



AGENDA
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
MONDAY, DECEMBER 21, 2020
6:30 PM

As a precautionary measure to help prevent exposure and spread of COVID-19, the Planning and Zoning Commission scheduled for Monday, December 21, 2020, at 6:30 p.m. will be livestreamed online.

The Council Chambers will be closed to the public; however, citizens are encouraged to participate and submit public comments in the following ways:

1. **Video Livestream** — Watch a live video broadcast of the Planning and Zoning Commission meeting here: <https://us02web.zoom.us/j/87532745319>. The public will be required to provide a name and email address to enter the meeting. The email address will not be saved or used to contact you. Citizens will have the opportunity to make public comments live during the meeting using the video livestream program ([How to Participate in Online Public Meetings](#)).
2. **Teleconference** — Call in to the meeting by dialing 1-301-715-8592/// Webinar ID: 875-3274-5319.
3. **Email** — Public comment may also be emailed to the City no later than 5:00 p.m. on Monday, December 7, 2020. Submit public comments to Jessica Stutte, Planning Assistant, at jstutte@crevecoeurmo.gov.
4. **Live Audio** — Listen to a live audio broadcast of the Planning and Zoning Commission meeting by visiting the [Agendas & Minutes](#) page and clicking on the "Audio" link at the start of the meeting (audio only).

For agenda items that require a public hearing, the City's court reporter will swear in all persons who wish to speak on the application, however, the Planning and Zoning Commission may vote to suspend this rule for agenda items where significant public participation is expected in recognition of the logistical constraints of audio/ video conferencing. When the Chair believes it is in the best interest of the Commission to suspend this requirement, he/she shall call for a vote of the Commission to affirm the suspension prior to opening the public hearing. If the requirement is suspended, speakers in the hearing will nonetheless be expected to be truthful.

Members of the public will have three (3) minutes to provide comments. The Commission will utilize a timer that is visible to the public to monitor the time, subject to limits of technology. The Chair reserves the right to end the public comment for that individual if the time allowance is not being respected. The Chair will also have the discretion to end public comment for an individual for disruption of the hearing. Citizens are encouraged to select one or two members of

a group to address the Commission as a spokesperson. Time limits for spokespersons may be extended at the discretion of the Chair.

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. December 7, 2020 Planning and Zoning Commission Draft Meeting Minutes

PUBLIC COMMENT

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

UNFINISHED BUSINESS

1. Application #20-034: Rezoning and Site Development Plan Approval for 5-Story Mixed-Use, 230 Unit Apartment Development Within the Creve Coeur Pavilion Shopping Center, with Boundary Adjustment

Josh Udelhofen, of Altus properties, on behalf of Cornerstone Retail Fund I, LLC, has submitted an application for the rezoning and site development plan for 10590 Old Olive Street Road, and 10594 and 10598 Olive Boulevard, within the Creve Coeur Pavilion Shopping Center, from GC-General Commercial to CB-Core Business District, for the development of a five story, mixed-use building, with 4,027 square feet of retail/restaurant space, and 230 apartment units, located at the northeast corner of Old Olive Street Road and Olive Boulevard. Rezoning and site development plans require review by the Planning and Zoning Commission with final approval of the rezoning request by ordinance of the City Council. The proposal includes a boundary adjustment to combine the properties into one 3.46 acre property that presently consists of the

California Pizza Kitchen and the former Stir Crazy restaurants, as well as vacating the remnant portion of Ravenwood Lane that was not properly vacated.

2. PUBLIC HEARING. Application #20-035: Text Amendments to the City's Land Use and Development Ordinances Regarding Development Standards in Residential Districts

Jason Jaggi, Director of Community Development, on behalf of the City of Creve Coeur, Planning Division has requested several amendments that include a variety of technical corrections and clarifications to Chapter 405, Zoning Ordinance. The proposed amendments include possible changes to the allowance for site coverage, chimney height, and group homes to address occupancy regulations, as well as other clarifying language throughout. Text Amendments to the Zoning Ordinance requires review at the Planning and Zoning Commission and approval by the City Council.

NEW BUSINESS

(None)

WORK AGENDA

(None)

DEPARTMENT REPORTS

Director of Community Development:

1. New Spoede Elementary School Update
2. City Council establishment of a Building Permit Task Force

ADJOURNMENT

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.

Posted: _____
Jason W. Jaggi
Director of Community Development



DRAFT MINUTES
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
MONDAY, DECEMBER 7, 2020
6:30 PM

CALL TO ORDER

Ms. Kistner called the meeting to order at 6:32 pm.

ROLL CALL

Beth Kistner	Commission Chair	(Remote)
Gene Rovak	Commission Member	(Remote)
Tim Carney	Commission Member	(Remote)
Muriel Hall	Commission Member	(Remote)
Larry Potashnick	Commission Member	(Remote)
James Myers	Commission Member	(Remote)
Todd Streiler	Commission Member	(Remote)

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

ACCEPTANCE OF THE AGENDA

Ms. Kistner made a motion to amend the agenda and move the new business up ahead of unfinished business. Mr. Streiler seconded.

Mr. Rovak made a motion to accept the agenda as amended. Mr. Streiler seconded. All in favor.

APPROVAL OF MINUTES

1. November 16, 2020 Planning and Zoning Commission Draft Meeting Minutes

Mr. Potashnick made a motion to accept the minutes. Mr. Carney seconded. All in favor

PUBLIC COMMENT

None

UNFINISHED BUSINESS

1. PUBLIC HEARING. Application #20-035: Text Amendments to the City's Land Use and Development Ordinances Regarding Development Standards in Residential Districts

RESULT:	CONTINUED [UNANIMOUS]	Next: 12/21/2020 6:30 PM
MOVER:	Tim Carney, Commission Member	
SECONDER:	James Myers, Commission Member	
AYES:	Kistner, Rovak, Carney, Hall, Potashnick, Myers, Streiler	

NEW BUSINESS

1. PUBLIC HEARING. Application #20-034: Rezoning and Site Development Plan Approval for 5-Story Mixed-Use, 230 Unit Apartment Development Within the Creve Coeur Pavilion Shopping Center, with Boundary Adjustment

Those speaking to the request were sworn in.

Mr. Josh Udelhofen, of Altus Properties, spoke briefly about the company and their commitment to Creve Coeur. He went over the current zoning and requested a change in zoning to make the zoning of the entire site more cohesive. He said with the shift in retail due to Covid-19 they were proposing a mixed-use site not currently available in Creve Coeur.

Mr. Joel Fuoss, architect for Trivers, went over his process for imagining the concepts and architecture. He spoke to the landscape plan and how there is not a back side to the building. He said they wanted the architecture to have longevity and be timeless. He showed the parking garage and how it was hidden by units. He spoke to the shape of the design and how it makes the building more interesting for both people passing by as well as those who would be living in the building.

Mr. Udelhofen said they are accepting of all the conditions recommended in the staff report.

Ms. Kistner asked if the corner sign would exist as shown.

Mr. Udelhofen said they would submit a master sign plan for the site and the sign that was shown was just a placeholder in the rendering.

Ms. Kistner asked if the waterfall feature would remain.

Mr. Udelhofen said they had quite a bit of landscaping planned for that terrace and the waterfall feature would be removed.

Mr. Carney asked if there would be a pedestrian path.

Mr. Udelhofen said there would be a path for pedestrian safety along Olive.

Mr. Carney asked about retail parking.

Mr. Udelhofen said there would be garage parking and ADA parking.

Ms. Kistner asked if the sidewalk required MoDOT approval.

Mr. Jaggi confirmed it would if located in the right-of-way.

Mr. Potashnick asked how many parking spaces there would be for retail.

Ms. Kelly said there would be 17 in the garage.

Mr. Carney asked where the trash would be.

Mr. Udelhofen said it would be interior.

Mr. Jaggi went over the request for rezoning. He covered why the request was for the change from GC to CB. He said there was also a request for a boundary adjustment. He went over the guidelines for the Comprehensive Plan and the 39N Plan and how this project fit into them. He discussed the Old Olive Great Street Plan and how the proposal fit in with the planned enhancements for the area.

Mr. Jaggi moved on to the design guidelines. He said the site is highly visible. He showed a comparison to the other apartments nearby. He said the materials, accents and hidden parking spoke to the design guidelines.

Ms. Kelly spoke to the Zoning Code and how density is calculated. She went over the broad definition of "lot". She went over the parking requirements and calculations. She said that the AMC Theater would need to revise their CUP and then there would be a surplus of parking spaces. A joint parking agreement would have similar effect.

Mr. Jaggi went over the Traffic Impact Study. He said there would be a low increase in traffic during peak hours and timing of signals may have to be adjusted.

Mr. Kyle Evans, of GBA, spoke about his review of the applicants traffic study.

Mr. Jaggi said the applicant had asked for an extension on the site plan. He said they are given a year to get started. He stated the ordinance does not allow for an extension in advance.

Ms. Kistner asked how much longer they were asking for.

Mr. Udelhofen said they had a tenant who had rights to the space until spring 2022.

Ms. Kistner asked for an explanation of the difference in size between the The Vue and The Vanguard.

Mr. Jaggi explained there are differences due to the zoning code and lots. The Vue is a planned development. The Vanguard is CB but not in a multi-building development like the proposal.

There was some discussion on unit size and density.

Mr. Myers asked if this complex would use up all the available space for additional apartments in the future.

Mr. Jaggi said it would use up available apartment space on the Creve Coeur Pavilion site absent a CUP being issued.

Mr. Lumley said the recorded documents would list the restrictions.

Mr. Streiler asked what the vacancy rates were for the other apartment complexes.

Mr. Jaggi said he did not know, but he understood there were not a lot of vacancies.

Mr. Streiler asked what would be done to protect the privacy of the tenants on the first floor.

Mr. Jaggi said there was an internal entrance and some landscaping for shielding.

Mr. Udelhofen responded there was a greenspace where they would be adding trees, native landscaping on the north. He said on the south side there would be a grade difference.

Mr. Streiler asked about the open space and distribution.

Mr. Fuoss said the pool amenity is the majority of the open space. He said there would be space and landscaping around the building. He said anything within the footprint of the building is not considered open space.

Mr. Streiler asked how many parking stalls per unit are calculated.

Ms. Kelly showed how the spots were calculated.

Mr. Udelhofen said that many of the units would be occupied by individuals versus 2 or more people and that there was more than adequate parking.

Mr. Streiler asked what other amenities would be offered.

Mr. Udelhofen went through them.

Mr. Rovak asked about stormwater.

Mr. Brandon Harp, project engineer, said they would be removing the existing stormwater basin and making a new stormwater basin.

Ms. Kistner said the demand for outdoor dining was unlikely to go away. She asked if there was a place for it.

Mr. Jaggi said there was a dedicated sizeable area shown.

Mr. Streiler made a motion to waive the swearing in of residents. Mr. Carney seconded. All in favor.

Ms. Brenda Mohr Douglas said she lives in Briarcliff and is concerned about density and power outages.

Ms. Erin Kerwin said she also lives in Briarcliff. She said she is concerned with traffic and density. She said 400 sq feet unit size is small. She said she would like to ensure stormwater is addressed. She said The Vue's occupancy is around 60% and The Vanguard is around 90%. She said residents would use her neighborhood to walk dogs.

Mr. Gary Otten said that the traffic calculations seemed off.

Mr. Jay Steinback said the proposal was highly upsetting. He said there are many problems with the proposal. He said the site is not conducive for what they are proposing. He said his neighborhood Colonial Hills is opposed.

Mr. Fred Bartelsmeyer said he would like to add that the visual proposal was unattractive.

Mr. Drew Bulich said his biggest concern was the potential misuse of the parcel.

Ms. Kistner asked what the consequence was regarding the power outages.

Mr. Jaggi said it was a function of Ameren. He suggested a follow-up with Ameren.

Mr. Udelhofen said that would be worked out with the electrical engineer.

Mr. Brian Rensing, traffic engineer with CBB, said the net difference of traffic generated was only a difference of 80 trips in the morning at peak. He said the impact on Old Olive is relatively minor. He said MoDOT agreed with the findings.

Ms. Kistner asked for more information regarding their data.

Mr. Rensing explained how they get their calculations. He said everyone is not coming and going at the exact same time. He said the times on and off the site are staggered and that fits into their calculations which is standard for the industry.

Mr. Evans said that this is based on one hour of peak. He said the restaurants did not have much traffic during the AM which is why there was such an increase.

Mr. Rensing added the data they used was pre-covid to show a more accurate count of vehicular traffic.

Mr. Kurt Rittner said he was shocked to see this was being proposed. He said he was concerned about the type of person these units would attract.

A few questions that were submitted during the meeting were addressed.

Mr. Myers asked what they were proposing for monthly rent.

Mr. Udelhofen said the lower end of rent would be around \$1000-\$1200, a one bedroom around \$1600-, and 3-bedroom units around \$3000. He said they would be luxury units.

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

Mr. Potashnick asked if the city could allow them more than a year to complete their project.

Mr. Lumley said the commission could not grant more than one year at this time, but they can seek extension later.

There was some discussion on the direction for staff for the next meeting.

RESULT:	CONTINUED [UNANIMOUS]	Next: 12/21/2020 6:30 PM
MOVER:	Todd Streiler, Commission Member	
SECONDER:	Gene Rovak, Commission Member	
AYES:	Kistner, Rovak, Carney, Hall, Potashnick, Myers, Streiler	

WORK AGENDA

None

DEPARTMENT REPORTS

ADJOURNMENT

Mr. Potashnick made a motion to adjourn. The meeting adjourned at 9:42 PM.



city of CREVE COEUR

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www.creve-coeur.org

APPLICATION TO PLANNING AND ZONING COMMISSION #20-034: REZONING AND SITE DEVELOPMENT PLAN APPROVAL FOR 5-STORY MIXED-USE, 230 UNIT APARTMENT DEVELOPMENT WITHIN THE CREVE COEUR PAVILION SHOPPING CENTER, WITH BOUNDARY ADJUSTMENT

FOR THE MEETING OF: Monday, December 21, 2020, 6:30 PM

LOCATION: 10590 Old Olive Street Road, and 10594 and 10598 Olive Boulevard, zoned GC-General Commercial.

REQUEST: Josh Udelhofen, of Altus properties, on behalf of Cornerstone Retail Fund I, LLC, has submitted an application for the rezoning and site development plan for 10590 Old Olive Street Road, and 10594 and 10598 Olive Boulevard, within the Creve Coeur Pavilion Shopping Center, from GC-General Commercial to CB-Core Business District, for the development of a five story, mixed-use building, with 4,027 square feet of retail/restaurant space, and 230 apartment units, located at the northeast corner of Old Olive Street Road and Olive Boulevard. Rezoning and site development plans require review by the Planning and Zoning Commission with final approval of the rezoning request by ordinance of the City Council.

ADDITIONAL INFORMATION: The proposal includes a boundary adjustment to combine the properties into one 3.46-acre property that presently consists of the California Pizza Kitchen and the former Stir Crazy restaurants, as well as vacating the remnant portion of Ravenwood Lane that was not properly vacated. The Creve Coeur Pavilion properties consist of CB and GC zoning districts. The total Creve Coeur Pavilion development is a total of 13.38 acres, with the proposed rezoning and existing, the CB District would represent a total of 12.15 acres.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request follow the Design Guidelines?

Creve Coeur 2030 Plan References

- Mixed-Use Innovation Campus District (MUIC)
 - 39N Master Plan
 - 39N Old Olive Street Road Great Streets Plan

Zoning Code References

- Table A: Permitted and Conditional Uses
- Section 405.210: Regulation of Uses
- Section 405.360: GC-General Commercial
- Section 405.379: CB-Core Business District
- Section 405.470: Conditional Uses
- Concept, Site Development, and Minor Site Plan Approval

APPLICANT: Josh Udelhofen
Altus Properties
231 Bemiston Ave., Suite 650
St. Louis, MO 63105

PROPERTY OWNER: Cornerstone Retail Fund I, LLC
c/o Altus Properties
231 Bemiston Ave., Suite 650
St. Louis, MO 63105



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner

DATE: 12/2/2020

ATTACHMENTS: Applicant's follow-up materials submitted December 17, 2020
Police Memo from 2015 and 2020 on Traffic Data to Old Olive Street Road
39N Old Olive Great Street Appendix 5: Prior HR&A Analysis
Draft Ordinance

FOLLOW-UP INFORMATION

During the December 7, 2020 meeting, the Commission asked for additional information on a few items that include:

- Roadway capacity/additional market information from the 39N Master Plan and Old Olive Great Street Plan.
- Traffic Impacts and Crash Data from the City's Police Department for the Old Olive and Olive Boulevard intersection as well as along the Old Olive Corridor
- Pre-development traffic information from Vanguard and The Vue, with the proposed Traffic Impacts
- Ameren Utilities capacity for development
- Sales tax designation—Point of Sale or Pool, special taxing districts

39N MASTER PLAN ADDITIONAL DISCUSSION

The 39N Master Plan, adopted in 2017, envisions a phased 10-year buildout of 400 additional residential units, nearly 550,000 square feet of office space, and approximately 85,000 square feet of retail space.(p. 79). The transportation improvements recommended as part of the 39N and the Old Olive Great Streets Plan were specifically designed to accommodate the additional residential and retail and to slow down the traffic along Old Olive to create a more walkable area with a biking/shared use path throughout the length of Old Olive Street Road. The Market Scan conducted by HR&A Advisors, concluded that there are opportunities to attract young professionals and empty nesters with a denser, walkable urban environment with amenities, open space, and mix of uses. Further, 39N can capitalize on the unmet demand for multi-family apartment living that supports the vision for a denser district (p.29). There are currently few housing options within the boundaries of 39 North, with a majority of the housing stock being multi-family. To attract a diverse work force and build a scaffold for further job creation, the growing district will need a diversity of housing options. The district master plan identifies the need to provide affordable, luxury, and market rate housing options; and options that are accessible for people of all ages, abilities, and races. This variety of housing is critical to creating an economically stable and attractive live, work, play community. (p. 71). This proposal provides additional luxury multi-family units, where the smaller units provide lower price range for single occupants, working within the District.

The Residential Analysis indicated that the multifamily vacancy in the immediate area and western suburbs has declined steadily since 2008, and that no new product was delivered between 2008 and 2016, resulting in pent-up demand for new development. The analysis refers to 700 multi-family units in the three new developments [The Vanguard of 174 units, the Vue (Market Analysis by HR&A indicated that 364 units, where the approval was for 182 units), and Covenant Place in un-incorporated St. Louis County near Schulte and Lindbergh Boulevard, with 353 units] catering to the young professional and empty nesters are planned or under construction nearby, indicating that the market is now responding to pent-up residential demand and demonstrates the ability of similar multi-family developments in the District to attract similar tenants, particularly those working within the 39N District that can provide the vibrancy and retail activity necessary to create a successful mixed-use neighborhood that attracts the innovative businesses to the area (pp. 104, 106).

The multi-family residential component of this project is supported by the 39N Master Plan market analysis which indicates that there is additional unmet demand for multi-family housing in the District to attract young professionals and empty nesters.

For the Retail Analysis, the Market Scan suggests that within a 3-mile radius of the Danforth Plant Science Center, an additional 150,000 square feet of new food, beverage, and retail establishments can be supported. The consultants also state that local employees have indicated the need for restaurants, coffee shops, bars, and neighborhood-serving convenience retail with the strategy of supporting nearby workers and new residents with a central node to enhance connectivity and provide these services (pp. 105, 106). The central node refers to a mixed-use development concept adjacent to the Danforth Plant Science Center.

The retail/restaurant component of the proposed development supports these general objectives, although a reduction in the square footage in restaurant uses would result. If additional retail/restaurant space within the proposed mixed-use development were to be provided, this reduction could be offset.

Overall, staff finds the proposed development is consistent with the goals and objectives of the 39N Master Plan and the area of the Creve Coeur Pavilion was envisioned to have a more dense, walkable urban environment with amenities, open space, and a mix of uses, including multi-family residential.

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

The Old Olive Great Streets Plan, adopted in 2019, provided a market scan update completed in June 2018. The report states that the recently completed multi-family developments are leasing up more slowly and attracting fewer families than anticipated with the suggested reasons being regional competition with larger, 3-bedroom units (p. 40 of Appendix 5). However, the applicant has suggested that the demand remains strong and the proposal provides smaller units. The report also indicated that Multi-family residential uses are most appropriate to the west of Lindbergh and should be concentrated near existing multi-family developments where the market has already shown strength (Appendix p. 58).

For the retail component, the Market Scan suggests the need for neighborhood-oriented retail along Old Olive to serve a diverse set of user groups throughout the day. The retail goals are to encourage a mix of uses that would provide services such as banks, laundromats, and family restaurants as well as capturing evening-oriented uses such as wine bars, sports bars, and restaurants with patio seating (p. 49). With that being said, the market analysis also notes that the demand for additional food and beverage uses is small at 10,000 square feet (p.50).

As Staff discussed in the prior meeting, the proposed development is comparable with the two prior developments along Old Olive Street Road, and consistent with the Goals and Objectives for the 39N Master Plan.

Comparison with two prior approved projects:

Vanguard Creve Coeur:	Approved 2013. 48 units/acre, 4-stories were built, 174 units, structured parking
The Vue:	Approved 2013. 23 units/acre, approved for 5-stories, 4-stories were built. 182 apartment units, 4,600 SF ground floor commercial.
Subject proposal:	19 units/acre, 5-stories, 230 apartment units, 4,100 SF ground floor restaurant/retail

TRAFFIC IMPACT AND POLICE CRASH DATA

In 2015, the City's Police Department provided crash data for the Old Olive Street Road at Olive Boulevard from 2011-2014. In response to the request at the prior meeting, the Police provided an update of the traffic in the area in the recent five years. In both the 2015 memo and the recent memo the stated most frequent probable contributing circumstance in these crashes was determined to be "inattention." "Traffic signal violation" was determined to be the 2nd most frequent cause in the 2020 memo. Other intersections in the area data were also provided. However, it was the intersection west of Lindbergh Drive, that was raised as the concern and the comparison table from the 2015 memo and the memo completed December 2020 for this intersection is below:

Crash Data Old Olive Street West		Old Olive Street Road (West) / MO 340	
CALENDAR YEAR	# OF REPORTED CRASHES	CALENDAR YEAR	# OF REPORTED CRASHES
2011	28	2016	13
2012	30	2017	30
2013	19	2018	32
2014	21	2019	20
		2020	12

Please note that the data for 2016 was for partial year, and 2020 does not include all of December 2020.

Please refer to the revised submittal for specific discussion on the traffic.

The Applicant's Traffic Consultant, CBB, provided this information within their memo received December 16, 2020, and attached. In addition, they have provided a review of the traffic history from 2013 for the development of The Vanguard and the Vue. The traffic counts in 2013 at Olive and Old Olive West of Lindbergh Blvd, and in 2017 showed the following traffic counts

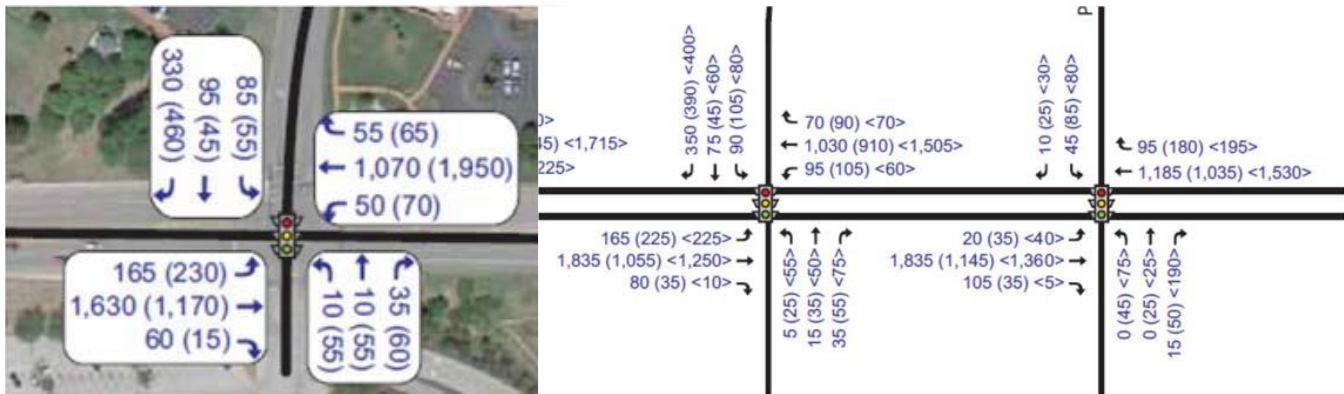


Figure 1: 2013 Traffic Counts on the left and the 2017 counts for Olive at Old Olive West and Pavilion Drive (AM/MD/PM).

As CBB indicates, the 2013 and 2017 traffic counts showed that peak hour volumes to and from the north of Olive changed very little with the occupancy of the two residential development projects. The 2017 study also reflected the proposed reconfiguration of the Olive and Lindbergh interchange, as well as the 400 additional apartment units indicated in the Market Study for the 39N Master Plan. In 2019, CBB completed a more detailed study for the reconfiguration of the Olive and Lindbergh Interchange that included a 2022 build condition with background traffic growth, and the buildout of the 39N Market Study of the 400 additional apartment units, 550,000 SF of lab/office space and 85,000 SF of retail/commercial space. It is anticipated that the volumes are expected to be a reduction of southbound right-turns from Old Olive West onto Olive (those southbound Lindbergh to westbound Olive trips that will be redirected to the new folded diamond interchange).

The improvements at Old Olive and Lindbergh, Lindbergh and Olive Boulevards, and MoDOT improvements at Old Olive Street Road and Olive Boulevard and at Spoede Road that include full length left turn lanes that will begin construction in the near future and should be open at the time of the completion of the proposed building, as well as the various paths from the proposed development off site via Pavilion Drive, that will also provide traffic relief at this intersection:

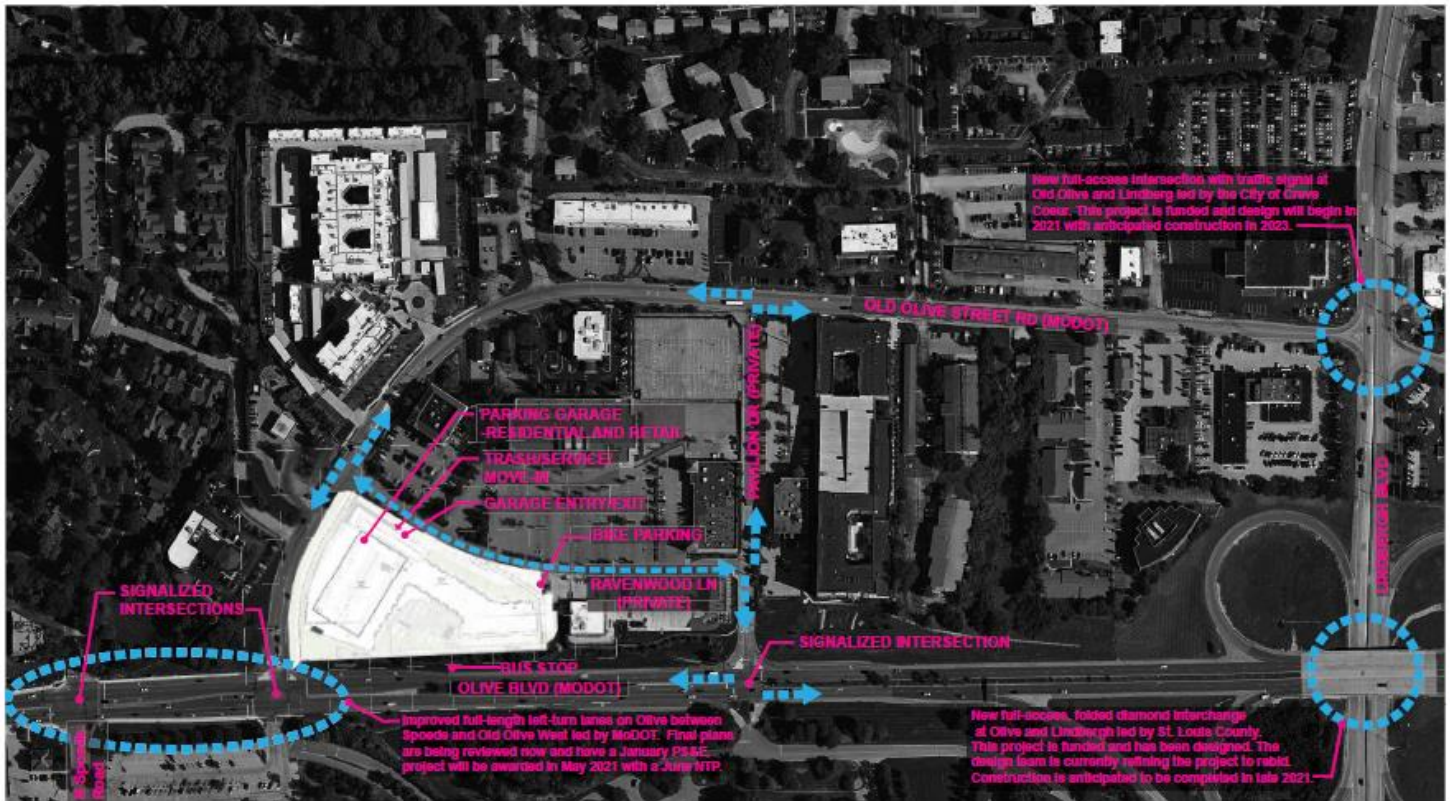


Figure 2: Applicant's diagram of Planned Road Improvements in area and access points for the Creve Coeur Pavilion.

In summary, the traffic impacts associated with the development will result in increased trips from the site; however, the expected impact can be considered minimal and can be accommodated with no modification to the roadway network, with the exception of signal timing adjustments. The vision for Old Olive is to support alternative modes for transportation which will result in slower travel rates through the corridor. It is important to note that the traffic patterns will change with the considerable investment that has been allocated to the roadway improvements to support the vision of the district for enhanced connectivity. These changes include the signalized at-grade Old Olive/Lindbergh intersection and the reconfiguration of the Olive/Lindbergh interchange. Further, the North Spodee/Olive/Old Olive intersection will be modified with construction anticipated next year to assist with traffic flow in this area.

AMEREN

The Applicants have provided a letter from Ameren indicating that they have the preliminary plans for the proposed building and have adequate infrastructure in place to provide services to the development. Regarding some of the reliability questions, Ameren encourages customers to report any issues they may have with their electric service directly to Ameren so they can take note of the issue and document the information on their account in order to keep track/log any recurring power outages or power quality issues at a particular address which can assist with providing solutions. Customers can report power outages or other power quality issues at the main Ameren Customer Service Hotline (800-552-7583), or on the website at Ameren.com.

Below is a table from Ameren of the outage reporting for the past three years:

Date	Duration (Hr/Min)	Type/Device	Weather	Feeder	Order#
8/10/2020 17:44	03 02	Feeder	T=Thunderstorm	264056	1939853
7/13/2020 6:21	01 16	Device	C=Calm	264056	1916601
2/24/2020 19:45	01 29	Device	R=Rain	264056	1856591
2/17/2020 14:56	01 44	Device	R=Rain	264056	1854693
10/31/2019 16:38		Momentary	C=Calm	264056	1815579
3/14/2019 14:02	02 01	Device	W=Winds	264056	1676131
5/16/2018 8:19		Momentary	T=Thunderstorm	2640X2	1550175
5/16/2018 8:18		Momentary	T=Thunderstorm	2640X2	1526195
1/24/2018 17:20	01 32	Device	C=Calm	264056	1487305

SALES TAX

The site is not within any special taxing district and is a point-of-sale site.

MASTER SIGN PLAN

During the previous meeting, the Applicants indicated that they will be seeking a Master Sign Plan for the new sign at the corner of Old Olive and Olive Boulevard, but such signage has not been designed. The drawings were just a representational place holder. With the loss of the fountain at the corner, Staff has included a condition of approval that they will work with Staff on the development of such signage, to possibly includes some architectural detail and/or 39N district signage as part of the overall design consistent with the 39 N Master Plan that tie into the proposed landscaping.

SUMMARY AND RECOMMENDATION

Staff finds that the proposal fulfills several of the objectives of the City's Comprehensive Plan, 39N Master Plan, and the City's Design Guidelines, and the CB-Core Business District. Please refer to the December 7, 2020 staff report for additional analysis on the other aspects of the proposal such as zoning compliance and for review of the proposal against the design guidelines.

Should the Commission want to proceed with a vote on the proposal, below are the recommended conditions of approval from the previous meeting, within the prior Staff Report, with conditions regarding stormwater management and density calculations added. Conditions may be added, eliminated, or modified by the Commission, prior to action:

1. The approval authorizes the rezoning of the properties addressed as 10590 Old Olive Street Road, and 10594 and 10598 Olive Boulevard, within the Creve Coeur Pavilion Shopping Center, from GC General Commercial District to CB-Core Business District, for the development of a 230-unit apartment complex with a 4,027 square foot retail component.
2. The apartments unit size shall have a minimum square footage of 488, with an average unit size of 781 square feet.

3. The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code. Exterior elevations shall be in substantial conformance with the building elevations as received on November 17, 2020, as bound together, and submitted in conjunction with Application #20-034 by Trivers, and as amended below.
4. The applicant is required to submit Site Improvement Plans, showing all exterior site improvements, for all new construction to the Division of Planning for review, as required by Section 410.380 of the Subdivision and Land Development Regulations (Subdivision Code). The Site Improvement Plans shall be in substantial conformance with the "Site Development Plans," and the "Landscape Plan" received on November 17, 2020, as bound together and submitted in conjunction with Application #20-034 by Trivers and as amended below.
5. An underground irrigation system shall be installed as required under Section 405.540(10). All landscaping shall be maintained per the approved Landscape Plan and any vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt and workmanlike manner as dictated by accepted horticultural standards.
6. All lighting shall be installed in substantial compliance with the plans submitted on October 23 2020, and November 17, 2020, and in conformance with Section 405.680, Lighting, of the Zoning Ordinance.
7. All internal sidewalks shall have a minimum width of 6 feet, or 8 feet if used as a curb, and utilize a textured or tinted materials for pedestrian crossings in compliance with Section 405.730.
8. Additional connections shall be provided to access the shared parking elsewhere within the Creve Coeur Pavilion Center, as well as the following: replacement of the crosswalks, repaving of the entrance drive, a new accessible curb ramp at the north end of the crosswalk, and replacement of the curb ramp at the south corner of Old Olive Street Road, as recommended by the Department of Public Works.
9. The sidewalk along the north side of Olive Boulevard shall be extended the full length to the Creve Coeur Pavilion site.
10. The Applicant shall submit a revised joint parking and stormwater management agreement between all the properties within the Creve Coeur Pavilion for the City Attorney's review and recording, in accordance with Section 405.800(G)(2) and (3) Joint Parking Facilities.
11. That a deed restriction or equivalent document be submitted for final review and approval by the City Attorney prior to recording providing the following restrictions (or equivalent) with respect to residential density: The City has approved a multi-family development on Lot A of the Consolidation Plat of Pavilion Subdivision No. 3 with 230 units as a permitted use in the CB Zoning District, based on the total acreage of the property subject to this Deed with a density of 18.93 units per acre. Regardless of any changes in ownership of the parcels and lots subject to this Deed, no additional multi-family units shall be allowed on the property subject to this Deed except as may be approved by the City with density (units/acre) calculated for purposes of applying City zoning ordinances based on such total acreage and counting both built and proposed units.
12. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code, and in substantial compliance with a Master Sign Plan discussed above to be submitted for review by the Planning and Zoning Commission and approved by City Council prior to any sign permits being issued. The Applicant will work with Staff to provide greater architectural detail and/or 39N district signage as part of the overall design of the sign consistent with the 39 N Master Plan that tie into the proposed landscaping as a gateway feature for the District.
13. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation of said permit by the City Council, provided, however, no permit shall be revoked without prior notice to the owner of the intention of the City Council to revoke this permit and reasonable time granted to the owner to correct or remedy any such breach of conditions, except for repeated breaches or violations.
14. A site development plan granted by the City Council shall be valid only for a period of one year from the date it grants approval thereof, unless within such period: (1) a building permit is obtained and construction is begun and pursued to completion; or (2) if a building permit is not required, an occupancy permit is obtained, and the use of the building commenced. The City Council may grant extensions to the one (1) year period of not more than one hundred and eighty (180) days each,

without notice or hearing, provided that a written request for such extension is filed by the original applicant and approved by the City Council prior to the date the permit is scheduled to expire.

EXAMPLE MOTIONS AND ACTION

After deliberations, if the Commission members believe that the proposal represents a development in keeping with the Comprehensive Plan, 39N Master Plan, and the Old Olive Great Streets Plan, and meets the development standards of the zoning ordinance, and significantly follows the Design Guidelines, then a motion to approve the rezoning, site development plan, and boundary adjustment would be appropriate.

The proposal will require two different motions for approval; one for the boundary adjustment plat; and one for a recommendation to City Council for the rezoning and the site development plan approvals for the proposed development.

“I move to approve the boundary adjustment for the lot consolidation of 10590 Old Olive Street Road, and 10594 and 10598 Olive Boulevard, within the Creve Coeur Pavilion Shopping Center and the vacation of the Ravenwood Drive remaining within the right-of-way, to create one 3.46 acre lot as presented at the meetings of December 7 and December 21, 2020, subject to the condition that that a final drawing be prepared and reviewed by staff for signature and recording”

And,

“I move to recommend approval Application #20-034 for the rezoning and site development plans for 10590 Old Olive Street Road, and 10594 and 10598 Olive Boulevard, within the Creve Coeur Pavilion Shopping Center, from GC General Commercial District to CB-Core Business District, for the development of the approval for 5-story mixed-use, 230 unit apartment, per the conditions provided in the Draft Ordinance for the meeting of December 21, 2020”

APPENDIX 1: COMPREHENSIVE PLAN

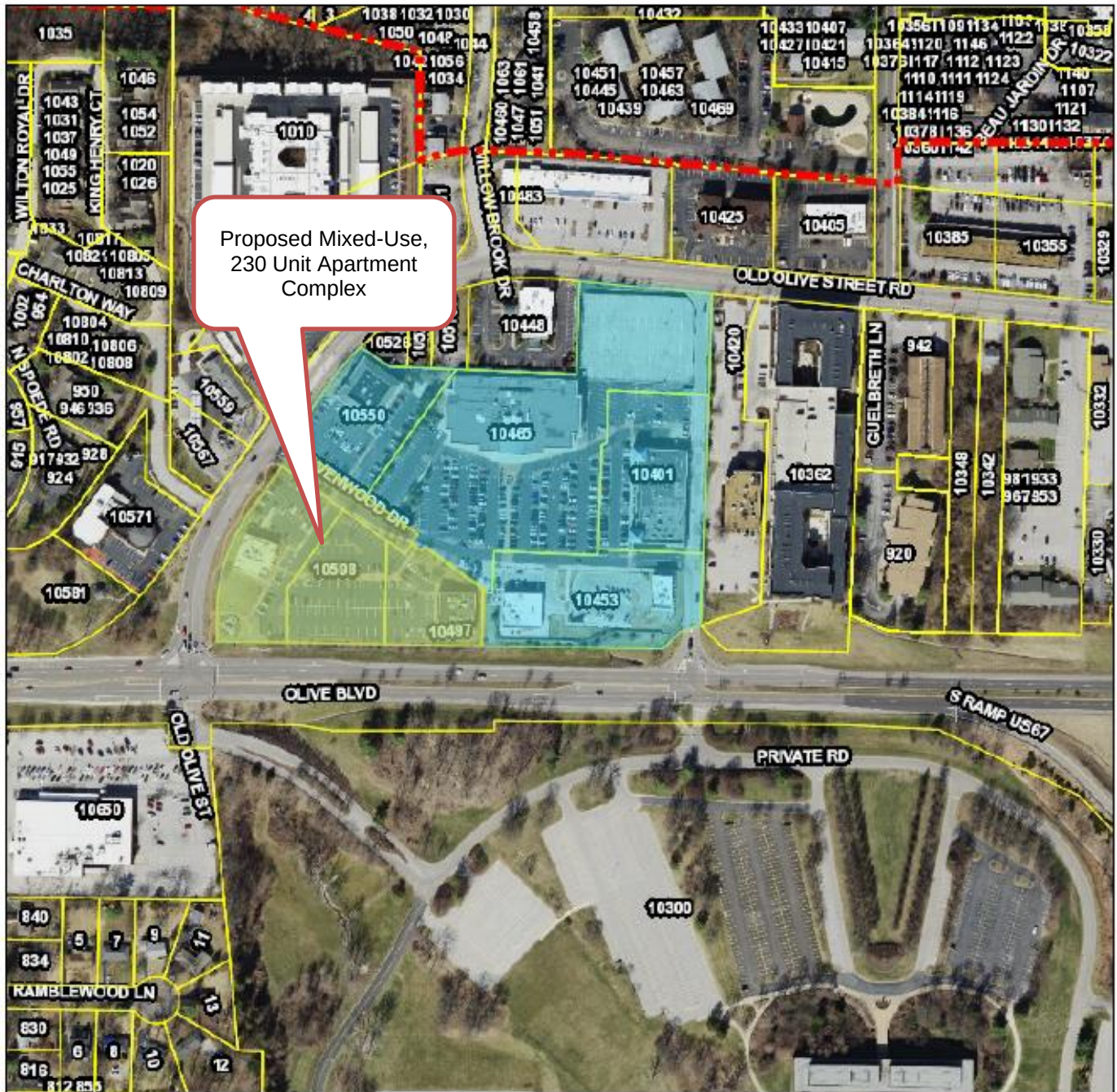
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE

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

APPENDIX 3: AERIAL PHOTO

Creve Coeur Pavilion



Proposed Mixed-Use,
230 Unit Apartment
Complex



City Limits

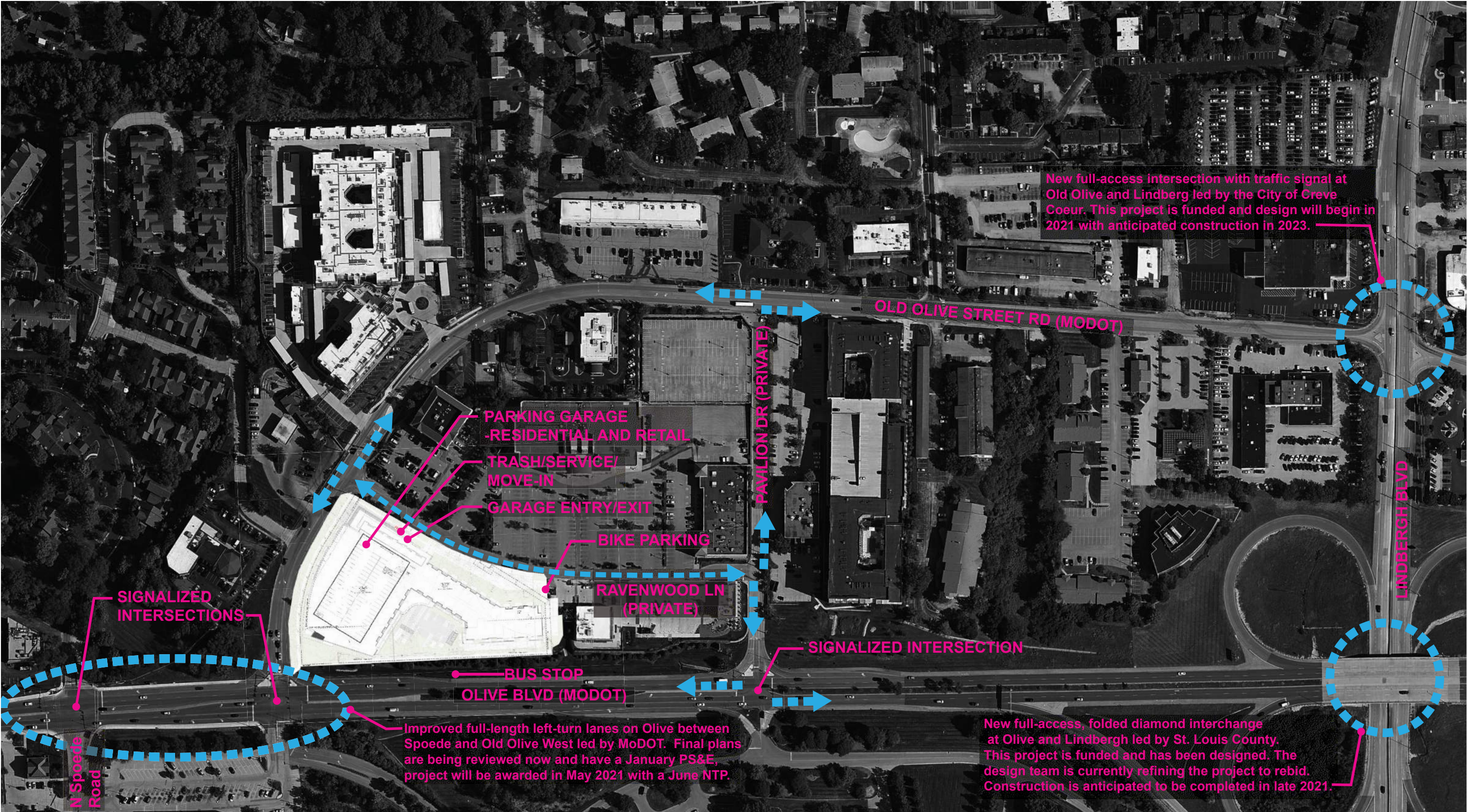
Parcels

November 18, 2020

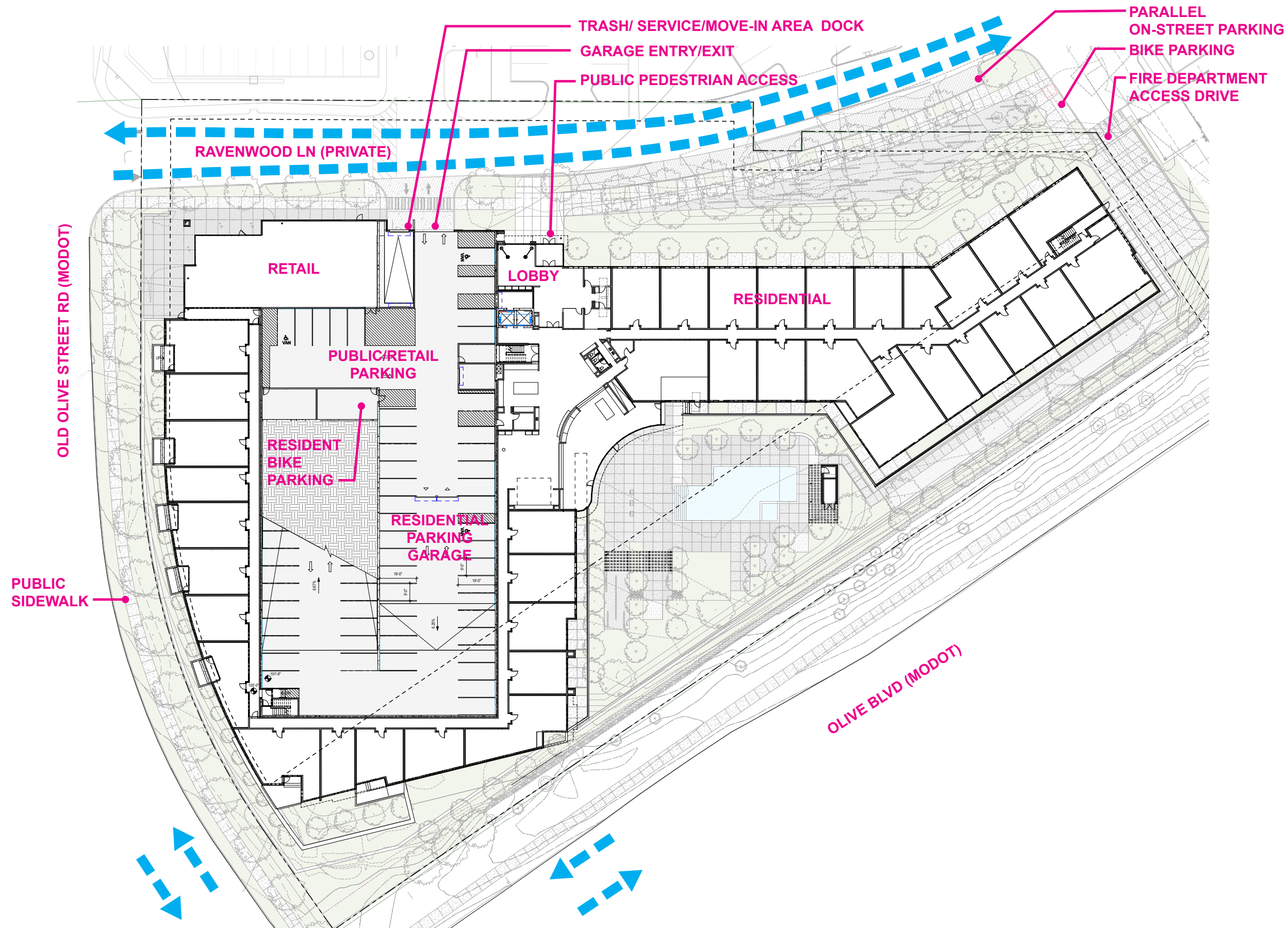


Prepared By

HORNER SHIFFRIN



Attachment: Applicant's Supplemental CBB Information emailed on December 17, 2020 (#20-034:CCP Mixed-Use RZG & SDP)





MEMORANDUM

Date: December 16, 2020

To: Mr. Mark Venturella
Altus Properties

From: Lee Cannon, PE, PTOE

CBB Job Number: 063-2020

Project: Proposed Pavilion Apartments
Creve Coeur, Missouri

The City of Creve Coeur staff requested additional information regarding the traffic impact study completed by CBB for your proposed project.

TRAFFIC IMPACT STUDY PROCESS

- If approved, built and successful, most new developments will generate more traffic.
- That added traffic has some level of impact
- A traffic study determines the current (or baseline) operating conditions, projects future operating conditions and compares the two to determine the level of impact.
- Typically, traffic studies focus on the peak hours (AM commuter peak, PM commuter peak, etc.). If traffic can be accommodated during the peak hours, it can be reasonably assumed that traffic can be accommodated during off-peak when volumes are lower.
- If the impacts are large or detrimental, mitigating measures are investigated. Traffic engineers use average delay (in units of seconds per vehicle) as the determining factor. These delays at intersections are also expressed in letter-grade format as a "Level-of-Service", ranked A through F, with A being best, D considered acceptable, and E defined where volume equals theoretical capacity.
- Ultimately, the traffic study recommends improvements that will allow the proposed development to be accommodated; i.e., what is needed to make the traffic work.



HISTORY

Creve Coeur Pavilion

CBB completed the original traffic study for the Pavilion development prior to its construction. More recently, CBB completed a traffic impact study for the redevelopment of the vacated Macaroni Grill site which is now the Panda Express and Freddy's.

Vanguard Apartments

In early 2013, CBB completed a traffic impact study for the Vanguard apartments, east of Pavilion Drive, using traffic counts collected in February 2013.

- Olive at Pavilion (AM/PM)



The Vue

Later in 2013, CBB completed a traffic impact study for The Vue at the old Hamilton Church and School site, using traffic counts collected in September and November 2013.

- Olive at Old Olive West (AM/PM)

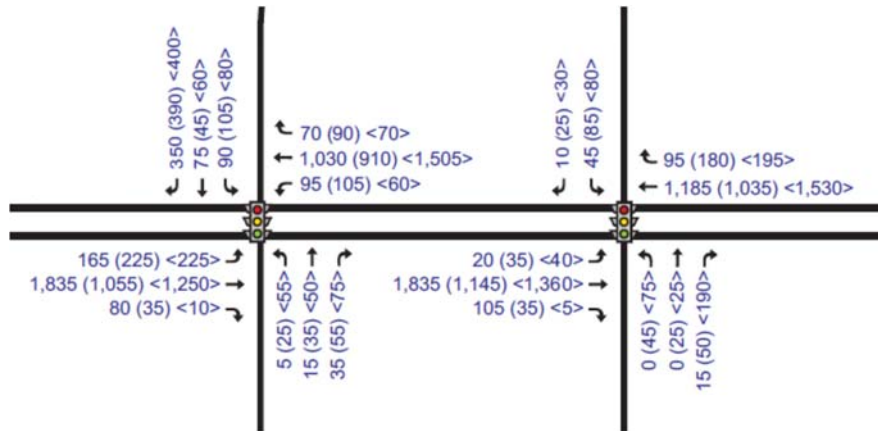




39 North – Olive Lindbergh Interchange Concept

In 2017, CBB completed a feasibility study for the reconfiguration of the Olive and Lindbergh Interchange related to 39North. Counts were collected along Olive and Lindbergh in January 2017.

- Olive at Old Olive West and Pavilion (AM/MD/PM)



Comparing the traffic to and from the north legs of each intersection indicates the change in traffic over the four-year period which reflects the development impact of the Vanguard and The Vue. However, a comparison of the 2013 and 2017 traffic counts showed that peak hour volumes to and from the north of Olive changed very little with the occupancy of the two residential development projects.

		AM		PM	
		To North	From North	To North	From North
Old Olive West at Olive	2013 Counts	230	510	350	560
	2017 Counts	250	515	345	540
	Change	+20	+5	-5	-20
Pavilion at Olive	2013 Counts	95	40	280	80
	2017 Counts	115	55	260	110
	Change	+20	+15	-20	+30



The 2017 study reflects a change from the current limited access clover-leaf interchange to a full access folded diamond interchange. Traffic oriented westbound to northbound and southbound to westbound currently must use the segments of Old Olive as defacto ramps, but the folded diamond configuration will reorient those movements directly to and from Olive at Lindbergh. The 39North studies also included a significant amount of additional traffic to the District, assumed by the master planning team to include: **400 apartment units**, 550,000 SF of lab/office space and 85,000 SF of retail/commercial space.

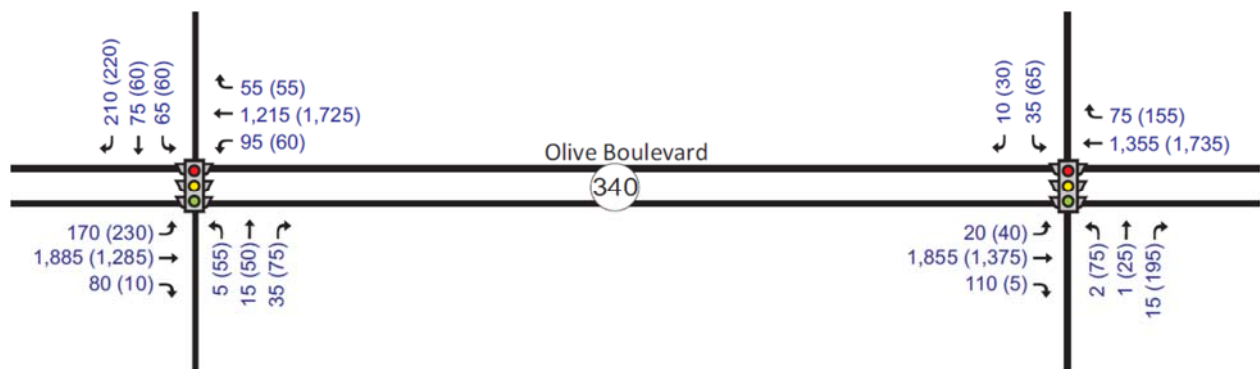
39 North – Old Olive Great Streets

In 2018, CBB completed the traffic analyses for the Old Olive Great Streets project as part of the Christner team related to 39North. Additional counts were collected in May 2018 along Old Olive. The intersections of Old Olive with Lindbergh which are currently right-in/right-out only will be reconstructed to full access with new northbound and southbound left-turn lanes on Lindbergh and a traffic signal.

39 North – Olive Lindbergh Interchange Design Study

In 2019, CBB completed a more detailed design study for the reconfiguration of the Olive and Lindbergh Interchange which enveloped all of the previous studies in the area. A 2022 Build Condition was forecast to include background traffic growth and reassignment of traffic based on the new interchange at Olive and Lindbergh as well as the new signal on Lindbergh at Old Olive.

Although these changes have not yet been realized, the most notable difference in traffic volumes is expected to be a reduction of southbound right-turns from Old Olive West onto Olive (those southbound Lindbergh to westbound Olive trips that will be redirected to the new folded diamond interchange).





		AM		PM	
		To North	From North	To North	From North
Old Olive West at Olive	2017 Counts	250	515	345	540
	2022 Baseline	240	350	335	340
	Change	-10	-165	-10	-200
Pavilion at Olive	2017 Counts	115	55	260	110
	2022 Baseline	95	45	220	95
	Change	-20	-10	-40	-15

The design study also addressed a 2040 future horizon condition with additional background growth and District specific trips for the projected build-out of **400 apartment units**, 550,000 SF of lab/office space and 85,000 SF of retail/commercial space.

IMPROVEMENTS BY OTHERS

As noted above, several improvements to the nearby road system are currently in the works that will have a significant impact on the area travel patterns. Those include:

- New full-access, folded diamond interchange at Olive and Lindbergh led by St. Louis County. This project is funded and has been designed. The design team is currently refining the project to rebid. Construction is anticipated to be completed in late 2021.
- New full-access intersection with traffic signal at Old Olive and Lindbergh led by the City of Creve Coeur. This project is funded, and design will begin in 2021 with anticipated construction in 2023.
- Improved full-length left-turn lanes on Olive between Spoede and Old Olive West led by MoDOT. We understand that this project is currently in the design phase.



PROPOSED APARTMENTS PROJECT

In 2020, CBB was asked to complete a traffic impact study for the proposed Altus Apartments project on the Pavilion site. While the City controls site plan and zoning approvals, MoDOT was also consulted since they currently own and maintain both Olive and Old Olive West.

Since so many changes to the road system are imminent, and the current effects of COVID 19 do not allow for valid traffic counts and observations, the forecasted traffic numbers from the 39North projects were used as the baseline for the subject study. Specifically, CBB used the 2022 Build and 2040 Build traffic forecasts from the Olive Lindbergh Interchange Design Study as a baseline for our evaluations.

The proposed project includes 400 apartment units and one sit-down restaurant. Since the current site has two sit-down restaurants, trips for those uses will be removed from the road system. As noted above, the 39North master plan called for new apartment housing in the district.

The subject site has excellent access with Ravenwood and Pavilion providing three points of access to the public road system. Using Old Olive and Pavilion, the site trips have two signalized points of access on Olive.

Table 3 in the Traffic Impact Study compares the operating conditions with and without the proposed redevelopment. In general, the operations are expected to remain about the same. Some minor signal timing adjustments were recommended to balance delays.

In a December 7, 2020 letter, MoDOT concurred with CBB's findings and accepted the traffic study.

TRAFFIC VOLUME TRENDS

Daily traffic volumes available from MoDOT and provided by the City of Creve Coeur Police Department are summarized in the table below.

Location	Historic	Most Recent (pre-COVID 19)
Olive Boulevard - MO 340 (West of Lindbergh)	<u>MoDOT</u> 2011 = 31,258 2012 = 30,633 2013 = 33,262 2014 = 29,993	<u>MoDOT</u> 2019=31,226
Old Olive Street West (Olive Boulevard - MO 340 to Lindbergh)	<u>City Provided</u> 2013 = 7,746 2015 = 4,236	<u>MoDOT</u> 2019=6,740



The average historic volumes on Olive and the most recent 2019 counts were both on the order of 31,000 vpd.

CRASH SUMMARIES

Crash data provided by the City of Creve Coeur Police Department is summarized in the table below. As would be expected, the intersection of Olive at Old Olive Street West had highest number of crashes due to higher traffic volumes entering the intersection along Olive. It should be noted that crash severity was not provided. The most common contributing circumstance was identified to be “inattention” in both data sets. Based on the minimal increase in traffic expected from the proposed mixed-use development, the crashes are not expected to increase noticeably.

Location	Crashes 2011 to 2014 (4-year Average)	Crashes 2017 to 2019 (3-Year Average)
Olive Boulevard (MO 340) at Old Olive Street West	77 Crashes (19.25 crashes/year)	82 Crashes (27.3 crashes/year)
Old Olive Street West at Guelbreth Ln.	5 Crashes (1.2 crashes/year)	11 Crashes (3.6 crashes/year)
Old Olive Street West at Willow Brook Dr.	1 Crash (0.25 crashes per year)	1 Crash (0.33 crashes/year)
Old Olive Street West at Pavilion Dr.	4 Crashes (1.0 crash per year)	11 Crashes (3.6 crashes/year)
Old Olive Street West at King Henry Ct.	7 Crashes (1.75 crashes/year)	9 Crashes (3.0 crashes/year)
Old Olive Street West Corridor (North of Olive Blvd to Lindbergh Blvd)	17 (4.25 crashes/year)	32 (10.7 crashes/year)



- Crashes at Olive Boulevard (MO 340) and Old Olive West ranged from 14 to 24 crashes per year and averaged approximately 19.25 crashes per year from 2011 to 2014 (4 years), mostly due to 'inattention' likely resulting in rear end collisions at the signal.

Crash Data – Olive and Old Olive Street West	
CALENDAR YEAR	# OF REPORTED CRASHES
2011	28
2012	30
2013	19
2014	21

- Between 2017-2019 (3 years), crashes at Olive Boulevard and Old Olive West ranged from 20 to 32 crashes per year and averaged approximately 27.3 crashes per year. The most common contributing circumstances were identified by "inattention" and "traffic signal violation".

Old Olive Street Road (West) / MO 340	
CALENDAR YEAR	# OF REPORTED CRASHES
2016	13*
2017	30
2018	32
2019	20
2020	12*

*Only Partial Years Available



CREVE COEUR POLICE DEPARTMENT INTEROFFICE MEMO

DATE: December 14, 2020

TO: Jason Jaggi

FROM: Lt. J. Hartman

SUBJECT: Vehicle Crash Data: MO 340 – Old Olive Street Road Corridor

Sir,

Below is a summary of data on vehicle crash reports for MO 340 and various intersections near Old Olive Street Road (East and West).

It should be noted that data for 2016 is partial data due to a mid-year switch in the crash reporting system the state of Missouri requires our agency to use. Access to the old database (LETS3) was not available at the time of this memo.

The most frequent probable contributing circumstance in these crashes was determined to be “inattention.” “Traffic signal violation” was determined to be the 2nd most frequent cause.

Old Olive Street Road (West) / MO 340	
CALENDAR YEAR	# OF REPORTED CRASHES
2016	13
2017	30
2018	32
2019	20
2020	12

Old Olive Street Road (East) / MO 340	
CALENDAR YEAR	# OF REPORTED CRASHES
2016	0
2017	5
2018	5
2019	3
2020	0

Old Olive Street Road (West) / Willow Brook Dr.

CALENDAR YEAR	# OF REPORTED CRASHES
2016	0
2017	0
2018	0
2019	1
2020	0

Old Olive Street Road (West) / Guelbreth Ln.	
CALENDAR YEAR	# OF REPORTED CRASHES
2016	1
2017	3
2018	4
2019	4
2020	0

Old Olive Street Road (West) / King Henry	
CALENDAR YEAR	# OF REPORTED CRASHES
2016	5
2017	4
2018	2
2019	3
2020	0

MO 340 / North Spoede	
CALENDAR YEAR	# OF REPORTED CRASHES
2016	0
2017	10
2018	6
2019	4
2020	3

Respectfully submitted,

Lt. Jeff Hartman, 485

Lt. Jeffrey Hartman, DSN 485



CREVE COEUR POLICE DEPARTMENT INTEROFFICE MEMO

6.1.b

TO: Lt. Koncki

FROM: Sgt. Hornung

DATE: 01/26/2015

SUBJECT: Traffic Data Pertaining to Old Olive Street Road West

Sir,

The Creve Coeur Police Department has received concerns from the community regarding the impact a luxury apartment development will have on traffic in the 10400 Block of Old Olive Street Rd. (W). In response, the Traffic Safety Unit has compiled data for Old Olive Street Road West pertaining to traffic volume, traffic crashes, and citations written.

Traffic Counter Data:

Traffic counters were deployed on Old Olive Street Rd. (W) in both 2013 and 2015. In just a two year period, the difference in data is notable:

- 2013: Average daily vehicle count: 7,746
- 2015: Average daily vehicle count: 4,236
- 2013: Average speed 31 mph
- 2015: Average speed 38 mph

Between 2013 and 2015, traffic volume has reduced significantly, but speeds have increased.

The 85th percentile (see definition and table below) of vehicle speeds ranged from 36-37 mph in 2013 and 38-44 mph in 2015.

85th percentile speed - *The speeds at or below 85% of all vehicles are observed to travel under free flowing conditions. This is a nationally recognized method of assessing traffic speeds.*

Attachment: Applicant's Supplemental CBB Information emailed on December 17, 2020 (#20-034; CCP Mixed-Use RZG & SDP)

Data collected from the past two periods is illustrated below:

Old Olive Street Rd. (West) – 2013					Speed Limit: 30			
DATE	DAY	E/B COUNT	W/B COUNT	24 HR TOTAL	E/B 85%	W/B 85%	E/B AVG.	W/B AVG.
03/12/2013	Tues.	2857	5023	7880	37	36	32	31
03/13/2013	Wed.	2819	4954	7773	37	37	32	32
03/14/2013	Thurs.	2769	4817	7586	36	36	31	31

Old Olive Street Rd. (West) – 2015					Speed Limit: 30			
DATE	DAY	E/B COUNT	W/B COUNT	24 HR TOTAL	E/B 85%	W/B 85%	E/B AVG.	W/B AVG.
01/20/2015	Tues.	1328	2907	4235	43	38	41	38
01/21/2015	Wed.	1386	2928	4313	43	38	41	32
01/22/2015	Thurs.	1273	2887	4160	44	37	42	31

The information above suggests the posted speed limit on Old Olive Street Road West (30 MPH) may be too low according to the 85th percentile. However, based on the fact there are several existing business driveways and residential condo areas along Old Olive Street Road West, we do not recommend raising the existing speed limit.

Although we have not received any speed related complaints, the Creve Coeur Traffic Safety Unit will implement traffic measures outlined in the City's Traffic Calming and Mitigation Program in an effort to reduce vehicle speeds.

Crash Data:

The number of traffic crashes on Old Olive Street Road West are shown on the table below:

Crash Data Old Olive Street West	
CALENDAR YEAR	# OF REPORTED CRASHES
2011	28
2012	30
2013	19
2014	21

The number of crashes has remained consistent over the past four years. Nearly all of the crashes occurred at the intersection of Old Olive Street Road West at the MO 340 Olive Blvd intersection. The most common contributing factor of these crashes was 'inattention' resulting in rear end collisions. Typically, a vehicle waiting to yield from westbound Old Olive Street Rd. (W) to westbound Olive Blvd. slowly starts in traffic but then stops for traffic and the trailing driver looks at cross traffic and does not realize the lead vehicle again stopped in the roadway.

The following data illustrates the number of crashes at each intersection along Old Olive Street Rd. (W):

Crash Data Old Olive Street @ Lindbergh Blvd.	
CALENDAR YEAR	# OF REPORTED CRASHES
2011	1
2012	4
2013	2
2014	0

Crash Data Old Olive Street @ MO 340 Blvd.	
CALENDAR YEAR	# OF REPORTED CRASHES
2011	23
2012	24
2013	16
2014	14

Crash Data Old Olive Street @ Guelbreth Ln.	
CALENDAR YEAR	# OF REPORTED CRASHES
2011	1
2012	2
2013	0
2014	2

Crash Data Old Olive Street @ Willow Brook Dr.	
CALENDAR YEAR	# OF REPORTED CRASHES
2011	1
2012	0
2013	0
2014	0

Crash Data Old Olive Street @ Pavilion Dr.	
CALENDAR YEAR	# OF REPORTED CRASHES
2011	1
2012	0
2013	0
2014	3

Crash Data Old Olive Street @ King Henry Ct.	
CALENDAR YEAR	# OF REPORTED CRASHES
2011	2
2012	3
2013	2
2014	0

Traffic Enforcement Data:

The number of citations written on Old Olive Street Road West are shown on the table below. Tickets not listed were for non-moving or seat belt violations:

CALENDAR YEAR	# OF CITATIONS WRITTEN	Speeding	Illegal Turn	Fail to Yield
2011	35	6	3	2
2012	60	23	0	3
2013	66	6	0	0
2014	68	9	1	1

Summary:

Based on community concerns that the planned development will create additional traffic congestion and cause an increase in motor vehicle crashes, the Creve Coeur Police Department will continue to monitor traffic issues on Old Olive Street Rd (W) before, during and after the construction of the new development. Having traffic data from each period, the police department will be better informed to make a recommendation regarding any necessary traffic control devices.

Respectfully submitted,

Sgt Paul S Hornung 414

Sgt. Paul Hornung
Traffic Safety Supervisor



12121 Dorsett Rd.
Maryland Heights, MO
63043

December 9, 2020

CEDC Civil Engineering Design Consultants
Attn: Brandon Harp
10820 Sunset Office Dr, Suite 200
St. Louis, MO 63127

Subject: New proposed Creve Coeur Pavilion Apartment development located at 10555 Olive Blvd in Creve Coeur, MO.

Dear Mr. Harp,

Ameren Missouri has received preliminary site plans for the newly proposed Creve Coeur Pavilion Apartment development located at 10555 Olive Blvd. in Creve Coeur, MO. This development is located within the Ameren Missouri service area. Ameren Missouri has adequate infrastructure in place surrounding the proposed development and will extend facilities to provide service to this development in accordance with the Rules and Regulations for electric service on file with the Missouri Public Service Commission.

If you have any questions please contact me at 314-344-9501, or at stalley@ameren.com.

Sincerely,

A handwritten signature in black ink that reads "Shaun Talley". The signature is written in a cursive, flowing style.

Shaun Talley
Customer Service Engineer
Dorsett District
Ameren Missouri



***St. Louis Economic Development Partnership
7733 Forsyth Blvd, Suite 2200
St. Louis, MO 63105***

December 3, 2020

Whitney Kelly, AICP

City Planner
City of Creve Coeur, Missouri
300 N. New Ballas Road
Creve Coeur, MO 63141
t: (314) 442-2087
f: (314) 872-2505
wkelly@crevecoeurmo.gov

RE: #20-034: Rezoning and Site Development Plan, 10590 Old Olive Street Road and 10598 Olive Blvd.

Dear Ms. Kelly:

Since 2016, the City of Creve Coeur and the St. Louis Economic Development Partnership have worked together on the planning and implementing the innovation district called 39N, which is being developed to attract new employees and new companies in the agriculture/technology sector to St. Louis. Specifically the district is defined as the 600 acres in Creve Coeur which encompasses Bayer, the Danforth Plant Science Center, BRDG Park, EDGE@BRDG, the Helix Center, and the City of Olivette, but the idea is broader to encourage innovation and a more entrepreneurial workforce.

The crux of the 39N Master Plan, the Old Olive Great Streets Plan, the redesign of the Olive/Lindbergh intersection and the building of a 39N Greenway is to encourage connectivity. Creating transportation systems that encourage walking, biking and shorter vehicular commute times. Of course, the transportation system directly impacts where people decide to live as does their choice of career. The new residential development being proposed by Altus at the

corner of Old Olive and Olive Blvd., is a great example of the type of development which allows people to live close to where they work. Younger workers or workers new to St. Louis are looking for a high-quality environment with shopping, restaurants and recreational facilities.

As the VP of 39N, I whole heartedly support this rezoning and the building of this development for the long-term.

Thank you,

Sincerely,

Janet Wilding
Vice President
Major Projects and 39N

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6.1.b

Attachment: Applicant's Supplemental CBB Information emailed on December 17, 2020 (#20-034; CCP Mixed-Use RZG & SDP)



A Real Estate Development Platform

While the source of all content supplied herein has been provided from sources believed reliable, Altus and its affiliates cannot guarantee its accuracy or completeness. 1 investment involves certain risks. It must be recognized that other risks, not foreseen, may present themselves in the future and that the risks which are foreseen, may affect to a greater extent or in a manner not now contemplated. Prospective investors should carefully consider, among other things, the risk factors and speculative factors the materials.

Altus Team – St. Louis Based

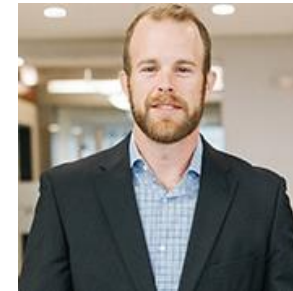


Robert H. Johnson
CEO & Founder

With over 100 years of collective experience, the development team at Altus brings unmatched capability to every project. As the driving force behind many of the region's most well-known real estate developments, the Altus team knows complexity comes in many forms, thus demanding expertise on a variety of topics including capital structuring, project entitlement and executing world-class design and construction.



Peter Gray
Senior
Managing
Director



Josh Udelhofen
Managing
Director,
Development



Alexander Borchert
Managing
Director,
Investments

Altus – Commitment to Creve Coeur



Questover Shops
Owned Since 2008

Creve Coeur Pavilion
Owned Since 2004



West Park
Owned Since 2003



Project Team– St. Louis Based



Developer & Owner



Civil Engineer



Architecture



Traffic Engineer



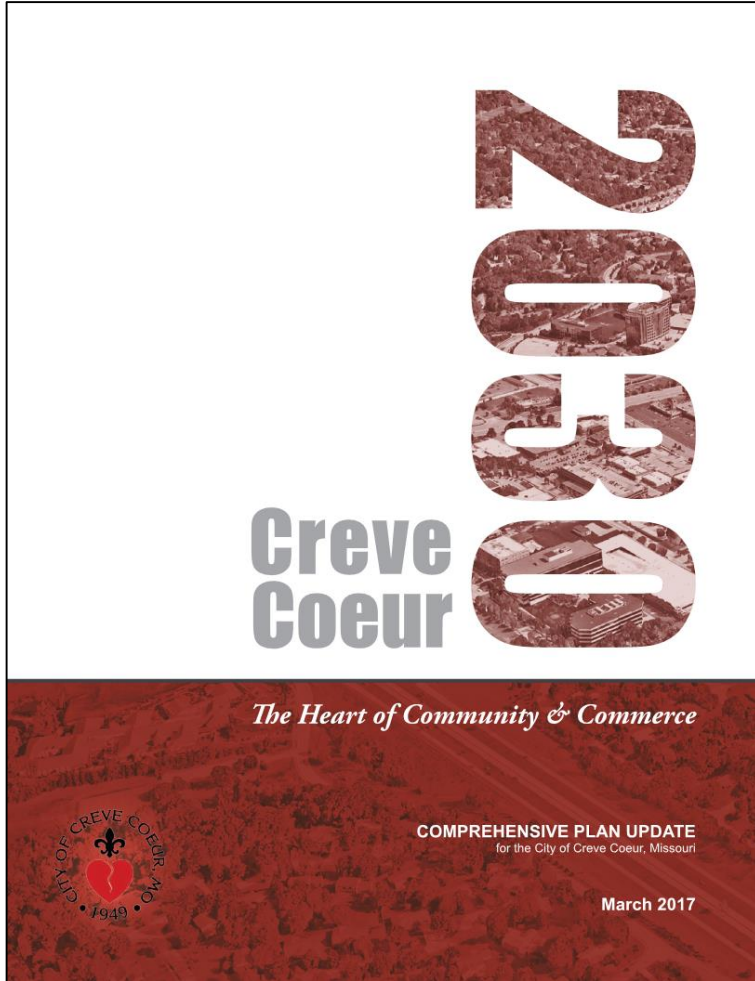
Construction Manager



Landscape Architect

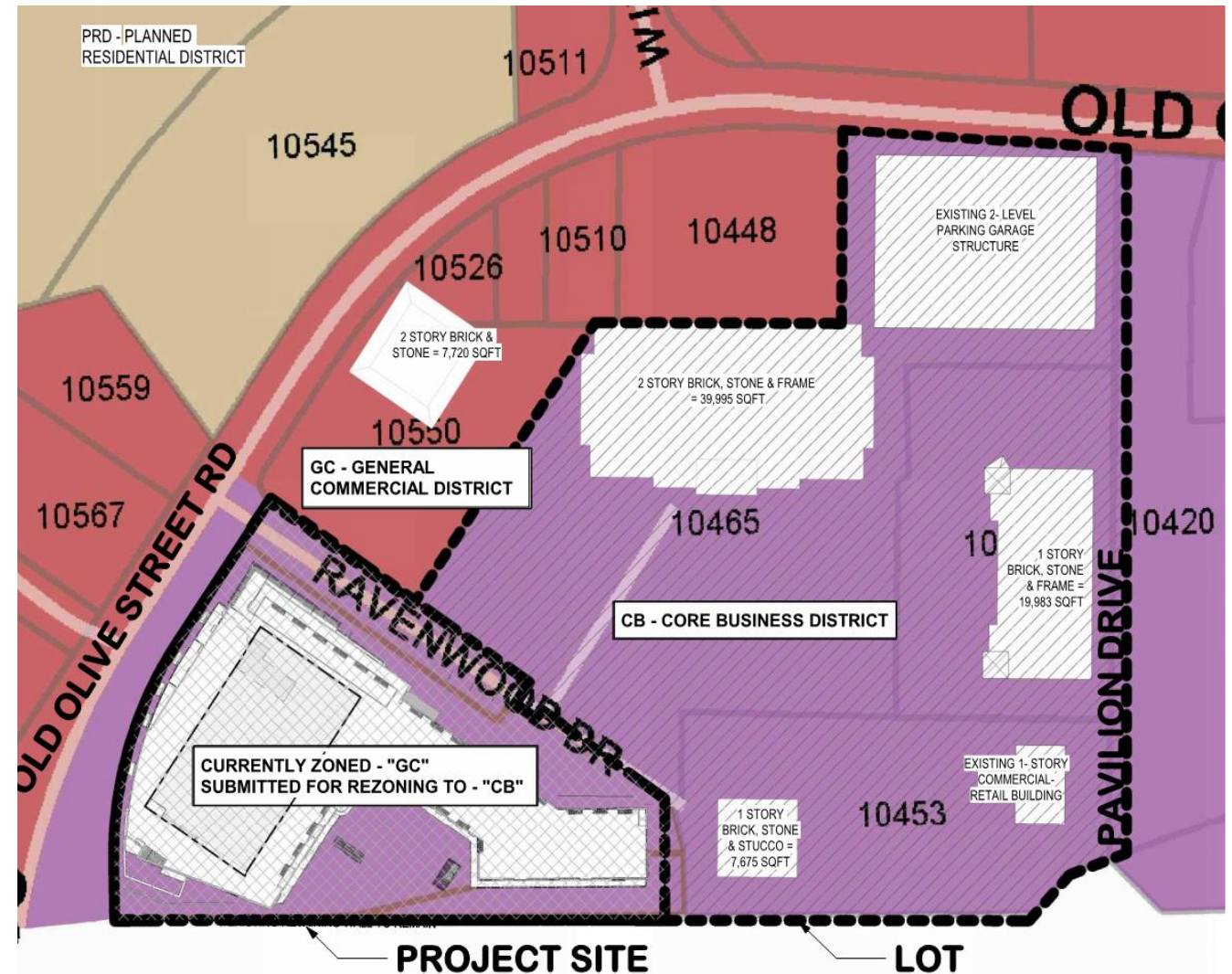
Guiding Documents

6.1.b



Project Goals & Zoning Overview

- Strategically Reposition Creve Coeur Pavilion to Mitigate the Impact of the Market Wide Shift of the Traditional Retail and Restaurant Models
- Develop Creve Coeur's Premier Luxury Multifamily Community
- Deliver a Unit Mix that Provides Supply Options not Currently in the Creve Coeur Market
- Deliver an Amenity Package to Attract a Wide Demographic
- Design a Project that Will be a Timeless Addition to the Creve Coeur Community



Attachment: Applicant's Supplemental CBB Information emailed on December 17, 2020

Municipal Coordination Efforts to Date

August 18th: Preliminary project introduction with CC Planning Staff

August 19th: Preliminary project introduction with MODOT

September 2nd: Traffic impact study scoping meeting with CC Planning Staff, MODOT, and CBB

September 3rd: Preliminary project introduction with CC Fire Protection District

September 14th: Preliminary plan review by CCFPD Fire Marshal

September 22nd: Conceptual Site Plan Review Letter received by MSD

October 6th: Rezoning / Site Development Plan submission progress review with CC Planning Staff

October 7th: Preliminary project introduction with CC Building Dept staff

October 23rd: Initial Rezoning / SDP package submitted to CC

November 16th: Revised Rezoning / SDP package submitted to CC

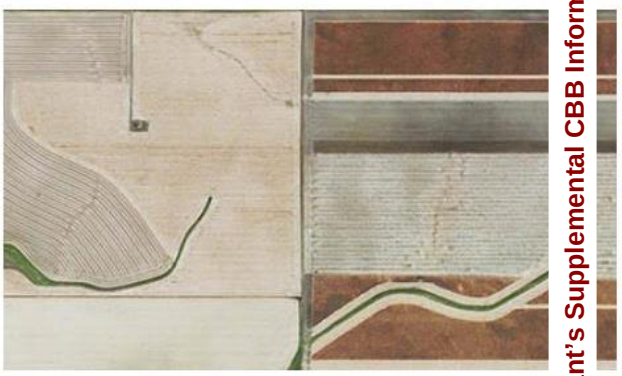
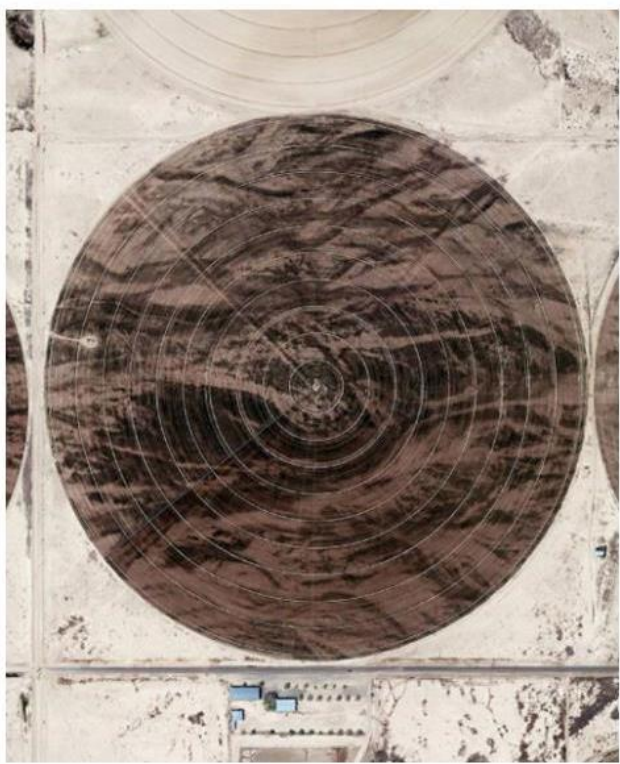
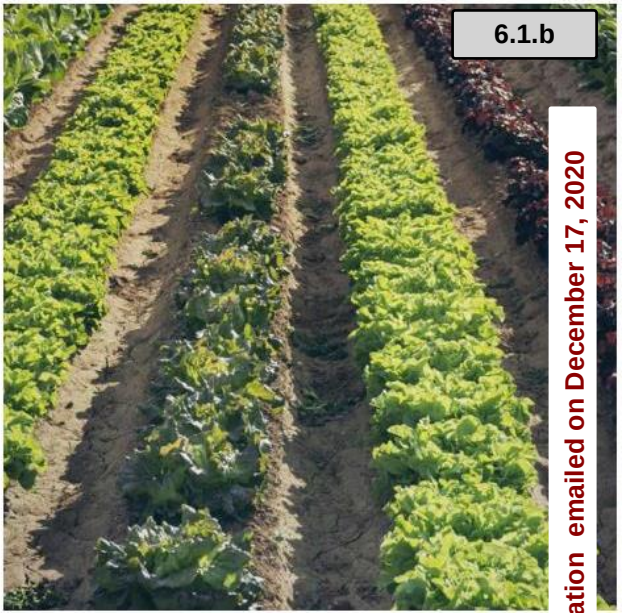


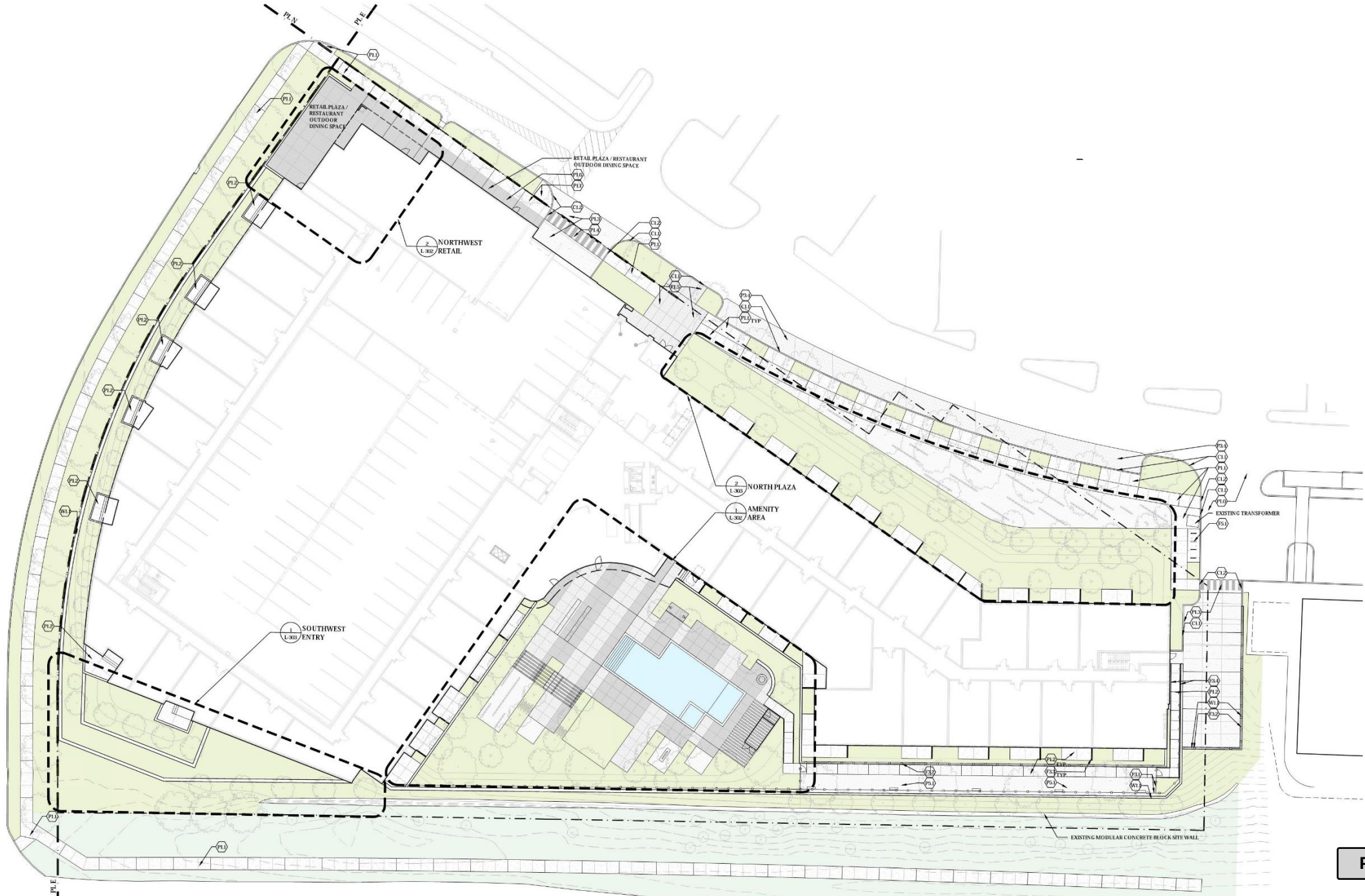
SITE

BAYER

BAYER

DFPSC



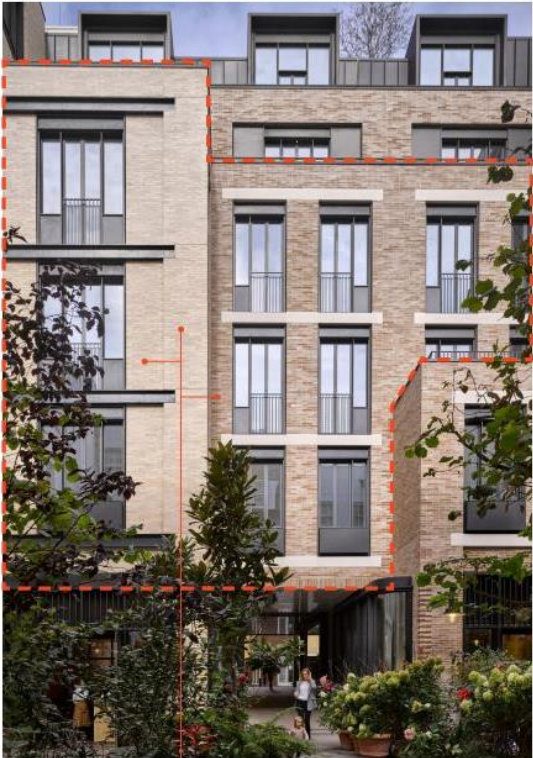






PROMINENCE OF RETAIL AND ENTRANCES

ACTIVE PEDESTRIAN SIDEWALKS



ALTERING SHADES OF BRICK WITH TERRACING



MULTI-STORY WINDOW EXPRESSION





ST. LOUIS BREAD

AMC

6.1.b
SEIOL GARDEN

FREDDY'S

RAVENWOOD LANE

OLD OLIVE STREET

OLIVE BOULEVARD

Attachment: Applicant's Supplemental CBB Information emailed on December 17, 2020





Attachment: Applicant's Supplemental CBB Information emailed on December 17, 2020



Attachment: Applicant's Supplemental CBB Information emailed on December 17, 2020



CREVE COEUR POLICE DEPARTMENT INTEROFFICE MEMO

DATE: December 14, 2020

TO: Jason Jaggi

FROM: Lt. J. Hartman

SUBJECT: Vehicle Crash Data: MO 340 – Old Olive Street Road Corridor

Sir,

Below is a summary of data on vehicle crash reports for MO 340 and various intersections near Old Olive Street Road (East and West).

