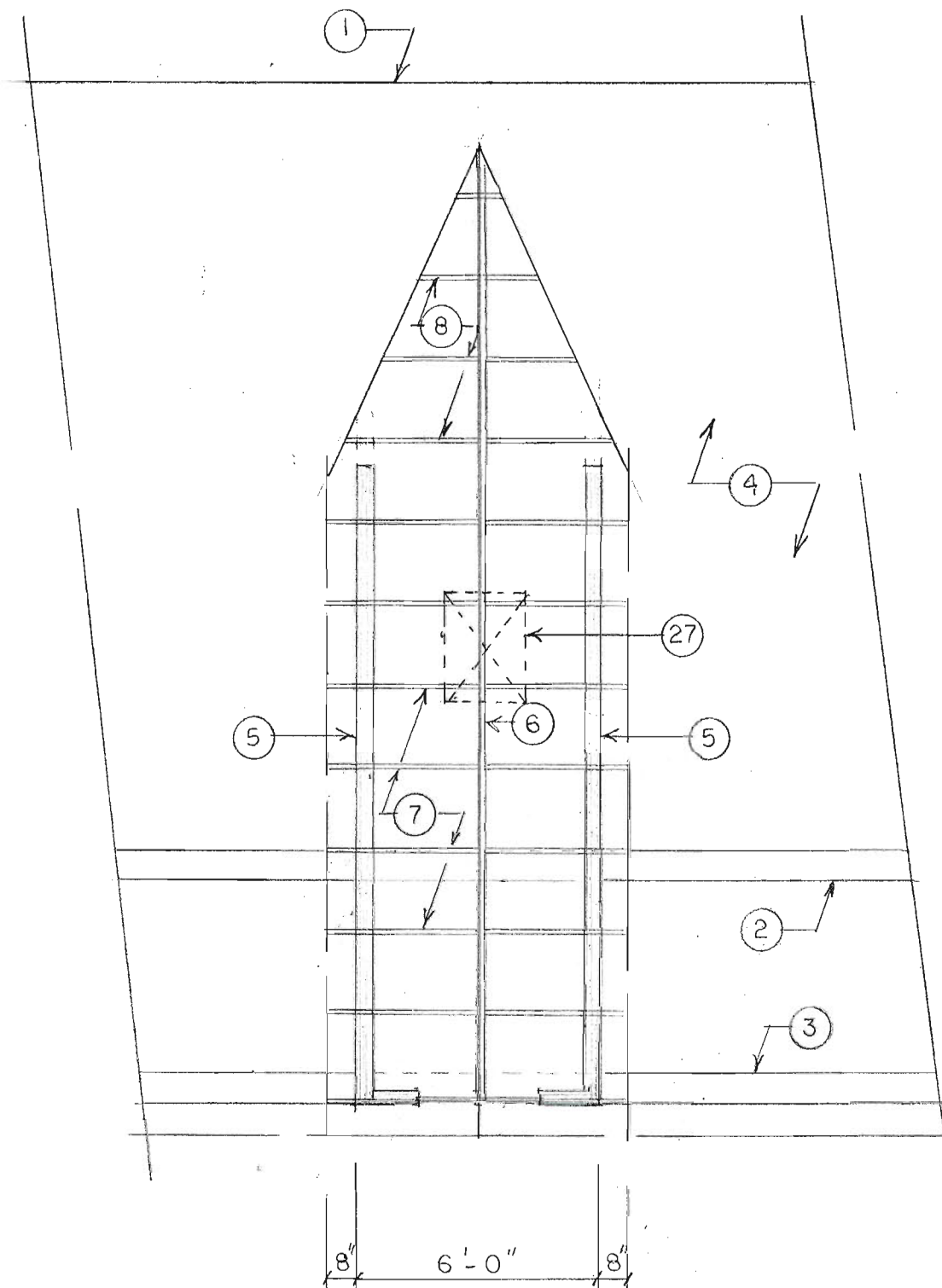


PROPOSED EXTERIOR RENOVATION FOR
PEELE PROPERTIES

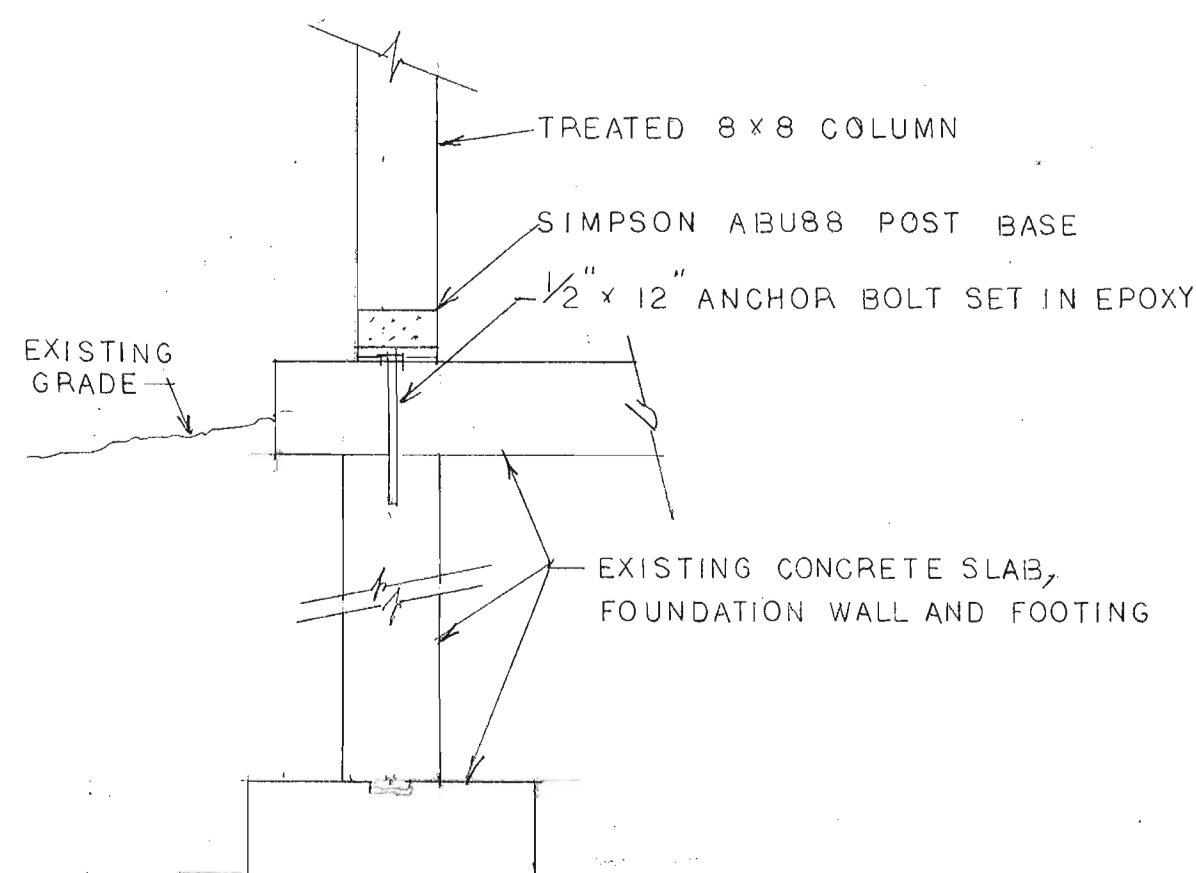
453 NORTH LINDBERGH CREVE COEUR, MISSOURI 63141

DRAWN BY: JACK R. DAY
DATE: 11-20-19
SCALE: AS NOTED

APPROVED BY: _____
REVISED: _____
SHEET 4 OF 5

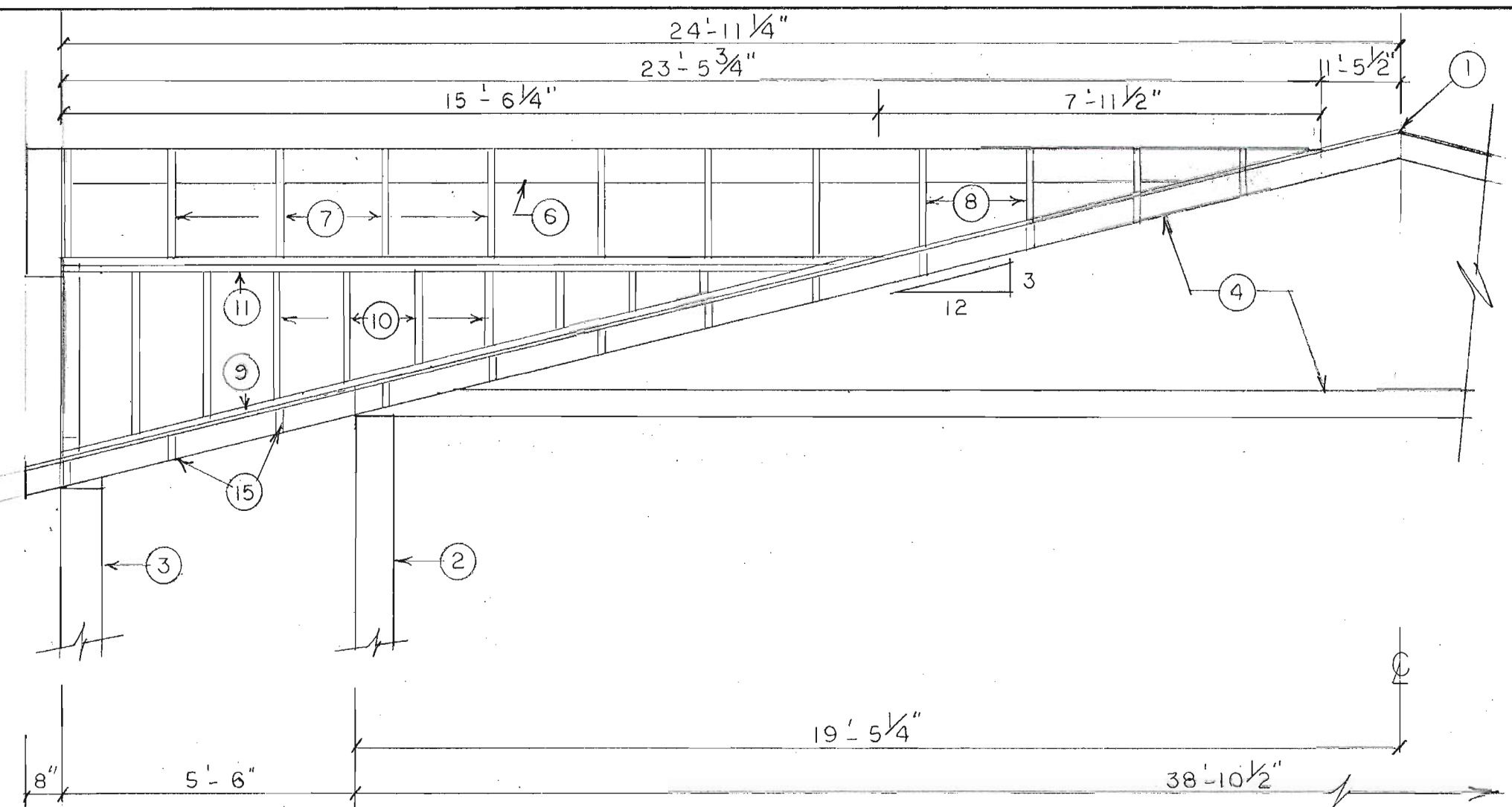
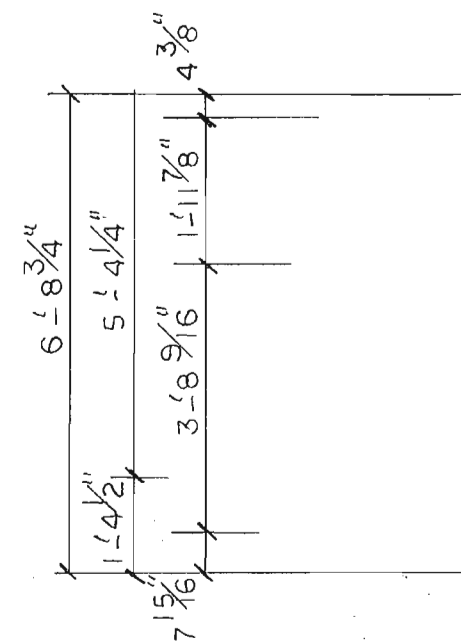


DORMER ROOF FRAMING
SCALE: $\frac{1}{4}'' = 1'-0''$



**COLUMN REPLACEMENT CONNECTION
TO EXISTING**

SCALE: $\frac{3}{4}'' = 1'-0''$

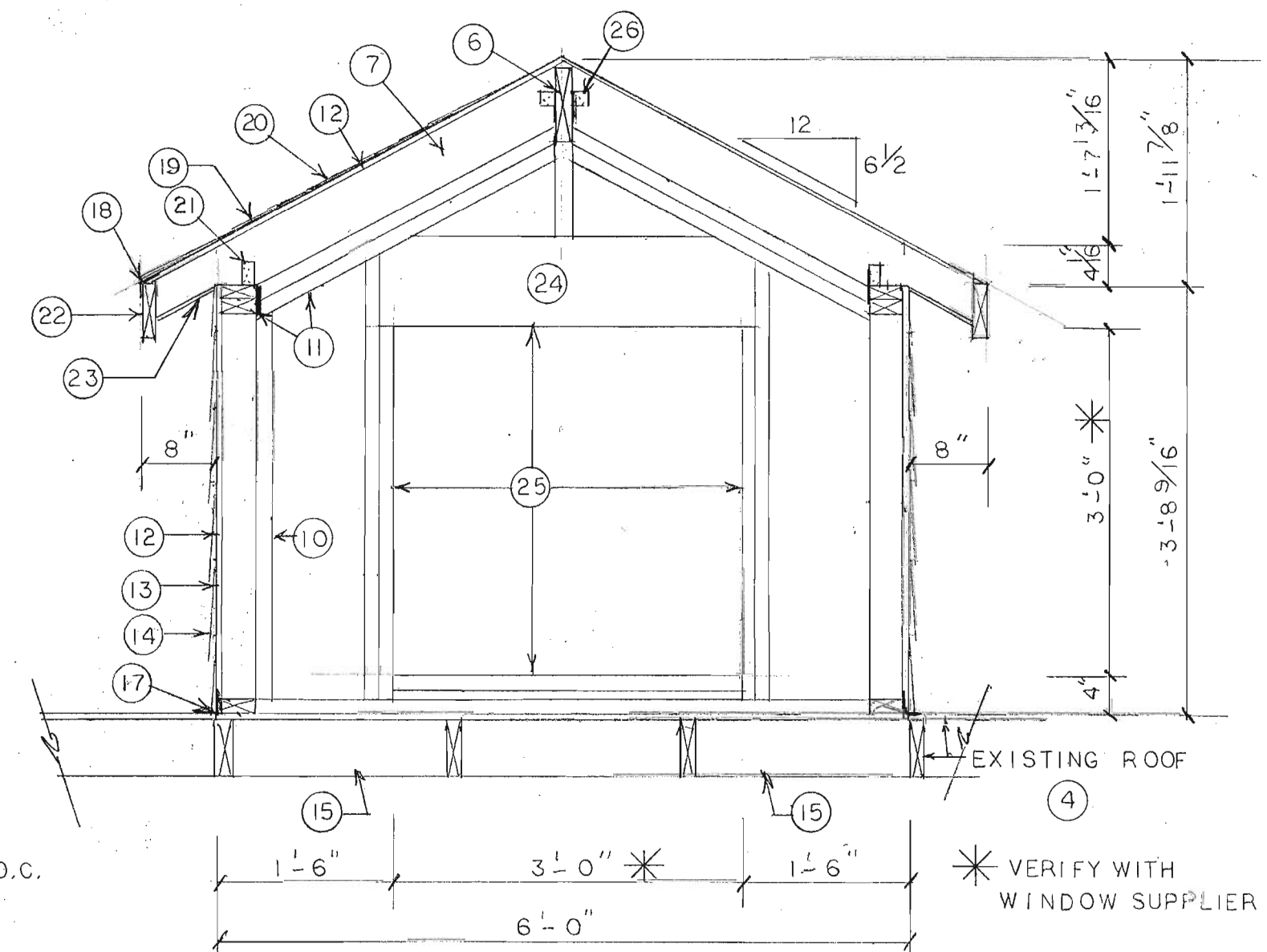


DORMER SIDE WALL FRAMING

SCALE: $\frac{3}{8}'' = 1'-0''$

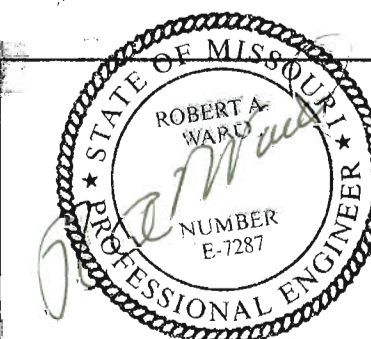
NOTES:

- ① EXISTING RIDGE LINE.
- ② EXISTING EXTERIOR BEARING WALL.
- ③ EXISTING AND NEW POST AND BEAM.
- ④ EXISTING 3 in 12 ROOF - CONSISTING OF PREFABRICATED WOOD ROOF TRUSSES AT 24" O.C. WITH 2x6 TOP AND BOTTOM CHORDS AND $\frac{1}{2}''$ PLYWOOD ROOF SHEATHING.
- ⑤ 2x4 DORMER WALLS WITH $\frac{1}{2}''$ PLYWOOD WALL SHEATHING, TYVEK HOUSEWRAP AND HARDI-BOARD SIDING.
- ⑥ 2x8 RIDGE BEAM - BLOCK DOWN AT 6'-0" O.C. INTERVALS.
- ⑦ 2x6 RAFTERS AT 24" O.C. AND COLLAR TIES AT 48" O.C.
- ⑧ 2x6 VALLEY FRAMING AT 24" O.C.
- ⑨ 2x4 BOTTOM PLATE.
- ⑩ 2x4 STUDS AT 16" O.C.
- ⑪ 2-2x4 TOP PLATES.
- ⑫ $\frac{1}{2}''$ PLYWOOD SHEATHING.
- ⑬ TYVEK HOUSEWRAP.
- ⑭ HARDI-BOARD SIDING - MATCH EXISTING.
- ⑮ 2x6 BLOCKING BETWEEN TRUSSES FOR WALL SUPPORT AT 24" O.C.
- ⑰ METAL STEP FLASHING - BOTH SIDES OF DORMER.
- ⑱ METAL DRIP EDGE AT NEW DORMERS AND EXISTING WHEN REROOFED.
- ⑲ ICE AND WATER SHIELD UP SLOPE FOR 36" AT DORMERS AND EXISTING AT REROOF.
- ⑳ ARCHITECTURAL SHINGLES AT DORMERS AND REROOF OF EXISTING.
- ㉑ SIMPSON HI RAFTER TIE DOWN.
- ㉒ 2x6 COMPOSITE FASCIA
- ㉓ VENTED VINYL SOFFIT
- ㉔ 2-2x10 HEADER - NO.2 S.Y.P.
- ㉕ ROUGH OPENING FOR 3'-0" WINDOW.
- ㉖ SIMPSON H2.5 RAFTER TIE DOWN.
- ㉗ 22"x 30" ACCESS HOLE IN EXISTING ROOF SHEATHING. HOLE TO BE CUT BETWEEN EXISTING TRUSSES AT 24" O.C.



FRONT WALL DORMER DETAIL

SCALE: $\frac{3}{4}'' = 1'-0''$



PROPOSED EXTERIOR RENOVATION FOR
PEELE PROPERTIES

453 NORTH LINDBERGH CREVE COEUR, MISSOURI 63141

DRAWN BY: JACK R. DAY
DATE: 11-20-19
SCALE: AS NOTED

APPROVED BY: _____
REVISED: _____
SHEET 5 OF 5



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
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APPLICATION TO PLANNING AND ZONING COMMISSION #18-050 FOR A MINOR SITE PLAN APPROVAL FOR THE EXTERIOR MODIFICATION TO THE BUILDING AT 453 N. LINDBERGH BOULEVARD

FOR THE MEETING OF: Monday, February 4, 2019

SUBJECT PROPERTY LOCATION: 453 N. Lindbergh Boulevard, Zoned GC-General Commercial District.

REQUEST: Alan Peele, of Cardinal Contractors, has submitted an application for the modifications to the exterior of the building at 453 N. Lindbergh Boulevard, that include painting the existing building a light gray color, new roof eaves, and stacked stone columns on the balcony. The building will be used as a sales and management office only for Cardinal Contracting, no storage of materials or equipment will be on site.

ADDITIONAL INFORMATION: The building was originally developed in 1965 and has largely remained unchanged since that time. Therefore, the property has pre-existing, nonconformities on the site. Section 405.1080 also requires minor site plan approval by the Planning and Zoning Commission for any proposed alteration that would significantly affect the exterior of a building. City Council action is not required.

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

- Design Guidelines

Zoning Code References

- Section 405.210: Regulation of Uses
- Section 405.360: General Commercial District
- Section 405.1080: Site Concept, Site Development and Minor Site Plan Approval.

APPLICANT: Alan Peele
 Cardinal Contractors
 2362 Hwy 94 South Outer Rd
 St Charles, MO 63303



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner
DATE: 1/30/2019
ATTACHMENTS: Applicant's Materials received January 28, 2019 and Landscape Plan received January 17, 2019

REVISIONS SINCE THE JANUARY 22, 2019 PLANNING AND ZONING COMMISSION MEETING

The Applicant has revised the drawings to address the Commission's concerns from the prior meeting. The elevations include new stacked stone columns, as well as made them more substantial in appearance. The new gable roofs are a gray fiber cement Hardie Board material to better coordinate with the rest of the building. The overall structure painted a light grey color, instead of the beige. The Applicant will have material and color samples for the Commission's review at the meeting.



Figure 1: Revised front elevation

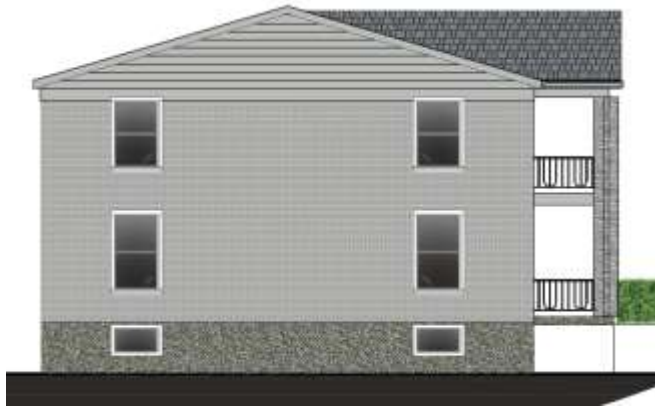


Figure 2: South Elevation

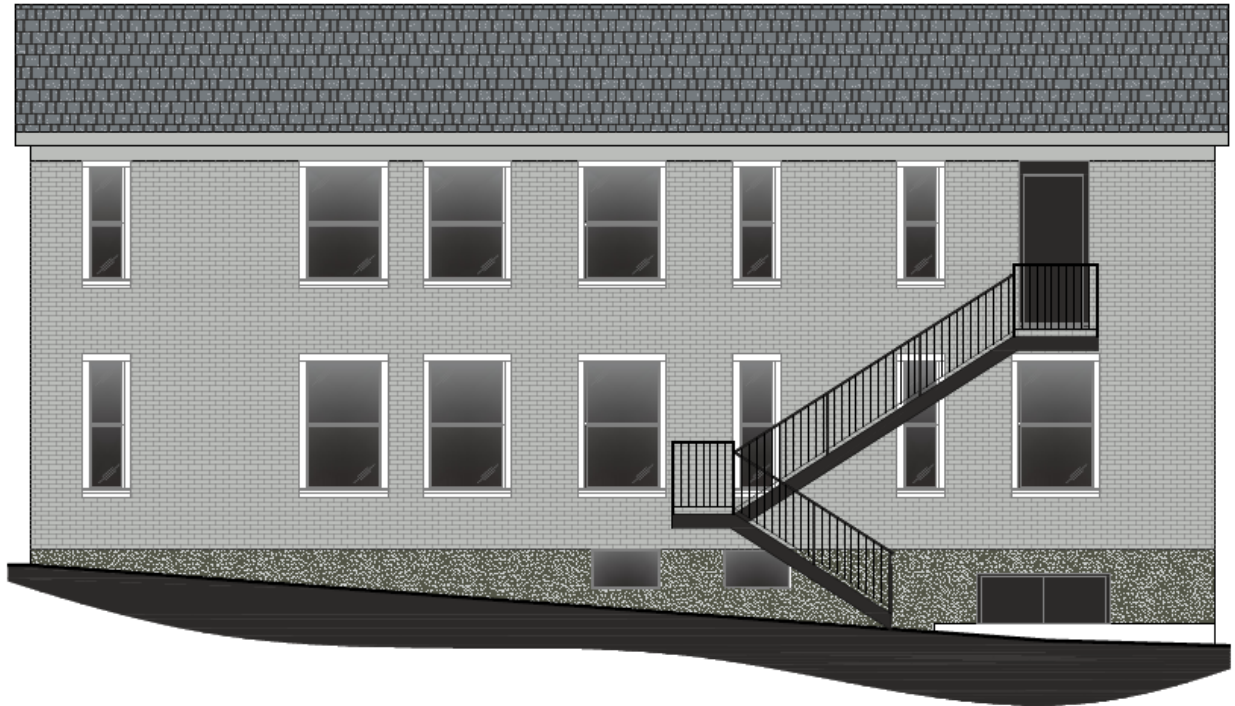


Figure 3: Revised Rear Elevation

For the January 22, 2019 meeting, the Applicant also provided a revised Landscape plan to include two new red maple trees on either side of the entrance, and boxwood shrubs to soften the existing landscaping walls as discussed in the January 7th report.

