



**MINUTES
CITY OF CREVE COEUR
300 NORTH NEW BALLAS RD
OCTOBER 27, 2014
7:30 PM**

CALL TO ORDER

A regular meeting of the City Council of the City of Creve Coeur was called to order by Mayor Glantz at the Creve Coeur Government Center, 300 N. New Ballas Road on Monday, October 27, 2014 at 7:30 p.m.

PLEDGE OF ALLEGIANCE

Mayor Glantz led the Pledge of Allegiance.

INVOCATION

Mayor Glantz gave the invocation.

ROLL CALL

Mayor Glantz

Mr. Kreuter	Council Member Ward I
Ms. Kramer	Council Member Ward I
Mrs. Lawrence	Council Member Ward II
Mr. Wang	Council Member Ward II
Mrs. D'Alfonso	Council Member Ward III
Mr. Hoffman	Council Member Ward III
Mr. Kent	Council Member Ward IV
Mr. Saunders	Council Member Ward IV

COMMENTS FROM THE GENERAL PUBLIC (Citizens are asked to limit comments to three minutes and to complete a speaker card)

No one requested to speak during comments from the General Public.

ACCEPTANCE OF THE AGENDA

Council Member Wang moved, seconded by Council Member Kramer to accept the agenda as presented, with the vote upon such motion:

Council Member Kreuter – Aye
Council Member Wang – Aye
Council Member Kent – Aye
Council Member Saunders - Aye
Council Member D'Alfonso – Aye
Council Member Hoffman – Aye
Council Member Lawrence –Aye
Council Member Kramer – Aye

The vote on the motion being 8 ayes and 0 nays, motion carried.



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ANNOUNCEMENTS

The City Council meets the 2nd and 4th Monday of each month

6:00 p.m. -7:00 p.m. -Work Session

7:00 p.m. -Regular Meeting of the City Council

Mark Perkins announced that the Farmers Market will move in doors to the Creve Coeur Ice Arena on the first Saturday of each month from 9 a.m. to noon beginning November 8, 2014.

CONSENT AGENDA

Council Member Kent requested to pull items 3 – 5 off of the consent agenda for discussion.

Mark Perkins asked staff if there would be an issue of pulling the items from the consent if not voted on tonight.

Jim Heines stated if the resolutions are not voted on tonight, the state contract for the price expires on October 31 and the price will increase by 3% for each item.

Council member Hoffman moved, seconded by Council Member Lawrence to remove items 3 – 5 from the consent agenda and move to the end of the agenda after the last item under New Business, with the vote upon such motion:

Council Member Kramer – Aye
Council Member Lawrence – Aye
Council Member Hoffman – Aye
Council Member D'Alfonso- Aye
Council Member Saunders – Aye
Council Member Kent – Aye
Council Member Wang – Aye
Council Member Kreuter – Aye

The vote on the motion being 8 ayes and 0 nays, motion carried.

Council Member Hoffman moved, seconded by Council Member Kramer to approve the consent agenda as amended.

1. Council Minutes Dated October 13, 2014

2. Resolution No. 1132 - a Resolution Accepting the Donation of Three Sculptures by Shawn Burkard to be Placed in the City's Parks.

Mayor Glantz called the question to approve the consent agenda as amended, with the vote upon such motion:

Council Member Saunders – Aye
Council Member Kent – Aye
Council Member Wang – Aye
Council Member Kreuter – Aye
Council Member D'Alfonso – Aye
Council Member Hoffman – Aye
Council Member Lawrence – Aye
Council Member Kramer – Aye



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The vote on the motion being 8 ayes and 0 nays, motion carried.

BILLS PAYABLE REPORT

For Information Only

Summary: For Information Only

UNFINISHED BUSINESS

- 6. Bill No. 5514 - an Ordinance Amending Section 405.470, Conditional Uses, of the Creve Coeur Zoning Ordinance to Allow for Drive-Thru Restaurants on Sites of Two or More Acres with Certain Requirements, and to Correct a Clerical Error. Final Reading and Passage**

David Skaer resident of 839 Renee Lane is concerned about the many properties in the area that are vacant and the potential increase of development and too many hard surfaces. Additional development too close to residential will lower property values.

Brea Schmitz of the Creve Coeur Chamber of Commerce read and presented a statement for the record. (Exhibit A)

Nancy Gray of the Creve Coeur Chamber of Commerce read and presented information for the record. (Exhibit B)

Linda Rezny resident of 104 Graeser Acres read and presented a statement for the record. (Exhibit C)

Scot McKenna resident of 805 Renee Lane and Trustee of his subdivision submitted emails from residents of the subdivision and stated additional drive thrus will not benefit the residents. (Exhibit D)

David Hutkin of Hutkin Development stated he was available if Council Members had any questions.

Steven Kling stated he is present to answer any questions and address any concerns.

Fess Crocket stated he is a local business owner and a Trustee of Martin Lane. He stated he is hopeful that Council doesn't feel that drive thrus are the answer to additional development. The concern is that there is going to be light, noise and air pollution that will be located too close to residents and the impact they will have on housing values.