It should be noted that data for 2016 is partial data due to a mid-year switch in the crash reporting system the state of Missouri requires our agency to use. Access to the old database (LETS3) was not available at the time of this memo.

The most frequent probable contributing circumstance in these crashes was determined to be “inattention.” “Traffic signal violation” was determined to be the 2nd most frequent cause.

Old Olive Street Road (West) / MO 340	
CALENDAR YEAR	# OF REPORTED CRASHES
2016	13
2017	30
2018	32
2019	20
2020	12

Old Olive Street Road (East) / MO 340	
CALENDAR YEAR	# OF REPORTED CRASHES
2016	0
2017	5
2018	5
2019	3
2020	0

Old Olive Street Road (West) / Willow Brook Dr.	
CALENDAR YEAR	# OF REPORTED CRASHES
2016	0
2017	0
2018	0
2019	1
2020	0

Old Olive Street Road (West) / Guelbreth Ln.	
CALENDAR YEAR	# OF REPORTED CRASHES
2016	1
2017	3
2018	4
2019	4
2020	0

Old Olive Street Road (West) / King Henry	
CALENDAR YEAR	# OF REPORTED CRASHES
2016	5
2017	4
2018	2
2019	3
2020	0

MO 340 / North Spoede	
CALENDAR YEAR	# OF REPORTED CRASHES
2016	0
2017	10
2018	6
2019	4
2020	3

Respectfully submitted,

Lt. Jeff Hartman, 485

Lt. Jeffrey Hartman, DSN 485



CREVE COEUR POLICE DEPARTMENT INTEROFFICE MEMO

6.1.d

TO: Lt. Koncki

FROM: Sgt. Hornung

DATE: 01/26/2015

SUBJECT: Traffic Data Pertaining to Old Olive Street Road West

Sir,

The Creve Coeur Police Department has received concerns from the community regarding the impact a luxury apartment development will have on traffic in the 10400 Block of Old Olive Street Rd. (W). In response, the Traffic Safety Unit has compiled data for Old Olive Street Road West pertaining to traffic volume, traffic crashes, and citations written.

Traffic Counter Data:

Traffic counters were deployed on Old Olive Street Rd. (W) in both 2013 and 2015. In just a two year period, the difference in data is notable:

- 2013: Average daily vehicle count: 7,746
- 2015: Average daily vehicle count: 4,236
- 2013: Average speed 31 mph
- 2015: Average speed 38 mph

Between 2013 and 2015, traffic volume has reduced significantly, but speeds have increased.

The 85th percentile (see definition and table below) of vehicle speeds ranged from 36-37 mph in 2013 and 38-44 mph in 2015.

85th percentile speed - *The speeds at or below 85% of all vehicles are observed to travel under free flowing conditions. This is a nationally recognized method of assessing traffic speeds.*

Attachment: CCPD-Old Olive West Traffic Data.January 2015 (#20-034:CCP Mixed-Use RZG & SDP)

Data collected from the past two periods is illustrated below:

Old Olive Street Rd. (West) – 2013					Speed Limit: 30			
DATE	DAY	E/B COUNT	W/B COUNT	24 HR TOTAL	E/B 85%	W/B 85%	E/B AVG.	W/B AVG.
03/12/2013	Tues.	2857	5023	7880	37	36	32	31
03/13/2013	Wed.	2819	4954	7773	37	37	32	32
03/14/2013	Thurs.	2769	4817	7586	36	36	31	31

Old Olive Street Rd. (West) – 2015					Speed Limit: 30			
DATE	DAY	E/B COUNT	W/B COUNT	24 HR TOTAL	E/B 85%	W/B 85%	E/B AVG.	W/B AVG.
01/20/2015	Tues.	1328	2907	4235	43	38	41	38
01/21/2015	Wed.	1386	2928	4313	43	38	41	32
01/22/2015	Thurs.	1273	2887	4160	44	37	42	31

The information above suggests the posted speed limit on Old Olive Street Road West (30 MPH) may be too low according to the 85th percentile. However, based on the fact there are several existing business driveways and residential condo areas along Old Olive Street Road West, we do not recommend raising the existing speed limit.

Although we have not received any speed related complaints, the Creve Coeur Traffic Safety Unit will implement traffic measures outlined in the City's Traffic Calming and Mitigation Program in an effort to reduce vehicle speeds.

Crash Data:

The number of traffic crashes on Old Olive Street Road West are shown on the table below:

Crash Data Old Olive Street West	
CALENDAR YEAR	# OF REPORTED CRASHES
2011	28
2012	30
2013	19
2014	21

The number of crashes has remained consistent over the past four years. Nearly all of the crashes occurred at the intersection of Old Olive Street Road West at the MO 340 Olive Blvd intersection. The most common contributing factor of these crashes was 'inattention' resulting in rear end collisions. Typically, a vehicle waiting to yield from westbound Old Olive Street Rd. (W) to westbound Olive Blvd. slowly starts in traffic but then stops for traffic and the trailing driver looks at cross traffic and does not realize the lead vehicle again stopped in the roadway.

The following data illustrates the number of crashes at each intersection along Old Olive Street Rd. (W):

Crash Data Old Olive Street @ Lindbergh Blvd.	
CALENDAR YEAR	# OF REPORTED CRASHES
2011	1
2012	4
2013	2
2014	0

Crash Data Old Olive Street @ MO 340 Blvd.	
CALENDAR YEAR	# OF REPORTED CRASHES
2011	23
2012	24
2013	16
2014	14

Crash Data Old Olive Street @ Guelbreth Ln.	
CALENDAR YEAR	# OF REPORTED CRASHES
2011	1
2012	2
2013	0
2014	2

Crash Data Old Olive Street @ Willow Brook Dr.	
CALENDAR YEAR	# OF REPORTED CRASHES
2011	1
2012	0
2013	0
2014	0

Crash Data Old Olive Street @ Pavilion Dr.	
CALENDAR YEAR	# OF REPORTED CRASHES
2011	1
2012	0
2013	0
2014	3

Crash Data Old Olive Street @ King Henry Ct.	
CALENDAR YEAR	# OF REPORTED CRASHES
2011	2
2012	3
2013	2
2014	0

Traffic Enforcement Data:

The number of citations written on Old Olive Street Road West are shown on the table below. Tickets not listed were for non-moving or seat belt violations:

CALENDAR YEAR	# OF CITATIONS WRITTEN	Speeding	Illegal Turn	Fail to Yield
2011	35	6	3	2
2012	60	23	0	3
2013	66	6	0	0
2014	68	9	1	1

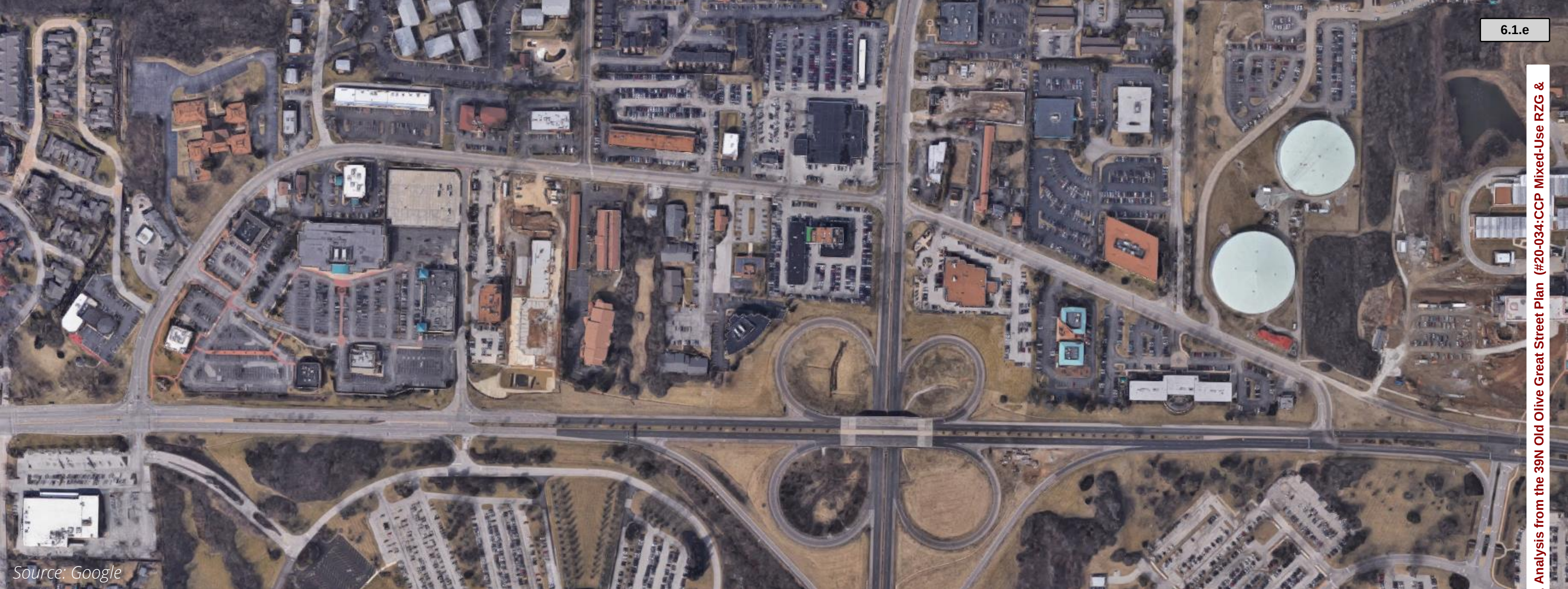
Summary:

Based on community concerns that the planned development will create additional traffic congestion and cause an increase in motor vehicle crashes, the Creve Coeur Police Department will continue to monitor traffic issues on Old Olive Street Rd (W) before, during and after the construction of the new development. Having traffic data from each period, the police department will be better informed to make a recommendation regarding any necessary traffic control devices.

Respectfully submitted,

Sgt P. S. Hornung 414

Sgt. Paul Hornung
Traffic Safety Supervisor



Source: Google

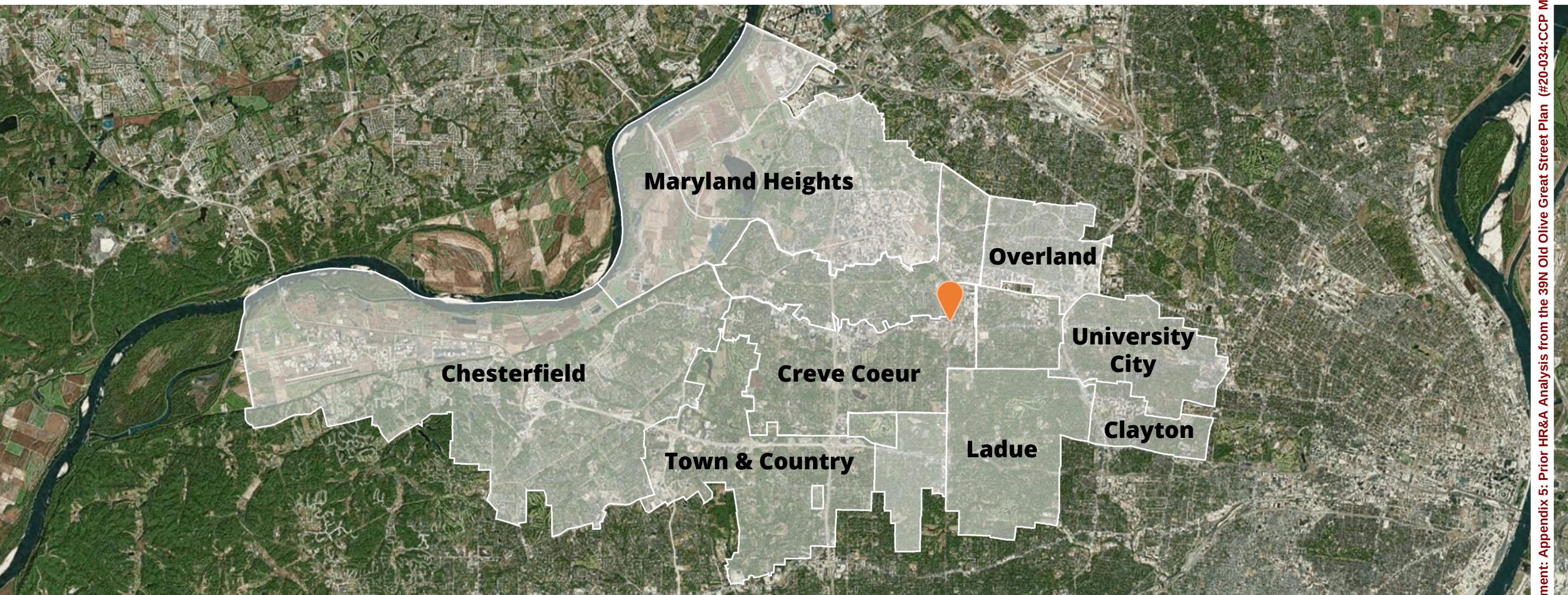
OLD OLIVE GREAT STREETS

Market Scan Update

June 26, 2018



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



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



MIX OF USES

Active ground floor
uses

Outdoor dining and
on-site retail
amenities



PUBLIC REALM

Enhanced pedestrian
environment

A consistent street-
wall & building
setbacks



ACCESS

Improved
connectivity for
active users

Relocated parking
away from the street
front



OPEN SPACE

Preservation of
green & open space

Tree coverage
requirements for
surface parking lots

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



MIX OF USES

Active ground floor
uses

Outdoor dining and
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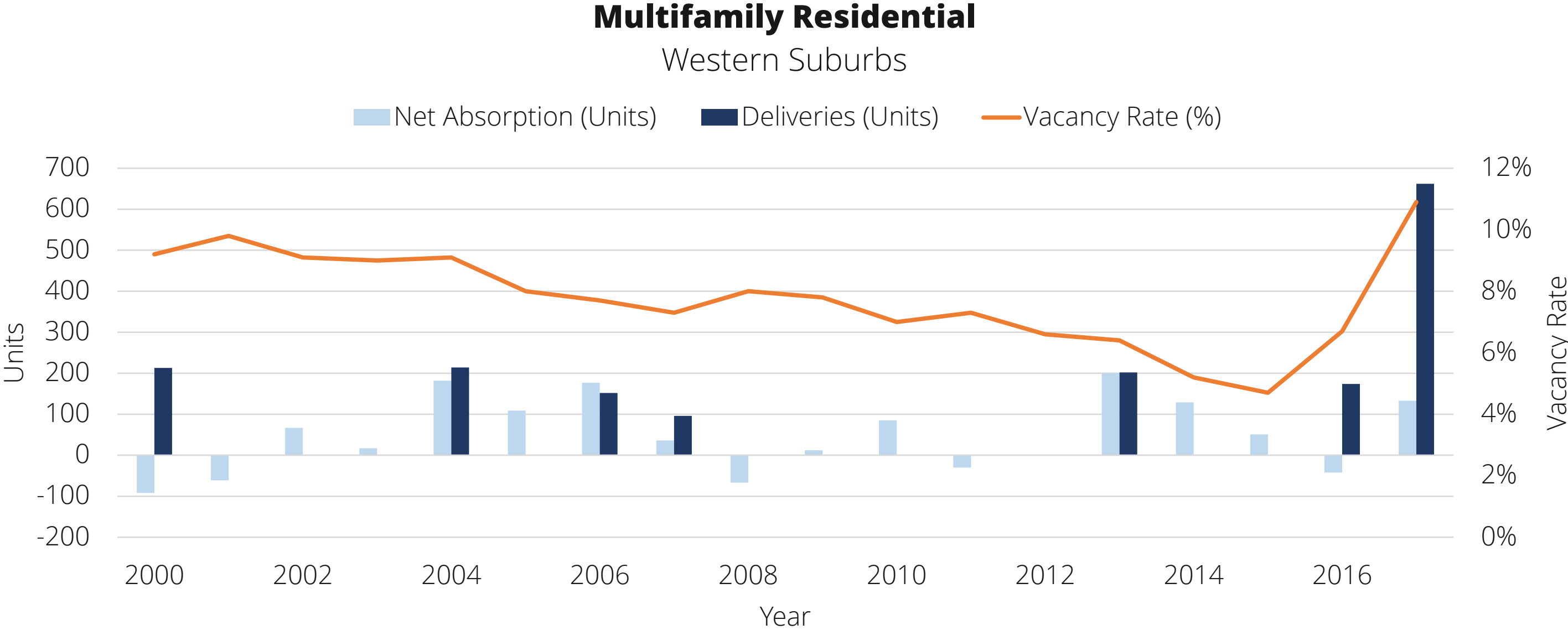


OPEN SPACE

Preservation of
green & open space

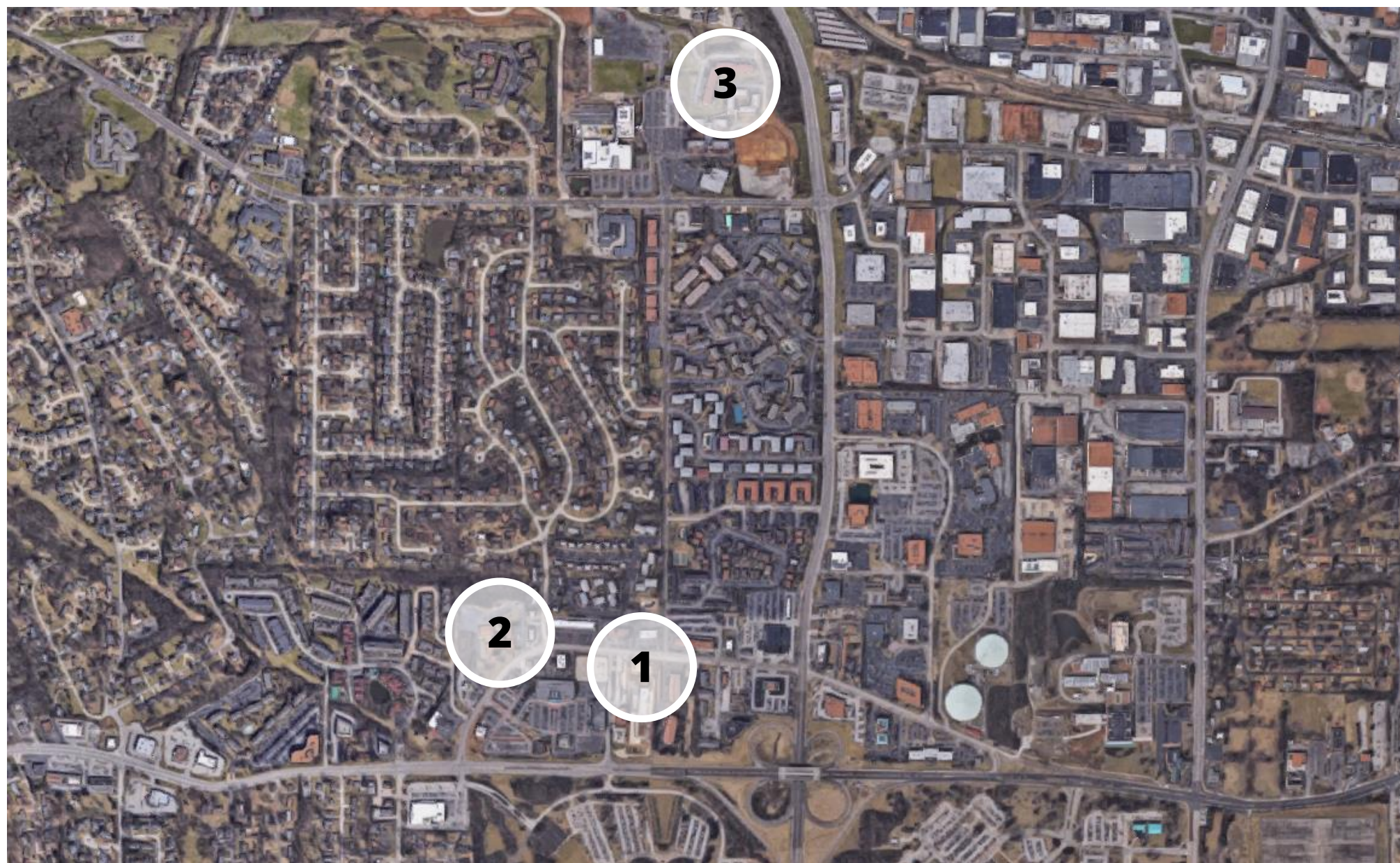
Tree coverage
requirements for
surface parking lots

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



Source: CoStar
HR&A Advisors, Inc.

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



1

Vanguard Heights

Covington Realty Partners

Year Built: 2016

Units: 174

Rent/SF: \$2.01

In first 8 months, leased 55%

2

The Vue

BCC Partners

Year Built: 2017 (Phase 2, 2018)

Units: 364

Rent/SF: \$1.85

3

Covenant Place

Community Housing Management Corp.

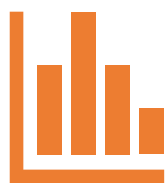
Year Built: 2016 (Phase 2, 2018)

Units: 353

Rent/SF: N/A (Age Restricted)

Source: CoStar
HR&A Advisors, Inc.

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



ABSORPTION

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

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



DEMOGRAPHICS

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

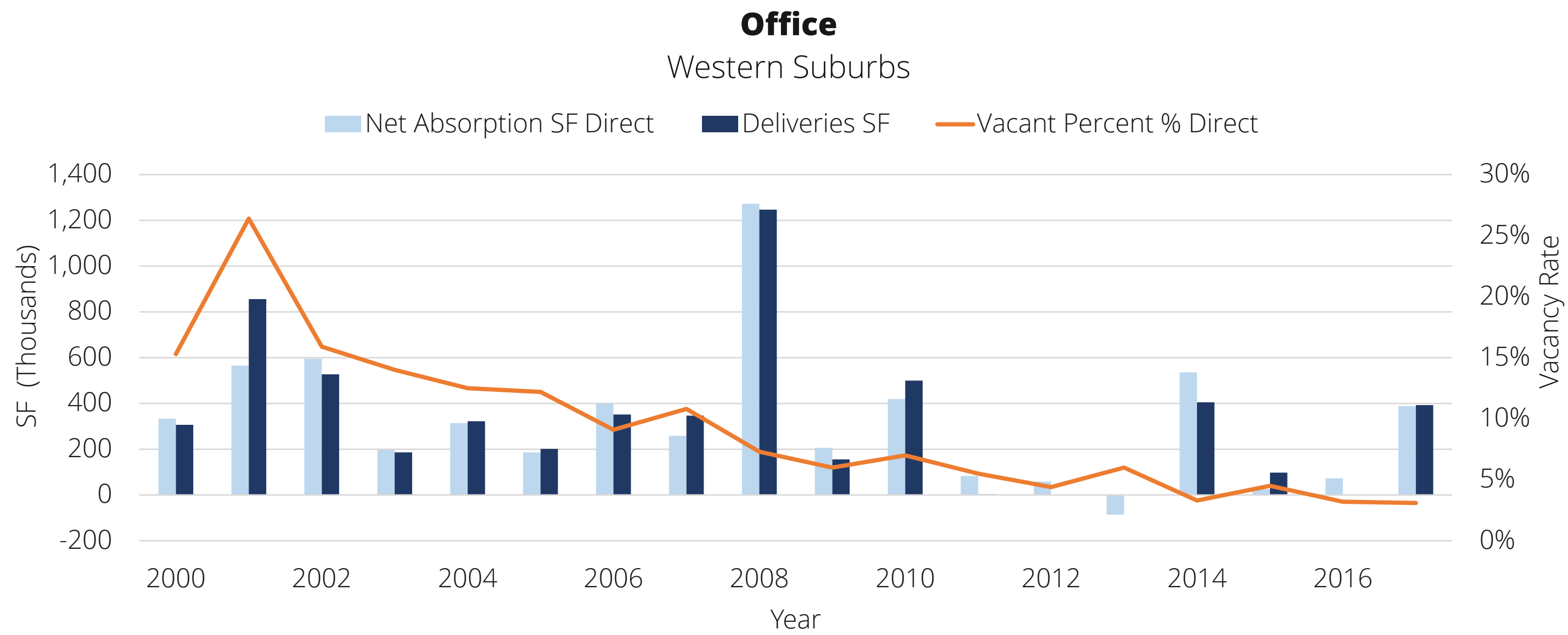
Despite good schools, new projects have received limited interest from families.



AMENITIES

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

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



Source: CoStar
HR&A Advisors, Inc.

Attachment: Appendix 5: Prior HR&A Analysis from the 39N Old Olive Great Street Plan (#20-034:CCP Mixed-Use RZG &

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

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



Creve Coeur

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

Old Olive

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

Olivette

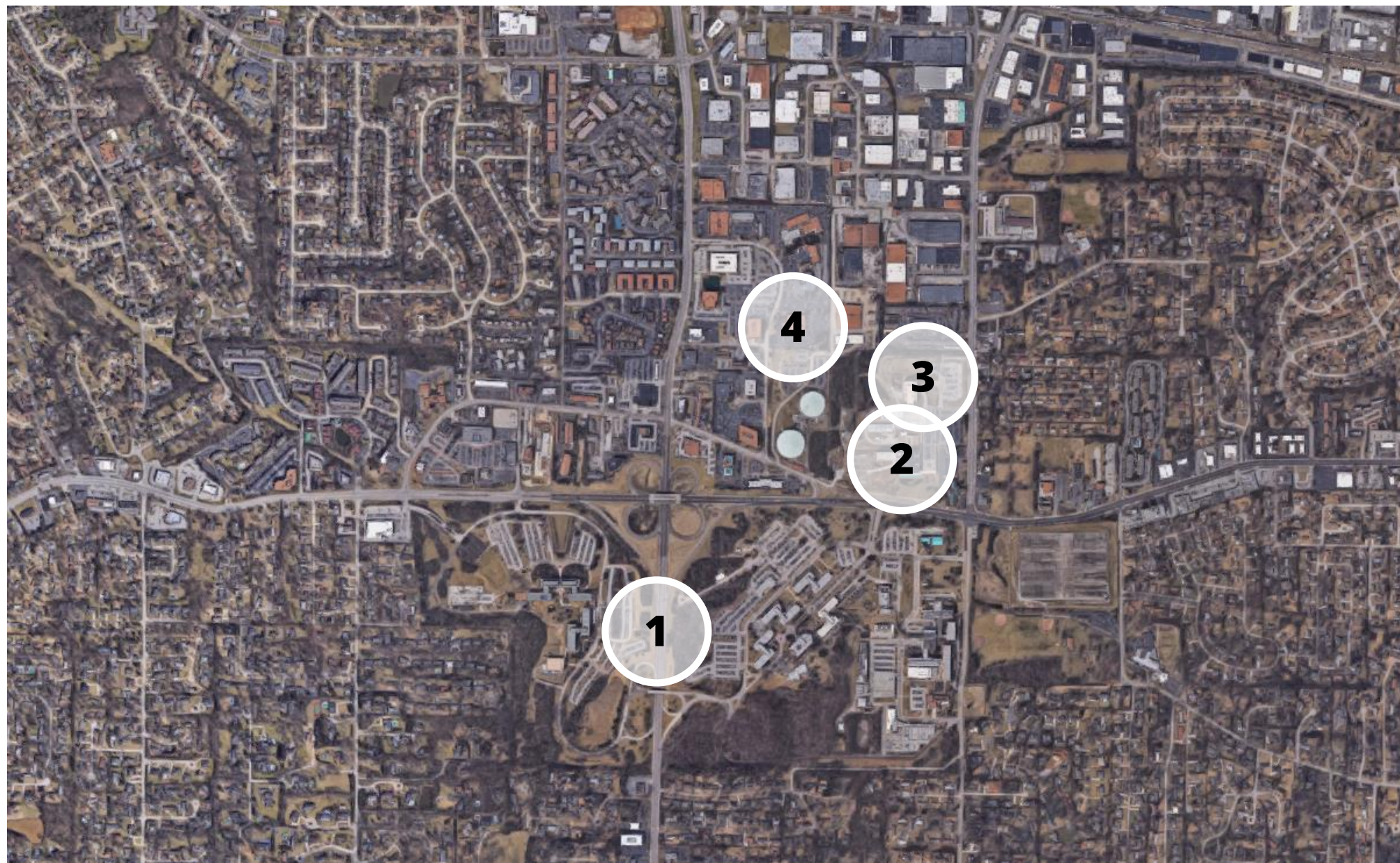
1.8M SF Total
140K SF built since 2010
2.6% Total Vacancy

Source: CoStar

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

HR&A Advisors, Inc.

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



1

Monsanto Headquarters

Owner: Monsanto Company

Rentable Area: 685,000 SF

Vacancy: 0%

2

Donald Danforth Plant Science Center

Owner: D. Danforth Plant Science Center

Rentable Area: 45,000 SF

Vacancy: 0%

3

BRDG Growth Park

Owner: Wexford Equities, LLC

Rentable Area: 110,000 SF

Vacancy: 0%

4

Helix Center Biotech Incubator

Owner: SLEDP

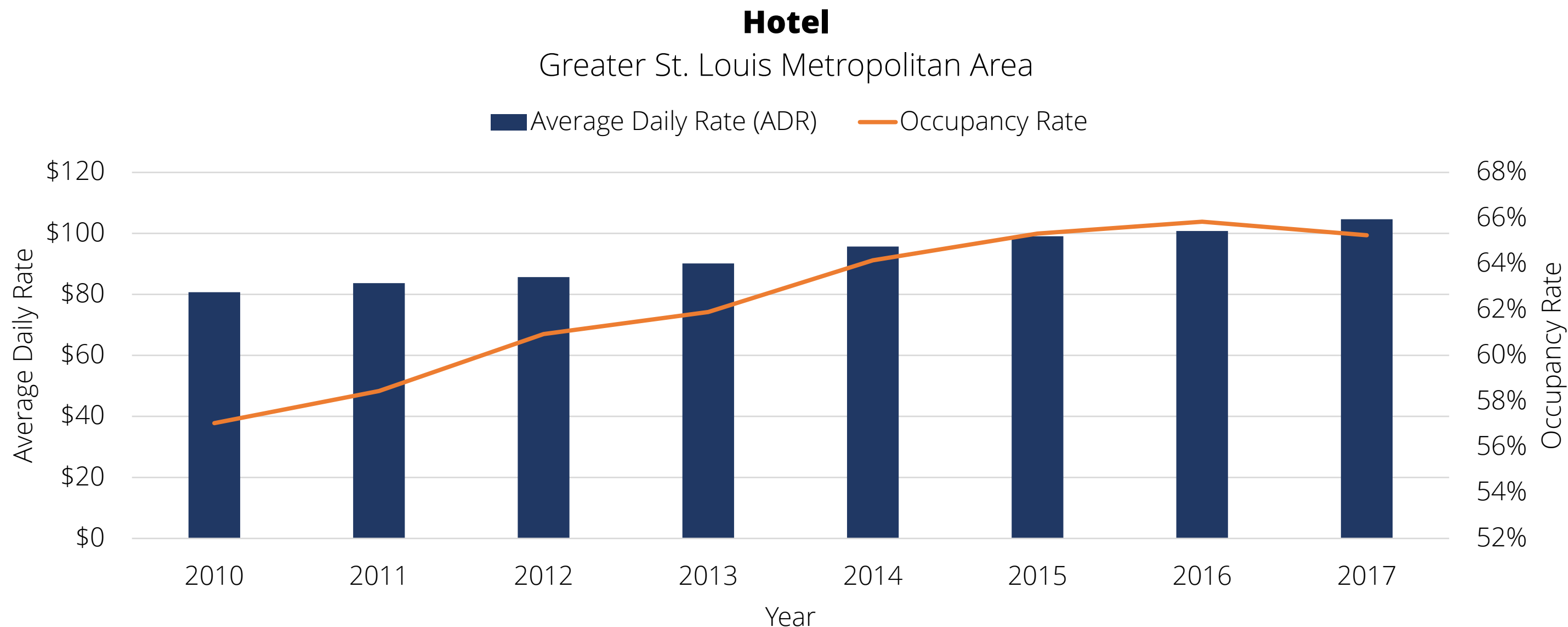
Rentable Area: 45,000 SF

Vacancy: 0%

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

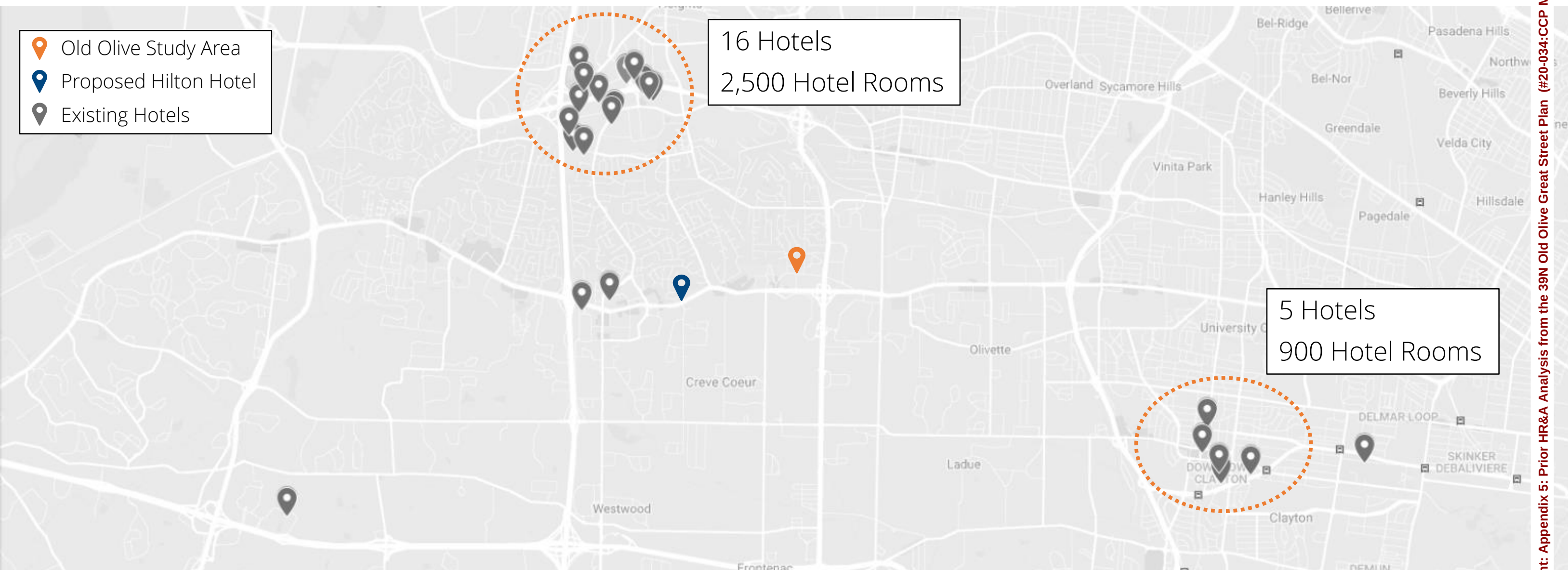
Class	Buildings	%	Total SF	%	Vacant SF	%
A	3	4%	175,000	8%	11,000	83%
B	29	37%	1,690,000	77%	1,500	13%
C	47	59%	340,000	15%	500	4%
Total	79		2,205,000		13,000	

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



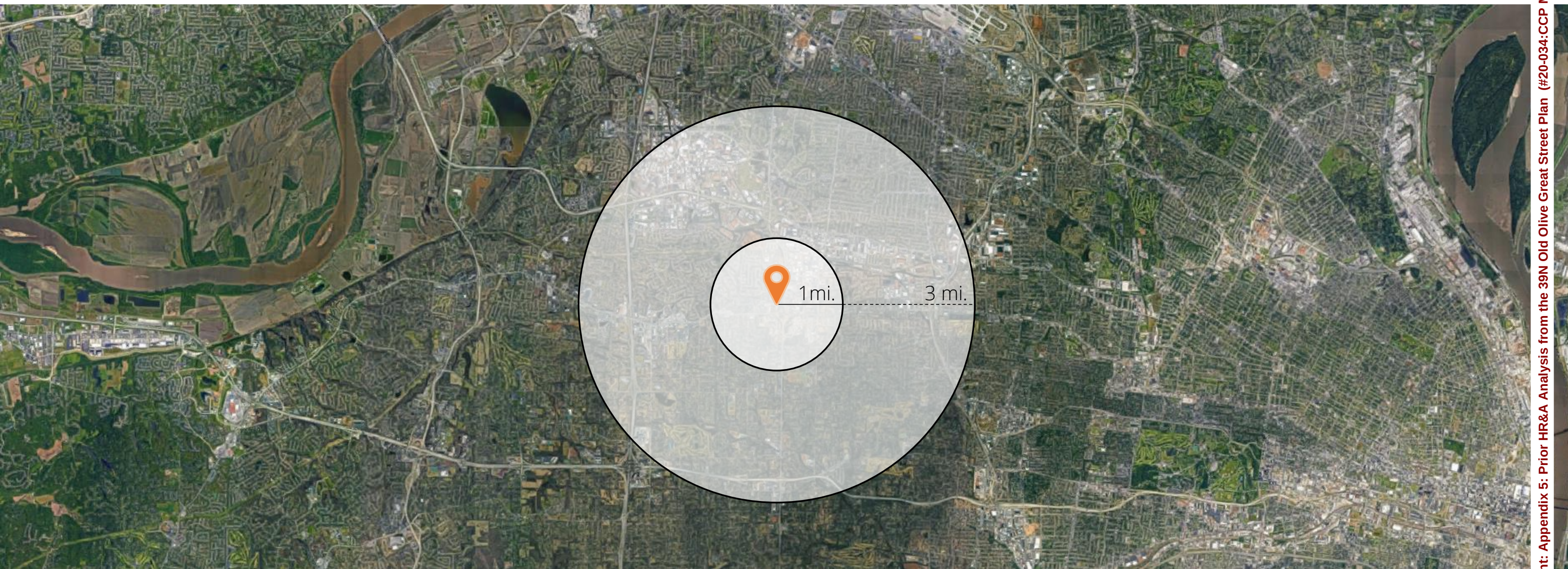
Note: In April 2018, Creve Coeur City Council voted against rezoning a 10-acre site for a 260-key Hilton Hotel.

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



Source: STR
HR&A Advisors, Inc.

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



Note: Assumes a capture rate of 20%.

HR&A Advisors, Inc.

Old Olive Great Streets | 47

Packet Pg. 77

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

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

Note: Assumes a capture rate of 20%.
HR&A Advisors, Inc.

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



FAMILIES & SENIORS

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



DAYTIME WORKERS

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



HAPPY HOUR

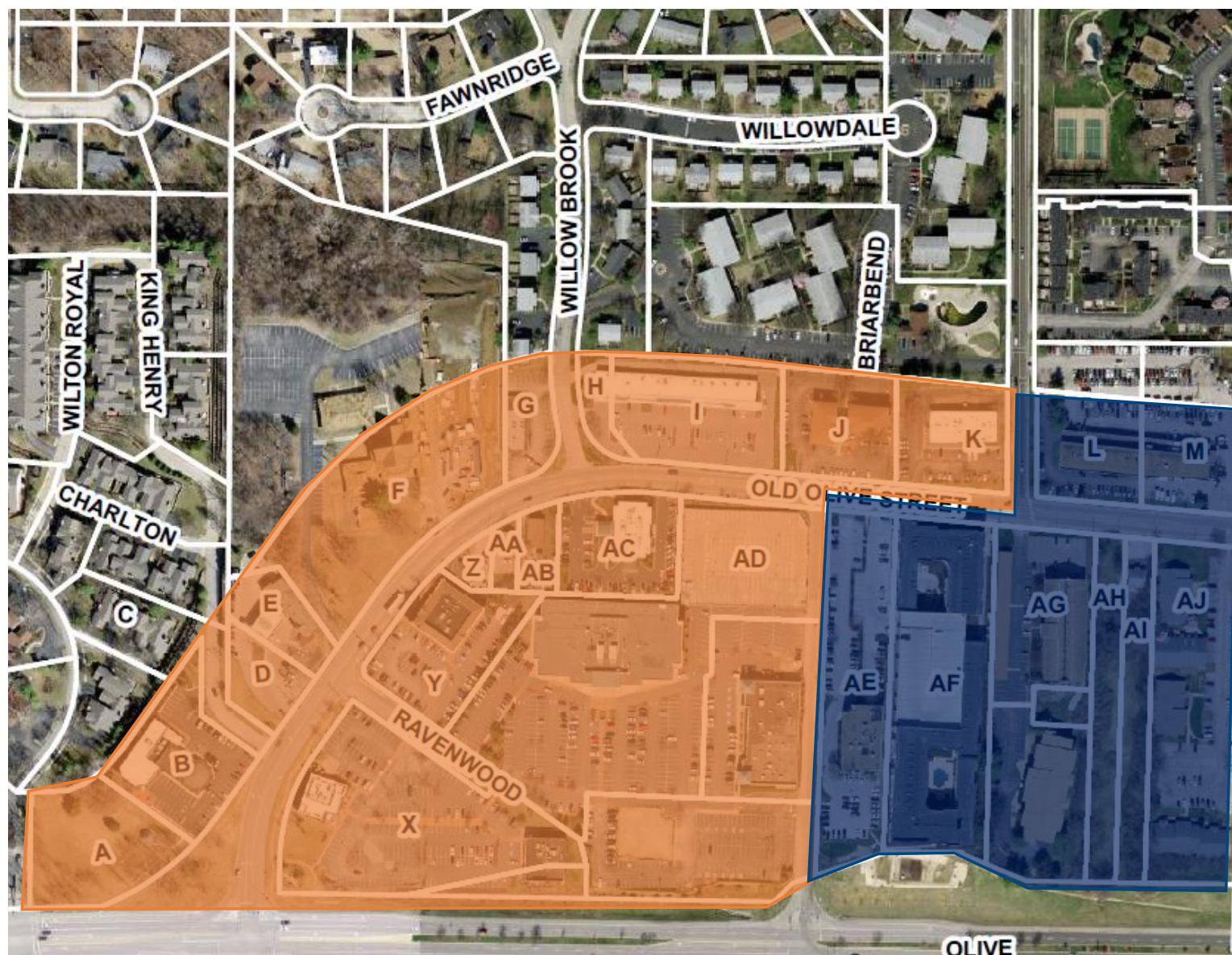
- Current food & beverage uses are geared toward the daytime population.
- To capture evening spending, uses including a wine bar, sports bar, and restaurants with patio seating would enliven the street and provide a place for people to linger.

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

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

Note: Assumes a capture rate of 20%.

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



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

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

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

- Olive Street Pharmacy
- Greenways Academy
- Star International

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



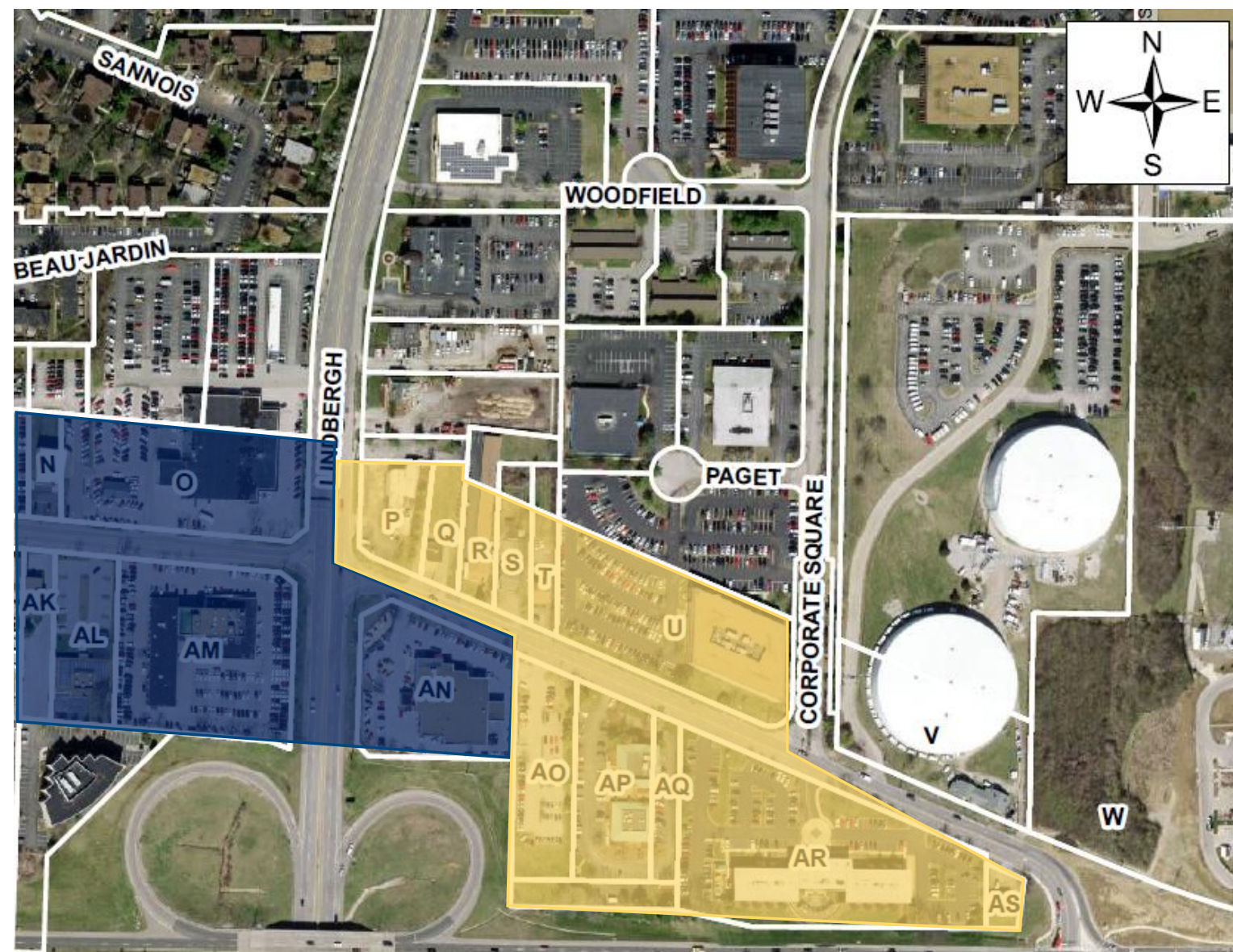
Recent renovations of the auto-centric uses that dominate the corner of North Lindbergh and Old Olive Street will make redevelopment unlikely.

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



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

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



Key Findings

1 Residential

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

3 Hotel

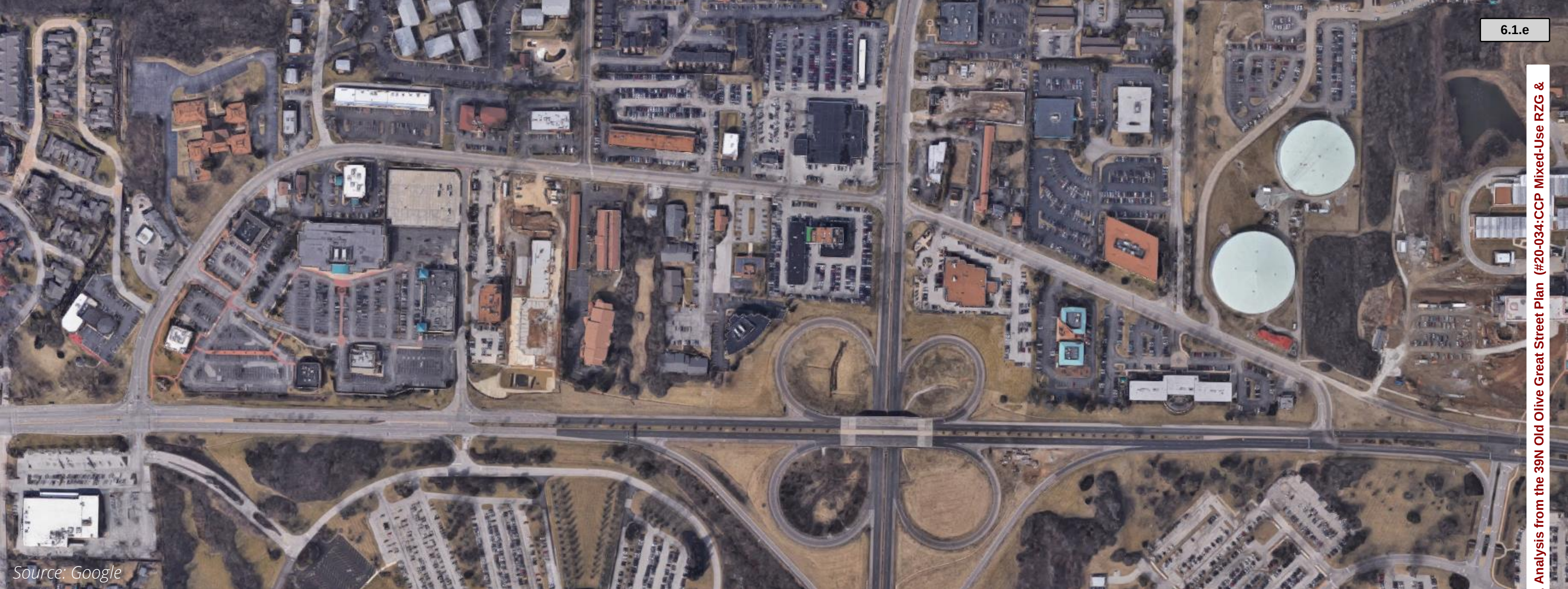
- St. Louis' hotel market is overall stable, but new products will have to compete with existing nodes of nearby hotels.

2 Office

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

4 Retail

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



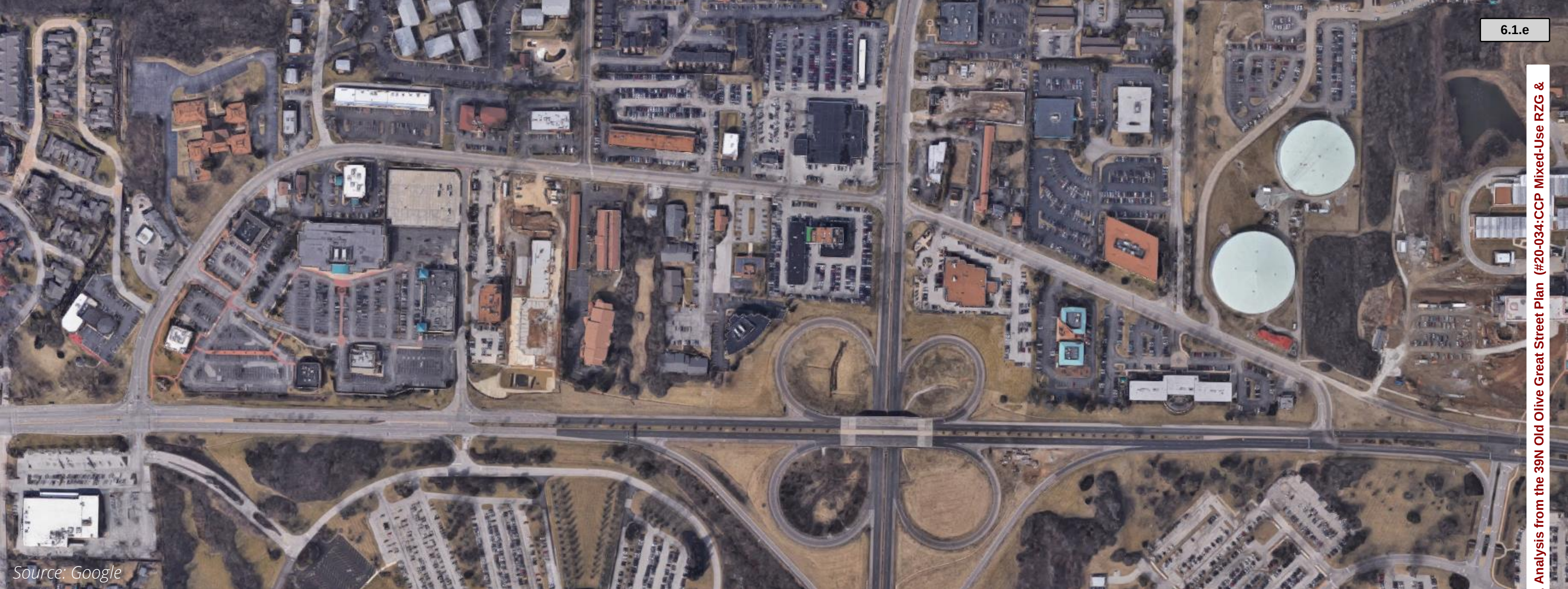
Source: Google

OLD OLIVE GREAT STREETS

Market Scan Update

June 26, 2018





OLD OLIVE GREAT STREETS

Development Potential Analysis Update

September 2018





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

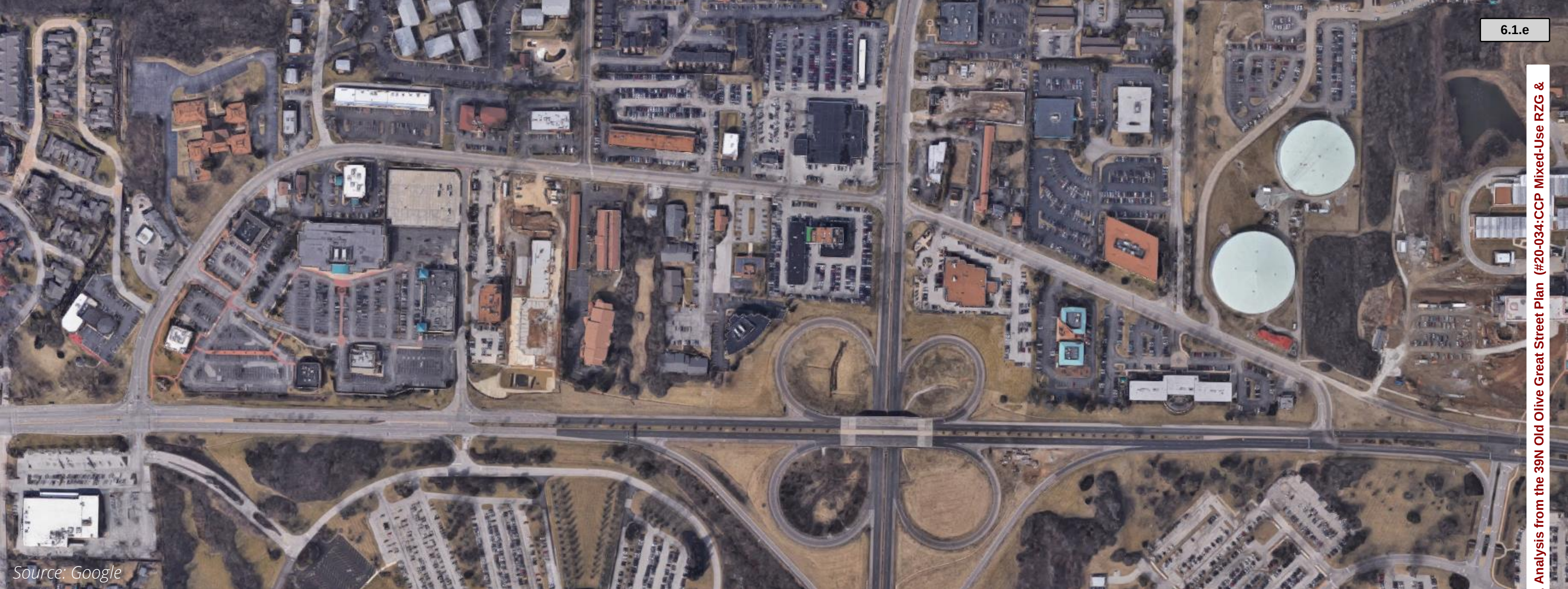
Development Potential Analysis | Key Considerations

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

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

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

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



OLD OLIVE GREAT STREETS

Development Potential Analysis Update

September 2018



BILL NO. _____

ORDINANCE NO. _____

AN ORDINANCE REPEALING ORDINANCES 2041, 2057, AND 2143, AND AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF CREVE COEUR TO REZONE PROPERTIES ADDRESSED AS 10590 OLD OLIVE STREET ROAD, AND 10594 AND 10598 OLIVE BOULEVARD GC (GENERAL COMMERCIAL) DISTRICT TO CB (CORE BUSINESS), AND AUTHORIZING THE SITE DEVELOPMENT PLAN FOR THE DEVELOPMENT OF 5-STORY MIXED-USE, 230 UNIT APARTMENT COMPLEX WITHIN THE CREVE COEUR PAVILION SHOPPING CENTER FROM

WHEREAS, an application was made by Josh Udelhofen, of Altus properties, on behalf of Cornerstone Retail Fund I, LLC, has submitted an application for the rezoning and site development plan for 10590 Old Olive Street Road, and 10594 and 10598 Olive Boulevard, within the Creve Coeur Pavilion Shopping Center, from GC-General Commercial to CB-Core Business District, for the development of a five story, mixed-use building, with 4,027 square feet of retail/restaurant space, and 230 apartment units, located at the northeast corner of Old Olive Street Road and Olive Boulevard; and

WHEREAS, in accordance with Section 405.1080 of the Zoning Ordinance, the applicant has submitted a site development plan for the subject properties, addressed as 10590 Old Olive Street Road, and 10594 and 10598 Olive Boulevard, to the Division of Planning; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, December 7, 2020, beginning at 6:30 p.m. or immediately following the close of the previous public hearing, and the discussion was continued to the December 21, 2020 meeting, on said application; and

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

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

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

WHEREAS, the City Council finds that the application and evidence presented clearly indicate that the proposed conditional use, when subject to certain conditions set forth herein:

1. Will contribute to and promote the community welfare and convenience at the specific location.
2. Will not cause substantial injury to the value of neighboring property.
3. Meets the applicable provisions of the City's Comprehensive Plan and any applicable neighborhood or sector plans and complies with other applicable zoning district regulations and provisions of this Chapter, unless good cause exists for deviation therefrom.

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4. Will be compatible with the surrounding area and thus will not impose an excessive burden or have a substantial negative impact on surrounding or adjacent users or on community facilities or services.

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

Section 1: Ravenswood Lane is hereby vacated as shown in the attached Exhibit 1.

Section 2: The Official Zoning Map of the City of Creve Coeur shall be amended to rezone the property addressed 10590 Old Olive Street Road, and 10594 and 10598 Olive Boulevard, in the consolidated plat and includes the vacated Ravenswood Lane above, within the Creve Coeur Pavilion Shopping Center as from GC (General Commercial) to CB (Core Business) zoning district, subject to the conditions stated herein, which property is more specifically described as follows:

A TRACT OF LAND BEING ALL OF LOT S1,2 AND 3 OF PAVILION SUBDIVISION NO. 3 AS RECORDED IN PLAT BOOK 366 PAGE 478 AND THE PROPOSED VACATED RAVENWOOD LANE (50' WIDE) AS DEDICATED PER RAVENWOOD PLAT NO. 1, A SUBDIVISION RECORDED IN PLAT BOOK 69 PAGE 12 OF THE ST. LOUIS COUNTY LAND RECORDS OFFICE IN CLAYTON, MISSOURI BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERN RIGHT OF WAY LINE OF OLIVE BOULEVARD STATE HIGHWAY 340 (VARIABLE WIDTH) AND THE EASTERN RIGHT OF WAY LINE OF OLD OLIVE STREET ROAD (VARIABLE WIDTH) BEING THE SOUTHWEST CORNER OF LOT 1 OF SAID PAVILION SUBDIVISION NO. 3; THENCE ALONG THE EASTERN RIGHT OF WAY LINE OF OLD OLIVE ROAD, NORTH 00 DEGREES 04 MINUTES 17 SECONDS WEST A DISTANCE OF 59.52 FEET TO A POINT; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 360.28 FEET, AN ARC LENGTH OF 221.73 FEET AND A CHORD BEARING AND DISTANCE OF NORTH 17 DEGREES 44 MINUTES 24 SECONDS EAST, 218.24 FEET TO A POINT; THENCE NORTH 35 DEGREES 22 MINUTES 10 SECONDS EAST A DISTANCE OF 120.66 FEET TO A POINT AT THE INTERSECTION OF THE EASTERN LINE OLD OLIVE STREET ROAD AND THE SOUTHERN RIGHT OF WAY LINE OF PROPOSED TO BE VACATED RAVENWOOD LANE (50' WIDE); THENCE CONTINUING ALONG SAID RIGHT OF WAY LINE OF OLD OLIVE STREET ROAD, NORTH 35 DEGREES 22 MINUTES 10 SECONDS EAST A DISTANCE OF 50.00 FEET TO A POINT ON THE NORTHERN RIGHT OF WAY LINE OF PROPOSED TO BE VACATED RAVENWOOD LANE; THENCE ALONG THE SOUTH 54 DEGREES 37 MINUTES 50 SECONDS EAST A DISTANCE OF 314.95 FEET TO A POINT; THENCE LEAVING THE NORTHERN LINE OF RAVENWOOD LANE, SOUTH 35 DEGREES 22 MINUTES 10 SECONDS WEST A DISTANCE OF 25.00 FEET TO A POINT; THENCE SOUTH 54 DEGREES 37 MINUTES 50 SECONDS EAST A DISTANCE OF 25.00 TO A POINT; THENCE NORTH 35 DEGREES 22 MINUTES 10 SECONDS EAST A DISTANCE OF 10.00 FEET TO A POINT; SOUTH 54 DEGREES 37 MINUTES 50 SECONDS EAST A DISTANCE OF 151.60 FEET TO A POINT; THENCE SOUTH 00 DEGREES 58 MINUTES 10 SECONDS WEST A DISTANCE OF 118.36 FEET TO A POINT ON THE NORTHERN RIGHT OF WAY LINE OF OLIVE BOULEVARD STATE HIGHWAY 340; THENCE ALONG SAID RIGHT OF WAY, NORTH 89 DEGREES 00 MINUTES 53 SECONDS WEST A DISTANCE OF 318.06 FEET TO A POINT; THENCE NORTH 89 DEGREES 00 MINUTES 53 SECONDS WEST A DISTANCE OF 86.51 FEET TO A POINT; THENCE ALONG A

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ORDINANCE NO. _____

CURVE TO THE LEFT HAVING A RADIUS OF 11,539.20 FEET AND AN ARC LENGTH OF 150.85 FEET TO THE POINT OF BEGINNING CONTAINING 150,708 SQUARE FEET OR 3.46 ACRES MORE OR LESS.

Section 3: As required by Section 405.1060 of the Zoning Ordinance, the approval of said rezoning request is subject to the property being developed in accordance with the site development plan in accordance to Section 405.10800, as further revised as required and approved by the City of Creve Coeur, and subject to the following additional conditions:

1. The approval authorizes the rezoning of the properties addressed as 10590 Old Olive Street Road, and 10594 and 10598 Olive Boulevard, within the Creve Coeur Pavilion Shopping Center, from GC General Commercial District to CB-Core Business District, for the development of a 230-unit apartment complex with a 4,027 square foot retail component.
2. The apartments unit size shall have a minimum square footage of 488, with an average unit size of 781 square feet.
3. The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code. Exterior elevations shall be in substantial conformance with the building elevations as received on November 17, 2020, as bound together, and submitted in conjunction with Application #20-034 by Trivers, and as amended below.
4. The applicant is required to submit Site Improvement Plans, showing all exterior site improvements, for all new construction to the Division of Planning for review, as required by Section 410.380 of the Subdivision and Land Development Regulations (Subdivision Code). The Site Improvement Plans shall be in substantial conformance with the "Site Development Plans," and the "Landscape Plan" received on November 17, 2020, as bound together and submitted in conjunction with Application #20-034 by Trivers and as amended below.
5. An underground irrigation system shall be installed as required under Section 405.540(10). All landscaping shall be maintained per the approved Landscape Plan and any vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt and workmanlike manner as dictated by accepted horticultural standards.
6. All lighting shall be installed in substantial compliance with the plans submitted on October 23 2020, and November 17, 2020, and in conformance with Section 405.680, Lighting, of the Zoning Ordinance.
7. All internal sidewalks shall have a minimum width of 6 feet, or 8 feet if used as a curb, and utilize a textured or tinted materials for pedestrian crossings in compliance with Section 405.730.
8. Additional connections shall be provided to access the shared parking elsewhere within the Creve Coeur Pavilion Center, as well as the following: replacement of the crosswalks, repaving of the entrance drive, a new accessible curb ramp at the north end of the crosswalk, and replacement of the curb ramp at the south corner of Old Olive Street Road, as recommended by the Department of Public Works.
9. The sidewalk along the north side of Olive Boulevard shall be extended the full length to the Creve Coeur Pavilion site.
10. The Applicant shall submit a revised joint parking agreement between all the properties within the Creve Coeur Pavilion for the City Attorney's review and recording, in accordance with Section 405.800(G)(2) and (3) Joint Parking Facilities.
11. That a deed restriction be submitted for final review and approval by the City Attorney prior to recording providing the following restrictions with respect to residential density: The City has approved a multi-family development on Lot A of the Consolidation Plat of Pavilion Subdivision No. 3 with 230 units as a permitted use in the CB Zoning District, based on the

BILL NO. _____

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total acreage of the property subject to this Deed with a density of 18.93 units per acre. Regardless of any changes in ownership of the parcels and lots subject to this Deed, no additional multi-family units shall be allowed on the property subject to this Deed except as may be approved by the City with density (units/acre) calculated for purposes of applying City zoning ordinances based on such total acreage and counting both built and proposed units.

12. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code, and in substantial compliance with a Master Sign Plan discussed above to be submitted for review by the Planning and Zoning Commission and approved by City Council prior to any sign permits being issued. The Applicant will work with Staff to provide greater architectural detail and/or 39N district signage as part of the overall design of the sign consistent with the 39 N Master Plan that tie into the proposed landscaping as a gateway feature for the District.
13. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation of said permit by the City Council, provided, however, no permit shall be revoked without prior notice to the owner of the intention of the City Council to revoke this permit and reasonable time granted to the owner to correct or remedy any such breach of conditions, except for repeated breaches or violations.
14. A site development plan granted by the City Council shall be valid only for a period of one year from the date it grants approval thereof, unless within such period: (1) a building permit is obtained and construction is begun and pursued to completion; or (2) if a building permit is not required, an occupancy permit is obtained and the use of the building commenced. The City Council may grant extensions to the one (1) year period of not more than one hundred and eighty (180) days each, without notice or hearing, provided that a written request for such extension is filed by the original applicant and approved by the City Council prior to the date the permit is scheduled to expire.

Section 4: The City Administrator of the City of Creve Coeur is hereby authorized and directed to issue a Conditional Use Permit in accordance with the provisions of this ordinance, said permit to expressly provide for the conditions and stipulations hereinabove set out in Section 3 of this ordinance. Exercise of the rights granted pursuant to the issued permit shall constitute acceptance of all conditions and stipulations set forth herein.

Section 5: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter and the conditions stated above. This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS ____ DAY OF _____, 2021.

HEATHER SILVERMAN
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2021.

BARRY GLANTZ

Attachment: 20-034.Draft Ordinance.12-21-2020 (#20-034:CCP Mixed-Use RZG & SDP)

BILL NO. _____

ORDINANCE NO. _____

MAYOR

ATTEST:

DEBORAH RYAN
CITY CLERK

Attachment: 20-034.Draft Ordinance.12-21-2020 (#20-034:CCP Mixed-Use RZG & SDP)



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 #20-034: REZONING AND SITE DEVELOPMENT PLAN APPROVAL FOR 5- STORY MIXED-USE, 230 UNIT APARTMENT DEVELOPMENT WITHIN THE CREVE COEUR PAVILION SHOPPING CENTER, WITH BOUNDARY ADJUSTMENT

FOR THE MEETING OF: Monday, December 7, 2020, 6:30 PM

LOCATION: 10590 Old Olive Street Road, and 10594 and 10598 Olive Boulevard,
zoned GC-General Commercial.

REQUEST: Josh Udelhofen, of Altus properties, on behalf of Cornerstone Retail Fund I, LLC, has submitted an application for the rezoning and site development plan for 10590 Old Olive Street Road, and 10594 and 10598 Olive Boulevard, within the Creve Coeur Pavilion Shopping Center, from GC-General Commercial to CB-Core Business District, for the development of a five story, mixed-use building, with 4,027 square feet of retail/restaurant space, and 230 apartment units, located at the northeast corner of Old Olive Street Road and Olive Boulevard. Rezoning and site development plans require review by the Planning and Zoning Commission with final approval of the rezoning request by ordinance of the City Council.

ADDITIONAL INFORMATION: The proposal includes a boundary adjustment to combine the properties into one 3.46 acre property that presently consists of the California Pizza Kitchen and the former Stir Crazy restaurants, as well as vacating the remnant portion of Ravenwood Lane that was not properly vacated. The Creve Coeur Pavilion properties consist of CB and GC zoning districts. The total Creve Coeur Pavilion development is a total of 13.38 acres, with the proposed rezoning and existing, the CB District would represent a total of 12.15 acres.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request follow the Design Guidelines?

Creve Coeur 2030 Plan References

- Mixed-Use Innovation Campus District (MUIC)
 - 39N Master Plan
 - 39N Old Olive Street Road Great Streets Plan

Zoning Code References

- Table A: Permitted and Conditional Uses
- Section 405.210: Regulation of Uses
- Section 405.360: GC-General Commercial
- Section 405.379: CB-Core Business District
- Section 405.470: Conditional Uses
- Concept, Site Development, and Minor Site Plan Approval

APPLICANT: Josh Udelhofen
Altus Properties
231 Bemiston Ave., Suite 650
St. Louis, MO 63105

PROPERTY OWNER: Cornerstone Retail Fund I, LLC
c/o Altus Properties
231 Bemiston Ave., Suite 650
St. Louis, MO 63105



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner

DATE: 12/2/2020

ATTACHMENTS: Applicant's revised materials submitted November 16, 2020
Lighting Detail, Traffic Impact Study and Consolidation Plat received 10-23-2020
GBA Response Letter
Ravenwood Vacation and Legal Description

PROPOSAL

The Applicant is seeking the rezoning of a portion of the Creve Coeur Pavilion from GC District to CB District, for the development of a mixed-use building with 230 apartment units and approximately 4,027 square foot of retail/restaurant space at the northeast corner of Old Olive Street Road and Olive Boulevard. The proposed 150,708 square foot 5-story building consists of brick with two different colors and standing seam metal for the upper portion. According to the Applicant, the materials pallet is complimentary to the existing buildings within the development; utilizing some of the lighter tones found in the AMC structure and some of the softer earth tones in other buildings within the development. The darker accent brick utilized for this building is similar to the darker-tone brick detailing in the adjacent building, where the Freddy's restaurant is located. The 230 apartment units range in size from 488 square feet for a studio unit to 1,297 square feet in size for a 3-bedroom unit, with an average unit size of 781 square feet.

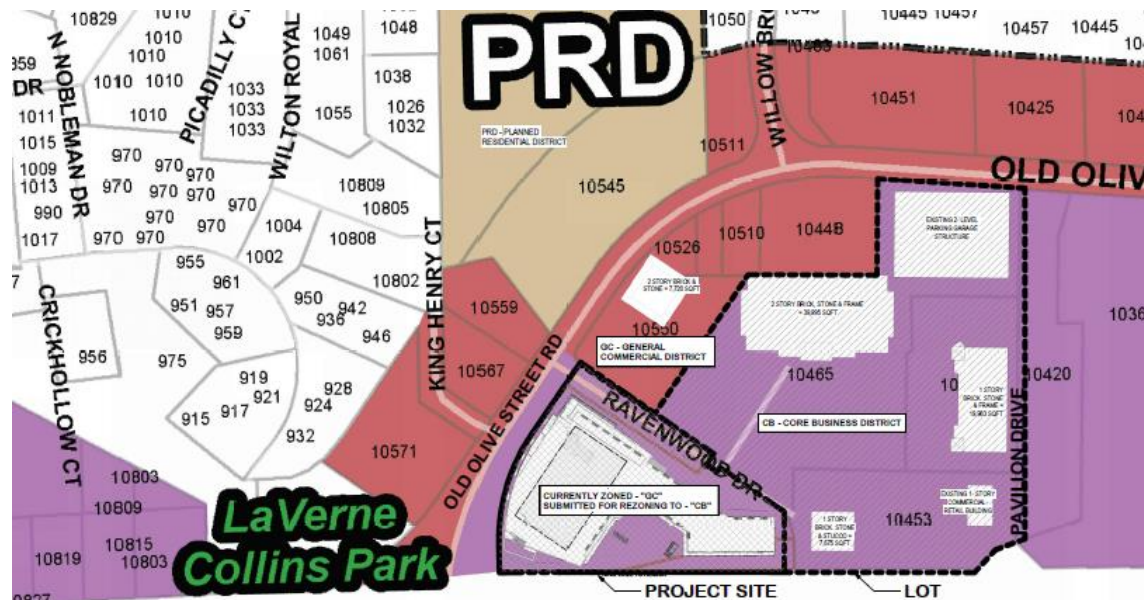


Figure 1: Applicant's Proposed Rezoning Exhibit



Figure 2: Proposed North Elevation



Figure 3: Proposed South Elevation



Figure 4: Proposed East Elevation



Figure 5: Proposed West Elevation



Figure 6: Photo of the proposed building material samples.

The materials samples are available at the Government Center for the Commission and Council's review.

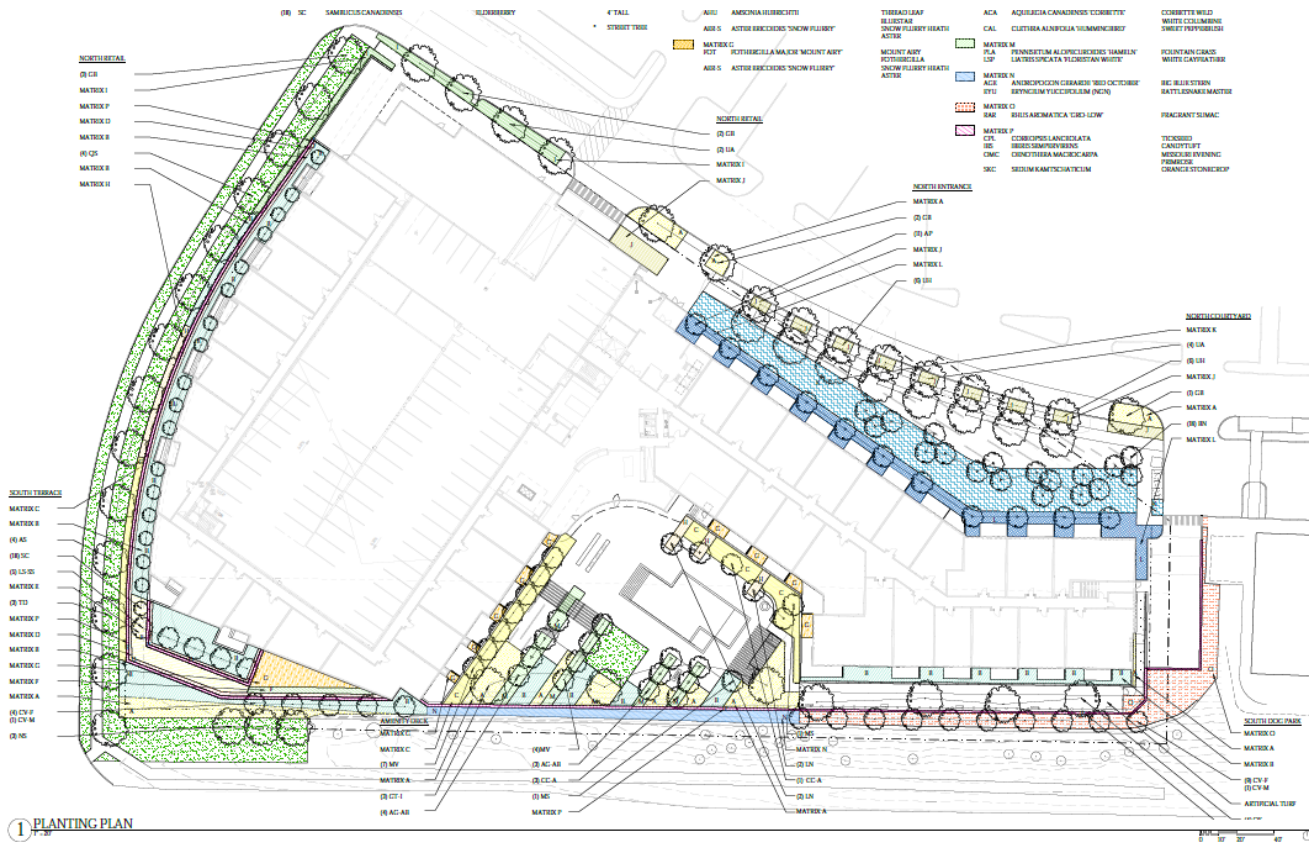


Figure 7: Proposed Landscape/Planting Plan

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Retail/Office	GC-General Commercial	Old Olive Street Road
South	Bayer	RO-Research and Office Park District	Olive Boulevard
East	Office	CB-Core Business District	Pavilion Drive
West	Mixed-Use Apartments/Retail	PRD-Planned Residential Development / GC-General Commercial	Old Olive Street Road

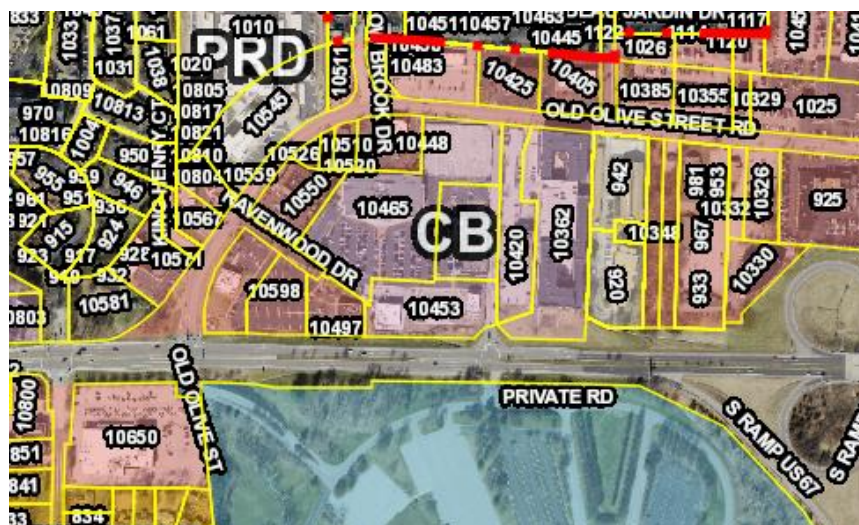


Figure 8: GIS Image of the various existing Zoning Districts surrounding the proposed development

COMPREHENSIVE PLAN REVIEW

The *Creve Coeur 2030 Plan* includes the overall goal for Placemaking & Community Identity by creating mixed-use, walkable districts (p. 45), and for the long-term Economic Growth & Community Services goal of provide the community services, amenities and experiences necessary to leverage and capture the changing consumer preferences for more lifestyle centers (p. 47). The subject property is located within the Mixed-Use Innovation Campus District with a vision for a sustainable hub for cutting-edge research, job opportunities, and community amenities that encourages innovation, collaboration, and entrepreneurship in a vibrant, mixed-use environment. This district is supported by diverse housing options, active uses, and other community amenities in support of the *39 North Master Plan*.

Recommendations include encouraging active, office and residential ground floor uses, and public site amenities, including outdoor dining, plazas, fountains, bicycle parking, “parklets”, and other elements to promote district vibrancy, with building service functions to service streets that includes internal drives, rights-of-way, and interior circulation in existing development. (p.97-99).

Today, 39 North consists of four distinct areas with a variety of uses.

Incorporated into the City of Creve Coeur in 1990, industrial park areas to the north end of the district are characterized by single-story, light industrial uses. Expansive paved surfaces supporting parking and tractor-trailer movement are dominant and limit vegetation. Pedestrian facilities are nearly non-existent.

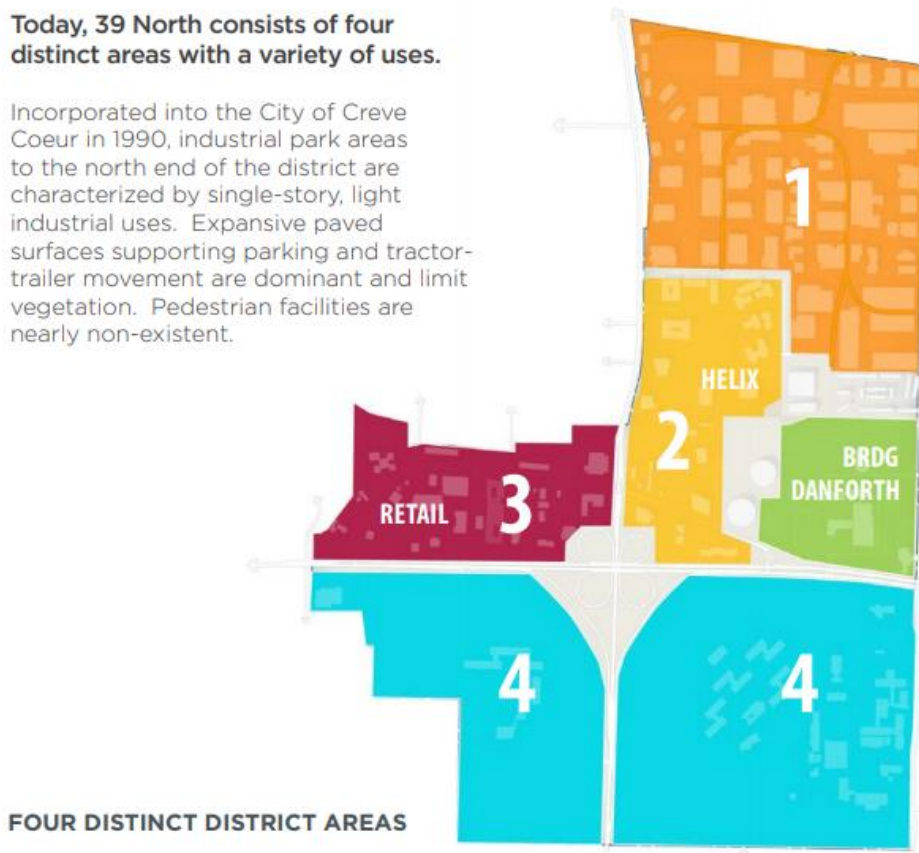


Figure 9: Image from 39N Master Plan of the District Areas p. 32

The 39N Master Plan includes the Creve Coeur Pavilion, and the proposed development, within the retail district area (p. 32), and includes Old Olive Street Road as the primary frontage where building facades should address the public realm and ground floors should have active and engaging uses. Olive Boulevard is identified as the arterial frontage that is important to shaping first impressions of the district. The Old Olive Street Road area recommendations include buildings that address the street with retail and services on the ground floor. Transparency at the ground floor is encouraged to promote a sense of openness and to connect the indoor activity of the building with the exterior streetscape zone. Parking should be located within the center of the block. This will give the area an active feel area an active feel that works well for walking from place to place (p. 64-65).

The proposal provides for shared parking with the rest of the Creve Coeur Pavilion development, as well as parking and service areas for the apartments that are appropriately located interior to the site, within the structure. It also provides for outdoor amenities along the north side of the building, and private amenities for the residents on the south elevation of the building. The proposal fills in two underutilized, single use spaces, with the retail at the north west corner of the building along Old Olive Street Road. The addition of the retail/future restaurant space along with the proposed additional residential uses will contribute to a more vibrant community as envisioned for the area.

The 39N Old Olive Great Street Plan provides recommendations for enhanced streetscapes and connectivity to support the transformation of Old Olive Street Road as envisioned in the 39N Master Plan. The design concepts for this portion of Old Olive are shown below. The area adjacent to this proposed development would contain the shared use path along with enhanced landscaping and lighting. These improvements would be located within the existing right-of-way. The plan also contemplates a future shared use path connection on the north side of Olive Boulevard adjacent to this development site. The plan envisions this specific location within the Creve Coeur Pavilion center, on the northeast corner of Old Olive and Olive, to support future development and to activate existing restaurant space with outdoor dining and public seating along the shared use path.

The proposal provides a standard width sidewalk within the existing Old Olive right-of-way and street trees at regular intervals. The street trees will be placed in a location that should not interfere with the planned location of the shared use path. The site plan also provides the necessary room for future streetscape improvements between the sidewalk and the curb such as low-level native landscaping and decorative streetlights. The proposed commercial component of the project is positioned at the northwest corner of the building to provide a strong presence along Old Olive with an active ground floor use and outdoor space, most likely intended for a future restaurant use. The applicant is proposing to install a standard width sidewalk along Olive, adjacent to the development to provide enhanced pedestrian connections in support of the plans for the 39N District. It is important to note that this sidewalk will provide pedestrian access to an existing MetroBus stop on Olive, where none exists today.



Figure 10: Image of the Area of the Old Olive Great Streets Plan, p. 40.

For the reasons described above, Staff finds that the proposal is consistent with the Comprehensive Plan and the 39N Master Plan, and the Old Olive Great Streets Plan and would further several goals of the 39N District.

DESIGN GUIDELINES ANALYSIS

Structures:

The City's Design Guidelines encourage interesting, articulated and high quality structures, that are designed with an architectural and urban scale compatible with the neighboring developments, primary building entrances should be clearly defined and provide a sense of entry, oriented to the street and provide protection from the elements, such as recesses, roof overhangs, projecting canopies and other similar features. Further, materials are to be of good architectural character, where natural, traditional building materials are encouraged, and architectural consistency of colors, materials and detailing are to be provided between all building elevations. False or decorative façade treatment, where one or more unrelated materials are placed upon the building should be avoided, and where there is more than one building on the site, coordination in the design of the structures should be provided. Material or color changes should occur at a change of plane and changes at the outside corners of structures that give the impression of "thinness" and artificiality of the material are discouraged. Inconsistent adornment and frequent changes in material should be avoided. The Design Guidelines also recommend that architectural design and the use of materials should be compatible with the developing character of the neighborhood, and a unified design intention should be incorporated into the various buildings within a commercial center. Specific recommendations for Multi-Family Developments include attention to views, building scale and orientation, proximity to adjacent uses, location of driveways, noise, lighting, topography and landscape should be respected, and that building facades should be articulated by using color, arrangements, or change in materials to emphasize the façade elements. The planes of the exterior wall should be varied to avoid a monotonous or overpowering institutional appearance, and individual dwelling units should be architecturally expressed to help reduce the apparent scale of the building and increase the feeling of individual identity of each unit. (Chapter 3-Section D, p. 13).