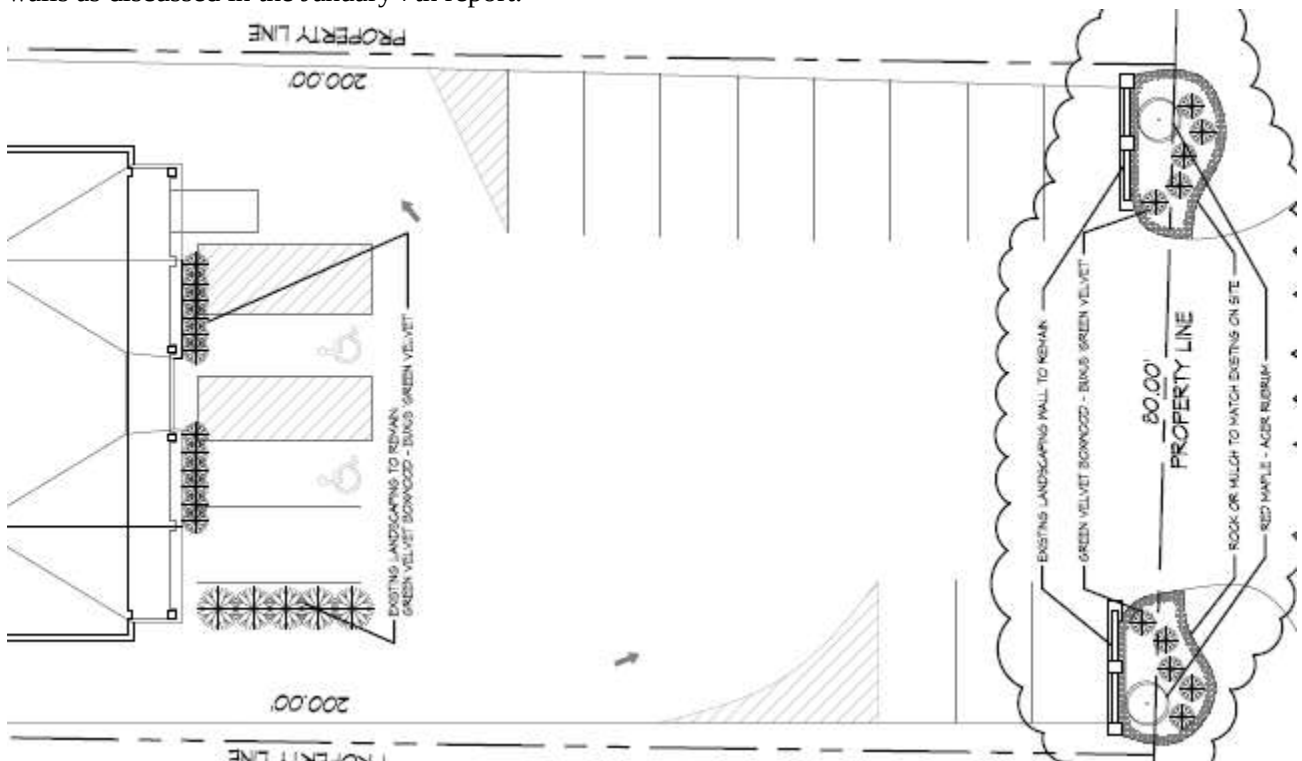


Figure 4: Revised Site/Landscape Plan from January 22, 2019 Staff Report

Staff believes that the change to the design and materials of the building addresses the Commission's comments from the previous meeting; however, the Commission should review the materials samples with the Applicant at the meeting.

RECOMMENDATION

Below are the updated recommendations for approval incorporating all of the revisions:

1. The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code. Exterior elevations shall be in substantial conformance with the "Concept Elevations" received January 28, 2019 as bound together and submitted in conjunction with Application #18-050 by Killian Smith Architect + Associates and with all conditions of approval.
2. The use of the building shall be for office only. There shall be no storage of construction materials, roofing materials, or equipment associated with the Roofing Contracting on the property at any time.
3. All vehicles displaying permitted vehicular signs owned by or operated on behalf of a business operating within the City limits shall only park said vehicle when at the business location behind the front building line within a properly designated parking space. Where such parking is not available, said vehicle shall park as far from the right-of-way and in the least visible area possible, in relation to the public rights-of-way, in compliance with Section 405.930(D)(6)(a) of the City's Sign Regulations.
4. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code
5. The Applicant is required to submit a Site Improvement Permit application, showing all exterior improvements, as required by Section 420.070 of the Land Disturbance Code. The permit application shall be in substantial conformance with the "Landscape Plan" received January 17, 2019, except as modified below.
6. The Landscape Plan shall be revised to indicate that the trees shall be a minimum of 3" caliper to comply with Section 405.540(F)(1) of the Landscaping Ordinance.
7. All landscaping shall be permanently maintained in good condition with at least the same quality and quantity of landscaping as initially approved. Vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed, and should the street trees be removed, sufficient landscaping shall be provided on the property to be consistent with the Landscape Plan to the extent possible, as required under Section 405.540 Landscaping
8. All property maintenance issues shall be addressed to the Building Official's satisfaction, to specifically include repairing, re-sealing and restriping the asphalt parking lot.
9. All lighting shall be in conformance with Section 405.680, Lighting, of the Zoning Code, and Section 405.810 of the Parking Ordinance. Any new additional light standards shall require approval of the Planning and Zoning Commission prior to installation.
10. 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 plan 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 approve the minor site plan for the façade improvements and landscaping for the property at 453 N. Lindbergh Boulevard as bound together with Application #18-050, as presented to the Planning and Zoning Commission, subject to the conditions contained in the staff report for the meeting of February 4, 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

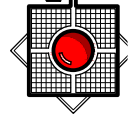
Included and attached by reference. See body of report for specific excerpts.



1 EAST ELEVATION
SCALE: 1/4" = 1'-0"

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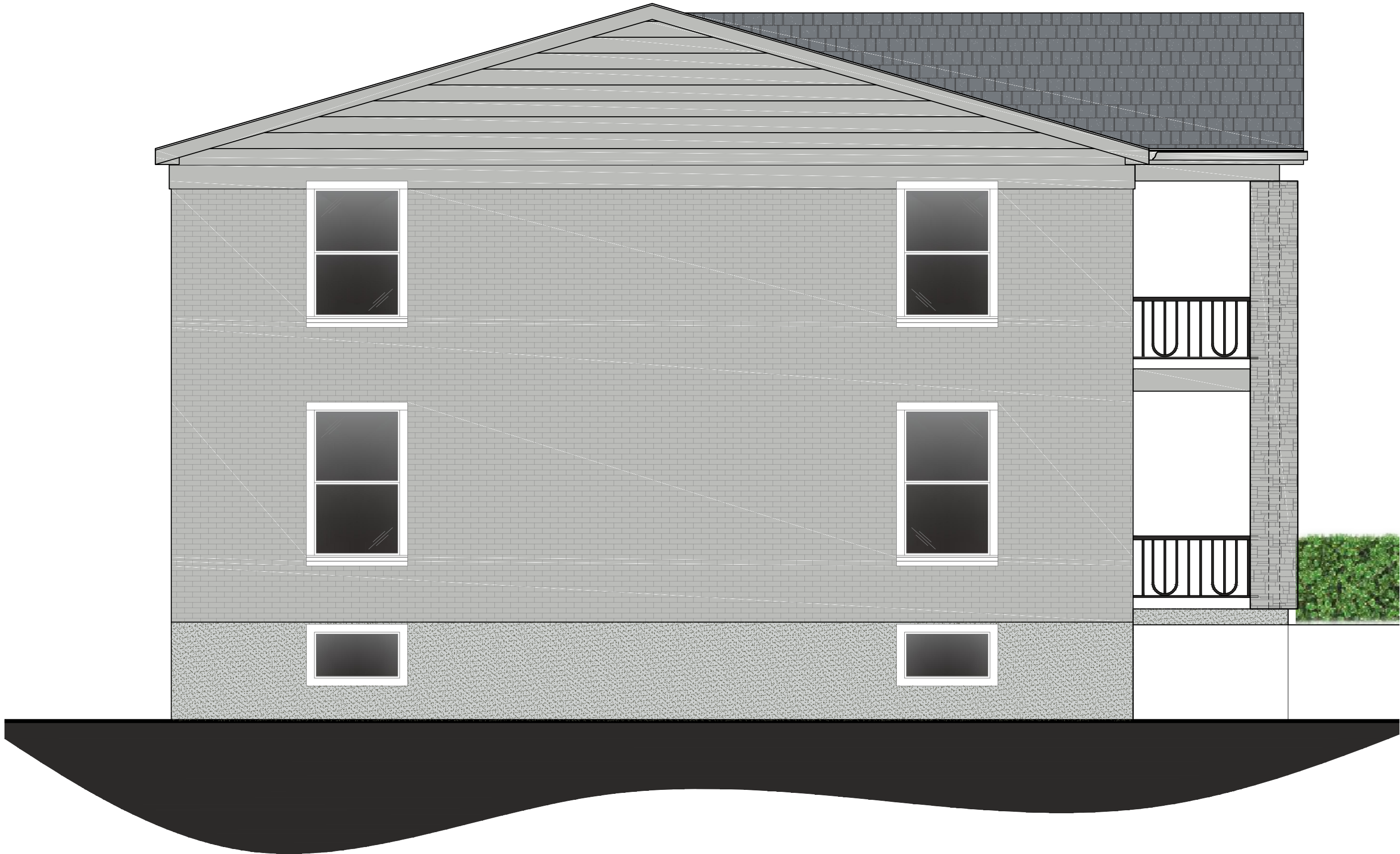
Project Code
APR 1802

EXTERIOR RENOVATION FOR:
PEELE PROPERTIES
453 N LINDBERGH BLVD
CREVE COEUR, MO 63141

Issue Date
28 JAN 19

Drawing Number
AD-1

Attachment: APR 1802 - SET AD-1-4 (#19-045: 453 N Lindbergh Minor Site Plan Exterior Modifications)



1 SOUTH ELEVATION
SCALE: 1/4" = 1'-0"

Revisions 7.3.d

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Project Code
APR 1802

PROJECT NAME
EXTERIOR RENOVATION FOR:
PEELE PROPERTIES
453 N LINDBERGH BLVD
CREVE COEUR, MO 63141

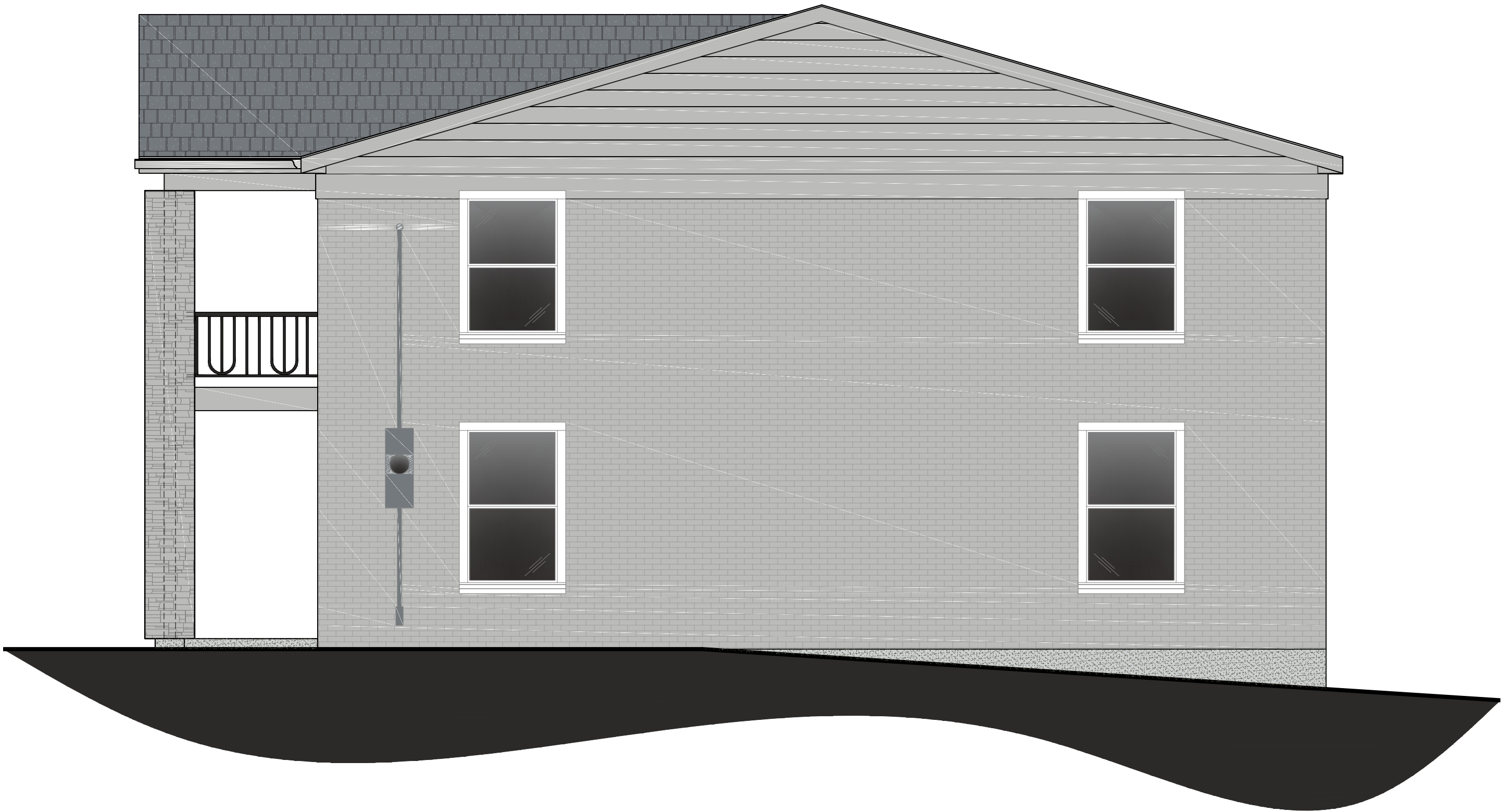
Issue Date
28 JAN 19

Drawing Number

AD-2

Packet Pg. 133

Attachment: APR 1802 - SET AD-1-4 (#19-045: 453 N Lindbergh Minor Site Plan Exterior Modifications)



1 NORTH ELEVATION
SCALE: 1/4" = 1'-0"

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Project Code
APR 1802

Project Name
EXTERIOR RENOVATION FOR:
PEELE PROPERTIES
453 N LINDBERGH BLVD
CREVE COEUR, MO 63141

Issue Date
28 JAN 19

Drawing Number
AD-3

Attachment: APR 1802 - SET AD-1-4 (#19-045: 453 N Lindbergh Minor Site Plan Exterior Modifications)



1 WEST ELEVATION
SCALE: 1/4" = 1'-0"

Revisions 7.3.d

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Fax 314 • 909 • 8833

Project Code
APR 1802

Project Name
EXTERIOR RENOVATION FOR:
PEELE PROPERTIES
453 N LINDBERGH BLVD
CREVE COEUR, MO 63141

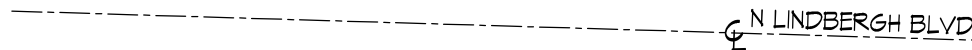
Issue Date
28 JAN 19

Drawing Number

AD-4

Packet Pg. 135

Attachment: APR 1802 - SET AD-1-4 (#19-045: 453 N Lindbergh Minor Site Plan Exterior Modifications)



SCALE: 1" = 20'-0"

Packet Pg. 136



city of CREVE COEUR

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

APPLICATION TO PLANNING AND ZONING COMMISSION #18-050 FOR A MINOR SITE PLAN APPROVAL FOR THE EXTERIOR MODIFICATION TO THE BUILDING AT 453 N. LINDBERGH BOULEVARD

FOR THE MEETING OF: Tuesday, January 22, 2019

SUBJECT PROPERTY LOCATION: 453 N. Lindbergh Boulevard, Zoned GC-General Commercial District.

REQUEST: Alan Peele, of Cardinal Contractors, has submitted an application for the modifications to the exterior of the building at 453 N. Lindbergh Boulevard, that include painting the existing building a light beige color, new roof eaves, and stone columns on the balcony. The building will be used as a sales and management office only for Cardinal Contracting, no storage of materials or equipment will be on site.

ADDITIONAL INFORMATION: The building was originally developed in 1965 and has largely remained unchanged since that time. Therefore, the property has pre-existing, nonconformities on the site. Section 405.1080 also requires minor site plan approval by the Planning and Zoning Commission for any proposed alteration that would significantly affect the exterior of a building. City Council action is not required.

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

- Design Guidelines

Zoning Code References

- Section 405.210: Regulation of Uses
- Section 405.360: General Commercial District
- Section 405.1080: Site Concept, Site Development and Minor Site Plan Approval.

APPLICANT: Alan Peele
Cardinal Contractors
2362 Hwy 94 South Outer Rd
St Charles, MO 63303



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner
DATE: 1/17/2019
ATTACHMENTS: Applicant's Materials received January 17, 2019

REVISIONS SINCE THE JANUARY 7, 2019 PLANNING AND ZONING COMMISSION

During the prior Commission Meeting, the members asked to see color renderings of the proposed elevations, and that the Applicant provide material samples to aid in the review. The proposed alterations include a new gable roof and stone columns, and the overall structure painted a light grey color, instead of the beige. The Applicant will have material and color samples for the Commission's review at the meeting.



Figure 1: Color rendering of the front elevations.



Figure 2: North and South Color Elevations



Figure 3: Rear (West) Elevation

The Applicant also provided a revised Landscape plan to include two new red maple trees on either side of the entrance, and boxwood shrubs to soften the existing landscaping walls as discussed in the prior report.

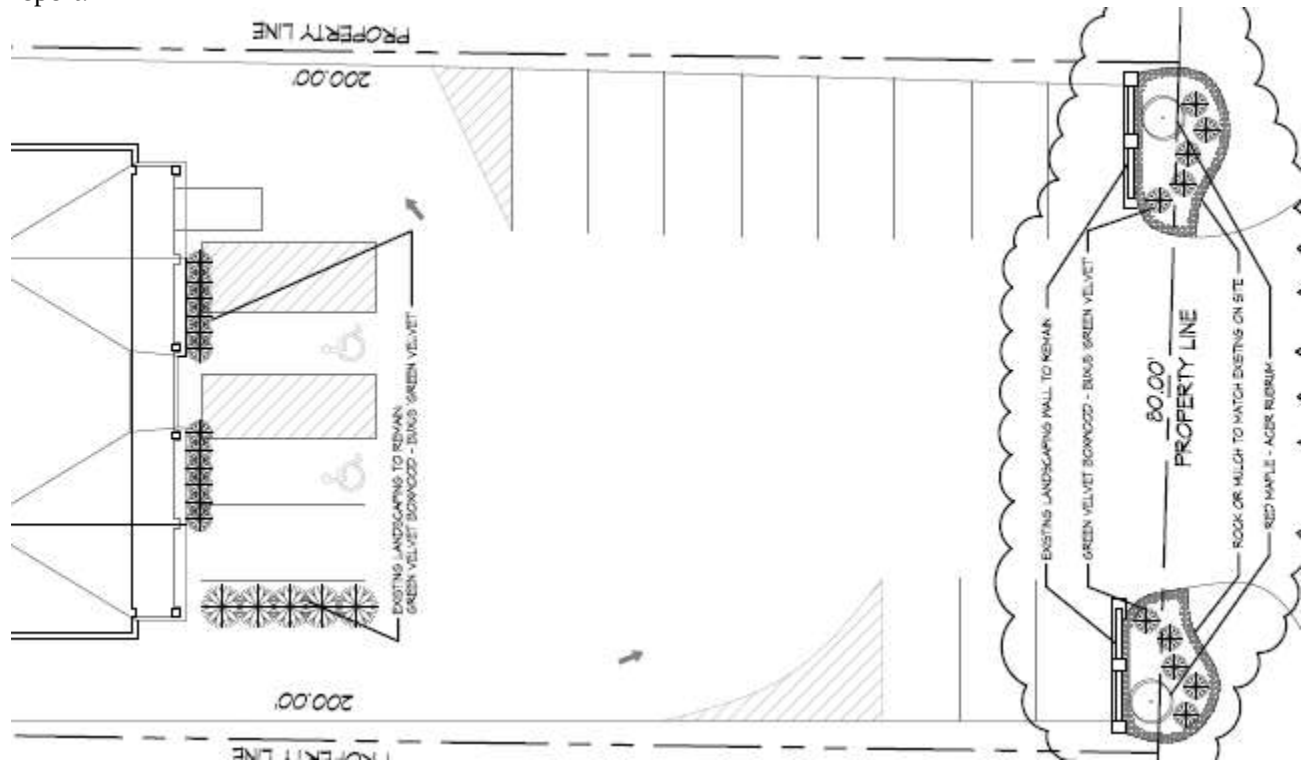


Figure 4: Revised Site/Landscape Plan

The Commission should review the materials and provide direction to the Applicant.

RECOMMENDATION

Below are the updated recommendations from the prior staff report, with the exception that the Landscaping as submitted is revised. Additional discussion of the color and painting of the brick may require additional conditions.

1. The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code. Exterior elevations shall be in substantial conformance with the "Concept Elevations" received January 17, 2019 as bound together and submitted in conjunction with Application #18-050 by Killian Smith Architect + Associates and with all conditions of approval.
2. All lighting shall be in conformance with Section 405.680, Lighting, of the Zoning Code, and Section 405.810 of the Parking Ordinance. Any new additional light standards shall require approval of the Planning and Zoning Commission prior to installation.
3. The use of the building shall be for office only. There shall be no storage of construction materials, roofing materials, or equipment associated with the Roofing Contracting on the property at any time.
4. All vehicles displaying permitted vehicular signs owned by or operated on behalf of a business operating within the City limits shall only park said vehicle when at the business location behind the front building line within a properly designated parking space. Where such parking is not available, said vehicle shall park as far from the right-of-way and in the least visible area possible, in relation to the public rights-of-way, in compliance with Section 405.930(D)(6)(a) of the City's Sign Regulations.

5. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code
6. The trees shall be a minimum of 3" caliper to comply with Section 405.540(F)(1) of the Landscaping Ordinance.
7. All landscaping shall be permanently maintained in good condition with at least the same quality and quantity of landscaping as initially approved. Vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed, and should the street trees be removed, sufficient landscaping shall be provided on the property to be consistent with the Landscape Plan to the extent possible, as required under Section 405.540 Landscaping
8. All property maintenance issues shall be addressed to the Building Official's satisfaction, to specifically include repairing, re-sealing and restriping the asphalt parking lot.
9. 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 plan 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:

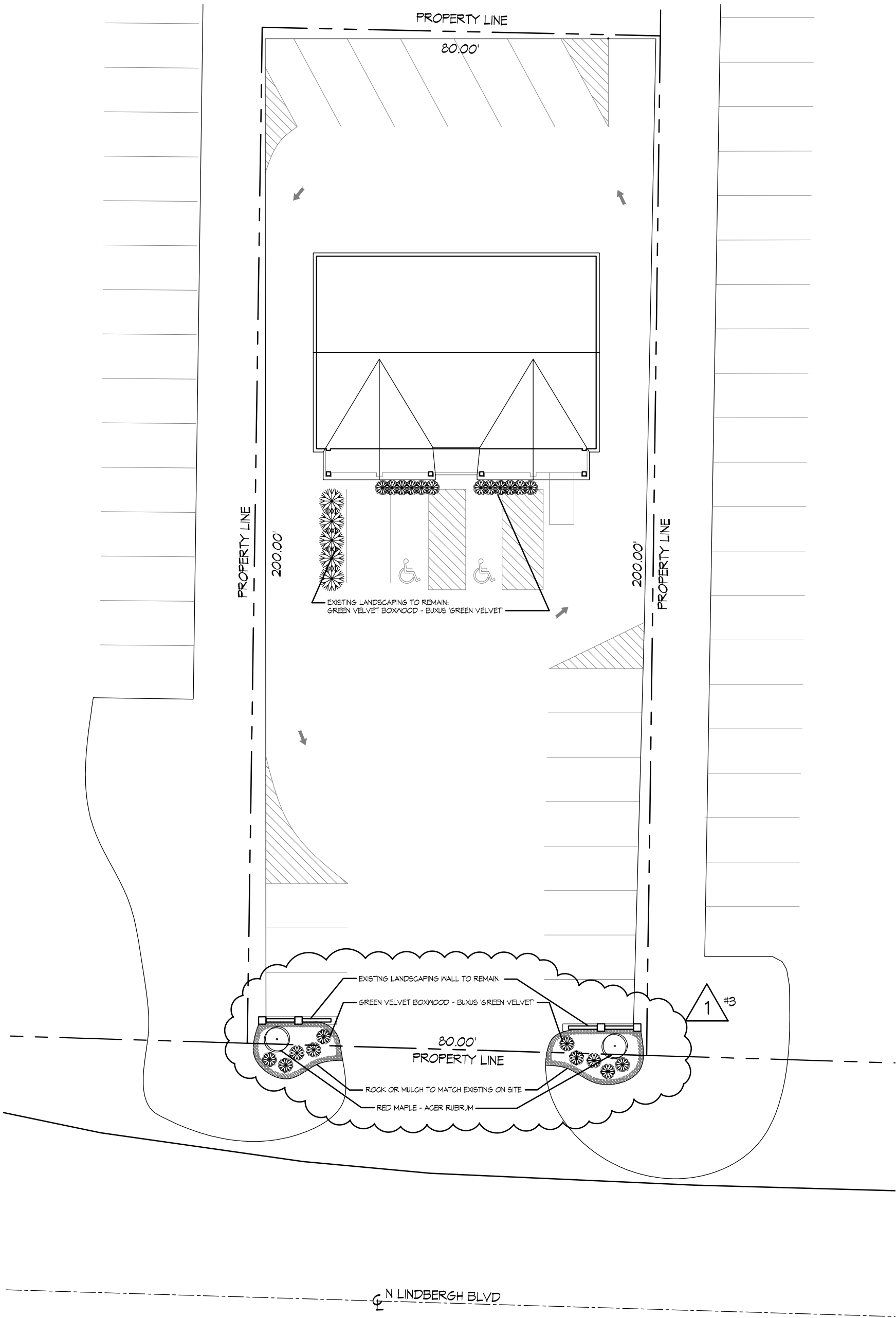
"I move to approve of the minor site plan for the façade improvements for the building at 453 N. Lindbergh Boulevard as bound together with Application #18-050, as presented to the Planning and Zoning Commission, subject to the conditions contained in the staff report for the meeting of January 22, 2019" (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.