John Pennington resident of Kirkwood stated he is a real estate professional and he has developed drive thru establishments in similar municipalities and if the Council and staff would allow more flexibility like what has been requested it would allow developers to create something that would fit in the area.

Ken Eiger resident of 1101 Martin Grove Lane stated Council should consider the long term effect that more drive thrus would have on the area.

Tom Stern resident of 233 Brooktrail Court and owner of Gershman Properties stated he is a resident and commercial property owner and requested the Council review the recommendations made by the Chamber for the proposed ordinance.

Janet Schopp resident of 12345 Gaillard Drive requested Council to work with developers on this issue.

David Caldwell resident of 257 Brooktrail Court read and presented a statement for the record. (Exhibit E)



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David Hutkin stated he began developing in this community in 1974 and continues today. His company owns several properties in this community and not looking to make a quick buck and leave town.

Fess Crocket stated he is against drive thrus.

Bill Barnes of Raising Canes Chicken Fingers stated they are looking to come to the Creve Coeur area and recently opened stores in Des Peres and Cottleville. Current proposed ordinance wouldn't allow many restaurants.

Council Member Kent read and presented a statement for the record. (Exhibit F)

Council Member Kramer asked Tom Stern what his developments have done for the character of the community.

Tom Stern stated he has developments at Graeser/Olive, West Gate, First National Bank.

Council Member Kramer asked Mr. Stern what his developments have done specifically to improve the character or the plans to improve the character of the community. Which retailers won't come to the community specifically because of the drive thru issue.

Tom Stern stated many.

Council Member Lawrence stated 50 feet from the property line to a service window is way too short and would like to see an amendment from 50 ft to 75 ft.

Steve Wolff of Wolff Properties requested the size limitation of the square footage be reduced from the proposed 2,300 to 3,000 sq ft minimum. Mr. Wolff stated he sent a letter to Council dated October 10, 2014 outlining his concerns and making recommendations for amendments.

Council Member D'Alfonso stated if the bypass lanes are continuous what does that mean and how strong is our CUP process to change things.

Paul Langdon stated the goal from P & Z was pretty clear in that they wanted to have guidelines that allowed a restaurant or store that happens to have a drive thru and not a drive thru that happens to have a restaurant. If inclusion of seating is the concern, then inclusion of seating should be a regulation. How many constitutes the correct size and that is uncertain. Having square footage and minimum seating would be another standard that developers would have to meet.

Council Member D'Alfonso asked how much square footage does La Salsa have.

Paul Langdon stated he believes 2,600 sq ft.

Mayor Glantz asked what Council would like to do with this agenda item this evening.

Council Member Kent suggested taking all suggestions one item at a time and discussing each point and voting on each separately.

Mayor Glantz asked if Council was prepared to vote on the ordinance this evening.

Council Member D'Alfonso stated she isn't sure if she is prepared to vote on the ordinance, all



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depending on how the amendments go, but would like to discuss further the seating requirements.

Carl Lumley stated per the Charter if substantial changes are made then the Council can't approve it at the same meeting.

Council Member Hoffman moved, seconded by Council Member Kreuter to defer to allow staff to research and develop appropriate language for a seating requirement.

Council Member D'Alfonso asked before we vote on a deferral, can some of the other issues be discussed and resolved.

Council Member Hoffman and Kreuter withdrew their motion to allow for discussion.

Council Member Saunders moved, seconded by Council Member Lawrence to amend Bill No. 5514 by adding language which would require developments adjacent to residential properties with a drive thru to incorporate a requirement of the ambient residential sound barrier technology or better to minimize noise pollution.

Council Member Kreuter asked why should it only be if it is adjacent to residential.

Council Member Saunders stated he is happy making it both.

Several Council Members didn't feel making it a requirement for both types of properties was necessary.

The motion was withdrawn/

Council Member Saunders moved, seconded by Council Member Kent to add the requirement for residential and commercial to use the sound mitigation technology described in Mr. Hutkin's submittal, with the vote upon such motion:

Council Member Saunders – Aye
Council Member Kent – Aye
Council Member Wang – Aye
Council Member Kreuter – Aye
Council Member Kramer – Aye
Council Member Lawrence – Aye
Council Member Hoffman – Aye
Council Member D'Alfonso – Aye

The vote on the motion being 8 ayes and 0 nays, motion carried.

Carl Lumley asked if it is Council's intention that it is a substitute for the decibel measure or an additional limitation.

Unanimous from Council that it would be additional.

Council Member Lawrence moved, seconded by Council Member Kramer to modify 14.C.4 from 50 feet to 75 feet, with the vote upon such motion:

Council Member Kramer – Aye
Council Member Lawrence- Aye
Council Member Hoffman – Nay



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Council Member D'Alfonso – Nay
Council Member Saunders – Nay
Council Member Kent – Nay
Council Member Wang – Nay
Council Member Kreuter – Nay

The vote on the motion being 2 ayes and 6 nays, motion failed.