The proposed mixed-use building certainly represents a dramatic increase in the density and building massing at this location, replacing two, single story stand-alone buildings with a large, 5-story building on a prominent corner in Creve Coeur. This proposal reflects an apparent market demand for rental apartment units in the metropolitan area and within the Old Olive corridor. Within the past 10 years, the City has approved two multi-family building developments within close proximity to this site. The first project was Vanguard Creve Coeur approved in 2013 with a density of 48 units per acre and 174 apartment units. The Vue development quickly followed and was approved in 2013 with a density of up to 23 units per acre and 182 apartment units and approximately 4,600 square feet of ground-floor retail. This proposal continues the trend of increased density within this corridor with more units than the other recent projects (230 proposed) and an additional story to the building (5-stories proposed). From an architectural perspective, the proposal is primarily brick masonry veneer, that as discussed previously, pulls from the color pallet of the other residential developments along Old Olive Street Road, with the various brick tones breaking up and providing architectural interest along all of the elevations of the building. The Applicant has indicated the use of the two primary brick colors in conjunction with a third accent brick color and the fiber cement and metal accent cladding materials serve to reduce the scale of the massing of the building, and provides for a varied articulated building elevation. The residential unit balconies vary in configuration and placement that the Applicant indicates add another dimension to the building facades, with exterior terraces, Juliet balconies, recessed balconies, and patios.

Staff believes the proposal represents an overall design concept that meets with the recommendations of the Design Guidelines and Comprehensive Plan.

Architectural glazing at the corners provides greater interest in the overall design, and the use of materials further breaks up the overall massing of the building. The accent materials, including the standing seam metal cladding on the partial top floor, that is setback from the primary building elevation, further brings the appearance of the building size down, grounding the structure into the site. The rooftop equipment is utilizing the same dark color standing seam metal, to match the upper floor material, to make it consistent with the overall design of the building and not appear as an add on, consistent with the Design Guidelines.

The parking garage structure as designed is concealed entirely within the structure with the residential units surrounding it, and the service entrance located interior to the site, consistent with the recommendations of the Design Guidelines, and the 39N Master Plan. The Design Guidelines also recommend that retaining walls should be minimized and tiered with landscaping at 4-foot intervals; retaining walls are to be designed to match the primary building, and plantable walls are encouraged (p. 20). The existing retaining wall on the site is pre-existing to these recommendations, and the planting design will be carried around along Old Olive Street Road with two terraced levels at the corner of Old Olive Street Road and Olive Boulevard, and then carried northward at a maximum height of 4 feet to provide for a consistent design, and will be similarly planted, and irrigated.

Staff finds that overall, the proposal meets with the objectives of the Creve Coeur 2030 Plan, the 39 N Master Plan with more intense development within the Retail District, and the City's Design Guidelines.

ZONING REVIEW

The Creve Coeur Pavilion consists of both the CB District for the eastern portion of the development that includes the movie theater, and the GC District along Old Olive Street Road. The proposal includes rezoning the parcels addressed as 10590 Old Olive Street Road, and 10594 and 10598 Olive Boulevard, within the Creve Coeur Pavilion Shopping Center, from GC-General Commercial to CB-Core Business District for the development of the multi-family development. Currently, under Table A: Permitted and Conditional Uses, only the CB district provides for medium density multi-family developments (NAICS CC814130) of up to 20 units per acre as a permitted use, with high-density development (NAICS CC814140) of over 20 units per acre, as a conditional use. Properties within the CB District are limited to 63% site coverage, where the existing coverage for the entire center is non-conforming at 70.3% and the new 3.46 acre site is at 66.4%, while the proposed development will decrease the overall coverage for the center to 68.9% and the 60.6%. As the proposal consolidates three properties into one 3.46-acre site, and includes the vacation of the portion of Ravenwood Lane, that should have been cleaned up, the minimum lot area, and district size for the CB District are met.

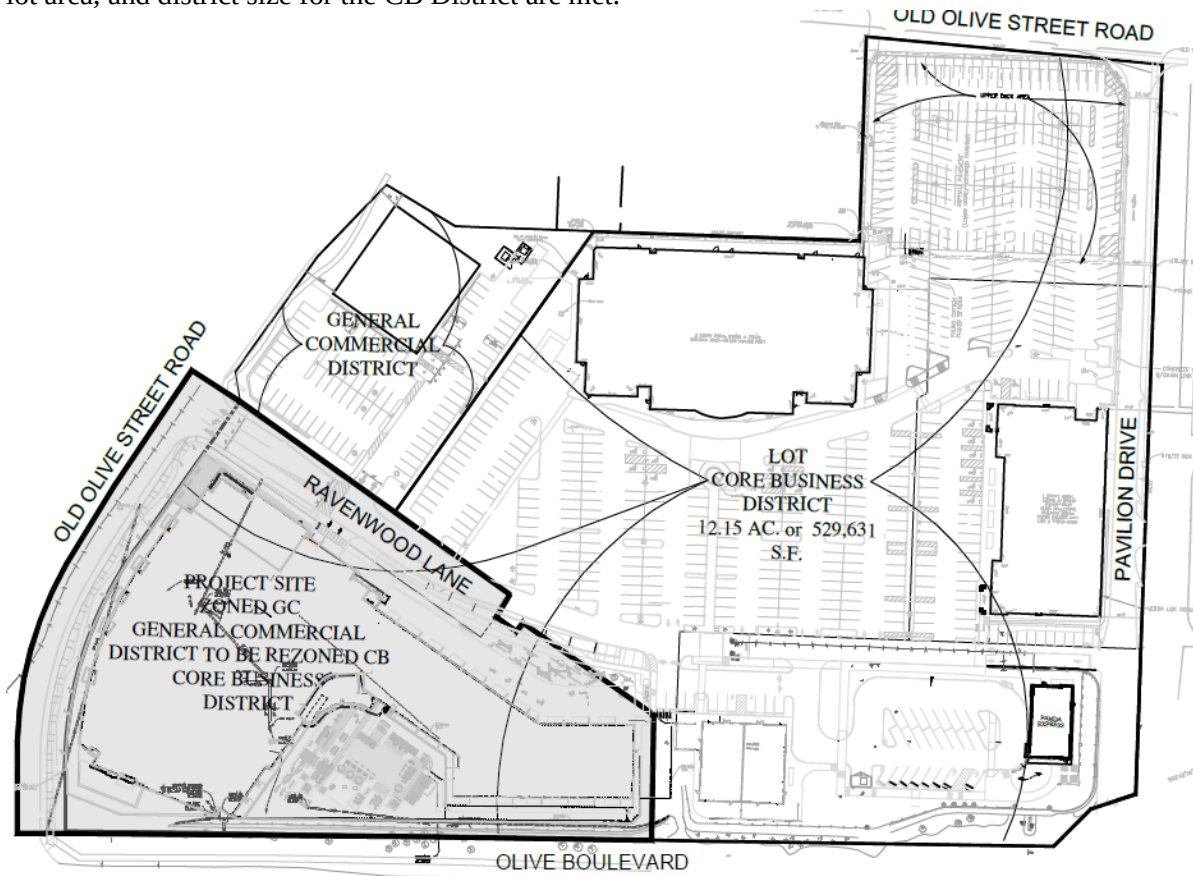


Figure 11: Close-up of C-001 showing the entire Creve Coeur Pavilion site

Section 405.370(E)(4)(a) requires that a minimum of fifty percent (50%) of the building elevation parallel to the street right-of-way shall be located a maximum of fifteen (15) feet from the right-of-way established by the adopted site development plan for the "CB" Core Business District, and a maximum of a maximum of eighty (80) feet from established right-of-way from Olive Boulevard. The building is appropriate located on the site to comply with these requirements, with the building at 15 feet along Old Olive Street Road, and 65.3% of the building frontage within 80 feet of Olive Boulevard, being at 61'-3" at the west corner, 10 feet at the closest corner to the property line, and approximately 38; to 39' 2.5" at the eastern portions of the building.

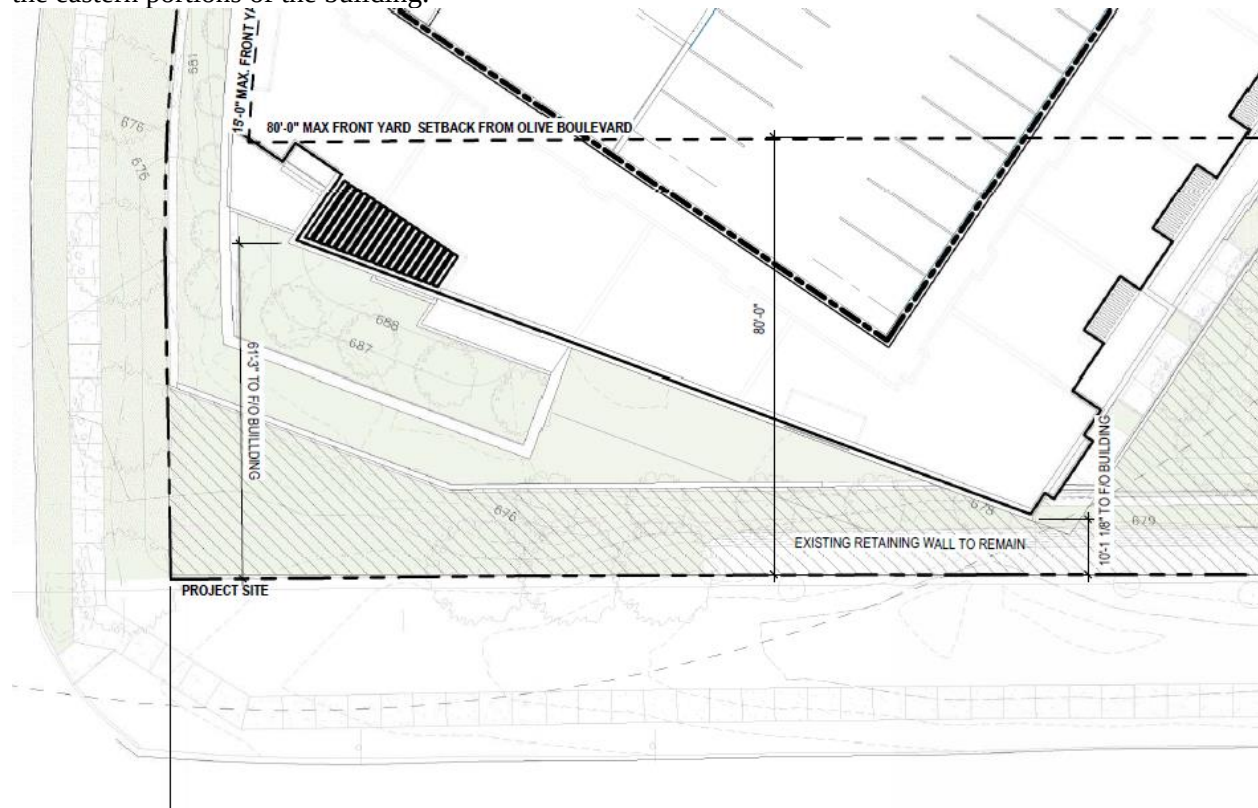


Figure 12: Close-up of Sheet AS-101 showing the building location on the site for the western portion of the building.

Section 405.370(E)(3)(a) Maximum structure heights in the CB district provides that developments on lots of three (3) or more acres shall have no height limitations, provided that buildings exceeding six (6) stories or ninety (90) feet in height must receive a conditional use permit in accordance with Section 405.1070. The proposed elevations are showing a total height of 68.5 feet at the top of the mechanical screening wall, and 59.7 feet to the top of the parapet.

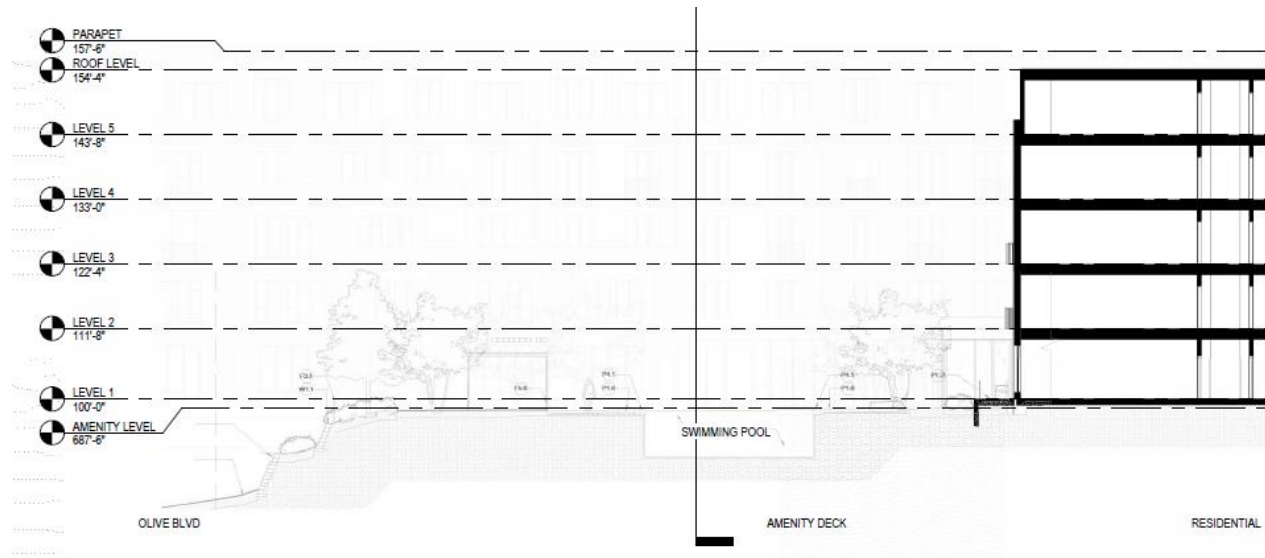


Figure 13: Close-up of Building Section 1 on Sheet A-301

Section 405.370(G)(4) Private usable open space shall be provided for all multi-family residential developments in accordance with the standards provided in Section 405.710, that requires a minimum of 20% of the net multiple-family residential acreage shall be devoted to private useable open space, where the proposed building is showing the private usable open space of 26.3%

Unit Size and Parking Structure Ratio

Section 405.470(A)(31) of the Ordinance provides for specific standards for multi-family dwellings that are over 20 units per acre. For those units under 20 units per acre, there are no specific standards provided within the Zoning Code. The proposal is relying on the entire Creve Coeur Pavilion development that is zoned CB District which contains 12.15 acres in order to establish the density and to classify the project as permitted use rather than a conditional use. This approach also provided the opportunity for smaller units within the development. Staff concurs with this approach as the proposed lot for the building is part of larger development. Further, the zoning code definition of the term “lot” is broad and can include multiple lots within a development under common ownership, as follows:

LOT (SITE, PREMISES, PARCEL, TRACT, DEVELOPMENT AREA)

A parcel of land which has been, or which is proposed to be used, developed, or built upon as a unit under single ownership. Such lot may consist of a single lot of record or a part or combination of one (1) or more lots of record and may be subject to subdivision regulations if intended to be subdivided further into one (1) or more lots. (See Chapter **410** and site development plan approval as provided in Section **405.1080** herein.)

Utilizing the 12.15 acres which are under common ownership and are zoned CB-Core Business District, the density allowed as a permitted use would yield 243 units, where 230 units are proposed with a density ratio of 18.93 units/acre. For reference purposes, if only looking at the project site of 3.46 acres, the density is 66.47 units/acre. The conditional use requirements in the CB District for multi-family developments require a site of at least three acres; the average dwelling unit size shall not be less than 860 square feet per unit, and no unit shall be less than 650 square feet. The conditional use standards also state that 70% of the required vehicular parking shall be provided within a parking garage or structure that is aesthetically integrated into and incorporates architectural features of the principal structure. Again, for comparative purposes, this proposal would meet all of the qualifying conditional requirements, except the unit sizes. The proposal is showing a range of unit sizes for the smallest unit at 488 square feet to 1,297 square feet in size for a 3 bedroom, with an average unit size of 781 square feet.

Below is a summary tables from Sheet G-001:

SMALLEST AREA PER UNIT TYPE	
STUDIO	503 SF
1BR	488 SF
1BR MEZZ	764 SF
2BR	818 SF
2BR MEZZ	1,140 SF
3BR	1,281 SF
3BR MEZZ	1,297 SF

Unit Summary				
Unit Type	Total	%		
Studio	32	14%		
1BR	146	64%		
2BR	42	19%		
3BR	7	3%		

AVERAGE OVERALL UNIT AREA
781 SF

In summary, Staff feels it is important for the Commission to understand the zoning distinctions with this project compared to other recent similar projects that have been approved with respect to density, unit sizes, etc. Because the entirety of the CB-zoned portion of the Creve Coeur Pavilion development is included in the calculation for allowable density, any future multi-family developments within the Creve Coeur Pavilion site would be very limited under the current zoning regulations for the CB zoning district.

Landscaping

Staff finds the overall landscaping to be well designed and in keeping with the Old Olive Great Street Plan, and with the requirements of Section 405.540 Landscaping including the appropriate number of street trees and native landscaping. Section 405.540(F)(1) requires one street tree for every 30 lineal feet or part thereof of street frontage and such street trees shall be located on the subject property at least 2.5 feet but not more than 12 feet from the back of the curb, unless additional setback is necessary to accommodate planned road widening, overhead utility lines or some other condition identified by the Director of Planning. As part of the Great Street Plan the intersection of Old Olive Street Road and Olive Boulevard in this area will be narrowed, with plans for a future shared pathway and native landscaping to be provided. However, this has not been funded at this time and Staff does not currently have a timeframe for completion. The Applicant is providing landscaping to be consistent with the plans, with the trees located on the property side of the sidewalk approximately 30 feet from the existing curb, in anticipation of the future roadway improvements so that they will not have to be removed or damaged when the improvement these improvements are made. The site plan is showing in the shaded areas the use of permeable pavement along the north side of the building for additional stormwater management.

Lighting:

The proposal includes lighting that is consistent with Section 405.680 Lighting regulations of the Zoning Ordinances. The Applicant's photometric plan indicates that all lighting is downcast with some up lighting along the retaining walls to highlight the trees and elevation of the building, with unique lighting on the amenity deck that is similar to that proposed within the Great Streets plan, and unique low-level Landscape-mounted feature light (reed or firefly) as L7 Below.

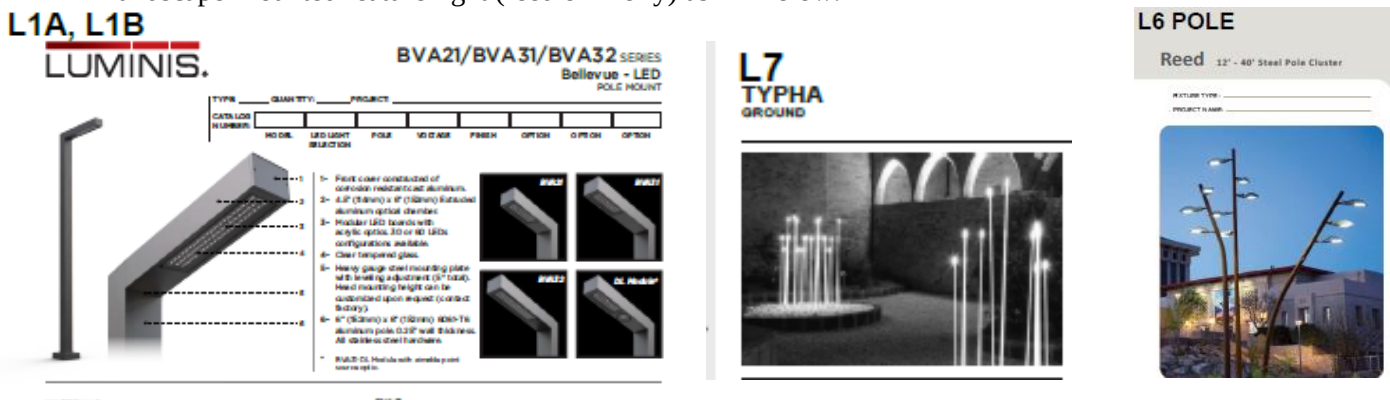


Figure 14: A few of the proposed lighting examples for the project.

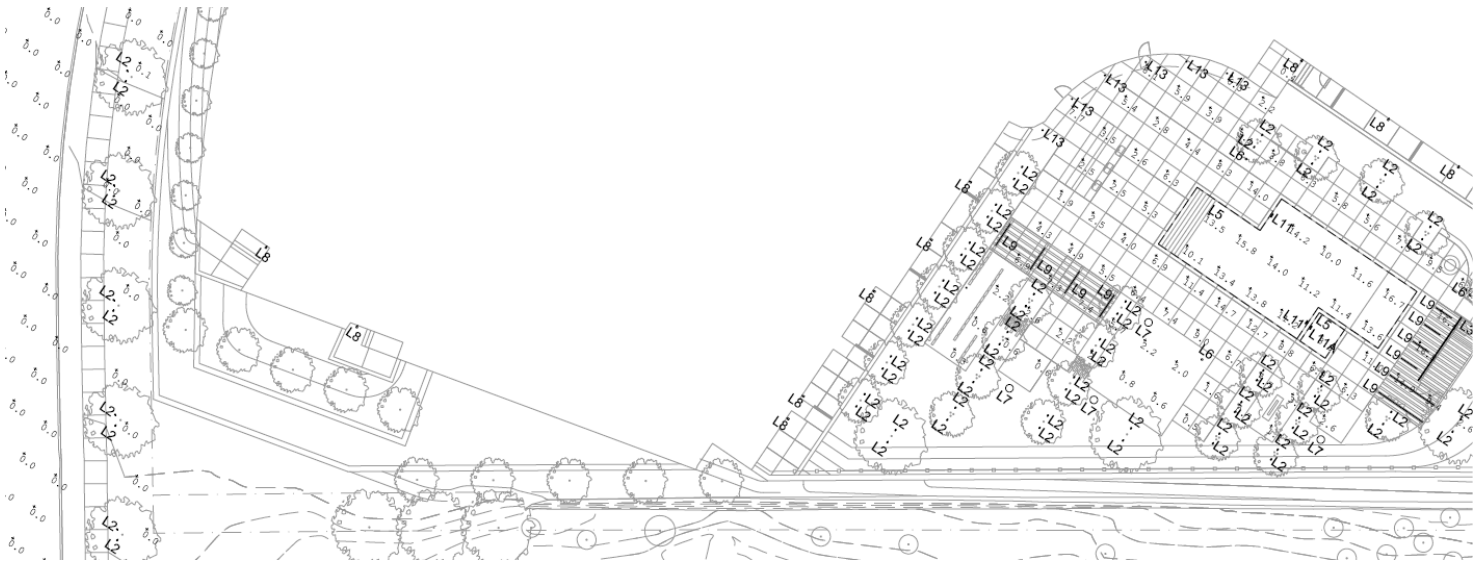


Figure 15: Close-up of Sheet AS-102 of the Site Lighting Plan.

Sidewalks

Section 405.730 Sidewalks requires that all sidewalks shall be safe, clearly defined and direct, buffered from the street vehicular traffic and parking areas by a minimum of 3 foot greenspace or landscape area, provide safe clearly defined and direct access between buildings from the principal building's entrance to the public side walk, and all internal sidewalks in non-residential developments shall be at least 6 feet in width or 8 feet if used as a curb stop, and the use of textured or tinted materials for pedestrian crossings shall be utilized where pedestrian circulation paths cross a vehicular route. All sidewalks on the plan are showing 6 feet in width with greenspace separation from the road and drive aisles, and new sidewalk along Olive Boulevard. However, the drawings show that this sidewalk is stopped at the project site. Staff has included a condition that this sidewalk along Olive Boulevard is to be extended the full length of the Creve Coeur Pavilion site, terminating at Pavilion Drive, and that pedestrian connections be provided internal to the site across the drive aisles, as they are relying on the entire Creve Coeur Pavilion site for the parking. Additionally, the crossings are shown as just stripping. Staff suggests a condition that the use of textured or tinted materials for the pedestrian crossings will be required.

In addition, the Public Works Department has indicated that the new construction and stormwater drains at the entrance to the Shopping Center will require replacement of the crosswalks, as well as require a repaving of the entrance drive, an accessible curb ramp at the north end of the crosswalk, and replacement of the curb ramp at the south corner of Old Olive Street Road if it is not compliant or if it does not work with their new sidewalks. Therefore, Staff has included a condition to address these comments.

Parking:

Section 405.820(B) provides for specific parking requirements by use, understanding that tenants change and the parking for all of the uses can fluctuate. The proposal will replace two of the restaurants on the site, and the former Sweet Tomatoes restaurant space has been converted to a hair salon.

Section 405.820(H)(6)(b) Multi-plex motion picture theaters (NAICS 512131) requires 1 space per 4 seats. Except, however, that such theaters may have their parking modified by the provisions of Section 405.800(G)(3) or for multi-plex theaters located with shopping centers containing over twenty-25,000 square feet of floor area which provide at least 6 parking spaces per 1,000 square feet of floor area or multi-plex theaters located with shopping centers over 50,000 square feet of floor area which provide at least 5 parking spaces per 1,000 square feet of floor area may provide parking according to the following standards:

Gross Retail Area	Parking Standard
25,000 — 49,999	1 space per 5 seats
50,000 — 79,999	1 space per 6 seats
80,000 — 99,999	1 space per 7 seats
100,000 square feet and larger	1 space per 8 seats

Essentially, the larger the retail/shopping center development that includes the theater, is provided with a reduced parking ration. With the loss of the two restaurant spaces, the overall shopping center retail portion excluding the Theater square footage at 47,023 of retail square footage, with the new retail space within the proposed building, which would move the parking ratio to 1 space per 5 seats for the Theater.

Section 405.820(B)(1) Shopping centers designed for restaurant, retail uses and personal service establishments in NAICS 442, 443, 444, 445, 446, 448, 451, 452, 453 shall provide the combined total parking spaces for each use, less a fifteen percent (15%) reduction in the total number of parking spaces required. Section 405.800(G)(2) states that joint parking may be provided for different buildings, structures or uses or for mixed uses may be used collectively or jointly in any zoning district in which separate off-street parking facilities for each constituent use would be permitted provided that a legally sufficient written agreement assuring the perpetual joint usage of said common parking for the combination of uses or buildings is properly drawn and executed by the parties concerned, approved as to form and execution by the City Attorney and filed with and made part of the application for a building permit. Additionally, Section 405.800(G)(3) provides that 50% of the theater parking, or for multi-family dwelling units, may be provided and used jointly by banks, offices, retail stores, repair shops, service establishments and similar uses not normally open, used or operated during evening hours if specifically approved by the Planning and Zoning Commission; and provided however, that written agreement assuring the retention for such purpose shall be properly drawn and executed by the parties concerned, approved as to form and execution by the City Attorney and shall be filed and made part of the application for a building permit.

Below is the table based upon the required parking for the entire Pavilion site associated with this requires.

Tenant	Use	Size (sq. ft.)	Parking Regulations	# of spaces
St. Louis Bread Co.*	Restaurant	4,563 (+ 156 maximum occupancy)	1/3 seats in C.U.P., + 1/250 sq. ft.	64
Big Frog T-shirts (now vacant)	Retail	1,059	4/1000 sq. ft.	5
Great Clips	Hair Salon	968	4/1000 sq. ft.	4
Sensory Solutions	Office	4,554	4/1000 sq. ft.	19
IFG Advisors	Office	2,375	4/1000 sq. ft.	10
Lindamood-Bell	Office	2,018	4/1000 sq. ft.	8
AMC Theater**	Theater	39,799 (2,150 seats)	1 space per 5 seats	430
My Salon Suites (Former Sweet Tomato's)	Salon	5,224	4/1000 sq. ft.	21
Ideal Image	Office	3,744	4/1000 sq. ft.	15
Victor Ho Nails & Spa	Nail Salon	1,900	4/1000 sq. ft.	8

Moe's Southwest Grill (now vacant)	Restaurant	4,133 (+90 indoor seats)	1/3 seats in C.U.P., + 1/250 sq. ft.	47
Seoul Garden	Restaurant	2,925 (+65 indoor seats)	1/3 seats in C.U.P. + 1/250 sq. ft.	34
Panda Express	Restaurant	2,525 (+58 indoor seats, 16 outdoor seats)	1/3 seats in C.U.P., + 1/250 sq. ft.	33
Retail Building remaining 3,000 square feet	Assumed Retail	3,000 square feet	4/1000 sq. ft.	12
Freddy's Frozen Custard & Steakburgers	Restaurant	3,000 square feet (+84 indoor seats, 42 outdoor seats)	1/3 seats in C.U.P., 1/8 outdoor seats, + 1/250 sq. ft.	46
Proposed Mixed-Use Retail/Restaurant component	Assumed Retail	4,027 square feet	4/1000 sq. ft.	17
Proposed 230 Apartments**, with 281 spaces within garage	Apartments		2 spaces per dwelling unit for 1 st 50 units; 1¾ spaces per dwelling unit for the 2 nd 50 units; and 1½ spaces per dwelling unit for all units in excess of 100 units.	383
Sub-total:				1156
Minus 15% Reduction for Retail Center per Section 405.820(B)(1):				64.5
Total # of Parking Spaces Required:				1092
Total Available On-site:				733+281 =1014
Available Parking:				(-78)
Possible Reduction Under Section 405.800(G)(3) And Theater Seating CUP Update Discussed Further Below:				-543
Revised Total # of Parking Spaces Required:				549
Possible Realized Surplus:				465

Note: * Original CUP issued prior to 2000 did not include seating count. The number provided here is based upon a prior analysis.

Prior to mid-2000, restaurant parking was based on square footage of the space at 1 per 50 square feet, plus 1 space per 8 outdoor seats. For those restaurants indicated by an * above, seating information is based on the maximum occupancy load of the original CUP when provided. For example, St. Louis Bread Company, Ordinance # 2106 indicated a maximum occupancy of 156, where seating could be indoors or outdoors, provided that the total number of seats did not exceed the maximum occupancy. For those where the City does not have a record of the existing number of seating, a prior analysis from a request in 2005 included a total number of parking spaces for each use. However, Staff cannot verify how this number was created.

** AMC Theater Seat Count is based on original Conditional Use Permit ("CUP") Issued to AMC Theater during building construction in 1997. At that time, the City of Creve Coeur approved 2,150 seats within the 12-screen theater. It should be noted however that **AMC renovated the theater in 2018 without revising the CUP reducing the total seat count to 777 seats, which would have a parking count of 156 spaces, thereby reducing the total required parking for the entire development to 818 spaces, thus eliminating the shortfall, to a surplus of 196 spaces.**

The pursuit of the joint parking agreements provided under Section 405.800(G)(3) for 50% reduction would further reduce the theater parking based on the revised seating count to 78 spaces,

and the multi-family dwelling units to 192 space, reducing the overall parking requirement to 549 spaces, thus an excess of 465 spaces would be realized on the site.

The parking for the proposed development relies upon the shared parking for the entire Creve Coeur Pavilion. The Applicant has indicated that they are working with the AMC Theater on updating their conditional use permit, and providing for a joint parking agreement, as well as updating the shared parking agreements throughout the center. However, a revised shared parking agreement has not been provided at this time. Therefore, a condition of approval would need to account for a revised joint parking agreement covering the entire development for the City Attorney's review and recording, in accordance with Section 405.800(G)(2) and (3) Joint Parking Facilities. A revised conditional use permit for the Theater may require Council action for the reduction in seating.

Stormwater Mitigation

The plans include removing and replacing the existing underground stormwater detention basin. The Applicant has indicated that MSD will require a new detention basin to store the channel protection volume and to show no increase in discharge from the site for the 2-year and 100-year 24-hour storms. Additionally, water quality will be required. The proposed detention basin will be a triangular shaped concrete vault to the south of the pool. Water quality requirements will be met with an HDS unit and pervious pavements. The stormwater mitigation plan appears to meet with the requirements of the City's requirements as well; however, a detailed review of the engineering calculations will be performed by MSD and City staff at the permitting stage.

Signage.

The proposal shows new identity signage for the entire development at the Old Olive and Olive Boulevard intersection. The existing large monument signs are pre-existing, non-conforming. Therefore, any additional signage for the Center will require a Master Sign Plan. The Applicant has indicated that they are working towards the development of such a plan. The proposed retail/restaurant space is allowed a wall sign per the Sign Regulations and is reviewed at staff level or as part of a Master Sign Plan for the center. Therefore, any approval of the development does not constitute approval of any signs.

TRAFFIC IMPACT STUDY

A Traffic Impact Study (TIS) was submitted by the applicant's consulting traffic engineer, CBB, and reviewed by the City's consulting traffic engineer, GBA. As discussed in the memo from the City's Consulting Traffic Engineer, GBA, that due to the uncertainty in traffic volumes associated with COVID-19 pandemic, the 2022 forecast from the Olive and Lindbergh Interchange Study completed by CBB in 2019 were utilized for the baseline conditions. These volumes address the changing traffic patterns associated with the reconstructed interchange, as well as additional traffic volumes associated with the development tied to the 39N Master Plan, as well as the intersection/corridor improvement proposed along Olive Boulevard by MODOT. The proposed development assumed a high turnover sit-down restaurant space within the proposed retail portion of the development, and with the removal of the two existing restaurants, the development is forecasted to increase site generated trips to/from the site by 85 trips in the morning and 50 trips in the evening peak hours.. Based on the relatively low increase in peak hour volumes, the study has no recommended changes to the existing roadway. The City's Traffic Consultant will be available to answer any questions regarding his review of the study.

BOUNDARY ADJUSTMENT PLAT

As part of this request, the Applicant has submitted a plat that would consolidate the three existing lots and the vacation of the remnant portion of Ravenwood Lane into the a single 3.46 acre lot.

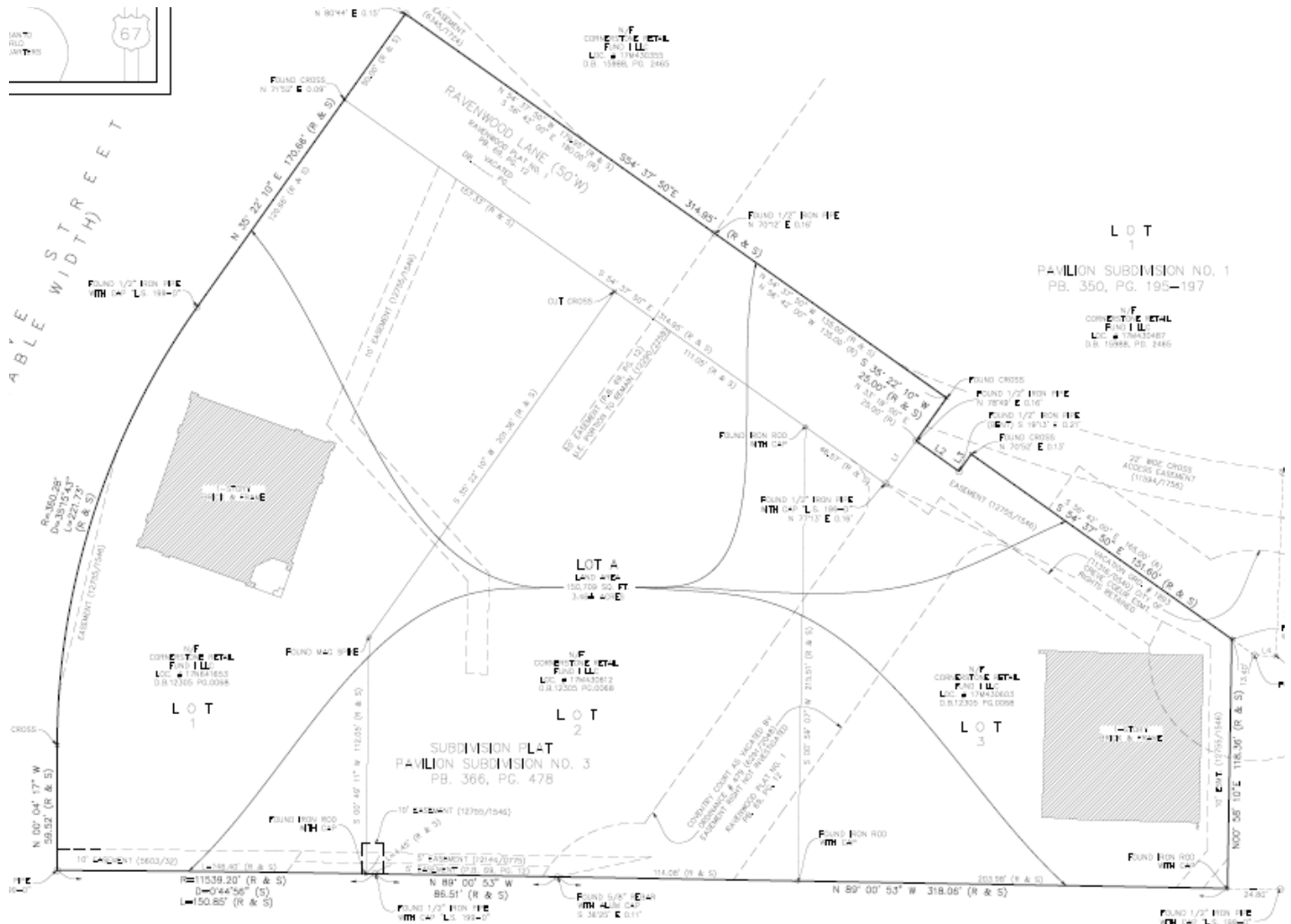


Figure 16: Close-up of the Consolidation Plat.

Staff would also require the vacation of existing and establishment of new easements as a condition, as well as providing for the cross-access and shared parking agreements as discussed above, as well as any easements necessary for the maintenance of the stormwater detention.

A boundary adjustment, which is not a subdivision plat, is possible when the following regulation from the Subdivision Code is satisfied:

410.030(D) Sale or transfer of small parcels of land to or between adjoining property owners, where such sale does not create additional lots, is exempt from the requirement of recording by plat; provided, however, that certification by the Planning and Zoning Commission shall be required prior to such sale or transfer. This certification shall be recorded with the title of the property by the St. Louis County Recorder of Deeds.

This appears to be the case with the current application.

TIME FRAME- SECTION 405.1080. SITE CONCEPT, SITE DEVELOPMENT AND MINOR SITE PLAN APPROVAL

Section 405.1060(B)(2) requires that every request for rezoning of property to the CB-Core Business District shall be accompanied by a site concept or site development plan for approval pursuant to Section 405.1080. Section 405.1080(K)(4) states the approval of such site development plan is only valid for one year, 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.

The Applicant has indicated that due to the existing leasehold rights of current tenants, as well as the complexity of the project, construction will occur no earlier than late Spring, or early Summer, of 2022, and they have requested that the extension be granted at this time, in order to avoid coming back to the Council. Staff does not believe that this is an option, and the extension can only be granted after the initial approval, and closer the end of the one-year timeframe by the City Council.

SUMMARY AND RECOMMENDATION

The proposal overall is consistent with the City's Comprehensive Plan, 39N Master Plan, and the City's Design Guidelines, and the CB-Core Business District. Given the scale and complexity of review associated with this proposal, Staff has not prepared a draft ordinance at this time. Below are the recommended conditions of approval for this proposal based on Staff's current assessment that would be refined and presented at a future meeting pending further direction based on comments provided by the public and the Commission.

1. The approval authorizes the rezoning of the properties addressed as 10590 Old Olive Street Road, and 10594 and 10598 Olive Boulevard, within the Creve Coeur Pavilion Shopping Center, from GC General Commercial District to CB-Core Business District, for the development of a 230-unit apartment complex with a 4,027 square foot retail component.
2. The apartments unit size shall have a minimum square footage of 488, with an average unit size of 781 square feet.
3. The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code. Exterior elevations shall be in substantial conformance with the building elevations as received on November 17, 2020, as bound together, and submitted in conjunction with Application #20-034 by Trivers, and as amended below.
4. The applicant is required to submit Site Improvement Plans, showing all exterior site improvements, for all new construction to the Division of Planning for review, as required by Section 410.380 of the Subdivision and Land Development Regulations (Subdivision Code). The Site Improvement Plans shall be in substantial conformance with the "Site Development Plans," and the "Landscape Plan" received on November 17, 2020, as bound together and submitted in conjunction with Application #20-034 by Trivers and as amended below.
5. An underground irrigation system shall be installed as required under Section 405.540(10). All landscaping shall be maintained per the approved Landscape Plan and any vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt and workmanlike manner as dictated by accepted horticultural standards.
6. All lighting shall be installed in substantial compliance with the plans submitted on October 23 2020, and November 17, 2020, and in conformance with Section 405.680, Lighting, of the Zoning Ordinance.
7. All internal sidewalks shall have a minimum width of 6 feet, or 8 feet if used as a curb, and utilize a textured or tinted materials for pedestrian crossings in compliance with Section 405.730.
8. Additional connections shall be provided for the connections to the shared parking elsewhere within the Creve Coeur Pavilion Center, as well as the replacement of the crosswalks, and the repaving of the entrance drive, new accessible curb ramp at the north end of the crosswalk, and replace the curb

- ramp at the south corner of Old Olive Street Road if it is not compliant or if it does not work with their new sidewalks, as recommended by the Department of Public Works.
9. The sidewalk along the north side of Olive Boulevard shall be extended the full length to the Creve Coeur Pavilion site.
 10. The Applicant shall submit a revised joint parking agreement between all the properties within the Creve Coeur Pavilion for the City Attorney's review and recording, in accordance with Section 405.800(G)(2) and (3) Joint Parking Facilities.
 11. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code, and in substantial compliance with a Master Sign Plan discussed above to be submitted for review by the Planning and Zoning Commission and approved by City Council prior to any sign permits being issued.
 12. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation of said permit by the City Council, provided, however, no permit shall be revoked without prior notice to the owner of the intention of the City Council to revoke this permit and reasonable time granted to the owner to correct or remedy any such breach of conditions, except for repeated breaches or violations.
 13. A site development plan granted by the City Council shall be valid only for a period of one year from the date it grants approval thereof, unless within such period: (1) a building permit is obtained and construction is begun and pursued to completion; or (2) if a building permit is not required, an occupancy permit is obtained and the use of the building commenced. The City Council may grant extensions to the one (1) year period of not more than one hundred and eighty (180) days each, without notice or hearing, provided that a written request for such extension is filed by the original applicant and approved by the City Council prior to the date the permit is scheduled to expire.

EXAMPLE MOTIONS AND ACTION

At this time, the Commission should hear from the Applicant, the public, and Staff, and provide direction on the key items regarding the unit size and any traffic impacts, and on the overall development, and continue the item to the December 21st first meeting for any follow-up information or additional information needed for the proposal. Below is an example motion for such.

"I move to continue Application #20-034 for the Boundary Adjustment, Rezoning, and the Site Development Plan for the proposed Creve Coeur Pavilion Mixed-Use Development to the December 21st meeting for additional discussion and consideration."

If the Commission is comfortable with the proposed development and the suggested conditions above, it may make a recommendation on the proposal to City Council, and Staff will prepare a ordinance based upon the discussion for City Council consideration.

APPENDIX 1: COMPREHENSIVE PLAN

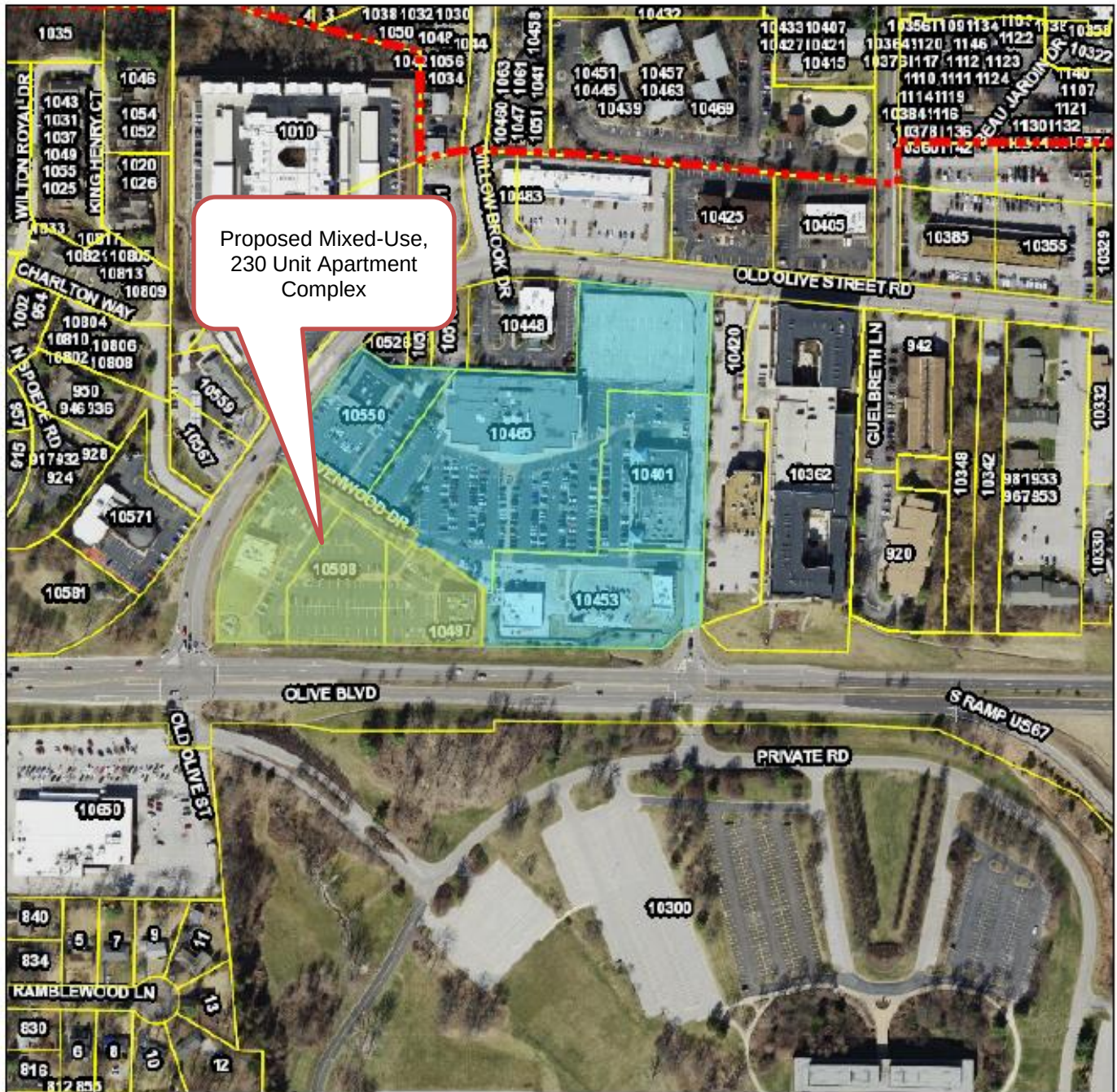
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE

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

APPENDIX 3: AERIAL PHOTO

Creve Coeur Pavilion



Proposed Mixed-Use,
230 Unit Apartment
Complex



City Limits

Parcels

November 18, 2020



Prepared By

HORNER SHIFFRIN

CREVE COEUR PAVILION MIXED USE

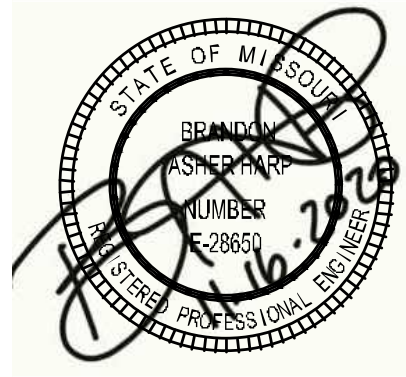
10555 OLIVE BOULEVARD
CREVE COEUR, MO 63141

OWNER:
CORNERSTONE RETAIL FUND I, LLC
231 S BEMISTON AVE, SUITE 650, ST. LOUIS, MO 63105
OWNER'S PROJECT #: 2019.05-1
TRIVER'S PROJECT #: 2054.00



ARCHITECT:
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314.241.2900
314.241.2909 Fax
P.I.C./Project Manager: Joel Fuoss, AIA, LEED AP
Project Architect: Samantha Gray, AIA, LEED Green Associate

MO# A-200800438
jfuoss@trivers.cor
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CIVIL ENGINEER
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Brandon A. Harp, P.E.

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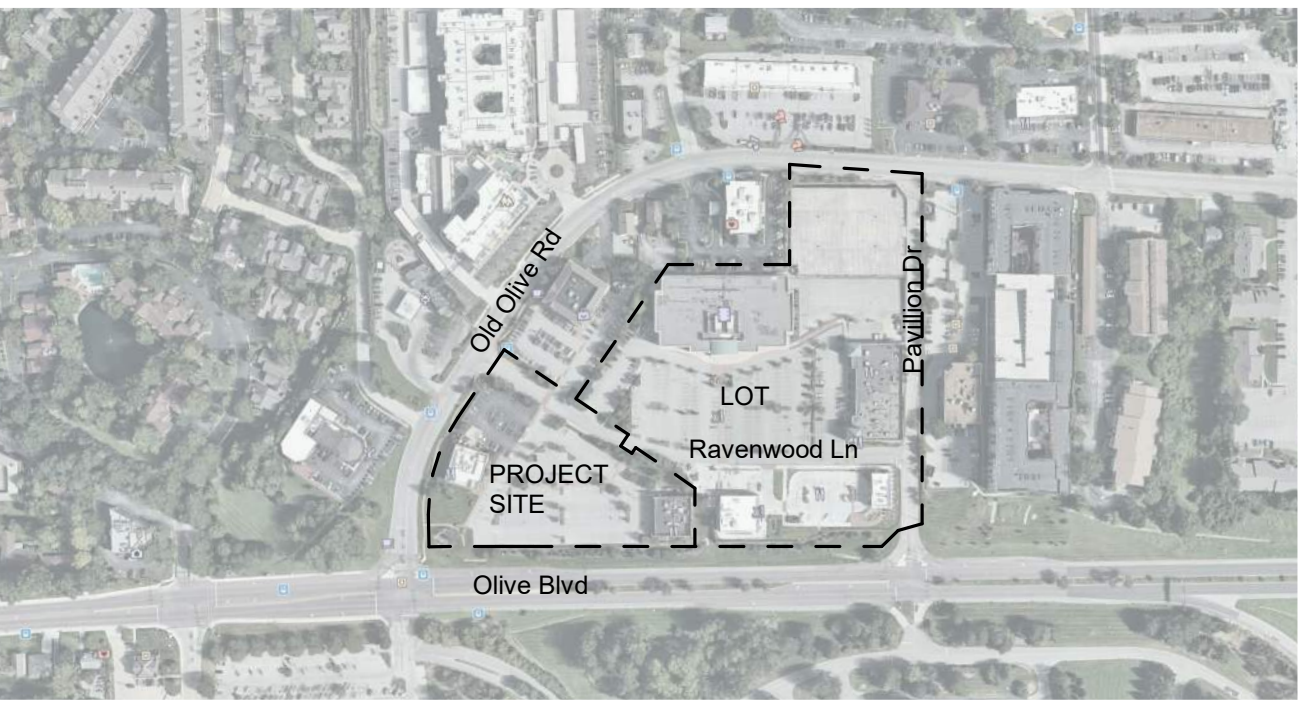
LANDSCAPE ARCHITECT
ARBOLOPE STUDIO
Missouri Certificate of Authority - 000287
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314.769.9492
L. Irene Compadre, PLA, ASLA

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LIGHTING DESIGNER
ENVISION LIGHTING DESIGN

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314.520.6116
Lisa J. Reed, IALD, MIES, PE, LEED AP BD+C

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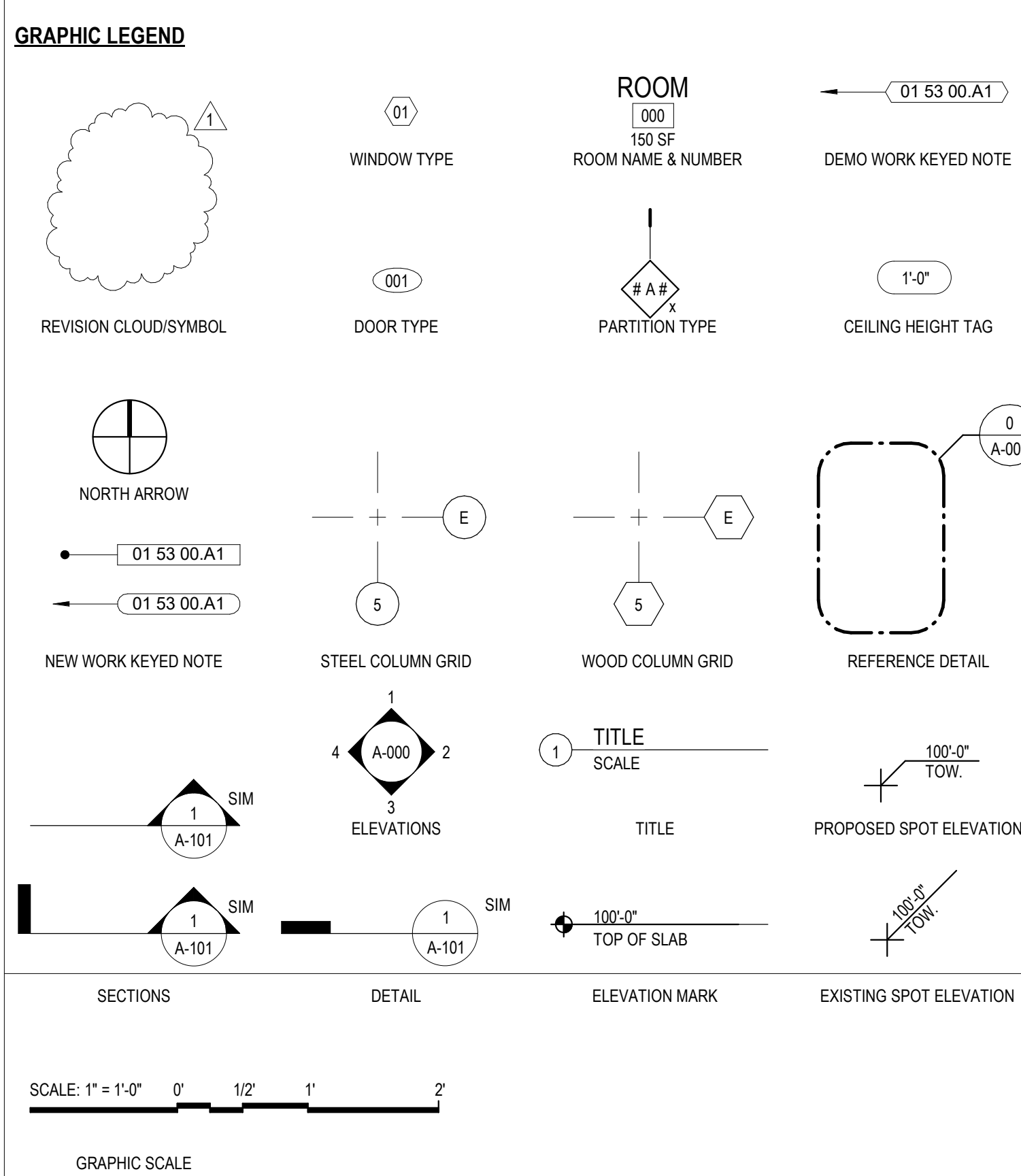
Location Map

D

ABBREVIATIONS					
A	ANCHOR BOLT	G	GAUGE	P	PRE-CAST CONCRETE
AB	ACOUSTICAL CEILING	GA	GALVANIZED	PERF	PERFORATED
ACC	ACCESS	GB	GRAB BAR	PERP	PERPENDICULAR
AFF	ABOVE FINISHED FLOOR	GC	GENERAL CONTRACTOR	PL	PROPERTY LINE
AGGR	AGGREGATE	GL	GLASS	PLAS	PLAS-LAMINATE
ALT	ALTERNATE	GR	GRADE	PLM	PLASTER
ALUM / ALUMIN	ALUMINUM	GR BM	GRADE BEAM	PLUMB	PLUMBING
AP	ACROUSTIC PANEL	GR GTTO	GRATING	PLYM	PLYWOOD
APPROX	APPROXIMATE	GYP	GYP SUM	PNT	PAINT
ARCH	ARCHITECT	GYP BD	GYP SUM BOARD	POL	POLISHED
ARF	ARCHITECTURAL FINISH	H	H	PR	PORCELAIN
B	B	H B	HOSE BIB	PRCST	PRECAST
BD	BOARD	H C	HOLLOW CORE	PREDEFIN	PREDEFINED
BLDG	BUILDING	HCP	HANDICAPPED	PTN	PRESSURE TREATED
BO	BOTTOM OF	H D	HEAVY DUTY		PARTITION
BOTS	BOTTOM OF STEEL	HARB	HARD BOARD		
BRTG	BEARING	HDW	HARDWARE	Q	QUARRY
BTWN	BETWEEN	HDWD	HARDWOOD	QIF	QUARRY TILE FLOOR
BUL	BUILDING ROOFING	HDM	HOLLOW METAL	QTR	QUARTER
BW	BOTH WAYS	HMD	HOLLOW METAL DOOR	QTY	QUANTITY
C	C	HNDRL	HANDRAIL		
CIP	CAST IN PLACE	HOUR	HOUR	R	RADIUS
CJ	CONCRETE	HT	HEIGHT	RC	RESILIENT BASE
CL	CONTROL JOINT	HT TRO	HEAT TREATED (GLASS)	RCP	REFLECTED CEILING
CLG	CEILING	HVAC	HEATING, VENTILATION AND AIR CONDITIONING	RD	ROAD
CLR	CLEAR			RD DRNS	RIGID INSULATION
CNU	CONCRETE MASONRY UNIT	I	INSIDE DIAMETER	REC	RECESSED
CNT	COUNTER	INFO	INFORMATION	REF / RE	REFER TO
COL	COLUMN	INST	INSTALL	RENF	REINFORCED
CONN	CONNECTION	INSUL	INSULATION	REQD	REQUIRED
CONSTR	CONSTRUCTION	INT	INTERIOR	RESIL	RESILIENT
CONT	CONTAINMENT			ROOFING	ROOFING
COORD	COORDINATE	J	JANITOR	RM	ROOM
CT	CERAMIC TILE CENTER	JAN	JANITOR	RND	ROUND
CTR	CENTER	JOINT	JOINT	RO	ROUGH OPENING
		JOIST	JOIST	RTF	RUBBER FLOOR TILE
D	D			S	SOUTH
DEG	DEGREE	KIT	KITCHEN	SBSTR	SUBSTRATE
DEM	DEMOLISH			SCHD	SCHEDULE
DET / DTL	DETAIL	L	LABORATORY	SCHD S	SCHEDULE
DA	DIAMETER	LAD	LADDER	SD	SMOKE DETECTOR
DIAG	DIAGONAL	LAM	LAMINATE	SING	SINGLE
DN	DOWN	LAV	LAVATORY	SECT	SECTION
DOOR FR	DOOR FRAME	LDF	LINEAR DIFFUSER	SGL	SINGLE GLASS DOOR
DS	DOWNSPOUT	LD BRG	LOAD BEARING	SHET	SHEET
DWG	DRAWING	LF	LINEAL FEET	SIM	SIMILAR
E	E	LIN	LINEAR	SPEC / SPECS	SPECIFICATIONS
EAST	EAST	LNO	LINEAL	SQUAD	SQUAD
EACH	EACH	LMST	LIMESTONE	SS	SOLID SURFACE
EIFS	EXTERIOR FINISH SYSTEM	LT	LIGHT	STAGG	STAGGERED
	INSULATION AND FINISH SYSTEM	LG	LIGHT	STANDRD	STANDARD
EJ	EXPANSION JOINT	LTNG	LIGHTING	STIF	STIFFENER
ELC	ELEVATION	LT WT	LIGHT WEIGHT	STL	STEEL
ELER	ELEVATOR	LV	LOW VOLTAGE	STRUT	STRUCTURAL
ENCL	ENCLOSURE	LVR	LOUVER	STL	STAINLESS STEEL
ELEV	ELEVATOR			SUB FL	SUBFLOOR
EMER	EMERGENCY			SUSP	SUSPENDED
ENCL	ENCLOSURE	M	MANUAL	SYNTH	SYNTHETIC
ENTR	ENTRANCE	MAN	MANUAL		
EQ	EQUAL	MATL	MATERIAL	I	TOP AND BOTTOM
EQUIP	EQUIPMENT	MAX	MAXIMUM	T & B	TERRAZZO
EW	EACH WAY	MECH	MECHANICAL	TER	TER
EXC	EXCAVATE	MEM	MEMBRANE	T & G	TONGUE AND GROOV
EXIST	EXISTING	MEZZ	MEZZANINE	THK	THICK
EXP	EXPANSION	MF	MEAL FINISH	THP	TEMPERED
EXPD	EXPOSED	MFR	MANUFACTURER	TOP	TOP OF
EXT	EXTERIOR	MH	MANHOLE	TOP OF PARAPET	
EXT GR	EXISTING GRADE	MIN	MINIMUM	TOW	TOP OF WALL
		MISC	MISCELLANEOUS	TR	TREAD
F	F	MIT	MITER	TYP	TYP
FA	FIRE ALARM	MULD	MOLDING		
FAL	FIRE ALARM	MOSC	MASCHOW OPENING		
FDC	FIRE DEPARTMENT CONNECTION	MR	MOISTURE RESISTANT	UNEX	UNEXCAVATED
FDTN	FOUNDATION	MRT	MARBLE THRESHOLD	UNO	UNLINED OTHERWISE
FEC	FIRE EXTINGUISHER	MULL	METAL		
FEC	FIRE EXTINGUISHER	MULLN	MULLION		
FIBGL	FIBERGLASS	MVB	MOVABLE	V	VARIES
FHC	FIRE HOSE CONNECTION	MWP	MEMBRANE WATERPROOF	VCT	VINYL COMPOSITION
FHC	FIRE HOSE CONNECTION			N	NORTH
FIN	FINISH	NA	NOT APPLICABLE	VERT	VERTICAL
FINFLR	FINISH FLOOR	N	NATURAL	VNR	VERIFY IN FIELD
FLM	FLOW LINE	NB	NOT COMBUSTIBLE	VNF	VENER
FLNT	FLUSH MOUNT	NCOMBL	NOT COMBUSTIBLE	VRY	VAPOR RETARDER
FLR	FLOOR	NIC	NOT IN CONTRACT		VAPOR
FLUR	FLUORESCENT	NMBR	NUMBER		
F08	FACE OF BRICK	NOM	NOMINAL	W	WEST
F0C	FACE OF CONCRETE	NMS	NOT TO SCALE	W	WITH
F0F	FACE OF FINISH			WB	WOOD BASE
F0S	FACE OF STUD	O	ON CENTER	WC	WATER CLOSET
FOS	FIRE PROTECTION	OC	ON CENTER	WCL	WATER CLOSER
FRTW	FIRE RETARDANT	OFDI	OWNER FURNISH / INSTALL	WDR	WOOD DOOR
	TREATED WOOD		GENERAL CONTRACTOR	WDW	WINDOW
FS	FULL SIZE			WLD	WELDED
FSTNR	FASTENER	OFL	OWNER FURNISH / OWNER INSTALLED	WIP	WITHOUT
FT	FOOT OR FEET / FEET TEMPERED	OFH	OWNER INSTALLED	WPO	WORKING POINT
FTG	FOOTING	OFGI	OVERHEAD	WR	WEAR
FURN	FURNISH	OFO	OPENING	WPM	WATERPROOF
FURNR	FURNISH	OPH	OPPOSITE GLASS		MEMBRANE
FUT	FUTURE	OPR	OPERABLE		
FV	FIELD VERIFY	ORD	OVERFLOW ROOF DRAIN	C	CENTERLINE
		ORN	ORNAMENTAL	PL	PLATE

B

PARKING SUMMARY	
LEVEL 1:	
PUBLIC UNSECURED, TYP: 18	
PUBLIC UNSECURED, ACCESSIBLE: 2	
RESIDENT SECURED, TYP: 56	
RESIDENT SECURED, ACCESSIBLE: 1	
LEVEL 2:	
RESIDENT SECURED, TYP: 78	
RESIDENT SECURED, ACCESSIBLE: 2	
LEVEL 3:	
RESIDENT SECURED, TYP: 78	
RESIDENT SECURED, ACCESSIBLE: 2	
LEVEL 4:	
RESIDENT SECURED, TYP: 42	
RESIDENT SECURED, ACCESSIBLE: 2	
TOTALS:	
TOTAL OFF-STREET PARKING: 281	
PUBLIC UNSECURED SUBTOTAL: 20 (% OF TOTAL: 7.1%)	
PUBLIC UNSECURED, TYP: 18	
PUBLIC UNSECURED, ACCESSIBLE: 2	
RESIDENT SECURED SUBTOTAL: 261 (% OF TOTAL: 92.9%)	
RESIDENT SECURED, TYP: 254	
RESIDENT SECURED, ACCESSIBLE: 7	



Project Graphic Legend

2054 Creve Coeur Pavilion							11/17/2020																
Floor	Construction Area (Excluding Parking Garage)	Gross Leasable Area (Including Retail & Amenity)	Parking Spaces	Retail Gross Leasable Area	Parking Garage	Amenity Area (Excluding Retail, Fitness, Club Room, Pet Spa)	APARTMENT NET SF																
							STUDIO																
							X07		X25		X27		X32	Balc.	X39		X41		X44	Balc.	X47		Balc.
							Unit	Balc.	Unit	Balc.	Unit	Balc.	Unit	Balc.	Unit	Balc.	Unit	Balc.	Unit	Balc.	Unit	Balc.	
1	51,568	28,833	47	4,143	27,428	7,107	585						696						547		624		
2	51,705	36,090	76		25,960		572		522		525		593		635				597		704		
3	52,081	39,231	78		25,960		572		522		525		697		639		568		597		606		
4	49,891	37,206	80		14,520		572		511		525		508		639		568		580		704		
5	49,087	34,872					542						508		558		503				503		
5M	3,000	2,655																					
Total	257,332	178,887	281	4,143	93,868	7,107	5		3		3		5		4		3		4		5		
	78,996 LEVEL 1 FLOOR AREA						TOTAL																32
							AVG.																580

[illegible]

		1BR																											
		X19		X20		X21		X22		X24		X28		X29		X30		X31		X33		X34		X36		X38			
		Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc		
1		731								963				899								839		752		654			
2		731		731		747		669		747		729		966								894		799		663			
3		731		665		747		731		901		786		729		966						894		699		663			
4		672		731		847		731		747		690		690				729		729		651		799		663			
5		654		654		769		654		680		690		690								690		690		606			
5M																													
		5		4		4		4		4		5		3		5		2		2		5		5		5			

		1BR												1BR MEZZ				
		X40		X41		X43		X45		X46		X48		525		527		
		Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc	
1		692		719		803		731		618		696						
2		654		704		787		787		610		667						
3		752				702		787		694		567						
4		655				635		635		694		667						
5		801				558		558				636		511		446		
5M														318		318		
		5		2		5		5		4		5		144	1	829	1	
														TOTAL		2		
														716	AVG.		796.5	

		2BR																		2BR MEZZ						3BR			3BR MEZZ																		
		X01		X02		X14		X23		X26		X37		X42		X44		X49		529		531		533		X12		523		535																	
		Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc	Unit	Balc																
1		988	1,102		1,166		1,063						1,054				1,050								1,366																						
2		936	1,203		1,166		1,323					1,041		1,060			1,101								1,344																						
3		937	1,239		1,166		1,000		886				1,038		1,060		1,221								1,281																						
4		937	1,175		1,154		1,018		910		818		986		1,060		1,131								1,344																						
5		828	1,147		1,137				910				956		836		1,088		1,085		729		729		729		1,267		930		886																
5M																				411		412		412				373		411																	
		5		5		5		2		5		2		4		5		1		5		1	1140	1	1141	1	1141	5		1	1,303	1	1,297														
		TOTAL																		39 TOTAL						3 TOTAL			5 TOTAL			2 TOTAL															
		AVG.																		1,048 AVG.						1141 AVG.			1320 AVG.			1306 AVG.															
*FINAL UNIT MIX AND UNIT DEMISING WALL LOCATIONS WILL BE SUBJECT TO FINAL RESOLUTION OF ARCHITECTURAL PLANNING AND STRUCTURAL DESIGN																																	Total Units: 227														
																																	Accessible Units Required: 5														
																																	Accessible Units Provided: 5														
BOMA Construction Gross Area Definition		Gross Leasable Area Definition																														Apartment Rentable NSF (BOMA 2010 Method B (Net) for Leased Units)										Unit Summary					
"Construction Gross Area" per Multi-Unit Residential BOMA encompasses all structured elements of a building, including fully enclosed areas as well as structured unenclosed areas such as balconies and roof terraces.		Per CC Code Definition: "the total interior floor area of a building or structure measured at the inside face of the exterior walls but excluding stairwells, lobbies, common corridors and other non-leasable circulation area, elevator shafts, parking structures and space occupied by mechanical equipment or space related to the operation and maintenance of the building as well as that floor surface covered by walls or partitions enclosing these common areas or elements of a building"																														Apartment Rentable NSF measured from the inside face of drywall to the inside face of drywall (Reference BOMA 2010 Method B (Net) for Leased Units). Excludes space that is not enclosed such as balconies.										Unit Type	Total	%			
																																										Studio	32	14%			
																																										1BR	146	64%			
																																										2BR	42	19%			
																																										3BR	7	3%			

SHEET LIST TABLE		ISSUES & REVISIONS
SHEET		2020.10.23 SITE DEVELOPMENT PLAN SUBMISSION
NUMBER	TITLE	
GENERAL		
G-000	COVER	X
G-001	GENERAL NOTES & DRAWING ORGANIZATION	X
G-002	CODE ANALYSIS & LIFE SAFETY PLANS	X
G-003	CREVE COEUR PAVILION ZONING MAP	X
G-004	EXISTING CONDITIONS	X
CIVIL		
C-001	TITLE SHEET	X
C-002	OVERALL PRELIMINARY SITE PLAN	X
C-003	PRELIMINARY SITE PLAN	X
LANDSCAPE		
L-301	LAYOUT AND MATERIALS PLAN	X
L-302	LAYOUT AND MATERIALS PLAN - ENLARGED PLANS	X
L-303	LAYOUT AND MATERIALS PLAN - ENLARGED PLANS	X
L-401	SITE SECTIONS	X
L-500	EXISTING TREES	X
L-501	PLANTING PLAN	X
L-701	IRRIGATION PLAN	X
ARCHITECTURAL SITE		
AS-101	ARCHITECTURAL SITE PLAN	X
AS-102	LIGHTING SITE PLAN	X
AS-103	LIGHT FIXTURE SCHEDULE	X
ARCHITECTURAL		
A-101	LEVEL 1 FLOOR PLAN	X
A-102	LEVEL 2 FLOOR PLAN	X
A-103	LEVEL 3 FLOOR PLAN	X
A-104	LEVEL 4 FLOOR PLAN	X
A-105	LEVEL 5 FLOOR PLAN	X
A-106	MEZZANINE/ROOF PLAN	X
A-201	BUILDING ELEVATIONS	X
A-202	BUILDING ELEVATIONS	X
A-203	BUILDING ELEVATIONS - RENDERINGS	X
A-204	BUILDING ELEVATIONS - RENDERINGS	X
A-205	EXTERIOR RENDERINGS	X
A-301	BUILDING SECTIONS	X
A-302	BUILDING AXONS	X

SMALLEST AREA PER UNIT TYPE	
STUDIO	503 SF
1BR	488 SF
1BR MEZZ	764 SF
2BR	818 SF
2BR MEZZ	1,140 SF
3BR	1,281 SF
3BR MEZZ	1,297 SF

AVERAGE OVERALL UNIT AREA
781 SF

CREVE COEUR PAVILION MIXED USE

10555 OLIVE BOULEVARD
CREVE COEUR, MO 63141

PRINCIPAL: JOEL FUOSS
MO# A-2008004388



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[illegible]

CREVE COEUR PAVILION MIXED USE

10555 OLIVE BOULEVARD
CREVE COEUR, MO 63141

PRINCIPAL: JOEL FUOSS
MO# A-2008004388

2020.11.16 CREVE COEUR PAVILION - SITE DEVELOPMENT PLAN SUBMISSION - REVISION 01

Attachment: 2020.11.16 Creve Coeur Pavilion Site Development Plan Submission Rev 01 ARCH (#20-034-CCP Mixed-Use RZG & SDP)

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Trivers Associates, Inc. 2020
PROJECT #: 20541

No. Description Date

CODE ANALYSIS &
LIFE SAFETY
PLANS

G-002

OCCUPANT LOAD CALCULATION				
OCC. TYPE	NAME	AREA	LOAD FACTOR	OCCUPANT LOAD
LEVEL 1				
A-2	RESTAURANT (ASSUM. WORST CASE)	4,017 SF	15	268
A-3	AMENITY DECK	8,458 SF	15	367
A-3	AMENITY LOUNGE	3,730 SF	15	249
A-3	POOL	1,374 SF	50	27
R-2	FITNESS	1,271 SF	50	29
R-2	RES. STORAGE	2,916 SF	300	10
R-2	RESIDENTIAL	38,542 SF	200	190
S-2	PARKING GARAGE	24,977 SF	200	89
		85,285 SF		
LEVEL 2				
R-2	RESIDENTIAL	46,659 SF	200	232
S-2	PARKING GARAGE	25,641 SF	200	127
		72,300 SF		
LEVEL 3				
A-3	AMENITY TERRACE	996 SF	15	66
R-2	RESIDENTIAL	48,748 SF	200	244
S-2	PARKING GARAGE	25,498 SF	200	127
		75,242 SF		
LEVEL 4				
R-2	RESIDENTIAL	47,943 SF	200	237
S-2	PARKING GARAGE	25,498 SF	200	127
		73,441 SF		
LEVEL 5				
R-2	RESIDENTIAL	47,182 SF	200	236
		47,182 SF		
ROOF LEVEL				
R-2	RESIDENTIAL	3,281 SF	200	16
		3,281 SF		
			*SEE ENLARGED CODE PLAN FOR UNCONCENTRATED PLUS FIXED SEATING CALCULATION	
			**ASSEMBLY OCCUPANT LOAD <80 AND ACCESSORY TO R-2 CLASSIFIED AS PART OF THAT OCCUPANCY PER IBC 303.1.2	

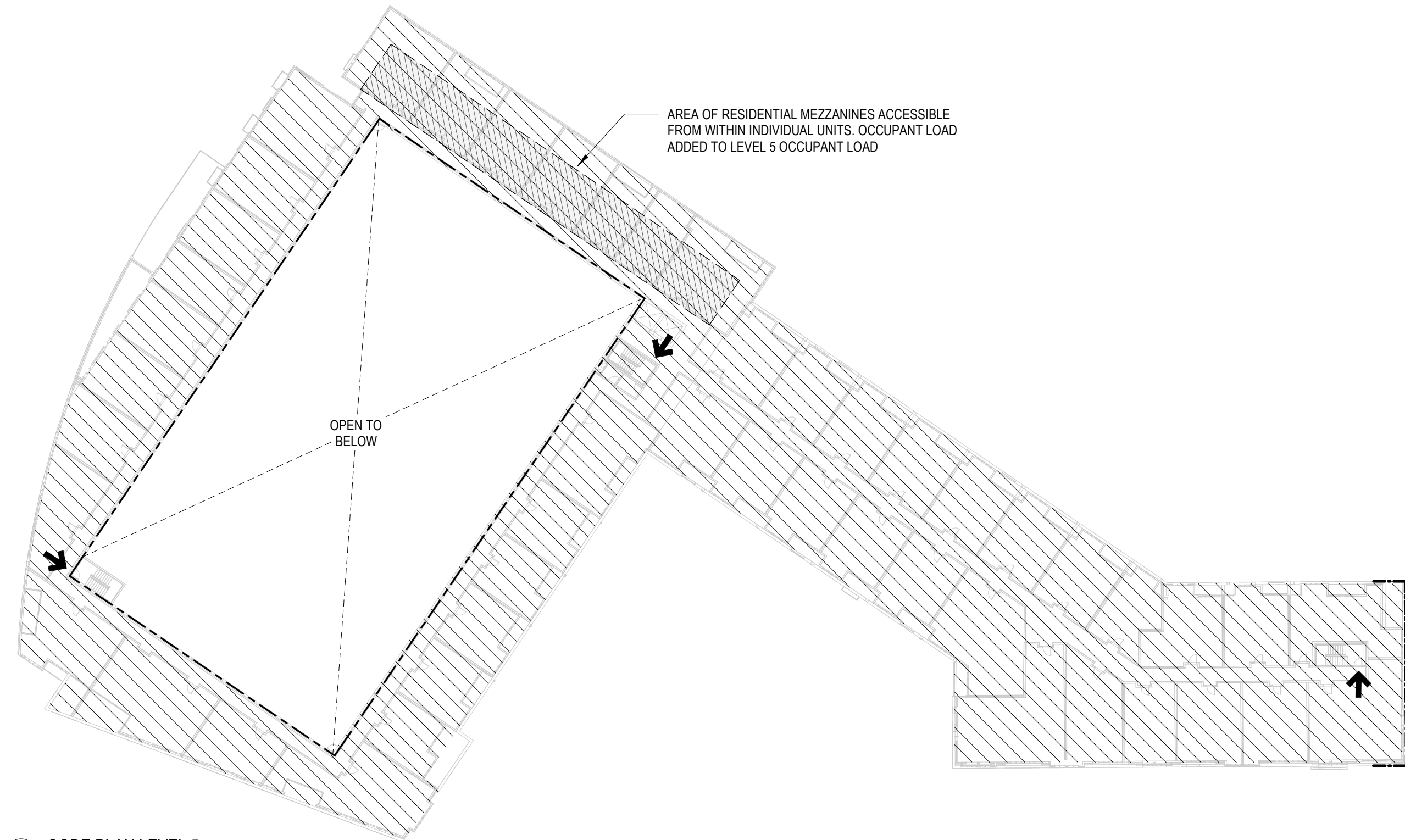
*SEE ENLARGED CODE PLAN FOR UNCONCENTRATED PLUS FIXED SEATING CALCULATION

**ASSEMBLY OCCUPANT LOAD <50 AND ACCESSORY TO R-2 CLASSIFIED AS PART OF THAT OCCUPANCY PER IBC 303.1.2

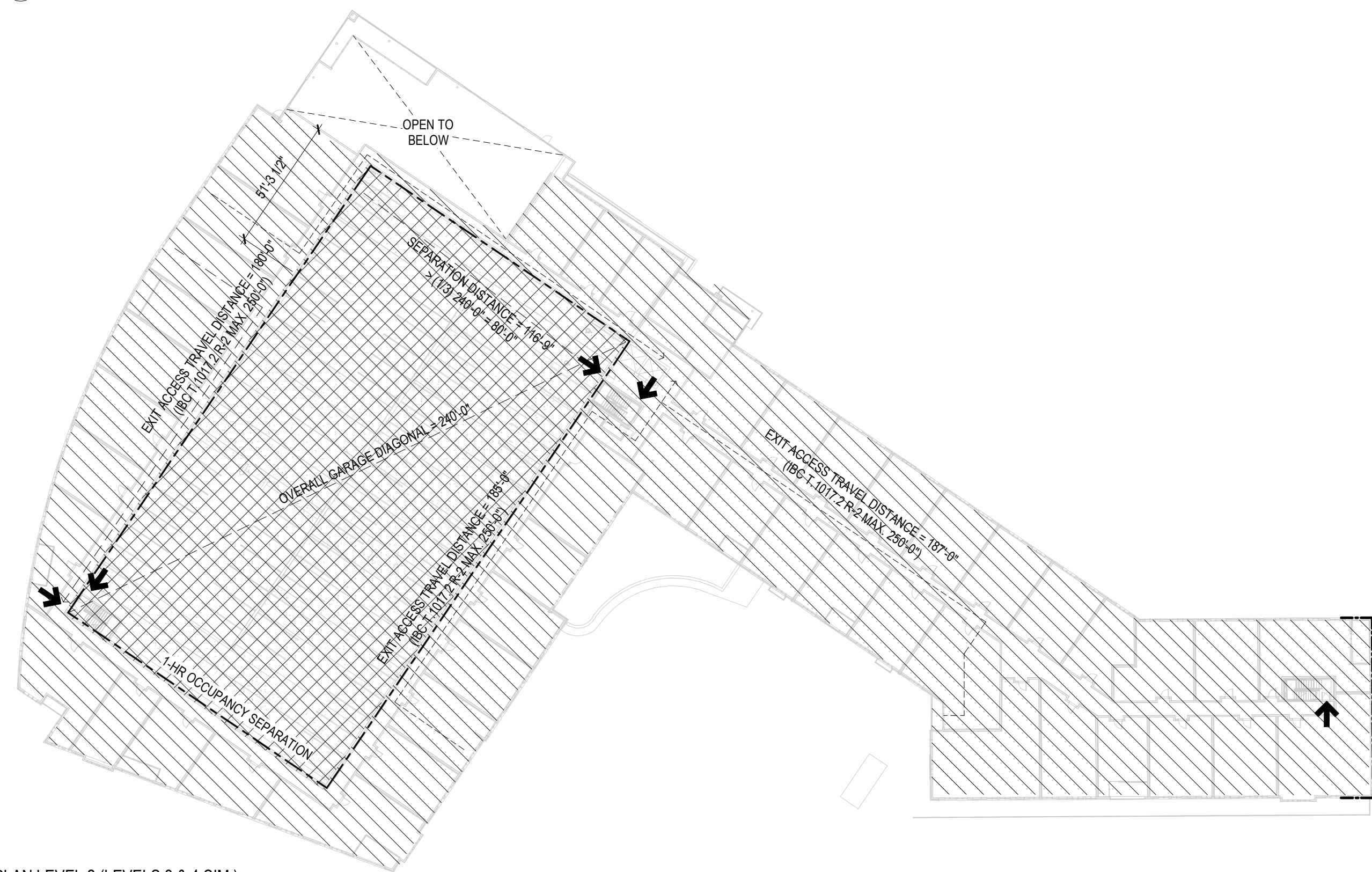
CODE PLAN LEGEND

- USE GROUP LEGEND
- A-2 ASSEMBLY (ASSUMED) (WHITEBOX RETAIL)
 - A-3 ASSEMBLY (AMENITY)
 - R-2 RESIDENTIAL (APARTMENTS)
 - S-2 LOW HAZARD STORAGE (OPEN PARKING GARAGE)

- EXIT
- CAPACITY USED
- DOOR / STAIRWAY PERSON CAPACITY (CALCULATED PER IBC 2018)
- ACTUAL DOOR / STAIRWAY PERSON USE (CALCULATED PER IBC 2018)
- EGRESS PATH / EXIT ACCESS TRAVEL DISTANCE
- EXIT
- 12-HR FIRE PARTITION
- 1-HR FIRE PARTITION
- 2-HR FIRE PARTITION
- 3-HR FIRE PARTITION
- 1-HR FIRE BARRIER
- 2-HR FIRE BARRIER
- 3-HR FIRE BARRIER
- FEC TRAVEL RADIUS



B3 CODE PLAN LEVEL 5
1" = 40'-0"



B1 CODE PLAN LEVEL 2 (LEVELS 3 & 4 SIM.)
1" = 40'-0"

AREA INCREASE CALCULATION

MAX. ALLOWABLE AREA PER IBC T506.2, IIIA, R-2 = 72,000 SF

FRONTAGE INCREASE PER IBC 506.3

PERIMETER OF WEST, NORTH, AND EAST FRONTAGE = 906.75 LF

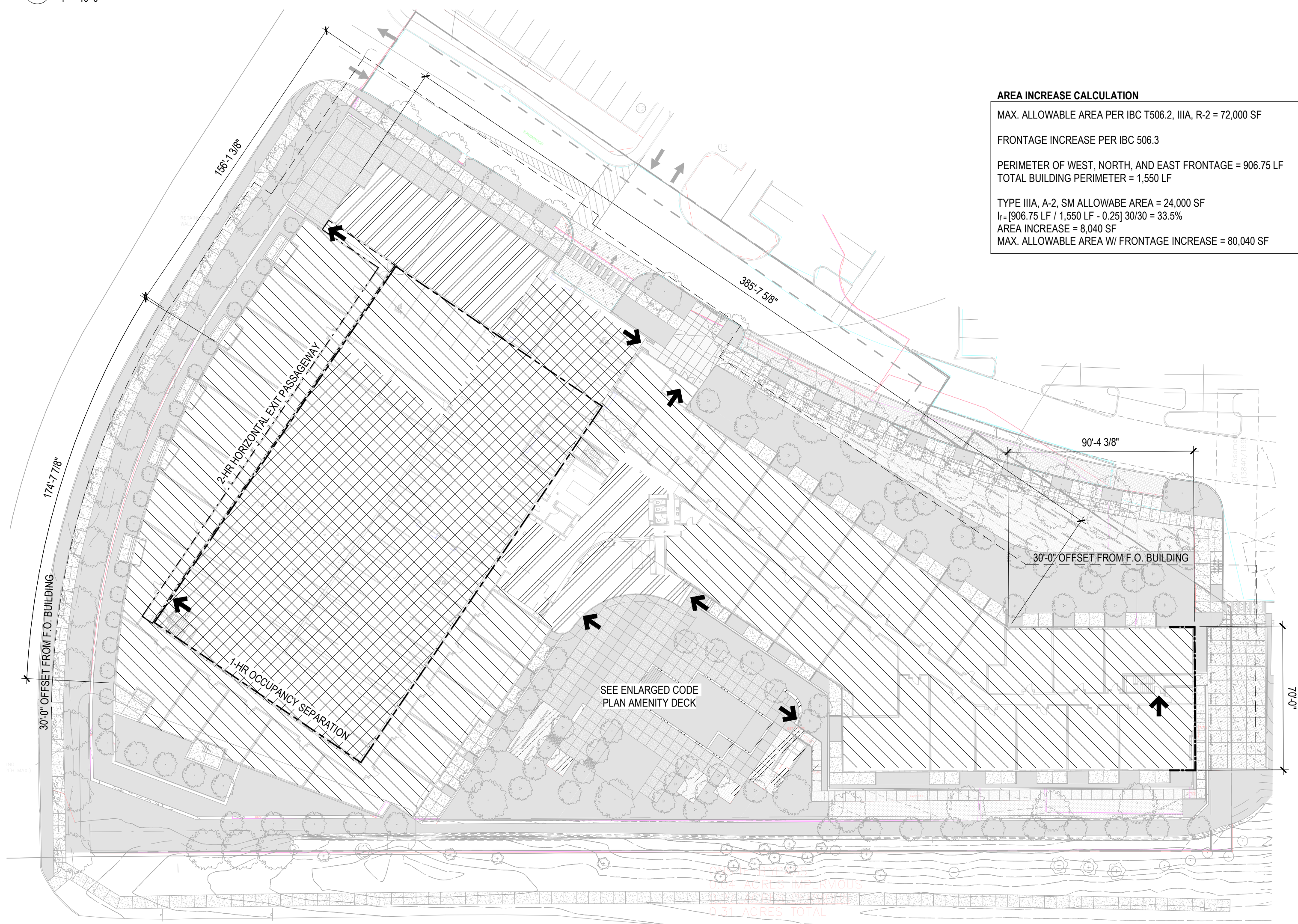
TOTAL BUILDING PERIMETER = 1,550 LF

TYPE IIIA, A-2, SM ALLOWABLE AREA = 24,000 SF

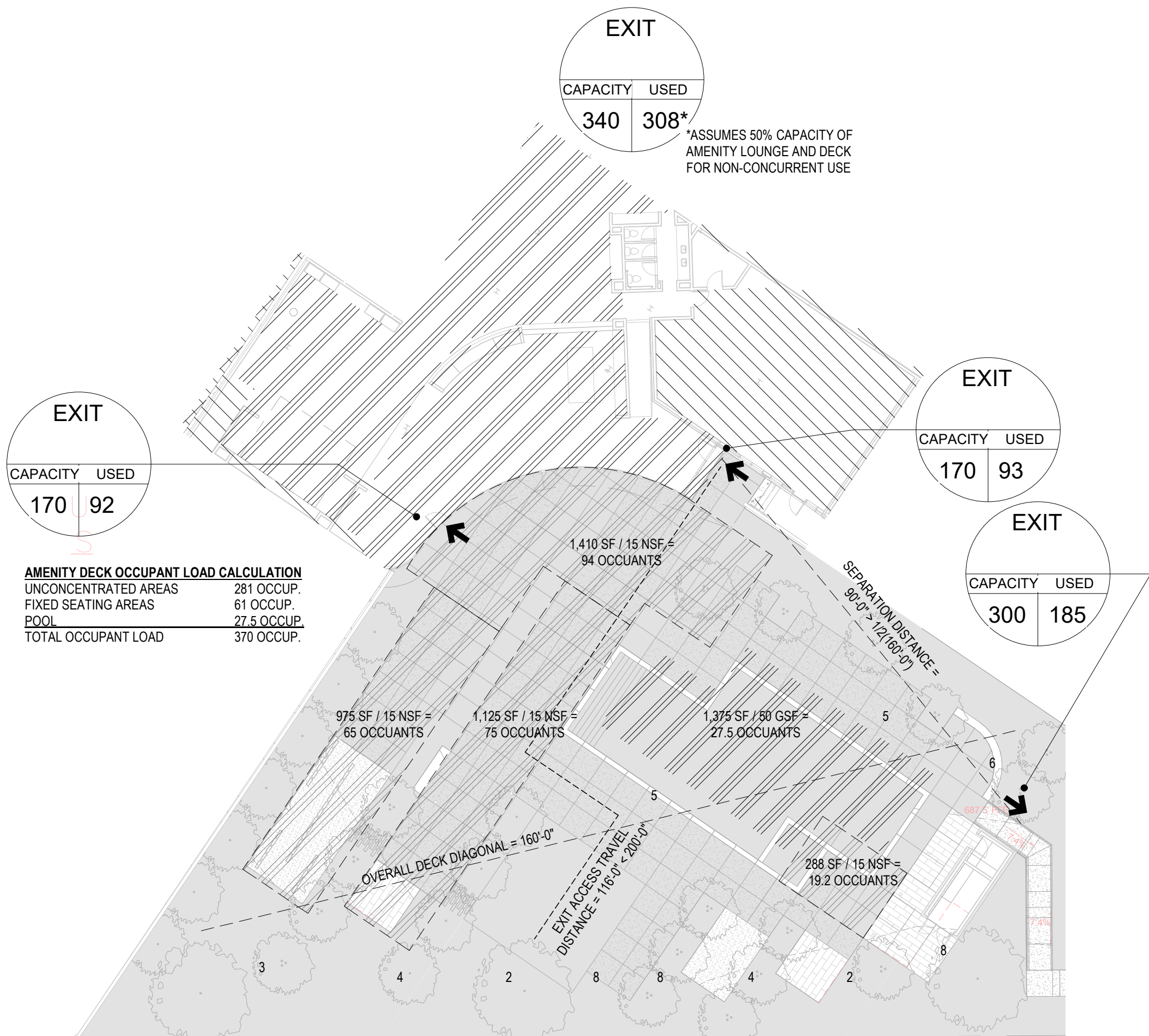
I₁ (906.75 LF / 1,550 LF - 0.25) 30/30 = 33.5%