1 SITE PLAN
SCALE: 1" = 20'-0"

C-1	16 JAN 19	Project Name EXTERIOR RENOVATION FOR: PEELE PROPERTIES 453 N LINDBERGH BLVD GREVE COEUR, MO 63141	Project Code APR 1802	 KILLIAN SMITH ARCHITECT + ASSOCIATES, P.C. 800 South Harrison 314 • 909 • 8822 St. Louis MO 63122 Fax 314 • 909 • 8833	COPYRIGHT NOTICE © 2019 THIS DRAWING AND DESIGN REPRESENT THE ARCHITECTURAL WORK OF KILLIAN J. SMITH AND KILLIAN SMITH ARCHITECT + ASSOCIATES, P.C. ALL RIGHTS RESERVED. THIS DRAWING IS COPYRIGHTED AND REMAINS THE PROPERTY THEREOF. REPRODUCTION OF ANY KIND IS STRICTLY PROHIBITED.
		Drawing Title SITE PLAN			



1 EAST ELEVATION
SCALE: 1/4" = 1'-0"

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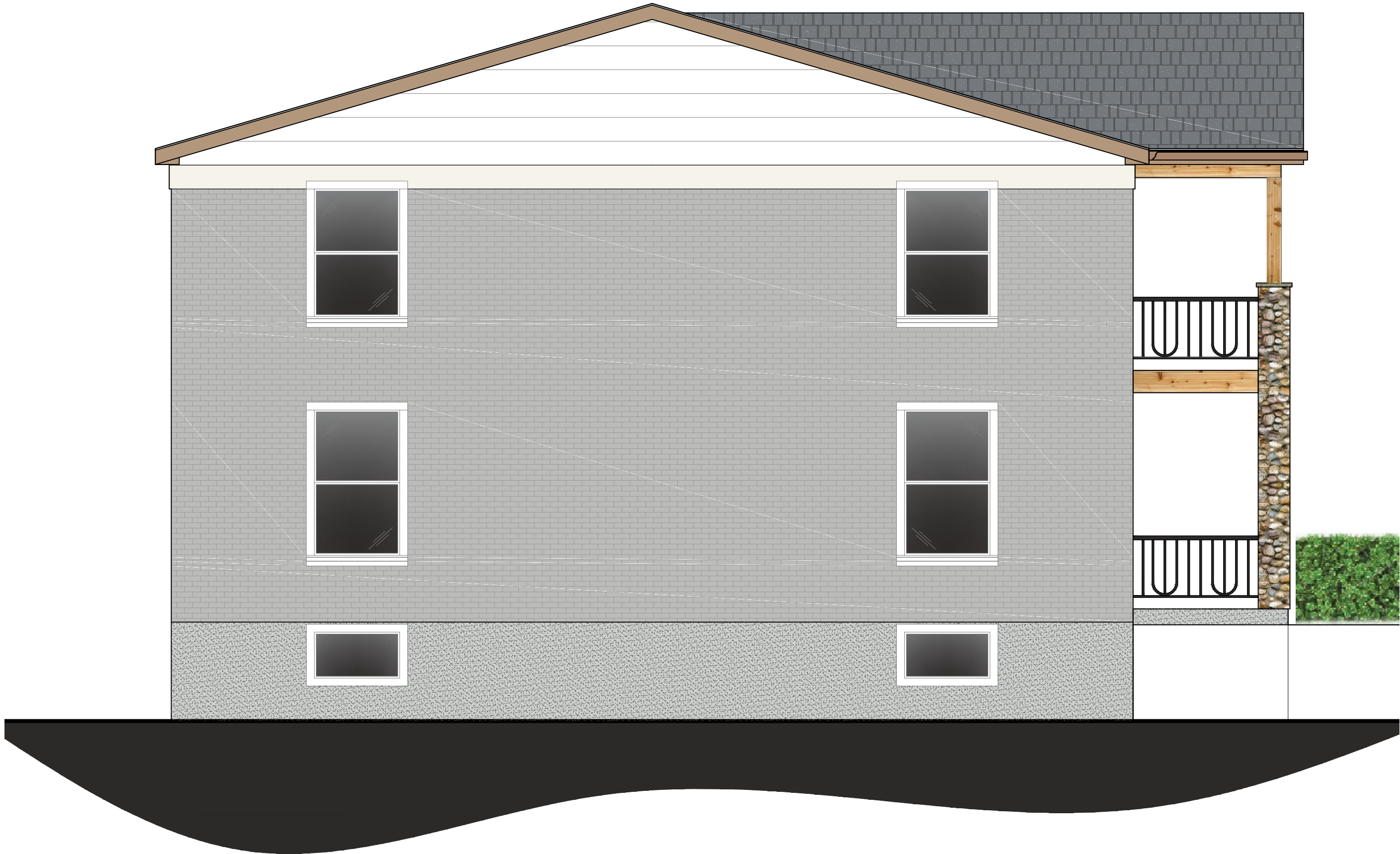
EXTERIOR RENOVATION FOR:
PEELE PROPERTIES
453 N LINDBERGH BLVD
CREVE COEUR, MO 63141

Issue Date
16 JAN 19

Drawing Number

AD-1

Attachment: Revised drawings received 1-17-2019 (#19-045: 453 N Lindbergh Minor Site Plan Exterior Modifications)



1 SOUTH ELEVATION
SCALE: 1/4" = 1'-0"

Revisions 7.3.g

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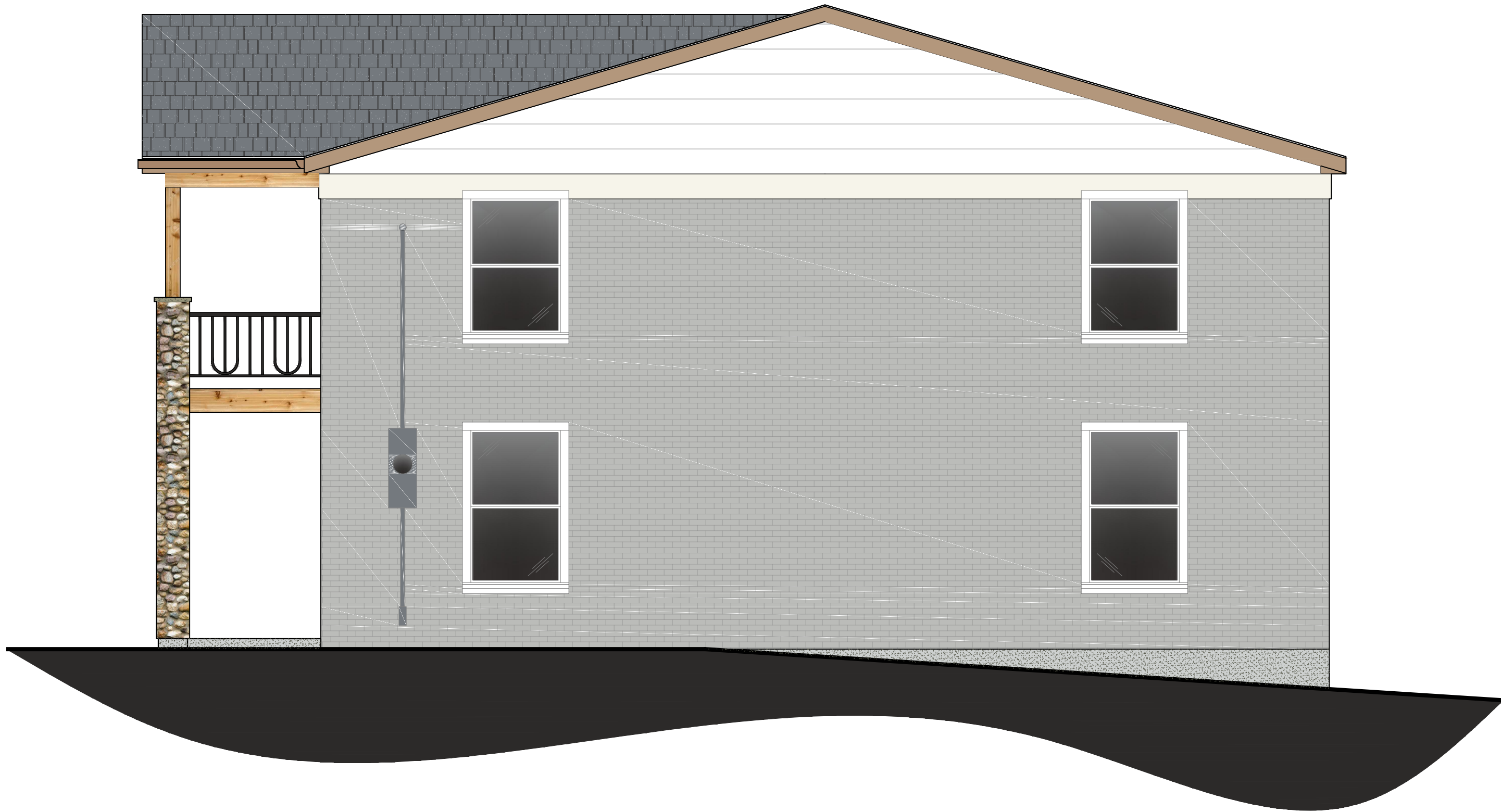
Issue Date
16 JAN 19

Drawing Number

AD-2

Packet Pg. 143

Attachment: Revised drawings received 1-17-2019 (#19-045: 453 N Lindbergh Minor Site Plan Exterior Modifications)



1 NORTH ELEVATION
SCALE: 1/4" = 1'-0"

Revisions 7.3.g

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Project Code
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Project Name
EXTERIOR RENOVATION FOR:
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CREVE COEUR, MO 63141

Issue Date
16 JAN 19

Drawing Number
AD-3

Packet Pg. 144

Attachment: Revised drawings received 1-17-2019 (#19-045: 453 N Lindbergh Minor Site Plan Exterior Modifications)



1 WEST ELEVATION
SCALE: 1/4" = 1'-0"

Revisions
7.3.g

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EXTERIOR RENOVATION FOR:
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Issue Date
16 JAN 19

Drawing Number
AD-4

Packet Pg. 145

Attachment: Revised drawings received 1-17-2019 (#19-045: 453 N Lindbergh Minor Site Plan Exterior Modifications)



city of CREVE COEUR

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APPLICATION TO PLANNING AND ZONING COMMISSION #18-050 FOR A MINOR SITE PLAN APPROVAL FOR THE EXTERIOR MODIFICATION TO THE BUILDING AT 453 N. LINDBERGH BOULEVARD

FOR THE MEETING OF: Monday, January 7, 2019

SUBJECT PROPERTY LOCATION: 453 N. Lindbergh Boulevard, Zoned GC-General Commercial District.

REQUEST: Alan Peele, of Cardinal Contractors, has applied for approval of the modifications to the exterior of the building at 453 N. Lindbergh Boulevard, that include painting the existing building a light beige color, new roof eaves, and stone columns on the balcony. The building will be used as a sales and management office only for Cardinal Contracting, no storage of materials or equipment will be on site.

ADDITIONAL INFORMATION: The building was originally developed in 1965 and has largely remained unchanged since that time. Therefore, the property has pre-existing, nonconformities on the site. 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. City Council action is not required.

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?

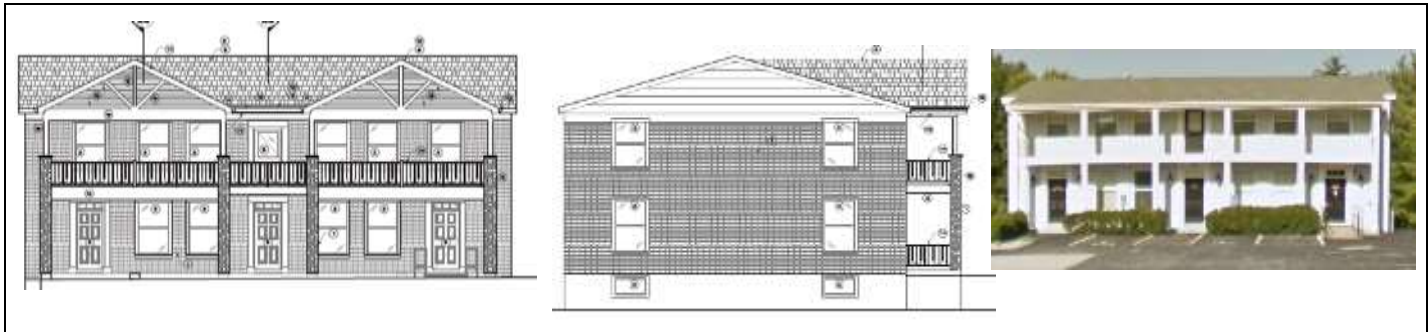
Comprehensive Plan References

- Design Guidelines

Zoning Code References

- Section 405.210: Regulation of Uses
- Section 405.360: General Commercial District
- Section 405.1080: Site Concept, Site Development and Minor Site Plan Approval.

APPLICANT: Alan Peele
 Cardinal Contractors
 2362 Hwy 94 South Outer Rd
 St Charles, MO 63303



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner
DATE: 1/3/2019
ATTACHMENTS: Applicant's Materials received December 11, 2018, and Site Plan/Landscaping Plan received December 28, 2018

PROJECT DESCRIPTION

The original building was developed in 1965 and contains pre-existing, non-conformities on the site. The Applicant recently purchased the property and is renovating the exterior of the building for offices. Cardinal Contracting is a roofing contractor (NAICS 238160) which is not an allowed use within the City. However, the Applicant has indicated that this property will be used only as the sales office, with no storage of materials or supplies, dumpsters nor trucks be parked, nor company vehicles parked overnight on site at this location. Therefore, Staff has included a condition of approval to the effect that the use will remain as an office function only.

The proposed alterations include a new gable roof and stone columns, and the overall structure painted a light beige color.



Figure 1: Proposed front elevation

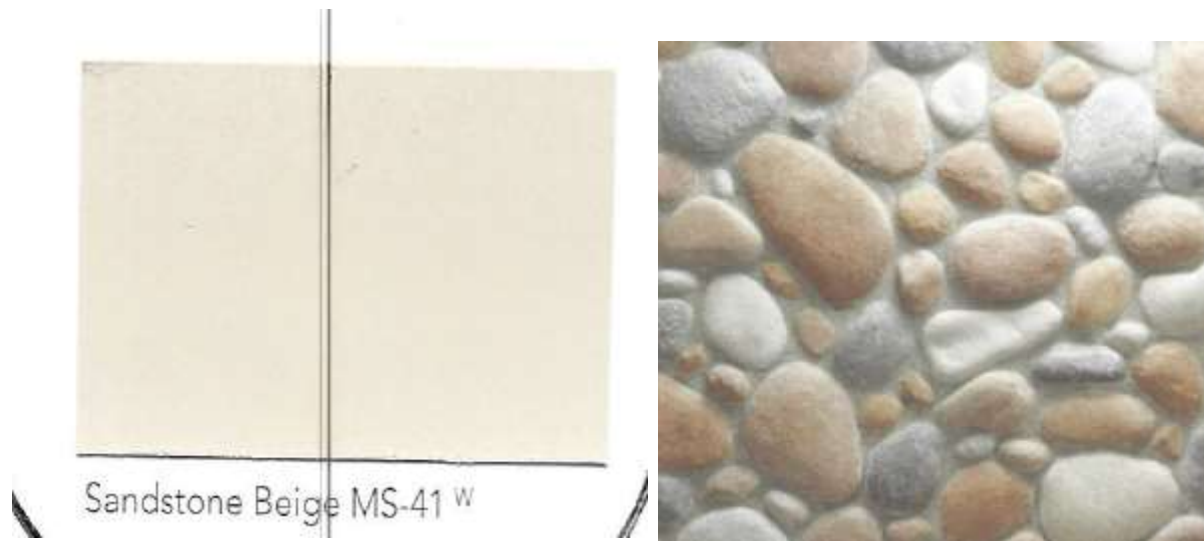


Figure 2: Proposed color and new manufactured stone material for the columns.

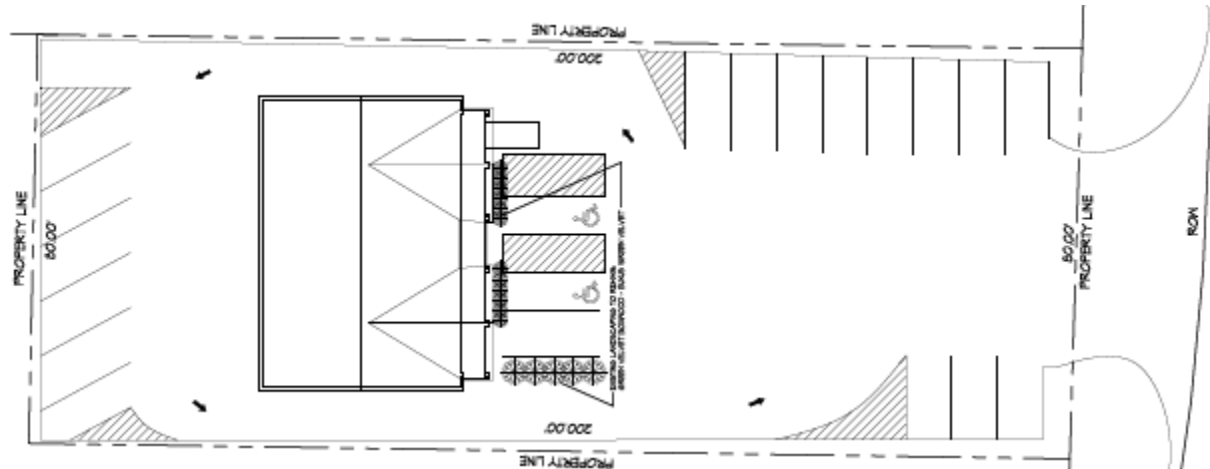


Figure 3: Site plan with existing landscaping.

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Office	GC-General Commercial	NA
South	Office	GC-General Commercial	NA
East	Office	GC-General Commercial	Lindbergh Blvd.
West	Office	GC-General Commercial	NA

COMPREHENSIVE PLAN REVIEW

Creve Coeur 2030 Plan includes the subject property within the Lindbergh Boulevard Corridor that calls for a visually-distinctive mixed-use and office corridor that is part of the Mixed-Use District Place Type. Land uses are supported through primarily vehicular access with improved walkability, pedestrian connections to adjacent neighborhoods, and beautifully landscaped streets. (p. 102). As the Applicant is largely using the site as is, and there are pre-existing, non-conformities on the Site with very limited landscaping, the proposal is largely in keeping with these recommendations in as much as this request can, with the condition that additional landscaping shall be provided at the entrance along N. Lindbergh Boulevard, and to soften the site elements where possible, to further the site toward the goals of the Comprehensive Plan and the Landscaping Regulations as discussed further below.

Design Guidelines

The City's Design Guidelines recommend that materials should have good architectural character, be durable, and selected for their compatibility with adjoining buildings and properties. Natural, traditional building materials that require minimum maintenance, with color that is integral to the materials and not be painted on (Chapter E Materials/Colors, p. 9). The Applicants are proposing to re-paint the existing gray brick a light beige color, adding manufactured stone cladding on the columns, and providing new gabled roofs at the entrances facing N. Lindbergh Boulevard. Since the masonry is already painted and the applicant is proposing to use wood cedar siding on the faces of the new roof gables, the request fulfills the objectives of the Design Guidelines as much as it can in consideration of the pre-existing nature of the building. The Applicant will be present material and color samples for the Commission's review at the meeting.

ZONING REVIEW

As the building is pre-existing, and the Applicants are only seeking to modify the exterior of the building, zoning review is limited to the existing landscaping.

Landscaping:

Section 405.540(F)(10) Landscaping of the Zoning Ordinances requires that all landscaping shall be permanently maintained in good condition with at least the same quality and quantity of landscaping as initially approved. As the site is pre-existing, non-conforming, and Staff has not been able to locate a prior approved landscape plan, the proposed landscaping is largely to maintain the existing on site. However, Staff has included a condition of approval that a revised landscape plan be provided to bring the site closer to compliance with the existing regulations where possible, including a minimum of 1 street tree of 3" caliper along any street frontage and additional plantings including trees and shrubs along the architectural walls facing N. Lindbergh Boulevard for the Zoning Administrator's approval to soften up the entrances.

Sidewalks

Section 405.730 Sidewalks requires that all non-residential developments requiring site concept plan and/or site development plan approval must provide safe, clearly defined and direct access between buildings and from the principal building's entrance to the public sidewalk. However, the Applicants are utilizing an existing site largely as is without adding additional coverage, and there is an existing partial sidewalk along N. Lindbergh Boulevard to the north of the driveway entrance. There appears to be room to provide a sidewalk on the south side of the entrance to the property line; however, the length of this segment will be very short, and a connection is not provided on the adjacent property to the south. Given the limited benefit; Staff has not required one to be included at this time.

Other Items

The site is generally in good repair; however, the asphalt parking lot needs maintenance. Staff has listed a condition that as part of the renovation, the parking lot be repaired, resealed and re-striped and that any other property maintenance issues be corrected at the direction of the Building Official.

RECOMMENDATION

Based on the above analysis, the request for façade improvements meets all of the requirements of the Comprehensive Plan and Zoning Ordinance, with the exceptions discussed above. Staff recommends the following conditions be incorporated in any motion for the approval of the minor Site Plan. Additional discussion of the color and painting of the brick may require additional conditions.

1. The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code. Exterior elevations shall be in substantial conformance with the "Concept Elevations" received December 11, 2018 as bound together and submitted in conjunction with Application #18-040 by Killian Smith Architect + Associates 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. Any new additional light standards shall require approval of the Planning and Zoning Commission prior to installation.
3. A revised landscape plan shall be provided to bring the site into compliance with Section 405.540, including adding trees and additional plantings along the architectural walls facing N. Lindbergh Boulevard for the Zoning Administrator's approval.
4. The property shall only be used as an office. Construction vehicles shall not be parked on site overnight. There shall be no storage of construction materials, roofing materials, or equipment associated with the Roofing Contracting on the property at any time.
5. All vehicles displaying permitted vehicular signs owned by or operated on behalf of a business operating within the City limits shall only be parked when at the business location behind the front building line within a properly designated parking space. Where such parking is not available, said vehicle shall park as far from the right-of-way and in the least visible area

possible, in relation to the public rights-of-way, in compliance with Section 405.930(D)(6)(a) of the City's Sign Regulations.

6. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code
7. All property maintenance issues shall be addressed to the Building Official's satisfaction, to specifically include repairing, re-sealing and restriping the asphalt parking lot.
8. 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 plan 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 façade improvements for the building at 453 N. Lindbergh Boulevard as bound together with Application #18-050, as presented to the Planning and Zoning Commission, subject to the conditions contained in the staff report for the meeting of January 7, 2019" (conditions may be added, eliminated, or modified by preceding motion).

APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES

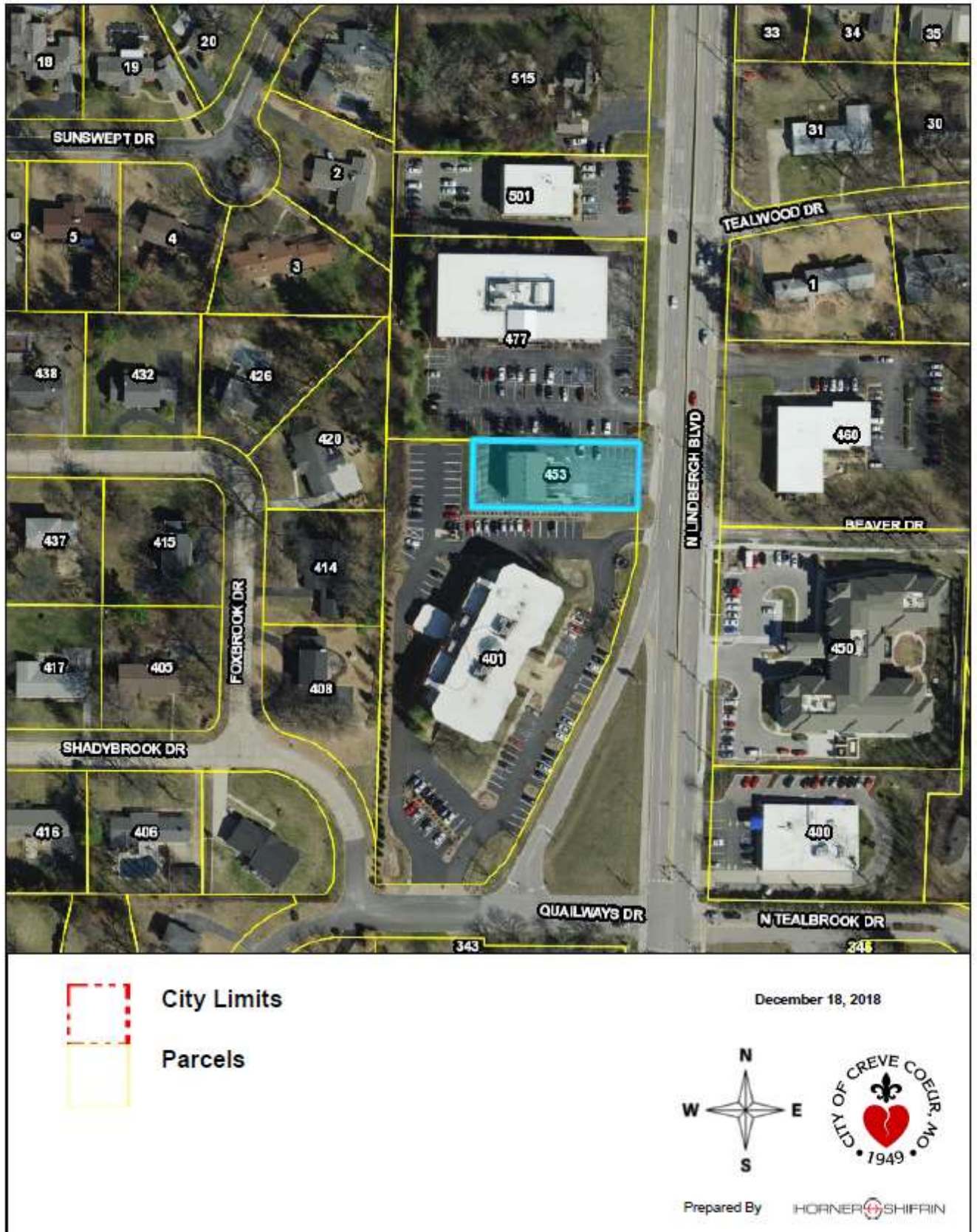
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE

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

APPENDIX 3: AERIAL PHOTO

453 N. Lindbergh Boulevard



APPENDIX 4: SITE PHOTOGRAPHS

Taken: 1-3-2019



Description: View of the existing building looking west at the existing landscaping adjacent to the building.