AREA INCREASE = 8,040 SF

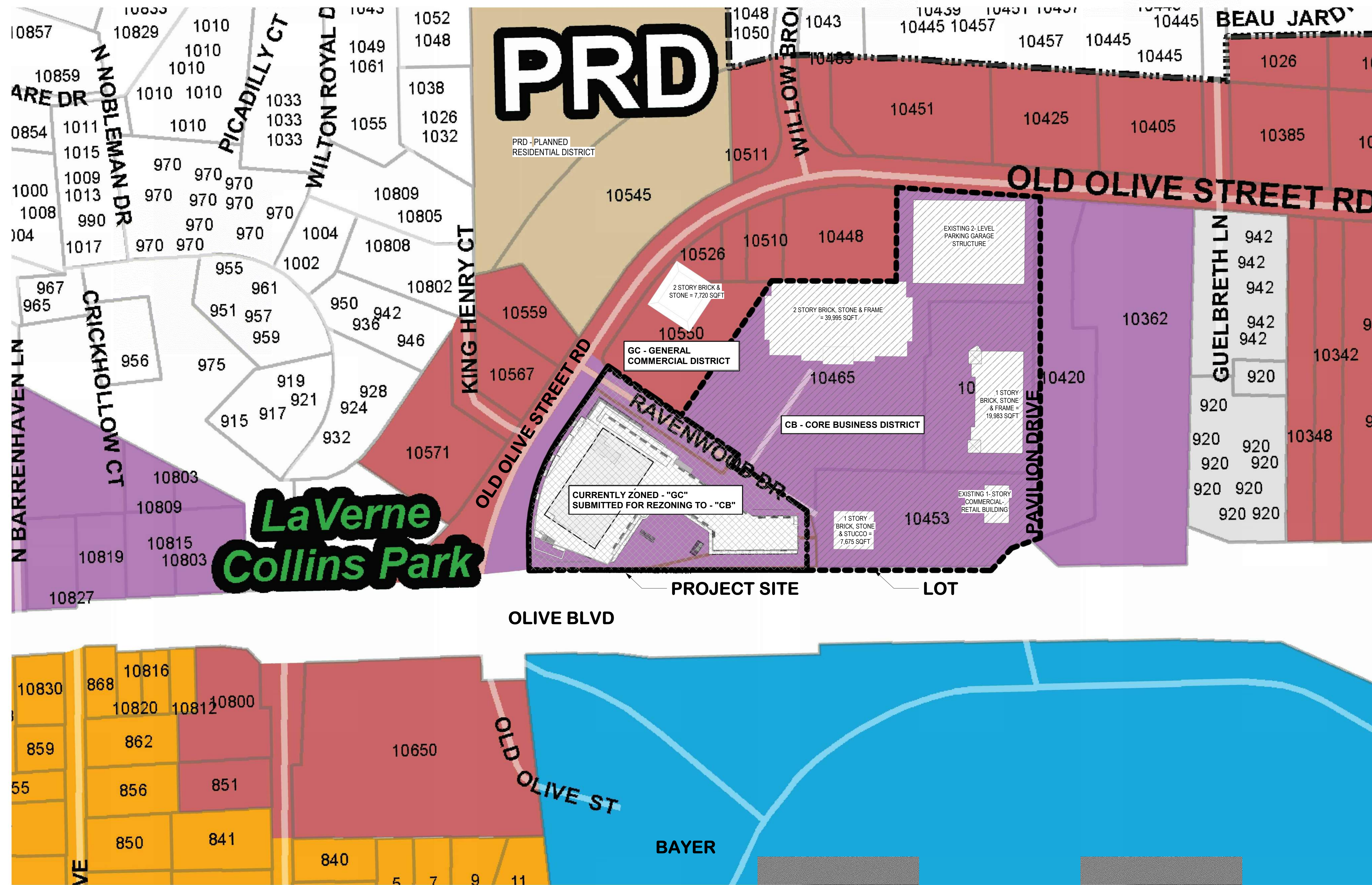
MAX. ALLOWABLE AREA W/ FRONTAGE INCREASE = 80,040 SF



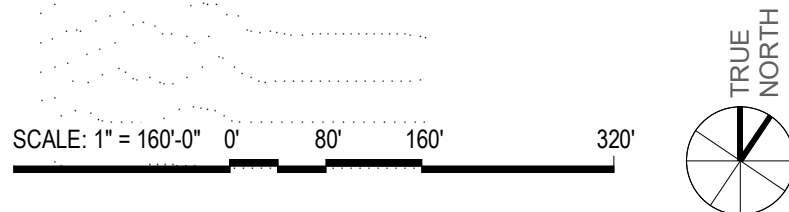
A1 CODE PLAN LEVEL 1
1" = 40'-0"



D1 ENLARGED CODE PLAN AMENITY DECK
1" = 20'-0"

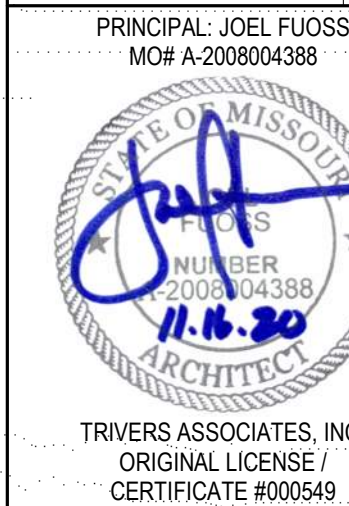


(A1) CREVE COEUR ZONING MAP - SITE DEVELOPMENT PLAN
1" = 100'-0"



CREVE COEUR PAVILION MIXED USE

10555 OLIVE BOULEVARD
CREVE COEUR, MO 63141



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Trivers Associates, Inc. 2020

PROJECT #: 20541

No.	Description	Date
CREVE COEUR PAVILION ZONING MAP		

G-003

D



OLIVE BOULEVARD AND OLD OLIVE STREET CROSSROADS
SOUTH WEST CORNER OF PROJECT SITE - LOOKING NORTH EAST

C



OLIVE BOULEVARD
SOUTH EAST CORNER OF PROJECT SITE - LOOKING NORTH

B



OLD OLIVE STREET AND RAVENWOOD LANE CROSSROADS
NORTH WEST CORNER OF PROJECT SITE - LOOKING SOUTH WEST

A



RAVENWOOD LANE
NORTH EAST CORNER OF PROJECT SITE - LOOKING SOUTH WEST



EXISTING BUILDING ON PROJECT SITE
CALIFORNIA PIZZA KITCHEN



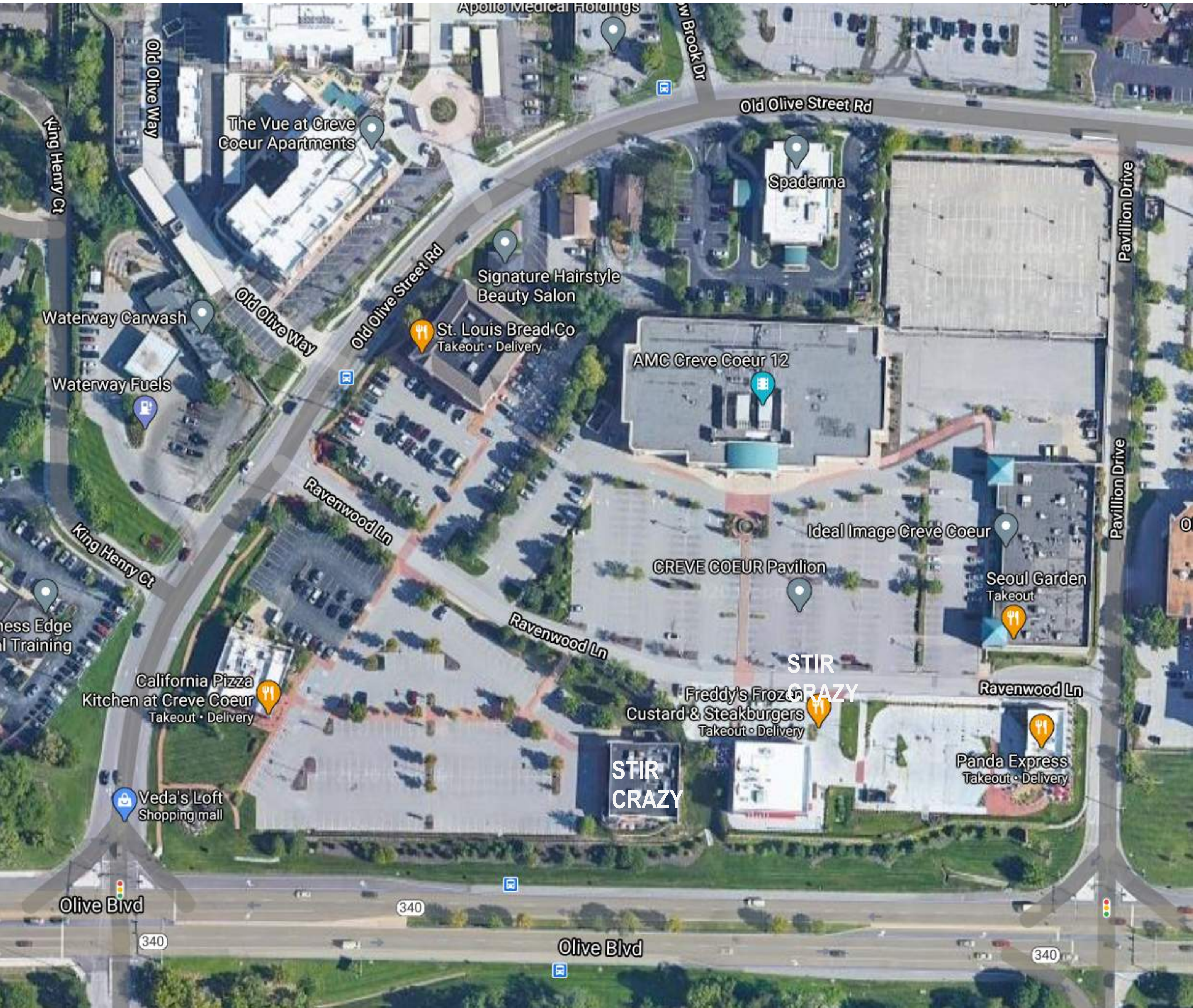
EXISTING BUILDING ON PROJECT SITE
CALIFORNIA PIZZA KITCHEN



EXISTING BUILDING ON PROJECT SITE
STIR CRAZY



EXISTING BUILDING ON PROJECT SITE
STIR CRAZY



EXISTING CONDITIONS - SATELLITE MAP

CREVE COEUR PAVILION MIXED USE

10555 OLIVE BOULEVARD
CREVE COEUR, MO 63141



Trivers Associates, Inc. 2020
PROJECT #: 20541

EXISTING
CONDITIONS

G-004

100 North Broadway, Suite 18C
St. Louis, MO 63102
314.241.2900

OWNER
CORNERSTONE
RETAIL FUND I, LLC
231 S Bemiston Ave, STE 650
St. Louis, MO 63105
314.569.5000

CIVIL ENGINEER
CIVIL ENGINEERING DESIGN
CONSULTANTS, INC
10820 Sunset Office Dr, STE 20
St. Louis, MO 63127
314.729.1400

LANDSCAPE ARCHITECT
ARBOLOPE STUDIO
1219 S. Boyle Ave.
St. Louis, MO 63110
314.769.9492

LIGHTING DESIGNER
ENVISION LIGHTING DESIGN
734 High Hill Ct. STE 920
Lake St. Louis, MO 63367
314.520.6116

CREVE COEUR PAVILION MIXED USE
10555 OLIVE BOULEVARD
CREVE COEUR, MO 63141

PRINCIPAL: JOEL FUOSS
MO# A-2008004388

ARCHITECT
TRIVERS ASSOCIATES, INC.
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Trivers Associates, Inc. 2020

PROJECT #: 20541

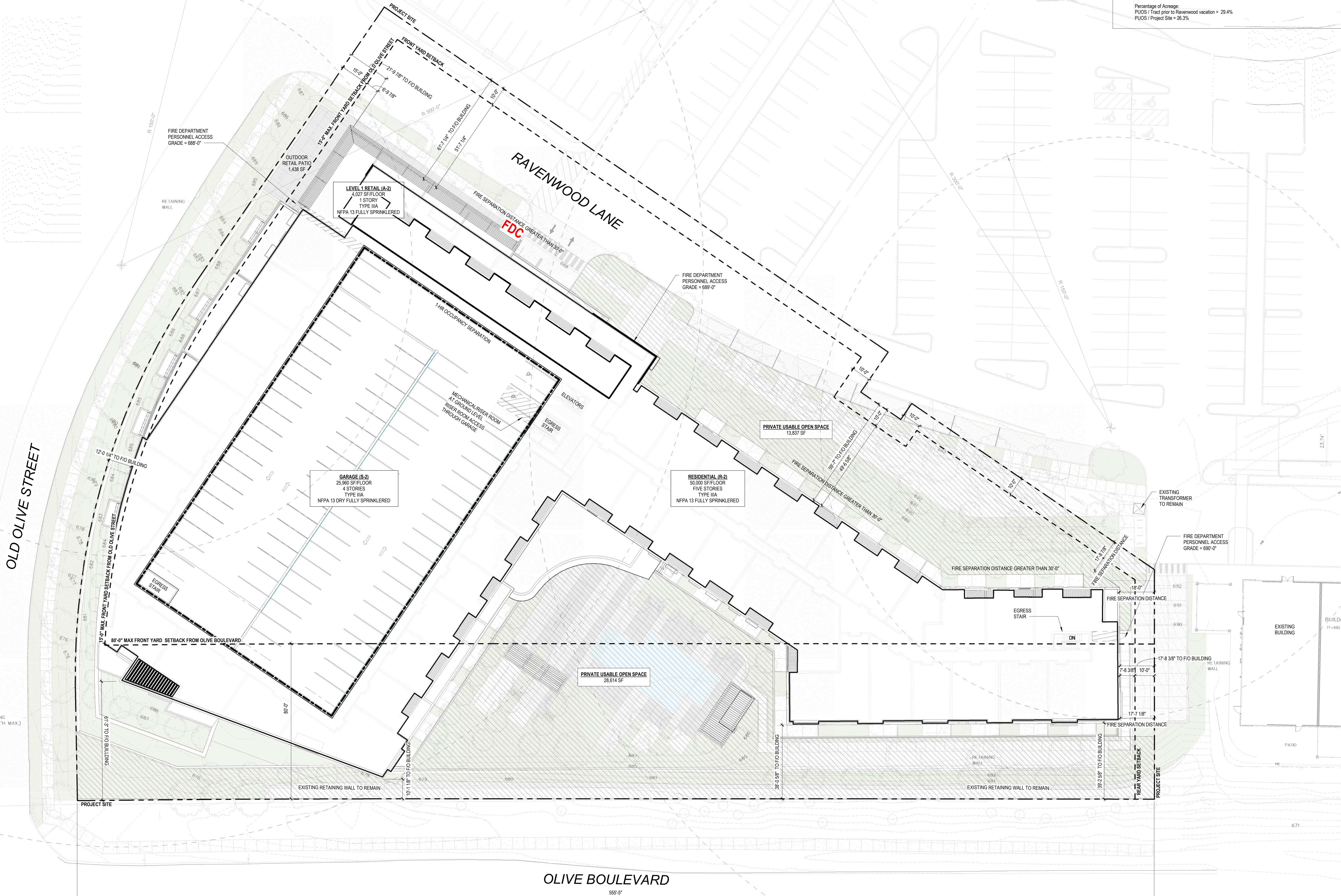
No. Description Date

ARCHITECTURAL
SITE PLAN

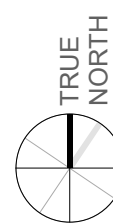
AS-101

SITE PLAN LEGEND AND NOTES

PRIVATE USABLE OPEN SPACE CALCULATIONS:
Tract prior to Ravenwood vacation (area):
134,970 sf / 3.1 acres
Ravenwood vacation (area):
15,748 sf / .36 acres
Project Site (area):
150,708 sf / 3.46 acres
Private Usable Open Space (PUOS) per Section 405.710 (area):
39,643 sf / .91 acres
Percentage of Acreage:
PUOS / Tract prior to Ravenwood vacation = 29.4%
PUOS / Project Site = 26.3%



MAXIMUM FRONT YARD SETBACK FROM OLIVE BOULEVARD CALCULATION
PER SECTION 405.370.E.4.(2) "CB" CORE BUSINESS DISTRICT: MAXIMUM FRONT YARD FOR PARCELS FRONTING OLIVE BOULEVARD
OLIVE BLVD FRONTAGE REQUIRES A MIN. OF 50% OF BUILDING WITHIN 80'-0" OF PROPERTY LINE
190'-6 1/4"
+172'-0"
362'-5 1/4" / 555'-5" = 65.3%



GENERAL NOTES:

- Luminaire schedule represents design intent only and illustrates future ideas, concepts, and performance criteria. Final light fixture manufacturers and selections will be subject to fixture availability, substitutions, performance criteria, and Owner's requirements.
- Luminaires (light fixtures) shall bear appropriate UL label. Luminaires shall bear a UL Wet Label as required by code.
- Seasonic protection of all luminaires shall comply with local building codes.
- Luminaires located in an insulated ceiling area shall have an IC housing. Luminaires located in a fire-rated ceiling shall be provided with approved fire-rated enclosures.
- Contractor is responsible for all hardware and accessories necessary to install the luminaires according to local and national codes.
- Contractor shall verify fixture locations, recess depths, and compatibility of luminaires with ceiling material prior to shop drawing submittal.
- Contractor to verify that ceiling trims match adjacent ceiling surface, for example, black ceilings require black trims.
- Adjustable light fixtures shall be adjusted by the Contractor under the direction of the Lighting Designer and/or the Architect. The adjusting of light fixtures is likely to occur after dark. Labor and material costs to comply with this requirement shall be included in the base bid.
- Walls directly illuminated shall be installed and finished in such a manner to minimize blemishes.
- Responsibility for emergency lighting, voltage, and circuiting to comply with codes remains with the Electrical Contractor.
- Lamps (light bulbs) or LED light engines should be installed in all luminaires.
- Envision Lighting Design, LLC shall review any proposed fixture substitutions prior to bid. For any proposed substitutions, Contractor shall supply photometric data and/or a fixture sample upon request. If Contractor's substitution is rejected, Contractor shall supply specified product.

LUMINAIRE SCHEDULE:

TYPE	DESCRIPTION	MANUFACTURER / CATALOG #	VOLTAGE	LAMP INFORMATION	NOTES
L1A	roadway luminaire on 24 pole with cutoff optics Location: Ravenwood	Luminaire: Bellevue BV432-L2, L40-TYP3-BV9630-VOLT-COLOR-K30E Pole: 20' TALL	120	3000K 70 CRI 151 W Dimming?	VERIFY VOLTAGE VERIFY COLOR TEMPERATURE VERIFY HLD OCCUPANCY SENSING CAPABILITIES? Pole base detail to be developed by others. Provide photocell and timeclock control.
L1B	Other roadway luminaire or pole-mounted amenity deck luminaires as needed with different pole heights or distributions Location:	Luminaire: Bellevue BV431-L2, L25-R30-BV9630-VOLT-COLOR-K30 Pole: 14' TALL	120	3000K 80CRI 48 W Dimming?	NOT CURRENTLY USED VERIFY DOWNLIGHT MODULES
L2	Stake mounted adjustable landscape floodlight with bouver and glare shield Location: Site trees	Rise Series F80-R-30-80-40 FINISH-C-LOUVER	120/24	3000K 80 CRI 7.5 W	VERIFY VOLTAGE VERIFY COLOR TEMPERATURE VERIFY BEAM ANGLE VERIFY FINISH VERIFY ACCESSORIES VERIFY WIRING/MOUNTING Provide photocell and timeclock control. UL Wet Label required.
L3A	Linear, in-grade wall wash luminaire Location: Building accent walls	Lumenfacade LOI HO-120277-LENGTH PER DRAWINGS-30K-WW-T50-DIM-ASL	120/24	3000K 80 CRI 15.25 WLF	VERIFY VOLTAGE VERIFY COLOR TEMPERATURE VERIFY NO INTERNAL LOUVER VERIFY MOUNTING CONDITION Anti-Slip Lens Provide photocell and timeclock control. UL Wet Label required.

L3B	Linear, in-grade tree uplights in chert or pavers Location: Not Currently Used	Lumenfacade LOI HO-120277-24-30K-30X30-T50-INTL-DIM-ASL	120/24	3000K 80 CRI 8.5 WLF	VERIFY VOLTAGE VERIFY COLOR TEMPERATURE VERIFY NO INTERNAL LOUVER VERIFY OPTICS VERIFY DIMMING VERIFY MOUNTING CONDITION Anti-Slip Lens Provide photocell and timeclock control. UL Wet Label required.
L3C	Linear, in-grade wall grazer uplight Location: Pool equipment building	Lumenpulse LOI ASHRAE-120277-20-30K-10X30-T50-DIM	120/24	3000K 80 CRI Dimming	VERIFY DISTRIBUTION VERIFY NO INTERNAL LOUVER VERIFY DIMMING Provide photocell and timeclock control. UL Wet Label required.
L4	Linear flexible LED direct-view uplight Location: Under bench and wall accents	Kelvo SW3-LENGTH PER DRAWINGS-30K-42-E-S-IP68	120/24	3000K 80 CRI 3.7 WLF	CONFIRM COLOR CONFIRM BEND CONFIRM FEED POINT AND LENGTH CONFIRM MOUNTING DETAIL REQUIRED POWER SUPPLY(S) REQUIRED CONFIRM VOLTAGE Provide photocell and timeclock control. UL Dimm Label required.
L5	Linear flexible LED direct-view underwater spotlight Location: Pool edge	Kelvo SW3-LENGTH PER DRAWINGS-RGBW-VRE-S-IP68-POWER SUPPLY	120/24	RGBW 4.8 WLF	CONFIRM COLOR CONFIRM BEND CONFIRM FEED POINT AND LENGTH CONFIRM MOUNTING DETAIL REQUIRED CONFIRM MOUNTING CHANNEL REQUIRED POWER SUPPLY(S) REQUIRED CONFIRM VOLTAGE Provide color-changing, photocell, and timeclock control.
L6	Curved pole with area lights Location: Amenity deck	Structura Pole Reed Pole REED-L2-RAL-FINISH-S-STD-8648-K3-1072-71072-CURT RAL-FINISH	3000K 90 CRI 216 W	3000K 80 CRI 216 W	UL Wet Label required and approval CONFIRM COLOR CONFIRM FEED POINT AND LENGTH CONFIRM OUTPUT CONFIRM COLOR TEMP CONFIRM FINISH CONFIRM OUTPUT Provide photocell and timeclock control.
L7	Landscape-mounted feature light (reed or reddy) Location: Landscape	IGuzzini Typha Ground LADT1-120-13 LADT2-120-13	4000K 80 CRI 3.4 WISTEM	4000K 80 CRI 3.4 WISTEM	UL Wet Label required CONFIRM HEIGHT CONFIRM QUANTITY Provide (3) of each height for a total of (9) fixtures. Provide photocell and timeclock control. UL Wet Label required.
L8	Wall-mounted cylinder downlight Location: Unit patios	Generation Lighting 8531701-10	Recessed Lamp	SELECT RETROFIT LED LAMP Provide control via switch in each unit.	
L9	Pergola lighting Location: Amenity deck pergola	lumini KOLV-LENGTH-50-F-FC-FINISH-B-TYPE + P8010V-PWR-24-LIN AS NEEDED	3000K 80 CRI 6.5 WLF	3000K 80 CRI 6.5 WLF	CONFIRM POWER FEED TYPE COORDINATE MOUNTING WITH PERGOLA STRUCTURE CONFIRM POWER SUPPLY AND DIMMING TYPE POWER SUPPLY(S) REQUIRED Provide dimming, photocell, and timeclock control. UL Wet Label required.
L10	Rectangular wall-mounted light Location: East drive	Lithonia WPK1 LED-30K-MVOLT-PE-FINISH	3000K 90 W 11W	3000K 90 W 11W	CONFIRM OUTPUT CONFIRM PHOTOCELL CONFIRM FINISH Provide photocell and timeclock control. UL Wet Label required.
L11	Recessed in wall RGB pool light Location: Hot tub	Hydrel 4426-FINISH-36LED-RGBW-120-WFL-CLS-NM-RDM-CSL#-5VM	120	RGBW 18 W Dimming	CONFIRM MOUNTING IN WALL CONFIRM RGBW CONFIRM FINISH CONFIRM DIMMING CONFIRM CORD LENGTH Provide color-changing, photocell, and timeclock control. UL Wet Label and pool listing required.
L11A	Recessed in wall RGB pool light Location: Hot tub	Hydrel 4426-FINISH-18LED-RGBW-120-WFL-CLS-NM-RDM-CSL#-5VM	120	RGBW 47 W Dimming	CONFIRM MOUNTING IN WALL CONFIRM RGBW CONFIRM FINISH CONFIRM DIMMING CONFIRM CORD LENGTH Provide color-changing, photocell, and timeclock control. UL Wet Label and pool listing required.
L12	Recessed in wall spotlight Location: Dog park	Beiga 24062-K3-FINISH	120-277	3000K 80CRI 21 W Dimming?	CONFIRM MOUNTING IN WALL CONFIRM FINISH CONFIRM DIMMING Provide photocell and timeclock control. UL Wet Label required.
L13	Recessed downlight Location: Soffit	USA 684RAF-25-16G1-30K9-R35-S-FINISH-FINISH-NC-LNV-DIMMING-	3000K 80CRI 16 W Dimming?	3000K 80CRI 16 W Dimming?	CONFIRM MOUNTING IN SOFFIT CONFIRM OUTPUT CONFIRM BEAM CONFIRM FINISH CONFIRM DIMMING Provide photocell and timeclock control. UL Wet Label required.


 1 SITE LIGHTING PLAN
 1" = 20'-0"

SCALE: 1" = 20'-0"



CREVE COEUR PAVILION MIXED USE

 10555 OLIVE BOULEVARD
 CREVE COEUR, MO 63141

 PRINCIPAL: JOEL FUOSS
 MO# A-2008004388

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Trivers Associates, Inc. 2020

PROJECT #: 20541

No. Description Date

 SITE LIGHTING
 PLAN

AS-102

100 North Broadway, Suite 18C
St. Louis, MO 63102
314.241.2900

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CORNERSTONE
RETAIL FUND I, LLC
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St. Louis, MO 63105
314.569.5000

CIVIL ENGINEER
CIVIL ENGINEERING DESIGN
CONSULTANTS, INC
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314.729.1400

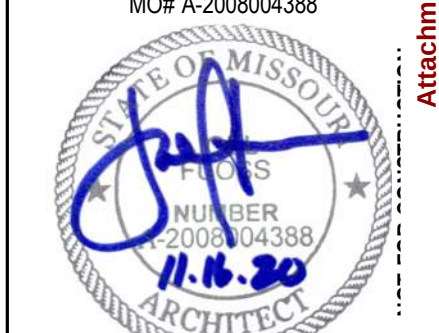
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LIGHTING DESIGNER
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CREVE COEUR PAVILION MIXED USE

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CREVE COEUR, MO 63141

PRINCIPAL: JOEL FUOSS



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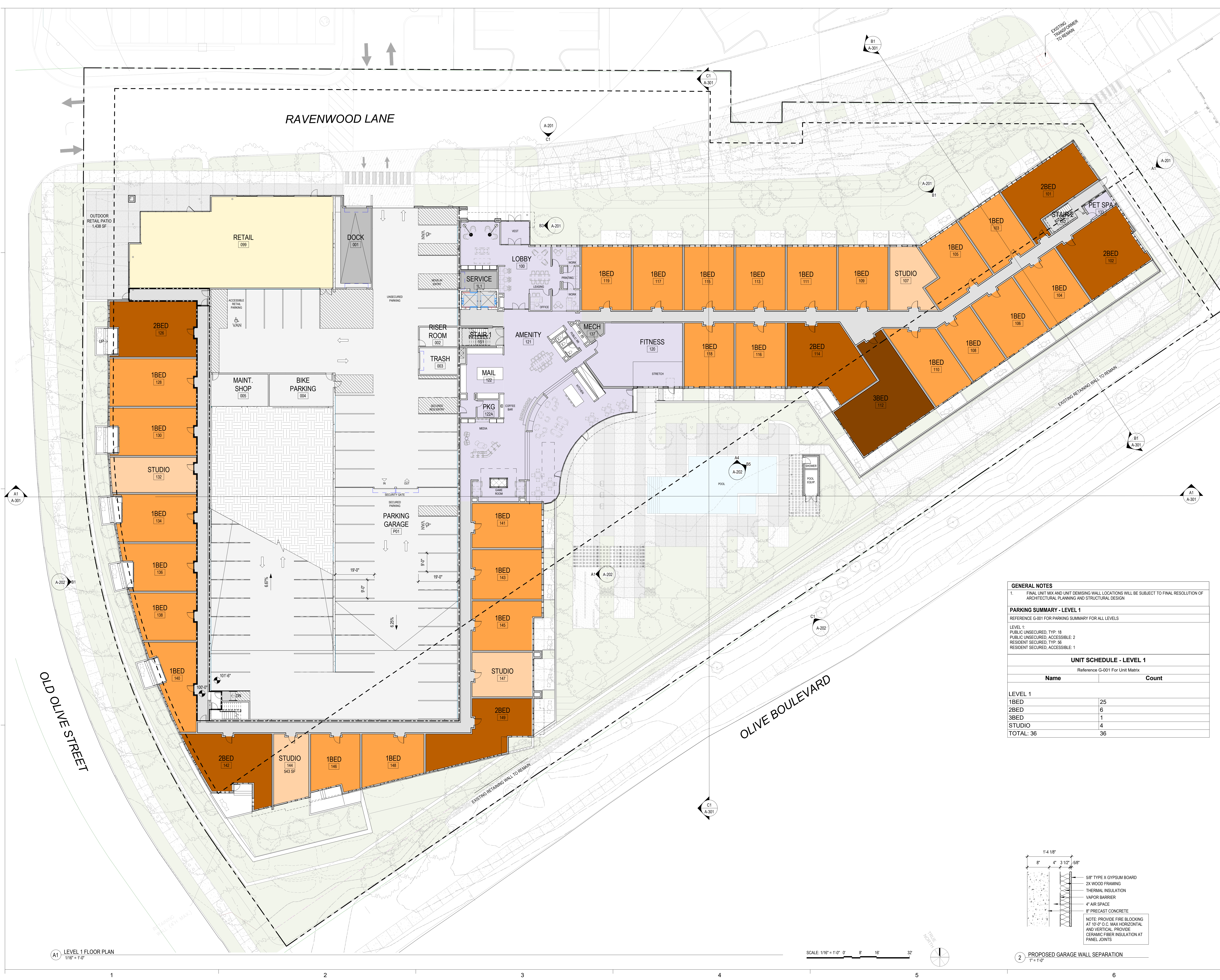
PROJECT #:	2054.(
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No.	Description	Date
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LEVEL 1 FLOOR
PLAN

A-101

Packet Pg. 120



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PRINCIPAL: JOEL FUOSS
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11.11.20

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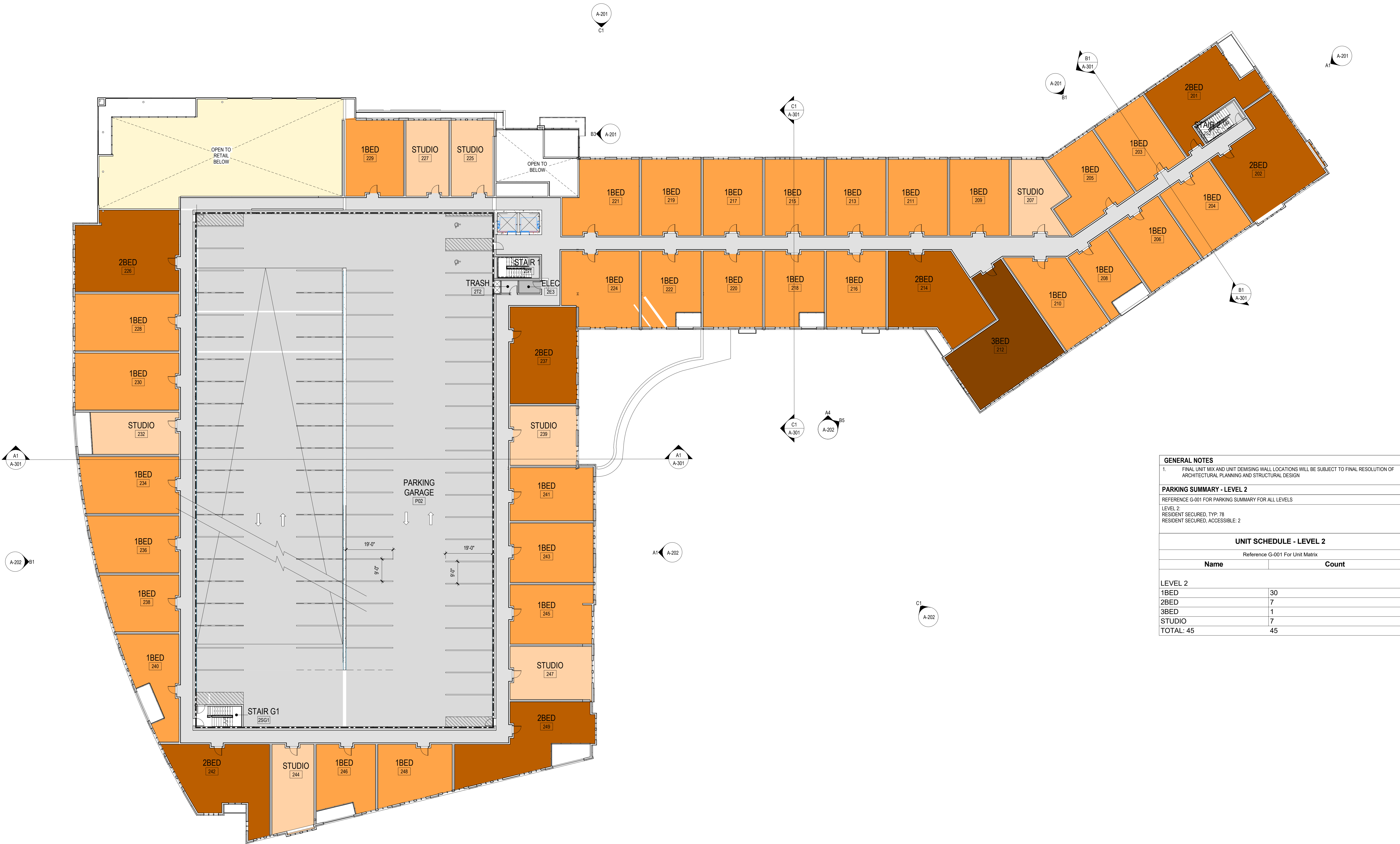
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PROJECT #: 20541

No. Description Date

LEVEL 2 FLOOR PLAN

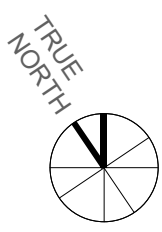
A-102



GENERAL NOTES	
1. FINAL UNIT MIX AND UNIT DEMISING WALL LOCATIONS WILL BE SUBJECT TO FINAL RESOLUTION OF ARCHITECTURAL PLANNING AND STRUCTURAL DESIGN	
PARKING SUMMARY - LEVEL 2	
REFERENCE G-001 FOR PARKING SUMMARY FOR ALL LEVELS	
LEVEL 2 RESIDENT SECURED, TYP: 78 RESIDENT SECURED, ACCESSIBLE: 2	
UNIT SCHEDULE - LEVEL 2	
Reference G-001 For Unit Matrix	
Name	Count
LEVEL 2	
1BED	30
2BED	7
3BED	1
STUDIO	7
TOTAL: 45	45

A1 LEVEL 2 FLOOR PLAN
1/16" = 1'-0"

SCALE: 1/16" = 1'-0" 0' 8' 16' 32'



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Trivers Associates, Inc. 202

PROJECT #:	2054.0
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No.	Description	Date
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LEVEL 3 FLOOR

PLAN

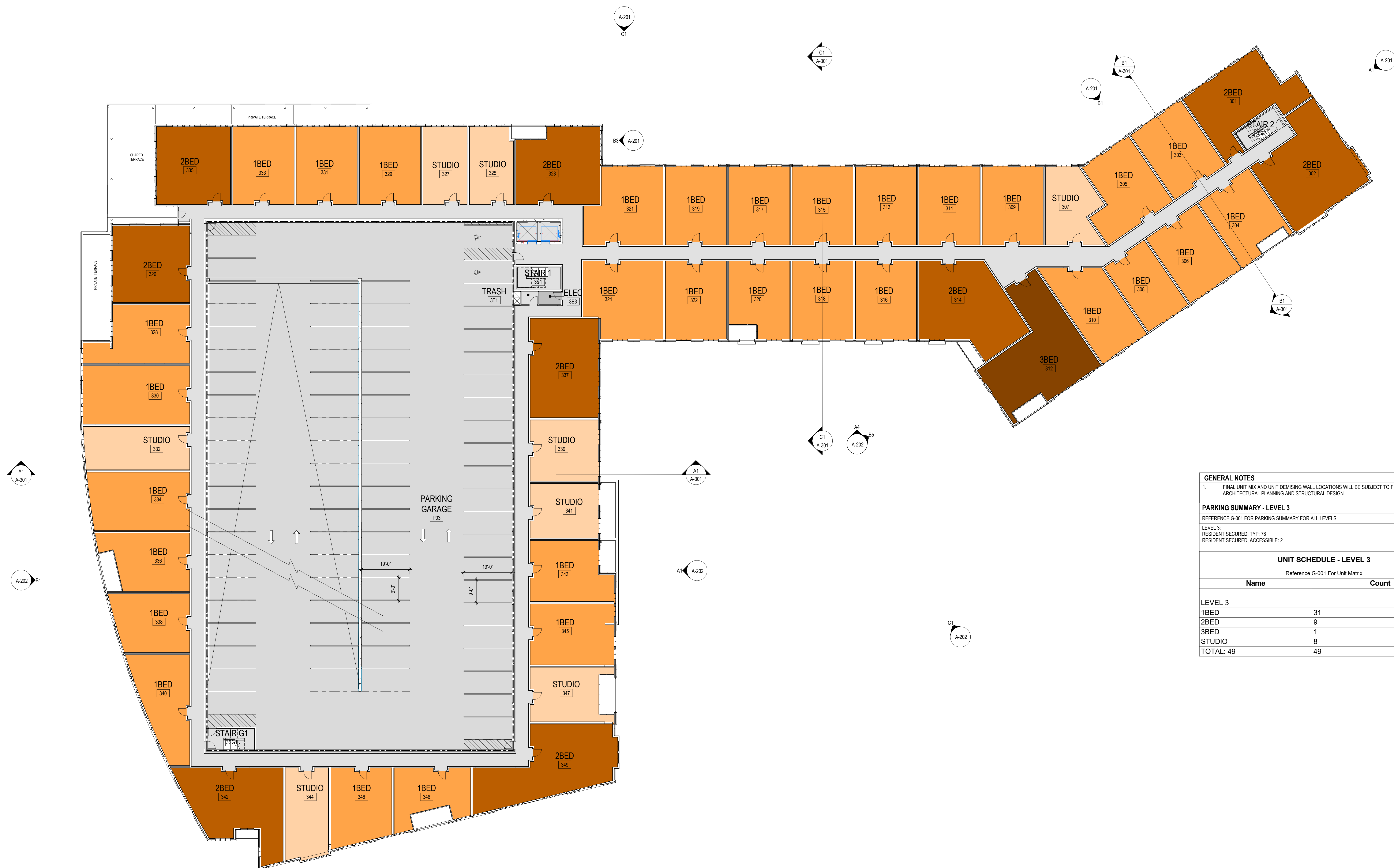
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A 103

A-103

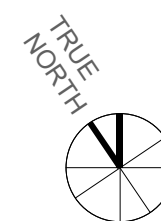
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Packet Pg. 12



A1 LEVEL 3 FLOOR PLAN
1/16" = 1'-0"

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



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CREVE COEUR PAVILION MIXED USE

10555 OLIVE BOULEVARD
CREVE COEUR, MO 63141

PRINCIPAL: JOEL FUOSS



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Trivers Associates, Inc. 202

PROJECT #:	2054.0
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[illegible]

No.	Description	Date
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LEVEL 4 FLOOR
PLAN

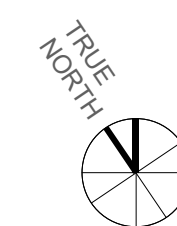
A-104

Packet Pg. 12



A1 LEVEL 4 FLOOR PLAN
1/16" = 1'-0"

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



CREVE COEUR PAVILION MIXED USE

10555 OLIVE BOULEVARD
CREVE COEUR, MO 63141

2020.11.16 CREVE COEUR PAVILION - SITE DEVELOPMENT PLAN SUBMISSION - REVISION 01
Attachment: 20201116 Creve Coeur Pavilion Site Development Plan Submission Rev 01 ARCH (#20-034;CCP Mixed-Use RZG & SDP)

PRINCIPAL: JOEL FUOSS
MOBILE 2000201200



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PROJECT #:	2054.0
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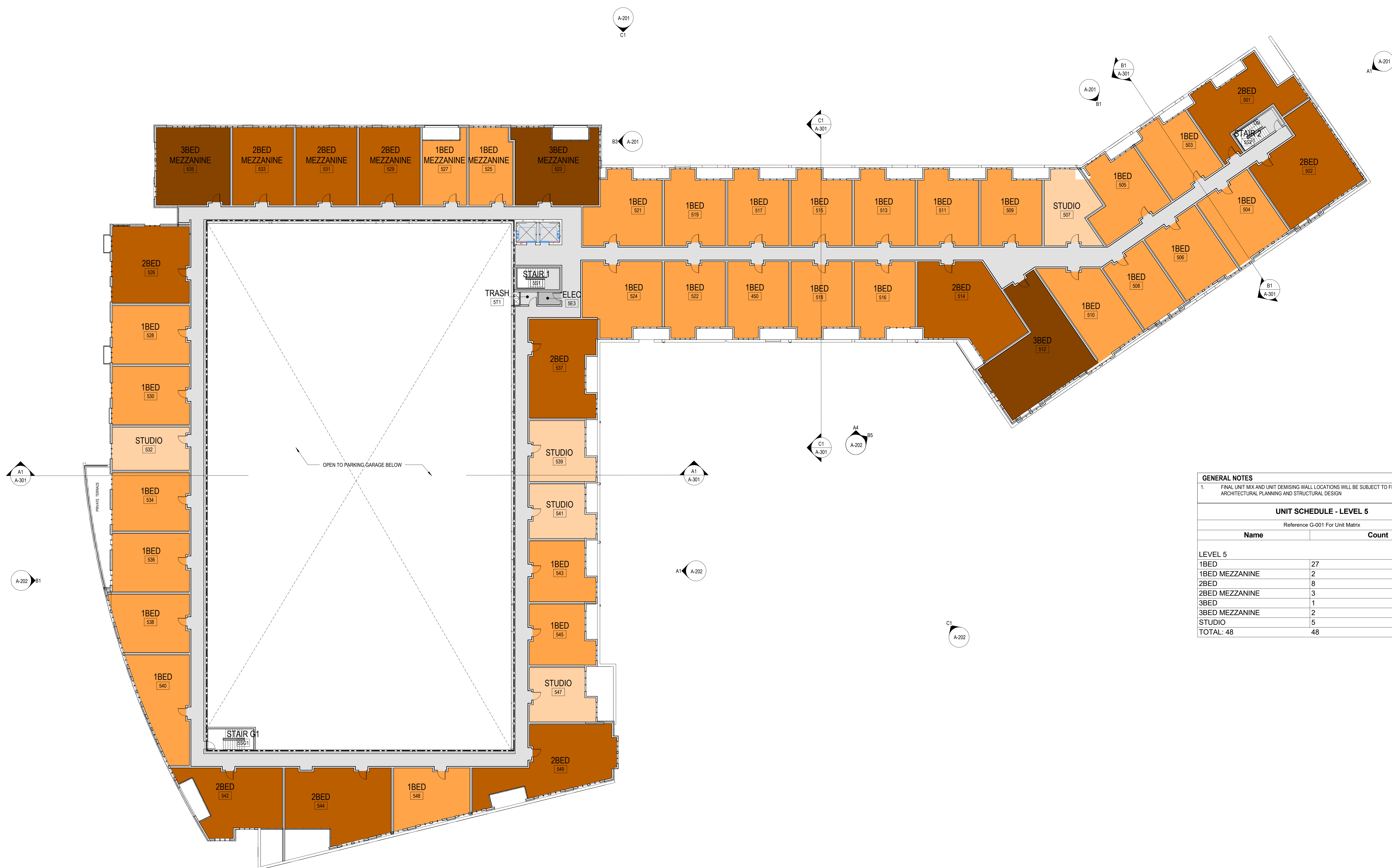
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No.	Description	Date
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LEVEL 5 FLOOR
PLAN

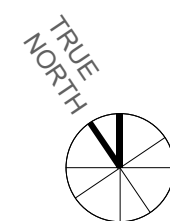
A-105

Packet Pg. 12



A1 LEVEL 5 FLOOR PLAN
1/16" = 1'-0"

SCALE: 1/16" = 1'-0" 0' 8' 16' 32'



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CREVE COEUR PAVILION MIXED USE
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CREVE COEUR, MO 63141

PRINCIPAL: JOEL FUOSS
MO# A-2008004388

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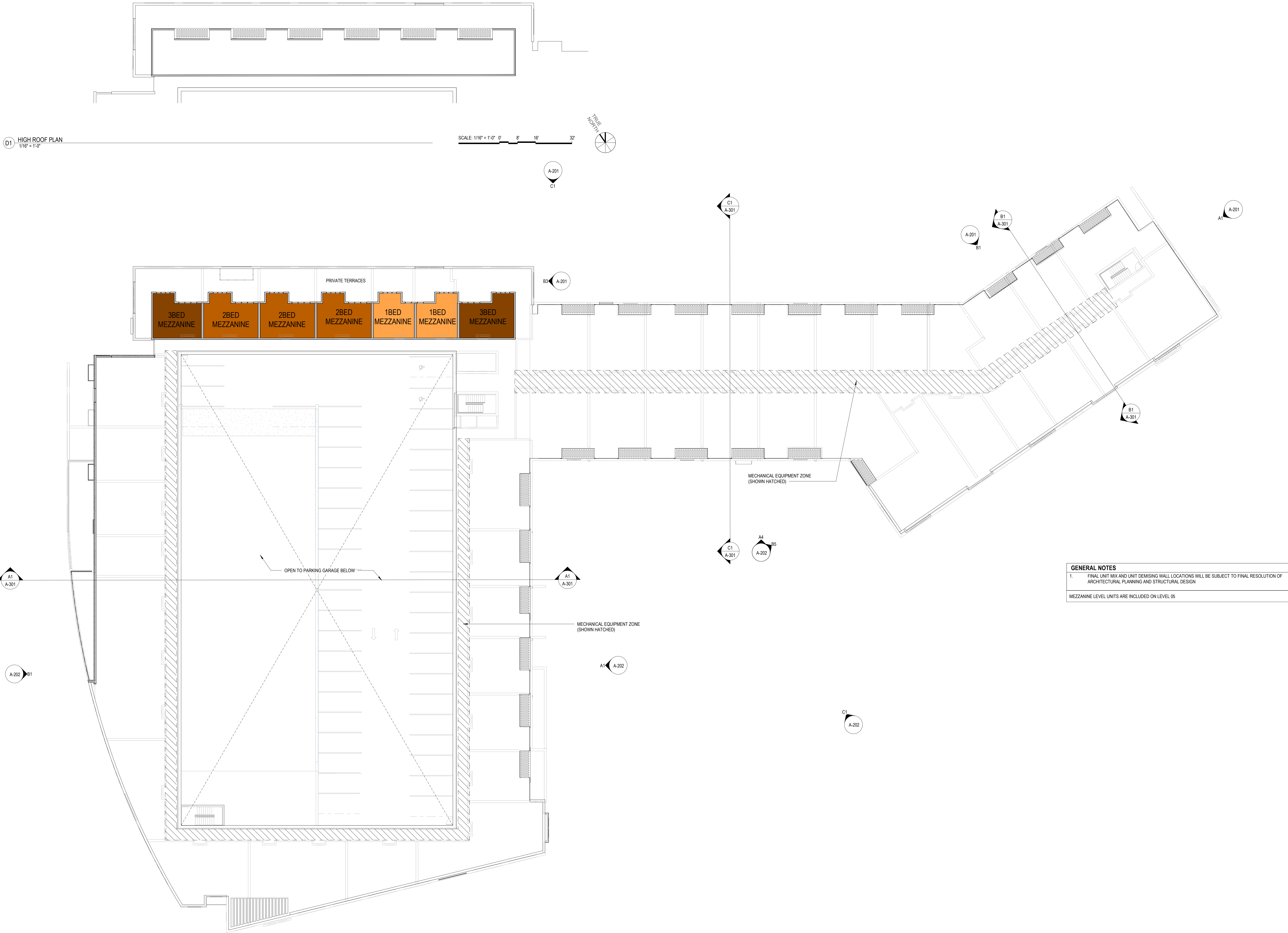
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PROJECT #: 20541

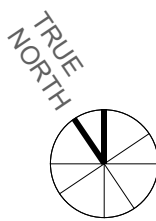
No.	Description	Date
MEZZANINE/ROOF PLAN		

A-106



D1 HIGH ROOF PLAN
1/16" = 1'-0"

SCALE: 1/16" = 1'-0" 0' 8' 16' 32'



A-201
C1

C1
A-301

A-201
B1

B1
A-301

A-201
A1

B1
A-301

MECHANICAL EQUIPMENT ZONE
(SHOWN HATCHED)

C1
A-301

A2
B5
A-202

B3
A-201

A1
A-301

MECHANICAL EQUIPMENT ZONE
(SHOWN HATCHED)

A1
A-202

C1
A-202

OPEN TO PARKING GARAGE BELOW

A1
A-301

A-202
B1

A1 MEZZANINE FLOOR/MAIN ROOF PLAN
1/16" = 1'-0"

SCALE: 1/16" = 1'-0" 0' 8' 16' 32'



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CREVE COEUR PAVILION MIXED USE
10555 OLIVE BOULEVARD
CREVE COEUR, MO 63141

2020.11.16 CREVE COEUR PAVILION - SITE DEVELOPMENT PLAN SUBMISSION - REVISION 01

Attachment: 2020.11.16 Creve Coeur Pavilion Site Development Plan Submission Rev 01 ARCH (#20-034-CCP Mixed-Use RZG & SDP)

PRINCIPAL: JOEL FUOSS
MO# A-2008004388



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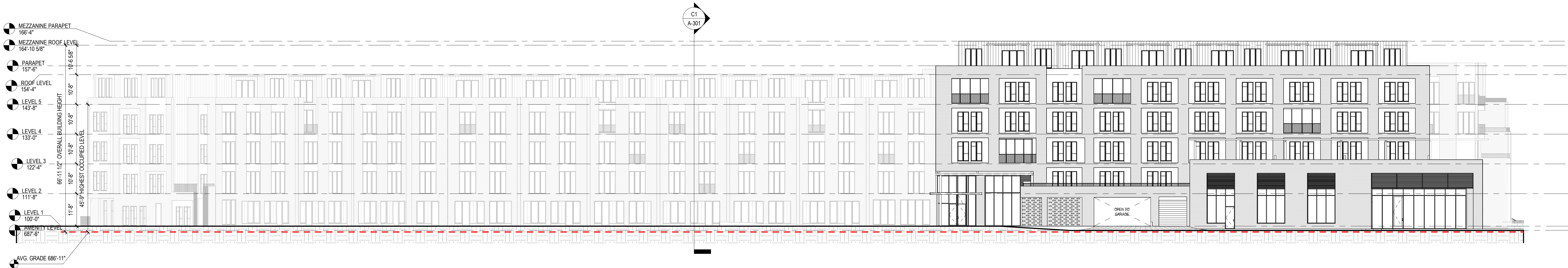
Trivers Associates, Inc. 2020

PROJECT #: 2054.0

No.	Description	Date
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BUILDING
ELEVATIONS

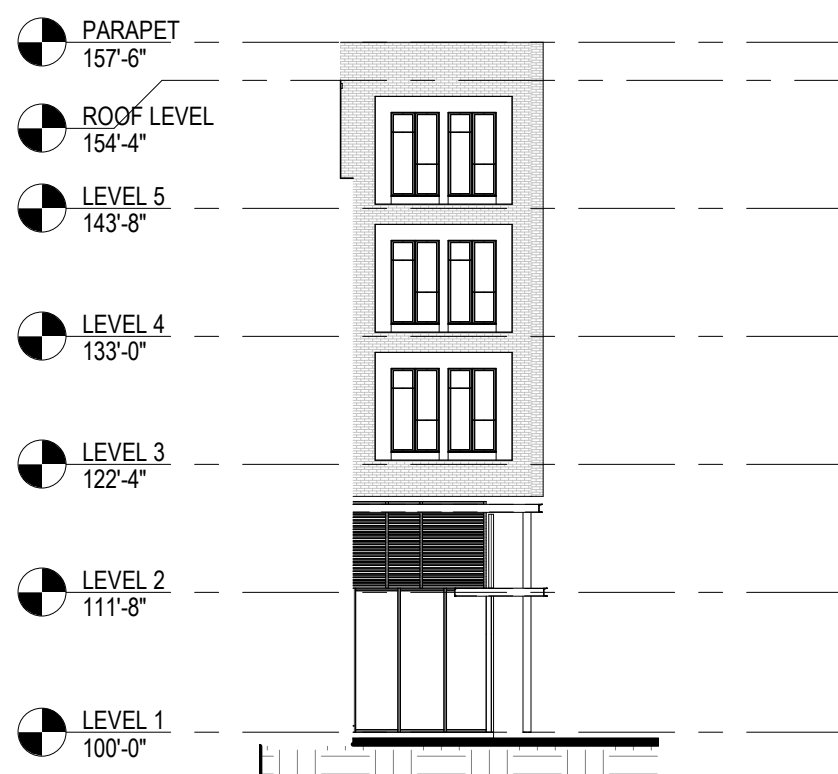
A-201



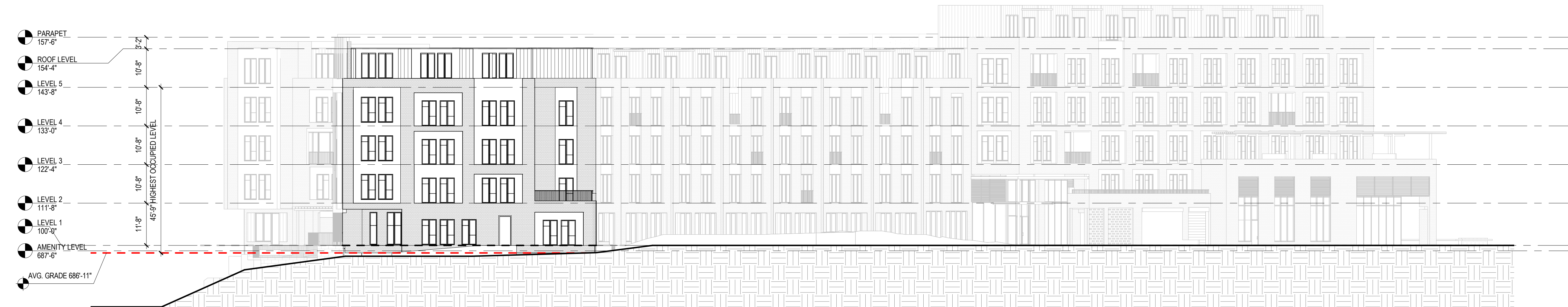
C1 NORTH ELEVATION
1/16" = 1'-0"



B1 NORTH ELEVATION 2
1/16" = 1'-0"



B3 NORTH ELEVATION PARTIAL
1/16" = 1'-0"



A1 EAST ELEVATION
1/16" = 1'-0"

GLAZING BY LOCATION	
Window Location	Window Area

East Elevation	950 SF
Hardie Panel	1,301 SF
North Elevation	8,015 SF
South Elevation	11,085 SF
West Elevation	4,376 SF
Grand total	25,728 SF

WALL MATERIAL BY LOCATION		
Exterior Material	Area	Percent of Location

East Elevation		
Brick FB-1, Interstate Golden Buff	1,536 SF	41%
Brick FB-2, Endicott Desert Ironspot Dark	163 SF	4%
Brick FB-3, Endicott Manganese Ironspot	229 SF	6%
Fiber Cement Cladding	1,069 SF	29%
Metal Panel 1 - 12" Standing Seam	738 SF	20%
	3,736 SF	

North Elevation		
Brick FB-1, Interstate Golden Buff	4,182 SF	17%
Brick FB-2, Endicott Desert Ironspot Dark	6,317 SF	25%
Brick FB-3, Endicott Manganese Ironspot	3,412 SF	14%
Fiber Cement Cladding	4,004 SF	16%
Metal Panel 1 - 12" Standing Seam	7,313 SF	29%
	25,228 SF	

Parking Garage		
Concrete, Precast	36,163 SF	100%
	36,163 SF	

South Elevation		
Brick FB-1, Interstate Golden Buff	11,042 SF	36%
Brick FB-2, Endicott Desert Ironspot Dark	5,294 SF	17%
Brick FB-3, Endicott Manganese Ironspot	2,280 SF	7%
Fiber Cement Cladding	7,988 SF	26%
Metal Panel 1 - 12" Standing Seam	4,229 SF	14%
	30,832 SF	

West Elevation		
Brick FB-1, Interstate Golden Buff	6,420 SF	47%
Brick FB-2, Endicott Desert Ironspot Dark	2,291 SF	17%
Brick FB-3, Endicott Manganese Ironspot	1,103 SF	8%
Fiber Cement Cladding	3,971 SF	29%
	13,785 SF	
Grand Total: 596	109,744 SF	

100 North Broadway, Suite 18C
St. Louis, MO 63102
314.241.2900

OWNER
CORNERSTONE
RETAIL FUND I, LLC
231 S. Bemiston Ave., STE 650
St. Louis, MO 63105
314.569.5000

CIVIL ENGINEER
CIVIL ENGINEERING DESIGN
CONSULTANTS, INC.
10820 Sunset Office Dr., STE 20
St. Louis, MO 63127
314.729.1400

LANDSCAPE ARCHITECT
ARBOLOPE STUDIO
1219 S. Boyle Ave.
St. Louis, MO 63110
314.769.9492

LIGHTING DESIGNER
ENVISION LIGHTING DESIGN
734 High Hill Ct. STE 920
Lake St. Louis, MO 63367
314.520.6116

CREVE COEUR PAVILION MIXED USE
10555 OLIVE BOULEVARD
CREVE COEUR, MO 63141

PRINCIPAL: JOEL FUOSS
MO# A-200004388



TRIVERS ASSOCIATES, INC.
ORIGINAL LICENSE /
CERTIFICATE #000549

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Trivers Associates, Inc. 2020

PROJECT #: 2054.1

No. Description Date

**BUILDING
ELEVATIONS**

A-202



GLAZING BY LOCATION	
Window Location	Window Area
East Elevation	950 SF
Hardie Panel	1,301 SF
North Elevation	8,015 SF
South Elevation	11,085 SF
West Elevation	4,376 SF
Grand total	25,728 SF

WALL MATERIAL BY LOCATION		
Exterior Material	Area	Percent of Location
East Elevation		
Brick FB-1, Interstate Golden Buff	1,536 SF	41%
Brick FB-2, Endicott Desert Ironspot Dark	163 SF	4%
Brick FB-3, Endicott Manganese Ironspot	229 SF	6%
Fiber Cement Cladding	1,069 SF	29%
Metal Panel 1 - 12" Standing Seam	738 SF	20%
	3,736 SF	
North Elevation		
Brick FB-1, Interstate Golden Buff	4,182 SF	17%
Brick FB-2, Endicott Desert Ironspot Dark	6,317 SF	25%
Brick FB-3, Endicott Manganese Ironspot	3,412 SF	14%
Fiber Cement Cladding	4,004 SF	16%
Metal Panel 1 - 12" Standing Seam	7,313 SF	29%
	25,228 SF	
Parking Garage		
Concrete, Precast	36,163 SF	100%
	36,163 SF	
South Elevation		
Brick FB-1, Interstate Golden Buff	11,042 SF	36%
Brick FB-2, Endicott Desert Ironspot Dark	5,294 SF	17%
Brick FB-3, Endicott Manganese Ironspot	2,280 SF	7%
Fiber Cement Cladding	7,988 SF	26%
Metal Panel 1 - 12" Standing Seam	4,229 SF	14%
	30,832 SF	
West Elevation		
Brick FB-1, Interstate Golden Buff	6,420 SF	47%
Brick FB-2, Endicott Desert Ironspot Dark	2,291 SF	17%
Brick FB-3, Endicott Manganese Ironspot	1,103 SF	8%
Fiber Cement Cladding	3,971 SF	29%
	13,785 SF	
Grand Total::	596	109,744 SF

OWNER
CORNERSTONE
RETAIL FUND I, LLC
231 S Berniston Ave, STE 650
St. Louis, MO 63105
314.569.5000

CIVIL ENGINEER
CIVIL ENGINEERING DESIGN
CONSULTANTS, INC
10820 Sunset Office Dr, STE 200
St. Louis, MO 63127
314.729.1400

LANDSCAPE ARCHITECT
ARBOLOPE STUDIO
1219 S. Boyle Ave.
St. Louis, MO 63110
314.769.9492

LIGHTING DESIGNER
ENVISION LIGHTING DESIGN
734 High Hill Ct, STE 920
Lake St. Louis, MO 63367
314.520.6116

10555 OLIVE BOULEVARD
CREVE COEUR, MO 63141

2020.11.16 CREVE COEUR PAVILION - SITE DEVELOPMENT PLAN SUBMISSION - REVISION 01
Attachment: 20201116 Creve Coeur Pavilion Site Development Plan Submission Rev.01 ARCH #20-034-CCP Mixed-Use, R7G & SDP)



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Trivers Associates, Inc. 202

PROJECT #: 20

[illegible]

No.	Description
	BUILDING ELEVATIONS - RENDERINGS

A-203



100 North Broadway, Suite 18C
St. Louis, MO 63102
314.241.2900

OWNER
CORNERSTONE
RETAIL FUND I, LLC
231 S Berniston Ave, STE 650
St. Louis, MO 63105
314.569.5000

CIVIL ENGINEER
CIVIL ENGINEERING DESIGN
CONSULTANTS, INC
10820 Sunset Office Dr, STE 20
St. Louis, MO 63127
314.729.1400

LANDSCAPE ARCHITECT
ARBOLOPE STUDIO
1219 S. Boyle Ave.
St. Louis, MO 63110
314.769.9492

LIGHTING DESIGNER
ENVISION LIGHTING DESIGN
734 High Hill Ct. STE 920
Lake St. Louis, MO 63367
314.520.6116

CREVE COEUR PAVILION MIXED USE
10555 OLIVE BOULEVARD
CREVE COEUR, MO 63141

PRINCIPAL: JOEL FUOSS
MO# A-2008004388

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Trivers Associates, Inc. 2020

PROJECT #: 2054.0

No.	Description	Date
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EXTERIOR
RENDERINGS

A-205



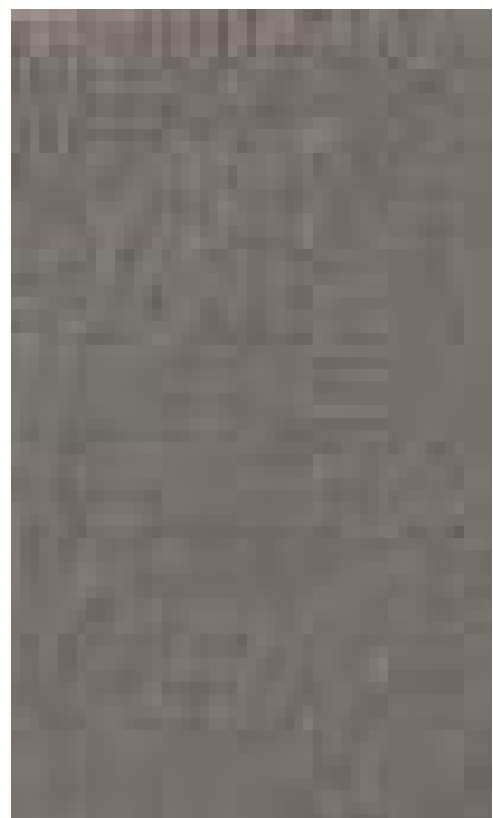
1 MATERIAL SAMPLE - BRICK VENEER TYPE - 1
1" = 40'-0"



2 MATERIAL SAMPLE - BRICK VENEER TYPE - 2
1" = 40'-0"



3 MATERIAL SAMPLE - METAL PANEL CLADDING
1" = 40'-0"



4 MATERIAL SAMPLE - FIBER CEMENT CLADDING
1" = 40'-0"



5 MATERIAL SAMPLE - WINDOW (COLOR)
1" = 40'-0"



6 MATERIAL SAMPLE - BRICK VENEER TYPE 3 (90% OF BLEND)
1" = 40'-0"



7 MATERIAL SAMPLE - BRICK VENEER TYPE 3 (10% OF BLEND)
1" = 40'-0"

100 North Broadway, Suite 18C
St. Louis, MO 63102
314.241.2900

OWNER
CORNERSTONE
RETAIL FUND I, LLC
231 S Bemiston Ave, STE 650
St. Louis, MO 63105
314.569.5000

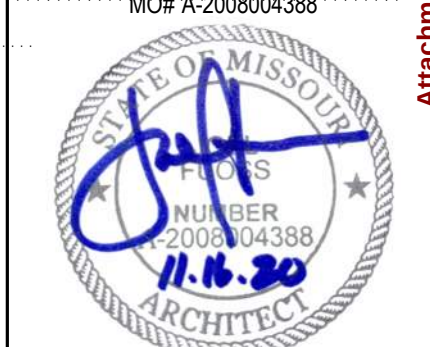
CIVIL ENGINEER
CIVIL ENGINEERING DESIGN
CONSULTANTS, INC
10820 Sunset Office Dr, STE 20
St. Louis, MO 63127
314.729.1400

LANDSCAPE ARCHITECT
ARBOLOPE STUDIO
1219 S. Boyle Ave.
St. Louis, MO 63110
314.769.9492

LIGHTING DESIGNER
ENVISION LIGHTING DESIGN
734 High Hill Ct. STE 920
Lake St. Louis, MO 63367
314.520.6116

CREVE COEUR PAVILION MIXED USE
10555 OLIVE BOULEVARD
CREVE COEUR, MO 63141

PRINCIPAL: JOEL FUOSS
MO# A-2008004388



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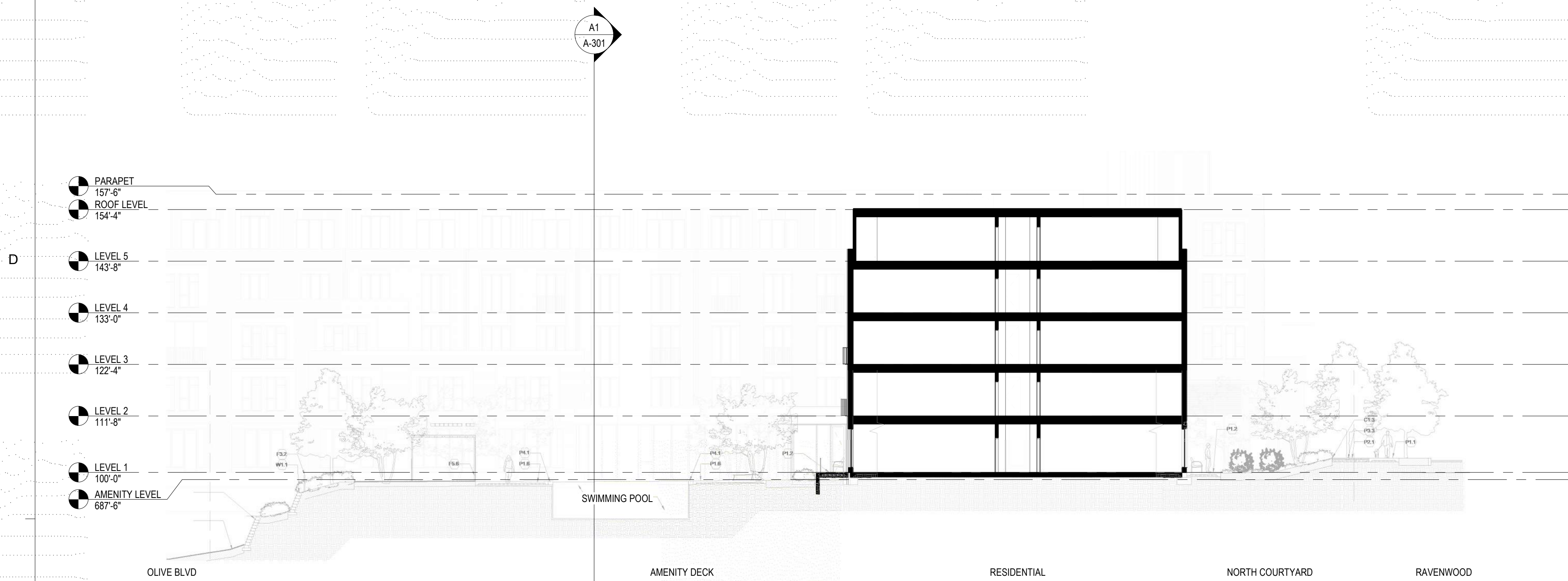
Trivers Associates, Inc. 2020

PROJECT #: 2054.0

No.	Description	Date
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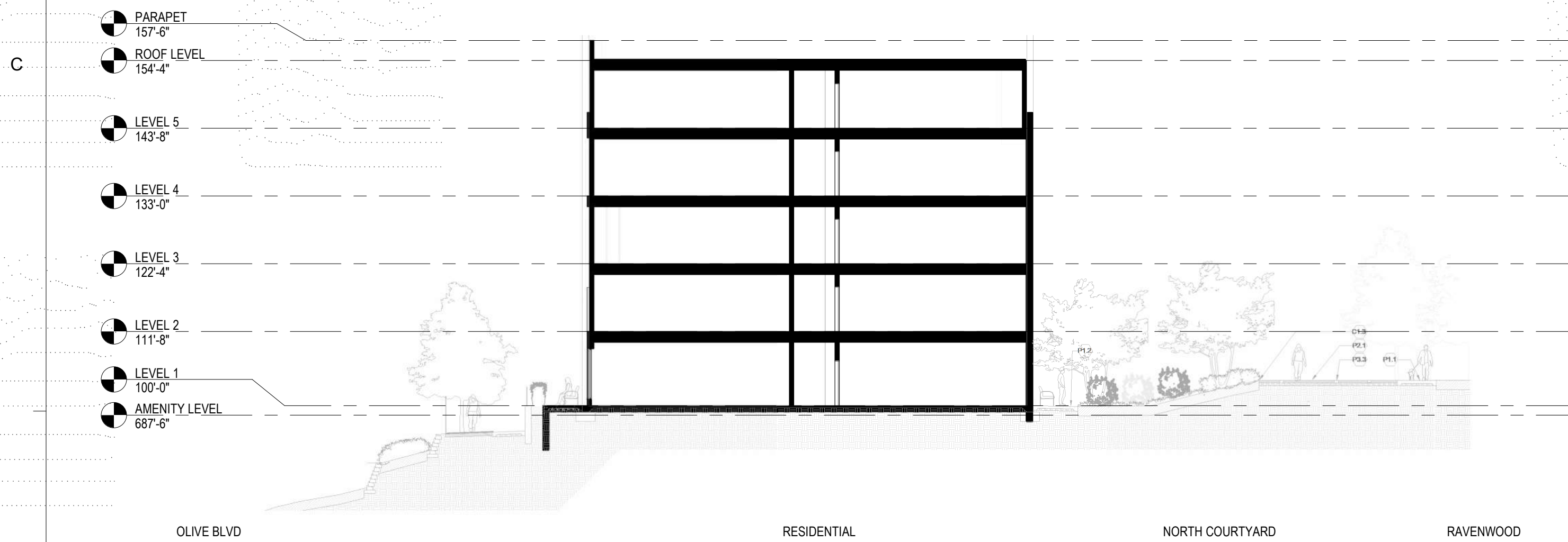
BUILDING
SECTIONS

A-301



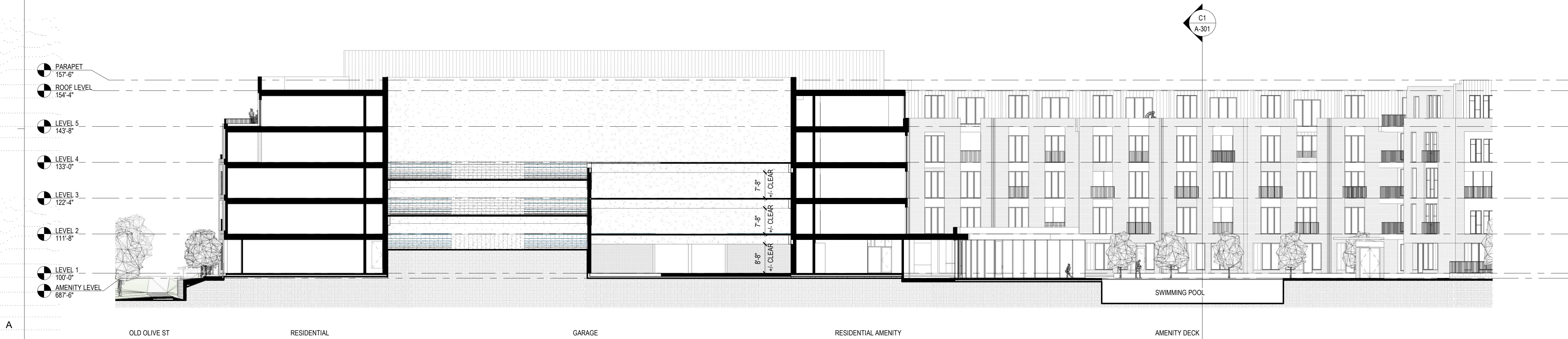
C1 BUILDING SECTION 1
1/16" = 1'-0"

SCALE: 1/16" = 1'-0" 0' 8' 16' 32'



B1 BUILDING SECTION - NORTH-SOUTH
1/16" = 1'-0"

SCALE: 1/16" = 1'-0" 0' 8' 16' 32'



A1 BUILDING SECTION - EAST-WEST
1/16" = 1'-0"

SCALE: 1/16" = 1'-0" 0' 8' 16' 32'



C1 RENDERED AERIAL VIEW FROM NORTHWEST
1" = 20'-0"



A1 RENDERED AERIAL VIEW FROM SOUTH
1" = 20'-0"

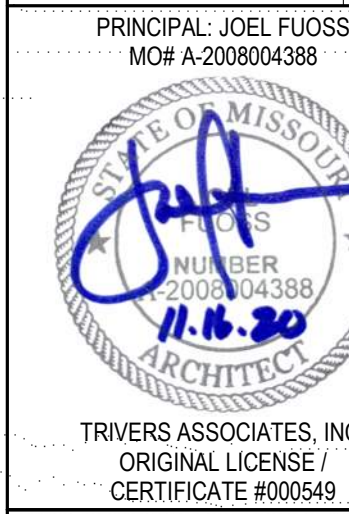


A5 ELEVATION DETAIL

35EXTERIOR VERTICAL FENESTRATION AREA (WINDOWS + STOREFRONT):
26,503 SF
NON-GLAZING EXTERIOR WALL AREA:
119,773 SF
TOTAL EXTERIOR WALL AREA:
146,276 SF
VERTICAL FENESTRATION PERCENTAGE:
26,503 / 146,276 = 18.2%

CREVE COEUR PAVILION MIXED USE

10555 OLIVE BOULEVARD
CREVE COEUR, MO 63141



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Trivers Associates, Inc. 2020

PROJECT #: 20541

No.	Description	Date
BUILDING AXONS		

PART OF RAVENWOOD SUBDIVISION PLAT 1, A SUBDIVISION RECORDED IN PLAT BOOK 69 PAGE 12 OF
THE ST. LOUIS COUNTY LAND RECORDS OFFICE IN ST. LOUIS COUNTY, MISSOURI, AND PART OF
NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 45 NORTH, RANGE 5 EAST
CITY OF CREVE COEUR
ST. LOUIS COUNTY, MISSOURI

Attachment: 20201116 Creve Coeur Pavilion Site Development Plan Submission Rev 01 CIVIL (#20-034:CCP Mixed-Use RZG & SDP)

100 North Broadway, Suite 180
St. Louis, MO 63102
314.241.2900

OWNER
ALTUS PROPERTIES
231 S. Bemiston Ave., STE 650
St. Louis, MO 63105
314.569.5000

CIVIL ENGINEER
CEDC
10820 Sunset Office Dr., STE 20
St. Louis, MO 63127
314.729.1400

LANDSCAPE ARCHITECT
ARBOLPE STUDIO
1219 S. Boyle Ave.
St. Louis, MO 63110
314.789.9492

LIGHTING DESIGNER
ENVISION LIGHTING DESIGN
734 High Hill Cl. STE 920
Lake St. Louis, MO 63367
314.520.6116

CREVE COEUR PAVILION
10555 OLIVE BOULEVARD
CREVE COEUR, MO 63141



BRANDON A. HARP, D.E. E-286
PROFESSIONAL ENGINEER
CEDC LICENSE NO.: 2003004672

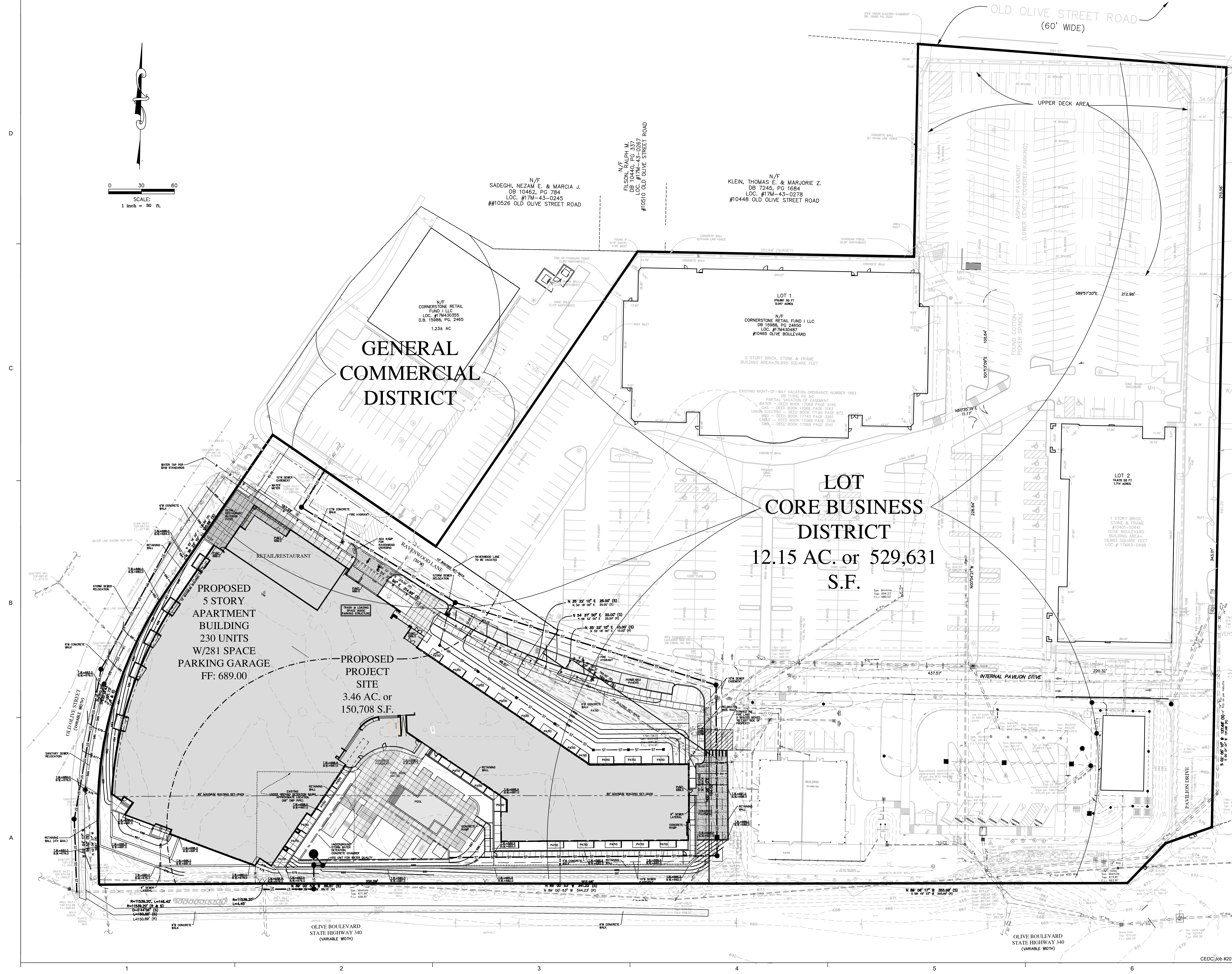
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No.	Description	Date
1	Overall Site Plan	10/20/20
2	Overall Site Plan	10/20/20
3	Overall Site Plan	10/20/20
4	Overall Site Plan	10/20/20
5	Overall Site Plan	10/20/20
6	Overall Site Plan	10/20/20

Sheet Title
Overall Site Plan

C-002

CEDC Job #2072

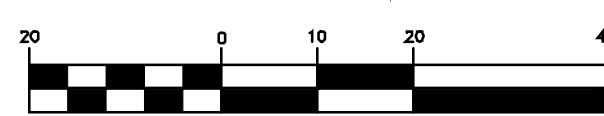


No.	Description	Date
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7	Site Development Plan	10/1/2020
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98	Site Development Plan	10/1/2020
99	Site Development Plan	10/1/2020
100	Site Development Plan	10/1/2020

LINE LABEL CHART

L1 = S 71° 49' 26" W 44.45' (S)
S 69° 45' 16" W 44.45' (R)
L2 = S 44° 58' 05" W 50.40' (S)
S 42° 53' 55" W 50.40' (R)
L3 = N 08° 57' 47" W 2.64' (S)
N 11° 01' 57" W 2.64' (R)
L4 = N 14° 28' 41" W 50.00' (S)
N 16° 30' 51" W 50.00' (R)
L5 = S 87° 36' 28" E 10.16' (S)
S 89° 40' 38" W 10.16' (R)
L6 = N 35° 22' 10" E 25.00' (S)
N 33° 18' 00" E 25.00' (R)
L7 = S 54° 37' 50" E 25.00' (S)
S 56° 42' 00" E 25.00' (R)
L8 = N 35° 22' 10" E 10.00' (S)
N 33° 18' 00" E 10.00' (R)

GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft.