Description: View of the existing building looking west from the entrance at N. Lindbergh Boulevard.



Description: View looking east from the parking lot toward N. Lindbergh Boulevard.



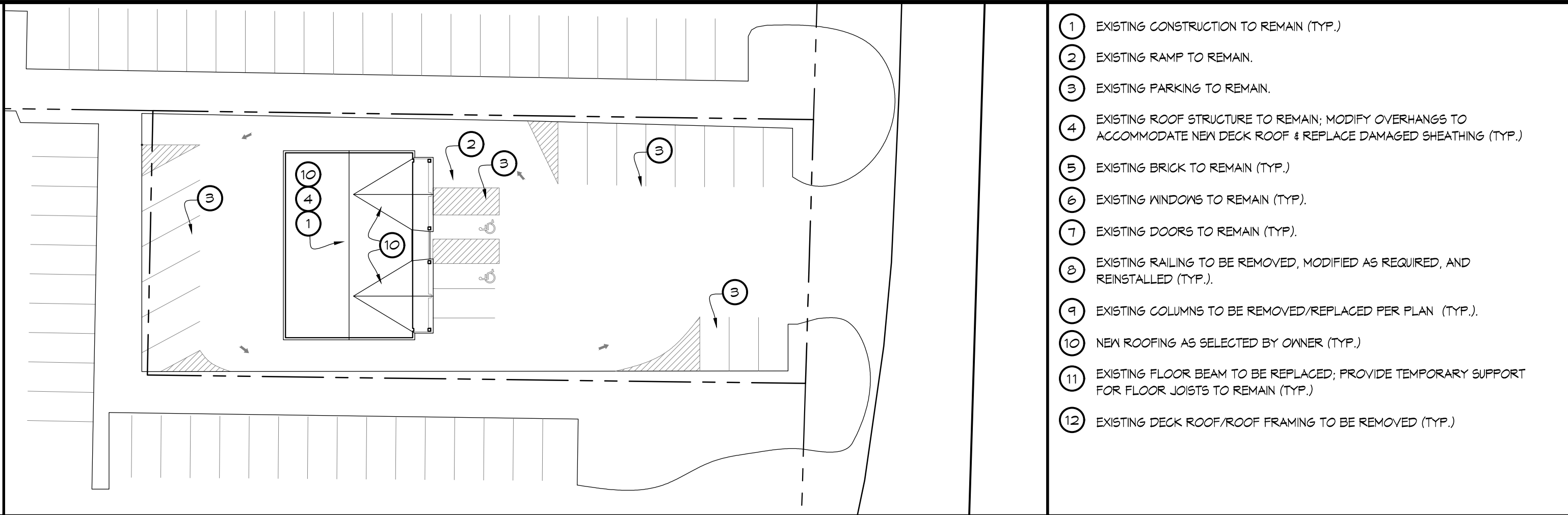
Description: View looking east from the rear property line at the existing rear of the building.

EXTERIOR RENOVATION FOR:

PEELE PROPERTIES

453 N LINDBERGH BLVD

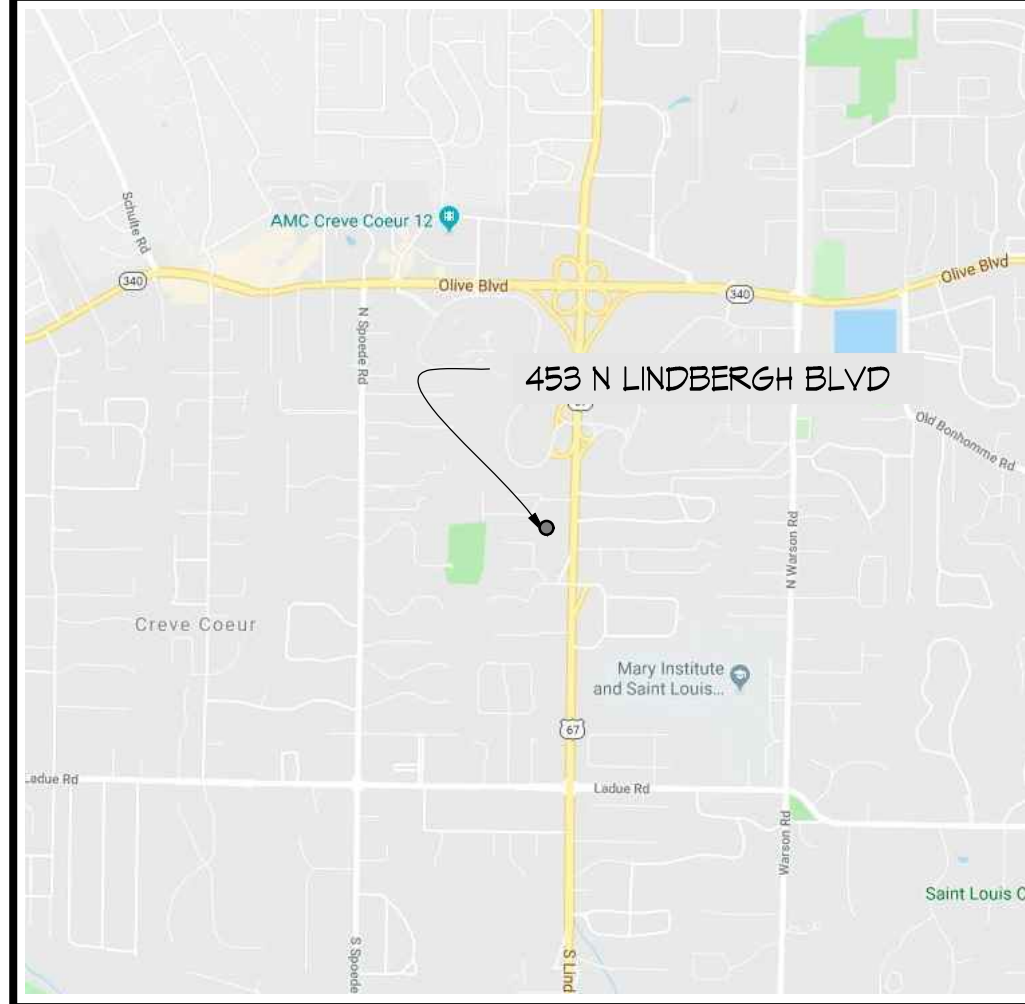
CREVE COEUR, MO 63141



- 1 EXISTING CONSTRUCTION TO REMAIN (TYP.)
- 2 EXISTING RAMP TO REMAIN.
- 3 EXISTING PARKING TO REMAIN.
- 4 EXISTING ROOF STRUCTURE TO REMAIN; MODIFY OVERHANGS TO ACCOMMODATE NEW DECK ROOF & REPLACE DAMAGED SHEATHING (TYP.)
- 5 EXISTING BRICK TO REMAIN (TYP.)
- 6 EXISTING WINDOWS TO REMAIN (TYP.)
- 7 EXISTING DOORS TO REMAIN (TYP.)
- 8 EXISTING RAILING TO BE REMOVED, MODIFIED AS REQUIRED, AND REINSTALLED (TYP.).
- 9 EXISTING COLUMNS TO BE REMOVED/REPLACED PER PLAN (TYP.).
- 10 NEW ROOFING AS SELECTED BY OWNER (TYP.)
- 11 EXISTING FLOOR BEAM TO BE REPLACED; PROVIDE TEMPORARY SUPPORT FOR FLOOR JOISTS TO REMAIN (TYP.)
- 12 EXISTING DECK ROOF/ROOF FRAMING TO BE REMOVED (TYP.)

5 SITE PLAN SCALE: 1" = 30'-0"

9 KEYED NOTES SCALE: NO SCALE

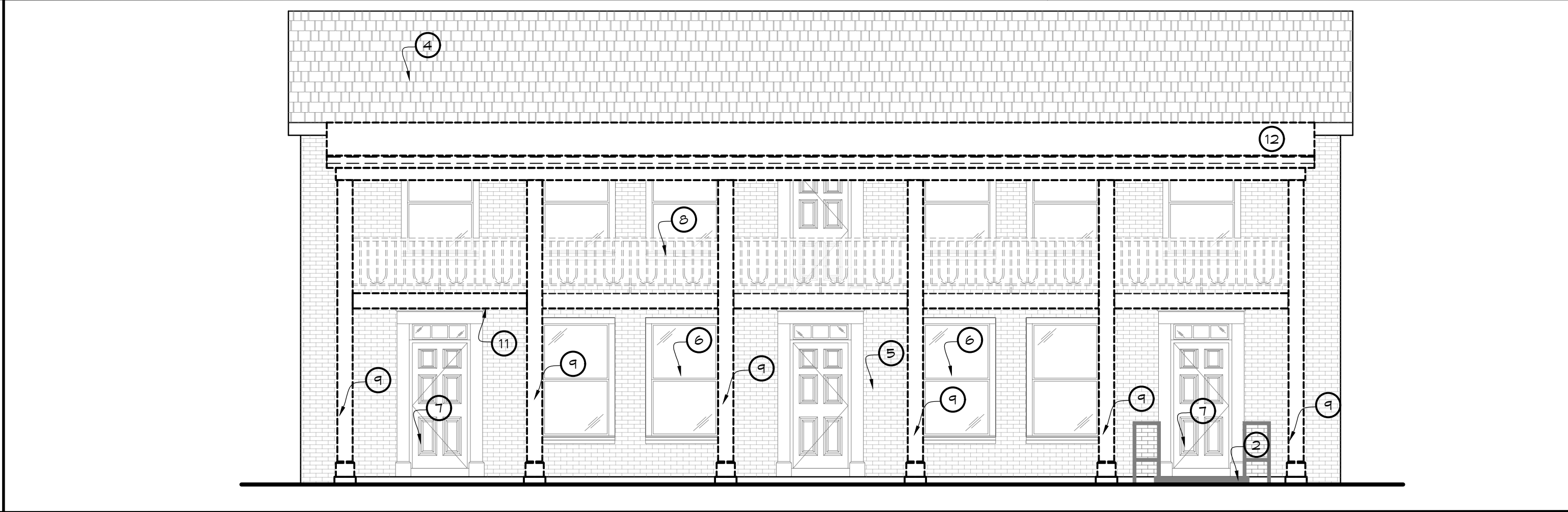


2009 INTERNATIONAL BUILDING CODE

Proposed Building Summary: Deck reconstruction of existing two-story office space. Changes to the interior are not included in this contract. Scope of work: selective demolition, new structural framing and exterior finishes.

Use Group: Group B - Business (304.1)
Classification: EXISTING - NO CHANGE
Construction Classification: Type III-B (Assumed) - Non-sprinklered (602.5)
Height & Area: 3-Story - 19,000/sq. ft.
Limitations: (T-504.4 & T-506.2)
EXISTING - NO CHANGE

Fire Resistance Ratings:	Structure Element: (T-601, p.69)	(hrs.)	(U.L. #)
	Exterior walls	0	-
	Fire walls / Party walls	0	-
	Fire separation	0	-
	Fire partition	0	-
	Dwelling Unit Separation	0	-
	Smoke barrier	0	-
	Non-bearing	0	-
	Interior bearing	0	-
	Structural	0	-
	Floor (beams)	0	-
	Roof	0	-
	EXISTING - NO CHANGE	0	-



1 VICINITY MAP SCALE: NTS

3 CODE SUMMARY SCALE: NO SCALE

AAC	Autoclaved Aerated Concrete	JT	Joint
AC	Acoustical Ceiling	LAV	Lavatory
AB	Acoustical Board	MECH	Mechanical
ADJ	Adjustable	MEMB	Membrane
AF	Above Finish Floor	MTL	Metal
AGGR	Aggregate	MH	Manhole
ASPH	Asphalt	MO	Masonry Opening
AT	Acoustical Tile	MTD	Mounted
BC	Bottom of Curb	NIC	Not in Contract
BD	Board	NO	Number
BITUM	Bituminous	NTS	Not to Scale
BL	Brick Ledge	CA	Overall
BLK	Block	OC	On Center
BM	Beam	OPNG	Opening
BRG	Bearing	P	Paint
BS	Back Splash	PLAM	Plastic Laminate
BUR	Built up Roof	PLAS	Plaster
CA	Carpet	PLYWD	PLYWOOD
CAB	Cabinet	FR	Fair
CB	Catch Basin	FRF	Proof
CEM	Cement	PTD	Painted
CJ	Control joint	PTN	Partition
CMU	Concrete Masonry Unit	QT	Quarry Tile
CO	Cased Opening	R	Riser
COL	Column	RD	Roof Drain
CONC	Concrete	REIN	Reinforced
CONSTR	Construction	RES	Resilient
CONTR	Contractor	RM	Room
CT	Ceramic Tile	RO	Rough Opening
DBL	Double	RFG	Roofing
DIA	Diameter	SHTG	Sheeting
DISP	Dispenser	SM	Similar
DN	Down	SPEC	Specification
DR	Door	SESL	Stainless Steel
DS	Downspout	STL	Steel
EP	Epoxy	T	Tread
EJ	Expansion Joint	TE	Towel Bar
ELEV	Elevation	TC	Top of Curb
ENC	Electric Water Cooler	T&G	Tongue and Groove
EX	Existing	THK	Thick
EXP	Exposed	THR	Throat
EXT	Exterior	THRES	Threshold
FD	Floor Drain	TP	Top of Pavement
FDN	Foundation	TFD	Toilet Paper Dispenser
FE	Fire Extinguisher	TW	Top of Wall
FEC	Fire Extinguisher Cabinet	TYP	Typical
FHC	Fire Hose Cabinet	UNO	Unless Noted Otherwise
FIN	Finish	UR	Urinal
FLR	Floor	V	Vinyl
FP	Fireplace	VCT	Vinyl Composite Tile
FTS	Footing	VNC	Vinyl Wall Covering
FNC	Fabric Wall Covering	W	With
GA	Gauge	WC	Water Closet
GALV	Galvanized	WD	Wood
GB	Gypsum Board	WH	Wardrobe Hanger
GRB	Grain Bar	W/O	Without
GYP	Gypsum	NR	Naste Receptacle
HB	Hose Bib	NSCT	Nainscot
HM	Hollow Metal		
HGT	Height		
INSUL	Insulation		
INT	Interior		

THE CONTRACTOR SHALL SITE VERIFY ALL EXISTING CONDITIONS PRIOR TO THE SUBMITTAL OF BID. NO CHANGE ORDERS WILL BE ACCEPTED FOR WORK REQUIRED TO COMPLETE THE DESIGN INTENT, OR CONFLICTING INFORMATION ON DESIGN DRAWINGS, THAT COULD HAVE BEEN DETERMINED THROUGH NORMAL OBSERVATION DURING SITE VISIT.

ANY CONFLICTING INFORMATION INDICATED ON DRAWINGS, OR BETWEEN DRAWINGS AND EXISTING CONDITIONS IN THE FIELD, ARE TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECT BEFORE PROCEEDING WITH AFFECTED WORK.

CONDITIONS GIVEN ARE APPROXIMATE. ALL DIMENSIONS AND CONDITIONS ARE TO BE VERIFIED AT THE SITE. ALL DIMENSIONS GIVEN ARE FINISH TO FINISH UNLESS NOTED OTHERWISE.

ALL WORK TO BE PERFORMED IN ACCORDANCE WITH BUILDING CODES AND REGULATIONS.

ALL LUMBER TO BE PRESSURE TREATED, EXTERIOR GRADE.

ALL FASTENERS TO BE CORROSION-RESISTANT.

ALL CONTRACTORS ARE RESPONSIBLE FOR PROTECTING ALL EXISTING CONSTRUCTION AND FOR REPAIR OF ANY DAMAGE CAUSED BY NEW CONSTRUCTION. ALL REPAIRS SHALL MATCH ADJACENT SURFACES AESTHETICALLY.

ALL HVAC, ELECTRICAL, PLUMBING, STRUCTURAL, DATA, AND TELEPHONE WORK TO BE IN ACCORDANCE WITH APPLICABLE BUILDING CODES. HVAC, ELECTRICAL, PLUMBING, STRUCTURAL, ALARMS, DATA, AND TELEPHONE SYSTEMS ARE TO BE DESIGN/BUILD AND PERMIT IS TO BE APPLIED FOR SEPARATELY BY APPROPRIATE CONTRACTOR. ANY AND ALL REQUIRED DESIGN, DRAWINGS, CALCULATIONS, SPECS, DETAILS, ETC. SHALL BE PREPARED BY THE APPROPRIATE LICENSED PROFESSIONAL AS REQUIRED BY LAW.

THIS ARCHITECT ASSUMES NO LIABILITY FOR ANY WORK, COORDINATION, ERRORS, OMISSIONS, AND ANY RESULTING CLAIMS, FOR ANY WORK OTHER THAN THE INFORMATION CONTAINED ON THE SHEETS HEREIN AND SIGNED AND SEALED BY THIS ARCHITECT.

MECHANICAL CONTRACTOR TO RELOCATE OR PROVIDE NEW AS REQUIRED SUPPLY AIR DIFFUSERS AND THERMOSTATS. BALANCE ENTIRE HVAC SYSTEM AS REQUIRED. (COORDINATE LOCATION WITH LIGHTING).

ELECTRICAL CONTRACTOR TO PROVIDE NEW ELECTRICAL DEVICES AS REQUIRED TO ACCOMMODATE NEW LIGHT FIXTURES AND OUTLETS.

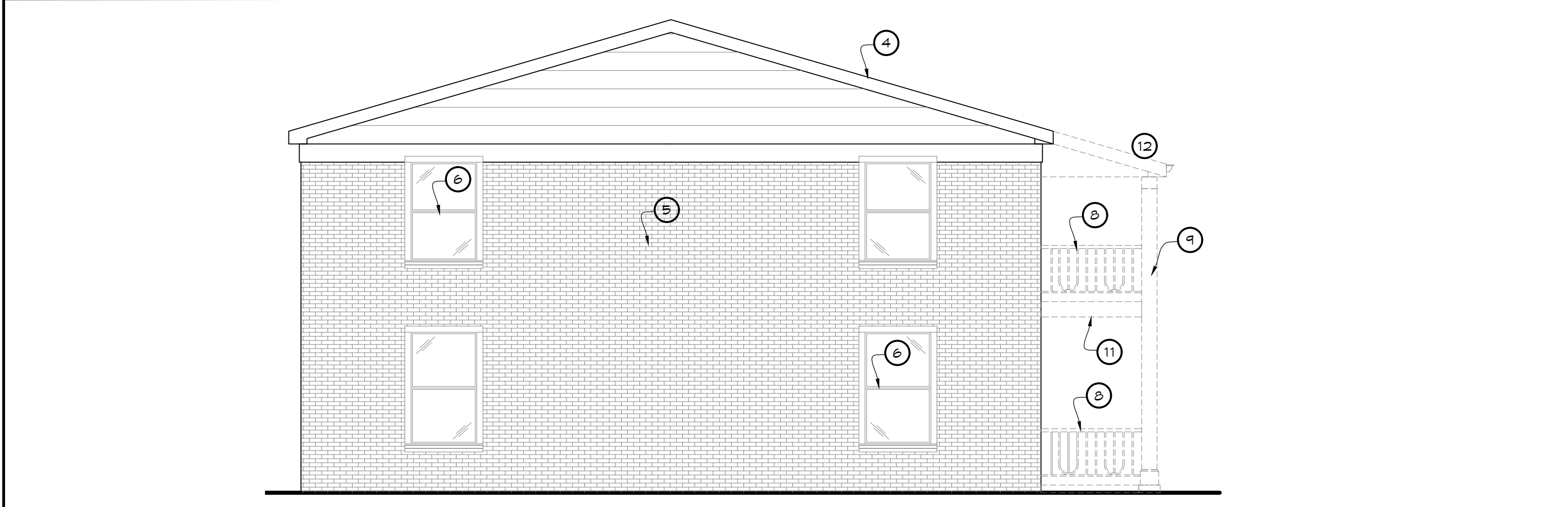
MECHANICAL, ELECTRICAL, AND PLUMBING COMPONENTS WHICH INCLUDE, BUT ARE NOT LIMITED TO ELECTRIC OUTLETS, LIGHT FIXTURES, AND HVAC GRILLS, AS SHOWN, ARE TO BE USED AS ARCHITECTURAL GUIDELINES FOR GENERAL LOCATION OF THESE ITEMS IN THE SPACE. THE SPECIFIC SIZING AND ENGINEERING OF THESE MECHANICAL, ELECTRICAL, AND PLUMBING COMPONENTS, TO ENSURE ACCEPTABLE OPERATION OF THE INDIVIDUAL SYSTEMS ARE THE RESPONSIBILITY OF EACH INDIVIDUAL CONTRACTOR.

ALL FINISHES ARE TO BE SELECTED BY OWNER AND SHALL MEET ALL APPLICABLE BUILDING CODES.

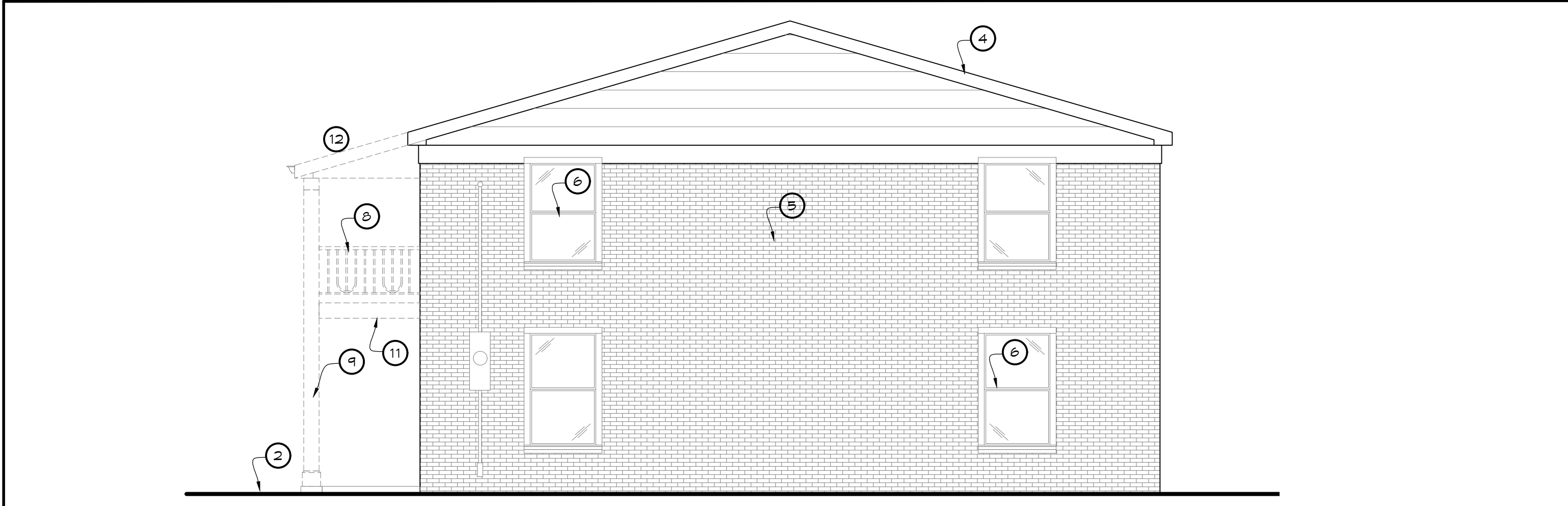
2 ABBREVIATIONS SCALE: NO SCALE

4 GENERAL NOTES SCALE: NO SCALE

6 EXISTING EAST ELEVATION SCALE: 3/16" = 1'-0"



7 EXISTING SOUTH ELEVATION SCALE: 3/16" = 1'-0"



8 EXISTING NORTH ELEVATION SCALE: 3/16" = 1'-0"

7.3.1
Revisions
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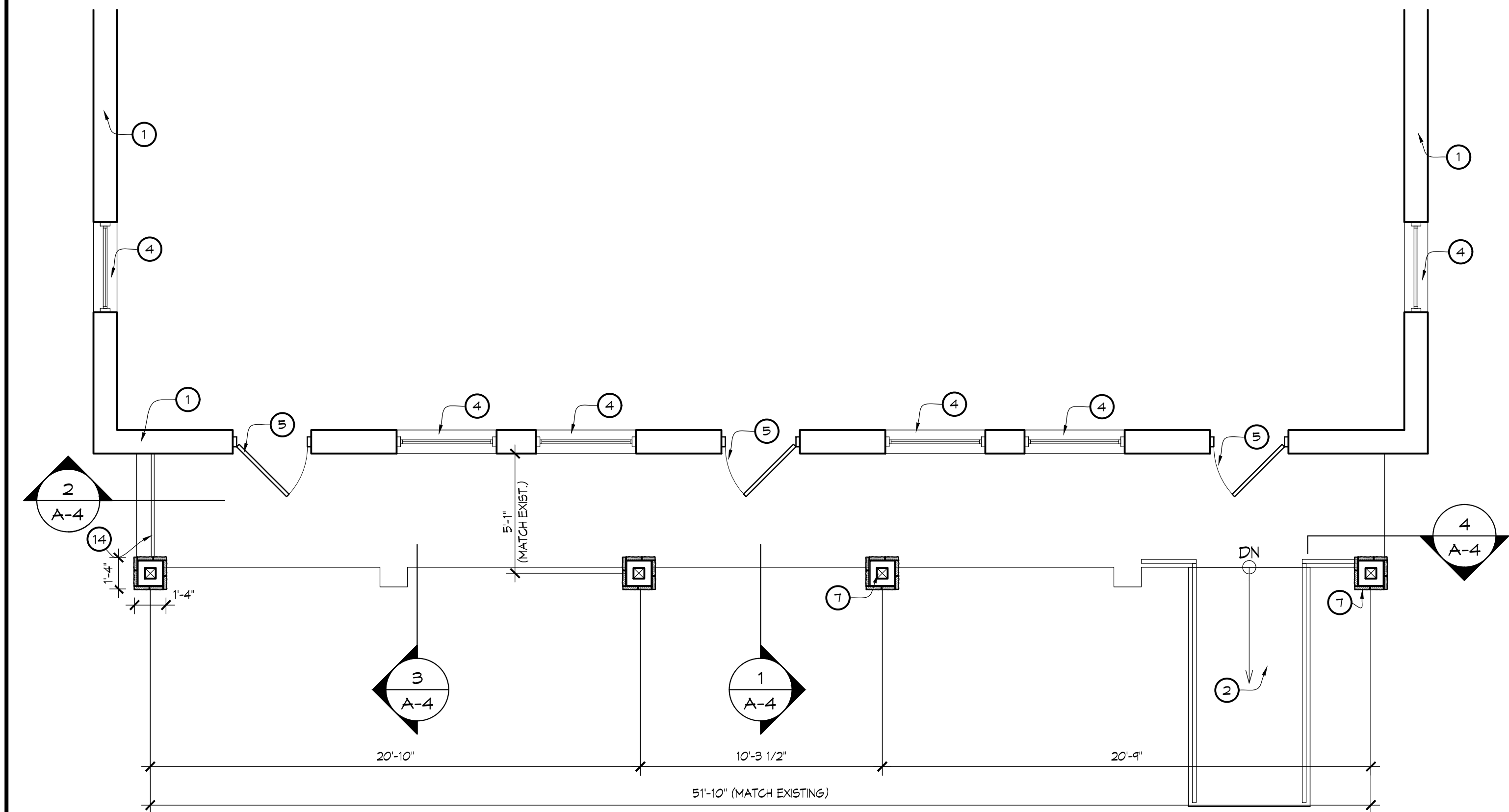
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Project Code
APR 1802