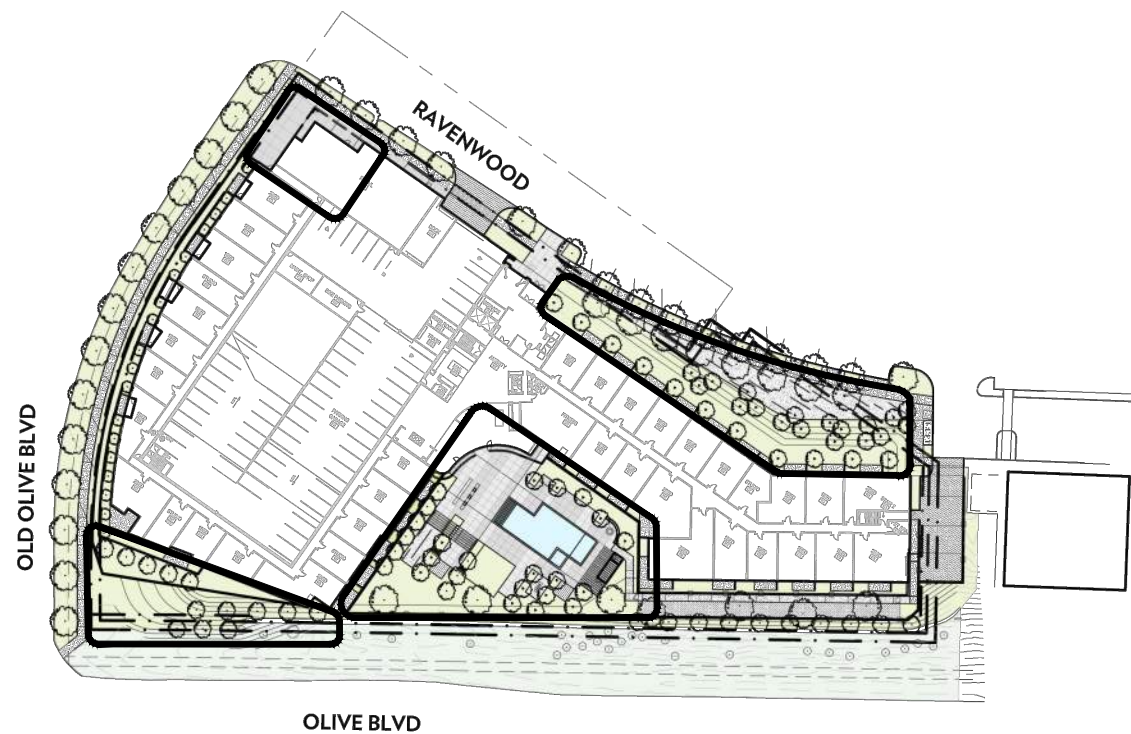
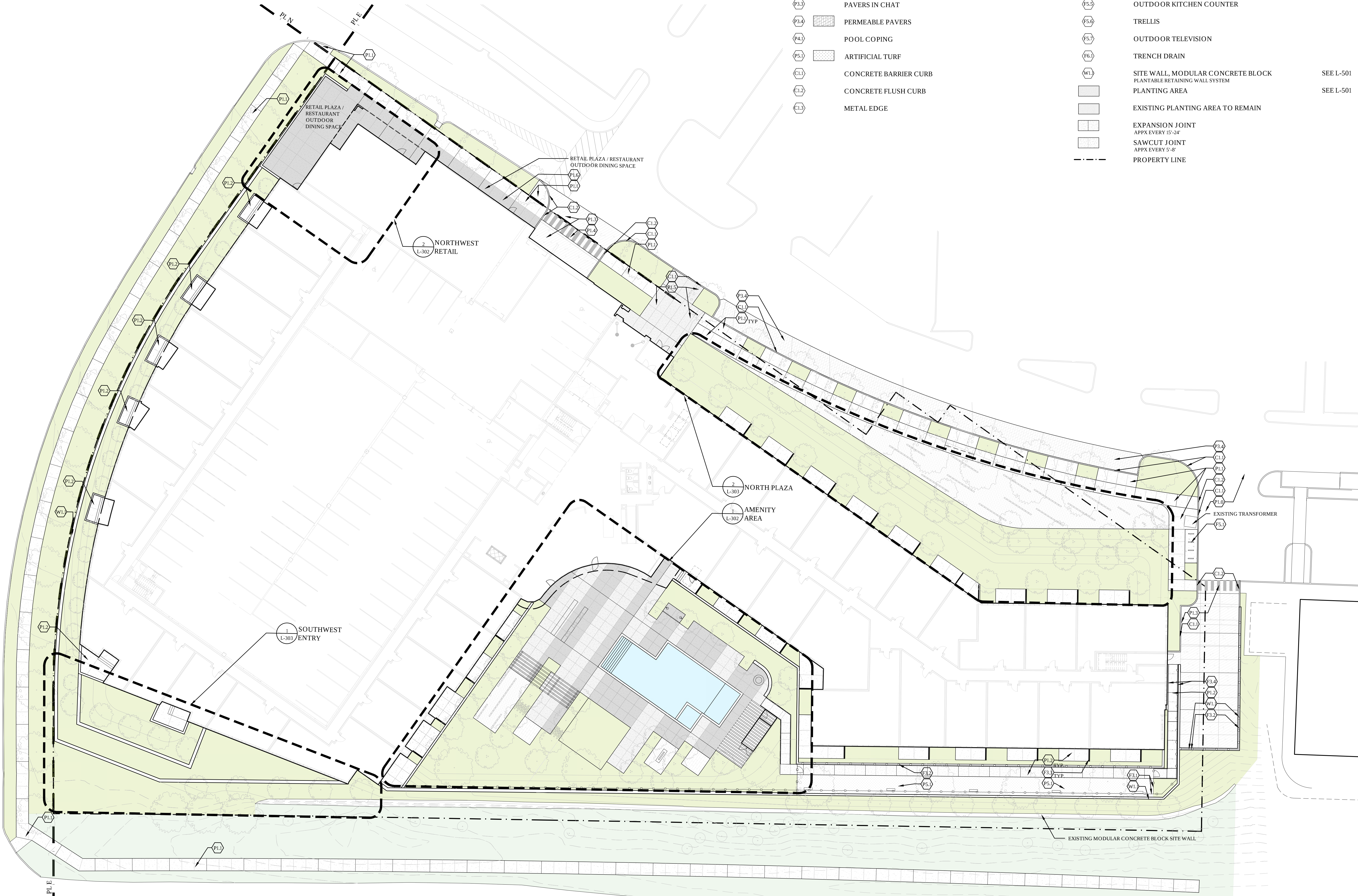
PROPOSED
5 STORY
APARTMENT
BUILDING
230 UNITS
W/281 SPACE
PARKING GARAGE
FF: 689.00

PROPOSED
PROJECT
SITE
3.46 AC. or
150,708 S.F.

GENERAL NOTE

Existing and Planned Retaining walls represent current planning. All existing and planned retaining walls are subject to final engineering requirements and shall comply with published Creve Coeur planning, zoning and building department requirements

1 LAYOUT & MATERIALS PLAN

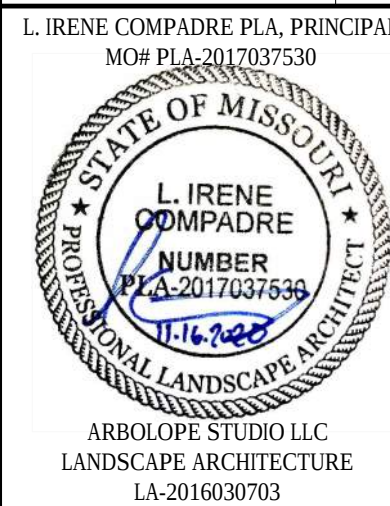


MATERIALS LEGEND

SYMBOL	MATERIAL	DETAIL	SYMBOL	MATERIAL	DETAIL
(P1.0)	ASPHALT PAVEMENT		(F3.0)	DOG PARK FENCING (3' TALL, BLACK PICKET-STYLE FENCE)	
(P1.1)	CONC PAVING - SIDEWALK (R.O.W, STREETSCAPE) (EXPOSED MERAMAC AGGREGATE)		(F3.1)	DOG PARK FENCING (6' TALL, BLACK PICKET-STYLE FENCE)	
(P1.2)	CONC PAVING - SIDEWALK (PRIVATE) (BROOM FINISH)		(F3.2)	GUARD RAIL (42" TALL HORIZONTAL CABLE GUARD RAIL)	
(P1.3)	CONC PAVING - DRIVABLE (BROOM FINISH)		(F3.3)	UNIT SCREEN (6' TALL, BLACK PICKET-STYLE FENCE)	
(P1.4)	CONC PAVING - DRIVABLE (EXPOSED AGGREGATE)		(F3.4)	HANDRAIL	
(P1.5)	CONC PAVING - AMENITY AREA TYPE 1 (EXPOSED AGGREGATE, INTEGRAL COLOR)		(F4.1)	WOOD SEAT WALL TOP	
(P1.6)	CONC PAVING - AMENITY AREA TYPE 2 (EXPOSED AGGREGATE, INTEGRAL COLOR)		(F5.1)	BIKE RACK	
(P2.1)	GRANITE FINES		(F5.2)	OUTDOOR SHOWER	
(P3.1)	PLANK PAVERS		(F5.3)	FIRE PIT	
(P3.2)	PAVERS IN LAWN		(F5.4)	GRILL	
(P3.3)	PAVERS IN CHAT		(F5.5)	OUTDOOR KITCHEN COUNTER	
(P3.4)	PERMEABLE PAVERS		(F5.6)	TRELLIS	
(P4.1)	POOL COPING		(F5.7)	OUTDOOR TELEVISION	
(P5.1)	ARTIFICIAL TURF		(F6.1)	TRENCH DRAIN	
(C1.1)	CONCRETE BARRIER CURB		(W1.1)	SITE WALL, MODULAR CONCRETE BLOCK PLANTABLE RETAINING WALL SYSTEM	SEE L-501
(C1.2)	CONCRETE FLUSH CURB			PLANTING AREA	SEE L-501
(C1.3)	METAL EDGE			EXISTING PLANTING AREA TO REMAIN	
				EXPANSION JOINT APPROX. EVERY 15'-24"	
				SAWCUT JOINT APPROX. EVERY 5'-8"	
				PROPERTY LINE	



CREVE COEUR PAVILION
10555 OLIVE BOULEVARD
CREVE COEUR, MO 63141



ARBOLOPE STUDIO LLC
LANDSCAPE ARCHITECTURE
LA-2016030703

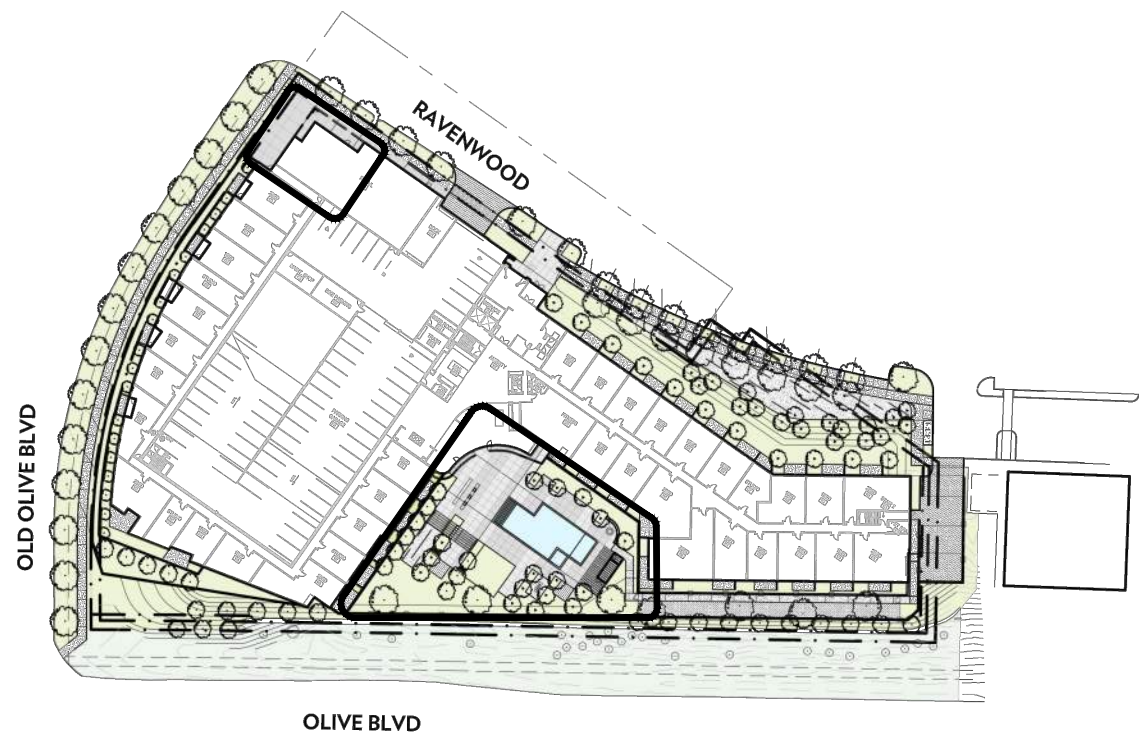
Trivers Associates, Inc. 2020

PROJECT # 2054

No. Description Date

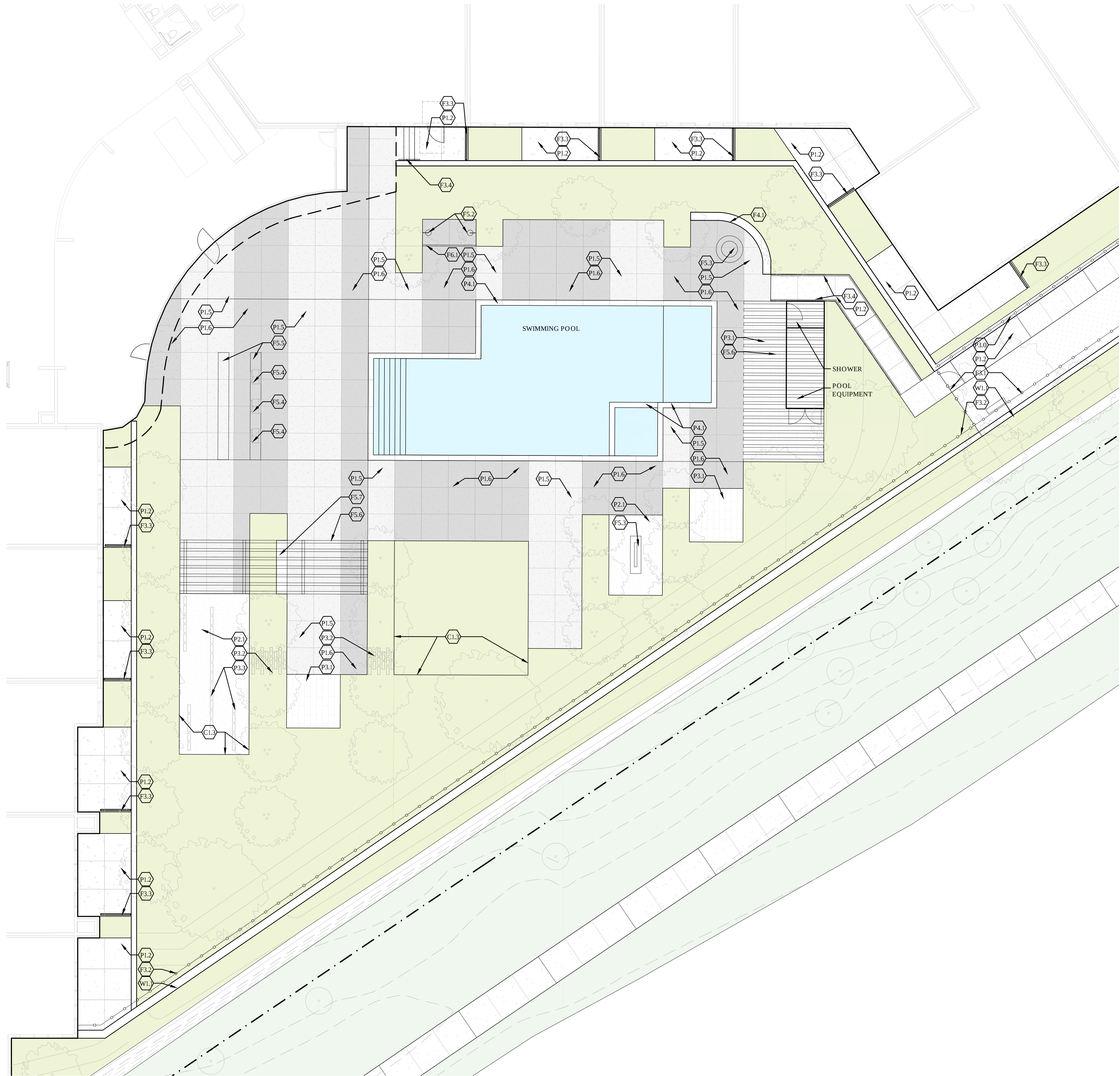
LAYOUT & MATERIALS PLAN

L-301



MATERIALS LEGEND

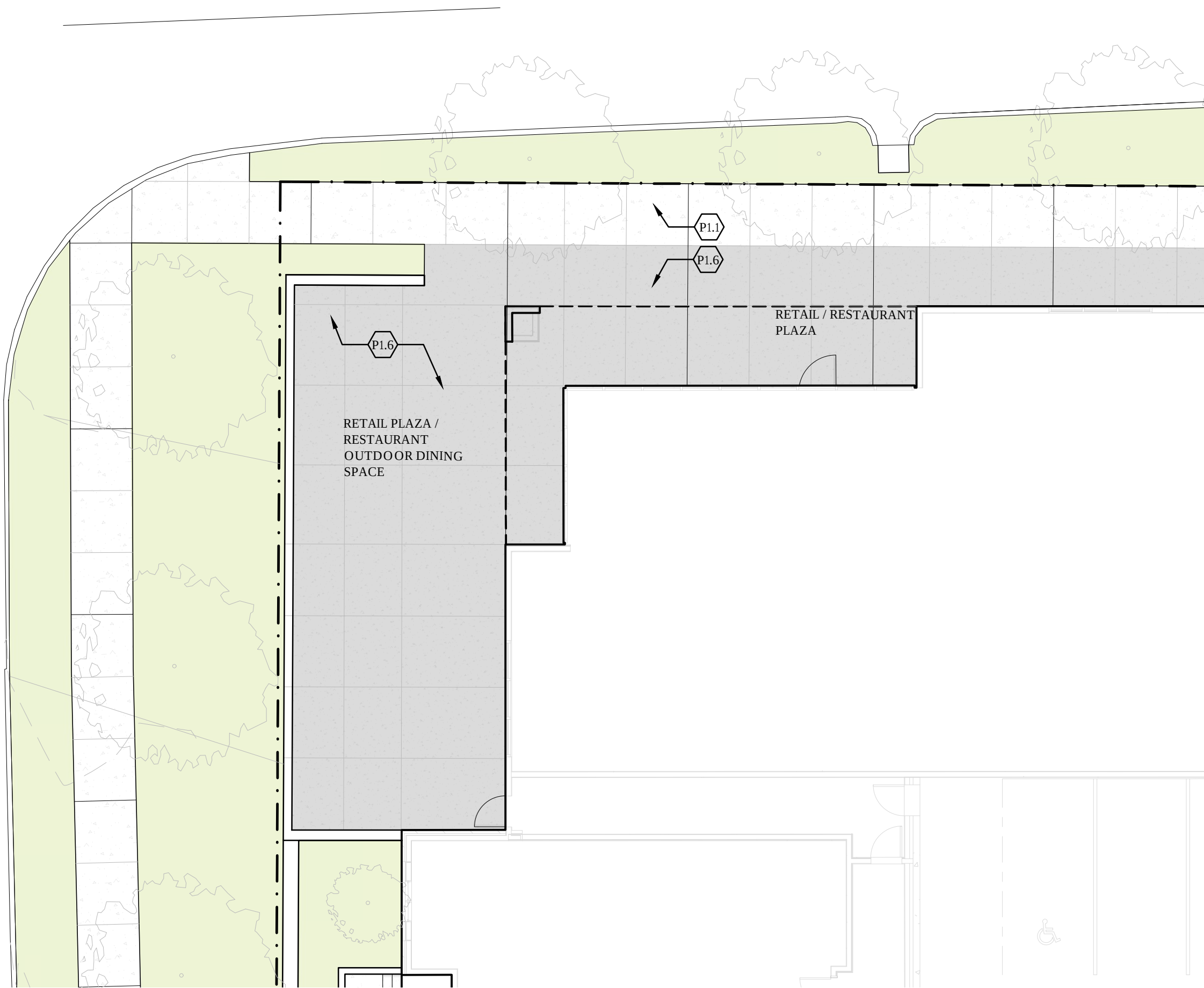
SYMBOL	MATERIAL	DETAIL	SYMBOL	MATERIAL	DETAIL
(P1.0)	ASPHALT PAVEMENT		(F3.0)	DOG PARK FENCING (3' TALL, BLACK PICKET-STYLE FENCE)	
(P1.1)	CONC PAVING - SIDEWALK (R.O.W, STREETSCAPE) (EXPOSED MERAMAC AGGREGATE)		(F3.1)	DOG PARK FENCING (6' TALL, BLACK PICKET-STYLE FENCE)	
(P1.2)	CONC PAVING - SIDEWALK (PRIVATE) (BROOM FINISH)		(F3.2)	GUARD RAIL (42" TALL HORIZONTAL CABLE GUARD RAIL)	
(P1.3)	CONC PAVING - DRIVABLE (BROOM FINISH)		(F3.3)	UNIT SCREEN 6.5' WOODEN SCREENING FENCE, HORIZONTAL CEDAR BOARDS	
(P1.4)	CONC PAVING - DRIVABLE (EXPOSED AGGREGATE)		(F3.4)	HANDRAIL	
(P1.5)	CONC PAVING - AMENITY AREA TYPE 1 (EXPOSED AGGREGATE, INTEGRAL COLOR)		(F4.1)	WOOD SEAT WALL TOP	
(P1.6)	CONC PAVING - AMENITY AREA TYPE 2 (EXPOSED AGGREGATE, INTEGRAL COLOR)		(F5.1)	BIKE RACK	
(P2.1)	GRANITE FINES		(F5.2)	OUTDOOR SHOWER	
(P3.1)	PLANK PAVERS		(F5.3)	FIRE PIT	
(P3.2)	PAVERS IN LAWN		(F5.4)	GRILL	
(P3.3)	PAVERS IN CHAT		(F5.5)	OUTDOOR KITCHEN COUNTER	
(P3.4)	PERMEABLE PAVERS		(F5.6)	TRELLIS	
(P4.1)	POOL COPING		(F5.7)	OUTDOOR TELEVISION	
(P5.1)	ARTIFICIAL TURF		(F6.1)	TRENCH DRAIN	
(C1.1)	CONCRETE BARRIER CURB		(W1.1)	SITE WALL, MODULAR CONCRETE BLOCK PLANTABLE RETAINING WALL SYSTEM	SEE L-501
(C1.2)	CONCRETE FLUSH CURB			PLANTING AREA	SEE L-501
(C1.3)	METAL EDGE			EXISTING PLANTING AREA TO REMAIN	
				EXPANSION JOINT APPROX. EVERY 15'-24"	
				SAWCUT JOINT APPROX. EVERY 5'-8"	
				PROPERTY LINE	



1 LAYOUT & MATERIALS PLAN - AMENITY AREA



2 LAYOUT & MATERIALS PLAN - NORTHWEST RETAIL



CREVE COEUR PAVILION
10555 OLIVE BOULEVARD
CREVE COEUR, MO 63141



ARBOLOPE STUDIO LLC
LANDSCAPE ARCHITECTURE
LA-2016030703

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Trivers Associates, Inc. 2020

PROJECT # 20541

No.	Description	Date
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LAYOUT &
MATERIALS PLAN -
ENLARGED PLANS

L-302

100 North Broadway, Suite 180
St. Louis, MO 63102
314.241.2900

OWNER
ALTUS PROPERTIES
231 S Bemiston Ave, STE 650
St. Louis, MO 63105
314.569.5000

CIVIL ENGINEER
CEDC
10620 Sunset Office Dr, STE 20
St. Louis, MO 63127
314.729.1400

LANDSCAPE ARCHITECT
ARBOLOPE STUDIO
1219 S. Boyle Ave.
St. Louis, MO 63110
314.769.9492

LIGHTING DESIGNER
ENVISION LIGHTING DESIGN
734 High Hill Ct, STE 920
Lake St. Louis, MO 63367
314.520.6116

CREVE COEUR PAVILION - SITE DEVELOPMENT PLAN - REVISION 1
2020.11.16 Creve Coeur Pavilion Site Development Plan Submission Rev 01 LANDSCAPE

10555 OLIVE BOULEVARD
CREVE COEUR, MO 63141

CREVE COEUR PAVILION
10555 OLIVE BOULEVARD
CREVE COEUR, MO 63141

2020.11.16 Creve Coeur Pavilion Site Development Plan Submission Rev 01 LANDSCAPE

Attachment: 2020.11.16 Creve Coeur Pavilion Site Development Plan Submission Rev 01 LANDSCAPE

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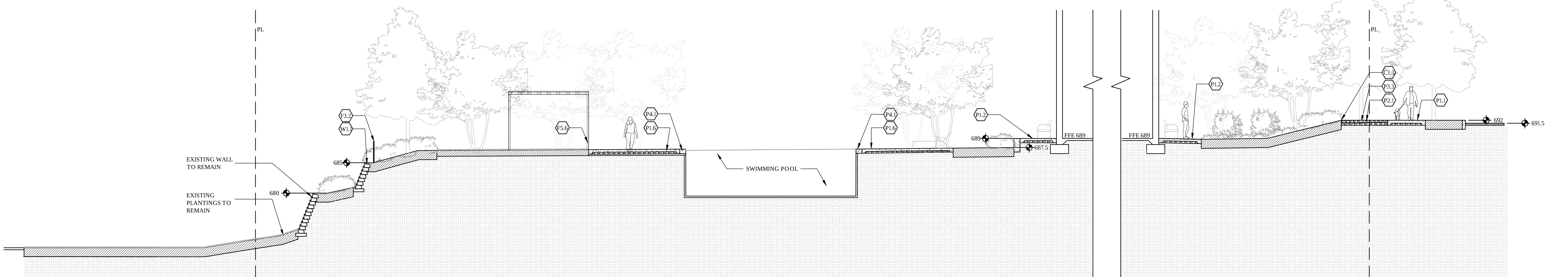
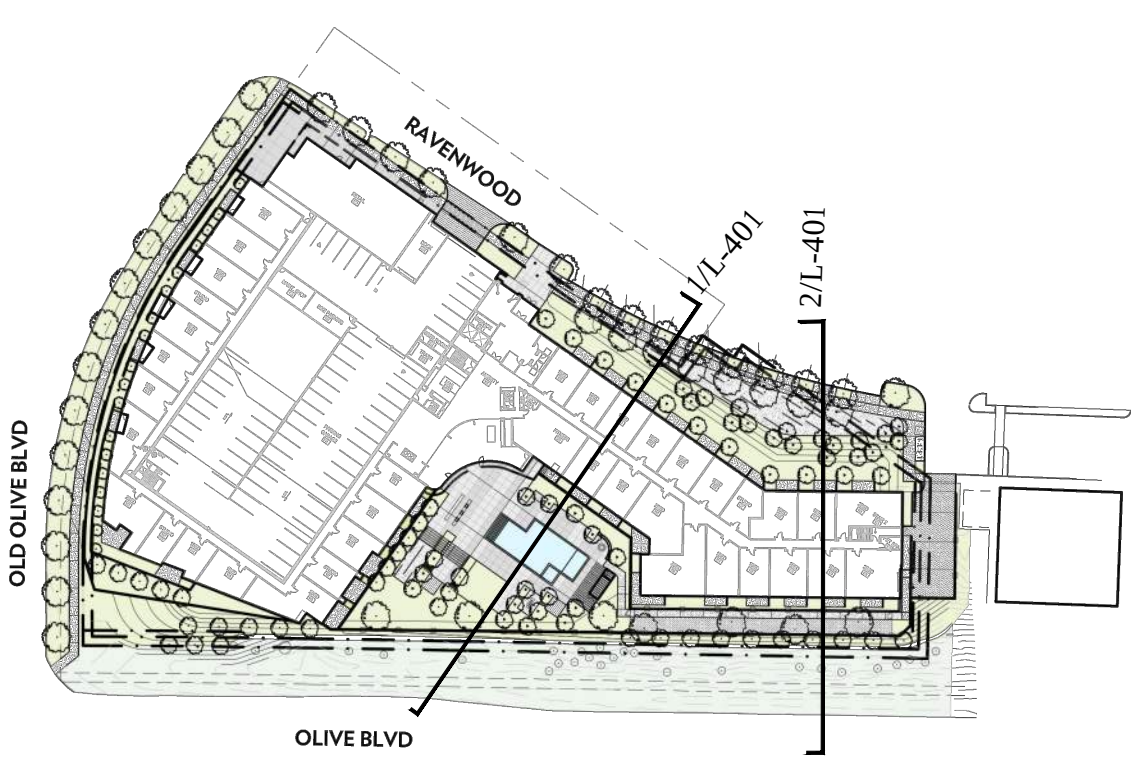
Attachment: 2020.11.16 Creve Coeur Pavilion Site Development Plan Submission Rev 01 LANDSCAPE

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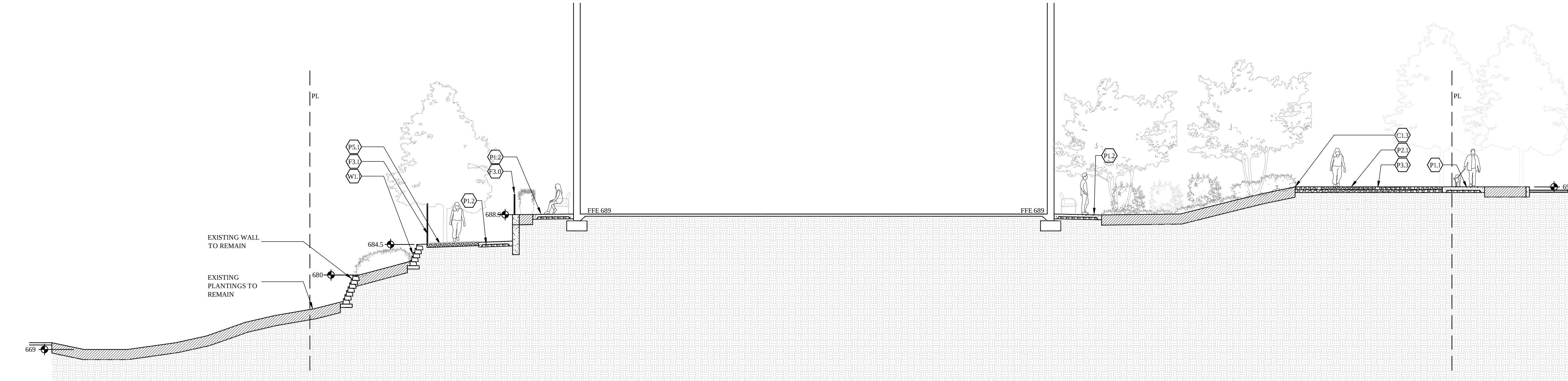
MATERIALS LEGEND

SYMBOL	MATERIAL	DETAIL	SYMBOL	MATERIAL	DETAIL
(P1.0)	ASPHALT PAVEMENT		(F3.0)	DOG PARK FENCING (3' TALL, BLACK PICKET-STYLE FENCE)	
(P1.1)	CONC PAVING - SIDEWALK (R.O.W, STREETSCAPE) (EXPOSED MERAMAC AGGREGATE)		(F3.1)	DOG PARK FENCING (6' TALL, BLACK PICKET-STYLE FENCE)	
(P1.2)	CONC PAVING - SIDEWALK (PRIVATE) (BROOM FINISH)		(F3.2)	GUARD RAIL (42" TALL HORIZONTAL CABLE GUARD RAIL)	
(P1.3)	CONC PAVING - DRIVABLE (BROOM FINISH)		(F3.3)	UNIT SCREEN 6:3" WOODEN SCREENING FENCE, HORIZONTAL CEDAR BOARDS	
(P1.4)	CONC PAVING - DRIVABLE (EXPOSED AGGREGATE)		(F3.4)	HANDRAIL	
(P1.5)	CONC PAVING - AMENITY AREA TYPE 1 (EXPOSED AGGREGATE, INTEGRAL COLOR)		(F4.1)	WOOD SEAT WALL TOP	
(P1.6)	CONC PAVING - AMENITY AREA TYPE 2 (EXPOSED AGGREGATE, INTEGRAL COLOR)		(F5.1)	BIKE RACK	
(P2.1)	GRANITE FINES		(F5.2)	OUTDOOR SHOWER	
(P3.1)	PLANK PAVERS		(F5.3)	FIRE PIT	
(P3.2)	PAVERS IN LAWN		(F5.4)	GRILL	
(P3.3)	PAVERS IN CHAT		(F5.5)	OUTDOOR KITCHEN COUNTER	
(P3.4)	PERMEABLE PAVERS		(F5.6)	TRELLIS	
(P4.1)	POOL COPING		(F5.7)	OUTDOOR TELEVISION	
(P5.1)	ARTIFICIAL TURF		(F6.1)	TRENCH DRAIN	
(C1.1)	CONCRETE BARRIER CURB		(W1.1)	SITE WALL, MODULAR CONCRETE BLOCK PLANTABLE RETAINING WALL SYSTEM	SEE L-501
(C1.2)	CONCRETE FLUSH CURB			PLANTING AREA	SEE L-501
(C1.3)	METAL EDGE			EXISTING PLANTING AREA TO REMAIN	
				EXPANSION JOINT APPROX EVERY 15'-24"	
				SAWCUT JOINT APPROX EVERY 5'-8"	



1 SITE SECTION AT AMENITY DECK
1/8" = 1'-0"

0 4 8 16 FT



2 SITE SECTION AT NORTH PLAZA
1/8" = 1'-0"

0 4 8 16 FT

100 North Broadway, Suite 180
St. Louis, MO 63102
314.241.2900
OWNER
ALTUS PROPERTIES
231 S Bemiston Ave, STE 650
St. Louis, MO 63105
314.569.5000
CIVIL ENGINEER
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10820 Sunset Office Dr, STE 20
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ARBOLOPE STUDIO
1219 S. Boyle Ave.
St. Louis, MO 63110
314.789.9492
LIGHTING DESIGNER
ENVISION LIGHTING DESIGN
734 High Hill Cl, STE 920
Lake St. Louis, MO 63367
314.520.6116

EXISTING TREES LEGEND

SYMBOL	MATERIAL	TOTAL
	REMOVED TREE - MORE THAN 6" CAL	21
	REMOVED TREE - LESS THAN 6" CAL	41
	REMAINING TREE - MORE THAN 6" CAL	1
	REMAINING TREE - LESS THAN 6" CAL	27
	PROPERTY LINE	



1 EXISTING TREES TO BE REMOVED AND TO REMAIN
1" = 20'

CREVE COEUR PAVILION
10555 OLIVE BOULEVARD
CREVE COEUR, MO 63141

L. IRENE COMPADRE, P.L.A. (PRINCIPAL)
MOM PLAT 2017037530
STATE OF MISSOURI
L. IRENE COMPADRE
NUMBER
PLA 2017037530
LANDSCAPE ARCHITECTURE
ARBOLOPE STUDIO LLC
LANDSCAPE ARCHITECTURE
LA 2016030703

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Trivers Associates, Inc. 2020

PROJECT # 2054.1

No.	Description	Date
EXISTING TREES PLAN		

PLANS ARE REQUIRED TO BE PRINTED IN COLOR FOR CLARITY

PLANTING LEGEND

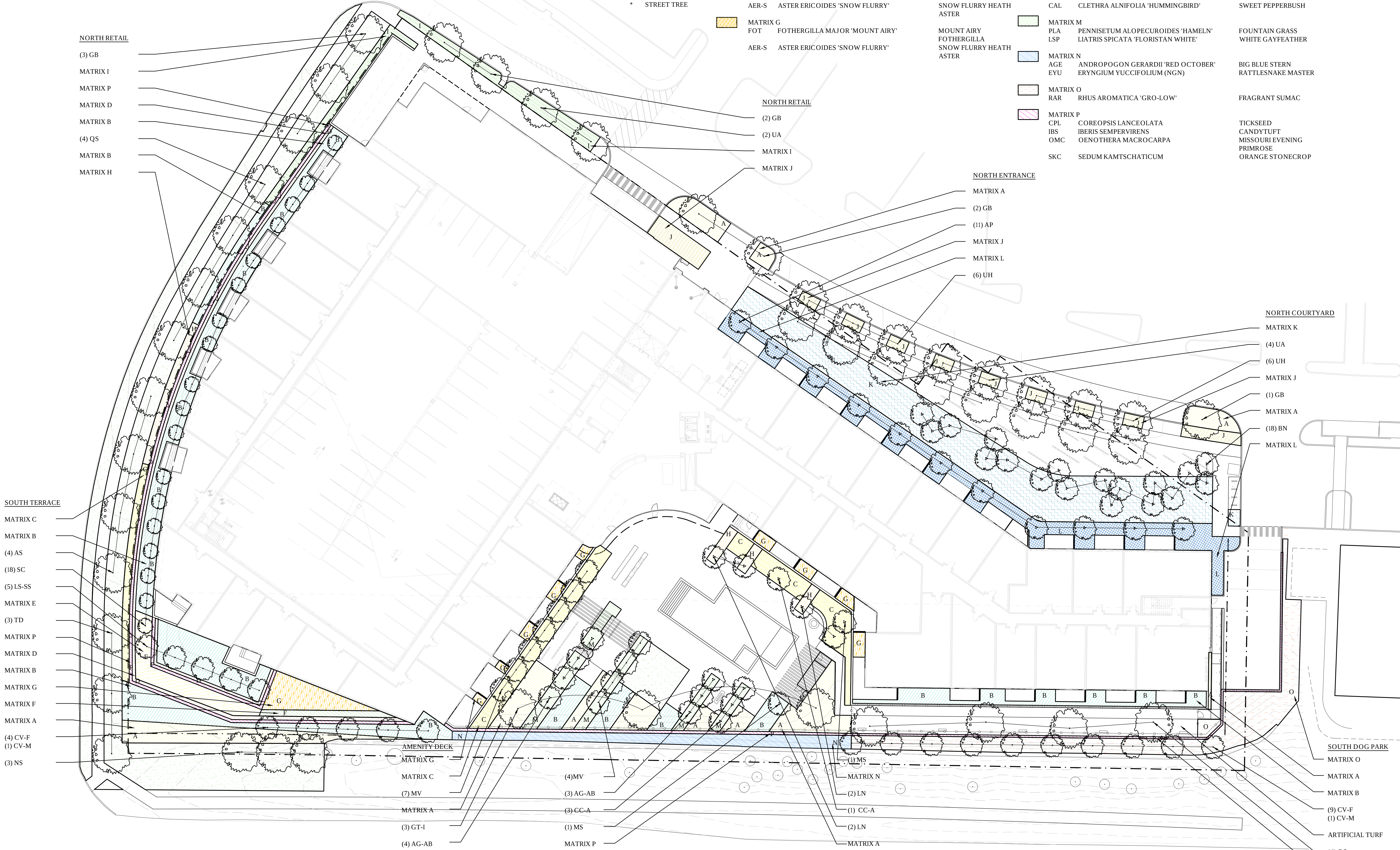
SYMBOL	MATERIAL
	FESCUE SOD
	PROPERTY LINE
	CANOPY TREE
	ORNAMENTAL TREE
	MULTI STEM ORNAMENTAL TREE
	EXISTING TREE

PLANTING SCHEDULE - TREES

ABV.	BOTANICAL NAME	COMMON NAME	SIZE
CANOPY TREES			
(8) GB	GINKGO BILOBA 'AUTUMN GOLD'	GINKO	3" CAL *
(3) TD	TAXODIUM DISTICHUM 'SHAWNEE BRAVE'	BALD CYPRESS	3" CAL *
(4) AS	ACER SACCHARUM FALL FIESTA (BAILSTA)	MAPLE, SUGAR	3" CAL *
(6) UA	ULMUS AMERICANA 'VALLEY FORGE'	AMERICAN ELM	3" CAL *
(12) UH	ULMUS X HYBRID 'PIONEER'	HYBRID ELM	3" CAL *
(5) LS-SS	LIQUIDAMBAR STYRACIFLUA	COLUMNAR SWEETGUM	3" CAL
(3) GT-I	GLEDTISIA TRIACANTHOS 'IMPERIAL'	HONEYLOCUST, THORNLESS	3" CAL
(3) NS	NYSSA SYLVATICA	BLACKGUM	3" CAL
(8) QS	QUERCUS SHUMARDII	OAK, SHUMARD	3" CAL *
ORNAMENTAL TREES			
(7) AG-AB	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'	SERVICEBERRY 'AUTUMN BRILLIANCE'	8-10' TALL
(11) AP	AESCULUS PARVIFLORA	BOTTLEBRUSH BUCKEYE	6' TALL
(18) BN	BETULA NIGRA 'DURA HEAT'	RIVER BIRCH	2.5-3"
(4) CC-A	CERCIS CANADENSIS 'ROYAL WHITE'	REDBUD	8-10' TALL
(2) MS	MAGNOLIA SOULANGEANA	SAUCER MAGNOLIA (WHITE FLOWER)	8-10' TALL
(11) MV	MAGNOLIA VIRGINICA	SWEETBAY MAGNOLIA	8-10' TALL
(2) CV-M	CHIONANTHUS VIRGINICUS MALE	FRINGETREE - MALE	6' TALL
(13) CV-F	CHIONANTHUS VIRGINICUS FEMALE	FRINGETREE - FEMALE	8-10' TALL
(4) LN	LAGERSTROEMIA 'NATCHEZ'	CRAPPE MYRTLE (WHITE)	4' TALL
(18) SC	SAMBUCUS CANADENSIS	ELDERBERRY	

PLANTING SCHEDULE - SHRUBS, PERENNIALS, GRASSES, VINES

HATCH	ABV.	BOTANICAL NAME	COMMON NAME	HATCH	ABV.	BOTANICAL NAME	COMMON NAME
	MATRIX A	SPOROBOLUS HETEROLEPIS	PRARIE DROPSEED		MATRIX H	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS
	MATRIX B	SCHIZACHYRIUM SCOPARIUM 'THE BLUES'	LITTLE BLUESTEM		MATRIX I	SPOROBOLUS HETEROLEPIS	PRARIE DROPSEED
	MATRIX C	PANICUM VIRGATUM 'NORTHWIND'	SWITCH GRASS		MATRIX J	DESCHAMPSIA CAESPITOSA 'GOLDTAU'	GOLD DEW TUFTED
	MATRIX D	PENSTEMON DIGITALIS	BEARDTONGUE		MATRIX K	CAREX FLACCA 'BLUE ZINGER'	BLUE SEDGE
	MATRIX E	AMSONIA HUBRICHTII	THREAD LEAF		MATRIX L	HYDRANGEA QUERCIFOLIA 'ALICE'	OAKLEAF HYDRANGEA
	MATRIX F	AMSONIA HUBRICHTII	THREAD LEAF		MATRIX M	PENNISETUM ALOPECUROIDES 'HAEMEL'	FOUNTAIN GRASS
	MATRIX G	FOTHERGILLA MAJOR 'MOUNT AIRY'	MOUNT AIRY		MATRIX N	ANDROPOGON GERARDII 'RED OCTOBER'	BIG BLUE STERN
	MATRIX H	SPOROBOLUS HETEROLEPIS	PRARIE DROPSEED		MATRIX O	RHUS AROMATICA 'GRO-LOW'	FRAGRANT SUMAC
	MATRIX I	SPOROBOLUS HETEROLEPIS	PRARIE DROPSEED		MATRIX P	COREOPSIS LANCEOLATA	TICKSEED
	MATRIX J	DESCHAMPSIA CAESPITOSA 'GOLDTAU'	GOLD DEW TUFTED		MATRIX Q	IBERIS SEMPERVIRENS	CANDYTUFF
	MATRIX K	CAREX FLACCA 'BLUE ZINGER'	BLUE SEDGE		MATRIX R	OENOTHERA MACROCARPA	MISSOURI EVENING
	MATRIX L	HYDRANGEA QUERCIFOLIA 'ALICE'	OAKLEAF HYDRANGEA		MATRIX S	SEDUM KAMTSCHATICUM	ORANGE STONECROP
	MATRIX M	PENNISETUM ALOPECUROIDES 'HAEMEL'	FOUNTAIN GRASS				
	MATRIX N	ANDROPOGON GERARDII 'RED OCTOBER'	BIG BLUE STERN				
	MATRIX O	RHUS AROMATICA 'GRO-LOW'	FRAGRANT SUMAC				
	MATRIX P	COREOPSIS LANCEOLATA	TICKSEED				
	MATRIX Q	IBERIS SEMPERVIRENS	CANDYTUFF				
	MATRIX R	OENOTHERA MACROCARPA	MISSOURI EVENING				
	MATRIX S	SEDUM KAMTSCHATICUM	ORANGE STONECROP				



1 PLANTING PLAN
1" = 20'

CREVE COEUR PAVILION
10555 OLIVE BOULEVARD
CREVE COEUR, MO 63141



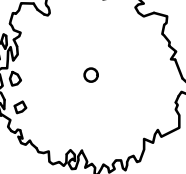
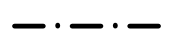
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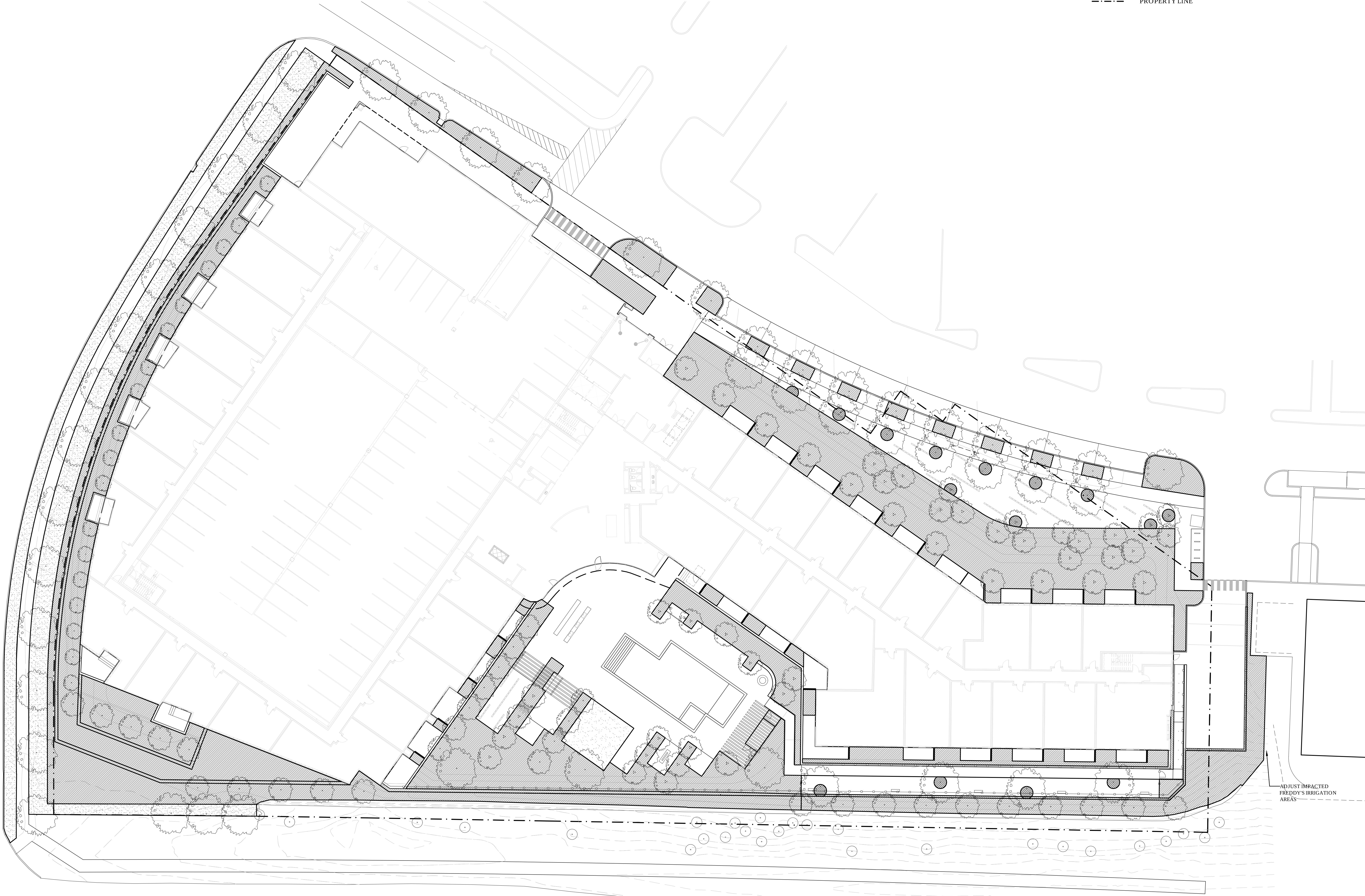
Trivers Associates, Inc. 2020

PROJECT # 20541

No.	Description	Date
1	PLANTING PLAN	

IRRIGATION & WATER SERVICES LEGEND

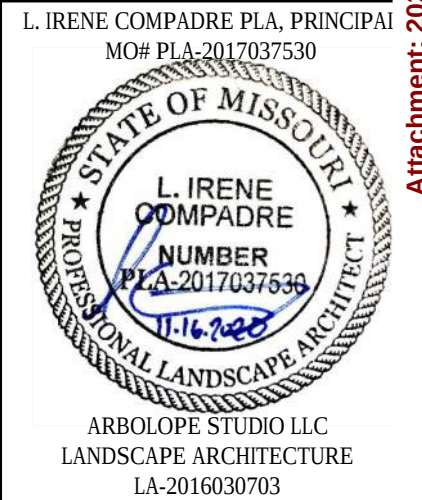
SYMBOL	MATERIAL
	LAWN SPRAY AREA
	PERENNIALS, SHRUBS, GRASSES, & GROUND COVERS SPRAY AREA
	TREE IRRIGATION AREA
	TREE
	EXISTING TREE
	PROPERTY LINE



1 AREAS TO BE IRRIGATED PLAN



CREVE COEUR PAVILION
10555 OLIVE BOULEVARD
CREVE COEUR, MO 63141



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Trivers Associates, Inc. 2020

PROJECT # 2054.1

No.	Description	Date
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AREAS TO BE IRRIGATED PLAN

L1A, L1B

LUMINIS.

October 23, 2020

Mr. Mark Venturella
Altus Properties
231 S. Bemiston Avenue, Suite 650
St. Louis, Missouri 63105

RE: Traffic Impact Study
Proposed Mixed-Use Redevelopment
Altus Creve Coeur Pavilion
Creve Coeur, Missouri
CBB Job No. 063-20

Dear Mr. Venturella:

As requested, CBB has completed a traffic impact study related to the proposed Mixed-Use Redevelopment at the Altus Creve Coeur Pavilion on the northeast corner of Olive Boulevard and Old Olive Street Road West in Creve Coeur, Missouri. It is our understanding that the mixed-use redevelopment would consist of a multi-family residential building with 230 apartments and a retail space, presumably a restaurant, and an integrated parking garage. Primary access to the site is proposed via Ravenwood Lane to the existing connections on the public road system. The tract is currently occupied by two sit-down restaurants and a surface parking lot, which would be removed as part of the proposed redevelopment. The general site location is shown in **Figure 1**.



12400 Olive Boulevard, Suite 430, Saint Louis, Missouri 63141

T: 314.878.6644

326 S. 21st Street, Suite 504
Saint Louis, MO 63103

119 South Main Street
Saint Charles, MO 63301

4741 Central Street #1354
Kansas City, MO 64112

340 Regency Centre
Collinsville, IL 62234

3231 S. Halsted Street #319
Chicago, IL 60608



Olive Boulevard, Lindbergh Boulevard and Old Olive Street Road West are currently under the jurisdiction of the Missouri Department of Transportation (MoDOT). Pavilion and Ravenwood within the site are private streets owned and maintained by the developer. The zoning and site plan approvals are under the control of the City of Creve Coeur.

The purpose of the traffic study was to estimate the number of net trips that would be generated by the proposed mixed-use redevelopment (discounting for the elimination of the existing uses), evaluate the impact of the additional trips on current operating conditions, and determine the ability of motorists to safely enter and exit the site. Where necessary, roadway improvements (lane additions and/or traffic control modifications) were considered to mitigate the impact of the proposed redevelopment. As typically required for residential projects, the focus of our analysis was the weekday AM and PM commuter peak hours. The parameters of this study were discussed in a scoping meeting with representatives from MoDOT, the City of Creve Coeur and you on September 1, 2020.

It should be acknowledged that CBB does not assign responsibility of off-site improvement costs, but our work would attempt to illustrate whether the increased traffic to the proposed site would be a determining factor in the need for these improvements, if any.

Due to the current effects of COVID-19, current field traffic counts are not considered reliable. Therefore, it was agreed that traffic counts from recently completed projects by CBB, 2016 to date, would be used for these analyses. Planned and funded infrastructure projects were also included in our evaluations, including: the funded folded diamond interchange at Olive and Lindbergh, the funded full access intersection with signal at Lindbergh and Old Olive, the planned Old Olive Great Streets improvements and MoDOT's widening for side-by-side, full-length left-turn lanes on Olive between Spoede and Old Olive West.

The review agencies agreed that the following intersections would be addressed in this study:

- a. Olive and Pavilion;
- b. Olive and Old Olive West;
- c. Olive and Spoede;
- d. Old Olive and King Henry Court;
- e. Old Olive and Ravenwood;
- f. Old Olive and Willowbrook;
- g. Old Olive and Pavilion; and
- h. Old Olive and Guelbreth.



Furthermore, the review agencies agreed that the following scenarios would be evaluated in this study:

- a. 2022 Baseline Conditions (2022 traffic forecasts from the Olive and Lindbergh Interchange Study completed in 2019 by CBB);
- b. 2022 Build Conditions (Baseline volumes plus site generated traffic);
- c. 2040 No-Build Conditions (2040 traffic forecasts from Olive and Lindbergh Interchange Study completed in 2019 by CBB – without future connector roads);
and
- d. 2040 Build Conditions (2040 No-Build volumes plus site generated traffic).

This study does not include an analysis of on-site site circulation, queuing, parking sufficiency or any design details. However, the study will recommend lane configurations of the proposed public street intersections, if necessary, to minimize the impact of congestion and queuing on the approaches to the intersecting public roads.



Baseline Conditions

In order to identify the traffic impacts associated with the proposed redevelopment, it was first necessary to quantify the baseline roadway, traffic and operating conditions. To that end, an operational analysis of baseline traffic volumes on the surrounding road system was performed.

Existing Roadways

Olive Boulevard (Missouri Route 340) is a primary, east-west arterial that provides a regional connection between St. Louis City and Western St. Louis County. Olive Boulevard generally consists of a five-lane section (two thru lanes in each direction plus left-turn lanes at the signalized intersections). A raised median divides eastbound and westbound traffic from west of Spoede Road to east of Lindbergh Boulevard. The posted speed limit is 40 miles per hour (mph) east of Old Olive Street Road West and 35 mph to the west. Separate westbound right-turn lanes are provided along Olive Boulevard at Spoede Road, Old Olive Street Road and Pavilion Drive. Westbound left-turn access is not provided from Olive Boulevard into the Bayer campus at the Pavilion Drive signal.

Pavilion Drive is a private two-lane north-south roadway connecting Old Olive Street Road with Olive Boulevard. Pavilion Drive has four commercial entrances serving parking lots and an office building. Pavilion Drive intersects Olive Boulevard at a signalized intersection opposite an access to the Bayer Campus. Southbound Pavilion Drive and eastbound Ravenwood Lane are required to stop at their intersection while northbound Pavilion Drive is free flow from Olive Boulevard to Old Olive Street Road. It was noted during the original data collection that this seemed to cause confusion to northbound drivers as to who has the right-of-way at the intersection.

Olive Boulevard at Pavilion Drive is a signalized intersection with Bayer's west campus access as the southern leg. The southbound through movement is restricted by an island on the the south side of Olive Boulevard. Eastbound Olive Boulevard has two through lanes, a separate left-turn lane and a separate right-turn lane. Westbound Olive Boulevard has two through lanes with a separate right turn lane. No westbound left-turn movement is allowed at this intersection. The traffic signals along Olive Boulevard are part of a coordinated system. The eastbound left-turns operate with protected-plus-permitted Flashing Yellow Arrow phasing, while the northbound and southbound approaches operate under split-phasing.

Old Olive Street Road is an urban collector that provides connections between Olive Boulevard and Lindbergh Boulevard as well as local access to adjacent commercial properties. Old Olive Street Road serves the southbound Lindbergh Boulevard to westbound Olive Boulevard movement in lieu of a direct ramp at the partial cloverleaf interchange. At Pavilion Drive, Old Olive Street Road is marked with three lanes (one lane in each direction plus a two-way left-turn lane). Pavilion Drive is required to STOP at the approach to Old Olive Street Road. At the intersection with Ravenwood Lane, Old Olive Street Road provides one southbound lane and a left-turn lane) and two northbound lanes (a through lane and a separate northbound right-turn



lane). Old Olive Street Road has a posted speed is 30 mph. Old Olive Street Road is referenced as an east-west road at Guelbreth Lane, Pavilion Drive and Willowbrook Dive and a north-south road at Olive Boulevard, King Henry Court and Ravenwood Lane.

Olive Boulevard at Old Olive Street Road West/Schnucks is a signalized intersection with a Schnucks store and an access to Bayer’s west campus on the southern leg. The southbound approach provides a left-turn lane, and a long channelized through/right-turn lane. Eastbound Olive Boulevard has a separate left-turn lane (back to back with the Spoede signal), two through lanes and a separate right-turn lane. Westbound Olive Boulevard has one westbound left-turn lane, two through lanes and a separate right turn lane. The northbound approach has a separate left-turn lane and a shared through/right-turn lane. The traffic signals are part of the coordinated system, and the eastbound and westbound left-turns operate with protected-plus-permitted Flashing Yellow Arrow phasing, while the northbound and southbound approaches operate under permissive phasing.

Olive Boulevard at Spoede Road is a signalized intersection. The southbound approach provides a left-turn lane and a through/right-turn lane, while the northbound approach provides a thought/left-turn lane and a separate right-turn lane. Eastbound Olive Boulevard has a separate left-turn lane, one through lane and a shared through/right-turn lane. Westbound Olive Boulevard has one westbound left-turn lane (back to back with the Old Olive Street Road/Schnucks signal), two through lanes and a separate right turn lane. The traffic signals are part of the coordinated system and the eastbound and westbound left-turns operate with protected-plus-permitted Flashing Yellow Arrow phasing, while the northbound and southbound approaches operate under permissive phasing.

Ravenwood Lane is a two-lane internal road to the Creve Coeur Pavilion site that serves as the backbone street for the development. Ravenwood Lane is required to STOP at the approaches with Pavilion Drive and Old Olive Street Road. The Ravenwood Lane approach widens to provide separate left and right-turn lanes at Old Olive Street Road on the west end.

39 North Project History and Impending Changes

The 39 North Master Plan, completed in 2016, identified transportation connectivity, improved multi-modal mobility and changes to roadway character as critical components of a successful AgTech District in Creve Coeur, Missouri. St. Louis County Economic Development Partnership, who commissioned the original master planning study, has initiated several projects identified by the Master Plan including a proposal to modify the existing cloverleaf interchange at Olive Boulevard and Lindbergh Boulevard to a folded diamond configuration which has since been funded, designed and bid. The interchange project is intended to improve connectivity by allowing all movements at the interchange, relieving Old Olive Street Road West and Old Olive Street Road East from acting as highway ramps; improve multi-modal mobility by adding a sidewalk on the south side of Olive Boulevard from Old Olive Street Road West to Warson Road, removing the



weaving segments along Olive at the interchange, adding traffic signals at the new ramp terminals with marked pedestrian crossings and pedestrian actuation, and providing for a future mixed-use path on the north side of Olive Boulevard through the corridor; and provide opportunities to redevelop the northwest and northeast corner tracts of the interchange by removing the north loop ramps.

CBB completed a study for the proposed interchange in 2019 as an update to the previously published Olive Boulevard and Lindbergh Boulevard Interchange Improvement Study by CBB in 2017. Turning movement counts were collected for the Olive Boulevard and Lindbergh Boulevard corridors in January 2017 and the Old Olive Street Road corridor in May 2018. MoDOT and the City of Creve Coeur selected the option for a future full-access intersection at Lindbergh Boulevard and Old Olive Street Road with a traffic signal.

In addition, MoDOT has secured funding for a complementary project which will reconfigure the westbound Olive Boulevard left-turn bay at Spodee Road and the eastbound Olive Boulevard left-turn bay at Old Olive Street Road West. The left-turn bays would be reconfigured from the existing back-to-back left-turn configuration to side-by-side left-turn configuration which will increase storage capacity for both auxiliary lanes. Both left-turn queues currently spill out of their allotted turn bays, which disrupts through traffic volumes during the PM peak hour. The MoDOT improvement will allow for additional space to accommodate the left-turn queues and keep the through lanes clear.

The interchange study addressed long-term traffic demands by forecasting background linear traffic growth for 2022 Opening Year and 2040 Design Year analysis scenarios. As directed by MoDOT, an annual growth rate of 0.5% per year was used to account for the background traffic growth on the adjacent roadways for a total increase of 2.5% and 12% over the 2017/2018 traffic counts to reflect the 2022 and 2040 base traffic scenarios, respectively. In addition to the background traffic growth, the proposed the 39 North Master Plan anticipates significant redevelopment throughout the study area. The AgTech District is envisioned to include 400 apartment units, 550,000 square feet of office/lab uses, and 85,000 square feet of retail uses, which would translate to 895 and 1,065 new trips on the local roadways during the weekday AM and PM peak hours, respectively in the 2040 (build-out) traffic scenarios. Those additional trips were assigned in the Olive Lindbergh Interchange Study.

Baseline Traffic Volumes

The baseline traffic data for the AM and PM peak hours, taken from the 2022 traffic forecasts from the Olive and Lindbergh Interchange Study completed in 2019 by CBB, are shown in **Exhibit 1**.

Legend

= Existing Traffic Signal
 = Baseline All-Way Stop
 = Existing Side-Street Stop Control
XX = AM Peak Hour Traffic
(XX) = PM Peak Hour Traffic

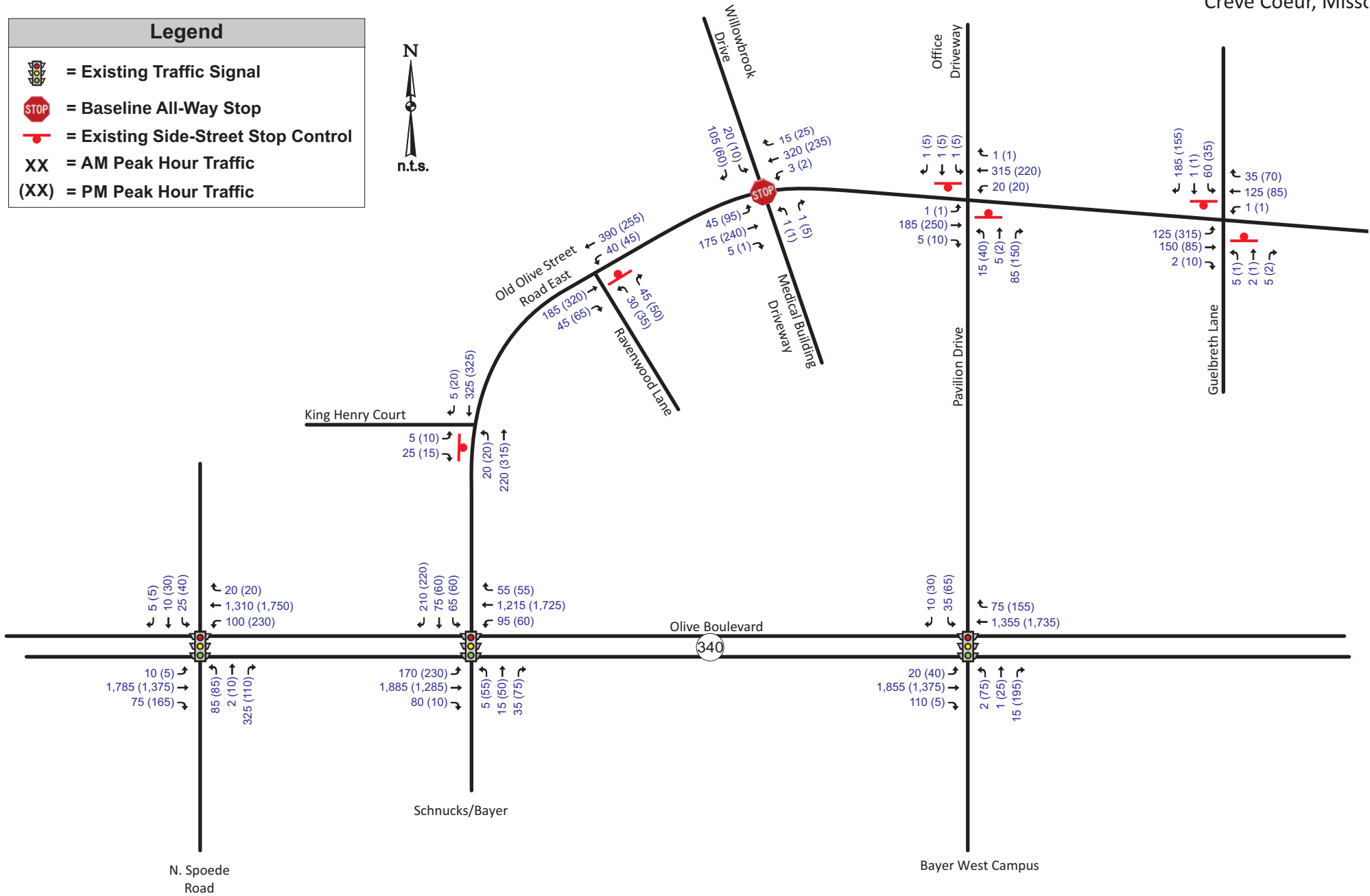


Exhibit 1: 2022 Baseline Traffic Volumes



Proposed Redevelopment

Once the base traffic volumes within the study area were established, it was then necessary to consider the traffic associated with the proposed redevelopment. This section of the report presents the traffic generation forecasts for the area road system associated with the re-occupancy of the site.

It is our understanding that 230 apartment units and a 4,500 square foot restaurant are proposed. Access is proposed via one main driveway on Ravenwood Lane to the integral parking garage. A schematic of the site plan (by others) is shown in **Exhibit 2**.

Trip Generation

As a primary step in the analysis, traffic forecasts were prepared to estimate the amount of traffic that the proposed apartments and one restaurant would generate during the peak hours. It should be noted that the net change for restaurant space on the site would be a reduction of 5,000 s.f. of restaurant space. These forecasts were based upon information provided in Trip Generation Manual, Tenth Edition, published by the Institute of Transportation Engineers (ITE). This manual, which is a standard resource for transportation engineers, is based on a compilation of nationwide studies documenting the trip generating characteristics of various land uses.

The average trip rates were used for Land Use: 221 – Multi-Family Housing (Mid Rise). The peak hour of adjacent street traffic (one hour between 7 and 9 p.m.) was utilized for the AM peak hour, and the peak hour of adjacent street traffic (one hour between 4 and 6 p.m.) was utilized for the PM peak hour.

The average trip rates were used for Land Use: 932 – High-Turnover Sit-Down Restaurant. The peak hour of adjacent street traffic (one hour between 7 and 9 p.m.) was utilized for the AM peak hour, and the peak hour of adjacent street traffic (one hour between 4 and 6 p.m.) was utilized for the PM peak hour.

Since the proposed redevelopment would share access with the Altus Creve Coeur Pavilion center, it is reasonable to believe that there would be some common trips between the center and the restaurant and/or apartments. However, in an attempt to be conservative, no further trip reductions were applied to the proposed trips to account for common trips.

As shown in **Table 1**, the proposed redevelopment is expected to generate a total of approximately 85 and 50 additional trips during the weekday AM and PM peak hours, respectively.

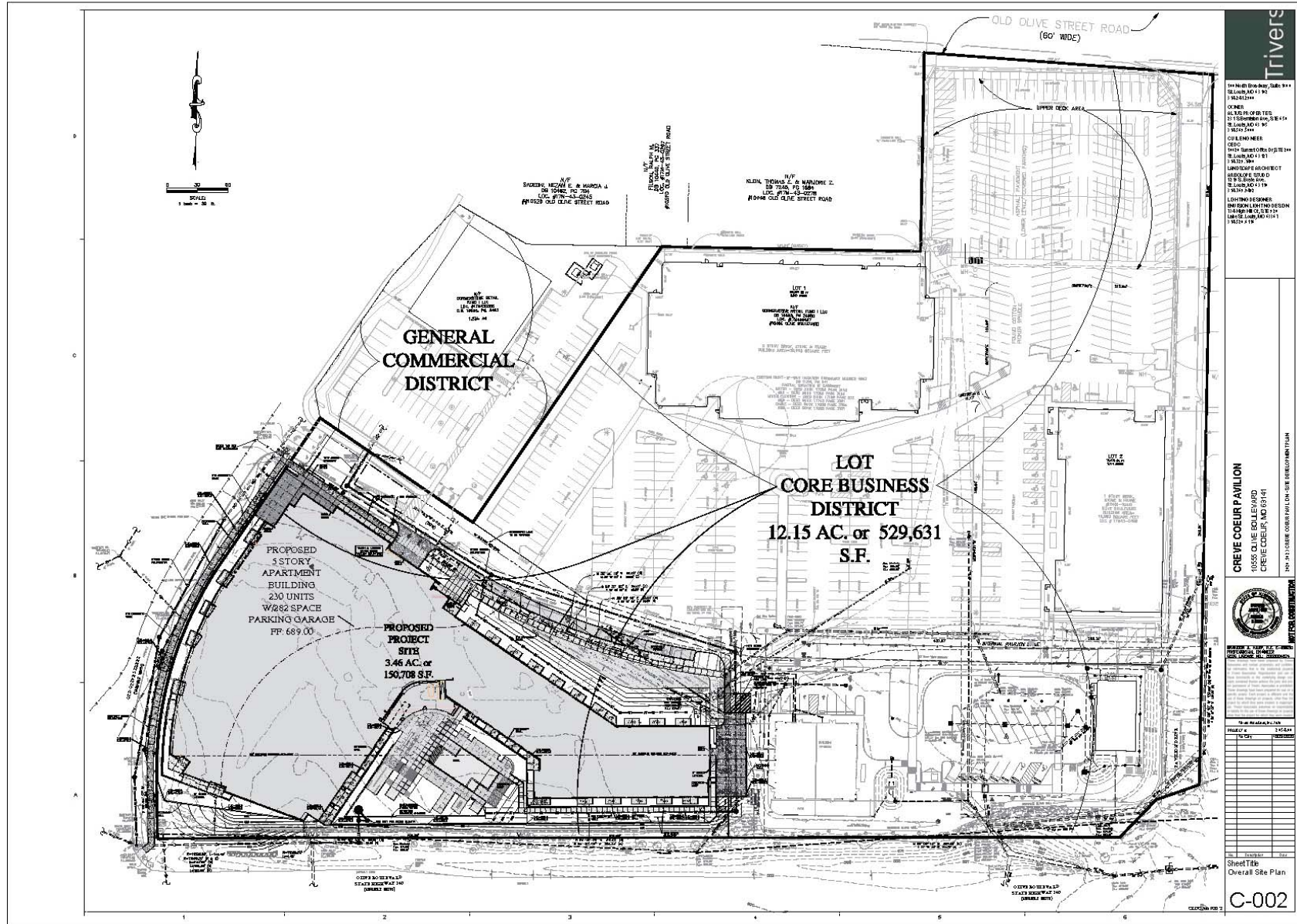


Exhibit 2: Preliminary Site Plan (provided by others)

**Table 1: Trip Generation Estimate for Proposed Redevelopment**

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise) (ITE Land Use 221)	230 Units	1,252	20	65	85	60	40	100
High-Turnover Sit-Down Restaurant – REMOVED (ITE Land Use 932)	-5,000 S.F.	-561	0	0	0	-30	-20	-50
Net Additional Trips		691	20	65	85	30	20	50

Trip Distribution

The additional traffic generated by the proposed redevelopment was assigned to the adjoining roadway system based on existing and projected traffic patterns, as well as the location of existing access points for the center. The anticipated directional distribution during the peak hours for the new trips accessing the site was assumed to be as follows:

- 45% to/from the East on Olive Boulevard via Pavilion Drive
- 30% to/from the West on Olive Boulevard via Ravenwood Lane and Old Olive Street Road West;
- 15% to/from the East on Old Olive Street Road West (east of Pavilion);
- 5% to/from the North on Guelbreth Lane via Ravenwood Lane and Old Olive Street Road West;
and
- 5% to/from the South on Spoele Road via Ravenwood Lane and Old Olive Street Road West.

Exhibit 3 illustrates the site-generated traffic assignment for the proposed redevelopment at the study intersections. As can be seen, the increase at Pavilion Drive and Ravenwood Lane is expected to be 30 vph oriented to Olive Boulevard during the AM peak hour and 20 vph oriented to Olive Boulevard during the PM peak hour. These trips equate to approximately one vehicle every two minutes on average during the AM peak hour or one vehicle every three minutes on average during the PM peak hour.

Build Conditions***2022 Build Traffic Volumes***

The traffic generated by the proposed redevelopment (Exhibit 3) was aggregated with the Baseline Traffic Volumes (Exhibit 1) to reflect the forecasted traffic volumes. **Exhibit 4** reflects the 2022 Build Traffic Volumes.

Legend

-  = Existing Traffic Signal
-  = Baseline All-Way Stop
-  = Existing Side-Street Stop Control
- XX = AM Peak Hour Traffic
- (XX) = PM Peak Hour Traffic

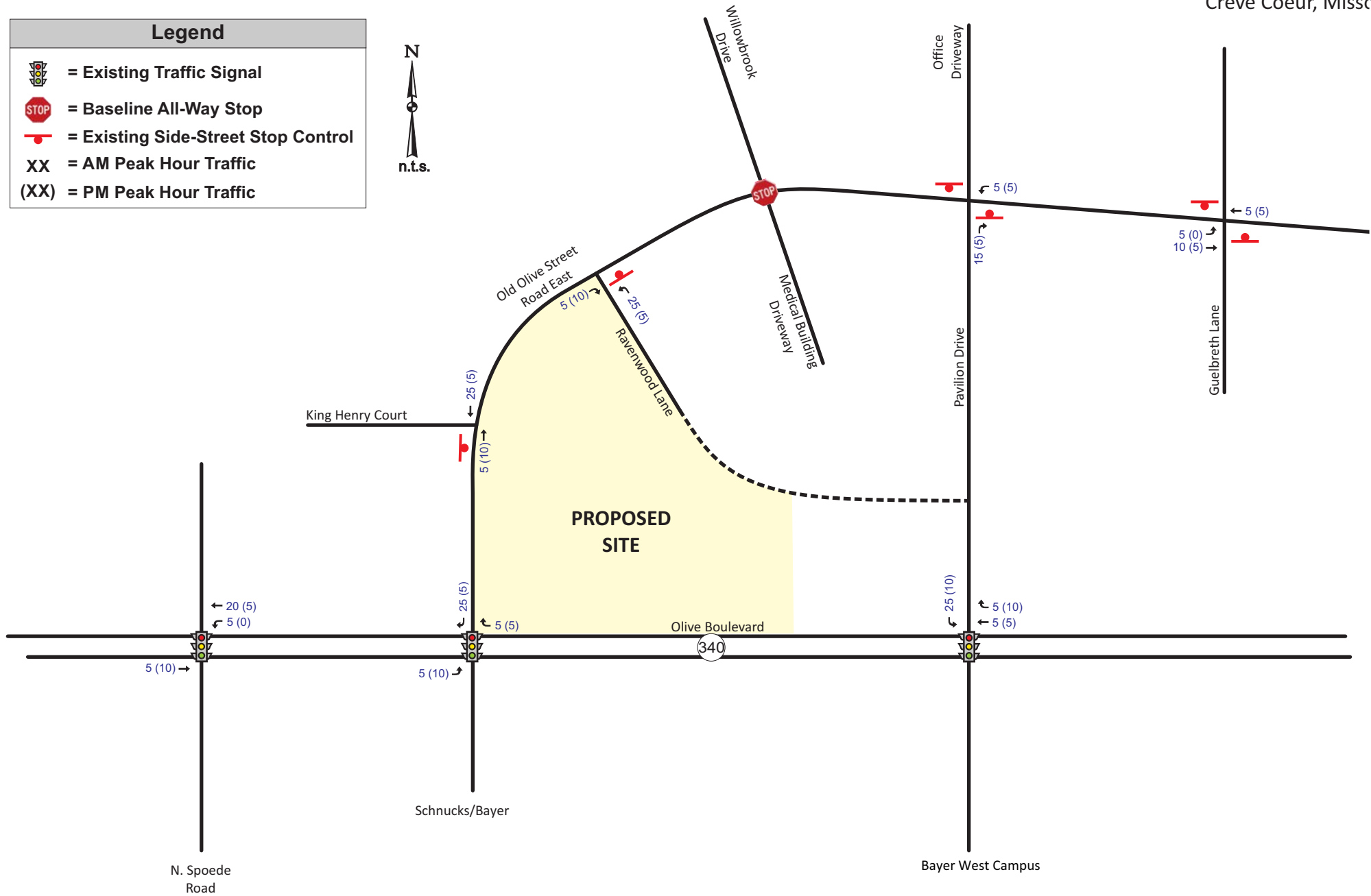


Exhibit 3: Site-Generated Traffic Volumes

Legend

= Existing Traffic Signal
 = Baseline All-Way Stop
 = Existing Side-Street Stop Control
XX = AM Peak Hour Traffic
(XX) = PM Peak Hour Traffic

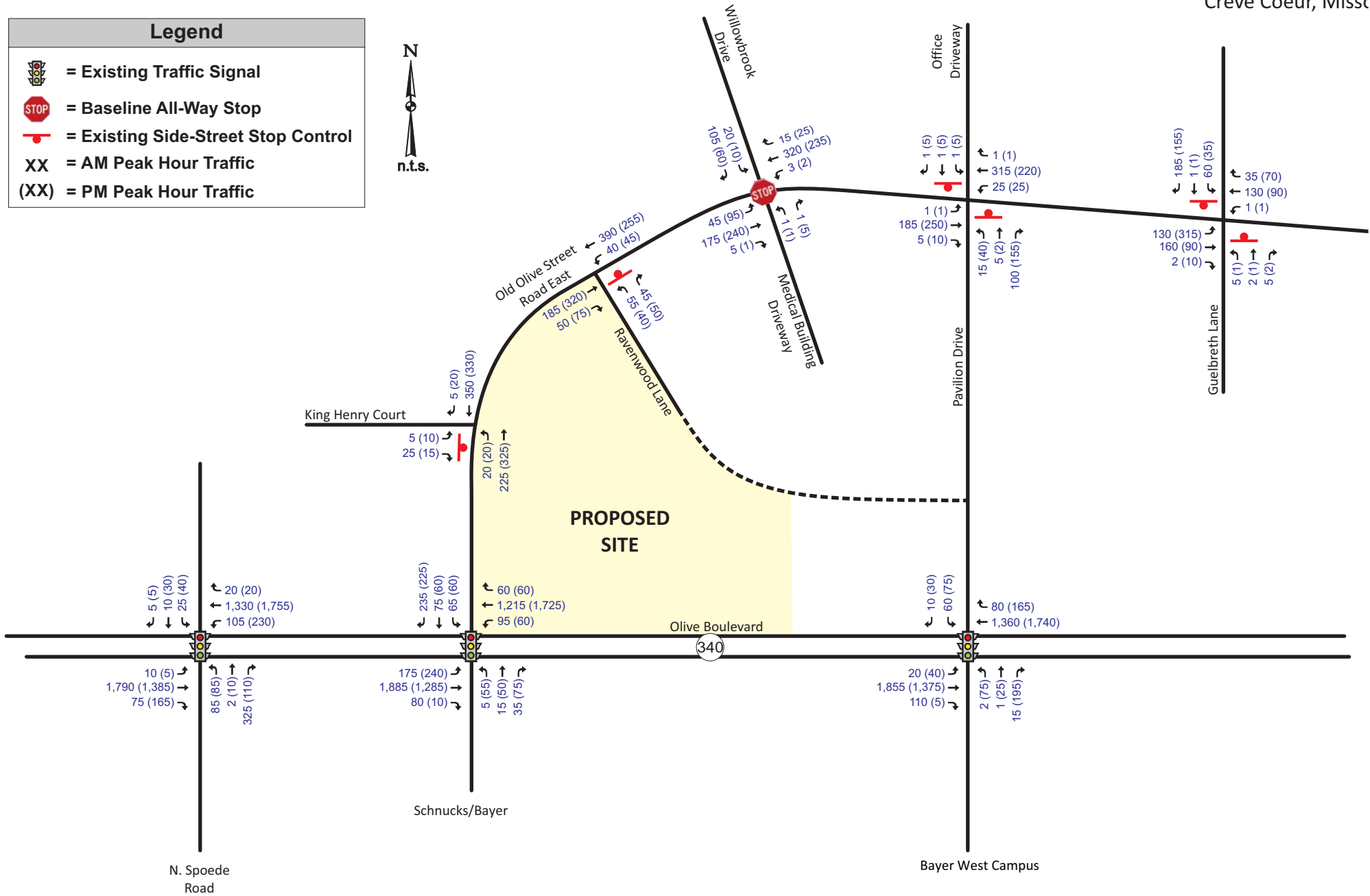


Exhibit 4: 2022 Build Traffic Volumes



Operating Conditions Analyses

The baseline operating conditions for the study area intersections were evaluated using SYNCHRO 10, which is based on procedures outlined in the *Highway Capacity Manual* to determine estimates of capacity and operational performance of signalized and unsignalized intersections. Our traffic operations analysis includes measures of effectiveness generated by the SYNCHRO software.

The operating conditions were graded in accordance with six levels of traffic service (Level A "Free Flow" to Level F "Fully Saturated") established by the *Highway Capacity Manual*. Levels of service (LOS) are measures of traffic flow which consider such factors as speed, delay, traffic interruptions, safety, driver comfort, and convenience. Level C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity. However, Level D is generally considered acceptable for peak period conditions in urban and suburban areas. **Table 2** summarizes the thresholds used in the analysis for signalized and unsignalized intersections.

Table 2: Level of Service Thresholds

Level of Service (LOS)	Control Delay per Vehicle (sec/veh)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

It should be acknowledged that the perception of acceptable traffic service varies widely by area. Specifically, more delay is usually tolerated in urban regions compared to rural areas. Based on the character of this area, we believe that LOS D would be an appropriate target for overall peak period traffic operations. Each of the study intersections was evaluated using the methodologies described above. The results of the SYNCHRO evaluations for the base and build year are summarized in **Table 3**.

As can be seen in Table 3, all intersections operate acceptably overall under 2022 Baseline conditions; however, some side-street approaches at the signalized intersections along Olive Boulevard have poor levels of service. The northbound Spodee Road approach at Olive Boulevard is expected to operate at LOS E during the AM peak hour, and the southbound approach at the intersection is expected to operate at LOS E during the PM peak hour. At the intersection of Olive Boulevard and Old Olive Street Road West/Schnucks-Bayer Entrance, the northbound approach is expected to operate at LOS F during the PM peak hour, and the southbound approach is expected to operate at LOS F during the AM and PM peak hours. At the intersection of Olive



Boulevard and Pavilion Drive/Bayer West Campus, the northbound approach is expected to operate at LOS E during the PM peak hour, and the southbound approach is expected to operate at LOS E during the AM and PM peak hours. Due to the heavy traffic along Olive Boulevard and coordinated system of traffic signals designed to move high traffic volumes efficiently along the main arterial, the longer delays at side-street approaches are expected and generally more tolerable to roadway users. As can be seen in Table 3, the signalized intersections still operate desirably overall.

Table 3: 2022 Baseline and 2022 Build Operating Conditions

Intersection/Approach	AM Peak Hour		PM Peak Hour	
	2022 Baseline Conditions	2022 Build Conditions	2022 Baseline Conditions	2022 Build Conditions
<i>Olive Boulevard and Spode Road – Signalized</i>				
Eastbound Olive Boulevard	C (24.7) 95 TH Queue – 1015' TH	C (25.0) 95 TH Queue – 1015' TH	B (17.2) 95 TH Queue – 710' TH	B (17.4) 95 TH Queue – 720' TH
Westbound Olive Boulevard	A (5.0) 95 TH Queue – 130' TH	A (5.3) 95 TH Queue – 140' TH	A (9.5) 95 TH Queue – 250' TH	A (9.6) 95 TH Queue – 250' TH
Northbound Spode Road	E (60.7) 95 TH Queue – 355' RT	E (60.7) 95 TH Queue – 355' RT	D (52.7) 95 TH Queue – 150' TH	D (52.7) 95 TH Queue – 150' TH
Southbound Spode Road	D (54.5) 95 TH Queue – 55' LT	D (54.5) 95 TH Queue – 55' LT	E (58.8) 95 TH Queue – 75' LT	E (58.8) 95 TH Queue – 75' LT
Overall Intersection	C (21.6)	C (21.8)	B (16.6)	B (16.8)
<i>Olive Boulevard and Old Olive Street Road West/Schnucks-Bayer Entrance – Signalized</i>				
Eastbound Olive Boulevard	C (30.6) 95 TH Queue – 565' TH	C (31.1) 95 TH Queue – 565' TH	B (14.5) 95 TH Queue – 245' LT	B (15.1) 95 TH Queue – 280' LT
Westbound Olive Boulevard	A (3.8) 95 TH Queue – 110' LT	A (3.6) 95 TH Queue – 110' LT	A (5.3) 95 TH Queue – 100' TH	A (5.3) 95 TH Queue – 100' TH
Northbound Schnucks-Bayer Entrance	C (28.0) 95 TH Queue – 55' TH	C (28.0) 95 TH Queue – 55' TH	F (96.1) 95 TH Queue – 160' LT	F (96.1) 95 TH Queue – 160' LT
Southbound Old Olive Street Road West	F (96.0) 95 TH Queue – 420' TH	F (109.5) 95 TH Queue – 460' TH	F (92.6) 95 TH Queue – 390' TH	F (94.5) 95 TH Queue – 395' TH
Overall Intersection	C (26.4)	C (28.3)	C (20.6)	C (21.1)
<i>Olive Boulevard and Pavilion Drive/Bayer West Campus – Signalized</i>				
Eastbound Olive Boulevard	A (3.4) 95 TH Queue – 65' TH	A (3.9) 95 TH Queue – 65' TH	A (3.3) 95 TH Queue – 80' TH	A (3.3) 95 TH Queue – 80' TH
Westbound Olive Boulevard	A (5.6) 95 TH Queue – 475' TH	A (6.1) 95 TH Queue – 475' TH	B (17.0) 95 TH Queue – 910' TH	B (17.3) 95 TH Queue – 910' TH
Northbound Bayer West Campus	B (11.1) 95 TH Queue – <25' TH	B (11.1) 95 TH Queue – <25' TH	E (68.8) 95 TH Queue – 230' RT	E (68.8) 95 TH Queue – 230' RT
Southbound Pavilion Drive	E (59.2) 95 TH Queue – 70' LT	F (81.0) 95 TH Queue – 105' LT	E (70.1) 95 TH Queue – 105' LT	F (85.3) 95 TH Queue – 120' LT
Overall Intersection	A (5.2)	A (6.7)	B (17.9)	B (19.0)

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

95th % queue notes: (LT) = 95th % queue experienced in left-turn lane, (TH) = 95th % queue experienced in through lane, (RT) = 95th % queue experienced in right-turn lane



Table 3: 2022 Baseline and 2022 Build Operating Conditions (Continued)

Intersection/Approach	AM Peak Hour		PM Peak Hour	
	2022 Baseline Conditions	2022 Build Conditions	2022 Baseline Conditions	2022 Build Conditions
<i>Old Olive Street Road West and King Henry Court – Side-Street STOP</i>				
Eastbound King Henry Court	B (11.3)	B (11.5)	B (12.7)	B (12.9)
Northbound Old Olive Street Road West	A (<1.0)	A (<1.0)	A (<1.0)	A (<1.0)
Southbound Old Olive Street Road West	A (<1.0)	A (<1.0)	A (<1.0)	A (<1.0)
<i>Old Olive Street Road West and Ravenwood Lane – Side-Street STOP</i>				
Westbound Ravenwood Lane	B (12.1)	B (13.6)	B (12.8)	B (13.0)
Northbound Old Olive Street Road West	A (<1.0)	A (<1.0)	A (<1.0)	A (<1.0)
Southbound Old Olive Street Road West	A (1.0)	A (1.0)	A (1.6)	A (1.6)
<i>Old Olive Street Road West and Medical Building Driveway/Willowbrook Drive – All-Way STOP</i>				
Eastbound Old Olive Street Road West	B (10.2)	B (10.2)	B (12.7)	B (12.7)
Westbound Old Olive Street Road West	B (11.5)	B (11.5)	B (10.9)	B (10.9)
Northbound Medical Building Driveway	A (8.5)	A (8.5)	A (8.5)	A (8.5)
Southbound Willowbrook Drive	A (8.9)	A (8.9)	A (9.2)	A (9.2)
Overall Intersection	B (10.6)	B (10.6)	B (11.4)	B (11.4)
<i>Old Olive Street Road West and Pavilion Drive/Office Driveway – Side-Street STOP</i>				
Eastbound Old Olive Street Road West	A (<1.0)	A (<1.0)	A (<1.0)	A (<1.0)
Westbound Old Olive Street Road West	A (<1.0)	A (<1.0)	A (<1.0)	A (<1.0)
Northbound Pavilion Drive	B (11.5)	B (11.6)	C (15.2)	C (15.4)
Southbound Office Driveway	B (13.9)	B (14.4)	C (16.9)	C (17.3)
<i>Old Olive Street Road West and Guelbreth Lane – Side-Street STOP</i>				
Eastbound Old Olive Street Road West	A (4.1)	A (4.1)	A (7.2)	A (7.1)
Westbound Old Olive Street Road West	A (<1.0)	A (<1.0)	A (<1.0)	A (<1.0)
Northbound Guelbreth Lane	C (17.1)	C (17.6)	C (21.7)	C (22.0)
Southbound Guelbreth Lane	C (15.2)	C (15.7)	C (18.3)	C (18.6)

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

Under 2022 Build conditions with added traffic volumes from the proposed site, all study intersections would continue to operate desirably overall. The unsignalized intersections along Old Olive Street Road West would experience increases in delay of less than one second at any individual approach which should not be detectable to roadway users. The signalized intersections along Olive Boulevard would continue to operate desirably overall; however, the southbound Old Olive Street Road West approach at Olive Boulevard would realize some increase in delay while remaining at LOS F, and the southbound Pavilion Drive approach at Olive Boulevard



would degrade from LOS E to LOS F during both peak hours. The southbound Pavilion Drive approach experiences the largest increase in delay due to the assumption that all net site-generated southbound left-turns onto eastbound Olive Boulevard will use this approach (25 and 10 southbound left-turns per hour during the AM and PM peak hours respectively).