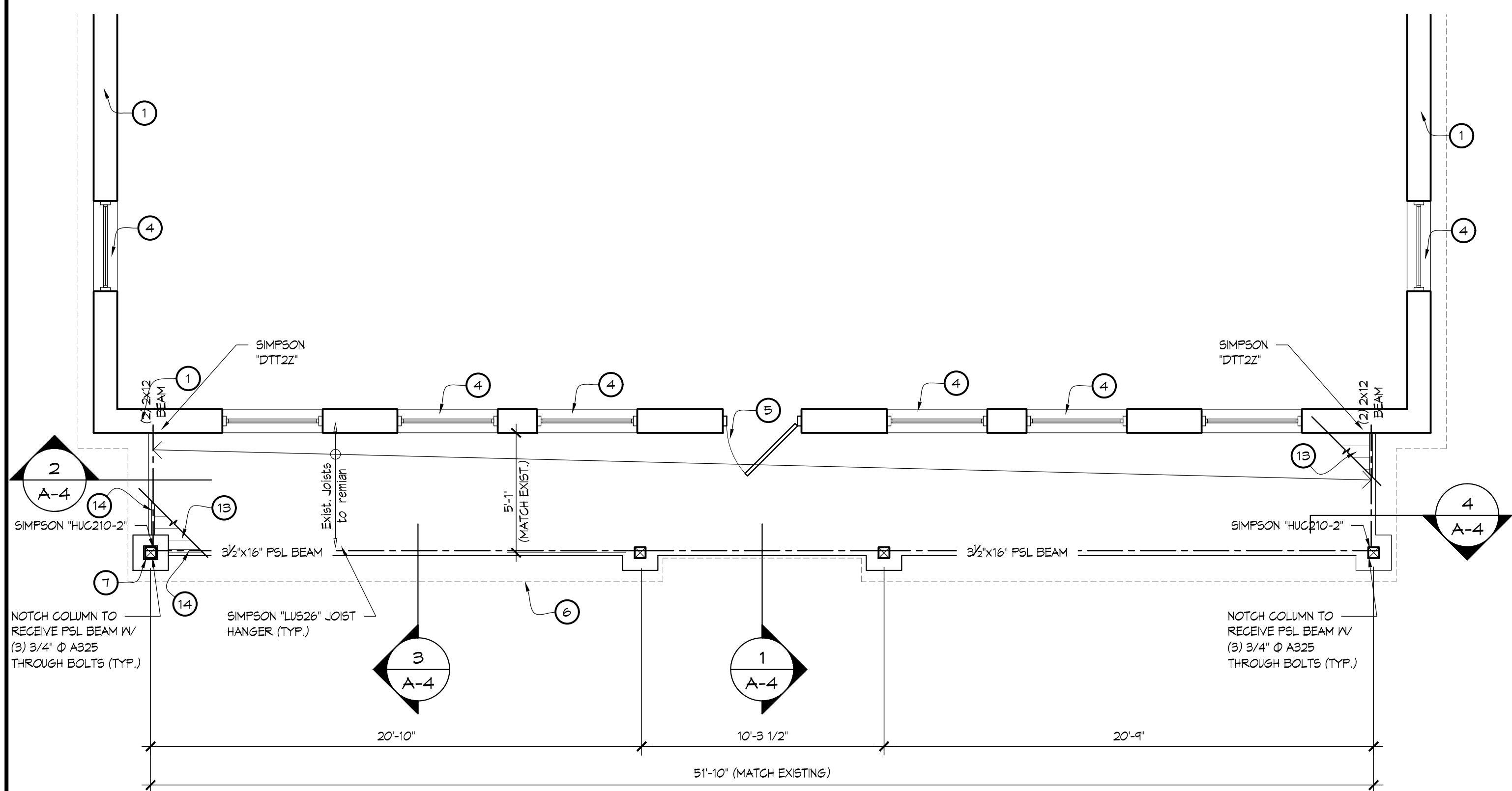
Project Name
EXTERIOR RENOVATION FOR:
PEELE PROPERTIES
453 N LINDBERGH BLVD
CREVE COEUR, MO 63141
Drawing Title
TITLE: VICINITY MAP, CODE SUMMARY, SITE PLAN, ELEVATIONS & NOTES

Issue Date
21 NOV 18

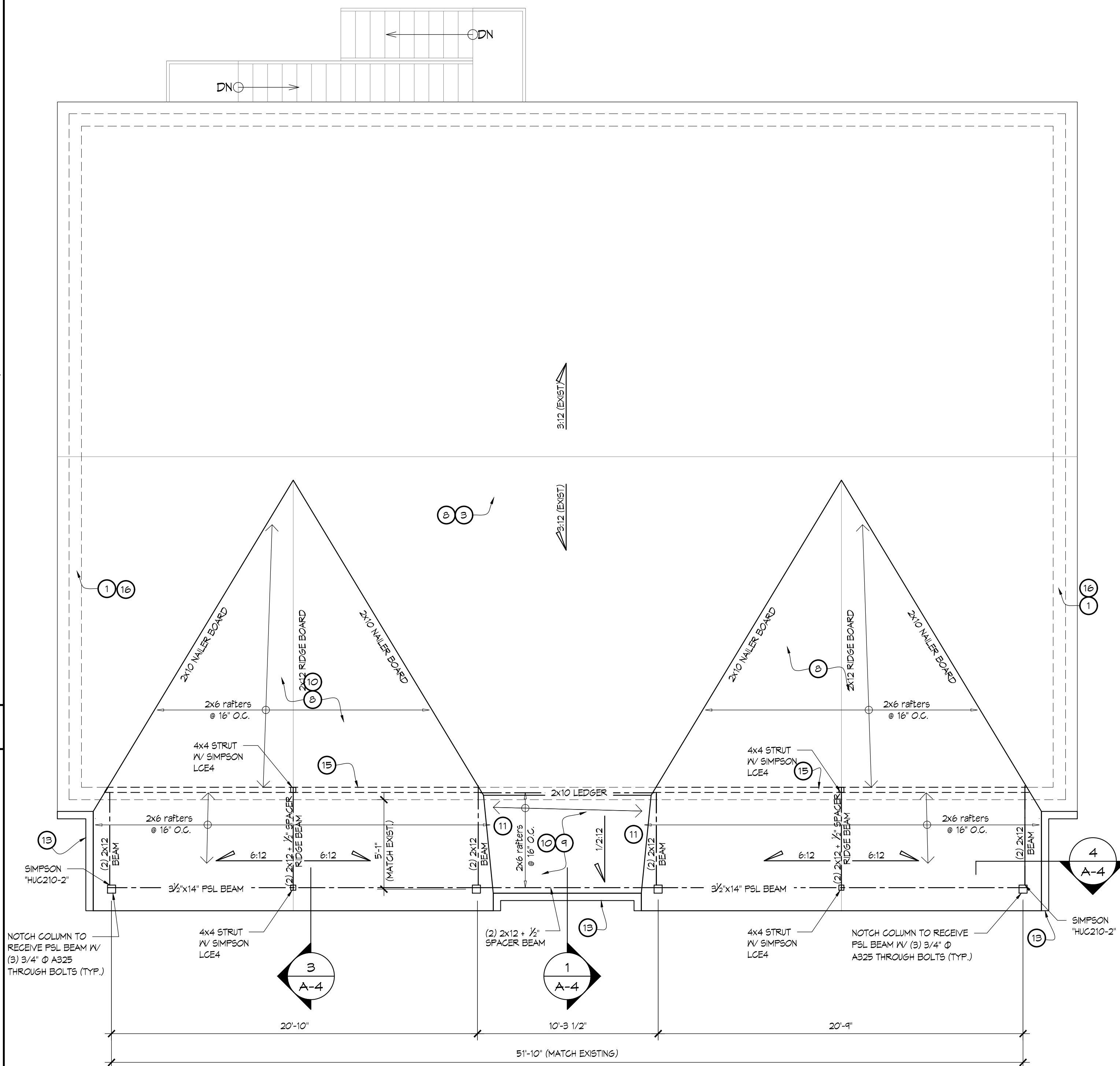
Drawing Number
A-1



1 PARTIAL FIRST FLOOR / FOUNDATION PLAN
SCALE: 1/4" = 1'-0"



2 PARTIAL SECOND FLOOR/FLOOR FRAMING PLAN
SCALE: 1/4" = 1'-0"



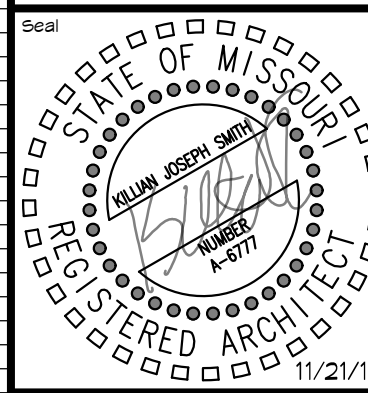
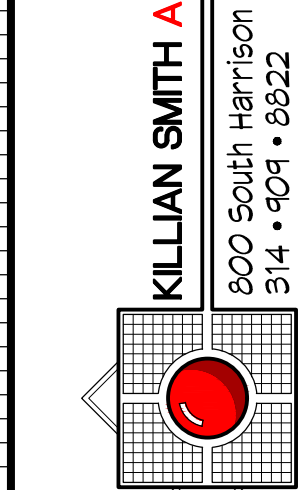
3 ROOF/ROOF FRAMING PLAN
SCALE: 1/4" = 1'-0"

- 1 EXISTING CONSTRUCTION TO REMAIN (TYP.)
- 2 EXISTING RAMP TO REMAIN
- 3 EXISTING ROOF STRUCTURE TO REMAIN; MODIFY OVERHANGS TO ACCOMMODATE NEW DECK ROOF & REPLACE DAMAGED SHEATHING (TYP.)
- 4 EXISTING WINDOWS TO REMAIN (TYP.)
- 5 EXISTING DOORS TO REMAIN (TYP.)
- 6 LINE OF ROOF ABOVE.
- 7 EXISTING COLUMN TO BE REPLACED WITH NEW BUILT-UP COLUMN; 6x6 COLUMN ON EXISTING CONCRETE PIERS IV SIMPSON CB6 OFFSET BASE ANCHOR, 2x4 FURRING WALL, 1/2 SHEATHING, AND STONE VENEER AS SELECTED BY OWNER (TYP.)
- 8 NEW ROOFING AS SELECTED BY OWNER ASPHALT SHINGLES ON 15# FELT TYPE I UNDERLAYMENT; PROVIDE NON-CORROSIVE FLASHING AT ALL ROOF-ROOF JOINS (TYP.)
- 9 NEW EPDM ROOFING AS SELECTED BY OWNER.
- 10 3/8" ROOF SHEATHING (TYP.)
- 11 PROVIDE 2x OVERFRAMING AS REQUIRED (TYP.)
- 12 GUTTER AND DOWNSPOUTS AS SELECTED BY OWNER (TYP.)
- 13 NEW DECKING AS SELECTED BY OWNER OVER EXISTING DECK JOISTS (TYP.)
- 14 EXISTING RAILING TO BE REMOVED, MODIFIED AS REQUIRED, AND REINSTALLED (TYP.)
- 15 GABLE END WALL: 2x4 STUDS @ 16" O.C. FROM EXIST. TOP PLATE TO UNDERSIDE OF NEW RAFTERS AND CEDAR BOARDS ON EXT. SIDE SPACED TO PROVIDE VENTILATION TO OVERFRAMED SECTION OF NEW ROOF.
- 16 LINE OF WALL BELOW (TYP.)

4 KEYED NOTES
SCALE: NO SCALE

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Project Code
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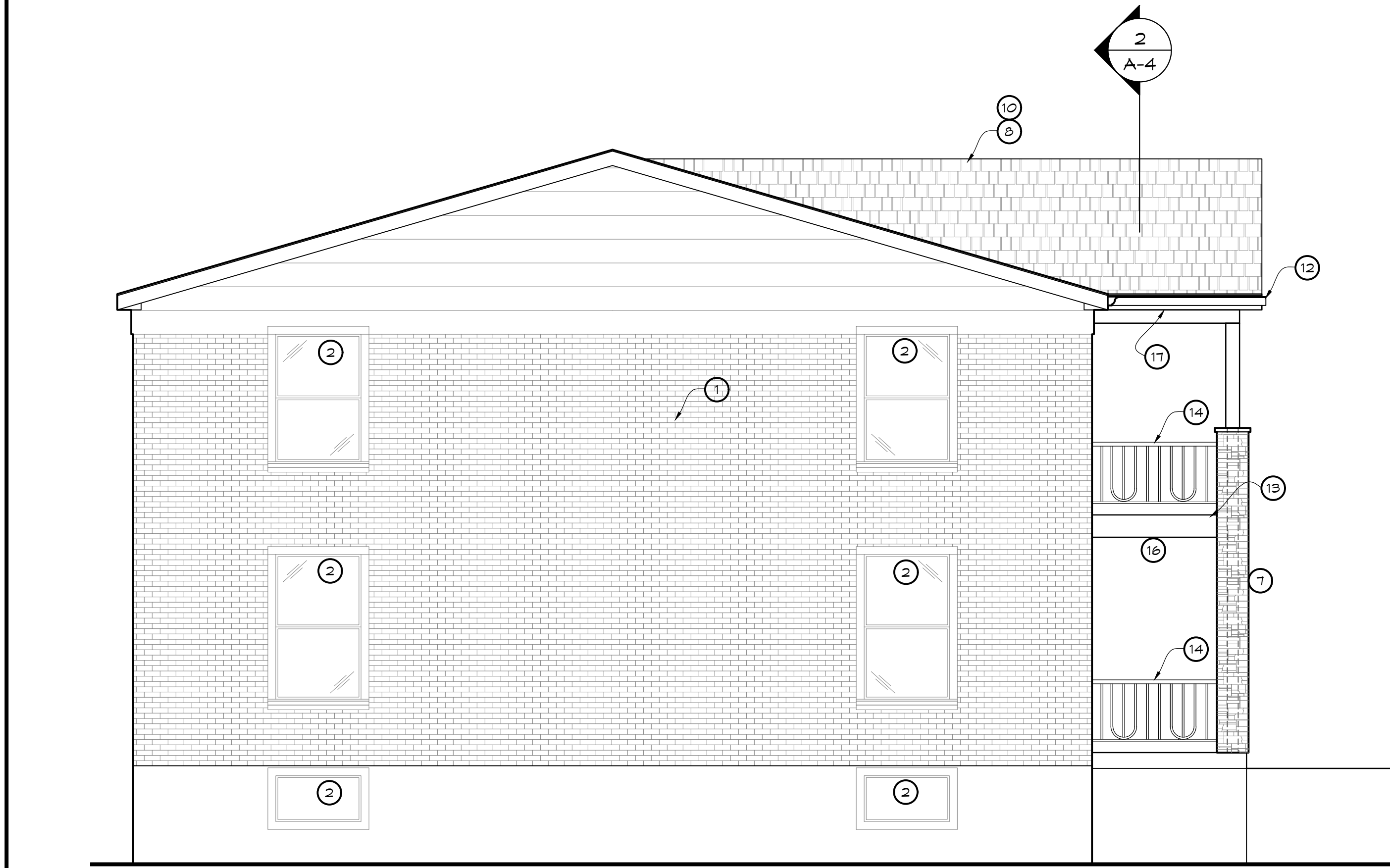
PEELE PROPERTIES
453 N LINDBERGH BLVD
CREVE COEUR, MO 63141

Project Name
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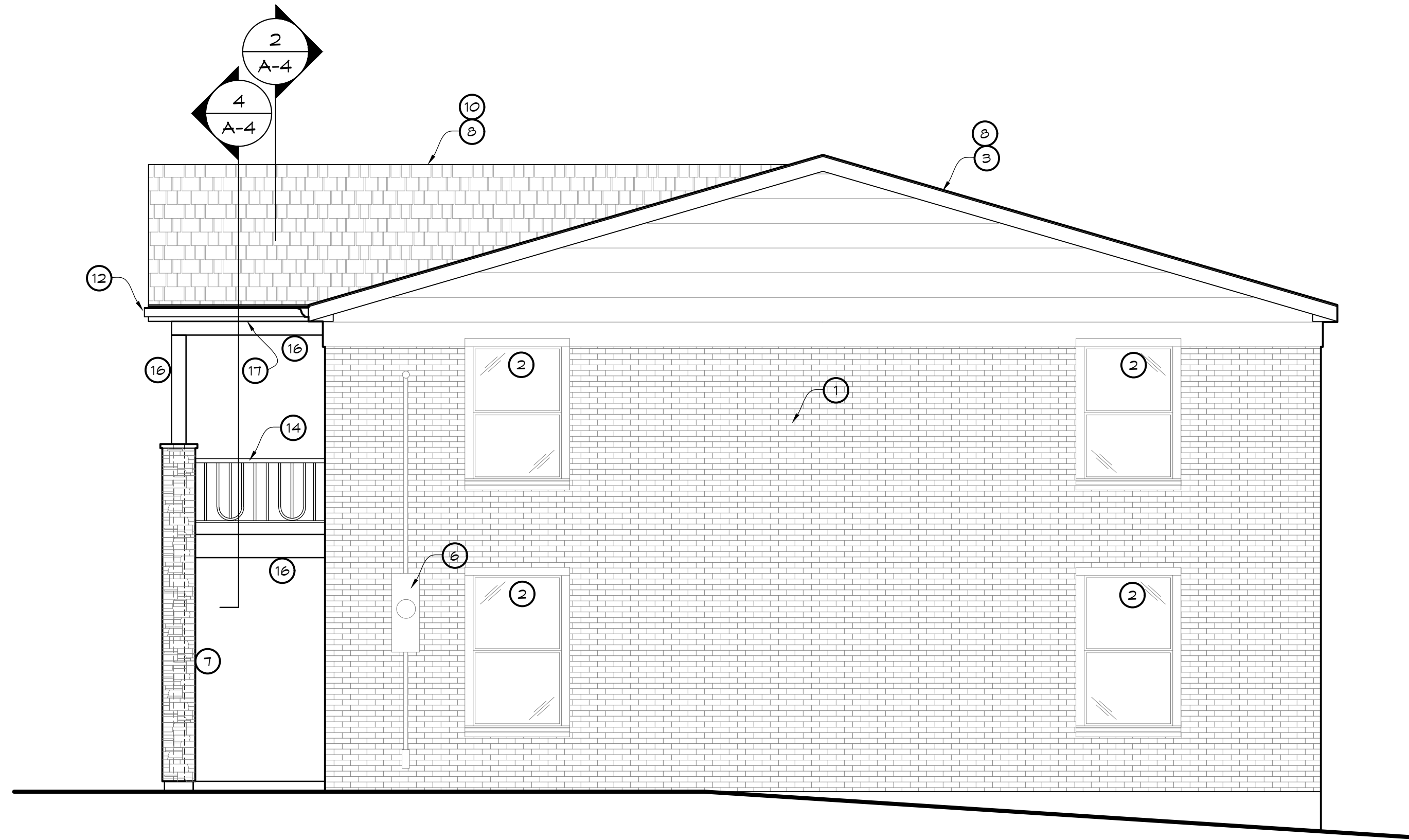
Issue Date
21 NOV 18

Drawing Number
A-2

Packet Pg. 155



1 SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



3 NORTH ELEVATION
SCALE: 1/4" = 1'-0"



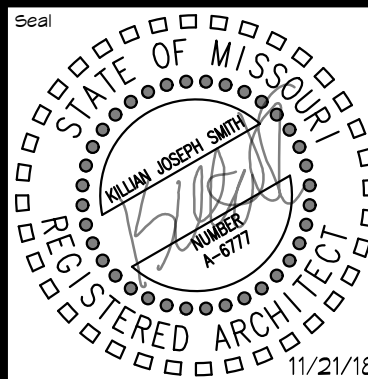
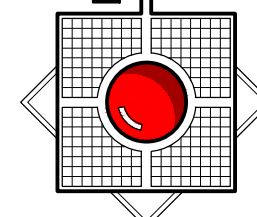
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SCALE: 1/4" = 1'-0"

- 1 EXISTING CONSTRUCTION TO REMAIN (TYP.)
2 EXISTING RAMP TO REMAIN
3 EXISTING ROOF STRUCTURE TO REMAIN; MODIFY OVERHANGS TO ACCOMMODATE NEW DECK ROOF & REPLACE DAMAGED SHEATHING (TYP.)
4 EXISTING WINDOWS TO REMAIN (TYP.)
5 EXISTING DOORS TO REMAIN (TYP.)
6 EXISTING ELECTRICAL TO REMAIN
7 EXISTING COLUMN TO BE REPLACED WITH NEW BUILT-UP COLUMN: 6x6 COLUMN ON EXISTING CONCRETE PIERS W/ SIMPSON GB66 OFFSET BASE ANCHOR, 2x4 FURRING WALL, 1/2" SHEATHING, AND STONE VENEER AS SELECTED BY OWNER (TYP.)
8 NEW ROOFING AS SELECTED BY OWNER ASPHALT SHINGLES ON 15# FELT TYPE I UNDERLAYMENT; PROVIDE NON-CORROSIVE FLASHING AT ALL ROOF-ROOF JOINTS (TYP.)
9 NEW EPDM ROOFING AS SELECTED BY OWNER
10 3/8" ROOF SHEATHING (TYP.)
11 PROVIDE 2x OVERFRAMING AS REQUIRED (TYP.)
12 GUTTER AND DOWNSPOUTS AS SELECTED BY OWNER (TYP.)
13 NEW DECKING AS SELECTED BY OWNER OVER EXISTING DECK JOISTS (TYP.)
14 EXISTING RAILING TO BE REMOVED, MODIFIED AS REQUIRED, AND REINSTALLED (TYP.)
15 SABLE END WALL: 2x4 STUDS @ 16" O.C. FROM EXIST. TOP PLATE TO UNDERSIDE OF NEW RAFTERS AND CEDAR BOARDS ON EXT. SIDE SPACED TO PROVIDE VENTILATION TO OVERFRAMED SECTION OF NEW ROOF.
16 BEAM/COLUMN/STURT PER PLAN (WRAP WITH CEDAR (TYP.)
17 1x8 FASCIA AS SELECTED BY OWNER (TYP.)