It may be possible to mitigate some of the side-street delays on southbound Pavilion Drive at Olive Boulevard by reallocating a few seconds of the signal's green time from the mainline to the side-street approach. The results of potential adjusted signal timing are summarized in **Table 3a**. While the signal timing changes would have some impact on the mainline signal progression along Olive Boulevard, the southbound approaches of Old Olive Street Road West at Olive Boulevard and Pavilion Drive at Olive Boulevard would be improved from LOS F back to LOS E.



Table 3a: 2022 Build Operating Conditions – Signal Timing Adjustments (Signalized Intersections Only)

Intersection/Approach	AM Peak Hour		PM Peak Hour	
	2022 Build Conditions (No Adjustments)	2022 Build Conditions (With Adjustments)	2022 Build Conditions (No Adjustments)	2022 Build Conditions (With Adjustments)
<i>Olive Boulevard and Spoele Road – Signalized</i>				
Eastbound Olive Boulevard	C (25.0) 95 TH Queue – 1015' TH	C (28.0) 95 TH Queue – 1015' TH	B (17.4) 95 TH Queue – 720' TH	B (17.4) 95 TH Queue – 720' TH
Westbound Olive Boulevard	A (5.3) 95 TH Queue – 140' TH	A (5.0) 95 TH Queue – 130' TH	A (9.6) 95 TH Queue – 250' TH	A (9.3) 95 TH Queue – 240' TH
Northbound Spoele Road	E (60.7) 95 TH Queue – 355' RT	E (60.7) 95 TH Queue – 355' RT	D (52.7) 95 TH Queue – 150' TH	D (52.7) 95 TH Queue – 150' TH
Southbound Spoele Road	D (54.5) 95 TH Queue – 55' LT	D (54.5) 95 TH Queue – 55' LT	E (58.8) 95 TH Queue – 75' LT	E (58.8) 95 TH Queue – 75' LT
Overall Intersection	C (21.8)	C (23.2)	B (16.8)	B (16.6)
<i>Olive Boulevard and Old Olive Street Road West/Schnucks-Bayer Entrance – Signalized</i>				
Eastbound Olive Boulevard	C (31.1) 95 TH Queue – 565' TH	D (47.9) 95 TH Queue – 740' TH	B (15.1) 95 TH Queue – 280' LT	B (15.2) 95 TH Queue – 280' LT
Westbound Olive Boulevard	A (3.6) 95 TH Queue – 110' LT	A (4.6) 95 TH Queue – 100' LT	A (5.3) 95 TH Queue – 100' TH	A (6.3) 95 TH Queue – 100' TH
Northbound Schnucks-Bayer Entrance	C (28.0) 95 TH Queue – 55' TH	C (25.8) 95 TH Queue – 50' TH	F (96.1) 95 TH Queue – 160' LT	F (93.7) 95 TH Queue – 160' LT
Southbound Old Olive Street Road West	F (109.5) 95 TH Queue – 460' TH	E (77.2) 95 TH Queue – 415' TH	F (94.5) 95 TH Queue – 395' TH	E (76.4) 95 TH Queue – 370' TH
Overall Intersection	C (28.3)	C (34.3)	C (21.1)	B (19.9)
<i>Olive Boulevard and Pavilion Drive/Bayer West Campus – Signalized</i>				
Eastbound Olive Boulevard	A (3.9) 95 TH Queue – 65' TH	A (4.9) 95 TH Queue – 65' TH	A (3.3) 95 TH Queue – 80' TH	A (3.2) 95 TH Queue – 80' TH
Westbound Olive Boulevard	A (6.1) 95 TH Queue – 475' TH	A (6.2) 95 TH Queue – 500' TH	B (17.3) 95 TH Queue – 910' TH	B (17.6) 95 TH Queue – 910' TH
Northbound Bayer West Campus	B (11.1) 95 TH Queue – <25' TH	B (11.1) 95 TH Queue – <25' TH	E (68.8) 95 TH Queue – 230' RT	E (68.8) 95 TH Queue – 230' RT
Southbound Pavilion Drive	F (81.0) 95 TH Queue – 105' LT	E (75.3) 95 TH Queue – 105' LT	F (85.3) 95 TH Queue – 120' LT	E (75.8) 95 TH Queue – 120' LT
Overall Intersection	A (6.7)	A (7.1)	B (19.0)	B (18.7)

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

95th % queue notes: (LT) = 95th % queue experienced in left-turn lane, (TH) = 95th % queue experienced in through lane, (RT) = 95th % queue experienced in right-turn lane



Design Year Analyses

2040 Traffic Volumes

As described previously, background traffic growth was added to traffic generated by anticipated redevelopment in the study area to obtain 2040 No-Build traffic forecasts. The 2040 No-Build traffic forecasts from the Olive Lindbergh Interchange Study are shown in **Exhibit 5**. The traffic generated by the proposed redevelopment (Exhibit 3) was aggregated with the 2040 No-Build Traffic Volumes (Exhibit 5) to reflect the forecasted traffic volumes. **Exhibit 6** reflects the 2040 Build Traffic Volumes.

2040 Traffic Operating Conditions

The 2040 No-Build and Build traffic volumes were reanalyzed using the same methodologies applied to the 2022 Baseline and 2022 Build traffic volumes. The forecasted levels of service and average delays at each study intersection for the 2040 No-Build and 2040 Build Conditions are summarized in **Table 4**.

As can be seen in Table 4, the proposed redevelopment trips would have minimal impact on the unsignalized intersections along Old Olive Street Road West and would not increase the overall average delay at any signalized intersection along Olive Boulevard by more than three seconds. As was the case in the 2022 traffic analyses, some approaches already operating at poor levels of service would experience further degradation, namely the southbound Old Olive Street Road West and the southbound Pavilion Drive approaches at Olive Boulevard. Because of the increase in background traffic, it would be difficult to improve levels of service on the side-street approaches without significant capacity improvements along Olive Boulevard.

It may be possible to reduce delay on the side street approaches somewhat by moving a few seconds of green time from the mainline Olive Boulevard to the side-street approaches as was shown for the 2022 Build conditions. However, CBB does not find it useful to show traffic signal timing improvements today based on 20-year projections. Based on these results, no additional physical improvements to study intersections will be necessary due to the addition of traffic from the proposed site redevelopment.

Legend

-  = Existing Traffic Signal
-  = Baseline All-Way Stop
-  = Existing Side-Street Stop Control
- XX = AM Peak Hour Traffic
- (XX) = PM Peak Hour Traffic

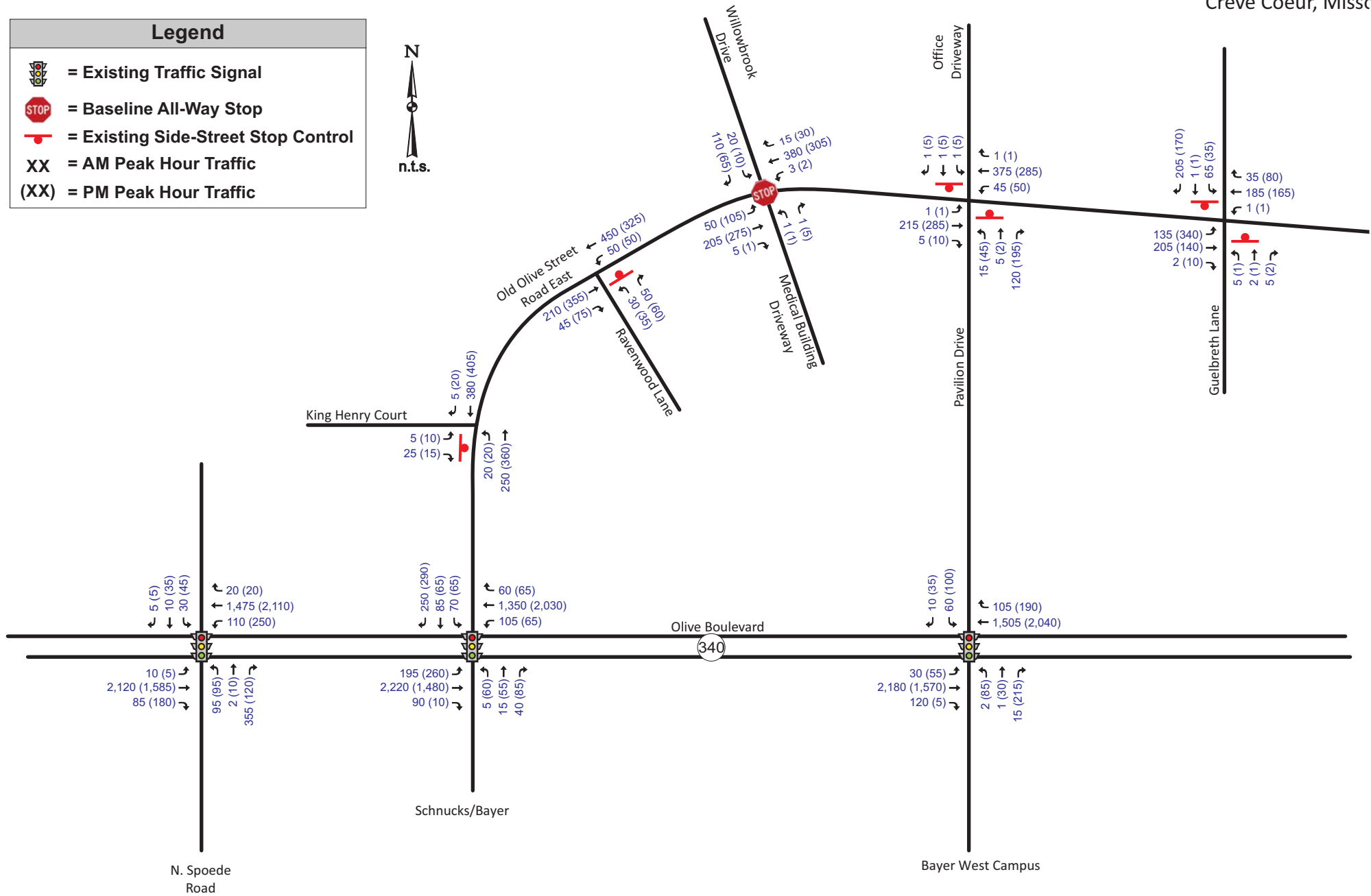


Exhibit 5: 2040 No-Build Traffic Volumes

Legend

= Existing Traffic Signal
 = Baseline All-Way Stop
 = Existing Side-Street Stop Control
XX = AM Peak Hour Traffic
(XX) = PM Peak Hour Traffic

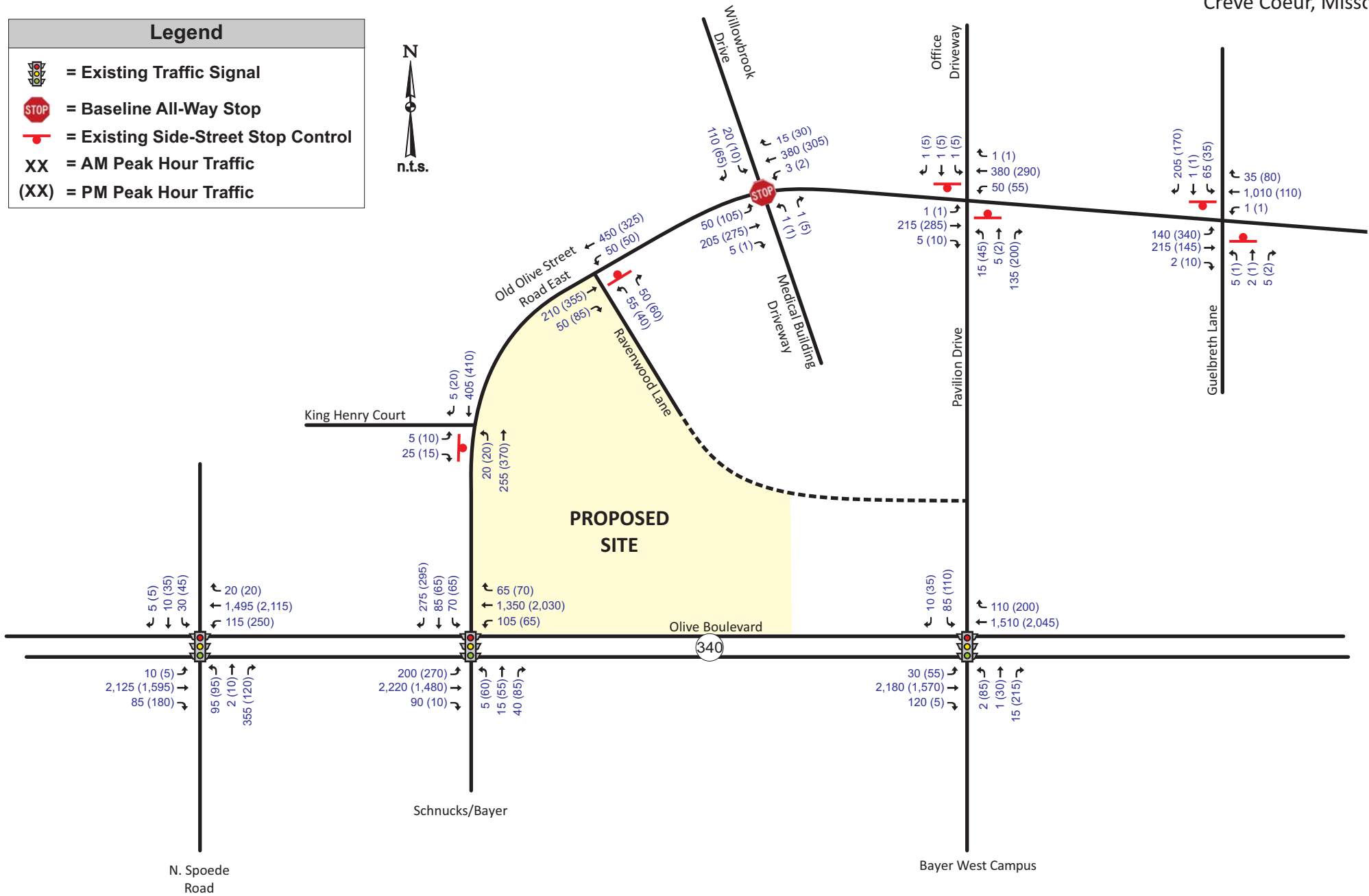


Exhibit 6: 2040 Build Traffic Volumes



Table 4: 2040 Baseline and 2040 Build Operating Conditions

Intersection/Approach	AM Peak Hour		PM Peak Hour	
	2040 No-Build Conditions	2040 Build Conditions	2040 No-Build Conditions	2040 Build Conditions
<i>Olive Boulevard and Spodee Road – Signalized</i>				
Eastbound Olive Boulevard	E (73.9) 95 TH Queue – 1455' TH	E (73.9) 95 TH Queue – 1455' TH	C (25.2) 95 TH Queue – 910' TH	C (25.6) 95 TH Queue – 920' TH
Westbound Olive Boulevard	A (5.8) 95 TH Queue – 175' TH	A (6.1) 95 TH Queue – 185' TH	B (12.4) 95 TH Queue – 285' TH	B (12.5) 95 TH Queue – 285' TH
Northbound Spodee Road	E (66.5) 95 TH Queue – 430' RT	E (66.5) 95 TH Queue – 430' RT	E (55.4) 95 TH Queue – 165' TH	E (55.4) 95 TH Queue – 165' TH
Southbound Spodee Road	E (56.6) 95 TH Queue – 65' LT	E (56.6) 95 TH Queue – 65' LT	E (60.4) 95 TH Queue – 85' LT	E (60.4) 95 TH Queue – 85' LT
Overall Intersection	D (48.7)	D (48.6)	C (21.2)	C (21.4)
<i>Olive Boulevard and Old Olive Street Road West/Schnucks-Bayer Entrance – Signalized</i>				
Eastbound Olive Boulevard	E (55.0) 95 TH Queue – 1155' TH	E (55.0) 95 TH Queue – 1155' TH	B (15.1) 95 TH Queue – 240' LT	B (15.9) 95 TH Queue – 270' LT
Westbound Olive Boulevard	A (6.2) 95 TH Queue – 140' TH	A (6.2) 95 TH Queue – 140' TH	C (21.7) 95 TH Queue – 1100' TH	C (22.9) 95 TH Queue – 1100' TH
Northbound Schnucks-Bayer Entrance	C (26.7) 95 TH Queue – 55' TH	C (26.7) 95 TH Queue – 55' TH	F (106.2) 95 TH Queue – 170' LT	F (106.2) 95 TH Queue – 170' LT
Southbound Old Olive Street Road West	F (139.3) 95 TH Queue – 525' TH	F (158.1) 95 TH Queue – 565' TH	F (143.7) 95 TH Queue – 515' TH	F (146.2) 95 TH Queue – 520' TH
Overall Intersection	D (44.6)	D (46.9)	C (34.0)	D (35.2)
<i>Olive Boulevard and Pavilion Drive/Bayer West Campus – Signalized</i>				
Eastbound Olive Boulevard	B (14.1) 95 TH Queue – 65' TH	B (145.0) 95 TH Queue – 65' TH	A (4.3) 95 TH Queue – 90' TH	A (4.3) 95 TH Queue – 90' TH
Westbound Olive Boulevard	A (3.8) 95 TH Queue – 155' TH	A (4.0) 95 TH Queue – 155' TH	E (56.6) 95 TH Queue – 1265' TH	E (57.5) 95 TH Queue – 1275' TH
Northbound Bayer West Campus	B (11.1) 95 TH Queue – <25' TH	B (11.1) 95 TH Queue – <25' TH	E (78.4) 95 TH Queue – 275' RT	E (78.7) 95 TH Queue – 275' RT
Southbound Pavilion Drive	F (81.0) 95 TH Queue – 110' LT	F (120.2) 95 TH Queue – 175' LT	F (146.2) 95 TH Queue – 170' LT	F (182.5) 95 TH Queue – 230' LT
Overall Intersection	B (11.3)	B (13.5)	D (42.8)	D (45.6)

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

95th % queue notes: (LT) = 95th % queue experienced in left-turn lane, (TH) = 95th % queue experienced in through lane, (RT) = 95th % queue experienced in right-turn lane



Table 4: 2040 Baseline and 2040 Build Operating Conditions (Continued)

Intersection/Approach	AM Peak Hour		PM Peak Hour	
	2040 No-Build Conditions	2040 Build Conditions	2040 No-Build Conditions	2040 Build Conditions
<i>Old Olive Street Road West and King Henry Court – Side-Street STOP</i>				
Eastbound King Henry Court	B (11.9)	B (12.2)	B (14.2)	B (14.4)
Northbound Old Olive Street Road West	A (<1.0)	A (<1.0)	A (<1.0)	A (<1.0)
Southbound Old Olive Street Road West	A (<1.0)	A (<1.0)	A (<1.0)	A (<1.0)
<i>Old Olive Street Road West and Ravenwood Lane – Side-Street STOP</i>				
Westbound Ravenwood Lane	B (12.9)	C (14.9)	B (13.7)	B (14.1)
Northbound Old Olive Street Road West	A (<1.0)	A (<1.0)	A (<1.0)	A (<1.0)
Southbound Old Olive Street Road West	A (1.2)	A (1.2)	A (1.6)	A (1.6)
<i>Old Olive Street Road West and Medical Building Driveway/Willowbrook Drive – All-Way STOP</i>				
Eastbound Old Olive Street Road West	B (11.2)	B (11.2)	C (15.3)	C (15.3)
Westbound Old Olive Street Road West	B (13.5)	B (13.5)	B (13.5)	B (13.5)
Northbound Medical Building Driveway	A (8.8)	A (8.8)	A (9.0)	A (9.0)
Southbound Willowbrook Drive	A (9.4)	A (9.4)	A (9.8)	A (9.8)
Overall Intersection	B (12.0)	B (12.0)	B (13.7)	B (13.7)
<i>Old Olive Street Road West and Pavilion Drive/Office Driveway – Side-Street STOP</i>				
Eastbound Old Olive Street Road West	A (<1.0)	A (<1.0)	A (<1.0)	A (<1.0)
Westbound Old Olive Street Road West	A (1.2)	A (1.3)	A (1.6)	A (1.7)
Northbound Pavilion Drive	B (12.7)	B (12.9)	C (20.9)	C (21.4)
Southbound Office Driveway	C (17.1)	C (17.8)	C (24.7)	D (25.5)
<i>Old Olive Street Road West and Guelbreth Lane – Side-Street STOP</i>				
Eastbound Old Olive Street Road West	A (3.9)	A (3.9)	A (7.4)	A (7.4)
Westbound Old Olive Street Road West	A (<1.0)	A (<1.0)	A (<1.0)	A (<1.0)
Northbound Guelbreth Lane	C (21.9)	C (22.8)	D (31.3)	D (31.9)
Southbound Guelbreth Lane	C (20.7)	C (21.8)	D (30.1)	D (31.1)

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)



Conclusions

CBB completed the preceding study to address the anticipated traffic impacts associated with the proposed Mixed-Use Redevelopment at the Altus Creve Coeur Pavilion on the northeast corner of Olive Boulevard and Old Olive Street Road West in Creve Coeur, Missouri. The following is a summary of the findings:

- The proposed mixed-use development includes 230 apartment units with integrated structured parking and a 4,500 square-foot restaurant use. The proposed development is replacing the existing two restaurants on-site; therefore, there will be a net reduction of 5,000 s.f. of restaurant space.
- Due to COVID-19, current traffic volumes are not representative of typical conditions. For this reason, CBB relied on traffic volume data from previously completed studies, which incorporated recent traffic counts and projected appropriate levels of background growth and traffic generated by expected developments to estimate baseline traffic conditions for 2022 and 2040.
- Primary access to the site is proposed via one full-access driveway on Ravenwood Lane.
- The proposed mixed-use development is expected to generate a net total of 85 trips during the AM peak hour and 50 trips during the PM peak hour.
 - With a peak outbound net total of 65 vph during the AM peak hour, the peak frequency of vehicles entering or leaving the site would be roughly one vehicle per minute.
- Under 2022 Baseline conditions, all study intersections operate at desirable levels of service overall, with some north/south side-street approaches operating poorly at signalized intersections along Olive Boulevard, including the southbound Old Olive Street Road West and southbound Pavilion Drive approaches at Olive Boulevard.
- Under 2022 Build conditions, all study intersections are expected to operate at acceptable levels of service overall, but poor baseline levels of service at the southbound approaches on Old Olive Street Road West at Olive Boulevard and Pavilion Drive at Olive Boulevard would be made worse by the added traffic.
 - It may be possible to reallocate a few seconds of green time from the mainline Olive Boulevard to the side street at these signalized intersections to achieve southbound approach levels of service that are similar to or improve upon 2022 Baseline conditions. This would have a slight negative impact on signal progression along Olive Boulevard.
 - No physical improvements would be necessary at any of the study intersections.
- Under 2040 No-Build conditions, the signalized intersections along Olive Boulevard would experience further strain due to background traffic growth but would operate acceptably overall. Site-generated traffic under 2040 Build conditions would have little effect on study intersections with the exception of the southbound approaches on Old Olive Street Road



West at Olive Boulevard and Pavilion Drive at Olive Boulevard, where poor approach levels of service would be made worse.

- Changes to traffic signal timing could help alleviate southbound delays at the possible expense of mainline Olive Boulevard signal progression, but no additional physical improvements to study intersections will be necessary due to the addition of traffic from the proposed site.
- Some local trips may travel to and from the proposed development via Willowbrook Drive and Guelbreth Lane. That number is expected to be very low and would be associated with local residents in the area headed to the proposed restaurant or possibly some apartment residents traveling to local destinations along Schuetz Road.
 - The additional traffic on those roads is not expected to reach noticeable levels.
- As noted above, the additional net traffic from the proposed site does not create impact which necessitates mitigating improvements
 - The site was built several years ago with infrastructure designed to access Creve Coeur Pavilion as a whole.
 - CBB is aware of several improvements to the corridors through the Olive and Lindbergh Interchange project and the Old Olive Great Streets project.
 - While we do not believe it will be the responsibility of the developer to build any of those improvements, it may be appropriate to consider accommodating the necessary right-of-way or easements for those improvements by others
- The location of the proposed garage access on Ravenwood Lane directly opposite the existing driveway to the retail center, which includes St. Louis Bread Co., is appropriate.
- Based on the trip levels entering and exiting the garage, one entering lane and one exiting lane should be sufficient.
 - We would expect a significant amount of the traffic headed east on Olive Boulevard, including access to Lindbergh Boulevard, to use Pavilion Drive instead of Old Olive Street Road West to Olive Boulevard. These would be right-turns out of the proposed garage.
- Adequate intersection site distance is required for safe operations. While there do not appear to be any concerns for the proposed garage access, we recommend that the site civil engineer show sight triangles along Ravenwood Lane over the existing site plan to show that no existing or planned obstructions are placed there, including vegetation, signage, berms, etc.
- Pedestrian, bicycle, and transit accommodations are important for residential and other types of developments. The site plan appears to reconnect the proposed facility to the existing pedestrian accommodations on the site, which connect to the existing facilities



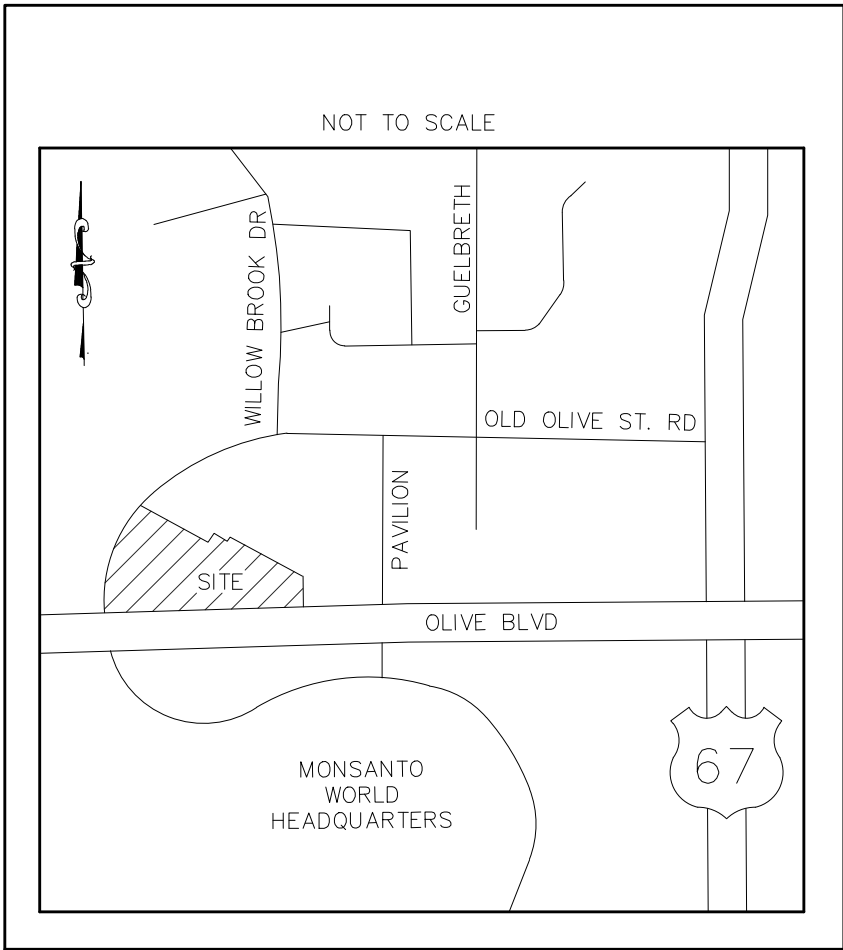
on the public system; however, bicycles are not currently accommodated in separate facilities on the Creve Coeur Pavilion site.

- Various bus transit stops in close proximity to the site are accessible via the sidewalks noted above.

We trust that you will find this report useful in evaluating the potential traffic impacts associated with the proposed mixed-use development at Creve Coeur Pavilion in Creve Coeur, Missouri. Please contact me at (314) 308-6547 or Lcannon@cbbtraffic.com should you have any questions or comments concerning this material.

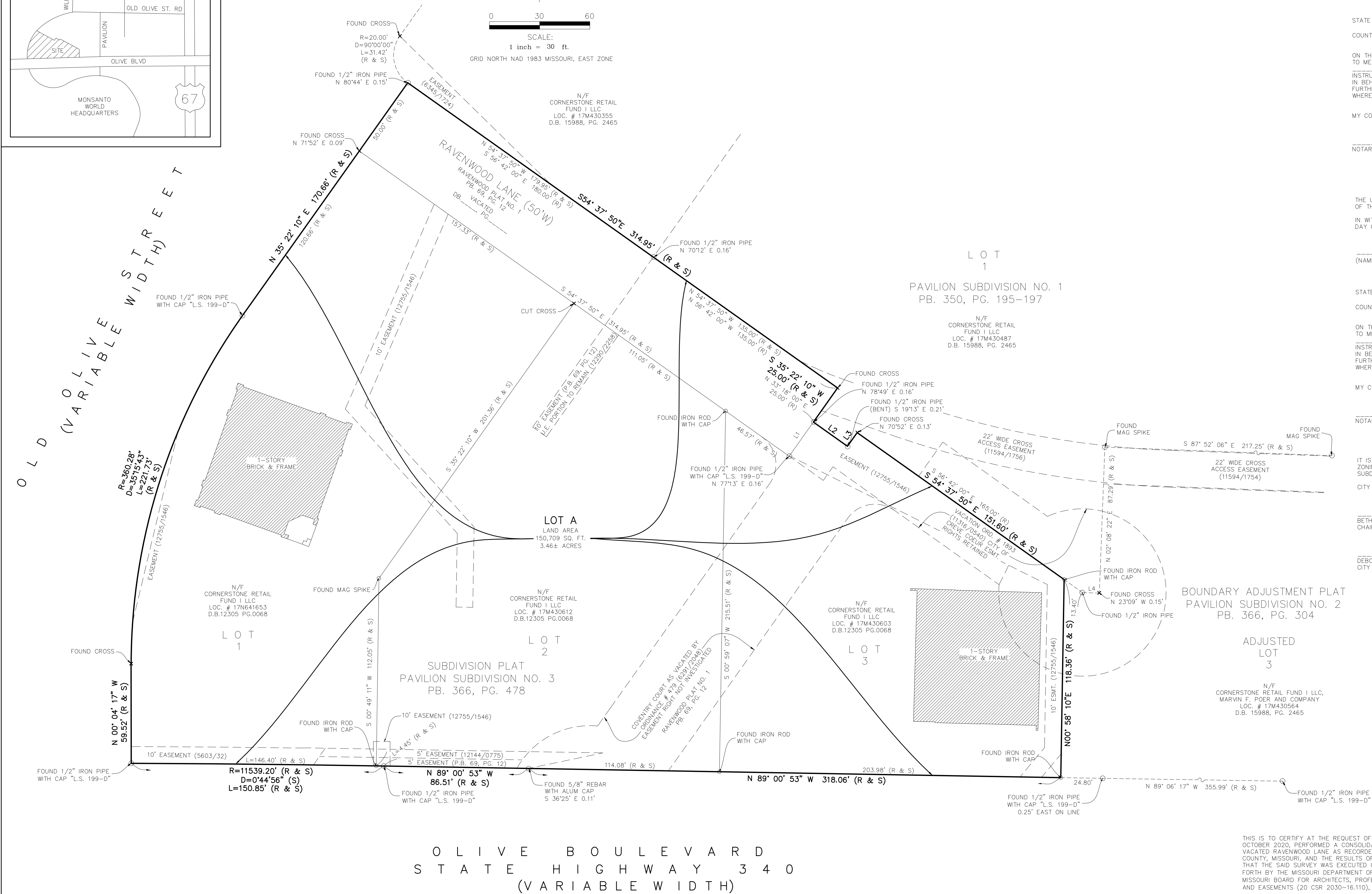
Sincerely,

Lee Cannon, P.E., PTOE
Principal – Traffic Engineer



LINE LABEL CHART
L1 = N 35° 22' 10" E 25.00' (R & S)
L2 = S 54° 37' 50" E 25.00' (R & S)
L3 = N 35° 22' 10" E 10.00' (R & S)
L4 = S 87° 36' 28" E 10.16' (R & S)

CONSOLIDATION PLAT
OF
PAVILION SUBDIVISION NO. 3
VACATED RAVENWOOD LANE



OWNER'S SCRIPT

THE UNDERSIGNED OWNER OF THE TRACT OF LAND DESCRIBED IN THE SURVEYOR'S CERTIFICATE HAS CAUSED SAID TRACTS OF LAND TO BE CONSOLIDATED IN THE MANNER SHOWN, AND SAID TRACT OF LAND SHALL HEREAFTER BE KNOWN AS "CONSOLIDATION PLAT OF PAVILION SUBDIVISION NO. 3, VACATED RAVENWOOD LANE".
IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY SEAL THIS ____ DAY OF _____, 2020.

(OWNER'S NAME/TITLE PRINT)

(OWNER'S SIGNATURE)

STATE OF MISSOURI }
COUNTY OF ST. LOUIS) S.S.

ON THIS ____ DAY OF _____, 2020, BEFORE ME PERSONALLY APPEARED _____ OF _____ TO ME KNOWN, WHO, BEING BY ME DULY SWORN, DID SAY THAT HE IS THE _____ OF _____ A CORPORATION OF THE STATE OF MISSOURI, AND THAT THE SEAL AFFIXED TO THE FOREGOING INSTRUMENT IS THE CORPORATE SEAL OF SAID CORPORATION, AND THAT SAID INSTRUMENT WAS SIGNED AND SEALED IN BEHALF OF SAID CORPORATION BY AUTHORITY OF ITS BOARD OF DIRECTORS AND _____ FURTHER ACKNOWLEDGED SAID INSTRUMENT TO BE THE FREE ACT AND DEED OF SAID CORPORATION. IN TESTIMONY WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY SEAL ON THE DAY AND YEAR FIRST ABOVE WRITTEN.

MY COMMISSION EXPIRES: _____

NOTARY PUBLIC

LIEN HOLDER SCRIPT

THE UNDERSIGNED HOLDER OR LEGAL OWNER OF NOTES SECURED BY DEED IN BOOK ____ PAGE ____ OF THE ST. LOUIS COUNTY LAND RECORDS JOINS IN AND APPROVES THIS CONSOLIDATION PLAT.
IN WITNESS WHEREOF, WE HAVE HEREUNTO SET OUR HAND AND AFFIXED OUR CORPORATE SEAL THIS ____ DAY OF _____, 2020.

(NAME/TITLE PRINT)

STATE OF MISSOURI }
COUNTY OF ST. LOUIS) S.S.

ON THIS ____ DAY OF _____, 2020, BEFORE ME PERSONALLY APPEARED _____ OF _____ TO ME KNOWN, WHO, BEING BY ME DULY SWORN, DID SAY THAT HE IS THE _____ OF _____ A CORPORATION OF THE STATE OF MISSOURI, AND THAT THE SEAL AFFIXED TO THE FOREGOING INSTRUMENT IS THE CORPORATE SEAL OF SAID CORPORATION, AND THAT SAID INSTRUMENT WAS SIGNED AND SEALED IN BEHALF OF SAID CORPORATION BY AUTHORITY OF ITS BOARD OF DIRECTORS AND _____ FURTHER ACKNOWLEDGED SAID INSTRUMENT TO BE THE FREE ACT AND DEED OF SAID CORPORATION. IN TESTIMONY WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY SEAL ON THE DAY AND YEAR FIRST ABOVE WRITTEN.

MY COMMISSION EXPIRES: _____

NOTARY PUBLIC

CITY SCRIPT

IT IS HERBY CERTIFIED THAT THIS CONSOLIDATION PLAT WAS APPROVED BY THE CREVE COEUR PLANNING AND ZONING COMMISSION ON THE ____ DAY OF _____, 2020, PURSUANT TO SECTION 410.030.D OF THE SUBDIVISION, REGULATIONS, IN CHAPTER 410 OF THE MUNICIPAL CODE OF THE CITY OF CREVE COEUR.
CITY OF CREVE COEUR, MISSOURI

BETH KISTNER
CHAIRMAN, PLANNING & ZONING COMMISSION*

DEBORAH RYAN, MPCC
CITY CLERK

BOUNDARY ADJUSTMENT PLAT
PAVILION SUBDIVISION NO. 2
PB. 366, PG. 304

ADJUSTED
LOT
3

N/F
CORNERSTONE RETAIL FUND I LLC,
MARVIN F. POER AND COMPANY
LOC. # 17M430564
D.B. 15988, PG. 2465

SURVEYOR'S STATEMENT

THIS IS TO CERTIFY AT THE REQUEST OF _____, WE HAVE DURING THE MONTH OF OCTOBER 2020, PERFORMED A CONSOLIDATION PLAT OF PAVILION SUBDIVISION NO. 3, A SUBDIVISION RECORDED IN PLAT BOOK 366 PAGE 478 AND VACATED RAVENWOOD LANE AS RECORDED IN DEED BOOK ____ PAGE ____ OF THE ST. LOUIS COUNTY LAND RECORDS OFFICE IN ST. LOUIS COUNTY, MISSOURI, AND THE RESULTS OF SAID SURVEY ARE REPRESENTED ON THIS DRAWING.
THAT THE SAID SURVEY WAS EXECUTED IN COMPLIANCE WITH THE CURRENT MISSOURI MINIMUM STANDARDS FOR PROPERTY BOUNDARY SURVEYS AS SET FORTH BY THE MISSOURI DEPARTMENT OF INSURANCE, FINANCIAL INSTITUTIONS AND PROFESSIONAL REGISTRATION (20 CSR 2030-16.040) AND THE MISSOURI BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS AND LAND SURVEYORS (20 CSR 2030-16.070), AND THE LOCATION OF IMPROVEMENTS AND EASEMENTS (20 CSR 2030-16.110), EFFECTIVE 12/30/94, AND LAST REVISED APRIL OF 2011. (URBAN GLASS PROPERTY)

IN WITNESS WHEREOF, I HAVE SIGNED AND SEALED THE FOREGOING THIS ____ DAY OF _____, 2020.

R = RECORD
S = SURVEYED

MARLER SURVEYING COMPANY INC.
MISSOURI CORP. NO. L.S. 347-D

TITLE COMMITMENT PROVIDED BY:
OLD REPUBLIC TITLE COMPANY OF ST. LOUIS, INC.
FILE NO.: 1704813

By: MARTY L. MARLER
MISSOURI P.L.S. 2501

follow us:
facebook.com/marler-surveying-company-inc
copyright 2020 by Marler Surveying Company, INC.

JOB NO. 2010-031	MARLER SURVEYING COMPANY, INC. 11402 GRAVVOIS RD., STE. 200 ST. LOUIS, MO 63126 (314) 729-1001 PH. (314) 729-1044 FAX 402 EAST SPRINGFIELD ROAD, SULLIVAN, MO (573) 468-4684 PH. (573) 860-8606 FAX email: marler@marlersurveying.net	DEPUTY M.S.
DRWN BY: D.R.G.		CHK'D BY: M.L.M.

THIS PLAT CONTAINS 150,709 SQ. FT. OR 3.46± ACRES

MEMORANDUM

To: Jason Jaggi, AICP (City of Creve Coeur)
Whitney Kelly, AICP (City of Creve Coeur)

From: J. Kyle Evans, P.E., PTOE
Dave Mennenga, P.E., PTOE

Date: November 19, 2020

Subject: Proposed Altus Creve Coeur Pavillion – Traffic Impact Study Engineering Review

As requested, GBA staff has completed a review of the traffic impact study report submitted in association with the proposed mixed-use redevelopment for Altus Creve Coeur Pavillion, located in Creve Coeur, Missouri in the northeast quadrant of Olive Boulevard and Old Olive Street Road West. The study was prepared by CBB Transportation Engineers and Planners and submitted in October 2020.

It is our understanding from the report that the proposed redevelopment will replace two existing restaurant commercial properties in the northeast corner of the intersection and that primary access to the site is proposed via Ravenwood Lane. The proposed location and site improvements are shown in **Figure 1** and **Exhibit 1** of the report.

The project involves the removal of the two existing restaurant commercial properties and construction of 230 apartment units and a 4,500 square foot restaurant. The site will also include an integral parking garage.

The project is proposed to be completed in a single phase, with analysis completed for the 2022 Baseline Conditions and 2022 Build Conditions. As noted in the study, due to the uncertainty in traffic volumes associated with the COVID-19 pandemic, 2022 traffic forecasts from the Olive and Lindbergh Interchange Study completed by CBB in 2019 were utilized for the baseline condition volumes. These volumes address the changing traffic patterns associated with the reconstructed interchange, as well as additional traffic volumes associated with development tied to the 39 North Master Plan. Additionally, the capacity analysis models incorporated intersection/corridor improvements proposed along Olive Boulevard.

Access to the site will be accomplished through the existing “T”-intersection site driveway from Ravenwood Lane onto Old Olive Street Road West and the site driveway of Ravenwood Lane where it intersects with Pavillion Drive. In addition to the two combined site driveways, the study analyzed the impacts of the redevelopment site traffic at the intersections of:

- A. Olive Boulevard and Pavillion Drive;
- B. Olive Boulevard and Old Olive Street Road West;
- C. Olive Boulevard and Spoede Road;
- D. Old Olive Street Road West and King Henry Court;
- E. Old Olive Street Road West and Willow Brook Drive;
- F. Old Olive Street Road West and Pavillion Drive; and
- G. Old Olive Street Road West and Guelbreth Lane.

The trip assignment was based on the existing trip volumes from the study area intersections. It is our opinion that this approach is a valid application.

As part of this study, CBB utilized trip generation estimates based upon data provided in the Institute of Transportation Engineer's (ITE) "*Trip Generation Manual, Tenth Edition*" for Land Use Categories 221 – Multi-Family Housing (Mid Rise) and Land Use 932 – High Turnover Sit-Down Restaurant. This method for trip generation is based on industry standards for the development of trip generation volumes.

Based upon the trip generation rates for the apartments and proposed restaurant, and accounting for both the construction of the new development and removal of the two existing restaurants, the development is forecasted to increase site generated trips to/from the site by 85 trips and 50 trips in the morning and evening peak hours, respectively. Of these trips, the inbound versus outbound number of trips were calculated based upon ITE's percentages for inbound/outbound directional distribution. The trip generation forecasts are shown in **Table 1** on page 9 of the report.

The traffic impact study stated the site-generated traffic was assigned to the adjoining roadway system based on existing traffic patterns within the study area. The new trips are shown in **Exhibit 3** on page 11. It should be noted that there is a slight error on this exhibit in terms of inbound trips. North of Olive Boulevard at Old Olive Street Road West, the number of vehicles passing King Henry Court and entering Ravenwood Lane should be 10 vehicles in the morning peak hour and 15 vehicles in the evening hour.

The 2022 Baseline and Build condition Synchro outputs were reviewed to determine the impact of the development traffic on the study intersections. The proposed redevelopment is not expected to have an unfavorable impact on the surrounding roadway network.

Based on the relatively low increase in peak hour volumes, the study has no recommended geometric improvements. It was noted that the opportunity exists to make minor modifications to the signal timings at Pavillion Drive and Old Olive Street Road West to reduce delays on the side street approaches for the 2022 Build Scenario.

As previously noted, the traffic analysis was completed for the 2022 Baseline and Build Conditions; analysis was also completed for the future 2040 No-Build and Build Conditions. The study noted some deficiencies at specific approaches to the various study area intersections in both the Baseline and Build Conditions. The study showed that as the volumes increased for the 2040 scenarios that further strain would be placed upon the study intersections; however, they would still operate acceptably overall.

Summary of TIS Review

As requested, GBA staff has completed a review of the traffic impact study report submitted in association with the proposed apartments and restaurant associated with the Altus Creve Coeur property redevelopment, located in Creve Coeur, Missouri in the northeast quadrant of the Olive Boulevard and Old Olive Street Road West intersection.

Below is a summary of our comments and recommendations from this traffic impact study review:

- Review of this document shows that the methods for existing peak hour volumes, trip generation estimation, trip distribution/assignment and intersection capacity analysis followed current guidelines and were completed in a manner typical for a site redevelopment project.

cc: file

MARLER

SURVEYING COMPANY, INC.

11402 Gravois Road, Suite 200 St. Louis, MO 63126

Phone: (314) 729-1001 Fax: (314) 729-1044

Marty L. Marler
MO PLS 2501 / IL PLS 3891

David J. Naeger PLS 2002014104

JOB # 2010-031
RAVENWOOD VACATION DESCRIPTION.

A TRACT OF LAND BEING PART OF RAVENWOOD LANE (50' WIDE) AS DEDICATED PER RAVENWOOD PLAT NO. 1, A SUBDIVISION RECORDED IN PLAT BOOK 69 PAGE 12 OF THE ST. LOUIS COUNTY LAND RECORDS OFFICE IN CLAYTON, MISSOURI BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EASTERN RIGHT OF WAY LINE OF OLD OLIVE STREET ROAD (VARIABLE WIDTH) AND THE SOUTHERN RIGHT OF WAY LINE OF RAVENWOOD LANE (50' WIDE) BEING THE NORTHWEST CORNER OF LOT 1 OF SAID PAVILION SUBDIVISION NO. 3; THENCE ALONG THE EASTERN RIGHT OF WAY LINE EXTENSION OF OLD OLIVE STREET ROAD, NORTH 35 DEGREES 22 MINUTES 10 SECONDS EAST A DISTANCE OF 50.00 FEET TO A POINT ON THE NORTHERN RIGHT OF WAY LINE OF RAVENWOOD LANE; THENCE ALONG SAID NORTHERN RIGHT OF WAY LINE, SOUTH 54 DEGREES 37 MINUTES 50 SECONDS EAST A DISTANCE OF 314.95 FEET TO A POINT; THENCE LEAVING SAID NORTHERN RIGHT OF WAY LINE, SOUTH 35 DEGREES 22 MINUTES 10 SECONDS WEST A DISTANCE OF 50.00 FEET TO A POINT ON THE SOUTHERN RIGHT OF WAY LINE OF SAID RAVENWOOD LANE; THENCE ALONG SAID SOUTHERN RIGHT OF WAY LINE NORTH 54 DEGREES 37 MINUTES 50 SECONDS WEST A DISTANCE OF 314.95 FEET TO THE POINT OF BEGINNING CONTAINING 15,748 SQUARE FEET OR 0.36± ACRES MORE OR LESS.

END OF DESCRIPTION

Attachment: 2020-10-23 Ravenwood Vacation legal and exhibit (#20-034; CCP Mixed-Use RZG & SDP)

OLD OLIVE STREET
(VARIABLE WIDTH)

R=20.00'
D=90°00'00"
L=31.42'

POINT OF
BEGINNING

N 35° 22' 10" E
120.66'

EASEMENT
(6345/1724)

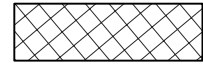
N/F
CORNERSTONE RETAIL
FUND I LLC
LOC. # 17M430355
D.B. 15988, PG. 2465

0 30 60

SCALE:

1 inch = 30 ft.

BASIS OF BEARING:
P.B. 366 Pg. 478



DENOTES
TO BE VACATED

N/F
CORNERSTONE RETAIL
FUND I LLC
LOC. # 17M430487
D.B. 15988, PG. 2465

PAVILION SUBDIVISION NO. 1
PB. 350, PG. 195-197

LOT
1

N/F
CORNERSTONE RETAIL
FUND I LLC
LOC. # 17N641653
D.B.12305 PG.0068

LOT
1

N/F
CORNERSTONE RETAIL
FUND I LLC
LOC. # 17M430612
D.B.12305 PG.0068

LOT
2

10' ESMT. (P.B. 69,
PG. 12) U.E. PORTION
TO REMAIN
(12290/2258)

SUBDIVISION PLAT
PAVILION SUBDIVISION NO. 3
PB. 366, PG. 478

N/F
CORNERSTONE RETAIL
FUND I LLC
LOC. # 17M430603
D.B.12305 PG.0068

LOT
3

COVENTRY COURT AS
VACATED BY
ORDINANCE # 479
(6291/2048)

INITIAL: _____

LINE LABEL CHART

L1 = N 35° 22' 10" E
50.00'

L2 = S 35° 22' 10" W
50.00'

EXHIBIT "A"

ROADWAY VACATION PLAT

PART OF RAVENWOOD LANE (50' W) AS
DEDICATED PER RAVENWOOD PLAT NO. 1

PLAT BOOK P.B. 69 PAGE 12, ST. LOUIS COUNTY, MISSOURI

Attachment: 2020-10-23 Ravenwood Vacation legal and exhibit (#20-034:CCP Mixed-Use RZG & SDP)



***St. Louis Economic Development Partnership
7733 Forsyth Blvd, Suite 2200
St. Louis, MO 63105***

December 3, 2020

Whitney Kelly, AICP

City Planner
City of Creve Coeur, Missouri
300 N. New Ballas Road
Creve Coeur, MO 63141
t: (314) 442-2087
f: (314) 872-2505
wkelly@crevecoeurmo.gov

RE: #20-034: Rezoning and Site Development Plan, 10590 Old Olive Street Road and 10598 Olive Blvd.

Dear Ms. Kelly:

Since 2016, the City of Creve Coeur and the St. Louis Economic Development Partnership have worked together on the planning and implementing the innovation district called 39N, which is being developed to attract new employees and new companies in the agriculture/technology sector to St. Louis. Specifically the district is defined as the 600 acres in Creve Coeur which encompasses Bayer, the Danforth Plant Science Center, BRDG Park, EDGE@BRDG, the Helix Center, and the City of Olivette, but the idea is broader to encourage innovation and a more entrepreneurial workforce.

The crux of the 39N Master Plan, the Old Olive Great Streets Plan, the redesign of the Olive/Lindbergh intersection and the building of a 39N Greenway is to encourage connectivity. Creating transportation systems that encourage walking, biking and shorter vehicular commute times. Of course, the transportation system directly impacts where people decide to live as does their choice of career. The new residential development being proposed by Altus at the

corner of Old Olive and Olive Blvd., is a great example of the type of development which allows people to live close to where they work. Younger workers or workers new to St. Louis are looking for a high-quality environment with shopping, restaurants and recreational facilities.

As the VP of 39N, I whole heartedly support this rezoning and the building of this development for the long-term.

Thank you,

Sincerely,

Janet Wilding
Vice President
Major Projects and 39N



Whitney Kelly <wkelly@crevecoeurmo.gov>

RE: Public Planning Hearing Tonight

Brenda Mahr <brendamahr@gmail.com>

Mon, Dec 7, 2020 at 3:01 PM

To: wkelly@crevecoeurmo.gov

Cc: brendamahr@gmail.com

#20-034 – on Olive. I registered, but will I get a link to attend the meeting?

I want to know if the developer is the same one who has developed the structurally unsound and ugly apartments on Old Olive behind the car wash?

I live at 1040 Nobleman Drive in Briarcliff Condos

Brenda Mahr-Douglas

314-580-5155 - mobile

Attachment: Public Comment 1 (#20-034:CCP Mixed-Use RZG & SDP)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Comments for 12/7 PZC meeting

Gordon Phillips <agordon.phillips@gmail.com>

Mon, Dec 7, 2020 at 12:09 PM

To: wkelly@crevecoeurmo.gov, Gordon Phillips <agordon.phillips@gmail.com>

Hello Whitney -

If possible, I would like to have the following concerns addressed at tonight's meeting. These pertain to the mixed use apartment development within the Creve Coeur Pavilion Shopping Center.

1. I'm concerned about the ratio of units (230) to garage parking spaces (281). The ratio feels very tight and I'm wondering how overflow parking for residents will be accommodated.
2. The Olive/Old Olive intersection is already quite dangerous and I have seen accidents and the debris from accidents on numerous occasions. During rush hours I've had difficulties turning on to Olive off of King Henry Court due to traffic back ups. I'm concerned these issues will be exacerbated by the additional traffic associated with the project, and would like to know how the developer and City will be addressing traffic-related issues.

Thanks in advance for bringing my questions to the attention of the appropriate parties!

Regards,

Gordon Phillips
10802 Charlton Court

Attachment: Public Comment 2 (#20-034:CCP Mixed-Use RZG & SDP)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Apartment Building proposal for Creve Coeur Pavilion Shopping Center

1 message

Irving Koch <kochlaw1@gmail.com>

Thu, Dec 17, 2020 at 4:50 PM

To: wkelly@crevecoeurmo.gov

As a resident of the Briarcliff Condominium Association, I want to express my strong objection to the proposed giant apartment building for the Creve Coeur Pavilion Shopping Center. My wife and I reside on King Henry Court backing up to the large apartment complex on Old Olive that the City previously authorized. That complex in itself has caused considerable congestion, particularly when one tries to enter King Henry Ct. from Old Olive. I can't imagine the density and traffic explosion that will be produced with this proposed giant apartment building. Further, it is my understanding that the proposed building will accommodate 230 units on an "actual" 3.5 acre footprint which reduces to 66.5 units per acre, more than triple the current zoning provision of 20 units per acre.

I presume that the developers are contending that the zoning provision contemplates using the parking area plus the actual "footprint" of the building in calculating the units per acre but I can't imagine that would be accepted if litigated.

There are more than enough multi-story apartments in the immediate area. It's time to cease further development in this area. Please consider the interests of the nearby residents and decline the developer's proposal at the forthcoming meeting of the Planning and Zoning Board on December 21.

Thanks,
 Irving H.Koch
[1050 King Henry Ct.](#)
[St. Louis, MO 63146](#)
 314-496-8229

Attachment: Public Comment 3 received 12-17-2020 (#20-034:CCP Mixed-Use RZG & SDP)



Whitney Kelly <wkelly@crevecoeurmo.gov>

OPPOSITION and OBJECTION to change of zoning to allow mixed use development on Old Olive Blvd: Creve Coeur Pavilion

1 message

Susan Koch <sgkoch97@gmail.com>
To: wkelly@crevecoeurmo.gov

Fri, Dec 18, 2020 at 11:04 AM

Dear City Planner Kelly,

As a resident of the Briarcliff Condominium Association, I strongly OBJECT to the proposed giant apartment building for the Creve Coeur Pavilion Shopping Center. I reside on King Henry Court backing up to the large apartment complex on Old Olive that the City previously authorized. That complex in itself has caused considerable congestion, so I can't imagine the density and traffic explosion that will be produced with this proposed giant apartment building. Further, it is my understanding that the proposed building will accommodate 230 units on an "actual" 3.5 acre footprint which reduces to 66.5 units per acre, more than triple the current zoning provision of 20 units per acre. The current zoning is reasonable, and it is disgraceful that the City's response is to change the zoning to the detriment of the residents and taxpayers who currently reside in the area!

I presume that the developers are contending that the zoning provision contemplates using the parking area plus the actual "footprint" of the building in calculating the units per acre but I can't imagine that would be accepted if litigated.

There are more than enough unsightly multi-story apartments in the immediate area. Not all of the Vue is rented (the renters I've spoken with say that it is very poorly constructed), the "retail" shops envisioned on the first floor have never appeared, and so it's time to CEASE FURTHER DEVELOPMENT in this area. Please consider the interests of the nearby residents and decline the developer's proposal at the forthcoming meeting of the Planning and Zoning Board on December 21.

Thank you,
Susan Koch

Attachment: Public Comment 4 received 12-18-2020 (#20-034:CCP Mixed-Use RZG & SDP)



Planning and Zoning Commission Public Hearing December 7, 2020

APPLICATION #20-034: REZONING AND SITE DEVELOPMENT PLAN APPROVAL FOR 5-STORY MIXED-USE, 230 UNIT APARTMENT DEVELOPMENT WITHIN THE CREVE COEUR PAVILION SHOPPING CENTER, WITH BOUNDARY ADJUSTMENT

Jason Jaggi, AICP Director of Community Development
Whitney Kelly, AICP City Planner

STAFF REPORT PRESENTATION OUTLINE

- **Location, Existing Zoning, Summary of Proposal**
- ***Creve Coeur 2030* Comprehensive Plan review**
- **Creve Coeur Design Guidelines review**
- **Zoning Ordinance review**
- **Traffic Impact Study**
- **Summary of items for further discussion**



Background Information

Location and Existing Zoning

LOCATION OF PROPOSED DEVELOPMENT

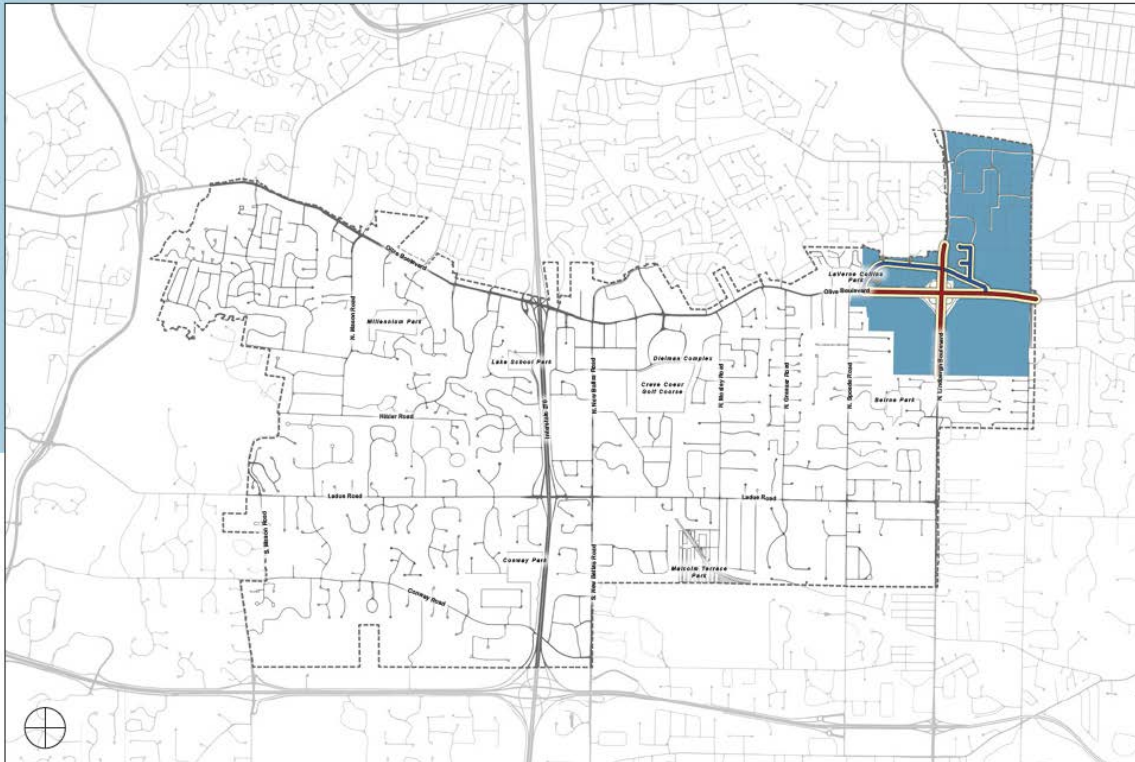


- Northeast corner of Old Olive Street Road and Olive Boulevard
- Includes rezoning the parcels addressed as 10590 Old Olive Street Road, and 10594 and 10598 Olive Boulevard, within the Creve Coeur to CB District
- Currently, GC District does not allow for residential development
- Part of 39 N Master Plan; Old Olive GS
- Creve Coeur Pavilion development is a total of 13.38 acres, proposed rezoning and existing, the CB District would represent a total of 12.15 acres.
- Boundary Adjustment for the development parcels totals 3.46 acres



Comprehensive Plan, 39N Master Plan, 39N Old Olive Great Street Plan Review

CREVE COEUR 2030 COMPREHENSIVE PLAN



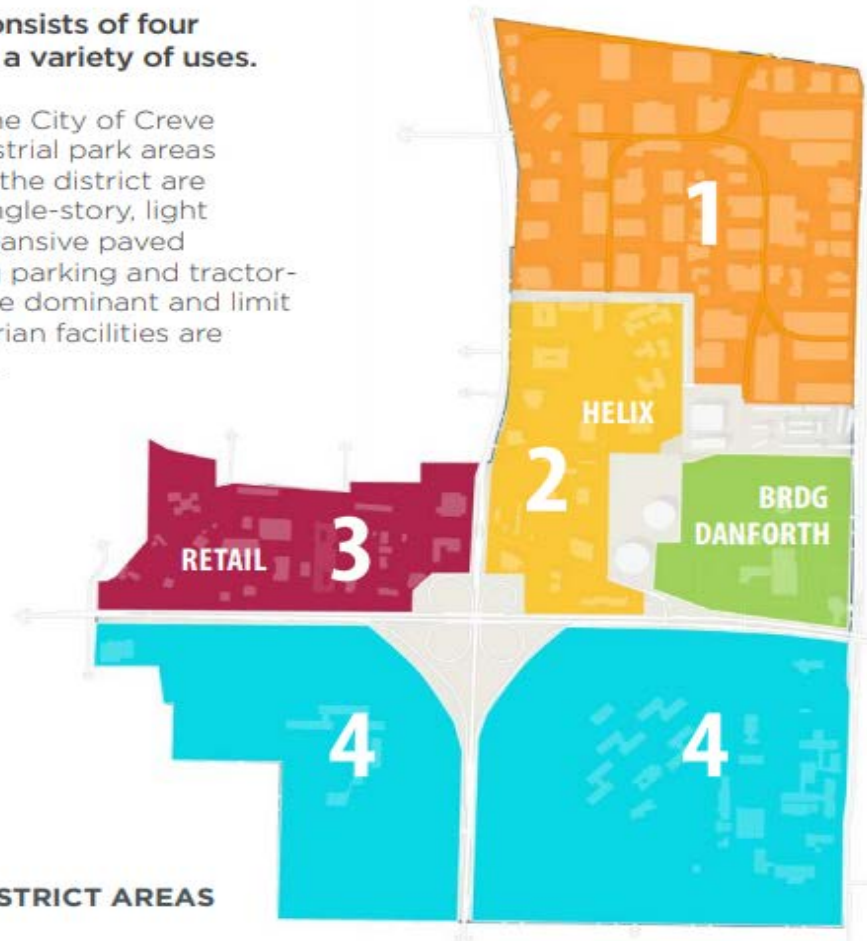
4.7. MIXED-USE INNOVATION CAMPUS DISTRICT (MUIC) FRONTAGE PLAN

- Located within the Mixed Use Innovation Campus District
- District vision: sustainable hub for cutting edge research, job opportunities, and community amenities that encourages innovation, collaboration, and entrepreneurship in a vibrant, mixed-use environment
- Supported by diverse housing options, active uses, and other community amenities in support of the 39 N Master Plan
- Plan Recommendations: encourage active, office and residential ground floor uses, and public site amenities to promote district vibrancy; parking in shared facilities, establish landscape/ped zone along Olive (p, 97-99)

39N MASTER PLAN

Today, 39 North consists of four distinct areas with a variety of uses.

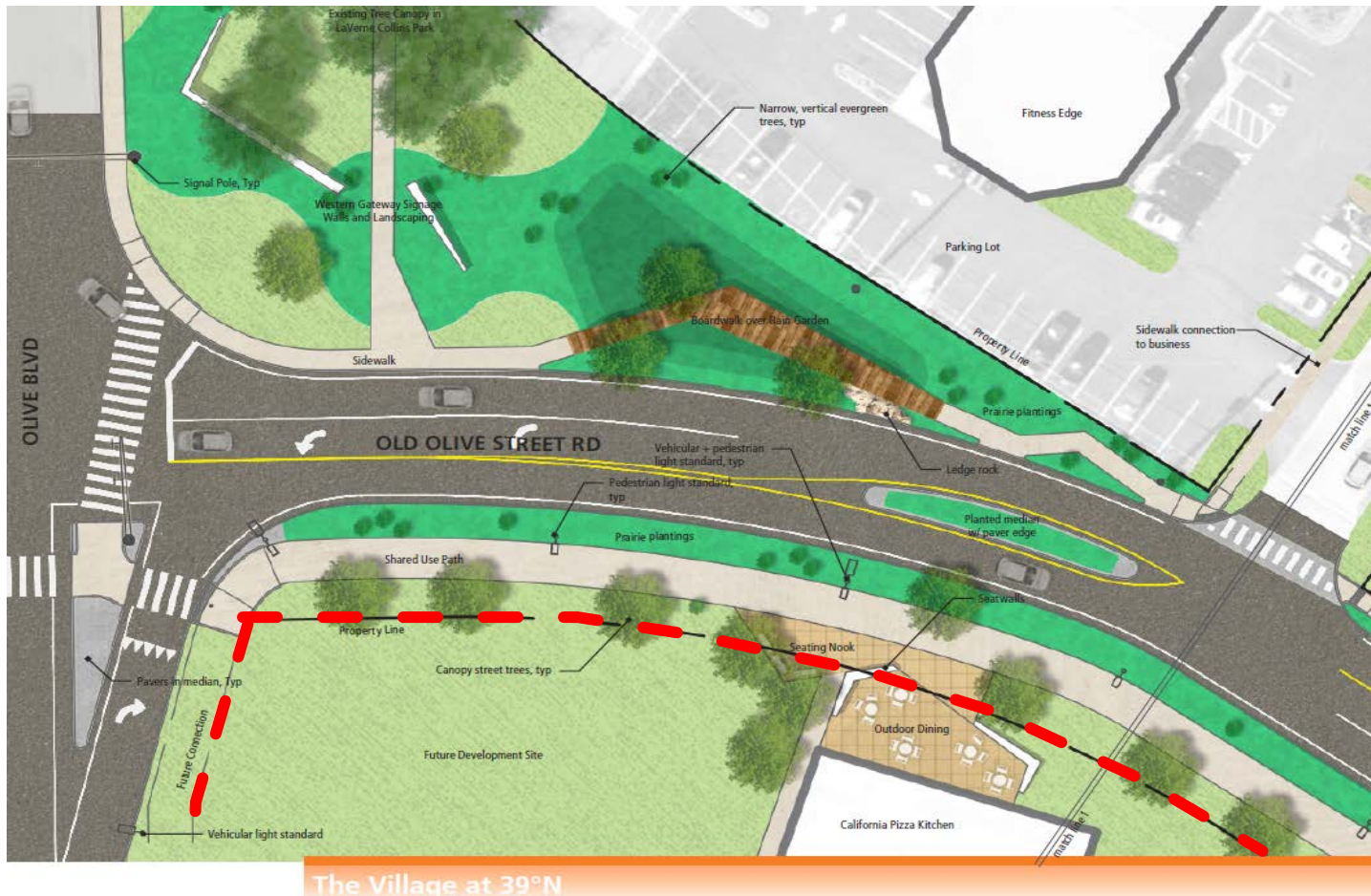
Incorporated into the City of Creve Coeur in 1990, industrial park areas to the north end of the district are characterized by single-story, light industrial uses. Expansive paved surfaces supporting parking and tractor-trailer movement are dominant and limit vegetation. Pedestrian facilities are nearly non-existent.



FOUR DISTINCT DISTRICT AREAS

- 39N Master Plan includes this area in the Retail District
- Old Olive Street Road is the primary frontage where building facades should address the public realm and ground floors should have active and engaging uses.
- At the corner of Old Olive in the entrance to the Creve Coeur Pavilion Center the proposal includes a retail/restaurant component at just over 4,000 square feet.
- The Old Olive Street Road area recommendations include buildings that address the street with retail and services on the ground floor

OLD OLIVE GREAT STREET PLAN



- 39N Old Olive Great Street Plan provides recommendations for enhanced streetscapes and connectivity to support the transformation of Old Olive Street Road.
- The area adjacent to this proposed development would contain the shared use path along with enhanced landscaping and lighting. These improvements would be located within the existing right-of-way.
- Proposed Landscaping is consistent with the plan
- Sidewalk provided on Old Olive & Olive
- Allows for future construction of streetscape improvements.

DESIGN GUIDELINES RECOMMENDATIONS

- **The City's Design Guidelines encourage interesting, articulated and high-quality structures, that are designed with an architectural and urban scale compatible with the neighboring developments**
- **Materials are to be of good architectural character, where natural, traditional building materials are encouraged, and architectural consistency of colors, materials and detailing are to be provided between all building elevations.**
- **Create a unified development with Creve Coeur Pavilion**
- **Specific recommendations for Multi-Family Developments include attention to views, building scale and orientation, proximity to adjacent uses, location of driveways, noise, lighting, topography and landscape should be respected, and that building facades should be articulated by using color, arrangements, or change in materials to emphasize the façade elements. The planes of the exterior wall should be varied to avoid a monotonous or overpowering institutional appearance, and individual dwelling units should be architecturally expressed to help reduce the apparent scale of the building and increase the feeling of individual identity of each unit.**

DESIGN GUIDELINES SUMMARY

- **Continues trend with density increases in the area.**
- **Prominent, highly visible corner of Creve Coeur**
- **Comparison with two prior approved projects:**
 - **Vanguard Creve Coeur: Approved 2013. 48 units/acre, 4-stories, 174 units, structured parking**
 - **The Vue: Approved 2013. 23 units/acre, approved for 5-stories, 4-stories were built. 182 apartment units, 4,600 SF ground floor commercial.**
 - **Subject proposal: 19 units/acre, 5-stories, 230 apartment units, 4,100 SF ground floor restaurant/retail**

DESIGN GUIDELINES SUMMARY

- **Proposal is primarily brick masonry veneer, that as discussed previously, pulls from the color pallet of the other residential developments along Old Olive Street Road, and with similar tones of the Creve Coeur Pavilion**
- **The Applicant has indicated the use of the two primary brick colors in conjunction with a third accent brick color and the fiber cement and metal accent cladding materials serve to reduce the scale of the massing of the building, and provides for a varied articulated building elevation. The residential unit balconies vary in configuration and placement that the Applicant indicates add another dimension to the building facades, with exterior terraces, Juliet balconies, recessed balconies, and patios.**
- **The parking garage structure as designed is concealed entirely within the structure with the residential units surrounding it, and the service entrance located interior to the site, consistent with the recommendations of the Design Guidelines, and the 39N Master Plan.**

PROPOSED 5-STORY, 230 UNIT APARTMENT WITH 4,027 SQUARE FOOT RETAIL



View at the Corner of Old Olive Street Road and Olive Boulevard

PROPOSED 5-STORY, 230 UNIT APARTMENT WITH 4,027 SQUARE FOOT RETAIL



View along Olive Boulevard

PROPOSED 5-STORY, 230 UNIT APARTMENT WITH 4,027 SQUARE FOOT RETAIL



North Elevation, View internal to the Creve Coeur Pavilion Site.

PROPOSED 5-STORY, 230 UNIT APARTMENT WITH 4,027 SQUARE FOOT RETAIL



East Elevation, View looking west along Olive Boulevard.



Zoning Code Review

ZONING ORDINANCE PROCESS AND PROCEDURES

- **50% of Buildings are to be a Maximum of 80 feet from Olive Boulevard and 15 feet from Old Olive Street Road, proposal is 65.3% of the building frontage within 80 feet of Olive Boulevard and at the 15 feet from Old Olive Street Road.**
- **Section 405.370(E)(3)(a) Buildings exceeding 6 stories or 90 feet shall receive a CUP; where the proposed is showing a total height of 68.5 feet at the top of the mechanical screening wall, and 59.7 feet to the top of the parapet.**
- **Section 405.370(G)(4) requires a minimum 20% of Private usable open space shall be provided for all multi-family residential developments in accordance with the standards provided in Section 405.710, where the proposed building is showing the private usable open space of 26.3%**

ZONING ORDINANCE

- Allowed land uses are listed as “permitted” (by-right) or “conditional” based upon zoning district classification of the property.
- Table A identifies CC8|4|30 as a Medium-Density Multifamily Residential (up to 20 single family units per acre)
- CC8|4|40: High-Density Multifamily Residential (more than 20 single family units per acre) are listed as a Conditional Use

ZONING ORDINANCE

- **Applicants are utilizing the 12.15 acres which are under common ownership and are zoned CB-Core Business District, the density allowed as a permitted use would yield 243 units, where 230 units are proposed with a density ratio of 18.93 units/acre.**
- **If only looking at the project site of 3.46 acres, the density is 66.47 units/acre.**

ZONING ORDINANCE

- The Zoning Code definition of the term “lot” is broad and can include multiple lots within a development under common ownership, as follows:

LOT (SITE, PREMISES, PARCEL, TRACT, DEVELOPMENT AREA)

A parcel of land which has been, or which is proposed to be used, developed, or built upon as a unit under single ownership. Such lot may consist of a single lot of record or a part or combination of one (1) or more lots of record and may be subject to subdivision regulations if intended to be subdivided further into one (1) or more lots. (See Chapter 410 and site development plan approval as provided in Section 405.1080 herein.)

ZONING ORDINANCE

- **For Comparison, as a conditional use Section 405.470(A)(3) Multi-family dwellings (conditional use in the "CB" district), requires:**
 - a. **Shall be located on sites of at least three (3) acres.**
 - b. **The average dwelling unit size shall not be less than eight hundred sixty (860) square feet per unit, and no unit shall be less than six hundred fifty (650) square feet.**
 - c. **At a minimum, seventy percent (70%) of the required vehicular parking shall be provided within a parking garage or structure that is aesthetically integrated into and incorporates architectural features of the principal structure.**

ZONING ORDINANCE

- **The Proposal Smallest Unit Size Is 488 Square Feet And The Average Unit Size Is 781 Square Feet:**

SMALLEST AREA PER UNIT TYPE	
STUDIO	503 SF
1BR	488 SF
1BR MEZZ	764 SF
2BR	818 SF
2BR MEZZ	1,140 SF
3BR	1,281 SF
3BR MEZZ	1,297 SF

AVERAGE OVERALL UNIT AREA
781 SF

Unit Summary				
Unit Type	Total	%		
Studio	32	14%		
1BR	146	64%		
2BR	42	19%		
3BR	7	3%		

ZONING ORDINANCE - PARKING

- Section 405.820(H)(6)(b) Multi-plex motion picture theaters (NAICS 512131) requires 1 space per 4 seats. Except, however, that such theaters may have their parking modified by the provisions of Section 405.800(G)(3) or for multi-plex theaters located with shopping centers containing over twenty- 25,000 square feet of floor area which provide at least 6 parking spaces per 1,000 square feet of floor area or multi-plex theaters located with shopping centers over 50,000 square feet of floor area which provide at least 5 parking spaces per 1,000 square feet of floor area may provide parking according to the following standards:

Gross Retail Area	Parking Standard
25,000 — 49,999	1 space per 5 seats
50,000 — 79,999	1 space per 6 seats
80,000 — 99,999	1 space per 7 seats
100,000 square feet and larger	1 space per 8 seats

- With the loss of the two restaurant spaces, the overall shopping center retail portion excluding the Theater square footage, and including the new retail space within the proposed building is 47,023 of retail square footage, which would move the parking ratio to 1 space per 5 seats for the Theater.

ZONING ORDINANCE - PARKING

- **Section 405.820(B)(1)** Shopping centers designed for restaurant, retail uses and personal service establishments are provided with the combined total parking spaces for each use, less a fifteen percent (15%) reduction in the total number of parking spaces required.
- **Section 405.800(G)(2)** allows for different buildings, structures or uses or for mixed uses may be used collectively or jointly in any zoning district provided that a legally sufficient written agreement assuring the perpetual joint usage of said common parking for the combination of uses or buildings is properly drawn and executed by the parties concerned, approved as to form and execution by the City Attorney and filed with and made part of the application for a building permit.
- **Additionally, Section 405.800(G)(3)** provides that 50% of the theater parking, or for multi-family dwelling units, may be provided and used jointly by banks, offices, retail stores, repair shops, service establishments and similar uses (day-time uses) if specifically approved by the Planning and Zoning Commission; and provided agreement assuring the retention is properly drawn, reviewed by the City Attorney, and filed and made part of the application for a building permit.

ZONING ORDINANCE - PARKING

- The Parking accounting of all of the uses within the Creve Coeur Pavilion Center, with the proposed changes indicates that there are a total of 1014 parking spaces provided.
- 1092 spaces are required with accounting for the 15% reduction in the Retail Center, thus a **78 spaces shortfall.**
- AMC Theater Seat Count is based on original CUP Issued in 1997 with 2,150 seats within the 12-screen theater.
- It should be noted however that AMC renovated the theater in 2018 without revising the **CUP reducing the total seat count to 777 seats**, which would have a parking count of 156 spaces, thereby reducing the total required parking for the entire development to 818 spaces, thus eliminating the shortfall, to a **surplus of 196 spaces.**
- A Joint Parking Agreement would also further reduce the amount of parking required for the Apartments and Theater by 50%, also eliminating any shortfall, under Section 405.800(G)(3) and then allows for **a possible future surplus of 465 spaces.**

TRAFFIC IMPACT STUDY

- **Traffic Counts** included the 2022 forecast from the Olive and Lindbergh Interchange Study completed by CBB in 2019 were utilized for the baseline conditions.
- These volumes address the changing traffic patterns associated with the reconstructed interchange, as well as additional traffic volumes associated with the development tied to the 39N Master Plan, and
- **MoDOT** currently proposing/undergoing intersection/corridor improvements along Olive Boulevard in the area
- Forecast assumed a high-turnover seat restaurant for the retail portion of the development
- Development is forecasted to increase site generated trips to/from the site by 85 trips in the morning and 50 trips in the evening peak hours.
- Based on the relatively low increase in peak hour volumes, the study has no recommended changes to the existing roadway.

STAFF REVIEW SUMMARY OF KEY POINTS—ITEMS FOR FURTHER DISCUSSION

Specific Items for Commission Discussion:

- Compliance with long-range plans
- Density calculation and unit sizes
- Scale, design, and materials
- Traffic Impact Study—Receive MoDOT comments
- Parking: Joint Parking Agreement as a condition of approval
- Timeframe for approvals: rezoning, site development plan

Staff is recommending that the Commission continue the item to the next meeting. An ordinance has not been prepared at this time. Based upon the discussion and direction from the Commission, a draft ordinance will be completed for the next meeting.



Questions?

1 PLANNING AND ZONING COMMISSION MEETING

2 CITY OF CREVE COEUR, MISSOURI

3 300 NORTH NEW BALLAS ROAD

4 MONDAY, DECEMBER 7, 2020

5 6:30 P.M.

6 VIA ZOOM

7 PUBLIC HEARING

8 APPLICATION NO. 20-034

9
10 THOSE IN ATTENDANCE:

11 Ms. Beth Kistner, Chairman

12 Mr. Tim Carney

13 Ms. Muriel Hall

14 Mr. James Myers

15 Mr. Gene Rovak

16 Mr. Larry Potashnick

17 Mr. Todd Streiler

18 Mr. Carl Lumley, City Attorney

19 Mr. Jason Jaggi, Director of Community Development

20 Ms. Whitney Kelly, City Planner

21 Ms. Jessica Stutte, Planning Assistant/Recording Secretary

22 McLaughlin Court Reporting Services, Inc.

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

24 4772 Gatesbury Drive

25 St. Louis, MO 63128

(314) 974-1199

1 CHAIRMAN KISTNER: All right. Good evening,
2 Everyone.

3 This is the Planning and Zoning Commission
4 meeting for the City of Creve Coeur, Missouri, Monday,
5 December 7th, 2020.

6 We'll start with our call to order.

7 Mr. Carney?

8 MR. CARNEY: Present.

9 CHAIRMAN KISTNER: Ms. Hall?

10 VOICE: She's muted.

11 MR. JAGGI: So she'll need to --

12 CHAIRMAN KISTNER: We'll come back to her,
13 but --

14 MR. JAGGI: Beth --

15 CHAIRMAN KISTNER: -- Muriel, you'll need
16 to unmute -- yes.

17 MR. JAGGI: -- I'm sorry. She'll need to hit
18 Star 6 on her phone, then that should work.

19 CHAIRMAN KISTNER: Muriel -- Muriel, can you hit
20 Star 6 on your phone, please.

21 MS. HALL: Present.

22 CHAIRMAN KISTNER: Okay. Thank you.

23 Mr. Myers?

24 MR. MYERS: Present.

25 CHAIRMAN KISTNER: Mr. Rovak?

1 MR. ROVAK: Present.

2 CHAIRMAN KISTNER: Mr. Potashnick?

3 MR. POTASHNICK: Present.

4 CHAIRMAN KISTNER: Mr. Streiler?

5 MR. STREILER: Present.

6 CHAIRMAN KISTNER: We have City Attorney, Carl
7 Lumley?

8 MR. LUMLEY: Present.

9 CHAIRMAN KISTNER: Director of Community
10 Development, Jason Jaggi?

11 MR. JAGGI: Present.

12 CHAIRMAN KISTNER: City Planner, Whitney Kelly?

13 MS. KELLY: Present.

14 CHAIRMAN KISTNER: And Planning Assistant and
15 Recording Secretary, Jessica Stutte?

16 MS. STUTTE: Present.

17 CHAIRMAN KISTNER: Okay. Well, welcome,
18 Everyone.

19 So now we will go to our first item for tonight.

20 It's going to be a public hearing, Application No. 20-034:

21 Rezoning and Site Development Plan Approval for a 5-Story

22 Mixed-Use, 230 Unit Apartment Development Within the Creve

23 Coeur Pavilion Shopping Center, with Boundary Adjustment.

24 At this point, I'm starting to see our

25 applicants coming in, so as soon as you all have entered

1 the meeting, if we could have all those people who plan to
2 speak to this matter be present for swearing in.

3 (The speakers were sworn in by the court
4 reporter.)

5 CHAIRMAN KISTNER: With that, I think we -- we
6 usually start with our applicant, so I'm not sure who's
7 speaking for the applicant, but if you want to kick us
8 off.

9 MR. UDELHOFEN: Sure. Thank you, Chairwoman
10 Kistner.

11 My name is Josh Udelhofen. I lead the
12 development team here at Altus Properties.

13 In addition to myself, Joel Fuoss with our
14 architect Trivers will be a co-presenter this evening.

15 Beyond that, we do have additional members of
16 our team from the civil engineering, landscape
17 architecture and traffic study team available as well for
18 questions at the end of the presentation should we not
19 cover some items that the Commission Members, staff or
20 members of the public may have some questions on.

21 Those -- those participants will be available throughout
22 the evening.

23 I'm going to share my screen here, and I'll get
24 the presentation started.

25 Everyone see my screen okay?

1 (People responded yes.)

2 MR. UDELHOFEN: Thank you.

3 Well, again, I'm Josh Udelhofen. I'm leader of
4 the development team here at Altus Properties.

5 Altus, while not a widely known name, is an
6 active real estate investor and developer in the St. Louis
7 region. Actually at one point, we officed in the second
8 floor of Creve Coeur Pavilion above the Panera Restaurant.
9 We're led by our founder Bob Johnson. I lead our
10 development efforts, and my colleague, Steve Alex lead the
11 other executive team of the project -- or of the -- the
12 company.

13 Previously I actually led development efforts at
14 the Koman Group, so I have had the great opportunity to do
15 a lot of work in Creve Coeur over the years in various
16 roles from asset management to development, so it's --
17 it's exciting to be back in Creve Coeur, and, hopefully,
18 looking to develop another exciting project.

19 Altus has been in Creve Coeur for quite some
20 time.

21 It started with our acquisition of the West Park
22 Retail Development down near BJC Hospital Center on the
23 west side of I-270. Then we purchased Creve Coeur
24 Pavilion in 2004. And ultimately Questover Shoppes in
25 2008.

1 These assets are still owned by us, with no
2 intention of divesting of them. And, in fact, we're
3 looking to re-invest in the Creve Coeur Pavilion, which
4 will be the subject of our discussion this evening with
5 our proposed mixed-use project.

6 These assets make up a sizeable portion of our
7 overall portfolio. However, again, despite not being a
8 widely known name, we do own quite a few assets around the
9 St. Louis region. Currently have about 40 assets and 50
10 team members at the Altus headquarters.

11 Digging into the team that's going to be
12 presenting here this evening and that has been working on
13 the proposal that is in front of this Commission this
14 evening, of course, we have ourselves Altus Properties.

15 In addition to requesting the opportunity to
16 develop the proposed project, we'll actually be the
17 longterm owner of the project as well. But does make us
18 unique to many of the other developers.

19 Trivers Architecture. Trivers is also a
20 St. Louis based firm. I have had the great opportunity to
21 design and develop one building with the Trivers team in
22 my previous role with the Koman Group. That is a project
23 by the name of The Euclid that resides in the Central West
24 End neighborhood, better known as the home of the first
25 Shake Shack. That seems to be its claim to fame.

1 Although, I think the architecture is maybe more notable
2 than the tent.

3 We've also engaged Holland as our construction
4 manager and preconstruction teammate throughout this
5 process. That gives us great insight into the
6 buildability and unforeseen issues that arise during the
7 construction process. And they've really been engaged
8 since day one. This will be my fourth project that I've
9 worked with with the Holland team, so a long-standing
10 relationship there provides for better projects ultimately
11 for all stakeholders.

12 CEDC Engineering, Brandon Harp, is available
13 this evening on behalf of CEDC. They will be handling our
14 entire civil design for the proposed project, perhaps, as
15 notable as their longterm engagement with the Creve Coeur
16 Pavilion project. They've been involved in the last two
17 development proposals that were delivered on the project
18 about two years ago; the mixed-use building where Freddy's
19 exist, and then next to that with the Panda Express. So
20 Brandon -- Brandon Harp has a longterm and deep knowledge
21 of the -- of the center.

22 Per staff request, we also completed a
23 significant traffic study on the site with CBB. CBB, as
24 you'll see in your packet, provided for no additional
25 changes required as a -- as a result of our traffic impact

1 study that was completed and submitted with our
2 application.