4 KEYED NOTES
SCALE: NO SCALE

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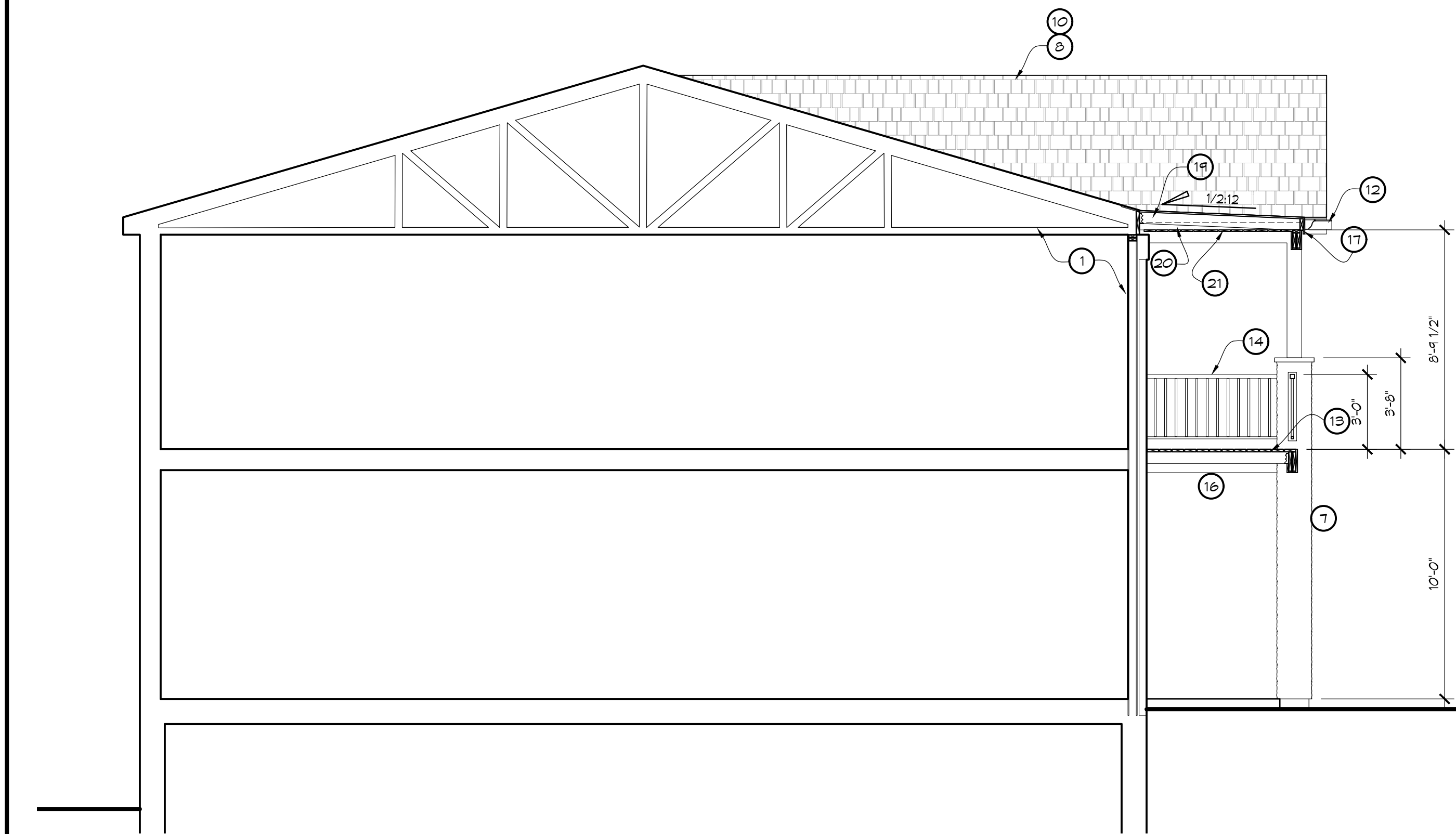


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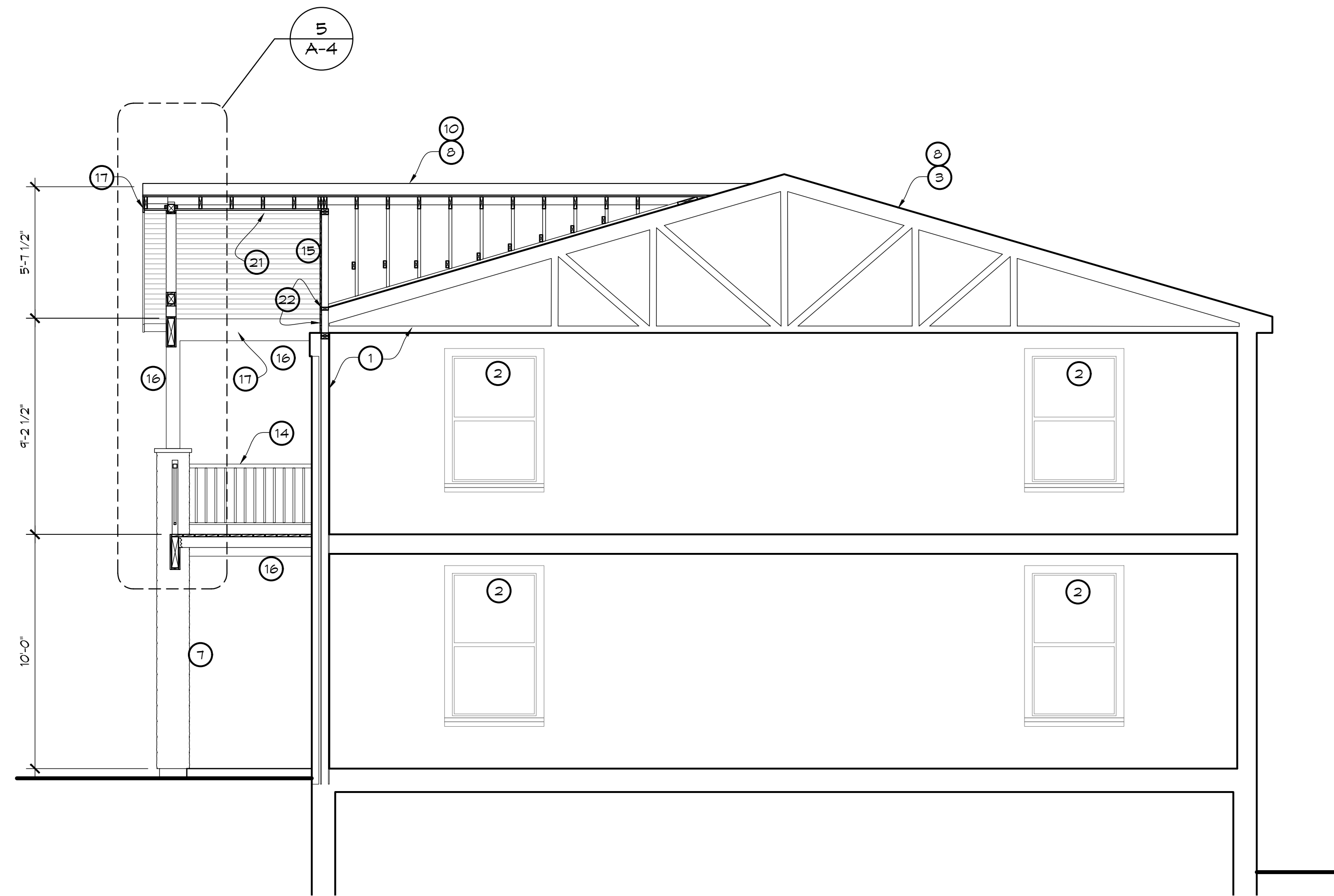
Project Name
EXTERIOR RENOVATION FOR:
PEELE PROPERTIES
453 N LINDBERGH BLVD
CREVE COEUR, MO 63141
Drawing Title
EXTERIOR ELEVATIONS AND KEYED NOTES

Issue Date
21 NOV 18

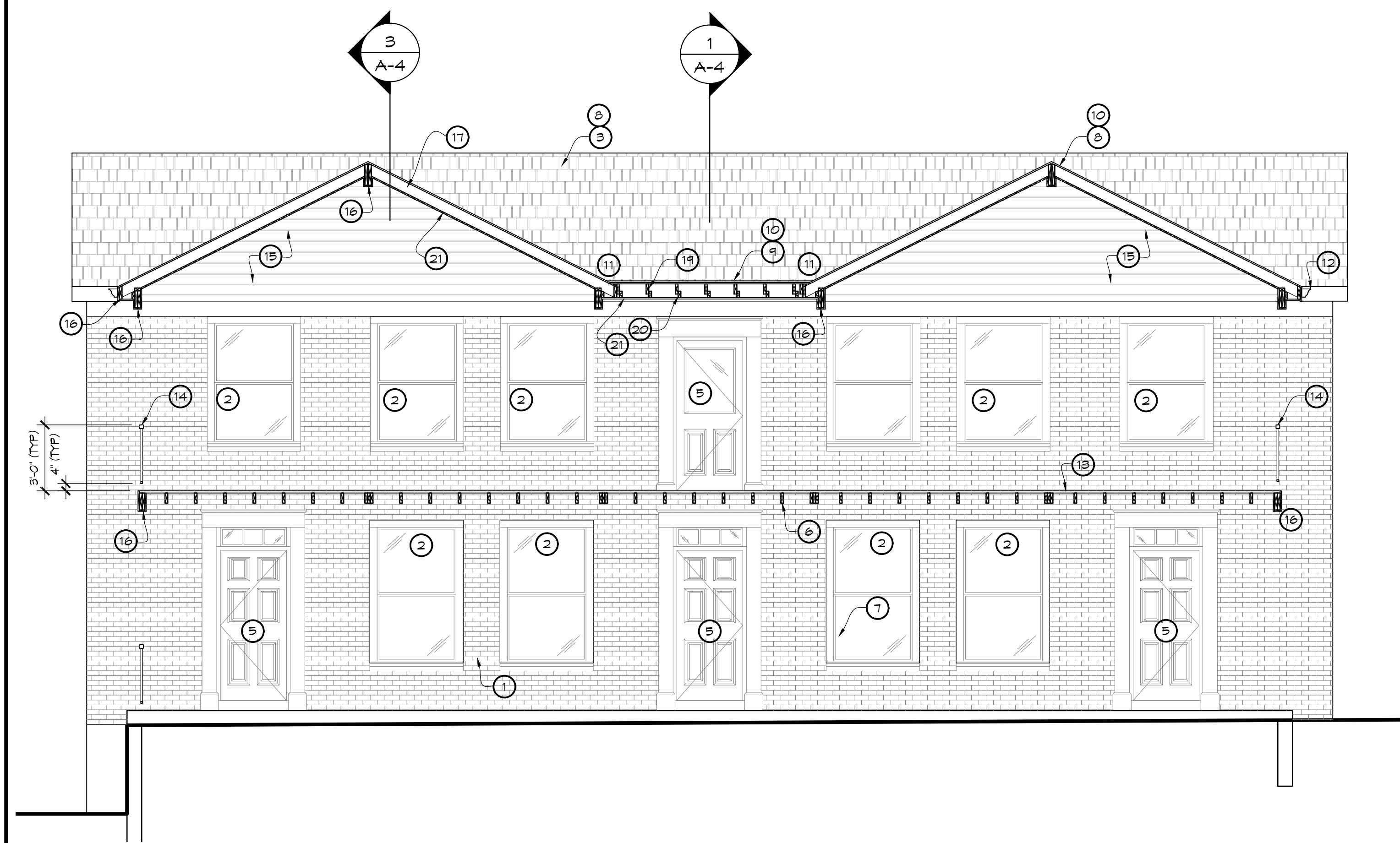
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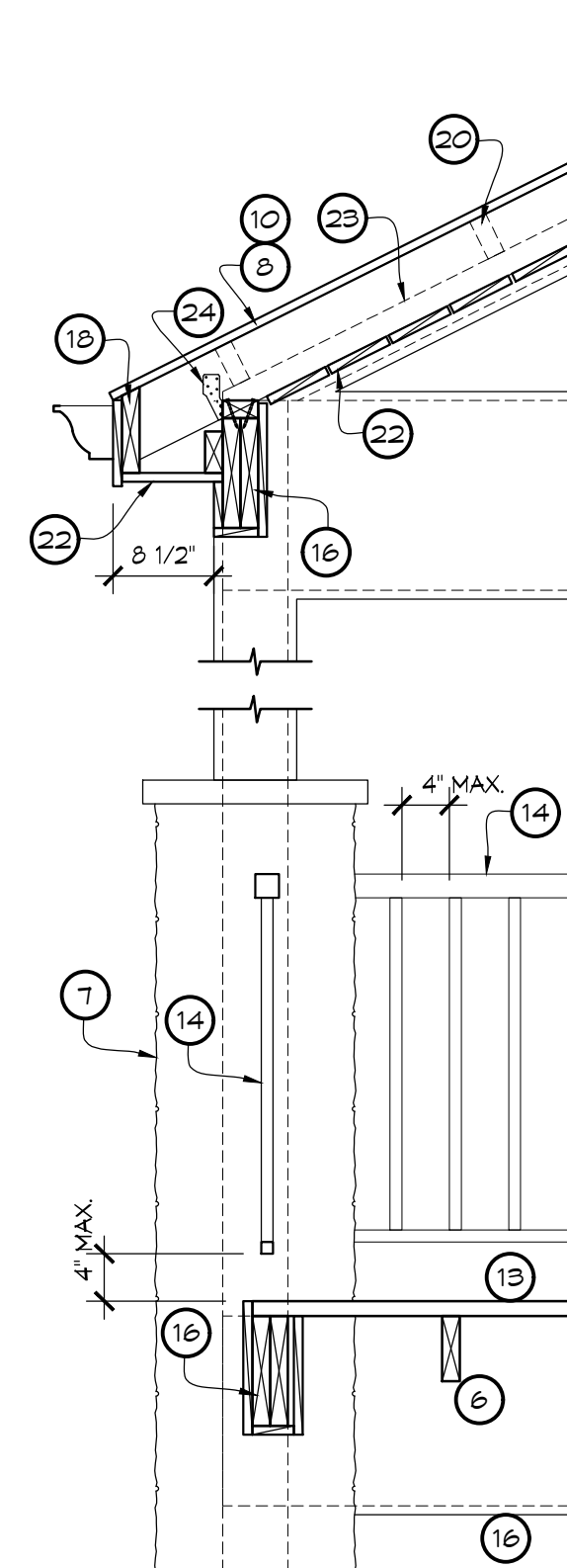
1 LONGITUDINAL DECK SECTION
SCALE: 1/4" = 1'-0"



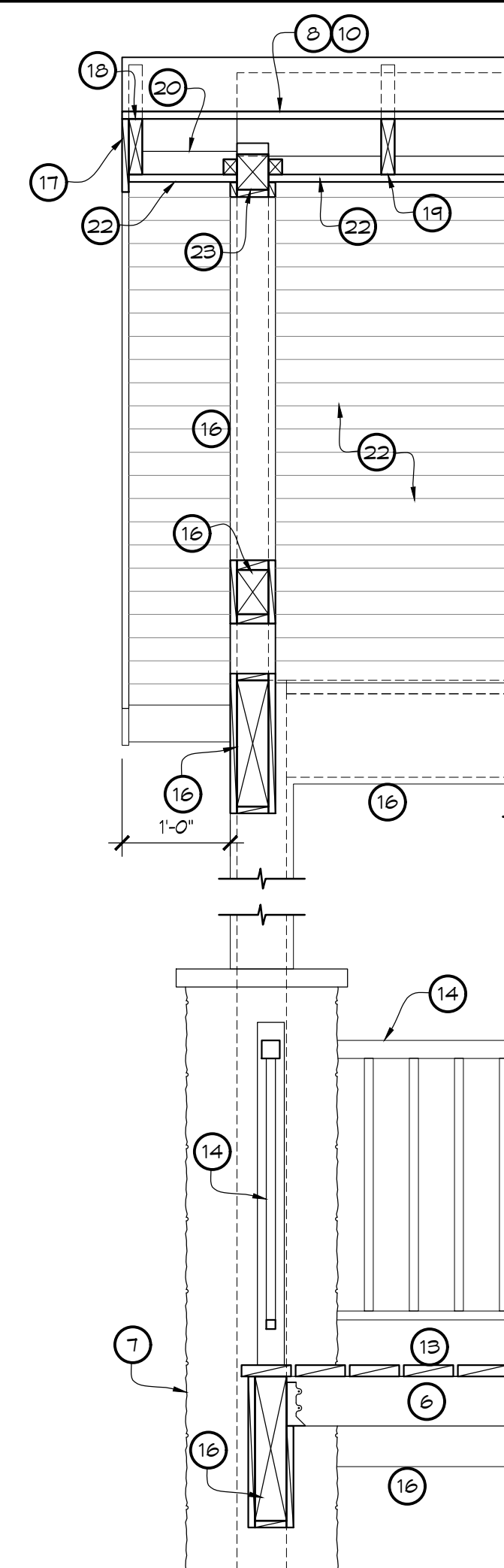
3 LONGITUDINAL DECK SECTION
SCALE: 1/4" = 1'-0"



2 TRANSVERSE DECK SECTION
SCALE: 1/4" = 1'-0"



4 SECTION DETAIL
SCALE: 3/4" = 1'-0"



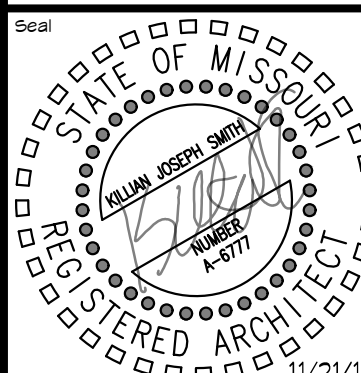
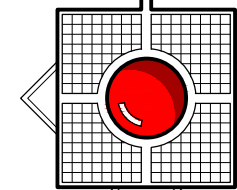
5 SECTION DETAIL
SCALE: 3/4" = 1'-0"

- EXISTING CONSTRUCTION TO REMAIN (TYP.)
- EXISTING RAMP TO REMAIN
- EXISTING ROOF STRUCTURE TO REMAIN; MODIFY OVERHANGS TO ACCOMMODATE NEW DECK ROOF & REPLACE DAMAGED SHEATHING (TYP.)
- EXISTING WINDOWS TO REMAIN (TYP.)
- EXISTING DOORS TO REMAIN (TYP.)
- DECK JOISTS TO REMAIN (TYP.)
- EXISTING COLUMN TO BE REPLACED WITH NEW BUILT-UP COLUMN: 6X6 COLUMN ON EXISTING CONCRETE PIERS w/ SIMPSON CB66 OFFSET BASE ANCHOR, 2x4 FURRING WALL, 1/2" SHEATHING, AND STONE VENEER AS SELECTED BY OWNER (TYP.)
- NEW ROOFING AS SELECTED BY OWNER ASPHALT SHINGLES ON 15# FELT TYPE I UNDERLAYMENT; PROVIDE NON-CORROSIVE FLASHING AT ALL ROOF-ROOF JOINTS (TYP.)
- NEW EPDM ROOFING AS SELECTED BY OWNER
- 3/8" ROOF SHEATHING (TYP.)
- PROVIDE 2x OVERFRAMING AS REQUIRED (TYP.)
- GUTTER AND DOWNSPOUTS AS SELECTED BY OWNER (TYP.)
- NEW DECKING AS SELECTED BY OWNER OVER EXISTING DECK JOISTS (TYP.)
- EXISTING RAILING TO BE REMOVED, MODIFIED AS REQUIRED, AND REINSTALLED (TYP.)
- GABLE END WALL: 2x4 STUDS @ 16" O.C. FROM EXIST. TOP PLATE TO UNDERSIDE OF NEW RAFTERS AND CEDAR BOARDS ON EXT. SIDE SPACED TO PROVIDE VENTILATION TO OVERFRAMED SECTION OF NEW ROOF.
- BEAM/COLUMN/STURT PER PLAN (WRAP WITH CEDAR (TYP.)
- 1x6 FASCIA AS SELECTED BY OWNER (TYP.)
- 2x6 SUB-FASCIA (TYP.)
- ROOF RAFTERS PER PLAN (TYP.)
- 2x4 CEILING JOISTS/OUTRIGGERS (TYP.)
- CEDAR CEILING/SOFFIT; SPACE BOARDS TO PROVIDE VENTILATION (TYP.)
- PROVIDE FIRE-BLOCKING TO SEPARATE EXISTING ATTIC FROM NEW ROOF (TYP.)
- 4x4 GABLE END RAFTER LOWERED TO ALLOW OUTRIGGERS TO PASS OVER
- SIMPSON H2.5 HURRICANE CLIP AT EACH RAFTER (TYP.)

6 KEYED NOTES
SCALE: NO SCALE

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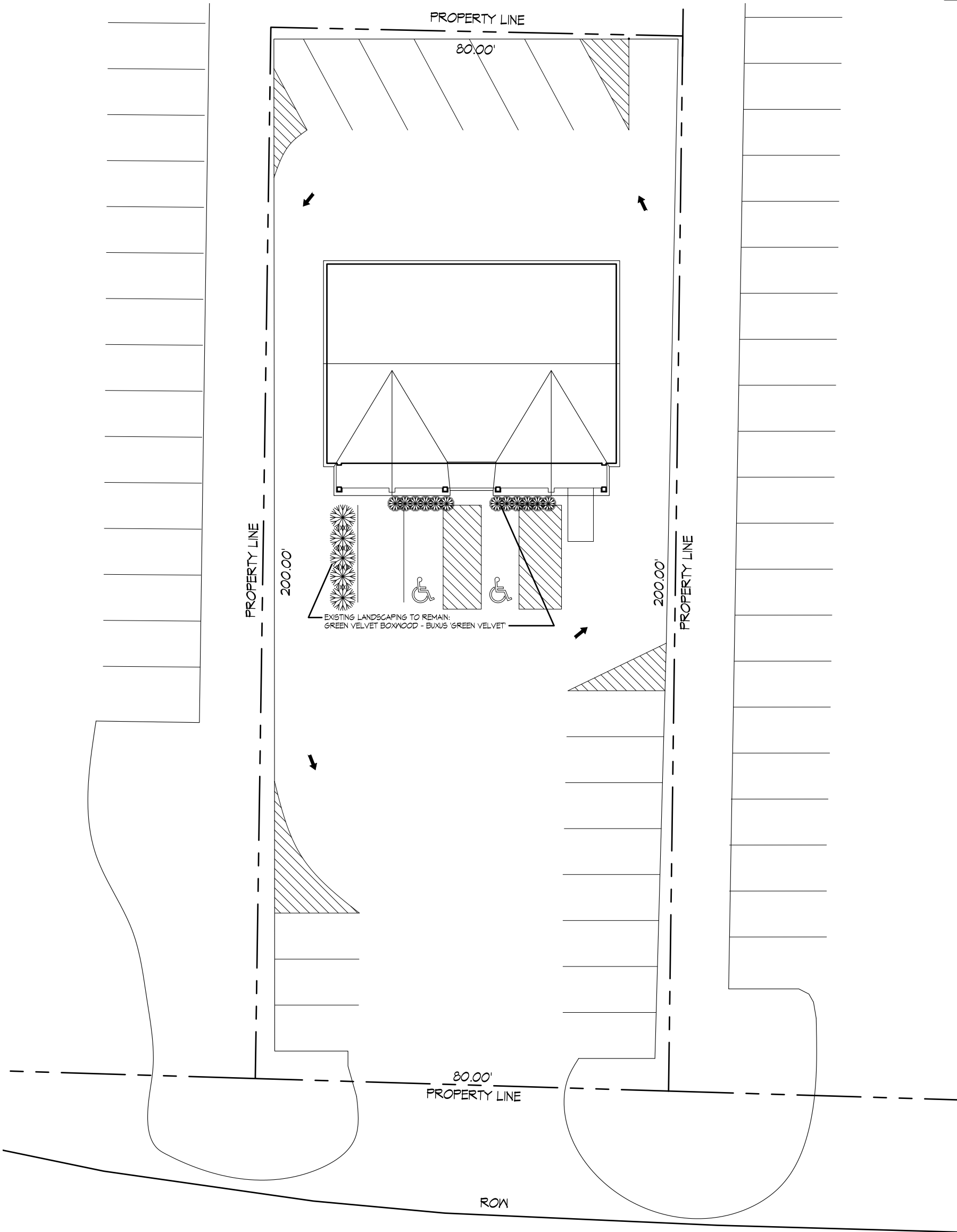
Project Code
APR 1802

Project Name
PEELE PROPERTIES
453 N LINDBERGH BLVD
CREVE COEUR, MO 63141

Drawing Title
BUILDING SECTIONS, DETAILS, AND KEYED NOTES

Issue Date
21 NOV 18

Drawing Number
A-4



EAST ELEVATION

EXISTING LANDSCAPING TO REMAIN:
GREEN VELVET BOXWOOD - BUXUS 'GREEN VELVET'



EAST ELEVATION

EXISTING LANDSCAPING TO REMAIN:
GREEN VELVET BOXWOOD - BUXUS 'GREEN VELVET'



1

SITE PLAN

SCALE: 1" = 20'-0"

N LINDBERGH BLVD

ROW

Drawing Number C-1	Issue Date 26 DEC 18 Project Code APR 1801	Project Name EXTERIOR RENOVATION FOR: PEELE PROPERTIES 453 N LINDBERGH BLVD CREVE COEUR, MO 63141 Drawing Title SITE PLAN	 KILLIAN SMITH ARCHITECT + ASSOCIATES, P.C. 800 South Harrison 314 • 909 • 8822 St. Louis MO 63122 Fax 314 • 909 • 8833	COPYRIGHT NOTICE © 2018 THIS DRAWING AND DESIGN REPRESENT THE ARCHITECTURAL WORK OF KILLIAN J. SMITH AND KILLIAN SMITH ARCHITECT + ASSOCIATES, P.C. AND ARE COPYRIGHTED AND REMAIN THE PROPERTY THEREOF. REPRODUCTION OF ANY KIND IS STRICTLY PROHIBITED.	
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Meeting Date: December 16, 2019

Subject: **East Olive Corridor—Overlay District and Planned Development Revisions**

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

Attachments: Joint Work Session Staff Memos—8/26/19 and 9/9/19
East Olive Corridor Overlay Zoning District Draft
Site Coverage Bonus Table
Existing Planned Development Ordinance

The East Olive Overlay District would encompass the same properties as the previously considered NC-Neighborhood Commercial District as shown in the map below:



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The attached draft East Olive Overlay District outlines the possible components of the new regulations. Based on the direction from the joint work sessions, uses as spelled out in the base zoning district have not changed, however consideration should be made for allowing multi-family/townhome uses within the overlay pursuant to the comprehensive plan recommendations. Specific references to the planned development procedure are included which would lower the minimum site size to 2.5 acres for either a residential or commercial planned development proposal.

Setbacks are required which have not been changed since the prior review associated with the NC-Neighborhood Commercial District. Site coverage has been adjusted to reflect a base of 60% with bonuses earned up to 70% coverage. A new site coverage bonus table is referenced where applicants can select which option they would like to pursue in order to obtain a site coverage bonus. This table was presented during earlier revisions and is attached for reference; however, further refinement is needed.

The maximum building height is 3 stories or 45-feet, which is the same as the GC-General Commercial District. For properties with a base zoning district of CB-Core Business, 4-stories or 60-feet in height would be permitted as long as the sky exposure plane is met.

The remaining sections address building orientation, pedestrian and vehicular circulation, landscaping and building materials. With respect to buffering adjacent residential uses, staff has incorporated requirements that provide a minimum buffer of 20-feet with landscaping and an 8-foot tall solid fence within the required buffer area.

Building materials are specified to promote quality development. Brick, stone, aluminum panels and fiber cement would be acceptable materials. EIFS, wood and manufactured stone would be acceptable if used as an accent material.

Planned Development Ordinance

The Planned Development (PD) Ordinance is found in Section 405.390 of the Zoning Ordinance and is attached for review. The PD procedure was established in 2008 and has not been utilized to a great extent. The PD ordinance was most recently utilized for The Vue apartment development and the proposed HBE hotel project.

As previously discussed, the PD ordinance could be another tool to implement to the comprehensive plan. Development proposals that may meet the overall objectives of the plan but do not meet the established zoning criteria would be eligible to apply under the PD process. As such, a planned development application involves a rezoning, a detailed development plan and an ordinance with specific conditions placed by the City Council upon review by the Planning and Zoning Commission.

There are two types of planned developments within the existing PD ordinance. A PRD-Planned Residential Development (PRD) supports a variety of housing types with limited complimentary commercial uses. PRD's must be on a site of at least 5 acres and adjoining areas should be predominately residential or institutional. The term "predominately residential or institutional" is defined as follows:

PREDOMINATELY RESIDENTIAL OR INSTITUTIONAL

A descriptive phrase that applies to areas in which fifty percent (50%) or more of the adjoining land area (excluding streets) within five hundred (500) feet is developed as either:

1. Residential uses, or
2. Institutional uses consisting of non-profit or quasi-public uses, such as a religious institution, library, public or private school, hospital or government-owned or government-operated structure or land used for public purposes.