3 And Arbolope Studio has provided our initial
4 landscape design that was submitted as part of our
5 application.

6 And they -- both representatives from CBB and
7 Arbolope are available this evening should the Commission
8 have questions that they would like to ask them directly.

9 Have the team in place. From our perspective as
10 developer and owner, is really kind of the first of many
11 steps that are critical in designing and developing a
12 project that will be a longterm benefit to our investment,
13 as well as the community stakeholders that make up the
14 Creve Coeur community.

15 As we do with all projects, once we put the
16 correct team in place, make sure they understand, not only
17 our vision as the owner and developer, but, of course, the
18 vision that is laid out by the City's Master Plan, and in
19 this case the 39 North Master Plan Overlay given our very
20 unique location adjacent to the Bayer campus and the 39
21 North Innovation District anchored by Donald Danforth
22 Plant Science Center.

23 This team that is presenting to you this evening
24 has reviewed these documents in significant detail, and,
25 hopefully, that'll be properly displayed this evening as

1 we go through the various components of our proposal and
2 how we believe they not only fit into those master plans,
3 but really further some of the initiative that have been
4 laid as critical initiatives for the city and the 39 North
5 Overlay District.

6 Jumping into our site. I think there's a couple
7 of components of the site that are a meaningful
8 discussion. Really set the stage for the -- the broader
9 development discussion.

10 First and foremost, there is a zoning change
11 request as part of our project.

12 We interpret this as a remnant of the two-phase
13 nature of the initial project.

14 The initial phases of this project include the
15 building that currently houses Panera, as well as the
16 California Pizza Kitchen and now Stir Crazy buildings on
17 the southwest corner of the site.

18 Their original zoning designation was General
19 Commercial, and they still exist within that zoning
20 definition today.

21 However, the balance of our site, which makes up
22 the majority of the acreage, is actually zoned as Core
23 Business. That includes the AMC Theater, the adjacent
24 building that houses some restaurants, as well as the two
25 now out lot buildings that were developed two years ago

1 that houses the Panda Express and Freddy's.

2 We think it not only benefits our project, but
3 benefits the city to have a comprehensive zoning overlay
4 for our project that better reflects the goals outlined in
5 the 2030 Comprehensive Plan.

6 We believe the rezoning directly reflects and
7 allows for those goals by allowing for a mixed-use
8 multifamily development, as we are proposing this evening.

9 From the ownership perspective, again, we've
10 owned this project for nearly 20 years. We are hopeful
11 that we will own it for at least 20 more, as we are big
12 believers in the value proposition that Creve Coeur
13 presents on a multitude of fronts from daytime employment
14 numbers to diversity of housing stock and lifestyle that
15 the community offers.

16 However, there are certain facts that existed
17 pre-March of 2020, and were exacerbated in March of 2020
18 with COVID-19.

19 And that is the strategic change of the retail
20 world that we're seeing each and every day; to wit, this
21 year we've had three restaurants close as result of
22 COVID-19. We expect that impact to get worse before it
23 gets better, as many of our colleagues do in the real
24 estate community.

25 We also expect to be -- it to be seismically

1 changed post COVID-19 world. We are seeing consumer
2 habits shift, and we don't expect that shift to come back
3 immediately once this problem is solved.

4 As such, and knowing that this is such a key
5 piece of real estate within, not only the Creve Coeur
6 community, but the broader St. Louis community given our
7 adjacencies to Bayer, 39th North, and, of course, the
8 great interchange of Lindbergh and Olive, we have been
9 looking for a way to strategically reposition this land to
10 continue to provide us in ongoing real estate investment
11 that we would like to ongoing forward.

12 That really culminates in the development that
13 you're going see to here this evening, which is a proposal
14 for 230 luxury residential units over a first floor
15 amenity and retail platform that my architect Joel Fuoss
16 will get into in further detail here momentarily.

17 Our goal with this project, and what we believe
18 furthers those desires outlined the 39 North District
19 Overlay is providing a housing option that does not
20 currently exist in the Creve Coeur community today that
21 will provide housing options for the employees that we are
22 seeing in those two different office campuses directly to
23 our south and east at 39 North and Bayer.

24 Those types of renters, that younger up and
25 coming demographic, wants to have heavily amenitized

1 options to live at. They wanted to have a walkable
2 lifestyle, both to their personal evening enjoyment, as
3 well as access to their place of business.

4 We are one of the few communities in Creve Coeur
5 that could offer that in a truly luxury multifamily
6 environment. And Creve Coeur Pavilion, already having a
7 strong retail base, will benefit by having the evening
8 population that this development has the ability to offer.

9 So we feel that this provides an opportunity for
10 not only a stand-alone success, but to further the success
11 of our existing retail and the adjacent campuses around
12 us; to wit, I believe the Commission and staff received a
13 letter of support from the vice president of 39 North at
14 the SLAUP organization.

15 Some of the uniquenesses that need to be
16 accommodated in our proposal have to do with the types of
17 units that we are delivering, the sizing of the units and
18 the unit mix.

19 As noted in Ms. Kelly's report, we do have some
20 smaller units that would have otherwise been provided for
21 in adjacent developments in the Creve Coeur community.

22 And our overall average size, square foot size,
23 is smaller than those being seen in the other older -- or
24 residential multifamily communities there in Creve Coeur.

25 We believe this provides a -- a new housing

1 option for those that may not have a housing option that
2 works for them today.

3 And, certainly, as we appeal to that younger
4 demographic that may be coming in from more metropolitan
5 communities across the United States, we provide something
6 that they're more accustomed to seeing in terms of size
7 and, of course, the coordinated price line that will go
8 along with that size.

9 Notwithstanding our desire, obviously, to
10 accommodate a broader base of demographics in the
11 building, we, of course, want to make sure this building
12 fits into the community of Creve Coeur's fabric, as well
13 as our fabric at Creve Coeur Pavilion.

14 As such, hopefully, what you're seeing in the
15 architectural drawings that are provided as part of our
16 application reflect a project that, to steal some of my
17 architect's verbiage, is of today, but timeless. We're
18 using materials that we see throughout the Creve Coeur
19 Pavilion development as it stands here today, as well as
20 materials that you see throughout the broader Creve Coeur
21 community, which we think will lend to a development
22 that'll feel just as appropriate and just as relevant ten
23 years from now as it does today.

24 We also recognize the significance of our
25 project. What it means for Creve Coeur and various

1 stakeholders, business around our community.

2 As such, we have undertaken a deep engagement
3 with the various jurisdictional authorities that
4 have oversight over our project, and, of course, it
5 includes the Creve Coeur planning staff. We've been
6 working with Mr. Jaggi and Ms. Kelly at length, and
7 they've been extremely helpful to date in helping us craft
8 a proposal that, hopefully, will be well received by this
9 Commission and ultimately the City Council.

10 We've also engaged with MoDOT, the building
11 department, the fire protection district and MSD. Various
12 components of those engagements are outlined in greater
13 detail in our application, and will be touched on a little
14 bit later during my presentation from my architect Joel
15 Fuoss.

16 I think we're -- I won't go through each one of
17 these, but I think we've had a dozen or more meetings with
18 all of these stakeholders, and have received preliminary
19 feedback, and in some cases more advanced feedback from
20 are those various jurisdictions and have been able to
21 incorporate that feedback in nearly every instance into
22 the presentation that you're going to be seeing this
23 evening to assure that you're viewing of project that has
24 been well-vetted by your -- your (indiscernible) and
25 stakeholders that are helping guide this project.

1 With that, I'm going to turn it over to Joel
2 Fuoss, who's the lead designer at Trivers Architecture and
3 has been leading our efforts on the design and
4 engineering.

5 Joel will go through a more detailed description
6 of the project, site plan and landscaping that's
7 associated with it.

8 MR. FUOSS: Josh, I'm going to pull up my slides
9 here.

10 Can everyone see that okay?

11 CHAIRMAN KISTNER: Yeah, we can see it.

12 MR. FUOSS: Okay. Great. Thank you.

13 Good evening, everyone. I'm Joel Fuoss,
14 principal at Trivers Architects here in St. Louis.

15 As Josh had mentioned, we've been working on
16 this project for quite some time now, but he and I have
17 had a privilege to work together on a previous project,
18 and -- and can say he's a person of high integrity who
19 wants to really do quality work and very thorough in
20 everything that he does. So he's holding us to a high
21 standard here as we get into it, so.

22 You know, when -- when we first look at a site,
23 obviously, we look at the opportunities, the challenges
24 that -- that lie within, and seeing the opportunity for
25 this site to be re-imaged, re-envisioned for a future of

1 Creve Coeur, one that you guys have already started to
2 outline what that can look like with the Master Plan as
3 Old Olive winds through to the north and along Olive
4 Boulevard there, I think East/West Corridor connecting the
5 Bayer campuses and Plant Sciences.

6 And really think about how Old Olive can become
7 much more of a pedestrian friendly street than it is today
8 and where this site is positioned uniquely to help further
9 that along.

10 With the -- with the history of the agricultural
11 community in the Plant Sciences District here, we would be
12 foolish not to look at that for -- for inspiration and a
13 start to a full concept of what we're trying to do.

14 And this is a slide that our landscape architect
15 pulled together when we started really thinking about
16 concepts, you know, can form, strategies behind the site
17 of the building and landscape strategies.

18 And you can see about the agriculture imagery to
19 the right-hand side of this slide, as well as some other
20 items noted on -- on the Old Olive Great Streets Plan and
21 the old north -- or the Old Olive Master Plan.

22 You know, this is really a palate that we start
23 to look at, start to think about how it can form the
24 design of the building and how we can start to weave these
25 concepts into the architecture, as well as the landscape

1 architecture, knowing the site designs has such a critical
2 impact to how the building sits on the site.

3 And so then landscape plan really informed, you
4 know, every aspect of this site. This site, interestingly
5 enough, we joked about it throughout the process here,
6 doesn't really have a backside to it, right. You're
7 fronting Olive Boulevard; you're fronting Old Olive;
8 you're fronting the center, and, you know, we're really
9 thinking about how all those sides are treated and how the
10 landscape help reinforce that.

11 And so our treatment to the south, along the
12 existing retaining wall where we have our amenity deck
13 location is much different as you move up the Old Olive
14 side where we have the incorporated site plan, bike path
15 and walking paths, street trees, and then as you come
16 around the corner, obviously, as you come into the
17 Ravenwood entry and how that's much different as you
18 transition from a more retail corner into a residential
19 side of where we have this northwest plaza -- I'm sorry --
20 northeast plaza as it affronts toward the AMC parking at
21 Freddy's edge.

22 As Brandon can attest, working on Creve Coeur
23 Pavilion for a few years, again, a lot of the challenges
24 that we've been working through, really for a majority of
25 the summer and into the fall here, on storm sewer,

1 rerouting MSD requirements, site topography, we do have a
2 subterranean basin that we're relocating and re -- putting
3 under the pool area.

4 And Brandon and Arbolope have really been
5 working together for us to work that through with MSD,
6 make sure they get all the requirements. You know, but
7 it's one thing to solve engineering requirements, it's
8 another thing to lead them into a place that people want
9 to be and people want to experience. And those are all
10 the things that we've been keeping in mind as we've been
11 moving through this, working together, and really trying
12 to hit Altus' goals to make this a sense of place and a
13 sense of being that people want to come to live, shop and
14 be a part of the Creve Coeur community.

15 As we get into the architecture of the building,
16 one of the things that really try to talk about is -- is
17 Josh had mentioned, looking through the guidelines, you
18 know, and talking to Mr. Jaggi, Ms. Kelly on this whole
19 process, it's really thinking about those elements that
20 make a building experience enjoyable for somebody at the
21 pedestrian level. And especially in a residential
22 component for multifamily projects that you guys have
23 outlined in your criteria.

24 And, you know, a lot of that is -- is
25 materiality. It's materiality. It's masking. It's

1 thinking about how people are going to move through a
2 building, move through a site. And, you know, we really
3 try to make this building, as Josh had mentioned, of
4 today, but timeless.

5 And, you know, using durable materials.
6 Thinking about them in an elegant way. Staying away from
7 trendy colors and material appliques, and try to make
8 something of rich and -- and permanence here.

9 It's a very prominent corner here. It's going
10 to be highly visible. And this is something that we
11 really been working through with Altus and, certainly,
12 working with Ms. Kelly and Mr. Jaggi through this whole
13 process to really try to hit the marks there.

14 And so, as you can see, there's a sample of our
15 material palette here on the screen. I think you guys
16 have some samples there at the city -- city building.
17 But, you know, these are a sample of what we're doing that
18 really invokes a little bit of the richness, a little bit
19 of that, what we say, kind of that connection to the soil,
20 the light colors that are already present in the AMC
21 facility, you know, and the surrounding areas to really
22 try to emphasize that.

23 And how that translates into a -- a building
24 that's designed for the site, you know, it's always
25 interesting.

1 I think architects, you know, we, as a firm,
2 like the -- the restraints that we have on a site. And
3 that starts to make these buildings very unique for the
4 site that they're in, based on the requirements that we're
5 given and how we really make something special and unique
6 for that.

7 As you can see, the parking facility there is
8 the large rectangle to the left surrounded by residential,
9 really hiding any influence of structured parking there
10 whatsoever.

11 Every facade is articulated in a little bit
12 different manner. You can see the change in materiality
13 that we have; one to break up the rhythm of the facade,
14 and this was something that was very important to the
15 group when we were working through.

16 Those requirements, not to have these long
17 continuous facades, have them broken up, and, quite
18 frankly, it creates more of a intimate residential
19 experience. You know, people like to know where they're
20 living in a facility that houses multiple units. And
21 being able to do that with different materialities,
22 different articulations, different balcony fenestrations,
23 terracing, really starts to drive that home.

24 You know, and, as you can see, as I mentioned,
25 you know, one facade where is -- is really not the same on

1 each -- each view here. A curve, reflect a little bit of
2 the curve on the Old Olive side as you are pointed more
3 towards the intersection. It really creates a marker, a
4 sense of presence there as you come into the Creve Coeur
5 Pavilion, working with the existing retaining wall, you
6 know, working with the requirements of keeping the walls
7 at a manageable height to really influence that pedestrian
8 experience, and thinking about the people that are living
9 there.

10 Part of the challenge on this site is that it's
11 a very visible site, which is a great aspect of it.
12 Another detriment of that is a very visible site, and a
13 lot of times when people are -- are living in their living
14 rooms or in their bedrooms they don't always want to be
15 seen. So we have to think about how people are going to
16 live and how people are going -- but, really, the
17 essential note of that is this amenity courtyard. This
18 amenity area is right in the center of your screen. This
19 is going to be the main amenity, open space, active space
20 for the building. Open to the south. It's visible, you
21 know, over the -- overlooking Olive Boulevard to the
22 south. Plenty of sunlight, activity, and is -- it's
23 private, but open in a very deliberate way that we look
24 for that.

25 That view that you guys were looking at was a

1 bird's view eye, and this is just kind of sliding back
2 down on -- on Olive Boulevard here.

3 And this is looking back at the building, again,
4 trying to be very timeless with materiality, you know, a
5 lot of this comes from Altus' commitment to have this site
6 be a longterm goal for them. They've made this abundantly
7 clear to us that they're committed to this site, and this
8 is not something they're looking to walk away from, so
9 it's very important that we think about the detail,
10 intimacy, how the building breaks down in the scale from a
11 mast in standpoint, and, you know, as I mentioned, don't
12 have different openings. And even in the center of the
13 building we have a metal portion at the top level on the
14 fifth story there, that even though the building is five
15 stories, it's the same height as the bookends of the
16 building. Just the articulation of that really brings the
17 scale back down and makes it a little bit more intimate
18 feel from a -- from a lasting standpoint.

19 This is a view from the corner at Old Olive and
20 Olive Boulevard. You see the -- the pavilion
21 articulation. You see a couple of these pergola type
22 items. And this was a way to bring the pavilion language
23 into the architecture of the building, and so, you know,
24 we try to use that as a bit of a signpost for the
25 building. You'll see in the next view, you see that as

1 well.

2 Again, you can see the way that the arcing of
3 the curb side on the western edge along Old Olive starts
4 to receive the eye as you turn towards the north and go up
5 the street, it creates a little bit of a reveal. You
6 don't see a massive facade on that side. It starts to
7 peel away. It becomes more visible as you move around,
8 and really try to think about that pedestrian experience,
9 if somebody is moving through, you know, from the south to
10 the north along here.

11 You can also see what is the, perhaps, the
12 busiest intersection here, how that actually screens the
13 intimacy of the pool area, I was mentioning on a previous
14 slide. And it creates a way to really think about how,
15 again, people are a little bit more -- gives it a little
16 more sense of privacy, you know, without closing off the
17 building entirely.

18 And then, again, we've been very deliberate
19 about the plant selections, plant materials. Use them
20 from the Master Plan selections. Our friends at Arbolope
21 are very skilled at creating beautifully detailed native
22 plantings, as we move through this, and, you know, that's
23 executed as we go through the planting plan as well.

24 And then, finally, the -- the corner here at
25 Olive and Ravenwood, the entry into the site, this was,

1 perhaps, you know, one of the biggest conversation pieces
2 that we had early on with Mr. Jaggi and Ms. Kelly.

3 This is incorporating a retail corner bay as you
4 enter into the facility. Again, really created a marker
5 on this corner. Really maybe a retail establishment, a
6 restaurant, maybe something that's not offered currently
7 there that really gives people the opportunities for
8 outdoor dining, some visibility, some walkability by the
9 new streetscape that we're tied into from the Master Plan.

10 A little bit of sense of the pavilion there at
11 the top. Again, bit of a nod to the -- kind of the
12 signpost, the namesake of the entire development.

13 And then this is a good, I think, view to see
14 the different vantage points for people to live. We have
15 different terracing on the right-hand side; we have
16 projected balconies, inset balconies, Juliet balconies,
17 other recessed balconies.

18 And, again, it just creates a variation. Not
19 everybody wants the same things when they come to a
20 building. This gives a different offering, and it really
21 breaks up the monotony of the way a multifamily building
22 can be articulated, and it really starts to really make it
23 unique and desirable to a wide -- wide array of people.

24 And, then, finally, I think, because of all
25 those things, I believe gives it, again, a sense of this

1 timelessness, this permanence, that has really been a key
2 to thinking about how we're, you know, building this
3 building, skinning the building and articulating this
4 for -- for the future.

5 You know, this -- these buildings we see as a
6 longterm investment and a piece to a very big puzzle that
7 you guys have been thinking about for a long time in your
8 community, and how can this building, you know, really be
9 a key to that or a catalyst to additional development
10 for -- for Creve Coeur for years (indiscernible).

11 But, that's all for me.

12 MR. UDELHOFEN: Thanks, Joel.

13 I'll take it quickly here before we turn it back
14 over to Ms. Kelly and Mr. Jaggi.

15 Just one -- couple final comments here more on
16 the technical side of things.

17 We, of course, have been working with Ms. Kelly
18 very intimately to -- to work through the more specific
19 details as it relates to the code and requirements that
20 they are suggesting be added as conditions our approval.

21 We have read Ms. Kelly's staff report into
22 detail, and are accepting of all the conditions that have
23 been added for your consideration.

24 Of the most probably significant note, of
25 course, is the parking solutions that need to be solved

1 longterm, given the various legal parcels that exist
2 within the broader Creve Coeur Pavilion and uses.

3 There's a substantial amount of work that needs
4 to be done to solve all those from a technical
5 documentation standpoint, whether those are recorded CCRs,
6 leases, lease exhibits, et cetera, and we are prepared to
7 execute upon that once -- or should we be so fortunate to
8 receive an approval of our various applications here this
9 evening.

10 And, with that, I will turn it back over to
11 Ms. Kelly, and, of course, our entire team is available
12 for any questions the Commission Members may have.

13 CHAIRMAN KISTNER: Whitney, before staff begins,
14 I think maybe it would be a good time to ask if the
15 Commission Members have questions for the applicant.

16 MS. KELLY: Yes, that would be preferable,
17 actually, yeah.

18 CHAIRMAN KISTNER: Any -- any questions?

19 One that -- that came to mind for me was when I
20 saw the sign out front that said Creve Coeur Pavilion, it
21 makes it look like, you know, because there's such a
22 massive building on the -- on that corner, that that's now
23 the name -- that that's announcing the name of the
24 apartment complex, not what used to be, you know, the --
25 the development as we know it today.

1 Do -- what was the intention with that sign, and
2 is there a name for this particular building?

3 MR. UDELHOFEN: Sure. Great -- great question.

4 Really, that is just an architectural and
5 rendering placeholder. As noted in the staff report, we
6 will be required to go and -- and develop, design and get
7 approved a master signage plan for the overall center.

8 There was very little proactive thought into the
9 rendering. We know that the center wants some signage up
10 there. It is much more likely to be a -- a signage that
11 identifies various components of the project, whether
12 that's the new mixed-use multifamily, whether that's the
13 AMC Theater or a combination thereof. So, you know, there
14 was not intent to suggest that that was our final signage
15 package, simply a placeholder.

16 And then to answer your question on the naming.
17 We have not begun to really evaluate naming options for
18 the -- the new mixed-use building. Certainly, we will,
19 you know, design and evolve that within the, you know, the
20 language of Creve Coeur Pavilion, but no specific name has
21 been identified today.

22 CHAIRMAN KISTNER: Because today there is a -- a
23 pretty significant landscaping feature in that -- that
24 place that I'm -- I'm guessing is -- would disappear.
25 There's a -- like a waterfall feature that --

1 MR. UDELHOFEN: That's --

2 CHAIRMAN KISTNER: -- announces that, and -- and
3 it looks, on the drawings, like that would be pretty much
4 eliminated because the building would, you know, take over
5 that corner.

6 MR. UDELHOFEN: That's correct. We would be
7 changing out the landscaping in that corner as illustrated
8 on our elevations and our isometric views.

9 We have several terraced landscaped areas that
10 would -- would replace that area that are pretty
11 significantly more substantial than the -- than the small
12 landscape architecture feature that exists today. We'd
13 have significantly more plantings and more visual
14 interest, both at the pedestrian level, as well as for the
15 residents that would be looking down from the individual
16 units.

17 And, really, again, the signage was -- was
18 really a placeholder. Was not intended to reflect a final
19 design element, cause we knew we had to work through a
20 master signage plan, and that'd be integrated into the
21 landscaping features that would be the more prominent
22 features on the corner.

23 CHAIRMAN KISTNER: Other questions from
24 Commission Members?

25 MR. CARNEY: I have a couple quick questions.

1 It looks to me like on the renderings that
2 there's either like a walking path or a sidewalk on Olive,
3 on the, I guess it would be the south side, or is that
4 just part of the retaining wall or what is that?

5 MR. UDELHOFEN: So, yeah, per staff request,
6 which I think was actually a part of the 39 North Master
7 Plan was the installation of a pedestrian (indiscernible)
8 along Olive Boulevard. We've kind of included that as
9 part of our application. I think it was initially only to
10 the edge of our site on the eastern boundary, and staff
11 did recommend that that go down the entire length over to
12 Cinema Drive.

13 So that would be a new sidewalk that would exist
14 to add pedestrian safety. And probably have the most
15 meaningful impacts for those -- for those visitors that
16 are residents that are utilizing the Metro bus system for
17 the stop that it currently exists and its service simply
18 from the shoulder of Olive Boulevard.

19 MR. CARNEY: Okay, good, that's great.

20 And the other question I had was about the
21 retail parking. It doesn't look like there's any parking
22 on Ravenwood.

23 Would you designate parking in the garage for
24 that retail location or would there be parking --
25 additional service parking somewhere?

1 MR. UDELHOFEN: So, yeah, so, that's a great
2 question.

3 So, we've been working with Mr. Jaggi and
4 Ms. Kelly on this item and they've made, I think, a lot of
5 positive requests that we've been able to incorporate.

6 So, we don't have a good site plan now. But if
7 you had a first first floor plan, which we can certainly
8 make available for -- for the Commission, you would see
9 that when you pull into the garage, there actually is a
10 direct access into the retail from behind it. That not
11 only will accommodate a additional parking within the
12 garage, but that also is how we're going to solve our ADA
13 spaces as well, to make that path of travel as small as
14 possible for the ADA patrons and employees that would be
15 coming in and out of the site.

16 The balance of the parking for -- for the retail
17 patrons would be accommodated in the surface lots that
18 exist directly across Ravenwood, and as part of the -- the
19 staff conditions that were placed on the request of us,
20 there'd be new pedestrian crosswalks with the, you know,
21 stamped pavers and other items identifying those as
22 pedestrian ways.

23 MR. CARNEY: Okay. Thank you.

24 CHAIRMAN KISTNER: I don't know if you know the
25 answer to this, and it might be a staff question, but does

1 the sidewalk require MoDOT approval? Is that in MoDOT
2 right-of-way?

3 Jason is shaking his head yes, it is.

4 MR. JAGGI: It is, yes.

5 MS. KELLY: Also, if I could interject here.

6 If you look at page 59 of the packet on Sheet A
7 302, that has the first floor plan where you can see the
8 parking inside the garage for the retail center. There's
9 about -- I think there was 17 spaces there, and then the
10 rest of the garage further back, about the first about
11 three apartments in on the left is when it will be gated
12 for resident access.

13 CHAIRMAN KISTNER: What page was that again? I
14 missed it.

15 MS. KELLY: 59.

16 MR. UDELHOFEN: Actually, Joel, if you could
17 pull that up. I think Joel has it at his fingertips, he
18 just texted me. We could pull that up and illustrate it
19 on screen.

20 Maybe zoom in a bit, Joel, if possible.

21 MS. KELLY: I think mine shows -- might show it
22 better, if I could show mine.

23 MR. UDELHOFEN: Okay. If you have your screen,
24 that'd be great.

25 MS. KELLY: So there you go.

1 So this is the retail corner. And then about
2 right back here is where the gate would be for the
3 resident parking.

4 So there's a few here, plus there's a few
5 perpendicular -- I mean parallel parking spaces along
6 Ravenwood Drive right -- right in there that would be
7 developed as part of this request.

8 CHAIRMAN KISTNER: Other questions from
9 Commission Members for the applicant?

10 MR. POTASHNICK: So how many (indiscernible)
11 would that be for the retail center --

12 MS. KELLY: I'm sorry what did you say?

13 MR. POTASHNICK: -- (indiscernible).

14 MS. KELLY: Larry, you got cut off, could you
15 repeat your question.

16 MR. POTASHNICK: So how many parking spots are
17 there (indiscernible) --

18 MS. KELLY: It was 17 for the --

19 MR. POTASHNICK: -- parking?

20 MS. KELLY: -- 17 for the retail.

21 MR. CARNEY: I have one more question. It's
22 kind of related to this.

23 Is that the primary trash pick up right through
24 that gate too, is that where the trash trucks will be
25 coming and going?

1 MR. UDELHOFEN: It's all -- all back of house
2 functions; move in, move out for the residents, trash,
3 et cetera, all happen inside the parking garage.

4 There'll be a secondary actual full loading dock
5 that will be accessible off of Ravenwood adjacent to the
6 primary entrance, which really allows us to address all
7 those items internally, which, really, quite frankly, was
8 necessary.

9 As Joel mentioned earlier, there really is no
10 back side of this building given its unique site.

11 MR. CARNEY: And so no outdoor trash enclosures
12 or anything like that?

13 MR. UDELHOFEN: No, sir.

14 MR. CARNEY: Okay. Thank you.

15 CHAIRMAN KISTNER: Others?

16 Seeing none, Whitney, I think you're up.

17 MS. KELLY: All right. Well, Jason was going to
18 present the first part and then I'll jump in.

19 CHAIRMAN KISTNER: Okay.

20 MS. KELLY: Okay.

21 CHAIRMAN KISTNER: Okay.

22 MR. JAGGI: Thank you.

23 Good evening, Everyone. Jason Jaggi, Director
24 of Community Development with the City of Creve Coeur.

25 As Whitney mentioned, I'll start and then I'm

1 going to turn over to her to present some of the items for
2 you tonight.

3 And then we can conclude with any discussion and
4 comments you may have of staff.

5 Mrs. Kistner, before I begin, we are seeing some
6 comments come in, some raising of hands from attendees.

7 We may want to take the opportunity to just give
8 them some information how we're going to accept public
9 comments tonight, since we are seeing some of those come
10 in already.

11 CHAIRMAN KISTNER: That would be really helpful.

12 Do you want to just explain?

13 MR. JAGGI: Sure.

14 So I think the plan is after -- after staff
15 comments and after the Commission asks any questions
16 that -- that you may have of staff, we'll open up the
17 public hearing for public comment.

18 And then the order that we're going to do that
19 is if you have registered on our website to speak tonight,
20 we're going to take those comments first. We have a list
21 of all the citizens that have registered to speak. And
22 then we'll go in the order received. And then after those
23 residents have been able to speak, then we would turn it
24 over to anyone else who would like to provide comments
25 that didn't register. And then, finally, I think there'll

1 be some consideration given for any written comments that
2 we've received as well during the meeting.

3 So I think and that -- that order is the plan
4 for tonight's public comment portion.

5 CHAIRMAN KISTNER: Thank you.

6 And to add to that that the commenters are
7 requested to limit their comments to three minutes apiece.
8 That's our standard public comment timeframe.

9 MR. JAGGI: Okay. With that, I'll go ahead and
10 start our presentation. I'm going to share a screen.

11 And we'll go through the staff review, and then
12 we'll highlight some areas of our staff report for you
13 tonight.

14 Okay. Hopefully, you can see this okay.

15 CHAIRMAN KISTNER: Yeah.

16 MR. JAGGI: Okay. Perfect. Thank you.

17 So, again, I think the applicants did a very
18 good job explaining the project covering a lot of elements
19 of the proposal, the meetings we've had with the
20 applicants, the conferring that we've done with them to
21 comment on their project.

22 What we want to go through that tonight, and I
23 apologize if some of this is redundant again, they did do
24 a very good job going through the various components of
25 it.

1 So we're going to cover some of this information
2 tonight; confirm the location, the zoning aspects of it, a
3 brief summary. We're going to review our -- our take on
4 the Comprehensive Plan review, as well as the Design
5 Guidelines that we have. And within the Comprehensive
6 Plan, we're also going to look at 39 North, as well as the
7 Great Streets Plan that are components of our longterm
8 planning in that area of town.

9 And then Whitney is going to review some of the
10 particulars with respect to the zoning ordinance with how
11 we review the density that's being established and so
12 forth.

13 And then I'll wrap up the -- the presentation
14 touching on the traffic impact studies, and also give the
15 opportunity for the City's traffic consultant, Mr. Kyle
16 Evans to provide his comments on the traffic study, and
17 then leave you with a little bit of list of items,
18 perhaps, for further discussion.

19 So with that background information, as the
20 applicant pointed out, this is the location. It's on the
21 northeast corner of Old Olive and Olive. And I think they
22 did a good job explaining the areas that would be subject
23 to rezoning from CB to -- I'm sorry -- from GC to CB.

24 You can see the address -- the addresses of the
25 parcels in question on -- on the slide. As we all know,

1 this is part of the 39 North Master Plan, as well as the
2 Old Olive Great Streets Plan. And one of the reasons for
3 rezoning is -- is, as has been mentioned, part of the
4 center's been rezoned already. There has been trends to
5 rezone some of this area over the past few years.

6 The Vanguard, for example, was rezoned from
7 General Commercial to CB, and a lot of the reason for that
8 is is because residential uses are not permitted at all in
9 the GC District, so you have to undergo a rezoning to
10 achieve that. And in this case, you know, a lot of the
11 center's already zoned that way, so this would be a
12 logical extension of the CB District to cover the proposed
13 project site.

14 When we do that, the entire center is 13.3 acres
15 with everything included. The CB portion, upon approval
16 of a rezoning, would result in 12.15 acres. So vast
17 majority of the site would be zoned under CB. The area
18 that is not zoned CB would be the -- the two-story
19 building where the Bread Company is located on the ground
20 floor. There's some longer term zoning impacts with --
21 with looking to rezone that, namely, that we might have a
22 situation where we don't have enough land that's left over
23 to be -- to be left as GC District across the street.

24 So I think we've all decided it would be best to
25 save that portion for a later day.

1 But for now, the rezoning that's contemplated
2 would facilitate the approval of this project.

3 Also, before you tonight, I don't want to
4 forget, is a boundary adjustment that does require action
5 on the Commissions' part that would consolidate these
6 parcels into 13.46 acres, which would be the same land
7 area that the project site is located upon.

8 So with our Comprehensive Plan, as you all know
9 and have been part of it, we've had a lot of long range
10 planning activity in this area, namely, our Comprehensive
11 Plan Creve Coeur 2030 that was approved by the Commission
12 in 2017. We followed that up with the 39 North Master
13 Plan, and then the 39 North Old Olive Great Streets Plan,
14 so this area has been subject to a high degree of
15 long-range planning initiatives.

16 And with our Comprehensive 2030 Plan, you can
17 see here it's located in mixed-use Innovation District,
18 which is the same boundaries as the 39 North Plan.

19 And the Comprehensive Plan envisions, you know,
20 has a vision for this area as a sustainable hub for
21 cutting-edge research, job opportunities, community
22 amenities that encourage the innovation, collaboration and
23 entrepreneurship in a vibrant mixed-used development or
24 environment that's supported by diverse housing options,
25 active uses and other community amenities in support of 39

1 North Master Plan.

2 And so the plan recommendations in our comp plan
3 speak to encourage active office residential ground floor
4 uses, provide public site amenities to promote district
5 vibrancy and encourage parking within shared facilities
6 and establish landscaping and pedestrian amenities along
7 Olive Boulevard. And those page references are cited
8 there for you.

9 With the 39th North Master Plan, moving on to
10 that, this area is -- is the number three, as you see here
11 on the map, which is the core retail component of the 39
12 North area.

13 Olive Street Road is identified as the primary
14 frontage road. So if you remember, that's kind of the
15 Main Street feel that is envisioned by the 39 North Plan
16 to connect the areas east of Lindbergh to the areas west
17 of Lindbergh, and this is viewed as a central arterial for
18 that to happen.

19 And the corner of Old Olive is an entrance to
20 the Creve Coeur Pavilion, in this case, that would include
21 a retail restaurant -- retail restaurant component of just
22 over 4,000 square feet.

23 So this proposal does kind of address the ground
24 floor use, the active amenity space that's envisioned on
25 the 39 North Plan along Old Olive.

1 Again, here, you can see the last bullet point
2 that says, the Old Olive Street Road area has the
3 recommendations for that. So buildings closer to the
4 street and ground floor retail and services that address
5 the street and interact with the street.

6 This is a section of the Old Olive Great Street
7 Plan, so we're moving on to the Old Olive Great Street
8 Plan.

9 And you can see the concept that was envisioned
10 for this -- this section, which is adjacent to their
11 proposed development.

12 In general, the Old Olive Great Street Plan
13 recommends enhanced streetscapes to support the
14 connectivity and the transformation of Old Olive Street
15 Road. Like I mentioned, as the real artery that connects
16 main portions of the district.

17 This area adjacent to the proposed development
18 would contain a shared use path that's envisioned along
19 with enhanced lighting and landscaping along the
20 streetscapes. And these improvements would largely be
21 conducted outside of the private property or within the
22 right-of-way.

23 And this diagram actually shows a narrowing of
24 the pavement of Old Olive in this particular section, so I
25 think the bottom line with this proposal is that what

1 they're proposing fits in with the -- with the concept of
2 the plan and the planned enhancements in this area.

3 We worked with them to provide a standard with
4 sidewalk, but to place it so that it would not interfere
5 with street tree plantings in this area, so when those
6 public improvements come along, hopefully, they will be
7 minimal destruction to what has already been planted and
8 built in this area.

9 I would also add that during our discussions we
10 did request a sidewalk along the full frontage, and as you
11 heard the applicant mention, they are in agreement with
12 that, and that's also recommended in our plan is to have
13 pedestrian facilities on the north side as -- of Olive as
14 those opportunities come along.

15 So moving then from a long-range planning
16 guidelines to the recommendations of our Design
17 Guidelines, which are applicable to any project.

18 You know, our Design Guidelines speak of a lot
19 of things related to articulation of buildings; that
20 they're made with high-quality materials; that they're
21 architectural and urban scale compatible with neighboring
22 developments, so they have a relationship to what's around
23 them; natural building materials are -- are preferred and
24 that, you know, there's consistency with all of these
25 elements between different buildings.

1 Specifically for the Creve Coeur Pavilion, I
2 think the objective here is to have a relationship between
3 this building utilizing the colors of materials to other
4 buildings within that development.

5 You know, we -- our objective for staff is, you
6 know, so that it looks like it's always meant to be there,
7 that it's always been there. And we've kind of had that
8 view with some of the other newer developments within that
9 center. You know, they brought over some of the brick
10 colors, and there's a sense of compatibility amongst all
11 the developments.

12 We also have guidelines within our Design
13 Guidelines that speak to specifically to multifamily
14 developments. And you can see here, basically, just
15 looking at different articulation, different materials and
16 different plane adjustments, so that you don't have a boxy
17 massing building with no -- with no design considerations.

18 So, in summary, of this proposal in relation to
19 those guidelines, this certainly continues the trend with
20 density increases in the area. We saw that within the
21 past ten years with The Vue and the Vanguard where those
22 project representative, you know, substantially more dense
23 projects.

24 This is a prominent, highly visible corner of
25 Creve Coeur. I think -- I think this is a -- one of those

1 sites that you're going to see it. It's prominent. It's
2 the entry to 39 North District, to the Old Olive Corridor
3 that we're trying to reimagine, so it's -- it's an
4 important site for the city as a whole.

5 And just to give you an idea of how this
6 proposal compares with other projects in the area, I've
7 listed that here for you.

8 So the Vanguard was approved in 2013. That
9 density is 48 units an acre. It has four stories and
10 there's 174 individual units with structured parking.

11 The Vue across Old Olive, kind of on the curve
12 there, that was approved shortly thereafter, in 2013. And
13 that has a density of 23 units an acre, and it was
14 originally approved by the city for five stories for the
15 building that fronts Old Olive, but they actually revised
16 that and only four stories were built. And the approval
17 granted a -- a use of 182 apartment units with 4600 square
18 feet of ground floor commercial.

19 Now, to date, none of the ground floor
20 commercial there has been leased, so that is something to
21 consider, but -- but it did have a -- a retail component
22 to it.

23 This proposal, in reference to these other
24 projects, proposes 19 units an acre for the density, five
25 stories in height, 230 units and about 4100 square feet of

1 ground floor retail.

2 Whitney is going to talk about how that density
3 is calculated and so forth in her discussion with respect
4 to the zoning ordinance.

5 So, looking at materials, as well as a summary,
6 this does provide the primary material of being masonry
7 veneer, which I think we -- we look for, and we -- we want
8 to see with projects, especially projects of this type of
9 scale and given this location, that high-quality materials
10 is -- is of the utmost importance on this corner.

11 This project does provide that. It pulls from
12 the color palettes of other developments in the area, as
13 well as within the Creve Coeur Pavilion development
14 itself.

15 The applicant has indicated they've actually
16 chosen three different brick colors to provide a variation
17 in the appearance. There's articulation. There's
18 offsets. It's not just one long building. So, those are
19 all things that we do look for and our Design Guidelines
20 speak to.

21 In addition, you can see there's recesses with
22 the balconies and the Juliet balconies, as well, so
23 there's a lot of variation to this building.

24 And then the parking garage is -- is completely
25 concealed. So all of the units wrap around it. You

1 really don't see much of the parking garage at all except
2 for the entrance on Ravenwood Drive.

3 So all that appears to speak very well to the
4 Design Guidelines.

5 And these, as the applicant has already shown
6 you, these are the elevations of the material palettes,
7 and you can see it's predominantly in masonry brick
8 building with different colors of brick with some metal
9 cladding as accents and a little bit of fiber cement
10 siding with some of the inserts around the windows.

11 And I'll -- I won't spend too much time here,
12 cause I think the applicants covered a lot of this for
13 you.

14 With that, I will turn it over to Whitney and
15 she's going to talk about the zoning code review.

16 MS. KELLY: Thank you.

17 Whitney Kelly, City Planner, on behalf of the
18 City of Creve Coeur.

19 As you're aware, the applicant is seeking to
20 rezone the property to CB, Core Business District. And as
21 part of that, we do a review against the Core Business
22 District requirements, which include that 50 percent of
23 the buildings are to be a maximum 80 feet from Olive
24 Boulevard and 15 feet from any other street, this being
25 the Old Olive Street Road.

1 The proposed building is 65.3 percent of the
2 building frontages within Olive Boulevard and -- and
3 15 feet from Old Olive Street Road.

4 Any building exceeding six stories or 90 feet
5 shall receive a conditional use permit, and the proposed
6 building is a height of 68.5 feet to the very top of the
7 mechanical screen wall and 59.7 feet to the top of the
8 parapet of the actual building.

9 Therefore, it is -- does not require a
10 conditional use permit.

11 For multifamily dwellings this code does require
12 private usable open space to be a minimum of 20 percent,
13 and the applicants are proposing -- are showing a private
14 usable open space of 26.3 percent.

15 Jason.

16 So this gets into how we've calculated the
17 density.

18 As part of the Core Business District, medium
19 density multifamily dwellings of up to 20 units per acre
20 are a permitted use. Anything over 20 units per acre are
21 considered a conditional use.

22 The applicants are utilizing the entire
23 12.15 acres that will be under common ownership and zoned
24 CB, and that would allow them to have the permitted use
25 of -- of yield of 20 -- of just under the 20 units per

1 acre at 18.93.

2 However, we are just looking at the project site
3 of 3.46, the density is 66.47 units per acre.

4 The zoning code does allow us to consider the
5 larger site, and so this is where we really wanted you to
6 understand how the density is calculated.

7 As part of the definition of a lot, we are
8 allowed to consider the lot itself, as well as the
9 development as -- that is under single ownership.

10 So as the 12 units -- 12 acres are all under
11 single ownership and it's part of the Creve Coeur
12 Pavilion, we have calculated it as under the 20 units per
13 acre for this development.

14 But just to provide a comparison, we have also
15 included the distinctions of should it be reviewed as a
16 conditional use permit, which requires that any
17 development, multifamily development over 20 units per
18 acre shall be on at least 3 acres, have an average
19 dwelling unit of 80 -- 860 square feet, and an -- or
20 that's average, sorry, and a minimum dwelling unit of
21 650 square feet, and 70 percent of the required vehicular
22 parking shall be provided within a garage that is part of
23 the overall structure.

24 They are providing approximately 73 percent of
25 the required parking within their parking garage.

1 But it is important to note that they are asking
2 for, as part of a permitted use, they would be allowed
3 smaller units as there are no stated conditions or
4 requirements for permitted residential developments.

5 So they are seeking approval for a unit size of
6 488 square feet and an average unit size of 781 square
7 feet.

8 Next we get into the overall parking for the
9 entire Creve Coeur Pavilion Center.

10 As part of the theater parking requirements, if
11 you're part of a multi -- part of a shopping center, the
12 parking ratio is giving at a lower rate the larger the
13 shopping center.

14 With the loss of the two restaurants, this
15 parking rate for the AMC Theater then gets lowered to one
16 space per five seats for the theater. And then for a
17 shopping center you're allowed to even take a 15 percent
18 reduction of the retail components of -- of the shopping
19 center.

20 And this is allowed and the various properties
21 within the shopping center is allowed a shared parking
22 agreement under Section 405.800 (G) (2) .

23 And, additionally, the theater and the
24 multifamily dwelling units are allowed a 50 percent
25 reduction under a joint parking agreement provided that

1 that is recorded and reviewed by the City Attorney.

2 So, therefore, in looking at all of these, for
3 all of the uses within the center, we did find that the
4 total parking spaces provided with this new development is
5 1,114 parking spaces.

6 If we look at the straight list of all of the
7 uses within the center per the conditional use permits
8 that were originally issued, they are required to provide
9 100 -- 1,092 spaces, and that includes the 15 percent
10 reduction for the retail center. This is showing a 78
11 spaces shortfall.

12 However, in 1990 -- oh, I'm sorry -- in -- in
13 2018, the AMC Theater originally received their CUP for
14 2,150 seats. In 2018 they went through a remodel and
15 lowered the seat count to 777 seats. So, therefore, that
16 would eliminate the surplus -- that would eliminate the
17 shortfall and have a surplus of almost 200 parking spaces.

18 And the applicants have indicated they are
19 working through with AMC Theater to revise their CUP and
20 to help -- and to do a joint parking agreement that would
21 additionally lower that parking requirement, and we could
22 see a possible surplus of 465 spaces.

23 Therefore, we feel like there's adequate parking
24 with all of these requirements and the parking -- the
25 condition would be that those parking agreements would

1 become realized with the building permit, so.

2 MR. JAGGI: Thank you, Whitney, for all that
3 information with parking. It gets rather complex.

4 MS. KELLY: Yeah.

5 MR. JAGGI: Now I'll speak to the traffic impact
6 study.

7 Included as part of this process was the traffic
8 impact study prepared by their traffic engineer, CBB.
9 That study was reviewed by the city's traffic consultant,
10 Mr. Kyle Evans with GBA. He is on the line tonight and
11 can answer any questions after -- after I'm done here with
12 respect to his comments on the traffic study.

13 But, essentially, what -- what went into the
14 study is that the traffic counts were included in the 2022
15 forecast from the Olive and Lindbergh interchange study
16 that was completed by their traffic engineer in 2019.

17 So that information was used to establish the
18 baseline.

19 Current conditions weren't used because of the
20 impacts of COVID, we felt didn't represent a -- an
21 accurate traffic count, so recent counts were used in --
22 incorporated into the study.

23 And so these -- these volumes then addressed the
24 changing traffic patterns associated with the
25 reconstructed interchange, as well as additional traffic

1 volumes associated with development tied to the 39 North
2 Plan, as well as MoDOT's projects that they're looking at
3 along the Olive Boulevard Corridor.

4 Built into the study was the forecast assumed a
5 high turnover seat restaurant for the retail portion
6 development, and the concluding traffic impacts of the
7 study was forecast to increase site generated trips to and
8 from the site by 85 trips in the morning and 50 trips in
9 the evening during those peak hours.

10 So based on the relatively low increase in peak
11 hour volumes, the study has no specific recommended
12 changes to the existing roadway.

13 Perhaps we might have some timing adjustments,
14 but no physical off-site traffic improvements were
15 required.

16 And I would note, we just received some comments
17 from MoDOT just before the meeting. And we might have an
18 opportunity to go into that, but, again, we just received
19 those, and it doesn't look like MoDOT is requiring -- they
20 agree they're not requiring any additional off-site
21 mitigation with the exception of some timing adjustments,
22 perhaps.

23 And with that, I will -- I think I'd like to ask
24 Mr. Evans if he can join in and provide any comments on
25 his review of the traffic impact study.

1 MR. EVANS: Thanks, Jason.

2 Again, my name is Kyle Evans with GBA in
3 Chesterfield.

4 I was given the opportunity to review the
5 document that CBB had prepared for the development.

6 In my review, I found that they had followed all
7 the general standards that are typically applied when
8 looking at a redevelopment of a site.

9 They accounted for the future trips. They also
10 accounted for the existing trips that were in place. They
11 had found what the differences were there. They also took
12 into account all the effects that are going to be
13 happening with the modifications to the Olive Boulevard
14 interchange area and Lindbergh.

15 So from what I could see, everything looked to
16 be according to standards, and the results that they found
17 kind of fell in line with those expectations.

18 MR. JAGGI: Thank you, Mr. Evans.

19 And, again, Mr. Evans will be available for any
20 questions or comments from the Commission or the public as
21 we proceed tonight.

22 With that, I think that wraps up our -- our
23 remarks on the proposal.

24 Maybe some thoughts for the Commission would be,
25 you know, to review the compliance with this project with

1 respect to our long-range plans, which there are many in
2 this area.

3 We certainly wanted you to understand how the
4 density calculation was -- was arrived at; how this site's
5 a little different with respect to that than some of the
6 other similar projects in the area, and also wanted to
7 point out the unit size difference.

8 This project does not require conditional use
9 permit, but, again, we want to just provide that
10 comparative information because there are some recent
11 projects that did have to abide by that information based
12 on those characteristics.

13 Obviously, the scale design and materials has
14 been discussed, and you've been given a lot of information
15 on that, and the traffic impact study as well.

16 I'm certain traffic impacts are -- are of
17 interest to the public on this particular project.

18 I would also note that the applicant is
19 requesting some leeway on the timeframe for the approval,
20 so in the event this project were to be approved, and it
21 does require the Commission's recommendation with City
22 Council issuing final approval, that they would like to
23 have a longer timeframe for the -- for the approval of --
24 of the site development plan.

25 And we have reviewed that information, and I

1 don't believe there's any leeway toward that, but -- but
2 it is in the material, it is in the request by the
3 applicant, so I wanted you to be aware of that. But our
4 standard timeframe would be one year from date of approval
5 that the project must be under construction, so.

6 I would also note that we have not prepared a
7 draft ordinance. We are not suggesting final conditions
8 at this time. It's a large project. We felt that it was
9 important for the Commission to review it, ask questions
10 and -- and provide direction to staff and the applicant
11 for a future meeting, and at that time we can prepare a
12 draft ordinance for consideration.

13 So that concludes our remarks. Be happy to
14 answer any questions.

15 CHAIRMAN KISTNER: Thanks, Jason and Whitney.

16 A couple of -- so several things that you said
17 at the end, I have some questions on, and then I'll ask
18 the -- the rest of the Commission.

19 What kind of longer approval timeframe is the
20 applicant looking for?

21 MR. JAGGI: Well, I think we'll want to defer
22 back to the applicant specifically. But I believe from
23 their -- from their request, due to their funding
24 obligations and how they're financing the project, their
25 timeframe for when they believe they will actually

1 commence construction does not fall in line with our
2 ordinance timelines for approval.

3 So, when I say timelines, if the City Council
4 ultimately approves rezoning for this site, the rezoning
5 would stay. There's no -- there's no limitation on how
6 long, you know, the zoning would not revert back. So
7 there is no timeline on the rezoning. That would move
8 forward regardless of whether this project proceeds or
9 not.

10 However, the site plan, which approves the
11 actual project that they're proposing, that has a 12-month
12 limitation on it. So it's -- the approvals by the city
13 are only good for 12 months, unless a building permit is
14 issued and the project is underway and the foundations of
15 the new building are -- are in and inspected by the city.

16 That's our requirement. If all that's done
17 before 12 months, their period -- their zoning is approved
18 and the timeframe has been met.

19 If that has not been the case, they have the
20 right and ability to request an extension, and that
21 extension would be sent to the City Council, and, perhaps,
22 P&Z, but, certainly, to the City Council, and they could
23 request an extension of approval, and that can happen in
24 multiple iterations, so that can be extended two or three
25 times if -- if -- if deemed appropriate by the city.

1 CHAIRMAN KISTNER: So if the -- the allocation
2 is for both the rezoning and the site plan approval, but
3 if they're really not ready for the site plan -- site plan
4 approval within the one year, it would be one of our
5 options to approve the rezoning, but not the site plan
6 approval, is that correct?

7 I mean I'm not suggesting that --

8 MR. JAGGI: No.

9 CHAIRMAN KISTNER: -- I'm just asking.

10 MR. JAGGI: Yeah, I would recommend that because
11 the applications in front of you are both. They're for
12 the rezoning and the site plan.

13 So if, really, I think it's -- it's up to the --
14 the applicant to determine how they move forward given the
15 city's processes and ordinances.

16 So if this was approved, they have a year. They
17 have a year to start pulling permits and building the
18 project. And if they don't -- if they can't get that done
19 in -- within the year's timeframe, they can come back
20 prior to the expiration of those approvals, they can come
21 back to you and request an extension. And that extension
22 can be valid for, I believe, at least six months, it might
23 be even a year --

24 MS. KELLY: It's --

25 MR. JAGGI: -- for site plans.

1 MS. KELLY: Yeah, it's up to a year, but it's
2 six-months increments.

3 MR. JAGGI: Yeah. So --

4 MS. KELLY: Yeah.

5 MR. JAGGI: -- and that happens. It's not
6 uncommon for that to happen where extensions are -- are
7 requested and granted because sometimes projects take
8 longer to get underway, so.

9 MS. KELLY: As Josh is available to address this
10 question as well, but he has indicated to us that they
11 don't anticipate being able to start construction until
12 the spring of 2022.

13 It just -- they are working through contract
14 negotiations with some of the existing tenants on the site
15 and getting the final drawings prepared for building
16 permits does take a significant amount of time.

17 But, Josh, if you want to add to that.

18 MR. UDELHOFEN: Yeah, sure. Thanks. And I'll
19 add on to that.

20 So there's a couple of item -- items that just
21 create constraints for us, and we thought it better to
22 make the Commission and staff aware of it upfront as
23 opposed to having the issue rise later.

24 Those two issues are, we do have a tenant that
25 is in place up there, California Pizza Kitchen. They have

1 leasehold rights until the second quarter of 2022, so we
2 have no ability to start construction, of course, until
3 those leasehold rights have expired.

4 Our goal is to begin construction, essentially,
5 immediately thereafter, however, you know, should we, you
6 know, be successful in receiving approval by City of Creve
7 Coeur in the first quarter of '21, we would already be,
8 you know, out of time, so to speak, as it relates to that
9 12-month window, and we just thought it best to go ahead
10 and daylight that. So it's not that we're not ready in
11 terms of our -- our site development plan, it's that there
12 are constraints.

13 The other component to it is, and I think
14 Ms. Kelly led to this, this is a complicated project.
15 It's a five-story building wrapped around a four-story
16 parking garage with a substantial amount of subsurface
17 stormwater retention work, and, of course, a substantial
18 retaining wall.

19 It simply takes us a while to design and
20 engineer all those things. I think, ultimately, though,
21 the longer constraint will be the tenancy related to
22 California Pizza Kitchen. It's not that we couldn't
23 accept the extension later and pursue, we just, again,
24 thought it better to be transparent in our efforts and
25 just get out in front of this as early as we could, so

1 that we could plan and prepare and be best positioned for
2 a successful construction project. But, of course, there
3 are just simply some constraints there that we can't
4 overcome with our current tenant.

5 CHAIRMAN KISTNER: Understood.

6 The other thing, I really was a little bit
7 confused by the density discussion, Jason, the
8 explanation, you know, it's either 19 units an acre or
9 almost 67 units an acre, and, obviously, those are very
10 different. And I wanted to try to equate them to the
11 other two apartment buildings that are nearby, and I -- it
12 sounds like -- so what's the name of the one that's on
13 that same general site? It may not be literally the site,
14 but the same --

15 MS. KELLY: The Vue?

16 CHAIRMAN KISTNER: -- The Vue is to the east?
17 To the west?

18 MR. JAGGI: The Vue is across the street on the
19 curve of Old Olive.

20 CHAIRMAN KISTNER: Okay.

21 MR. JAGGI: Vanguard is further east on the same
22 side of the street across from Pavilion Drive.

23 CHAIRMAN KISTNER: So the -- so how does
24 Vanguard calculate theirs on what site, and why is that
25 really -- why should we look at them any differently?

1 MR. JAGGI: Okay. And those are good questions,
2 and we want you all to be aware that there are
3 differences, and because of that, that's why this project
4 is proceeding the way it is.

5 So, to answer your question, the Vanguard had
6 one piece of property. It was one project on one piece of
7 property. And it -- it needed to be rezoned to CB to
8 allow that use.

9 So the density there is calculated based on it
10 being one owner, one property, one project on one site.

11 And -- and different from that, you have The
12 Vue, which is the -- the development on the curve that I
13 was mentioning. That actually had a whole different
14 zoning process. That was a Planned Residential
15 development. So as a plan development, it's a site
16 specific zoning attached to a specific development plan.
17 So there's flexibility there to establish the density, to
18 establish, you know, basically, all aspects of that
19 proposal. So that's a planned development proposal.

20 Just for reference, what's a planned
21 development? We don't get many of those, but the HBE
22 project was the equivalent process of that except for that
23 was a Commercial Planned Development, and The Vue across
24 the street is a Residential Planned Development.

25 So totally different process. Totally different

1 zoning review process.

2 This site is more close to the Vanguard proposal
3 in that it's a straight rezoning, but the density is
4 calculated using the entire land area of the Creve Coeur
5 Pavilion Shopping Center. Cause it's not just one
6 building on one lot, it's multiple buildings on a
7 coordinated development site.

8 And so we tried showing you that definition of
9 what's termed, you know, what -- what a site is, what is a
10 development area, and it's pretty broad, and it says if
11 it's all under one ownership and there's multiple parcels,
12 that is the site.

13 So this project relies on that, and that's how
14 it becomes a permitted use, and that's how it is -- it's
15 20 units or less per acre. In this case it's 19 units an
16 acre.

17 So there are distinctions. It's not
18 transferable. The same thing through all these sites,
19 there is differences to them with how they're -- with how
20 the zoning code applies.

21 I will just say, and, again, we pointed this
22 out, well, if you use the most, you know, if, you just use
23 this site where it's located, this is not a stand-alone
24 site, it's a -- it's a site within a coordinated
25 development. So I think it makes sense to view the whole

1 shopping -- the whole Creve Coeur development as -- as one
2 development with different components to it.

3 And that's, essentially, what we're doing. If
4 you did say, well, this -- just this one site, it meets
5 all the requirements for a conditional use except for the
6 unit sizes are smaller than what would normally be
7 allowed, otherwise it complies with the -- with the
8 standards of the CUPs for this type of use.

9 I hope that's a little clear. I'm sorry if it's
10 somewhat technical, but that is -- that is -- those are
11 the differences.

12 CHAIRMAN KISTNER: It is.

13 And can you remind me, if it -- under
14 conditional use the unit size would have been what?
15 Minimum?

16 MR. JAGGI: Yeah, I have -- let me look that up
17 here. I have it in front of me.

18 Hold on just a second.

19 Do you have that yet?

20 MS. KELLY: Yeah, I'm in.

21 MR. JAGGI: Okay. Whitney's looking up.

22 MS. KELLY: So as a conditional use, the average
23 dwelling unit size shall not be less than 860 square feet
24 per unit, 860 feet, and no unit shall be less than
25 650 square feet.

1 CHAIRMAN KISTNER: And here the -- what is
2 the average?

3 MS. KELLY: The average is 781 square feet with
4 the smallest unit size being shown at 488 square feet.

5 CHAIRMAN KISTNER: Okay.

6 Questions by other -- for the staff by other
7 Commission Members?

8 MR. MYERS: I had a followup question to Beth's
9 question about the unit density.

10 So if the calculation's using all 12.15 acres of
11 the Pavilion property, is the remainder -- or if the
12 property were to be in the future subdivided in some way
13 or ownership transfer transferred away that this proposed
14 apartment is under one ownership and the rest is under
15 another ownership, would there be additional apartments
16 allowed on the remainder of the site, or has this
17 proposal, in a sense, used up the allotment for apartments
18 for the entire site of in (indiscernible) to?

19 MR. JAGGI: I would -- I would say yes, we did
20 look at that.

21 And this does, basically, capture all the
22 available density for that site under the permitted use
23 path.

24 MR. MYERS: So even if this were, just to
25 confirm, even if this property were sold at a future date,

1 no one could come in upon -- elsewhere on the Pavilion
2 site in the future, propose additional apartments without
3 having to go through a conditional use process?

4 MR. JAGGI: That is correct. This project
5 relies on common ownership and a multisite development
6 area, which is -- which is what we have today. You're
7 right --

8 MR. MYERS: So, in essence, this -- if we were
9 to approve this, this would be the last available approval
10 for an apartment complex --

11 MR. JAGGI: On this site.

12 MR. MYERS: -- in this greater area?

13 MR. JAGGI: Within the Creve Coeur Pavilion
14 Development Center, the whole -- the whole property is
15 zoned CB, that is correct.

16 MR. MYERS: Okay. I just wanted to confirm
17 that.

18 Thank you.

19 MR. JAGGI: Yep.

20 CHAIRMAN KISTNER: Jason, and that's true even
21 if, as -- as Mr. Myers suggested, it was later portions
22 were sold, would they not be able to add density to
23 whatever the new smaller site would be?

24 MR. JAGGI: No, not under -- so they're at 19
25 units an acre in consideration of -- of the whole -- the

1 whole development that's zoned CB, so they're right up at
2 the ceiling almost under the permitted use path.

3 Now, so I think that takes up all of their --
4 their availability for multifamily on that site.

5 They could come through and propose a
6 conditional use permit to add more, you know, another
7 building with higher density, but that's a conditional use
8 permit -- permit path. Their intention, we've asked that
9 question of them, they understand the limitations that the
10 zoning has for this site with respect to any future
11 multifamily. They have confirmed with staff that that is
12 not their intention long-range is to build another
13 apartment building on this site, so, but if it is sold
14 off --

15 CHAIRMAN KISTNER: (Indiscernible.)

16 MR. JAGGI: Yeah, go ahead.

17 CHAIRMAN KISTNER: But if some think there was,
18 you know, was, you know, pieces were sold -- Mr. Lumley
19 wants to say something.

20 MR. JAGGI: Yeah, Mr. Lumley has his hand up.

21 MR. LUMLEY: Yeah, we're going to address this
22 in the shared parking to make sure these restrictions will
23 apply to avoid the circumstance your -- your hypotheses,
24 you know, entails where somebody says, well, I wasn't part
25 of that, I bought this, and I want to develop it. Well,

1 the recorded restrictions will address that.

2 CHAIRMAN KISTNER: Okay.

3 So, if -- even if it ends up being split up into
4 various 5-acre pieces, you know, a newly constituted
5 5-acre piece cannot then add additional residential to
6 that 5-acre piece because they are no longer part of this
7 13-acre piece, correct?

8 MR. LUMLEY: Correct. Just as they wouldn't be
9 able to eliminate the shared parking spaces.

10 CHAIRMAN KISTNER: Okay. Thanks.

11 Other Commission questions for staff?

12 MR. STREILER: I have a few.

13 Well, I guess this first one's to Jason.

14 Jason, you mentioned that The Vue has some
15 commercial space that is -- is without a -- a tenant.

16 I'm curious, if this were to be built, we'd --
17 we'd have about 600 units, rental units, introduced to
18 this Old Olive Street Road in the last five years or so.

19 So, I guess my question is, what are the vacancy
20 rates for the other two apartments, the Vanguard and The
21 Vue --

22 MR. JAGGI: Yeah, I --

23 MR. STREILER: -- with regard to residential
24 units?

25 MR. JAGGI: I don't have an exact percentage on

1 that cause we don't really track that.

2 But we did ask the applicant if they're -- I
3 think they're aware of the market. They might be able to
4 speak to that based on their research, their due diligence
5 in proposing this project.

6 My sense, though, from our staff, we are now
7 performing inspections on these buildings, and my sense is
8 is that they're -- they're pretty well occupied. That
9 there's -- there's not a lot of vacancies, but to put a
10 number on it, I just don't have that information cause we
11 don't track it.

12 MR. STREILER: Okay.

13 The other question I have is, typically, when we
14 do these vertical or horizontal mixed-use developments and
15 plop them in an otherwise Commercial District, we try to
16 eliminate residents or even office, for that matter, on
17 the main levels to create a sense of privacy as folks are
18 enjoying the 26 percent of private open space.

19 I'm curious, what, if anything, has been done to
20 shield or protect the privacy of some of the tenants on
21 the first floor in these apartments when they're outward
22 facing and surrounded by sidewalks.

23 Perhaps Joel can address that.

24 MR. JAGGI: Yeah, I would refer that --

25 MR. STREILER: Is it a zoning issue, Jason?

1 MR. JAGGI: No.

2 MR. STREILER: The comprehensive Plan would --
3 would --

4 MR. JAGGI: Yeah, it's not --

5 MR. STREILER: -- suggest it.

6 MR. JAGGI: Yeah, it's not really a zoning
7 issue. There's no requirement for that kind of separation
8 you're referring to.

9 But I think there is a separate -- inherent
10 separation with the entrance to the parking garage that's
11 in between the residential -- ground floor residential
12 components and the commercial component internal to the
13 site.

14 And I believe there's some landscape treatment
15 to help screen those first floor units a little bit
16 from -- from Ravenwood Drive or the internal drive to the
17 site.

18 But, yeah, I would ask the architect or
19 developer to respond to that.

20 MR. FUOSS: Sure. I can speak to that.

21 You're absolutely right. Along Ravenwood, as
22 Ravenwood peels up and heads toward the northeast, our
23 building stays a little bit further to the south. Creates
24 a little bit of a green space there that we are creating a
25 new sidewalk treatment, street trees along that edge,

1 parallel parking for visitors on that site, and then
2 working topography to ease that down, use some of the
3 native plantings that have been outlined in the plan and
4 integrate that in -- along that side of the north.

5 And then on the southern and western sides, you
6 know, try to work with the topography, keeping the
7 building up from that sidewalk level, so people are
8 walking along Olive aren't looking into peoples' living
9 rooms and bedrooms. There's a -- there's a grade
10 separation there where they, you know, people will be
11 moving below that.

12 And then, you know, the retaining wall that's
13 created, again, there's going to be plantings identified
14 along there, as well as other vertical tree treatments.

15 So there's certain layers, you know, when we
16 talk about designing the buildings, layers of privacy that
17 we try to design in the building working with
18 (indiscernible) to identify what we could do with
19 landscape treatment, you know, it can make it a very
20 viable way to introduce those first floor units.

21 MR. STREILER: Yeah, that was a challenge.

22 I like what you did on the upper floors with the
23 offsets and the overhangs. That kind of creates some
24 privacy for those levels. But on the onset, the first
25 couple years before the landscape's in and during the fall

1 when the leaves drop, those first floors are going to be
2 exposed, to say the least.

3 Hey, Joel, one of the things that doesn't
4 immediately jump out at you, as the development is so
5 dense, is the 26 percent of open space per unit.

6 Can you sort of articulate, and kind of let us
7 know how that open space or private recreational space is
8 laid out?

9 Does that -- is it included in the balconies, in
10 the pool area, or just what are -- what are kind of -- how
11 is the open space or usable space distributed?

12 MR. FUOSS: Yeah. That's -- the -- the pool
13 amenity zone, what we're calling as the active amenity
14 space, that's -- that's the majority of our open space
15 accounted for on that side. You know, that -- that's
16 where that activity is going to be more lively.

17 That northeastern area I was describing off of
18 Ravenwood, it's going to be more of that passive state.
19 More just, you know, more serene landscaping. We're
20 having a little bit of a -- a buffer off of the sidewalk,
21 as well, to provide some seating opportunities for
22 patrons within the facility as well.

23 We have some, you know, dog run opportunities on
24 the southern side that face -- that affront Old Olive.
25 And then, again, the re-landscaping of that corner of

1 Olive and Olive Boulevard where the signage opportunities
2 are, we're going to have some terracing and other
3 landscape opportunities there.

4 So, you know, they're -- they're varied
5 throughout each side of the building, as we talked about,
6 each side of this building has a different frontage, and
7 we try to respond those open spaces, we're going to
8 program them appropriately for what needs to happen. So
9 it's not all in one spot or another, and it's an aggregate
10 of all those things in total.

11 MS. KELLY: Um --

12 MR. STREILER: Okay. So, essentially --

13 MS. KELLY: Oh.

14 MR. STREILER: -- it's the green spots, as well
15 as the pool area, you didn't include the patios?

16 MR. FUOSS: The patios on the building, anything
17 that's under the building footprint, per se, is not
18 included in that.

19 MR. STREILER: Okay. So you could arguably say,
20 maybe, you know, 28, almost 30 percent private, you know,
21 outdoor space if you counted the pavilions or, you know,
22 some of the patios?

23 MR. FUOSS: Yeah, the terracing, especially like
24 on that Olive side, you see some of it on the interior
25 court side with building stepping down, you know,

1 effectively those are outdoor spaces for people to
2 utilize, where they're not maybe permeable ground, per se,
3 but certainly usable outdoor space.

4 MR. STREILER: Yeah. We've got, you know, the
5 density of this corridor, the Old Olive Corridor, starting
6 to mature, and there really is no parks nearby, so I'm
7 glad that you, you know, included some outdoor space in
8 some areas that connect to the (indiscernible) plan.

9 Just one more -- one more question.

10 I didn't quite follow the parking calculations.
11 I understand they'll be addressed in a joint parking
12 agreement through the, you know, the attorney.

13 But what -- I studied, you know, these apartment
14 complexes. I'm just curious, how many stalls are
15 permitted per unit or how many stalls are provided?

16 I guess, a -- I guess to staff, how many -- how
17 many stalls per unit did you calculate in the parking
18 calculations for the -- for the residential units?

19 MS. KELLY: So, I will do a shared screen. Hold
20 on. Let me pull up one thing.

21 And I will also ask that the applicant, Josh,
22 has some experience with management of the apartments
23 elsewhere, and he can discuss this as well.

24 But the proposed parking is based upon, for the
25 first 50 units, you see here, it's two spaces per dwelling

1 unit for the first 50 units. Then it's 1 and 3/4 spaces
2 per dwelling unit for the second 50 units. And it's one
3 and a half spaces per dwelling unit for all units in
4 excess of 100 units.

5 So the total amount of parking for the 230
6 apartments is 383 parking spaces.

7 The parking garage is adding -- is -- has 281
8 spaces.

9 MR. STREILER: Okay.

10 Yeah, that's -- you get below 1.5, like you guys
11 know Audubohn Park or Brentwood Forest, I think that's got
12 one and a half stalls, which is tight. You want two. But
13 this has got 1.6, it looks like, and it's got opportunity
14 for shared parking because, obviously, the show, you know,
15 will provide some parking late at night or if it even
16 opens, so.

17 MS. KELLY: Right.

18 So, Josh, if you'd like to jump in.

19 MR. UDELHOFEN: Sure.

20 MS. KELLY: He -- yeah.

21 MR. UDELHOFEN: And, typically, and, actually, I
22 spent some years living in Brentwood Forest a couple of
23 decades ago.

24 You know, the one thing to note here that is a
25 difference to a Brentwood Forest is those are essentially

1 all two bedrooms, whereas many of the units here are one
2 bedroom and in some cases a studio.

3 What we typically see across our portfolio, and
4 across what I'll call analogous portfolio, whether those
5 are in St. Louis or similar markets, like in Kansas City
6 or Indianapolis, is on these, what we refer to in our
7 industry as suburban urban or surban where you have kind
8 of these dense or mixed-use environments, so they kind of
9 have the benefits of both an urban and suburban location.

10 It's somewhere between 1 to 1.4 stalls per unit
11 on average is how these park. Some go all the way down,
12 as well as less than one per unit, in some more urban
13 locations, and then as you get more into the more
14 suburban, they do tend to trend up.

15 Many of these units, the vast majority of them
16 will be occupied by an individual versus, you know,
17 multiple people. So we feel like we're more than
18 adequately sized, both in the garage and within the
19 broader center, of course, as many of the retail
20 operations will have no need for the surface parking in
21 the evening hours, when they can be backup -- or spaces
22 for the residential units.

23 MR. STREILER: All right. While your -- while
24 your mic is hot.

25 MR. UDELHOFEN: Uh-huh.

1 MR. STREILER: What -- is there any indoor
2 amenities that you haven't told us about? Is there a gym
3 or climbing wall or --

4 MR. UDELHOFEN: There's a substantial amount,
5 actually.

6 So the -- we don't have a floor plan up, but,
7 essentially, everything to the east of the garage, between
8 the garage and the exterior -- exterior patio areas is,
9 essentially, all residential amenities for future
10 occupancy of the building.

11 Those include a variety of things from a full
12 gym. No climbing wall. My -- my insurance won't allow me
13 to do a climbing wall. But we do have a full gym with a
14 yoga studio area. We have a demonstration kitchen, a
15 large clubroom, a large movie/TV room area, you know, a
16 full service, a sundry shop, that, essentially, co-exists
17 with our mailroom area.

18 And then we have a completely contactless
19 package concierge system that will be installed.

20 So while you're at work during today, you'll get
21 an email that, you know, Amazon dropped off your 15
22 packages. You'll actually come back to a secured room.
23 That secured room will tell you which box your packages
24 are in. You walk in, you hit the button on your phone,
25 the door opens.

1 You may have seen these at the end of Amazon --
2 or at the end of like a Whole Foods, they're becoming
3 pretty prevalent. We'll actually be adding those in a
4 refrigerated capacity as well given the now prevalence of
5 grocery delivery that exists.

6 And then, of course, we will be fully on site
7 with our team management, so they will be in that prime
8 area.

9 Bike storage. A full bike room to work on a
10 bicycle.

11 And to compliment our exterior dog run area,
12 there'll also be a full pet spa that's available for
13 residents as well.

14 And we'll continue to evaluate those as we near,
15 you know, the more final stages of construction to assure
16 that we're accommodating what we're seeing as successful
17 in both our projects, as well as the -- the market in a
18 broader sense.

19 MR. STREILER: So that -- that main floor, the
20 more -- that main deck of your garage is going to be busy,
21 that's -- accepts all the deliveries, whether it be trash
22 trucks, UPS, and so forth, so that -- that deck's going to
23 be plenty high enough for delivery trucks, I assume,
24 and --

25 MR. UDELHOFEN: No, actually, the loading dock

1 is a recessed loading dock, so as you back in, you will
2 actually will go down in grade, so that you get a true
3 loading dock to accommodate move in, move out.

4 I have been unsuccessful in 20 years of trying
5 to get the UPS guy to park where he's supposed to. You
6 know, they typically park wherever it's the most
7 convenient for them, which is right in the way of
8 everybody else.

9 We'll try to do what we can do to eliminate
10 that, but, yeah, there is plenty of area for deliveries in
11 and out of the building.

12 And if we had the site plan up, you would see
13 all of those functions that I was talking about that are
14 more functional like mailrooms and package delivery rooms,
15 they are directly connected to the garage, so that we can
16 best facilitate their in and out.

17 MR. STREILER: Connected to, but not internal,
18 they don't --

19 MR. UDELHOFEN: They're in the building proper,
20 but there's a direct access point with a door that goes
21 right into the mail room from the garage and the -- the
22 loading area.

23 MR. STREILER: And so does -- when a delivery
24 truck go -- is there two entrances to the parking garage?

25 MR. UDELHOFEN: There is. So there's the

1 traditional opening that, yeah, provides for vehicular
2 traffic in and out.

3 Directly to the west of that, essentially
4 between the vehicular access and the -- the retail
5 footprint will be a full gate. And that loading dock will
6 come up and a truck would be able to back into it.

7 MR. STREILER: And he'll -- he'll --

8 MR. UDELHOFEN: It will be accessible by the
9 trucks.

10 MR. STREILER: The turning movements would be on
11 the street as they -- as they configure?

12 MR. UDELHOFEN: Correct.

13 MR. STREILER: Okay.

14 MR. UDELHOFEN: They would pull in and back in.

15 MR. STREILER: Did our trash engineer take a
16 look at that as far as the turning movements and whether
17 they'll back up any traffic?

18 Kyle, did you take a look at that, how the
19 trucks are going to access that loading dock?

20 MR. EVANS: I did not. I didn't have a detailed
21 site plan per review of the traffic study.

22 MR. STREILER: Maybe Brian did.

23 MR. JAGGI: No, that -- that -- that specific
24 question, Mr. Streiler, was not -- I don't think that was
25 evaluated.

1 But we can certainly get you more information if
2 you feel you need it.

3 MR. STREILER: Yeah. Yeah, Jason, so on what
4 street will the delivery trucks be making, you know, be
5 making their movements to back into the -- the service
6 areas?

7 MR. JAGGI: Well, they're going to come off of
8 Old Olive most likely, and then they're going to enter the
9 private street, which is Ravenwood, so it will be internal
10 to the development, so it's not a public street. So I
11 would imagine that any deliveries will -- will be a
12 function of interruption on their site, and not on to a
13 public road.

14 But, perhaps, Mr. Harp might be able to address
15 that, he's their project engineer, and he might be able to
16 also provide a comment on that.

17 MR. HARP: No, Jason, I agree with that. You
18 would -- they would -- (hard to hear speaker) ingress and
19 egress vacate Ravenwood with turning movements. It would
20 not be out of Old Olive Street.

21 MR. STREILER: Thanks, Brandon. That's what I
22 wanted to hear.

23 MR. HARP: (Indiscernible.)

24 MR. STREILER: That's all I have.

25 MR. JAGGI: Beth, I think you're muted. Yeah.

1 CHAIRMAN KISTNER: I was.

2 Other questions from Commission Members?

3 Mr. Rovak, I always trust that you will be
4 looking at the stormwater implications.

5 MS. KELLY: Gene, you're muted.

6 MR. STREILER: It's underground.

7 MS. KELLY: Yeah.

8 CHAIRMAN KISTNER: Gene, you're muted.

9 MR. ROVAK: There. Okay. I'm sorry.

10 Yeah, I was trying to find something on this
11 that I would really be able to develop an intelligent
12 question on this, so I haven't seen any detail that really
13 refers very much to stormwater or I would have jumped in
14 on it before now.

15 So, I guess I can just turn that into a
16 question, as far as what is the nature of their stormwater
17 detention? Is it long-range or are we -- are we -- do we
18 have VMPs as part of the site?

19 MR. HARP: Yes. So there's an existing
20 underground stormwater detention basin that's in the
21 parking lot between the California Pizza Kitchen and the
22 Stir Crazy building that exists today.

23 And that underground stormwater detention basin
24 provides stormwater detention for, not only this 3.46 acre
25 area, it also collects stormwater (indiscernible) to the

1 north.

2 As part of this development, that basin will be
3 within the footprint of the new building, so we're going
4 to remove that existing detention basin and rebuild an
5 underground detention basin in an area that's not under or
6 adjacent to the existing building.

7 (Speaker keeps fading in and out with sound.)

8 Right now, we're showing it in a concrete vault
9 areas in the outdoor movie space just south of the outdoor
10 pool in the area south of the building.

11 That underground stormwater detention basin will
12 handle the stormwater from our development, and then also
13 the Panera Bread and the tributary up to the north of us
14 will be bypassed around the building and tied into that
15 city basin. The --

16 MR. ROVAK: Okay.

17 MR. HARP: -- amenities -- we provided the
18 stormwater report on a preliminary level to the city as
19 part of this Planned Zoning Commission submittal. We also
20 submitted a review sent to the Metropolitan Sewer District
21 and provided a formal review comment letter back and are
22 in agreement with the concept of our stormwater detention.

23 We are also providing stormwater (indiscernible)
24 in the vicinity of (indiscernible) and separators,
25 permeable pavements for the parking the plaza areas, and

1 some other proprietary units that will be implemented as
2 we go through formal MSD permit review process.

3 MR. ROVAK: Okay.

4 MR. HARP: The release rates (indiscernible) on
5 our studies that we performed so far are less than what
6 release on our property now. They're discharged into a
7 storm sewer system on Olive Boulevard and travel southerly
8 under Olive Boulevard.

9 MR. ROVAK: Okay. So you are meeting current
10 standards, not just ones that were in place during the
11 time of the original development?

12 MR. HARP: That -- that's correct.

13 MR. ROVAK: Okay.

14 Thank you.

15 MR. JAGGI: Beth, we still -- we can't hear you.

16 CHAIRMAN KISTNER: God, I hate that.

17 I have another -- another question about --
18 well, first of all I ask, do we have any questions from
19 other Commission Members?

20 If not, I was thinking about that, that area
21 that's being referred to as the commercial space, but
22 everyone seems to be talking about like certainly the
23 intention is the restaurants, and I would assume that the
24 restaurant would ultimately need a CUP when such a, you
25 know, project came up.

1 But given that it's a restaurant and given
2 the -- what we learned from COVID, the -- the demand for
3 outdoor dining areas is really strong, and I suspect that
4 that may not go away, you know, even into the future.

5 Is there an area -- is there an allowed area
6 there that would accommodate a sizeable, not just a small
7 amount, but a sizeable outdoor dining in that space so
8 that it was going to be, you know, successful even when
9 people didn't want to be indoors?

10 MR. JAGGI: Yes, they are proposing an area that
11 could be used for outdoor dining at the corner of this
12 site, so at the entrance to the Pavilion and Old Olive
13 there would be space for an outdoor patio for dining.

14 CHAIRMAN KISTNER: Sizeable?

15 MR. JAGGI: Yes, I would -- I don't have the
16 dimensions specifically, and maybe the architect could
17 give you more details, but, yes, there is a pretty
18 sizeable area here, it's being shown here on the drawing,
19 that could be used for outdoor dining, so you can see the
20 outline there, that I would categorize that as a --

21 CHAIRMAN KISTNER: Got it.

22 MR. JAGGI: -- substantial area for outdoor
23 dining, yeah, not just adjacent to the --

24 CHAIRMAN KISTNER: Okay.

25 MR. JAGGI: -- to the building, it's a dedicated

1 space for that.

2 CHAIRMAN KISTNER: Right. Thanks.

3 MR. JAGGI: Uh-huh.

4 CHAIRMAN KISTNER: All right. If we -- if we
5 don't have additional questions from the Commission then
6 I -- I think we're ready to turn to our residents who have
7 signed in.

8 And I have a -- I need to -- yeah? Yeah?

9 MR. LUMLEY: We need a motion from the
10 Commission to waive the swearing in of the public with the
11 understanding that they're still expected to provide
12 truthful testimony.

13 MR. STREILER: I'll propose a motion to waive
14 the swearing in.

15 MR. CARNEY: Second.

16 MR. ROVAK: Second.

17 CHAIRMAN KISTNER: We have a second?

18 MR. ROVAK: I'll second.

19 CHAIRMAN KISTNER: All in favor?

20 (All responded aye.)

21 CHAIRMAN KISTNER: Okay, with that in mind, we
22 have five people who have submitted comments, and we're
23 going to take those comments first.

24 Our first one is Brenda Mahr-Douglas.

25 And, Jason, they need to Star 6, is that how

1 they would enter in?

2 MR. JAGGI: Star 6 on the -- I think the person
3 is ready to go.

4 MS. MAHR-DOUGLAS: Hi. I live in Briarcliff
5 Condominiums, and have for 20-plus years, 28 years.

6 I am concerned about the density at the
7 apartment complexes, luxury or not, but I'm also concerned
8 about the power grid.

9 After we -- AMC moved in, prior to that, I never
10 had a power outage. After they came in, I started having
11 power outages, and that has, you know, continued off and
12 on, not as frequent as it did for a while, but I didn't
13 hear you talk about power.

14 CHAIRMAN KISTNER: We can either like take that
15 question for -- for future decision, or if there's
16 somebody who has a ready answer to that.

17 MR. JAGGI: I think during the public comments,
18 it's certainly the choice of the Commission, but I believe
19 what we typically do is allow the public to make their
20 comments, and then those comments are summarized and
21 discussed by the Commission after every member has been
22 given an answer -- given an opportunity to speak, those
23 are summarized and discussed at the end.

24 CHAIRMAN KISTNER: Okay. Well, I've taken a
25 note of the question about power outages, so --

1 MS. MAHR-DOUGLAS: Thank you.

2 CHAIRMAN KISTNER: Thank you.

3 Angela Grady.

4 MS. GRADY: I don't have any questions at this
5 time. I was just trying to get the link to the -- to the
6 Zoom, so I'm good.

7 CHAIRMAN KISTNER: All right. Thanks. Thanks
8 for joining.

9 Mr. Wang or Ms. Wang. I can't pronounce the
10 Q-I, I'm sorry, it's my -- my fault for not --

11 MR. WANG: Oh, it's all right. I'm good. So
12 right now, it's good. Thank you. I have no question.

13 Thank you.

14 CHAIRMAN KISTNER: Okay.

15 Ms. Harris, Emelda Harris.

16 Do we see Ms. Harris on the -- the call?

17 MR. JAGGI: We do not.

18 I would ask if that person is here, if they
19 could raise -- use the raise the hand function or Star 9
20 to let us know they're with us, otherwise, we do not see
21 them here on our list.

22 Doesn't look like they're with us.

23 CHAIRMAN KISTNER: Okay.

24 Our -- our next one is Erin Kirwan.

25 MS. KIRWIN: Can you hear me now?

1 CHAIRMAN KISTNER: Yes.

2 MS. KIRWIN: Okay. Thank you.

3 So I'm -- I also live in Briarcliff
4 Condominiums, along with my husband Gary Otten.

5 I have -- I have several questions.

6 I'm very concerned about the density. If the
7 community standards have been, at this point, 19 units per
8 acre and now suddenly this is really relatively 67 units
9 per acre, that's very concerning to us.

10 Living across the street, I have -- we have
11 concerns about the traffic. If trying to come in and out
12 of King Henry Court, whether getting across Old Olive to
13 go into the shopping centers, to go to Bread Co., whether
14 going to the carwash, coming out, you know, we enter and
15 exit our community through Old Olive and, you know, this
16 is, pandemic or not, there -- there is a fair amount of
17 traffic and the traffic patterns are very awkward. And if
18 you ever tried to cross that street from a -- from a
19 pedestrian standpoint, it's -- it's not safe.

20 And so when you talk about trying to create a
21 community of walking and ridability, I -- I don't think
22 it's, despite what the traffic study may say, I think
23 it -- it can be better.

24 You've talked about the green space, the dog
25 walking areas and such like that. Being one of the few

1 communities that actually has green space in that area, we
2 get people walking from The Vue down through our
3 neighborhood with their dogs. You know, talk about having
4 a little dog run for 230 units, I don't know how many dogs
5 you're allowing, but that's a lot of -- that's a lot of
6 doggie doo-doo to put in a parking lot.

7 And, let's see, and -- well, and then, lastly,
8 concerns about the number of parking spots. I mean, you
9 know, in a building with 230 units, and you have 281, and
10 you're spreading it out into a parking lot, you know, I
11 don't know where all those cars are going to go.

12 Yes, there's -- there's the movie theater lot,
13 but from a quality of living standpoint, to me, that seems
14 less than -- less than optimal.

15 So I don't know if -- I don't know if my husband
16 had any other questions. But it's -- it doesn't seem like
17 it meets the -- the quality standards that we expected
18 when we moved into Creve Coeur.

19 I mean I understand the need to develop the 39
20 Corridor and wanting younger -- younger residents, but
21 400 square -- square feet is -- that's -- that's pretty
22 darn small for a minimum apartment size.

23 MR. KIRWIN: If I could jump in. Hey, I'd like
24 to thank everybody on the Commission and the -- from the
25 business --

1 CHAIRMAN KISTNER: Can you identify yourself,
2 please --

3 MR. KIRWIN: Yeah, I'm Gary --

4 CHAIRMAN KISTNER: -- before you speak.

5 MR. KIRWIN: Yes, ma'am. I'm Gary Otten. I
6 live at 10804 Charlton Way.

7 One thing with me is just commonsense. The
8 traffic saying that putting 230 apartment buildings only
9 going to increase 80 -- 80 different visits in the daytime
10 and 50 in the evening, that would beget that somebody only
11 leaves their apartment once every three days, if there's
12 230 people in there, and only increases 80 visits.

13 It's hard to get across there now, and from
14 looking at the drawings, the entrance to the garage is,
15 basically, going to be equivalent to where you turn left
16 to go into the Panera, and, although it says Ravenwood
17 Drive on the plans, Ravenwood Drive is just a parking lot
18 with some stripes, so, and you're going -- it's a short
19 distance from Old Olive, so cars leaving in the morning
20 from the garage are going to have to make a left and then
21 a half a block from there, they're going to be --
22 traffic's going to be backed up at Old Olive for other
23 people waiting -- waiting to make a left. There's no
24 light there.

25 And as you explained, you're going to have

1 supply trucks pulling through the parking lot and backing
2 into the garage while other cars are trying to get in and
3 out. It's a mess now. When you add all these other cars
4 and have that short distance from Old Olive, it's going to
5 be a mess.

6 Commonsense would tell you adding 230 unit
7 apartments would add a lot more traffic to a congested
8 area. So I don't see how the traffic people signed off on
9 that.

10 Thank you.

11 CHAIRMAN KISTNER: Thank you.

12 MS. KIRWIN: One last thing, Gene, if you're
13 the -- the stormwater expert on the committee. Because we
14 are downhill, our -- our condo sits downhill from -- from
15 this -- from that site. We already have water issues, so
16 I would like you to assure the water drainage, the storm
17 runoff, will be addressed.

18 Thank you.

19 MR. ROVAK: From the input that I heard, it did
20 sound like it was being addressed.

21 Most importantly, that it's to the current
22 standards, not standards that were in place 15 years ago.

23 And from a lot of the developments I have seen,
24 both having worked with and reviewed as a member of the
25 Commission, those seem to be improving. But we've seen

1 very, very little, if any, recent developments that have
2 actually exacerbated stormwater problems.

3 As long as we've got responsible developer
4 engineers that are addressing it, I -- I haven't found
5 any, really, that have caused the problems that were
6 present 20 or 15 years ago.

7 MS. KIRWIN: And then if I could add one last
8 thing, I did do a little research.

9 The Vue's occupancy currently is like 60 some
10 percent and the Vanguard's around 90.

11 CHAIRMAN KISTNER: Thank you.

12 Do we have other members from the public that
13 did not submit -- did not register to make comments?

14 MR. JAGGI: We do have a Jay Steinbeck that has
15 had his hand raised for a while.

16 I think if you want to speak, and you didn't
17 register, please use the raise your hand function or Star
18 9 on your cellphone, if you're using a cellphone, to
19 participate in the meeting.

20 And I believe we just brought over
21 Mr. Steinback, so he is ready to make a comment.

22 MR. STEINBACK: Thank you so much.

23 Jay Steinback, 45 Colonial Hills Drive.

24 Number one, first and foremost, you know, thank
25 you for the investments that you all have made into Creve

1 Coeur over the years. I'm very appreciative when
2 developers do take an interest in our community.

3 I understand and agree, retail restaurants are
4 going through a change currently. But this proposal is
5 highly upsetting and -- and almost demeaning to longtime
6 residents of Creve Coeur that have no interest in urban
7 living on one of the highest traffic corners of Zone One.

8 We already have two large apartment complexes,
9 which you just heard, are not full. Neither to capacity.

10 We have limited restaurants in Zone One, and
11 they would probably be doing a lot better right now if
12 they weren't shut down due to the pandemic.

13 You bought this property with no zoning
14 restrictions. None of this is a surprise.

15 There's so many problems with your proposal.

16 And it -- I'm a trustee of Colonial Hills, and I
17 mean the -- the residents are really very upset. I think
18 very few people even have understood the size of this
19 project. We downloaded your document a little bit here
20 ago.

21 It's just -- that building is not conducive in
22 any way to what you're trying to shoehorn this property
23 into.

24 The traffic count, I'm not an expert, it doesn't
25 seem like it's correct in any way, shape or form.

1 Cramming that building into that tiny space.

2 And then also I appreciate, Ms. Kistner, you
3 asked about a sizeable patio. I don't think a 1400-square
4 foot patio is considered sizeable to having a few spaces
5 outside.

6 Also, this continued reference to 39 North,
7 nobody cares. This is also in their plans. This is zoned
8 for retail and for restaurants. I don't think the current
9 restaurants -- or I'm sorry -- current residents of Creve
10 Coeur are really worried about what 39 North wants to do
11 to our district.

12 I can go on and on, but, quite simply, I find
13 the entire plan insulting. I find it really disruptive to
14 our community. And our neighborhood will take lead on
15 preventing this from going forward.

16 Thank you.

17 CHAIRMAN KISTNER: Thank you.

18 Do we have other residents, Jason, waiting to
19 speak?

20 MR. JAGGI: I don't see any other hands that are
21 being raised, however, we did have if -- barring no other
22 comments, we do have several written comments that have
23 been sent in during the proceedings, if you are interested
24 in taking those and reading those, and then just getting
25 them into the record, I suppose, and then we can, again,

1 address all these comments and have a discussion at the
2 end. But I do not see any other hands -- oh, I'm sorry,
3 we do have one hand raised. Mr. Fred Bartelsmeyer would
4 like to speak.

5 CHAIRMAN KISTNER: Mr. Bartelsmeyer, if you
6 could start with your name and address.

7 Thank you.

8 MR. BARTELSMEYER: Fred Bartelsmeyer. I'm a
9 neighbors of Jay's. In fact, we have adjacent homes, so
10 I'm in the Colonial Drive as well.

11 I think in addition to what Jay was saying,
12 cause I pretty much agree with whatever he said, but in
13 addition to that, the visual appearance of this proposal
14 really struck me wrong.

15 And I mean I love the Danforth Plant Science
16 Center, and I thought that was a very inspirational page
17 that was put up there. I think it came out of landscape
18 architect's materials, but the architect was talking about
19 it.

20 This really has nothing to do with that. I mean
21 that -- that facility is just wonderful integration of
22 nature and green space and architectural imagination.

23 And the building that's being proposed has kind
24 of a skinny little strip that's an excuse for a green
25 space to separate the sidewalk, which you can probably

1 reach out and throw a tennis ball and hit the building.

2 And it's this block looking thing that doesn't
3 really match any of the character, the HBE building in
4 this area. And so, to me, esthetically, there's really a
5 lot missing here.

6 So, you know, I would add that to what the other
7 commentary has addressed as well.

8 And I feel like the Commission was even hitting
9 on some of these issues too. That is, essentially, what
10 is the population that is supposed to come in there? How
11 are they going to be fitting in to these teeny little
12 apartments, and do we really have a need for this.

13 And then this density trick where we're taking
14 this smaller piece and then using the entirety of the
15 Pavilion to justify the density means forever we're
16 restricting our ability to do other things in that area
17 that make more sense.

18 You know, there may be a need, maybe the AMC
19 doesn't survive, who knows where theaters are going. And
20 we may want to do some sort of mixed-use thing that makes
21 more sense, and then all of a sudden we've hamstrung
22 ourselves in the future with this high density street edge
23 building with really small units that I don't understand
24 who would be wanting to even rent those units.

25 So, thank you for the time, and I know you all

1 have a lot to consider on this project.

2 I think the community really needs to spend some
3 time looking at this. It seems to have a lot of problems.

4 MR. JAGGI: We have --

5 CHAIRMAN KISTNER: Thank you.

6 MR. JAGGI: We have another hand raised by Drew.

7 MR. BULICH: Yeah, so Drew Bulich, also on
8 Colonial Hills Drive.

9 I guess when Jay said that we were going to take
10 the lead in opposing this he was -- he was right.

11 To be honest, my biggest concern with this is
12 that we're opening a door that we can't close. We're
13 saying that this entire parcel can be used for a different
14 purpose than what it's used for now. So there's nothing
15 stopping further changes if the AMC Theater gets torn down
16 and replaced with multiuse as well.

17 It's really just not what I want to see for Zone
18 One. I think that's great commercial space. I would like
19 to see continued investment, but get it the way that it's
20 zoned today.

21 CHAIRMAN KISTNER: Thank you.

22 Others, Jason?

23 MR. JAGGI: Just -- I don't see any other hands
24 raised. No.

25 So it looks like if you all wanted to go through

1 some of the comments that have been submitted, it's your
2 prerogative to do so. We can run through those.

3 CHAIRMAN KISTNER: I'd like to bring up a few,
4 just, you know, as long as we're in the public hearing,
5 just to get it into the public record.

6 I mean some of this is -- is just subject for,
7 you know, for discussion.

8 There was a question raised about whether or not
9 this development could lead to power outages, and I -- I
10 am -- I confess, I'm not knowledgeable at all about our
11 power grid, but, you know, what is the consequence of new
12 development on -- on power compatibility, and I don't know
13 whether it's something the city can address that.

14 MR. JAGGI: Well, not directly, from my
15 perspective. It's a function of Ameren. They're the
16 public utility provider for electrical service in the
17 area.

18 This is the first comment that I've heard with
19 respect to frequent power loss in the area, so it might be
20 something that can be followed up with Ameren to determine
21 if there is an issue over there. It's not a direct
22 function of the city, I would say, in terms of providing
23 that service.

24 But we can certainly followup with Ameren, or --
25 or the developer can maybe speak to that.

1 That's about all I can offer with that comment.

2 MR. UDELHOFEN: The only thing we can offer is
3 it is a -- a natural process that we have to establish
4 with our electrical engineer, the ultimate loads of the
5 building. Those loads are then provided to the regional
6 engineer with Ameren, who will review those and place
7 those in the power analysis with our grid.

8 We are not at a place yet where we've done that,
9 as we presumably have had adequate power to the site.

10 We have never had issues with power on the site,
11 to my knowledge. So this is first time this has come up.

12 And we are more than happy to accelerate those
13 conversations with Ameren.

14 CHAIRMAN KISTNER: Another question was about
15 the traffic coming out of King Henry Court. And, you
16 know, we're -- we're -- would that adequately addressed in
17 the traffic studies, both the applicant's and the city's
18 review of that. And what impact this would have on the
19 traffic at that, you know, both the northbound and the
20 southbound.

21 MR. JAGGI: I would ask the applicant's traffic
22 engineer to speak to that, and then any perspective
23 Mr. Evans can provide on that with his review, we can
24 followup.

25 MR. RENSING: Yeah, my name is Brian Rensing.

1 I'm a transportation engineer with CBB
2 Transportation Engineers and Planners in St. Louis. We
3 did the traffic impact study for it.

4 So the site is, basically, eliminating two
5 existing restaurants and replacing it with apartment units
6 and some future expected to be restaurant.

7 So, you know, we had a -- a net change of uses
8 in there, so the -- the net difference of traffic
9 generated from that is relatively minor.

10 In the morning peak hour, we only had
11 approximately 85 new trips to the site as a whole. Now,
12 there's multiple different ways of getting to the site,
13 and then so Old Olive took about 30 trips, so in the
14 morning we expect about 30 trips to go and use Old Olive
15 to Olive.

16 And then during the p.m. is a difference of
17 about 50 trips. And then so we expect about 20 vehicles
18 to utilize Old Olive there.

19 So the net impact of -- of new trips at that
20 location is going to be relatively minor.

21 If you think about that, you know, 30 trips over
22 one hour is less than -- is about one trip every two
23 minutes. So, really, the impact at -- on Old Olive is
24 very minor.

25 So, you know, that being said, it's minor, so we

1 don't expect any major changes from it.

2 We did receive comments from MoDOT agreeing with
3 that saying that they agree that, you know, there's --
4 there's minor impacts and that additional time to the side
5 streets, you know, would -- would help the situation with
6 some queuing and some of that, and recommends us to,
7 basically, implement that when the project goes through.

8 CHAIRMAN KISTNER: So you mentioned, you know,
9 30 trips an hour in -- in the a.m., for example.

10 Can you provide some better explanation -- or
11 more explanation for when you have a building with that
12 many units why it would be so few per hour, and
13 especially, you know, in those work the a.m. and p.m.
14 periods.

15 MR. RENSING: Right. So as traffic engineers,
16 we use the ITE Trip Generation Manual. It's, basically,
17 the Bible for traffic engineers based on historical
18 research and data for lots of different land uses.

19 So the land use for apartment, although there
20 are 230 apartment units, does not directly correlate to
21 230 trips during both the a.m. and p.m. peak hours.
22 Everybody's not coming in or exiting during that specific
23 one-hour timeframe.

24 A lot of these folks, especially if they're
25 going to the 39 North area, could have offset times to go

1 in and out of work, it's typical, you got, you know, you
2 could have people that are retired, et cetera, et cetera.

3 So all that information is incorporated within
4 the ITE Trip Generation rates, which we have used for the
5 apartment units.

6 So all that is -- is incorporated in there and
7 estimated during the a.m. peak hour and the p.m. peak
8 hour. And that's the information that is standard for the
9 industry and what we used.

10 CHAIRMAN KISTNER: Okay. Thank -- thank you.

11 MR. RENSING: Sure.

12 MR. JAGGI: So if our consultant, Mr. Evans, I
13 don't know if you have anything else to add with respect
14 to your review of the traffic impact study?

15 MR. EVANS: I really don't. I was just going to
16 mirror what Brian said.

17 You know, a lot of -- a lot of travel patterns
18 have changed also, obviously, lately with working from
19 home and telecommuting, and then also, I mean just in
20 general, we've seen kind of a change of everyone leaving
21 to go to work at the same time in the morning.

22 So that's where the difference has arised from,
23 you know, this is correlating the side trips based on one
24 hour of the peak period of the adjacent street. So the
25 peak hour from the development might not even be the same.

1 And you'll find that exactly happens with the restaurants,
2 you know, they didn't have a lot of trips in the a.m. peak
3 period, which is why we saw a greater difference in trips
4 during the a.m. versus the p.m. where restaurants
5 typically do have more traffic.

6 CHAIRMAN KISTNER: You make a point, though,
7 that I want to pick up on because you mentioned, you know,
8 the traffic patterns during, you know, the current COVID
9 period. And -- and they have definitely changed, so
10 there's more working from home.

11 But I -- my understanding is that the traffic
12 studies that were done were comparing pre-COVID traffic
13 patterns and to -- in terms of the impact to -- to those.

14 It's not -- they were not looking at current
15 patterns, which are, obviously, different. Is that
16 correct?

17 MR. EVANS: Yes, that's correct.

18 Sorry, Brian, to cut you off.

19 MR. RENSING: No, that's fine.

20 Yeah, that's correct.

21 We -- we looked at -- we did other projects. We
22 did the 39 North project and some of the other apartment
23 projects and that, and so we had some good historical
24 data.

25 So we looked at that, and then incorporated

1 those changes with those projects into this project as
2 well because, you know, by the time this apartment complex
3 is -- is up, built and occupied, a lot of those adjacent
4 roadway system and interchange and 39 North projects, you
5 know, are going to be built and constructed, so all that's
6 included within our traffic impact study, you are correct.

7 CHAIRMAN KISTNER: All right. Thank you.

8 Any other comments or questions from the
9 Commission, from both the applicant or the staff?

10 MR. JAGGI: We do have a hand that's raised.

11 KJW would like to speak.

12 MR. RITTNER: Yes --

13 CHAIRMAN KISTNER: Okay.

14 MR. RITTNER: If you can hear me?

15 CHAIRMAN KISTNER: Yes. And if you could start
16 with your name and address, please.

17 MR. RITTNER: Yes. Kurt Rittner, and I'm on 16
18 Colonial Hills Parkway.

19 Grown up in Creve Coeur. I recently moved back
20 to Creve Coeur. And I'm shocked to see this going through
21 knowing the history at this time in particular.

22 I would like to see commercial property go in
23 there that has taxes, benefits to the community, as
24 opposed to studios and one-room apartments. I have a real
25 concern about who's going to be attracted in this small

1 area and who this is catering to. What is the debt and
2 income ratio for the perspective tenant.

3 So I'm -- I heard Jay and I heard Andrew speak,
4 and I (indiscernible) them and am very bothered by this.

5 Thank you.

6 CHAIRMAN KISTNER: Thank you.

7 MR. JAGGI: No other hands are raised.

8 CHAIRMAN KISTNER: Others?

9 MR. JAGGI: Yeah, there are no other hands
10 raised at this time.

11 We do, again, have a long list of questions that
12 have been asked throughout process, if you wanted to
13 review those, or it's your discretion on that.

14 CHAIRMAN KISTNER: If there's -- if there's any
15 that you heard, I tried to kind of feedback some of the
16 ones that I heard. If there's others that you heard that
17 you would like to respond to, that would be great. I'm
18 thinking in terms of what do we need to include in the
19 public hearing.

20 MR. LUMLEY: I think Jason's referring to folks
21 that have submitted questions through the Zoom function.

22 CHAIRMAN KISTNER: Oh, okay.

23 MR. JAGGI: Yes. My apologies. That's correct.

24 Thank you, Mr. Lumley.

25 So you should be able to view those,

1 Mrs. Kistner, by looking at the comments, the Q and A, if
2 you just click on that.

3 CHAIRMAN KISTNER: Oh. Okay.

4 MR. JAGGI: So if we want to run through those,
5 we could do that as well.

6 CHAIRMAN KISTNER: Some of them are not really
7 germane to this application, so I want to think about
8 which ones, to go through all of them.

9 So one person asked why there's so much rental
10 in this area, but I don't think that's really -- I don't
11 know if you want to speak to that, Jason, but that doesn't
12 really get to this particular application.

13 MR. JAGGI: Yeah, the only comment I would
14 provide on that is it's a market-driven, I think, reaction
15 that this area is -- continues to be underserved from a
16 market perspective on the number of apartment rental units
17 and underserved for a specific kind of rental unit, such
18 as what's being proposed.

19 My understanding, also, from a regional market
20 perspective is that the St. Louis area, compared to other
21 metropolitan areas as a whole, there still capacity for
22 rental units such as this.

23 And I think it's a -- it's a matter of demand,
24 and I think this area is attractive to these types of uses
25 because of the strong employment base nearby.

1 You have a large campus with Bayer directly
2 across the street. You have the emerging 39 North
3 District that continues to add employees to that area,
4 namely, with Benson Hill being a -- just coming online.

5 You have other companies that we're hearing of
6 that are transitioning out of the Helix Center. So this
7 is a -- really a national and international area for
8 employment.

9 And I think a lot of that is driving the demand
10 to meet the housing needs for those employees in the area.

11 So, I guess, I did have a little bit of
12 information on that.

13 CHAIRMAN KISTNER: Yeah. No. No. Thank you.

14 MR. JAGGI: Uh-huh.

15 CHAIRMAN KISTNER: There's a question about
16 traffic, but I think we've had a lot of conversation about
17 the traffic just recently.

18 There's a question on the 17 retail designated
19 spaces included in the count of 281 parking spaces.

20 MR. JAGGI: Yes. Those are included within the
21 total count. Then those are the available spaces for the
22 commercial use that's not gated.

23 So, as Whitney said, the gated -- there's a
24 gated portion, that, you know, isn't available to the
25 public, but 17 would be available for use by the patrons

1 of the restaurant retail area.

2 CHAIRMAN KISTNER: Right.

3 There's another comment about power outages.
4 And I -- and I think we said that we would like to get a
5 little more information. I mean the residents of
6 Briarcliff have come in and that they've had some power
7 outage problems, and they're worried that this may be --
8 this may exaggerate -- exacerbate the -- their problems.

9 So that might be something for future followup.

10 MR. JAGGI: Sure.

11 MR. ROVAK: I guess it's worth looking into, but
12 I don't ever recall power outages that were not
13 storm-related, downed power lines, that nature.

14 I haven't heard of any that were due to a lack
15 of capacity, but, I mean maybe I'm wrong.

16 MR. JAGGI: Yeah, and I think that's -- as we
17 heard the applicant mentioned, I think that's something
18 further down the line, when they get closer to pulling
19 permits, if this is approved, and consulting with Ameren.

20 They also have their electrical team, and we
21 handle electrical inspections here with St. Louis County
22 for the building itself and those connections to the
23 public system, which is Ameren's system. It's really a
24 question that's best left to others and not -- not really
25 us because we just don't -- we just don't administer that

1 directly here. We don't provide that service directly,
2 the city doesn't.

3 But we can followup and see if there's any other
4 information that we find.

5 CHAIRMAN KISTNER: I think that'll be good for
6 discussion at our next meeting.

7 MR. JAGGI: Okay.

8 CHAIRMAN KISTNER: A question about how visitor
9 parking will be addressed. I guess, I get to, you know,
10 is it going to be shared with the, you know, AMC and other
11 general parking there, and -- and what are the allocations
12 for that.

13 MR. JAGGI: Yeah. My understanding on that is
14 that, so it's -- there's no -- the unrestricted parking is
15 the area we referred to on the main floor, those 17 spaces
16 would be unrestricted, as far as I understand. And then
17 any parallel spaces along Ravenwood would be available as
18 well as the surface parking that's already present.

19 So I think it relies on a combination of all
20 those, but, certainly, would ask the applicant to clarify
21 anything on that end.

22 MR. UDELHOFEN: Yeah, you answered it correctly,
23 Jason.

24 There's a substantial amount of parking as
25 demonstrated in the parking analysis that Ms. Kelly and

1 Mr. Jaggi went through. Many of those are daytime focus
2 uses, so we, quite frankly, we probably have the best
3 parking in Creve Coeur, and maybe the broadest -- broader
4 St. Louis suburbs by virtue of being a Mixed-Use District.

5 And the reason so many municipalities are going
6 to these mixed-use scenarios are the ability to park in
7 parking space more than one time per day, and not park the
8 world, but rather offer the ability for someone to park
9 once and have multiple outlets for that use.

10 CHAIRMAN KISTNER: The next question was did the
11 traffic study take into account the increased traffic on
12 Old Olive should it become a larger feeder artery into the
13 Plant District?

14 I think that's more or less addressed in the 39
15 North Plan, and some of the -- the street plans that
16 surround that. Is that correct?

17 MR. RENSING: Yes --

18 MR. JAGGI: Go ahead, Mr. Rensing.

19 MR. RENSING: -- that's correct.

20 The Old Olive Street Road now, basically, acts
21 as a ramp from southbound Lindbergh to westbound Olive
22 with the folded diamond interchange with the 39 North
23 project.

24 Some of those folks would -- would end up going,
25 you know, further south of the Old Olive Road intersection

1 now and get on Olive that away. And it wouldn't quite be
2 as heavily traveled for that ramp type movement. They
3 would -- they would use the actual ramp itself.

4 CHAIRMAN KISTNER: The next question is about
5 whether or not the Olive -- Old Olive intersection has a
6 higher accident rate than other intersections along Olive,
7 and if they do, how does this project potentially impact
8 that?

9 MR. JAGGI: Yeah. Couple things that I would
10 comment on that question.

11 We don't have traffic accident or crash
12 information. We don't have that, but we can certainly
13 request it from our police department, and we have done
14 that for other projects, to get a sense of, you know, how
15 many crashes do we have based on their response.

16 With respect to the intersection, so one thing
17 to note is that MoDOT has plans to provide some
18 improvements to that area, namely, the dogleg intersection
19 with Spuede, Olive and Old Olive, so they will be
20 undergoing a project to extend the eastbound left turn
21 lane on to Old Olive.

22 That is a public project that -- that is funded
23 and will be underway, so that should help with some of the
24 turning movements over there. Because if you've been in
25 that area, the left turn lane going northbound onto Old

1 Olive from eastbound Olive is a short stacking lane to do
2 that, so I think the expectation is that mitigation effort
3 will help with some of the traffic.

4 But if the Commission's interested, we can -- we
5 can also request traffic -- or crash data accident reports
6 from our police department.

7 CHAIRMAN KISTNER: Another person says that
8 the -- the units would be 500 square feet to 800 square
9 feet. And I think that's not actually true.

10 I think, first of all, the smaller ones would be
11 a little less than that, 488, but I think the larger size
12 is about 1200 with the average being 860 is what I put
13 down.

14 And the question is, is this -- is this
15 low-income housing? Is it subsidized Section 8 housing?

16 MR. JAGGI: No, it is not that -- it's not
17 proposed for the -- that type of rental facility.

18 Section 8 involves vouchers that are -- that are
19 issued by the government, and you can take that voucher to
20 a participating land -- landlord is my understanding of
21 how those work.

22 And I think by the review that we've seen,
23 that's not the intent for this project.

24 It is not subsidized by the city for sure, and I
25 don't believe there's any other government subsidy

1 involved.

2 MR. UDELHOFEN: And I can confirm that there --
3 it is by no means a subsidized project or low income
4 project.

5 I can understand why people may fixate on the
6 smaller number, but please understand, of all the units,
7 we have one that is the size that is the minimum. That is
8 not a -- it's not the mode, by any -- any stretch, that is
9 the true minimum.

10 Our average studio size is actually over
11 600 square feet. However, by the nature of the
12 articulation of the building, we do have some units that
13 get a bit smaller because they're in a certain corner.
14 And the vast majority of the units are substantially
15 bigger than that.

16 I'm familiar with -- with this concern when we
17 go into these suburban communities, and the reality is
18 that we have seen great success in the younger workforce
19 demographic occupying smaller units because it provides a
20 overall monthly price point that's achievable for them.
21 And that directly dovetails with the question that was
22 asked earlier and answered by Mr. Jaggi, you have the
23 Bayer campus, the 39 North campus, the City Place office
24 complex, Corporate Center complex. These are all strong
25 centers, and, you know, while I'm sure all of the

1 employees, you know, wish they could live on some of the
2 nicer streets that Creve Coeur does offer as a community,
3 the reality is that not every -- not every job provides
4 compensation that allows for that. So this offers a
5 broader range of income demographics to afford the
6 opportunity to live in a community like Creve Coeur and in
7 a luxury apartment complex by virtue of choosing a smaller
8 footprint for their -- for their residence.

9 MR. ROVAK: Jason, one -- one other thing, just
10 real quick.

11 Going back to the asking the police department
12 about crash reports --

13 MR. JAGGI: Yes.

14 MR. ROVAK: -- make sure you bring that question
15 in to how does this compare with other intersections.

16 I mean just -- just raw data on just this
17 intersection won't tell us very much, so make sure they
18 put that into perspective to other similar intersections.

19 MR. JAGGI: Yeah, that's understood, Mr. Rovak.

20 We'll -- we'll have them provide information on
21 some of the other intersections nearby.

22 Good point. Thank you.

23 MR. RENSING: And if I may interject on that, as
24 well.

25 To go on Jason's point, MoDOT's doing that

1 project to lengthen the westbound left turn on Olive to
2 Spoele as well, so currently there's a decent amount of
3 westbound left turns being made at Spoele and eastbound
4 left turns being made at Old Olive. That project will
5 create side-by-side left turns to, basically, double the
6 amount of storage that is there between those two
7 intersections.

8 A lot of what we might see, you know, in this
9 area would be somebody in the left turn lane that's
10 spilling out of the turn bay and preventing eastbound
11 vehicles in the through lane to be able to go beyond the
12 intersection because, you know, somebody is, basically,
13 anticipating to go left and queuing out in the through
14 lane, so MoDOT is, you know, working along with the city
15 on, you know, improving that situation near those -- those
16 two intersections.

17 MoDOT didn't bring it up as a point of concern
18 through any of the traffic scoping as well, so I just
19 wanted to -- to kind of clarify that while we were on the
20 topic.

21 CHAIRMAN KISTNER: Thank you.

22 The next question was whether or not the
23 73 percent that Whitney had said that 73 percent of the
24 required parking would be accommodated within the parking
25 garage, and the question is where would the remaining

1 27 percent be located?

2 And I think the answer to that is some of that
3 is along the parallel spaces along the -- what do we call
4 that drive?

5 MR. JAGGI: Ravenwood.

6 MS. KELLY: Ravenwood.

7 CHAIRMAN KISTNER: -- Ravenwood. And the others
8 would be in that area in front of the AMC, and if that's
9 subject to a -- an agreed upon parking arrangement that's
10 going -- is -- is to be determined to be agreed to, but is
11 part of the discussion, is that correct?

12 MR. JAGGI: Yes, that is correct.

13 CHAIRMAN KISTNER: Another person asked whether
14 or not if other, you know, if AM -- if some of these other
15 businesses on the site like AMC, will they look to replace
16 with apartment units?

17 But as we discussed previously, this is,
18 basically, absorbing all the density that would be allowed
19 on this area.

20 So no other residential units would be allowed
21 on this area, regardless of what turnover there is on the
22 rest of the site. Is that correct?

23 MR. JAGGI: Yes.

24 MR. LUMLEY: Well, to clarify, on the permitted
25 use basis, there would be --

1 CHAIRMAN KISTNER: On permitted.

2 MR. LUMLEY: -- additional opportunities that
3 could be applied for and considered.

4 MR. STREILER: Did you also say that the
5 petitioner or the property owner could not sell a parcel
6 because then it would lose it's unified ownership status?

7 MR. LUMLEY: No, we weren't saying that they
8 couldn't sell, we were saying that it wouldn't -- it
9 wouldn't change this calculation. It couldn't escape from
10 the calculation. But that -- that calculation all goes to
11 permitted uses. It doesn't necessarily foreclose a future
12 conditional use application.

13 MR. STREILER: What -- what type of requirement
14 were you thinking of including in the -- the parking
15 agreement that would address this issue?

16 MR. LUMLEY: It would be a restriction that
17 would indicate that any future application for the rest of
18 this property would have to count these units in the
19 calculations in terms of any future density calculation.

20 MR. STREILER: Okay. On the entire -- the
21 12-acre parcel, but they could -- they could sell that
22 off -- they could sell everything except for the 3 acres
23 that the apartments are on if they wanted to?

24 MR. LUMLEY: Yes, that if their lot's of record,
25 they would have the ability to transfer ownership, but the

1 restrictions would continue to apply.

2 CHAIRMAN KISTNER: There's a question about
3 number of tenants. Do we have restrictions on number of
4 tenants into units, and if it's size related?

5 MR. JAGGI: Right. We do -- we regulate
6 occupancy levels within the International Residential
7 Code, so it's a component of the city's overall building
8 codes. And I believe it requires 70 square feet for each
9 bedroom, a minimum size. And then for each additional
10 occupant, you need 50 square feet of additional floor
11 area.

12 So that's how we determine occupancy based on
13 the International Residential Code.

14 CHAIRMAN KISTNER: So what would be the
15 occupancy number, for example, in the -- I think
16 the average is somewhere in the 800 square feet?

17 MR. JAGGI: Yeah, it would be, again, 70 -- you
18 have to have a minimum bedroom size of 70 square feet, and
19 then 50 square feet for each additional occupant, so you
20 take the 70 plus the 50 square feet for each -- each
21 occupant and that gives you your total.

22 So those numbers can be quite high, but it's
23 like that throughout the whole City of Creve Coeur. It's
24 not just specific to apartments or single-family, it's a
25 minimum occupancy standard.

1 MR. LUMLEY: But it's based on the bedroom --

2 CHAIRMAN KISTNER: Okay.

3 MR. LUMLEY: -- not the total square footage.

4 MR. JAGGI: Correct. It's based on the bedroom,
5 not the total size of the unit. It's based on how many
6 bedrooms are in the unit and then the size of the bedroom.

7 CHAIRMAN KISTNER: So how does the studio work?

8 MR. JAGGI: They would have to -- our building
9 code would look at how the sleeping area is defined and
10 then that would set occupancy.

11 CHAIRMAN KISTNER: Okay.

12 So another person asked whether or not
13 previously submitted written comments would be read during
14 this public meeting.

15 We don't read them, but they will be part of the
16 public record.

17 A question about children living in the building
18 and transportation related to school. Will school buses
19 be going in and out?

20 I don't know if there's any thought that's been
21 given to that yet. You know, how -- how school bus --
22 first of all, the school district, I think, determines
23 the -- the routes that they use and where their pick-up
24 points are.

25 I don't know if the -- the applicant would have

1 any say over that or -- or any comment on that.

2 MR. UDELHOFEN: No, we certainly anticipate some
3 small number of children, however, it's typically a -- a
4 pretty low density that we see, you know, maybe on
5 average, 5 to 10 percent of the units may have a
6 school-aged child.

7 And, you know, per your comment, that would be
8 dictated by the school district. Keep in mind the entire
9 site is private, so they would need to go out to a public
10 roadway, which, presumably, would be Old Olive. And I
11 would imagine that the school district transportation
12 would probably, you know, choose a centralized location.

13 I cannot say that we've had that conversation
14 with the school district.

15 CHAIRMAN KISTNER: Right.

16 And the last comment was, you know, someone who
17 said that Creve Coeur should get an independent traffic
18 study, but we did.

19 So our -- our typical procedure, which we
20 followed, is that the applicant submit the traffic
21 proposal, and then the -- and the city, at the expense of
22 the applicant, conducts their own traffic study to review
23 the study by the applicant.

24 Is that correct, Jason?

25 MR. JAGGI: Yes. Mr. Evans is the city's

1 consulting traffic engineer. He works for the city, and
2 advises the city on traffic related matters for these
3 developments.

4 He does not communicate directly with the
5 applicant nor the applicant's engineer. He communicates
6 directly with staff to maintain an independent review of
7 the traffic impacts.

8 CHAIRMAN KISTNER: Okay.

9 I think that takes us through all of the
10 submitted questions.

11 MR. JAGGI: Yes, I believe so.

12 And I don't see any other hands raised from
13 those who are in attendance.

14 CHAIRMAN KISTNER: If Commission has any other
15 information that they want to elicit from the -- the
16 applicant or staff, now would be the time.

17 If not, I'm going to suggest that we, you know,
18 go towards closing the public hearing.

19 MR. MYERS: Oh, I have an additional question.

20 There seemed to be a lot of public comments
21 regarding the nature of the apartments themselves.

22 Perhaps the applicant could site what the
23 anticipated monthly rental is, say for one of the
24 one-bedroom units, provide a perspective because the
25 applicant is making the assertion that it's a upscale

1 luxury rental complex, so that might be backed by a
2 anticipated monthly rent for one of these units.

3 MR. UDELHOFEN: And that's a terrific question.

4 So, again, we do have some units that are on the
5 smaller side of the spectrum in terms of our studio
6 offerings. The Renfard Studio (phonetic) would actually
7 start above \$1,000 a month, probably near \$1200 a month.

8 And the largest units in the building, which
9 would be three bedrooms, two and a half baths with a -- a
10 terrace, some of those more prominent corners that
11 Mr. Fuoss kind of illustrated in his presentation, those
12 would be upwards of \$3,000 per month. And that is --

13 MR. MYERS: What would it be for a one-bedroom?

14 MR. UDELHOFEN: A one bedroom on average across
15 the spectrum would be about \$1600 per month.

16 MR. MYERS: Okay. I just wanted to get that in
17 the record since there have been a number of comments
18 regarding the nature of the development.

19 MR. UDELHOFEN: And maybe one thing if I may
20 just add on to that so -- so the folks understand.

21 While small, these still are high-quality
22 interiors. These are washer, dryers in the units; these
23 are tiled showers; these are all stainless steel
24 appliances, solid surface countertops, so materials that
25 you're more accustomed to see either in a single-family

1 house or in a condominium.

2 MR. MYERS: Thank you.

3 CHAIRMAN KISTNER: Good question. Thanks.

4 Anything else before we point towards

5 Mr. Lumley?

6 If not, Carl, can you add to our public record.

7 MR. LUMLEY: Yes. Thank you.

8 I offer the following exhibits into the record
9 of this public hearing: Documentation in possession of
10 the City Clerk reflecting the public notice that's been
11 provided, the City Code of Ordinances and Charter, the
12 City Comprehensive Plan, including the 39 North and the
13 Olive -- Old Olive Great Streets Design Guidelines, the
14 staff report in this matter, the presentations that have
15 been made this evening and the public file regarding this
16 application.

17 CHAIRMAN KISTNER: Thank you.

18 I think with that, we will close our public
19 hearing.

20 (The Public Hearing was closed at 9:21 p.m.)
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24
25

1 STATE OF MISSOURI)
2) SS
3 COUNTY OF ST. LOUIS)

4 I, Deborah K. McLaughlin, Registered
5 Professional Reporter, Missouri Certified Court Reporter,
6 Illinois Certified Shorthand Reporter and Kansas Certified
7 Court Reporter, do hereby certify that I reported the
8 Planning and Zoning public hearing stenographically and
9 later reduced to typewriting; and that this is a true and
10 accurate transcript of the public hearing.

11
12
13 Deborah K. McLaughlin, RPR, MO-CCR, IL-CSR, KS-CCR

14 Deborah K. McLaughlin, RPR, MO-CCR, IL-CSR, KS-CCR
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city of CREVE COEUR

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APPLICATION TO PLANNING AND ZONING COMMISSION #20-035: TEXT AMENDMENTS TO THE CITY'S LAND USE AND DEVELOPMENT ORDINANCES REGARDING DEVELOPMENT STANDARDS IN RESIDENTIAL DISTRICTS

FOR THE MEETING OF: Monday, December 7, 2020, 6:30 P.M.

LOCATION: Residential Districts and some commercial districts

REQUEST: Jason Jaggi, Director of Community Development, on behalf of the City of Creve Coeur, Planning Division has requested several amendments that include a variety of technical corrections and clarifications to Chapter 405, Zoning Ordinance. The proposed amendments include possible changes to the allowance for site coverage, chimney height, and group homes to address occupancy regulations, as well as other clarifying language throughout. Text Amendments to the Zoning Ordinance requires review at the Planning and Zoning Commission and approval by the City Council.

ADDITIONAL INFORMATION: Staff is seeking to clarify language due to recent changes in regards to the occupancy of single family homes, and how they relate to group homes, providing clarifying language on the regulations and approval for elementary and secondary schools, and revise the allowance for site coverage on single family residential properties.

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

REPORT PREPARED BY: Whitney Kelly, AICP, City Planner
DATE: 12/4/2020
ATTACHMENTS: Revised Draft Ordinance

Key Issues:

- Are the changes consistent with the purposes of the Zoning Code?
- Are the changes consistent with the purposes of the Comprehensive Plan?

Creve Coeur 2030 References

- Residential Development & Preservation

Planning Code References

- Section 400.030. Approval of Public Facilities.

Zoning Code References

- Section 405.120; Definition Of Terms
- Section 405.450.B Group Homes.
- Section 405.470(A)(25) Elementary and secondary schools
- Section 405.620. Height Exceptions and Limitations.
- Section 405.630 Yard Encroachments
- Section 405.640 Fences

DISCUSSION

During the prior meeting, the Commission seemed supportive of most of the changes. However, additional information was requested on the Minor Site Plan and what might be a more appropriate threshold for the Planning and Zoning Commission review. During the November 16th meeting, we also discussed the need to eliminate the language for a change or expansion of permitted uses, as a permitted use utilizing existing space or expanding their space, and not making any exterior changes to the building and site have not been reviewed by the Planning and Zoning Commission. Similarly, any conditional use is transferred to another user provided that they comply with all of the requirements of the original Conditional Use Permit.

As discussed in the prior report, Staff would like to remove the minimum threshold of 500 square feet of new coverage for the requirement of a minor Site Plan for the Planning and Zoning Commission review.

Prior to 2015, the provision for a Minor Site Plan was as follows:

- c. Any proposed alteration that would significantly affect the exterior of a building or redevelopment of a site that already contains a building or buildings, provided that any such expansion, change or redevelopment shall not add more than five thousand (5,000) square feet of new impermeable surface to the site. More than one (1) minor site plan may be approved for an individual site, provided that the sum total of the new impermeable surface of all of the minor site plans does not exceed five thousand (5,000) square feet. A minor site plan must be approved by the Planning and Zoning Commission.

This provision was changed as part of several zoning updates that were undertaken at that time. Initially, staff proposed a change that would trigger a minor site plan review requirement for a proposal that added any amount of impervious surface; however, if the increase in impervious material was under 5,000 square feet, the minor site plan could be approved by staff. During the review process, a minimum amount of 500 square feet of additional coverage was ultimately established and the requirement for Planning and Zoning approval was maintained. In addition, at that time, any project within the CB District, needed City Council review and approval for the area from Craig Road to I-270 north of Olive Boulevard and Old Ballas Road and 1-270 south of Olive Boulevard thus creating a burdensome process and delays for very small projects in these areas and eliminating the distinction in the review of minor site plans and major redevelopment projects.

After five years of administering this provision, staff believes that the 500 square foot amount that requires review a formal review by P&Z is too low and represents an impractical and unnecessary burdensome regulation for applicants. For most properties, 500 square feet of additional coverage would not significantly alter the site. To provide context, this measurement would equate to an area of approximately three parking spaces (three parking spaces at 9 feet by 19 feet is 513 square feet). Further, permits are generally not required by the City if the proposed site work involves less than 2,000 square feet of disturbance. The effect of this current requirement is that P&Z approval of a site plan would be required to add a small amount of coverage but then no further permits or approvals could be required for this change.

This requirement seems particularly onerous where some properties such as for the Danforth Plant Science Center, Bayer Crop Sciences, and the hospital districts, etc. that have over 50 acres, would need Commission review of every new proposal with 500 square feet of additional coverage.

Staff is requesting to have the language reworded to how it originally appeared in the Code, prior to 2015.

The Commission expressed an interest in providing for a percentage of new coverage to the overall property to allow for the variation of lot sizes for the larger properties, where 500 square feet would have no significant impact on the site. However, there is no clear way to calculate a percentage or have a

seemingly standard number such as a 10% that would represent a proportionate increase, given the variability of site size and the types of improvements. For instance, the Danforth Campus has site concept plan with a full buildout of a third building on the Wexford portion, of 45%, where the maximum site coverage is 60%. The anticipated site coverage would be 795,634 square feet, therefore a 10% increase in coverage would be an additional 79,563 square feet, and at 1% it would be 7,956 square feet of new impervious surface

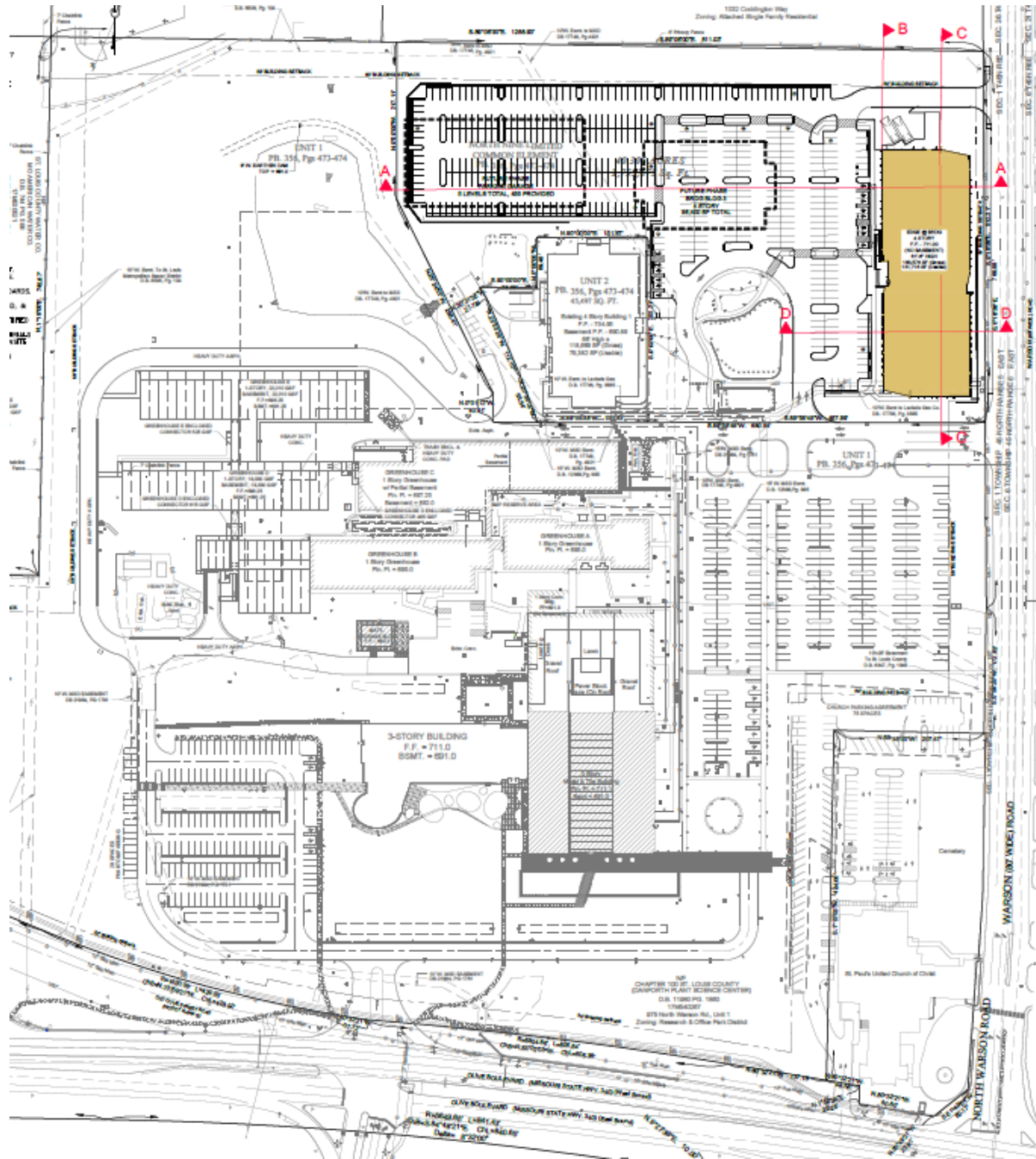


Figure 1: Close-up of the Site Concept Plan from 2019.

Another example would be the property at 733 Old Ballas Road, where the Planning and Zoning Commission reviewed and approval a parking lot expansion for Susan Roberts Salon, the total new site coverage was just under 5,000 square feet with 4,698 square feet of new impermeable surface. The total

site coverage increase was 24.03%, or 3,343 square feet to 57.80%, or 8,253 square feet. Thus, a 10% increase would be 334 square feet.

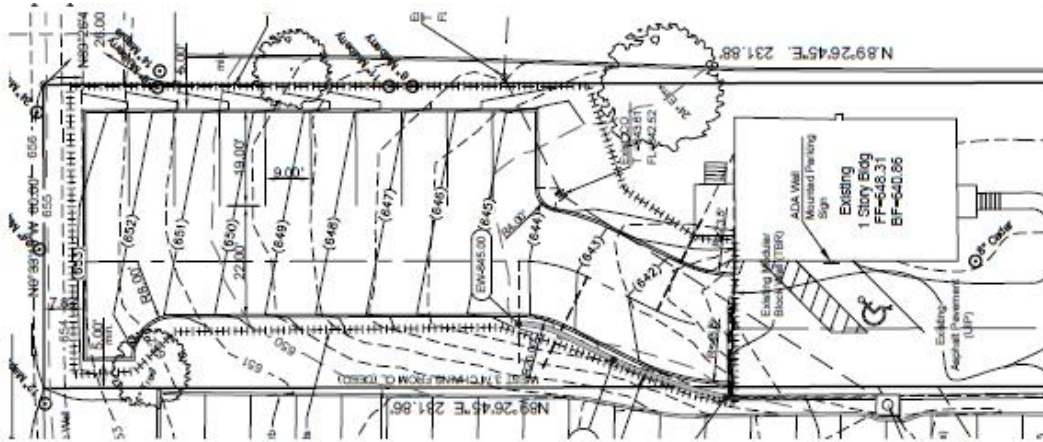


Figure 1: Close-up of the Applicant's Site Development Plan.



Figure 2: Close-up of the aerial photo of the property from the City's GIS

Figure 2: Image from the Staff Report of Susan Roberts Salon of the proposed SDP and the image of the existing property.

If a proposal is over 5,000 square feet, it is reviewed at the Planning and Zoning Commission under the requirements of a Site Development Plan under Section 405.1080(E). In addition, any land disturbance activity of 2,000 square feet or greater requires a land disturbance permit by the Public Works Department. Further review of this matter could occur with the future changes to the Zoning Code for each of the place type districts. However, at this time, Staff would recommend that Section 405.1080(B)(3) be amended to remove the 500 square foot threshold for minor site plans, to read as follows:

3. Minor site plans shall be required for:
 - a. ~~The expansion of a permitted use;~~
 - b. ~~Change in use to another permitted use; or~~
 - c. Any proposed alteration that would add new impermeable surface ~~in excess of five hundred (500) square feet~~ or significantly affect the exterior of a building or redevelopment of a site that already contains a building or buildings, provided that any such expansion, change or redevelopment shall not add more than five thousand (5,000) square feet of new impermeable surface to the site. More than one (1) minor site plan may be approved for an individual site,

provided that the sum total of the new impermeable surface of all of the minor site plans does not exceed five thousand (5,000) square feet.

Subsection 4 under 405.1080(B) Types of Site Plans, also states that if there is any question or ambiguity in these regulations when determining whether a proposed development must file a site development plan or a minor site plan, the applicant shall be required to file a site development plan and follow the procedures pertaining thereto.

MOTION

Following discussion and direction regarding the Site Coverage and the other items that may require revisions to the proposed language, any change may be incorporated into the motion below.

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

“I move to recommend approval of the proposed text amendments to various sections of the Zoning Ordinance set forth in the draft Ordinance as discussed with Application #20-035 on December 7, 2020.

APPENDIX 1: COMPREHENSIVE PLAN

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

APPENDIX 2: ZONING CODE

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

BILL NO. _____

ORDINANCE NO. _____

**AN ORDINANCE AMENDING VARIOUS SECTIONS OF THE CITY'S LAND USE AND
DEVELOPMENT ORDINANCES REGARDING DEVELOPMENT STANDARDS IN
RESIDENTIAL DISTRICTS**

WHEREAS, an application was submitted by the City Department of Community Development for text amendments regarding various sections of the City's Planning Ordinance, Chapter 400, and Zoning Ordinance, Chapter 405, regarding development standards in residential districts; and,

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri has recognized the need for such changes as set forth herein, to more effectively implement the goals of the Comprehensive Plan and the purposes of the Planning Ordinance and the Zoning Ordinance; and,

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri, held a public hearing thereon at the Creve Coeur Government Center on November 16, 2020, beginning at 6:30 p.m., or immediately following the close of the previous public hearing and continuing on December 7, 2020; and,

WHEREAS, the Planning and Zoning Commission reviewed and, by a vote of ____ recommended approval of the subject amendments at its meeting on December 7, 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 the Zoning Ordinance; and,

WHEREAS, all persons who presented themselves at said meeting and desiring to be heard were given an opportunity to be heard and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the City Council; and the Bill was read by title in open meeting two times before final passage by the City Council; and,

WHEREAS, the City Council being fully informed finds that amending the City Code of Ordinances would be in harmony with and bear a substantial relation to the public welfare, health, safety, comfort and convenience of the citizens of the City of Creve Coeur and in the public interest,

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

Section 1. Section 400.030(B)(2) Approval of Public Facilities, Application Review Procedure, Planning and Zoning Commission shall be amended to read as follows:

2. Planning and Zoning Commission. The Planning and Zoning Commission shall consider an application and determine whether or not to approve it. The Commission shall consider the application under the applicable standards established for site development plans and subdivision improvement plans including, but not limited to, making a determination as to whether the proposed project is consistent with the plan

and complies with the Zoning Code if applicable, including requirements for analogous private facilities. Within sixty (60) days after receipt of a complete application from the Zoning Administrator, the Planning and Zoning Commission shall make its decision, unless the applicant formally withdraws and resubmits the application in order to provide an extension of time. The Commission may waive application fees for such a resubmission. If the Planning and Zoning Commission does not make its decision within the required time period, it shall be deemed to have approved the application. If the Commission disapproves an application, it shall communicate its reasons to the City Council or other board having jurisdiction over the authorization or financing of the project

Section 2. Section 405.120 Definition of Terms of the Creve Coeur Code of Ordinances, definitions of Group Homes and Site Coverage, Residential, are hereby amended to read as follows:

GROUP HOME

A single-family residence occupied by ~~a maximum of eight (8)~~ people who are intellectually disabled or physically disabled and ~~a maximum of two (2)~~ house parents or guardians in accordance with Section 405.450(B) ~~and Section 89.020, RSMo.~~

SITE COVERAGE, SINGLE-FAMILY RESIDENTIAL

The area of a single-family zoned, residential lot covered by impermeable surfaces including, but not limited to, the main building, accessory buildings, patios and driveways, but not including landscaped areas, swimming pools, spas, or sidewalks or pool decks of four (4) feet or less in width around the perimeter of the pool. Areas improved with permeable concrete, asphalt or pavers, or an engineered gravel system with decorative surface gravel shall be counted at 50% of their area in calculating site coverage for a residential lot and shall be maintained per manufacturer requirements. An open-slatted elevated deck of at least 6 feet above grade shall be counted at 50% of its area in calculating site coverage provided that the area below provides for sufficient drainage through permeable surfaces such as grass, rock, or landscaping.

Section 3. Section 405.450.B of the Code of Ordinances is hereby amended to read as follows:

B. Group Homes. (NAICS 623210 and 623990) The following specific standards shall apply to a group home:

1. *Use regulations.* The lot size requirements, building bulk regulations and yard setback requirements of the district in which the group home is to be located shall be satisfied by any existing single-family residence structure for group home occupancy or by any such structure to be newly constructed for such occupancy.
2. *Site density and occupancy limits.* Residents of such facilities must be mentally or physically disabled persons or persons acting as their house parents or guardians. ~~as provided in Section 89.020.2 RSMo. The disabled home occupants shall not exceed eight (8) persons and the number of resident houseparents or guardians shall not exceed two (2) persons.~~ Occupancy shall ~~also~~ not exceed applicable building, or fire code safety limits for the structure. Allowable group homes do not include any other types of group or conjugate living such as homes for the elderly, fraternity houses, residences for nuns, priests or religious orders, residency for alcohol or chemical abuse patients and "half-way houses" for criminals or psychiatric patients.

3. *Community density.* In order to preclude the concentration of such uses, for the benefit of the residents of group homes and the overall community, no group home permitted in accordance with this Section shall be located within five hundred (500) feet of another such group home in the City of Creve Coeur.
4. *Residential appearance.* The residential appearance of the group home structure and its lot or site shall be maintained at all times in reasonable conformance with the surrounding neighborhood.
5. *Variances.* Group homes shall be afforded reasonable accommodations to otherwise applicable regulations pursuant to building code, board of adjustment and other applicable procedures.

Section 4. Section 405.470(A)(25) Elementary and secondary schools in residential districts is hereby amended to allow for a maximum site coverage of 50%, and clarify regulations for public elementary and secondary schools, to read as follows:

25. Elementary and secondary schools — NAICS 611110 (conditional use in the "A", "B", "C", "D", and "AR" districts) except public schools that are political subdivisions shall instead be reviewed under Section 400.030 Public Facilities and in consideration of these standards:
 - a. Shall be located on lots of not less than three (3) acres; and
 - b. Athletic fields shall be separated from adjacent residentially zoned land by a minimum six (6) foot high opaque screen of berms, evergreen plant material, fences, or a combination thereof.
 - c. Lights for major outdoor recreation and entertainment facilities shall require approval of a site development plan in accordance with Section 405.1080.
 - d. Maximum site coverage shall be allowed up to Fifty percent (50%) within the residential districts.

Section 5. Section 405.620(A)(2) Height Exceptions and Limitations for Chimney is hereby amended to allow for minor exception to comply with Building Codes without the need for Planning and Zoning Commission, to read as follows:

- A. The height limitations stipulated in the applicable districts shall not apply to the following, provided that such structures are approved by the Planning and Zoning Commission in accordance with the provisions for site development plan approval in Section 405.1080:
 2. Chimneys that exceed the minimum height requirements of the Building Code.

Section 6. Section 405.640(C) Fences and walls of the Creve Coeur Code of Ordinances is hereby amended to read as follows:

Section 405.640 Fences and Walls:

C. Fences Or Walls Within The Front Yard ~~Section~~ And Along Street Right-Of-Way. A fence may project within the area equivalent to the front yard ~~setback~~ of the applicable zoning district, when clearly to the side or rear of the home, provided that such fence is setback at least fifteen (15) feet from the property line, no more than four (4) feet in height, and is an open slatted decorative metal fencing, similar in style for swimming pool enclosures as provided in Subsection (D). Any other fence design or location.

outside of the preceding criteria, in the area equivalent to the front yard along any street right-of-way shall be subject to site development plan approval in accordance with Section 405.1080.

Walls, entry columns, and gates ~~and fence designs within the front yard, in front of the home within the front yard~~ or the area equivalent to the front yard shall be subject to site development plan approval in accordance with Section 405.1080.

Section 7. Section 405.810(A)(2) Design and Maintenance Standards of Off-Street Parking and Loading Regulations shall be amended to read as follows:

2. Parking surface and drainage. All off-street parking areas shall be constructed of concrete, asphalt, or pavers. Parking and loading facilities shall be provided with adequate stormwater drainage facilities to prevent damage or inconvenience to abutting property and/or public streets and alleys. For residential properties, engineered gravel systems are permitted and shall be installed and maintained in accordance with manufacturer requirements. Please refer to Section 405.120 Definition of Terms for SITE COVERAGE, SINGLE FAMILY RESIDENTIAL. The retention of stormwater runoff shall be subject to further regulations in accordance with Chapter 425, Stormwater Control.

Section 8. Section 405.1080(B)(3) shall be amended remove the 500 square foot threshold for minor site plans, to read as follows:

3. Minor site plans shall be required for:

~~a. The expansion of a permitted use;~~

~~b. Change in use to another permitted use; or~~

~~c.~~ Any proposed alteration that would add new impermeable surface ~~in excess of five hundred (500) square feet~~ or significantly affect the exterior of a building or redevelopment of a site that already contains a building or buildings, provided that any such expansion, change or redevelopment shall not add more than five thousand (5,000) square feet of new impermeable surface to the site. More than one (1) minor site plan may be approved for an individual site, provided that the sum total of the new impermeable surface of all of the minor site plans does not exceed five thousand (5,000) square feet.

Section 9. This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS ____ DAY OF _____, 2020.

HEATHER SILVERMAN
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2020.

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN
CITY CLERK

Attachment: 20-035.Variou Text Amendments.Draft Ordinance.12-07-2020 (#20-035: Various Text Amendments)



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 #20-035: TEXT AMENDMENTS TO THE CITY'S LAND USE AND DEVELOPMENT ORDINANCES REGARDING DEVELOPMENT STANDARDS IN RESIDENTIAL DISTRICTS

FOR THE MEETING OF: Monday, November 16, 2020, 6:30 P.M.

LOCATION: Residential Districts and some commercial districts

REQUEST: Jason Jaggi, Director of Community Development, on behalf of the City of Creve Coeur, Planning Division has requested several amendments that include a variety of technical corrections and clarifications to Chapter 405, Zoning Ordinance. The proposed amendments include possible changes to the allowance for site coverage, chimney height, and group homes to address occupancy regulations, as well as other clarifying language throughout. Text Amendments to the Zoning Ordinance requires review at the Planning and Zoning Commission and approval by the City Council.

ADDITIONAL INFORMATION: Staff is seeking to clarify language due to recent changes in regards to the occupancy of single family homes, and how they relate to group homes, providing clarifying language on the regulations and approval for elementary and secondary schools, and revise the allowance for site coverage on single family residential properties.

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

REPORT PREPARED BY: Whitney Kelly, AICP, City Planner
DATE: 11/10/2020
ATTACHMENTS: Draft Ordinance

Key Issues:

- Are the changes consistent with the purposes of the Zoning Code?
- Are the changes consistent with the purposes of the Comprehensive Plan?

Creve Coeur 2030 References

- Residential Development & Preservation

Planning Code References

- Section 400.030. Approval of Public Facilities.

Zoning Code References

- Section 405.120; Definition Of Terms
- Section 405.450.B Group Homes.
- Section 405.470(A)(25) Elementary and secondary schools
- Section 405.620. Height Exceptions and Limitations.
- Section 405.630 Yard Encroachments
- Section 405.640 Fences

Attachment: 20-035. Various Text Amendments. Staff Report. 11-16-2020 (#20-035: Various Text Amendments)

DISCUSSION

REGULATIONS REGARDING SCHOOLS

Staff would like to add clarifying language regarding the approval of public facilities to distinguish between requirements for a conditional use permit for private elementary and secondary schools, while providing that such public facilities will still be reviewed against the standards of the conditional use permit requirements. Therefore, Section 400.030(B)(2) Approval of Public Facilities, Application Review Procedure, Planning and Zoning Commission shall be amended to read as follows:

Section 400.030(B)(2) Planning and Zoning Commission. The Planning and Zoning Commission shall consider an application and determine whether or not to approve it. The Commission shall consider the application under the applicable standards established for site development plans and subdivision improvement plans including, but not limited to, making a determination as to whether the proposed project is consistent with the plan and complies with the Zoning Code if applicable, including requirements for analogous private facilities. Within sixty (60) days after receipt of a complete application from the Zoning Administrator, the Planning and Zoning Commission shall make its decision, unless the applicant formally withdraws and resubmits the application in order to provide an extension of time. The Commission may waive application fees for such a resubmission. If the Planning and Zoning Commission does not make its decision within the required time period, it shall be deemed to have approved the application. If the Commission disapproves an application, it shall communicate its reasons to the City Council or other board having jurisdiction over the authorization or financing of the project

Additionally, the standards for conditional uses for elementary and secondary schools will be amended to include the reference and approval process for public schools under Section 400.030 Public Facilities. This amendment would eliminate the requirement for public schools to obtain an conditional use permit; however, the applications will be reviewed against the conditional use standards. As a public facility, zoning review by the City for public schools is conducted by the Planning and Zoning Commission, exclusively.

In 2016, the City Council approved a text amendment to allow for religious institutions to increase site coverage in residential districts to 50%. At that time, Staff acknowledged that elementary and secondary schools would likely need a similar provision due to the nature of the use, the overall size of buildings, and that for the most part, the existing schools were already pre-existing, non-conforming with regard to site coverage (where the recent discussion on Spoede Elementary is at 34.9%). The protections with the adjacent residential uses would still be analyzed as part of a site development plan, and in the requirements of the buffer yard within each zoning district, and demonstration that negative impacts on surrounding residential area related to site planning, building design and material, landscaping, buffering, access, signage and other impacts, such as stormwater, will be mitigated.

Therefore, Section 405.470(A)(25) Elementary and secondary schools in residential districts is hereby amended to allow for a maximum site coverage of 50%, and clarify regulations for public elementary and secondary schools would be modified to read as follows:

25. Elementary and secondary schools — NAICS 611110 (conditional use in the "A", "B", "C", "D", and "AR" districts) except public schools that are political subdivisions shall instead be reviewed under Section 400.030 Public Facilities and in consideration of these standards:
 - a. Shall be located on lots of not less than three (3) acres; and
 - b. Athletic fields shall be separated from adjacent residentially zoned land by a minimum six (6) foot high opaque screen of berms, evergreen plant material, fences, or a combination thereof.

- c. Lights for major outdoor recreation and entertainment facilities shall require approval of a site development plan in accordance with Section 405.1080.
- d. Maximum site coverage shall be allowed up to Fifty percent (50%) within the residential districts.

Recent discussion regarding the occupancy of residential development, have included not providing for the definition of a family, or the number of family members residing within a home. However, the recently adopted residential building code was amended to place occupancy limitations for all dwelling units based on the number and size of sleeping rooms. This occupancy limitation applies to all dwelling units, including group homes, therefore, the definition for Group Homes and Section 405.450(B) that limits the occupancy should be revised as well to eliminate the maximum number of residences and the maximum number of house parents or guardians.

Section 405.120 Definition of Terms, GROUP HOME

A single-family residence occupied by ~~a maximum of eight (8)~~ people who are intellectually disabled or physically disabled and ~~a maximum of two (2)~~ house parents or guardians in accordance with Section 405.450(B) ~~and Section 89.020, RSMo.~~

Section 405.450(B) Group Homes. (NAICS 623210 and 623990) The following specific standards shall apply to a group home:

1. *Use regulations.* The lot size requirements, building bulk regulations and yard setback requirements of the district in which the group home is to be located shall be satisfied by any existing single-family residence structure for group home occupancy or by any such structure to be newly constructed for such occupancy.
2. *Site density and occupancy limits.* Residents of such facilities must be mentally or physically disabled persons or persons acting as their house parents or guardians. ~~as provided in Section 89.020.2 RSMo. The disabled home occupants shall not exceed eight (8) persons and the number of resident houseparents or guardians shall not exceed two (2) persons.~~ Occupancy shall ~~also~~ not exceed applicable building, or fire code safety limits for the structure. Allowable group homes do not include any other types of group or conjugate living such as homes for the elderly, fraternity houses, residences for nuns, priests or religious orders, residency for alcohol or chemical abuse patients and "half-way houses" for criminals or psychiatric patients.
3. *Community density.* In order to preclude the concentration of such uses, for the benefit of the residents of group homes and the overall community, no group home permitted in accordance with this Section shall be located within five hundred (500) feet of another such group home in the City of Creve Coeur.
4. *Residential appearance.* The residential appearance of the group home structure and its lot or site shall be maintained at all times in reasonable conformance with the surrounding neighborhood.
5. *Variances.* Group homes shall be afforded reasonable accommodations to otherwise applicable regulations pursuant to building code, board of adjustment and other applicable procedures.

SITE COVERAGE

Staff has received several requests to provide for additional allowances within the single family residential districts with regard to site coverage. These additional allowances include the use of permeable gravel for driveways, and elevated decks with permeable greenspace underneath. These additional allowances appeared to have support of the Commission during a prior discussion. Staff would note that providing for several exceptions within a definition could become unmanageable, and cumbersome, and that the limitation on site coverage is just not about the stormwater and landscaping, but about the amount of hardscape and structures on the site. At some point, the number of exemptions could invalidate the need to provide the regulation. In the future, the Commission may wish to consider

increasing the amount of the maximum site coverage within each of the zoning districts rather than adding further exemptions.

The amendment below provides the above-referenced exemptions for 50% of the surface area for above-grade slatted decks of any material with permeable surfaces underneath, and a 50% credit for engineered, decorative gravel surfaces.

SITE COVERAGE, SINGLE-FAMILY RESIDENTIAL

The area of a single-family zoned, residential lot covered by impermeable surfaces including, but not limited to, the main building, accessory buildings, patios and driveways, but not including landscaped areas, swimming pools, spas, or sidewalks or pool decks of four (4) feet or less in width around the perimeter of the pool. Areas improved with permeable concrete, asphalt or pavers, or an engineered gravel s system with decorative surface gravel shall be counted at 50% of their area in calculating site coverage for a residential lot and shall be maintained per manufacturer requirements. An open-slatted elevated deck of at least 6 feet above grade shall be counted at 50% of its area in calculating site coverage provided that the area below provides for sufficient drainage through permeable surfaces such as grass, rock, or landscaping.

For reference, the residential properties are allowed maximum site coverage as follows:

- A District: 25 percent
- B District: 35 percent
- C District: 40 percent
- D District: 45 percent

In 2017, the definition of site coverage was revised to limit the amount of permeable concrete, asphalt, and pavers, to 50% due to the installation, and long-term maintenance required to ensure that they properly function and allow water to seep through, but also to limit the amount of hard surface on a site. In terms of site coverage, the appearance is much the same as any other hard surface. The Creve Coeur 2030 plan specifically included the Strategy 2.7: Establish a limit for the amount of pervious pavement that does not count toward site coverage allowance for residentially-zoned properties under the Residential Development & Preservation Objectives and Strategies. Recently, in discussion with the approval of an outdoor pavilion with a chimney, information regarding site coverage and the use of a engineered gravel system was provided. The homeowner is over the allowed site coverage, and would like to have the use of gravel for a portion of the driveway, as a means to come under compliance, where the use of permeable concrete or asphalt pavers are too costly. However, the use of gravel has not been allowed, due to the traction of the material into the public right-of-way, and where Section 405.660(B) Parking or Storage of Vehicles states that a vehicle may only be parked or stored on an improved surface and under the definition of terms, OFF-STREET PARKING is defined as a permanently surfaced parking area, enclosed or unenclosed, connected by a permanently surfaced driveway to a street or alley to permit ingress or egress, for which loose gravel does not apply. Therefore, Staff would recommend maintaining the existing definition as is.

If the Commission does wish to allow for the proposed change, Section 405.810(A)(2) Design and Maintenance Standards of Off-Street Parking and Loading Regulations would also be amended to be consistent with the Definition for Single Family Residential Site Coverage as shown below:

Section 405.810(A) Design and Maintenance Standards of Off-Street Parking and Loading Regulations

2. Parking surface and drainage. All off-street parking areas shall be constructed of concrete, asphalt, or pavers. Parking and loading facilities shall be provided with adequate stormwater

drainage facilities to prevent damage or inconvenience to abutting property and/or public streets and alleys. For residential properties, engineered gravel systems are permitted and shall be installed and maintained in accordance with manufacturer requirements. Please refer to Section 405.120 Definition of Terms for SITE COVERAGE, RESIDENTIAL. The retention of stormwater runoff shall be subject to further regulations in accordance with Chapter 425, Stormwater Control.

CHIMNEY HEIGHT

Chimneys that exceed the height limitation for buildings, including detached accessory structures, require Planning and Zoning Commission review. Current building code requires that chimneys shall extend at least 2 feet higher than any portion of a building within 10 feet but shall not be less than 3 feet above the highest point where the chimney passes through the roof. Therefore, provided that a chimney meets with the minimum requirements of the Building Code regarding chimneys, Staff would like to provide an exception for such without the need for Planning and Zoning Commission review. However, if someone wanted a chimney that exceeded the minimum requirements of the building code, then that would still require Planning and Zoning Commission review. Therefore, Section 405.620(A)(2) Height Exceptions and Limitations for Chimney would be amended to allow for minor exception to comply with Building Codes without the need for Planning and Zoning Commission, to read as follows:

- A. The height limitations stipulated in the applicable districts shall not apply to the following, provided that such structures are approved by the Planning and Zoning Commission in accordance with the provisions for site development plan approval in Section 405.1080:
 2. Chimneys that exceed the minimum height requirements of the Building Code.

FENCES

Staff is seeking to provide clarifying language to Section 405.640(C) Fences and wall, within a front-yard. Section 405.630(A)(9) of Yard Encroachments provides that fences and walls are allowed within required yards, subject to the provisions of Section 405.640, which limited fences to a maximum of 6 feet, and for any fence within the area equivalent to the front yard setback along any street right-of-way requires Planning and Zoning Commission approval. In 2010, Staff sought a text amendment to allow for Staff approval of a swimming pool fence where the existing pool was 15 feet from any lot line, but happened to be within the area equivalent to the front yard setback, provided it was a maximum of 4 feet in height and an open wrought iron style to meet with the minimum requirements of the building code. In 2017, as part of residential text amendments, the Planning and Zoning Commission and City Council authorized Staff allow for a fence within the setback, with that same style even if there was no pool, when to the side or rear of the home, and setback at least 15 feet from the property line, along with other design requirements, per below:

SECTION 405.640 FENCES AND WALLS

- A. Height Of Fences And Walls. No fence or wall shall exceed six (6) feet in height unless specifically approved by the Planning and Zoning Commission in consideration of a unique screening problem.
- B. Fences Or Walls At Street Intersections. No fence or wall shall be located within the sight triangle (as defined in Article II) of a street intersection.
- C. Fences or Walls Within The Front Yard Section And Along Street Right-Of-Way. ~~No fence shall be located within the front yard setback or along street right-of-way, A~~

fence may project within the area equivalent to the front yard setback of the applicable zoning district, when clearly to the side or rear of the home, provided that such fence is setback at least fifteen (15) feet from the property line, no more than four (4) feet in height, and is an open slatted decorative metal fencing, similar in style for Swimming Pool enclosures as provided in Subsection D. All other walls, entry columns, gates and fence designs shall be subject to ~~unless specifically~~ site development plan approval in accordance with Section 405.1080, ~~or approved by the Zoning Administrator in accordance with Section 405.460.~~

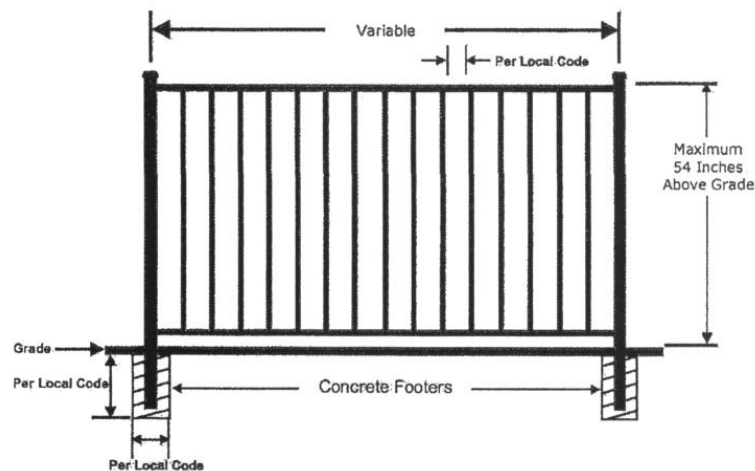
D. Fences Surrounding Swimming Pools.

~~1. Every private swimming pool hereafter constructed and maintained anywhere in the City of Creve Coeur shall be provided with an enclosure surrounding the pool area that is constructed in compliance with the Creve Coeur Building Code.~~

~~2. All gates or doors providing access to such pool shall be self closing and self latching with the latches designed to meet the requirements of the Creve Coeur Building Code.~~

Every private swimming pool constructed anywhere in the City of Creve Coeur shall be provided with an enclosure surrounding the pool area that is constructed and maintained in compliance with the Creve Coeur Building Code. The Zoning Administrator shall have the authority to approve a fence surrounding a swimming pool within a setback as described under the following conditions:

- a. The fence is ~~and pool are more than~~ fifteen (15) feet from any lot line;
- b. The fence is a maximum of fifty-four (54) inches in height;
- c. The fence shall meet Building Code standards regarding design and placement of fence to the pool.
- d. The fence is of an open slat black metal style, similar to the following:



- e. If the Zoning Administrator finds that any of the aforementioned standards is not met, the fence shall require Planning and Zoning Commission approval in accordance with Sections 405.640 and 405.1080.

E. ~~Game-Tennis-Court Fence.~~ Tennis-Tennis, basketball, racquetball, handball, and other game courts, hockey/ice rinks, batting cages, and other similar facilities may have an open dark coated chain link, or black netted fence customary for recreational activities up to ten (10) feet in height, provided such fence is setback at least ~~twenty (20)~~ fifteen (15) feet from any property line abutting a single-family residence, ~~as approved by the Planning and Zoning Commission in accordance with 405.460(B)(6).~~ Approval of

permanent lighting standards for Game Courts shall be reviewed by the Planning and Zoning Commission as a Minor Site Plan as provided in Section 405.1080

F. The horizontal and vertical support posts must be inside of the fence area or otherwise hidden from both the neighbor's and general public's view. Fences with a shadowbox design shall be considered to hide support posts.

G. Fence materials shall be wood or metal style fencing. The design, color and material of the fence shall be complementary or shall match the principal structure on the property. Solid sight-proof, white vinyl fences are prohibited. Vinyl fencing maybe permitted provided it maintains a natural and/or dark color or style. Except as otherwise provided herein, chain link fencing is prohibited for all residential development.

It was intended that all other fence designs, located closer than 15 feet, or any fence, gates columns, etc. in front of a home, would still require Planning and Zoning Commission approval. However, it appears that some of the clarifying language got lost, and confusion resulted that the only option was a 4 feet high fence, that is 15 feet from any lot line. Staff is seeking to clarify this language to Section 405.640(C) as shown below:

Section 405.640 Fences and Walls:

- A. Height Of Fences And Walls. No fence or wall shall exceed six (6) feet in height unless specifically approved by the Planning and Zoning Commission in consideration of a unique screening problem.
- B. Fences Or Walls At Street Intersections. No fence or wall shall be located within the sight triangle (as defined in Article II) of a street intersection.
- C. Fences Or Walls Within The Front Yard ~~Section~~ And Along Street Right-Of-Way. A fence may project within the area equivalent to the front yard ~~setback~~ of the applicable zoning district, when clearly to the side or rear of the home, provided that such fence is setback at least fifteen (15) feet from the property line, no more than four (4) feet in height, and is an open slatted decorative metal fencing, similar in style for swimming pool enclosures as provided in Subsection (D). Any other fence design or location, outside of the preceding criteria, in the area equivalent to the front yard along any street right-of-way shall be subject to site development plan approval in accordance with Section 405.1080.

Walls, entry columns, and gates ~~and fence designs within the front yard, in front of the home within the front yard~~ or the area equivalent to the front yard shall be subject to site development plan approval in accordance with Section 405.1080.

MINOR SITE PLAN

Staff would like to remove the minimum threshold of 500 square feet of new coverage for the requirement of a minor Site Plan for the Planning and Zoning Commission review. This requirement seems onerous where some properties such as for the Danforth Plant Science Center, Bayer Crop Sciences, and the hospital districts, etc. that have over 50 acres, requiring every new proposal with 500 square feet of additional coverage becomes burdensome. The protections against the adjacent residences would still be reviewed, and any buffer yard regulations would still be required, as well as site coverage, location of accessory structures behind the building etc For smaller properties, a 500 square foot increase in coverage does not significantly alter a site and other requirements such as site coverage and the need for a site improvement permit could still apply depending on the extent of the increased coverage. Further, the existing regulation does not specify whether the 500 square feet of additional coverage applies to only commercial properties or to all properties, including single family residential

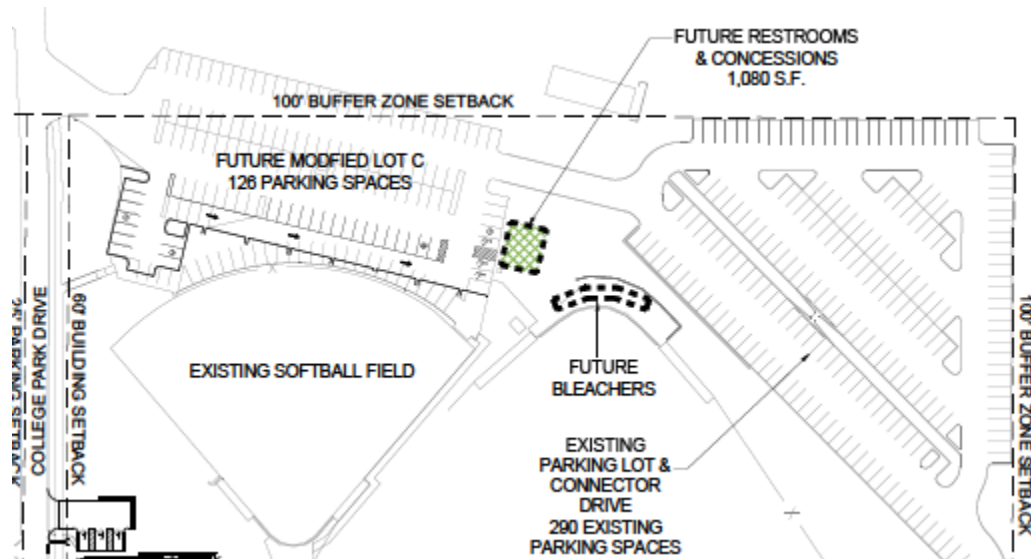


Figure 1: Close-up of the Site Concept Plan showing future improvements from the 2018 revised site concept plan at Missouri Baptist University where staff approval was granted without the need for additional P&Z approval.

If a proposal is over 5,000 square feet, it is reviewed at the Planning and Zoning Commission under the requirements of a Site Development Plan under Section 405.1080(E). In addition, any land disturbance activity of 2,000 square feet or greater requires and land disturbance permit by the Public Works Department. Therefore, Staff would recommend that Section 405.1080(B)(3) shall be amended to remove the 500 square foot threshold for minor site plans, to read as follows:

3. Minor site plans shall be required for:
 - a. The expansion of a permitted use;
 - b. Change in use to another permitted use; or
 - c. Any proposed alteration that would add new impermeable surface ~~in excess of five hundred (500) square feet~~ or significantly affect the exterior of a building or redevelopment of a site that already contains a building or buildings, provided that any such expansion, change or redevelopment shall not add more than five thousand (5,000) square feet of new impermeable surface to the site. More than one (1) minor site plan may be approved for an individual site, provided that the sum total of the new impermeable surface of all of the minor site plans does not exceed five thousand (5,000) square feet.

MOTION

Following discussion and direction regarding the Site Coverage and the other items that may require revisions to the proposed language, by prior discussion and action, or incorporated into the motion below.

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

“I move to approve the draft ordinance on the proposed text amendments to various section of the Zoning Ordinance as discussed with Application #20-035 on November 16 2020.

APPENDIX 1: COMPREHENSIVE PLAN

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

APPENDIX 2: ZONING CODE

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

BILL NO. _____

ORDINANCE NO. _____

**AN ORDINANCE AMENDING VARIOUS SECTIONS OF THE CITY'S LAND USE AND
DEVELOPMENT ORDINANCES REGARDING DEVELOPMENT STANDARDS IN
RESIDENTIAL DISTRICTS**

WHEREAS, an application was submitted by the City Department of Community Development for text amendments regarding various sections of the City's Planning Ordinance, Chapter 400, and Zoning Ordinance, Chapter 405, regarding development standards in residential districts; and,

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri has recognized the need for such changes as set forth herein, to more effectively implement the goals of the Comprehensive Plan and the purposes of the Planning Ordinance and the Zoning Ordinance; and,

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri, held a public hearing thereon at the Creve Coeur Government Center on November 16, 2020, beginning at 6:30 p.m., or immediately following the close of the previous public hearing; and,

WHEREAS, the Planning and Zoning Commission reviewed and, by a vote of ____ recommended approval of the subject amendments at its meeting on November 16, 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 the Zoning Ordinance; and,

WHEREAS, all persons who presented themselves at said meeting and desiring to be heard were given an opportunity to be heard and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the City Council; and the Bill was read by title in open meeting two times before final passage by the City Council; and,

WHEREAS, the City Council being fully informed finds that amending the City Code of Ordinances would be in harmony with and bear a substantial relation to the public welfare, health, safety, comfort and convenience of the citizens of the City of Creve Coeur and in the public interest,

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

Section 1. Section 400.030(B)(2) Approval of Public Facilities, Application Review Procedure, Planning and Zoning Commission shall be amended to read as follows:

2. Planning and Zoning Commission. The Planning and Zoning Commission shall consider an application and determine whether or not to approve it. The Commission shall consider the application under the applicable standards established for site development plans and subdivision improvement plans including, but not limited to, making a determination as to whether the proposed project is consistent with the plan and complies with the Zoning Code if applicable, including requirements for analogous

private facilities. Within sixty (60) days after receipt of a complete application from the Zoning Administrator, the Planning and Zoning Commission shall make its decision, unless the applicant formally withdraws and resubmits the application in order to provide an extension of time. The Commission may waive application fees for such a resubmission. If the Planning and Zoning Commission does not make its decision within the required time period, it shall be deemed to have approved the application. If the Commission disapproves an application, it shall communicate its reasons to the City Council or other board having jurisdiction over the authorization or financing of the project

Section 2. Section 405.120 Definition of Terms of the Creve Coeur Code of Ordinances, definitions of Group Homes and Site Coverage, Residential, are hereby amended to read as follows:

GROUP HOME

A single-family residence occupied by ~~a maximum of eight (8)~~ people who are intellectually disabled or physically disabled and ~~a maximum of two (2)~~ house parents or guardians in accordance with Section 405.450(B) ~~and Section 89.020, RSMo.~~

SITE COVERAGE, SINGLE-FAMILY RESIDENTIAL

The area of a single-family zoned, residential lot covered by impermeable surfaces including, but not limited to, the main building, accessory buildings, patios and driveways, but not including landscaped areas, swimming pools, spas, or sidewalks or pool decks of four (4) feet or less in width around the perimeter of the pool. Areas improved with permeable concrete, asphalt or pavers, or an engineered gravel system with decorative surface gravel shall be counted at 50% of their area in calculating site coverage for a residential lot and shall be maintained per manufacturer requirements. An open-slatted elevated deck of at least 6 feet above grade shall be counted at 50% of its area in calculating site coverage provided that the area below provides for sufficient drainage through permeable surfaces such as grass, rock, or landscaping.

Section 3. Section 405.450.B of the Code of Ordinances is hereby amended to read as follows:

B. Group Homes. (NAICS 623210 and 623990) The following specific standards shall apply to a group home:

1. *Use regulations.* The lot size requirements, building bulk regulations and yard setback requirements of the district in which the group home is to be located shall be satisfied by any existing single-family residence structure for group home occupancy or by any such structure to be newly constructed for such occupancy.
2. *Site density and occupancy limits.* Residents of such facilities must be mentally or physically disabled persons or persons acting as their house parents or guardians. ~~as provided in Section 89.020.2 RSMo. The disabled home occupants shall not exceed eight (8) persons and the number of resident houseparents or guardians shall not exceed two (2) persons.~~ Occupancy shall ~~also~~ not exceed applicable building, or fire code safety limits for the structure. Allowable group homes do not include any other types of group or conjugate living such as homes for the elderly, fraternity houses, residences for nuns, priests or religious orders, residency for alcohol or chemical abuse patients and "half-way houses" for criminals or psychiatric patients.
3. *Community density.* In order to preclude the concentration of such uses, for the benefit of the residents of group homes and the overall community, no group home

permitted in accordance with this Section shall be located within five hundred (500) feet of another such group home in the City of Creve Coeur.

4. *Residential appearance.* The residential appearance of the group home structure and its lot or site shall be maintained at all times in reasonable conformance with the surrounding neighborhood.
5. *Variances.* Group homes shall be afforded reasonable accommodations to otherwise applicable regulations pursuant to building code, board of adjustment and other applicable procedures.

Section 4. Section 405.470(A)(25) Elementary and secondary schools in residential districts is hereby amended to allow for a maximum site coverage of 50%, and clarify regulations for public elementary and secondary schools, to read as follows:

25. Elementary and secondary schools — NAICS 611110 (conditional use in the "A", "B", "C", "D", and "AR" districts) except public schools that are political subdivisions shall instead be reviewed under Section 400.030 Public Facilities and in consideration of these standards:
 - a. Shall be located on lots of not less than three (3) acres; and
 - b. Athletic fields shall be separated from adjacent residentially zoned land by a minimum six (6) foot high opaque screen of berms, evergreen plant material, fences, or a combination thereof.
 - c. Lights for major outdoor recreation and entertainment facilities shall require approval of a site development plan in accordance with Section 405.1080.
 - d. Maximum site coverage shall be allowed up to Fifty percent (50%) within the residential districts.

Section 5. Section 405.620(A)(2) Height Exceptions and Limitations for Chimney is hereby amended to allow for minor exception to comply with Building Codes without the need for Planning and Zoning Commission, to read as follows:

- A. The height limitations stipulated in the applicable districts shall not apply to the following, provided that such structures are approved by the Planning and Zoning Commission in accordance with the provisions for site development plan approval in Section 405.1080:
 2. Chimneys that exceed the minimum height requirements of the Building Code.

Section 6. Section 405.640(C) Fences and walls of the Creve Coeur Code of Ordinances is hereby amended to read as follows:

Section 405.640 Fences and Walls:

C. Fences Or Walls Within The Front Yard ~~Section~~ And Along Street Right-Of-Way. A fence may project within the area equivalent to the front yard ~~setback~~ of the applicable zoning district, when clearly to the side or rear of the home, provided that such fence is setback at least fifteen (15) feet from the property line, no more than four (4) feet in height, and is an open slatted decorative metal fencing, similar in style for swimming pool enclosures as provided in Subsection (D). Any other fence design or location, outside of the preceding criteria, in the area equivalent to the front yard along any street

right-of-way shall be subject to site development plan approval in accordance with Section 405.1080.

Walls, entry columns, and gates ~~and fence designs within the front yard, in front of the home within the front yard~~ or the area equivalent to the front yard shall be subject to site development plan approval in accordance with Section 405.1080.

Section 7. Section 405.810(A)(2) Design and Maintenance Standards of Off-Street Parking and Loading Regulations shall be amended to read as follows:

2. Parking surface and drainage. All off-street parking areas shall be constructed of concrete, asphalt, or pavers. Parking and loading facilities shall be provided with adequate stormwater drainage facilities to prevent damage or inconvenience to abutting property and/or public streets and alleys. For residential properties, engineered gravel systems are permitted and shall be installed and maintained in accordance with manufacturer requirements. Please refer to Section 405.120 Definition of Terms for SITE COVERAGE, SINGLE FAMILY RESIDENTIAL. The retention of stormwater runoff shall be subject to further regulations in accordance with Chapter 425, Stormwater Control.

Section 8. Section 405.1080(B)(3) shall be amended remove the 500 square foot threshold for minor site plans, to read as follows:

3. Minor site plans shall be required for:
 - a. The expansion of a permitted use;
 - b. Change in use to another permitted use; or
 - c. Any proposed alteration that would add new impermeable surface ~~in excess of five hundred (500) square feet~~ or significantly affect the exterior of a building or redevelopment of a site that already contains a building or buildings, provided that any such expansion, change or redevelopment shall not add more than five thousand (5,000) square feet of new impermeable surface to the site. More than one (1) minor site plan may be approved for an individual site, provided that the sum total of the new impermeable surface of all of the minor site plans does not exceed five thousand (5,000) square feet.

Section 9. This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS ____ DAY OF _____, 2020.

HEATHER SILVERMAN
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2020.

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN
CITY CLERK

Attachment: 20-035.Variou Text Amendments.Draft Ordinance.11-16-2020 (#20-035: Various Text Amendments)