A Planned Commercial Development (PCD) supports mixture of commercial-type uses and multi-family residential but does not predetermine a specific combination of uses. The minimum site size is 3.5 acres and adjoining areas should be predominately non-residential. The term "predominately non-residential" is defined as follows:

PREDOMINATELY NON-RESIDENTIAL

A descriptive phrase that applies to areas in which less than fifty percent (50%) of the adjoining land area (excluding streets) within five hundred (500) feet is developed as single-family residences, either detached or attached (the latter includes only stand-alone development of four (4) attached units or less).

Adjacent Land Use Compatibility Requirements

The current PD ordinance only allows residential PD projects to be located next to predominately residential areas. The opposite requirement applies to a commercial PD. For some sites along the corridor, this could effectively prohibit the submission of a development project from utilizing the PD procedure. Although not located within the East Olive corridor, this requirement was barely met with the HBE Hotel proposal, where 51.52% of the land area within 500 feet excluding streets was non-residential, where the minimum threshold is 50%. Staff will present maps at the meeting that further highlight the constraints with this requirement.

Staff would propose removing the qualifier involving adjacent land uses and instead, amend Section C Eligibility, to state a PD request (either PRD or PCD) is eligible if the base zoning is located within the GC, CB, or PC districts. This would prohibit applications from being proposed in non-commercial areas unless a rezoning to a commercial district was submitted concurrently.

Minimum Site Size

For a PRD project, the minimum site size is 5.0 acres. For a PCD, the minimum size is 3.5 acres. To be consistent, staff recommends reducing the minimum site size to 2.5 acres for both within the East Olive corridor

Eligibility

Section C speaks to the eligibility for filing a PD application. To be eligible, the Zoning Administrator must issue a finding that it cannot be approved under any other zoning district. Staff would suggest revising this provision to clarify that a PD application is eligible if it cannot meet the provisions of the zoning district or East Olive overlay zoning district.

Finding of Eligibility of the Zoning Administrator

Section G-1 requires the Zoning Administrator to issue a written finding of eligibility within 15 days following the submittal of a proposal to determine if the application meets Section C below.

C. Eligibility. A development proposal shall be eligible for consideration under the planned zoning district process if the Zoning Administrator finds that it cannot be approved under any other Zoning District and that the applicant has provided credible evidence that the proposal is an appropriate implementation of the Comprehensive Plan due to the fulfillment of the purpose of this Section, the substantial incorporation of the design criteria for each the applicable district type identified in this Section 405.390 and the provision of a substantial tangible public benefit(s) to the City including, but not limited to, the following:

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

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

Staff would like to remove this provision because the merits of a proposal, including its fulfillment of the purpose, incorporation of the design criteria and the provisions of public benefit should be determined by P&Z and City Council, after thorough review and not by staff at the early stage of an application.

Next Steps

Staff will review the proposed structure and components of the overlay district and revisions to the planned development ordinance at the meeting. Further discussion and direction from the Commission is requested.



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www.creve-coeur.org

MEMORANDUM

Memo To: City Council, Planning and Zoning Commission, & Economic Development Committee

Meeting Date: August 26, 2019

Subject: Zoning Code Update Work Session: East Olive Corridor and Drive Through Restaurants

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

Attachments: East Olive Corridor Section, *Creve Coeur 2030* Comprehensive Plan
 May 8, 2019 Development Forum PowerPoint Presentation
 Section 405.470.A.17, Conditional Use Requirements for Restaurant Drive-Throughs

This joint work session has been scheduled to review the recommendations of the comprehensive plan, *Creve Coeur 2030*, as it pertains to the East Olive corridor and to discuss options on how to move forward with updating the zoning code to align with the comprehensive plan recommendations. Staff would also like to review the City's regulations as they pertain to drive through restaurants to determine if any revisions should be pursued regarding these types of uses.

Background

The East Olive Corridor, as identified in the comprehensive plan, generally extends along Olive Boulevard from Mosley Road on the west to Spoede Road on the east. The length of this corridor is just under 1-mile. This area also includes a few properties on the north side of Olive just west of Mosley Road. The following map shows the boundaries of the East Olive Corridor as found in the comprehensive plan.



Figure 1: Boundaries of the East Olive Corridor in the Comprehensive Plan.

The East Olive Corridor consists of a variety of land uses that are placed within the GC and CB commercial districts, and the C Single Family Residential Districts, as well as the A Single Family District, where existing homes that front Olive Boulevard may be used commercially with approval of a site plan by the Planning and Zoning Commission.



Figure 2: Image of the East Olive Corridor area with the Zoning Districts indicated. The pink is the CB District, Red is GC District, Orange is the C Single Family District, and the light yellow is the A Single Family District.

The comprehensive plan recognizes the challenges of East Olive that have limited the revitalization of this area. These challenges include shallow lot depths, direct adjacency to established residential neighborhoods, and other existing lot constraints, including topography. The zoning district requirements have been specifically mentioned as a constraint to development as well. For these reasons, the comprehensive plan identified a unique “Place Type” specifically for the East Olive Corridor, referred to as Neighborhood Commercial (NC). Using the comprehensive plan as a starting point, staff has explored with the Planning and Zoning Commission, a new zoning district for the entire area, NC-Neighborhood Commercial, that would establish specific uses and

development standards conterminous with the East Olive Corridor. More information on the Planning and Zoning Commission review process will be discussed later in this memorandum.

Recent Development History (Last 10 years)

The East Olive Corridor has experienced reinvestment over the past 10 years. The following recent developments have contributed to the revitalization of the area:

- Walgreen's store, 10941 Olive Blvd. (2011)
- Complete Music, 11100 Olive Blvd. (2013)
- The Goddard School, 11222 Olive Blvd. (2014)
- Scotsman Coin and Jewelry, 11005 Olive Blvd. (2015)
- Total Access Urgent Care, 10923 Olive Blvd. (2017)
- Timekeepers renovation, 11118 Olive Blvd. (2017)
- Mobil on the Run, BriteWorx Car Wash, 11109 Olive Blvd. (Under construction)
- American Cleaners exterior refresh, 11041 Olive Blvd. (approved, permit pending)

While clearly reinvestment has occurred, significant opportunities for redevelopment to meet the needs of the community and to maintain a positive image for the City remain along this section of Olive Boulevard. Notably, the properties at Olive and Graeser, the former Walgreens at 11105 Olive Boulevard, and the single family residential structures between Deaver and Larkin Avenues (zoned residential) have seen limited reinvestment recently, and contribute to a negative perception for the East Olive Corridor.

Zoning Code Updates—Work Sessions at Planning and Zoning Commission

Beginning last August, staff and the Planning and Zoning Commission began a series of work sessions to discuss updates to the zoning code in light of the recent adoption of the comprehensive plan. For the East Olive Corridor, the plan provides the following key recommendations:

- Maintain low to medium density commercial development
- Focus on neighborhood-type services, retail and offices serving a smaller trade area—not likely to be a regional destination area. Introduce alternate forms of well-designed residential development—not single family detached.
- Provide consistent building frontages on Olive with convenient parking but discourage large swaths of parking facing Olive.
- Ensure cross-access connections are available to facilitate access to a signal
- Encourage pedestrian-friendly site development with amenities
- Incentivize sustainable site design
- Develop standards for well-landscaped frontages and building design

With this guidance, the review process began with the East Olive corridor but other areas were reviewed as well, including Lindbergh (south of Bayer campus) and West Olive (west of I-270). The areas examined included development standards such as building height, buffers, landscaping, setbacks and location of parking lots in relation to the placement of buildings along Olive. Greater clarification of site coverage standards and bonuses were also discussed. Finally, the work sessions involved the review of allowable uses in this new district.

For East Olive, a rezoning of the entire corridor, with the boundaries as previously described, was reviewed.

The new district, NC-Neighborhood Commercial, would largely mirror the existing GC-General Commercial District (the predominate existing commercial zoning district in this corridor) but with some exceptions to address the specific attributes of the East Olive corridor.

Allowable Uses

The work sessions with P&Z also included a review of the uses within this area. Uses generally remain the same as the GC-District but with a few notable exceptions. Uses that constitute larger scale development would be eliminated such as supercenters, department stores and warehouse clubs and hotels. Uses that would lend themselves to generating conflict with adjacent residential areas or would be otherwise undesirable were also eliminated such as drive through restaurants, car dealers and rental agencies, and gas stations without a convenience store component. New uses that are currently not allowed would be introduced, namely attached townhomes and low-medium density multi-family.

Development Standards

The development standards would be revised specifically for the East Olive Corridor. The specific changes reviewed with P&Z are highlighted below.

- Setbacks: provide maximum setbacks from Olive to allow some parking along roadway but to also allow greater visibility of buildings from the street. This is similar to what the code requires today.
- Buffering (adjacent to residential): Provide a fixed buffer yard dimension (20-feet), regardless of site size, but require both fencing and landscaping and be specific on material. The current code requires buffers up to 40-feet depending on the site of the site with screening devices left up to the discretion of P&Z.
- Building Height: Keep the existing GC—District standards of a maximum of 3-stories or 45' in height.
- Site Coverage Bonus—New Criteria: Base site coverage of 50% up to 70% with a site coverage bonus. Bonuses would introduce a tiered system to encourage sustainable site development practices, pedestrian features, and other objectives of the district.
- Landscaping and Architectural Guidelines: As a future step, develop detailed but flexible landscaping and architectural building design guidelines.

Initial Feedback Received

At the conclusion of the work sessions, P&Z directed staff to obtain input from stakeholders within the East Olive Corridor to gain an understanding of what concerns might exist or if there are other areas of interest that have not been properly considered. At the same time, the Economic Development Committee (EDC) sponsored a development forum with the business community to provide an overview of the city's development activity and the zoning updates. This forum was held on May 8, 2019 and was well attended with approximately 50 participants representing a broad spectrum of the commercial real estate community. Staff also met with commercial and residential real estate interests within the corridor to obtain an "initial reaction" to the proposed zoning changes. Meetings with adjacent residents have not been scheduled at this time.

As might be expected, this initial outreach on the proposed zoning updates highlighted the competing interests and divergence of views on how best to encourage reinvestment within the East Olive Corridor. This divergence on the appropriate strategy for East Olive was also present during the development of the

comprehensive plan. But because of the high-level nature of a city-wide comprehensive plan, a deeper examination into the myriad of challenges in this area was not undertaken.

In general, the initial feedback received from the real estate community with the zoning updates was mixed, but several concerns were expressed. Comments received are summarized below:

- A blanket rezoning of the entire corridor to the new NC-Neighborhood Commercial District would take away land uses that are currently allowed (particularly with respect to properties currently zoned CB) which might have an impact on land values and create concerns with lenders.
- Be cautious with broadly eliminating some of the uses as they may be acceptable in a different format, such as a car rental agency as an in-line user located within a shopping center.
- Zoning out the big box uses would preclude the possibility of any larger scale redevelopment (with voluntary buyouts) occurring within this area.
- Restricting parking and maintaining a maximum building setback is not what most retailers want.
- These proposed regulations seem to be making development more restrictive, rather than less restrictive which is the opposite of what this area needs.
- The key to successful development within this area is to have regulations that provide flexibility.
- With the anticipated growth of 39 North, the spillover effects could be a positive for East Olive
- Having clear expectations with a higher degree of predictability would be welcomed.
- Zoning in and of itself will do little to encourage development. Market forces are key.
- Introducing some forms of allowable residential use (non-detached single family) was met with a mixed response. Some felt it was feasible with the right product and others felt Olive is too busy of a roadway.

Other Alternatives

It is important to recognize the limitations of the feedback that we have received over the past several months. First, the initial feedback was based on early development of the zoning updates—future revisions would be anticipated based on the progression of the development of the code as direction by P&Z is given and feedback is received. Second, only a relatively narrow group of stakeholders (those representing the real estate and development community) was consulted in this first effort. With some further refinement and more feedback, to also include adjacent residents, there could be opportunities to build consensus. On the other hand, building consensus takes considerable dedication and a sustained effort. With these considerations in mind, staff felt that now is a good time to solicit further direction on how best to move forward. The rezoning to the NC district certainly remains a possibility but there are other zoning techniques that could achieve the recommendations of the comprehensive plan but in a different way. These alternative options, along with a quick “pros and cons” analysis of each are provided below.

- Rezone to Neighborhood Commercial District. This would involve continuing to move forward with rezoning the East Olive corridor in its entirety to the NC-Neighborhood Commercial District.

Pros

- Creates a single zoning district for the entire corridor which would bring improved

consistency of regulations to this area of Olive. Assuming a high degree of success with the elements of the new zoning district, the need for further rezonings would be diminished.

- Tailors uses and standards to one area of the City. We would not need to be concerned with impacts to other areas of the City (i.e. text amendments in GC and CB districts which also effect other commercial areas)
- Creates zoning incentives and development criteria that could be used elsewhere. For example: updated site coverage bonus allowances, landscaping standards, and architectural design guidelines could be applicable to other commercial areas of the City.

Cons

- Involves blanket changes to development standards for an entire corridor which could be perceived as a down-zoning of commercial property (notably existing CB zoned properties).
 - May not address all issues in one fell swoop. As hard as we try to provide some flexibility within the code and to get it right, there will likely be areas that don't hit the mark.
 - To obtain support for this traditional rezoning will likely require an extensive and sustained public engagement process. This belief is based on the history of development applications in this corridor and the feedback received from staff's early outreach efforts.
- Create a Zoning Overlay District. This option does not change the underlying zoning district but instead adds another layer of zoning on top of the base zoning district. Overlay districts typically contain additional regulations that apply only to a particular area to implement specific planning objectives.

Pros

- This approach is often more politically feasible since it is limited to implementing certain stated objectives and is not as extensive as a complete rezoning.
- Base zoning is kept in place, but specific regulations are added (overlaid) to address stated objectives. Examples include specific design criteria, site planning considerations, etc.
- Because the additional regulations are limited and narrowly focused, may find that acceptance from property owners is greater.
- Once established, no rezoning would be involved to approve a development proposal, unless overlay is set up to encourage Planned Development option.

Cons

- Still requires extensive public engagement and an education process with stakeholders.
 - May add confusion for development community by creating another layer of zoning; however, this could be overcome with education.
- Utilize Planned Development Rezoning: The zoning code already has the option to rezone a property to a planned development district which is defined and a commercial or residential planned development. This option is relatively new and has not been utilized to a great extent but could be a useful tool to implement the comprehensive plan recommendations. A review of the current

requirements is needed and adjustments to align with the needs of East Olive Corridor may be needed. The two projects that have utilized this zoning procedure are The Vue development on Old Olive and the HBE Creve Coeur Hotel proposal.

Pros

- Would require significantly less public engagement as the Planned Development option already exists. Current zoning is not affected and would remain in place until such time as a rezoning to a planned development application is filed and approved for those specific properties.
- Is based on a detailed development plan and is tailored to implement objectives of comprehensive plan while providing flexibility to the developer.
- Tailors uses and standards to a specific development which provides the ultimate degree of regulatory flexibility.
- Is a legislative process in which a property owner voluntarily elects to pursue. As a legislative process, the City Council has a high degree of control over the development.

Cons

- Represents a more Incremental approach and is less proactive.
 - May not be an appropriate tool for smaller development sites.
 - As a form of rezoning and, therefore subject to legislative action, there is less predictability for all parties.
 - Involves negotiation between city and developer which may sour public perception.
 - Doesn't articulate City's development objectives upfront. Must build into the review and approval process.
- Create a new NC District within the zoning code but without rezoning specific properties. This approach would create the new zoning district in the code but would not take the step of rezoning any properties. This district would be created only for use within the East Olive Corridor to implement comprehensive plan recommendations. As properties undergo redevelopment, the expectation is that they would rezone to the NC District.

Pros

- Would require less public engagement because no properties would be specifically rezoned by the City.
- By creating this new zoning district in the code, the City would only be rezoning property at the request of a property owner or developer.

Cons

- Unless specifically required elsewhere in the code based on scope of redevelopment, the utilization of this district may be limited.
- Other options such as greater reliance on Planned Development or an already established Overlay District may be better utilized.

- Would still require a rezoning which would subject a developer to risks associated with this process.

Drive through Restaurants

During staff's discussions with the development community, the topic of the City's stance on drive through restaurants was raised. The drive through restaurant ordinance was adopted in November 2014 in advance of a drive through proposal for the St. Louis Bread Company on North New Ballas. The ordinance provides numerous standards and establishes two categories which are very different based on whether the site is adjacent to residential areas or not. A minimum acreage limitation of two acres for these uses was also established in the ordinance.

Staff continues to hear from the development community that demand remains high for these uses and that the ordinance is unnecessarily restrictive. Staff's experience with the ordinance is that it is highly effective with respect to limiting these uses as there have been very few sites that can meet all of the criteria. Taking into account this feedback, staff would like to review the existing drive through restaurant zoning regulations to determine if there is a desire to review alternatives that would be able to regulate the most impactful aspects of these uses while still controlling the proliferation of these uses. The existing restaurant drive through ordinance is attached to this memorandum for review.

Conclusion

Staff will present this information to the City Council , P&Z and EDC at the work session. The desired outcome of this work session would be to obtain direction from all groups to determine whether a continuation of the development of the NC District remains desirable or if additional information is needed to determine if other zoning approaches might be preferred to address the development objectives of the Comprehensive Plan for the East Olive Corridor. Further direction on the need to review the drive through restaurant ordinance is also requested.



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MEMORANDUM

Memo To: City Council, Planning and Zoning Commission, & Economic Development Committee

Meeting Date: September 9, 2019

Subject: Zoning Code Update Work Session: East Olive Corridor and Drive Through Restaurants

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

Attachments: Zoning Code Section 405.390 Planned Zoning Districts Ordinance
 Section 405.470.A.17, Conditional Use Requirements for Restaurant Drive-Throughs
 East Olive Corridor—Land Assembly Examples Map

This joint work session has been scheduled to continue the discussion from the August 26th work session regarding zoning updates for the East Olive corridor to implement the recommendations of the Comprehensive Plan and to also discuss whether amendments to the drive through restaurant ordinance are desired. This report will provide further analysis on the Planned Development and Overlay Zoning regulatory tools and how they could be applied to the East Olive Corridor. The drive through discussion at the end of the report is largely carried over from the prior work session.

EAST OLIVE CORRIDOR ZONING UPDATES

Staff outlined other zoning approaches rather than rezoning the East Olive corridor to the proposed NC-Neighborhood Commercial District. Greater use of the City's existing planned development ordinance in combination with the creation of an overlay district specific to the East Olive corridor has the potential to implement many of the objectives of the comprehensive plan while not changing the underlying zoning. This memorandum will provide further information on how these zoning tools could work together to assist in the discussion on what regulatory tools the City should move forward with to promote desirable redevelopment in this area of the City.

Planned Developments

The original Planned Development (PD) ordinance was created in 2008 but has been amended several times since then. The existing PD ordinance, Section 405.390 is attached for reference. This zoning tool has been used successfully for the then-existing multi-family properties south of Old Ballas Road consisting of

Golfview, Village Park and Coeur de Royale. More recently, Planned Development zoning was used for The Vue project on Old Olive Street Road. These locations all utilized the PRD—Planned Residential Development form of the City’s Planned Development ordinance. Another recent project, which ultimately did not get approved, was the HBE hotel development which proposed to use the PCD-Planned Commercial Development form.

The purpose of the PD ordinance as found in the zoning code is as follows:

Purpose. The purpose of the Planned Zoning District is to allow innovative design, solve problems on difficult sites, meet market niches, encourage housing in different price ranges, promote well designed developments and encourage infill and redevelopment within the existing urban area. Through the flexibility of the Planned Zoning District, the City seeks to achieve the following objectives:

1. Fulfillment of the goals and objectives of the Comprehensive Plan;
2. Creation of a more desirable environment than would be possible through application of conventional City land use regulations;
3. Promotion of a creative approach to the use of land and related physical facilities resulting in better design and development including aesthetic amenities;
4. Combination and coordination of architectural styles, building forms and building relationships;
5. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, preferably by means of natural erosion control and stormwater control best management practices;
6. Use of design, landscape or architectural features consistent with the City's design guidelines; and
7. Mutually desired elimination of obsolete or deteriorated structures or incompatible uses through redevelopment.

There are two types of planned developments within the existing PD ordinance. A PRD-Planned Residential Development (PRD) supports a variety of housing types with limited complimentary commercial uses. PRD’s must be on a site of at least 5 acres and adjoining areas should be predominately residential or institutional. The term “predominately residential or institutional” is defined as follows:

PREDOMINATELY RESIDENTIAL OR INSTITUTIONAL

A descriptive phrase that applies to areas in which fifty percent (50%) or more of the adjoining land area (excluding streets) within five hundred (500) feet is developed as either:

1. Residential uses, or
2. Institutional uses consisting of non-profit or quasi-public uses, such as a religious institution, library, public or private school, hospital or government-owned or government-operated structure or land used for public purposes.

Specific requirements with respect to setbacks, buffer yards, floor area ratio, density, and sky exposure plane requirements are spelled out in the PRD ordinance as well as more generalized design criteria such as landscaping, screening and architectural design.

A Planned Commercial Development (PCD) supports mixture of commercial-type uses and multi-family residential but does not predetermine a specific combination of uses. The minimum site size is 3.5 acres and adjoining areas should be predominately non-residential. The term “predominately non-residential” is defined as follows:

PREDOMINATELY NON-RESIDENTIAL

A descriptive phrase that applies to areas in which less than fifty percent (50%) of the adjoining land area (excluding streets) within five hundred (500) feet is developed as single-family residences, either detached or attached (the latter includes only stand-alone development of four (4) attached units or less).

Similar to the PRD, the PCD provides specific requirements with respect to setbacks, buffer yards, floor area ratio, density, and sky exposure plane requirements in the ordinance as well as more generalized design criteria such as landscaping, screening and architectural design.

Another element of the Planned Development ordinance is the provision of public benefit in exchange for waiving specific requirements of the zoning ordinance. Examples of public benefits are listed in the ordinance under Section C. The determination of what constitutes public benefit falls on the City Council based on the recommendations of the Planning and Zoning Commission.

In most respects, the PD ordinance remains an effective tool to encourage creative development that may not fit completely within the parameters of the zoning code. However, if used to a greater degree for the East Olive Corridor, there are areas of the code that could be reviewed and potentially adjusted to better align with the comprehensive plan’s recommendations for East Olive Corridor and to address the unique character of this area.

Minimum Site Size

The minimum site size for a residential PD is 5 acres. For a commercial PD, the minimum size is 3.5 acres. For the purposes of understanding the land area along the corridor, staff prepared a map of properties that would be ideal candidates for future redevelopment for a number of reasons. These reasons include properties that haven’t seen reinvestment in recent years, are vacant, are needed to support development on adjacent lots or otherwise do not contribute to a prosperous corridor such as obsolescence. The attached map, identifies 8 groupings of properties that range in size from 1 acre to almost 5.5 acres. Certainly, these boundaries are not fixed and are meant to be treated as examples of the types of land assembly necessary to support development. Nonetheless, the map is informative in that it shows that even with consolidation of properties, the sites that may be appropriate for redevelopment along the East Olive corridor are smaller and more constricted than some other areas of the City. This observation is articulated in the East Olive section of the Comprehensive Plan.

The minimum site size for a planned development could be reduced to address these characteristics of the East Olive Corridor. For example, the commercial PD could be lowered to 2.5 acres and the residential PD

could lowered similarly.

Adjacent Land Use Compatibility Requirements

The current PD ordinance only allows residential PD projects to be located next to predominately residential areas. The same requirements apply to a commercial PD. For some sites along the corridor, this could effectively prohibit the submission of a development project from utilizing the PD procedure. Although not located within the East Olive corridor, this requirement was barely met with the HBE Hotel proposal, where 51.52% of the land area within 500 feet excluding streets was non-residential, where the minimum threshold is 50%.

To encourage greater use of the PD option within the East Olive corridor, this requirement could be modified or eliminated.

No Other Zoning Option Requirement

The PD ordinance requires a determination that the proposed project cannot be approved under the standard zoning district requirements. There are good reasons for this provision but it also further restricts the use of the PD option.

Design Criteria

This portion of the ordinance would need to be reviewed to determine if the design criteria is a good fit for East Olive. For example, buffer yards, setback and other development requirements might need to be calibrated to better match the existing conditions of the corridor and the recommendations of the Comprehensive Plan.

East Olive Overlay Zoning District

The creation of an overlay district for East Olive would be effective in that regulations could be provided as an additional layer of zoning to address specific development criteria, exclusively for the East Olive corridor. These regulations could apply to all properties within the corridor but could also be written to require PD rezoning for certain types of projects. These projects might include those that have a mix of uses, or a specific type of use such as multi-family or attached townhomes or those on larger sites. This overlay district could place greater emphasis on the form of development rather than uses based on some of the concerns regarding unintended consequences that have been expressed.

Regulations included in an Overlay District could entail applying traditional development standards that were being developed for the new NC—Neighborhood Commercial District such setbacks, density, height and buffer yards but could also include general architectural and landscape guidelines. Any requirements of a zoning overlay district would supersede or supplement any other standard of the zoning code. As mentioned in the prior staff memo, the creation of an overlay district initiated by the City would follow the same review and approval procedures as a rezoning.

DRIVE THROUGH RESTAURANT ORDINANCE

The drive through restaurant ordinance was adopted in November 2014 in advance of a drive through

proposal for the St. Louis Bread Company on North New Ballas. The ordinance provides numerous standards and establishes two categories which are very different based on whether the site is adjacent to residential areas or not. A minimum acreage limitation of two acres for these uses was also established in the ordinance.

Staff continues to hear from the development community that demand remains high for these uses and that the ordinance is unnecessarily restrictive. Staff's experience with the ordinance is that it is highly effective with respect to limiting these uses as there have been very few sites that can meet all of the criteria. Taking into account this feedback, staff would like to review the existing drive through restaurant zoning regulations to determine if there is a desire to review alternatives that would regulate the most impactful aspects of these uses while relying on the site plan and conditional use review process to evaluate specific the components of the proposal. The existing restaurant drive through ordinance is attached to this memorandum for review.

Staff will highlight the requirements of the existing ordinance at the meeting for discussion and feedback.

Conclusion

Staff would like to obtain feedback on the zoning options for the East Olive corridor as well as the drive through ordinance.

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East Olive Corridor Overlay Zoning District

Purpose Statement

The intent of these regulations and standards is to support redevelopment of properties within the East Olive Corridor that provide a transition between the adjacent residential neighborhoods and larger scale commercial areas while forming a coherent identity for the corridor in a manner consistent with the goals and objectives of the comprehensive plan

Amendment of Zoning Map

The boundaries of this overlay zoning district are hereby established and shall, to the extent of these boundaries, supersede and amend the official Zoning Map established by Chapter 405 of the Municipal Code. The official Zoning Map as hereby amended and all the notations, references and other information shown thereon shall have the same force and effect as if the official Zoning Map and all the notations, references and other information shown thereon were all fully set forth or described herein.

Location of Overlay Zone

The East Olive Overlay Zoning District consists of all properties located on Olive Boulevard generally bounded by North Mosley Road on the west to Spoede Road on the east, as depicted on the map below.



Applicability

The regulations of this overlay zoning district shall supersede or supplement, as applicable, the regulations of the base zoning district. Where conflict results between the regulations of the

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overlay zoning district and the provisions of the base zoning district, the provisions of the overlay zoning district shall control.

Uses Permitted

The uses permitted by right and by conditional use permit are listed in Table A. If a "P" (permitted by right) or a "C" (permitted by conditional use permit) is not indicated for a use in the Table, it is prohibited.

NOTE: Need to update Table A to allow multi-family/townhomes as permitted and/or conditional as appropriate.

Planned Development

In instances where the standards of the base zoning district or these overlay district standards cannot be met and provided that the development site is a minimum of 2.5 acres in size, the development proposal shall be eligible for consideration under the planned development option per the provisions of Section 405.390.

Setbacks

The following building setbacks are required in the East Olive Overlay:

Front Yard: To accommodate convenient parking located in front of buildings and to establish a consistent building line, the maximum setback from Olive Boulevard is 90-feet. For all other streets (i.e. corner lots), the minimum front yard setback is 45-feet.

Side Yard: 5 feet.

Rear Yard: 20 feet.

Site Coverage

The maximum site coverage for each lot is 60%. Site coverage bonus up to 70% may be earned in accordance with the Site Coverage Bonus Table found in Section 405.XXX. For coordinated developments on more than one lot with shared entrances such as a shopping center with multiple buildings, the site coverage shall be calculated based upon the total size of the development as shown on the site development plan. *(NOTE: this is to address coordinated developments with more than one building)*

Building Height

The maximum building height is 3-stories or 45-feet in height, whichever is greater. For properties with a base zoning district of CB-Core Business, maximum building height is 4 stories or 60-feet in height, whichever is greater, provided that the sky exposure plane as defined in Section 405.120 is met.

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Building Orientation

Buildings shall be oriented to the primary street on which they are located. Examples of an acceptable orientation would include an accentuation of the building design to address the street and the presence of an entrance facing the primary street.

Circulation

Pedestrian circulation shall be provided which incorporates the following elements:

- A. Direct access providing safe passage from the building entrance to the public sidewalk on all street frontages is required.
- B. If multiple buildings are proposed, a sidewalk connecting all buildings shall be provided. In addition, a sidewalk connecting to neighboring commercial developments is required.
- C. If not provided in accordance with Section A above, a sidewalk shall be provided from the parking area to the building entrance.
- D. All sidewalks shall be a minimum dimension of 6-feet in width or 8-feet if located adjacent to parking stalls that do not have a curb stop.
- E. Pedestrian routes may traverse parking lots in lieu of a separate sidewalk provided that the pavement is differentiated from the parking lot surface (i.e. striping would be insufficient).

At least one bicycle rack shall be provided for each building. The location of the bicycle rack shall be shown on the site development plan.

Vehicular and pedestrian cross-access shall be provided between neighboring properties when determined to be feasible by the Planning and Zoning Commission.

Landscaping, Screening and Buffering

At a minimum, the first ten (10) feet of the front yard setback from the right-of-way shall be provided and maintained with sidewalks, unless improved sidewalks exist in the abutting public right-of-way, and with landscaping including, but not limited to, deciduous street trees at regular intervals and shrubs to provide screening from adjacent parking areas. All other requirements of Section 405.540 Landscaping shall be met.

A minimum buffer yard of 20 feet shall be provided on all sides that abut a single-family residential zoning district. The buffer yard shall not contain any impervious surface and shall provide a combination of landscaping and a continuous sight-proof fence of no less than 8-feet in height.

Building Materials

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To ensure quality development utilizing durable materials, the following primary building materials are required for each new building:

- Masonry such as brick or stone, except concrete masonry units of any kind.
- Aluminum panels
- Fiber Cement

Acceptable accent materials include:

- EIFS
- Wood
- Cut stone or any form of manufactured stone

Concrete masonry units and vinyl products are not acceptable primary or accent materials.

For the purposes of this section, the term primary refers to 75 percent or more of the surface area, including fenestration, on each elevation. The Planning and Zoning Commission may consider modifications to these requirements based on good cause.

DRAFT Table of Bonus Coverage/Sustainable Development Consideration

	Tier 1: Up to 60% site coverage bonus, includes two or more features	Tier 2: Up to 65% site coverage bonus, includes two or more features from Tier 1, and one or more items of Tier 2	Tier 3: Up to 70% site coverage bonus, includes two or more features from Tier 1, one or more features of Tier 2, and one or more features of Tier 3
ENERGY	Solar panels, electric car charging		
GREEN INFRASTRUCTURE /STORM WATER	Integration of green infrastructure/working landscapes not required by MSD to include: permeable pavements, amended soils, bioretention cells, planter boxes and other rain garden techniques for storm water quality enhancement.	Green roofs, blue roofs and storm water storage to reduce storm water quantity reduction.	Reuse of storm water for grey water functions within the building or on the site such as toilets and irrigation.
PEOPLE SPACES	Dedicated outdoor seating/dining with decorative materials and landscaping. Enhanced green infrastructure such as artfully designed storm water infrastructure to include seating areas, rock outcropping, boardwalks and interpretive signage.	Plazas, patios, and other attractive hardscape areas design for public use. Installation of sections of planned streetscapes, trails or other City of Creve Coeur initiatives.	Design and implementation of park space that provides for sufficient area that creates an invitation to play, and sit, that is well designed and integrated into the overall site, a and to provide a break from noise and congestion.
DEVELOPMENT ENHANCEMENT			Mixed Use Development that includes housing and commercial (which may allow for additional FAR and Building Height, as well as coverage).
BUILDING OR SITE CERTIFICATIONS		LEED, Sustainable or Sites (SITES) certification	Living Building Challenge or other net neutral certification
PUBLIC AMENITIES	Installation of site furniture such as benches, bike racks, tables/chair/umbrellas for public use.	Installation of artistic bus shelter approved by the City's Arts Committee, as well as other features provided in tier one and two.	Structured Parking that includes public and quasi-public parking facilities
MATERIALS	Use of local materials and materials with recycled content	Reduce the use of virgin materials and avoid sending useful materials to landfills by specifying reused materials, including structures, and	Certification by LEED, SITES, Living Building Challenge, etc.

DRAFT Table of Bonus Coverage/Sustainable Development Consideration

DESIGN QUALITY	Architectural distinction and significant building; Utilizes high-quality architectural design, placement, relationship and orientation of structures.	Participation in the City's Arts on Loan program and dedication of public easements for art.	
NATURAL RESOURCES/NATIVE LANDSCAPING	Sensitive design to existing site features worth preserving and natural site amenities, preservation of creeks. Use of all native trees and plantings and removal of all honeysuckle on the site if applicable.	Enhancement and restoration of natural features of the site. Restoration of the native landscape that existed on the site. Restoration of Missouri Tallgrass Prairie.	
MASTER PLAN GOALS			Dedication of right-of-way for future road widening if considered essential to the project, off-site public roadway enhancement involving medians, crosswalks, or other significant roadway improvements, as well as other features provided in tier one and two.

City of Creve Coeur, MO
Thursday, December 12, 2019

Chapter 405. Zoning Ordinance

Article III. Zoning District Regulations

Section 405.390. Planned Zoning Districts.

[R.O. 2008 §26-46.1 — 26-46.13; Ord. No. 5057 §2, 9-4-2008; Ord. No. 5134 §§1 — 3, 4-26-2010; Ord. No. 5165 §7, 12-13-2010; Ord. No. 5243 §4, 2-13-2012; Ord. No. 5300 §§16 — 17, 4-22-2013]

- A. *Definitions Of Terms.* Unless a contrary intention clearly appears, the following words and phrases shall have the meanings given in the following clauses for the purposes of this Section. Where a conflict arises between these definitions and those contained in Section **405.120**, Definitions, the wording in this Section shall prevail only to the extent needed to interpret and enforce the regulations of this Section. Further, words and phrases which are not defined by this Section nor Section **405.120**, Definitions, shall be given their usual meaning except where the context clearly indicates a different or specific meaning.

PLANNED ZONING DISTRICT

A designed grouping of varied and compatible land uses, such as housing, recreation, commercial centers and industrial parks, all within one (1) contained development or subdivision.

PREDOMINATELY NON-RESIDENTIAL

A descriptive phrase that applies to areas in which less than fifty percent (50%) of the adjoining land area (excluding streets) within five hundred (500) feet is developed as single-family residences, either detached or attached (the latter includes only stand-alone development of four (4) attached units or less).

PREDOMINATELY RESIDENTIAL OR INSTITUTIONAL

A descriptive phrase that applies to areas in which fifty percent (50%) or more of the adjoining land area (excluding streets) within five hundred (500) feet is developed as either:

1. Residential uses, or
2. Institutional uses consisting of non-profit or quasi-public uses, such as a religious institution, library, public or private school, hospital or government-owned or government-operated structure or land used for public purposes.

UTILITIES

All lines and facilities related to the provision, distribution, collection, transmission or disposal of water, storm and sanitary sewage, oil, gas, power, information, video, telecommunication and telephone.

- B. *Purpose.* The purpose of the Planned Zoning District is to allow innovative design, solve problems on difficult sites, meet market niches, encourage housing in different price ranges, promote well designed developments and encourage infill and redevelopment within the existing urban area. Through the flexibility of the Planned Zoning District, the City seeks to achieve the following objectives:

1. Fulfillment of the goals and objectives of the Comprehensive Plan;
 2. Creation of a more desirable environment than would be possible through application of conventional City land use regulations;
 3. Promotion of a creative approach to the use of land and related physical facilities resulting in better design and development including aesthetic amenities;
 4. Combination and coordination of architectural styles, building forms and building relationships;
 5. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, preferably by means of natural erosion control and stormwater control best management practices;
 6. Use of design, landscape or architectural features consistent with the City's design guidelines; and
 7. Mutually desired elimination of obsolete or deteriorated structures or incompatible uses through redevelopment.
- C. *Eligibility.* A development proposal shall be eligible for consideration under the planned zoning district process if the Zoning Administrator finds that it cannot be approved under any other Zoning District and that the applicant has provided credible evidence that the proposal is an appropriate implementation of the Comprehensive Plan due to the fulfillment of the purpose of this Section, the substantial incorporation of the design criteria for each the applicable district type identified in this Section **405.390** and the provision of a substantial tangible public benefit(s) to the City including, but not limited to, the following:
1. Provision of public or quasi-public parking facilities;
 2. Provision of on-street and off-street pedestrian facilities linking surrounding business, office and residential uses;
 3. Consolidation and/or elimination of overhead utility wires;
 4. Inclusion of landscaped gardens, plazas or parks available for public use;
 5. Provision of alternative street connections or the dedication of land for additional street right-of-way;
 6. Fountains, statuary, public art;
 7. Architectural distinction and significance that would make the building(s) noteworthy;
 8. Extensive use of high quality building materials that would add to the assessed valuation of the structures.

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

D. *Relationship Of Planned Districts To Zoning Map.*

1. *A mapped district.* The planned zoning district designation shall not be attached to existing zoning districts as an overlay. The planned zoning districts, as detailed in this Section, are separate zoning districts and applied to a specific parcel or parcels of land following a public

hearing and all other requirements of Section **405.1060** Zoning Changes and Text Amendments.

2. *Types of planned zoning districts.*

- a. *Planned residential development (PRD).* A "planned residential development" shall mean a development on a plot of land, containing a limited mixture of uses and building types, which may include single-family houses, clustered housing, multi-family dwellings, open space and small service commercial (boutique style business uses) that complement the area. Although no particular combination of the aforementioned uses is predetermined, all applications for PRD zoning must contain a clear statement and placement of the specific uses within the district with the NAICS Designation from Table A. Note that no use which is listed as a conditional use in the Creve Coeur zoning ordinance shall be considered approved for a PRD unless it is expressly listed in the application and approved. Subsequent requests for additional conditional uses shall be treated as amendments to the zoning district and subject to all of the original approval criteria. The minimum gross area (includes floodplain areas) required for PRD is five (5.0) acres, composed of one (1) parcel or two (2) or more contiguous parcels of land.

Design criteria.

- (1) Adjoining areas should be predominately residential or institutional.
- (2) Housing densities may not exceed six (6) units per acre for new single-family residential nor thirty (30) units per acre for new multi-family residential. For the purpose of calculating density, acreage shall not include areas located in a 100-year floodplain.
[Ord. No. 5333 §1, 9-9-2013]
- (3) Includes dwelling units (all types) subject to height and development and performance standards substantially similar to surrounding residential development. In addition, properties adjacent to any single-family residential development shall meet a sky exposure plane requirement. The sky exposure plane will be measured from a line located thirty-five (35) feet above the property line and will have a slope of thirty degrees (30°) rising towards the center of the site.
- (4) The floor area ratio (FAR) shall not exceed six-tenths (0.6). However, where a proposed district includes pre-existing buildings that are found to otherwise satisfy the overall purpose and intent of this Chapter, the FAR may be waived so long as the building coverage does not exceed thirty-three percent (33%) of the site area and the sky exposure plane requirement is met.
[Ord. No. 5333 §2, 9-9-2013]
- (5) Any tract or site abutting or adjoining a single-family residential development shall provide a buffer yard of twenty-five (25) feet on all sides that abut the single-family development. The buffer yard shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.
- (6) No new residential building may be located closer than twenty (20) feet to any required buffer yard.
- (7) No new commercial building may be located closer than forty (40) feet to any required buffer yard.
- (8) Balances increased structure densities for the subject property with more cohesive and organized open space.

- (9) Improves on, or provides for, efficient circulation patterns, access controls and screening of parking facilities.
- (10) Provides adequate public facilities including streets, bicycle and pedestrian facilities, fire protection, water, storm water control, sanitary sewer and parks and recreation facilities.
- (11) Utilizes high-quality architectural design, placement, relationship and orientation of structures.
- (12) Places all utilities serving new projects underground, to the extent feasible, except where specific allowances and design considerations are provided elsewhere in this Section.
[Ord. No. 5381 §1, 7-14-2014]
- (13) Provides effective landscaping or screening in or around the separate developments within the PRD.
- (14) Provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.
- (15) Functionality and aesthetically integrates all proposed storm water collection basins with the surrounding development through undergrounding or extraordinary design of above ground facilities that is visually commensurate with the surrounding development.

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

Design criteria.

- (1) Adjoining areas must be predominantly non-residential as defined for this district and the project shall have primary access, from Olive Boulevard, Lindbergh Boulevard, North New Ballas Road or any street within the "LI" Light Industrial zoning district, and may also have secondary access to a side road or from any street within the "LI" Light Industrial zoning district.
[Ord. No. 5578, 4-9-2018]
- (2) Proposed development adjacent to any single-family residential development shall meet a sky exposure plane requirement. The sky exposure plane will be measured from a line located thirty-five (35) feet above the property line and will have a slope of thirty degrees (30°) rising towards the center of the site.

- (3) The floor area ratio (FAR) for new developments shall not exceed six-tenths (0.6). However, where a proposed district includes pre-existing buildings that are found to otherwise satisfy the overall purpose and intent of this Chapter, the FAR may be waived so long as the building coverage does not exceed forty percent (40%) of the site area and the sky exposure plane requirement is met.
- (4) Any tract or site abutting or adjoining a single-family residential development shall provide a buffer yard of thirty-five (35) feet on all sides that abut the single-family development. The buffer yard shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.
- (5) No new residential building may be located closer than fifteen (15) feet to any property line or any required buffer yard.
- (6) No new commercial building may be located closer than forty (40) feet to any required buffer yard.
- (7) Makes efficient use of parking and storage areas including cooperative parking facilities.
- (8) Provides for the more efficient provision of public and private utilities and facilities throughout the development area.
- (9) Provides adequate public facilities including streets, bicycle and pedestrian facilities, fire protection, water, storm water control, sanitary sewer and parks and recreation facilities.
- (10) Incorporates pocket parks, small plazas and places for public art where appropriate.
- (11) Locates buildings in appropriate relation to sidewalks or public parks and plazas.
- (12) Provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.
- (13) Allows for on-street parking and locates surface parking to the side and rear of buildings.
- (14) Utilizes high-quality architectural design, placement, relationship and orientation of structures.
- (15) Places all utilities serving new projects underground, to the extent feasible, except where specific allowances and design considerations are provided elsewhere in this Section.
[Ord. No. 5381 §1, 7-14-2014]
- (16) Provides effective landscape or screening in or around the separate developments within the PCD.
- (17) Functionally and aesthetically integrates all proposed storm water collection basins with the surrounding development through undergrounding or extraordinary design of above ground facilities that is visually commensurate with surrounding development.

- E. *Submittal Requirements.* For a planned zoning district to be accepted for review, the application must be accompanied by a complete site development plan submitted in accordance with Section **405.1080** with the information listed below placed either on the plan or on a separate sheet accompanying the plan, unless otherwise approved by the Zoning Administrator.

1. All submissions to the City's Planning and Zoning Commission and City Council shall be properly sealed and signed by a licensed architect, professional engineer or land surveyor registered in the State of Missouri, as applicable, pursuant to laws and regulations established by the Missouri Board for Architects, Professional Engineers and Land Surveyors. An original seal, signature and print date shall appear on each page of one (1) original submittal set as evidence that the submitted material was prepared under the direction of a licensed architect, professional engineer or land surveyor. All other submissions shall be copies of the original set.
2. Title block including name of the proposed project, name, address and phone number of preparers and project applicant or owner.
3. The location, dimensions and total area of the site.
4. The location, height, floor area, type of construction and intended use of each proposed building or structure.
5. Architectural elevations depicting size, shape and special design elements proposed as well as proposed exterior finish materials to be used.
6. A plan of the entire planned zoning district shall be drawn at a scale of 1" = 20' or larger bearing a minimum of two (2) surveyed points located in conformance with the Missouri Coordinate System ("State Plane Coordinates").
7. Two (2) cross sections at ninety degrees (90°) from each other through the proposed site and building(s).
8. The number, location and dimensions of parking spaces, surface lot or structures and loading docks, in relation to the applicable parking regulations in Article VII, with means of ingress and egress. Layout of physically disabled parking and accessibility shall be included.
9. The proposed traffic circulation pattern within the area of the development including the location and description of public improvements to be installed including any streets and access easements.
10. The location and purpose of any existing or proposed dedication, easement or right-of-way (public or private) within the boundaries of the site.
11. Location and dimensions of adjacent properties, abutting public rights-of-way and easements and utilities serving the site.
12. Location of existing and proposed sewage treatment, stormwater runoff collection and detention and preliminary stormwater runoff calculations (amount of detention required and provided).
13. Existing and proposed contour lines or elevations based on mean sea level datum at two (2) foot intervals and extending one hundred (100) feet beyond the property line.
14. Site coverage data in a percentage form (a ratio of non-impervious to impervious area).
15. Ratio of floor area to site area (FAR).
16. Location and height of all light poles and trash enclosures including detailed sketches or cut sheets.
17. The proposed treatment of open spaces including existing and proposed landscaping.

18. When the planned development is to be constructed in stages or units, a schedule for the development of stages or units stating the approximate beginning and completion time for each stage or unit.
 19. Copies of any restrictive covenants that are to be recorded with respect to property in the proposed planned zoning district.
 20. A narrative addressing each of the standards set forth in Section **405.390(F)** Review Criteria and such additional standards, if any, as may be applicable under the specific provisions of these planned zoning district regulations. The statement shall explain specifically how the proposed planned zoning district relates to and meets each such standard.
 21. A traffic impact analysis prepared by a Missouri registered traffic engineer depicting the project's impact on vehicular and pedestrian traffic.
- F. *Review Criteria.* The Planning and Zoning Commission shall recommend to the City Council approval, approval with conditions or denial of a planned zoning district application primarily based upon satisfaction of Section **405.390(C)**, Eligibility and meeting the applicable design criteria in Section **405.390(D)(2)**, Types of Planned Zoning Districts. Supplemental to these items, every application shall also be reviewed for conformance with the standards set forth below:
1. The proposed development is in harmony with the general purpose and intent of this Chapter and is compatible with and implements the planning goals and objectives of the City including the Comprehensive Plan and CBD land use plan.
 2. Streets or other means of access to the proposed development are suitable and adequate to carry anticipated traffic and will not overload the adjacent streets.
 3. The internal circulation system of the proposed development encourages safe movement for vehicles and pedestrians.
 4. Existing or proposed utility services are adequate for the proposed development.
 5. Appropriate buffering is provided to protect adjacent land uses from light, noise and visual impacts.
 6. Architecture and building materials are consistent with the character of the proposed development and compatible with areas of the City proximate thereto.
 7. Landscaping is appropriate for the scale of development and consistent with any applicable City codes, ordinances and standards.
 8. The proposed development preserves any significant architectural and environmental features of the property.
 9. Operating and delivery hours are compatible with adjacent land uses.
 10. The proposed uses are compatible with the area surrounding the proposed development and will not have a material net cumulative adverse impact on the surrounding area or the City as a whole.
 11. The proposed development complies with all other applicable codes and ordinances.
 12. The layout of structures and spaces adequately takes into account the potential for future subdivision of the development.
 13. There is a demonstrated level of the public benefit to the City derived from the proposed development, per Section **405.390(B)**.

G. *Review Procedure For A Planned Zoning District.*

1. *Finding of eligibility.* The Zoning Administrator shall make a written finding of eligibility under Section **405.390(C)**, Eligibility, within fifteen (15) days following submittal of a proposal by an applicant.
2. Following a positive finding of eligibility by the Zoning Administrator, an application for approval of a planned zoning district shall be reviewed and presented at a public hearing according to the procedures outlined in Section **405.1060**.
3. Once approved by the City Council, the planned zoning district, including the associated site development plan, replaces all prior zoning regulations on the property and should be noted on the Zoning Map.
4. Any applicable time limitations shall be met, such as those pertaining to proposed wireless communications facilities and support structures under Section 67.5090 RSMo. et seq. and FCC Declaratory Ruling WT Docket No. 08-165, rel. 11-15-2009.^[1]
[Ord. No. 5381 §1 7-14-2014; Ord. No. 5620, 12-10-2018]

[1] *Note: Review of an application shall be completed within applicable time limitations including those pertaining to proposed wireless communications facilities and support structures under State and Federal law, which are generally: 45 days for collocation or replacement of wireless facilities or non-substantial modifications of existing facilities, 60 days for small wireless facilities on new poles, and 120 days for other (not small) wireless facilities on new poles or substantial modifications of such existing facilities. See Sections 67.5090, et seq., and 67.5110, et seq., RSMo., and 47 CFR 1.40001 and 1.6003.*

H. *Conditions Of Approval.*

1. The City Council shall consider the same criteria as set forth for the Planning and Zoning Commission review (Section **405.390(F)**, Review Criteria) and may impose such conditions and limitations including, but not limited to, those recommended by the Planning and Zoning Commission, as may be necessary or appropriate to prevent or minimize adverse effects upon other property and improvements in the vicinity of the planned zoning district, upon the City as a whole or upon public facilities and services. These conditions may include, but are not limited to, conditions concerning use, construction, character, location, landscaping, screening, parking, maintenance, operational elements that would impact adjoining land uses and other matters relating to the purposes and objectives of these planned zoning district regulations. Such conditions shall be expressly set forth in the ordinance and depicted, as appropriate, on the associated site development plan authorizing the planned zoning district.
 2. The ordinance approving a planned zoning district shall contain a legal description of the subject property to the planned zoning district, all imposed conditions of approval and the site development plan. The ordinance and the approved development plan shall be recorded by the applicant in the office of County Recorder of Deeds. The applicant must present proof to the City of such recording before any permits may be issued.
 3. Following planned zoning district approval, the development plan, rather than any other provision of this Chapter, shall govern the use, parking, loading, sign, bulk, space and yard regulations applicable to the subject property and no use or development, other than temporary uses, shall be permitted within the area of the planned zoning district pursuant to the zoning district regulations otherwise applicable to such area.
- I. *Reapplication.* In the event the City Council denies an application for planned zoning district, no application for the same or substantially similar proposal will be accepted for a period of at least one (1) year from the date of denial by the City Council, unless the City Council affirmatively waives this restriction for good cause.

- J. *Final Building, Construction And Site Improvement Plans.* Once a planned zoning district and its included site development plan receives final approval by the City Council, further review of the final building, construction and site improvement plans by the Planning and Zoning Commission or the City Council will not be required, provided those final plans are consistent with and in substantial conformance with the approved planned zoning district and its included site development plan.
- K. *Building Permit Issuance.* A copy of the approved planned zoning district shall be retained in the records of the Department of Community Development and all building and occupancy permits issued by the City shall conform to the provisions of the approved planned zoning district.
- L. *Violations.* Failure to comply with any of the conditions and/or provisions of an approved planned zoning district plan shall constitute a violation of this Chapter, punishable as provided in Section **405.1150** of this Chapter. The City may seek judicial remedies to compel compliance.
- M. *Amendments.* No amendments shall be made in the construction, development or use permitted under a planned zoning district except as follows:
1. *Minor amendments.* During build-out of the planned zoning district, the Zoning Administrator may authorize minor adjustments to the approved site development plan when such adjustments appear necessary in light of technical or engineering considerations and the project will remain in substantial conformance with the original approval.
 2. *Major amendments.* If the Zoning Administrator determines that the proposed amendment will result in a major change to the site development plan (not in substantial conformance with the original approval) or any change to the list of permitted uses, the matter shall be subject to review as a new application under the provisions of these planned zoning district regulations.