Council Member Hoffman moved, seconded by Council Member Wang to include glazing in the CUP process and not as a condition in the ordinance, with the vote upon such motion:

Council Member D'Alfonso – Aye
Council Member Hoffman – Aye
Council Member Lawrence – Aye
Council Member Kramer – Nay
Council Member Kreuter – Aye
Council Member Wang – Aye
Council Member Kent – Aye
Council Member Saunders – Aye

The vote on the motion being 7 ayes and 1 nay, motion carried.

Council Member Kent moved, seconded by Council Member Wang to amend Bill No. 5514 to remove the word continuous for both commercial and residential regarding the bypass lane.

Paul Langdon stated he suggested a change to: "the lane shall, at a minimum, provide for a vehicular escape prior to the point of the facility order board, which escape route can be shared with the general parking lot circulation".

Council Member Kent moved, seconded by Council Member Kramer to amend the bypass lane text in both places by removing continuous and inserting the language as presented by staff and leaving the rest of the section intact, with the vote upon such motion:

Council Member Saunders – Aye
Council Member Kent – Aye
Council Member Wang – Aye
Council Member Kreuter – Aye
Council Member Kramer – Aye
Council Member Lawrence – Aye
Council Member Hoffman – Aye
Council Member D'Alfonso – Aye

The vote on the motion being 8 ayes and 0 nays, motion carried.

Council Member D'Alfonso moved, seconded by Council Member Kramer to change the requirement from a traffic study to a safety study.

Carl Lumley asked if staff would know what a safety study would entail.

Paul Langdon stated no, generally a traffic impact study is a comprehensive analysis of not only the number of vehicles but where they are turning, how safe are the movements, what other improvements are necessary. We could define what the concerns are going into the study just like any consultant's



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report. If there is a site where there are specific concerns of safety at an offsite location. Traffic impact study covers it all and there is always an opportunity with a CUP to modify that scope.

Council Members D'Alfonso and Kramer withdrew their motion.

Council Member Kent moved, seconded by Council Member Wang to amend Bill No. 5514 in Section 2, conditional uses for non residential d.5 to be changed to 3,000 sq ft requirement to 2,500 sq ft.

Mayor Glantz stated he thought Council was going to defer to staff to work with developers on seating.

Council Member Kent and Wang withdrew their motion.

Council Member D'Alfonso asked where does the number of cars allowed in a stacking lane come from.

Paul Langdon stated the studies are based on observed conditions in the field, what is a common length at a peak time from a variety of restaurants and suggest that it should be able to handle 10 cars comfortably on the site. If there isn't enough room for that then more than likely there will be spill over into the street and it is more of a site specific issue.

Council Member Hoffman moved, seconded by Council Member Kramer to defer Bill No. 5514 to allow staff time to work on an amended, clean version of Bill No. 5514 for review of Council before final vote, with the vote upon such motion:

Council Member Kreuter – Aye
Council Member Wang – Aye
Council Member Kent – Aye
Council Member Saunders – Aye
Council Member D'Alfonso – Aye
Council Member Hoffman – Aye
Council Member Lawrence – Aye
Council Member Kramer – Aye

The vote on the motion being 8 ayes and 0 nays, motion carried.

7. Bill No. 5518 - an Ordinance of the City Council of the City of Creve Coeur, Missouri Authorizing the Execution of a Maintenance Agreement with the Missouri Highways and Transportation Commission for the Maintenance of New Stop Signs & Street Name Signs Mounted on Decorative Black Posts and Located in the MoDOT Right-Of-Way Throughout the City. Final Reading and Passage

City Clerk read Bill No. 5518 for the final time.

Council Member Hoffman moved, seconded by Council Member Saunders to approve Bill No. 5518, with the vote upon such motion:

Council Member Kramer – Aye
Council Member Lawrence – Aye
Council Member Hoffman – Aye
Council Member D'Alfonso – Aye
Council Member Saunders – Aye
Council Member Kent – Aye
Council Member Wang – Aye
Council Member Kreuter – Aye



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The vote on the motion being 8 ayes and 0 nays, motion carried. Bill No. 5518 becomes Ordinance No. 5396.

8. Bill No. 5519 - an Ordinance Revising Section 370.130 of the Code of Ordinances Regarding the Required Use of Bicycle Helmets and Child Safety Seats. Final Reading and Passage

City Clerk read Bill No. 5519 for the final time.

Council Member Hoffman moved, seconded by Council Member Saunders to approve Bill No. 5519, with the vote upon such motion:

Council Member Kreuter – Aye
Council Member Wang – Aye
Council Member Kent – Aye
Council Member Saunders – Aye
Council Member Kramer – Aye
Council Member Lawrence – Aye
Council Member Hoffman – Aye
Council Member D'Alfonso – Aye

The vote on the motion being 8 ayes and 0 nays, motion carried. Bill No. 5519 becomes Ordinance No. 5397.

9. Substitute Bill No. 5520 - an Ordinance Amending Various Sections of the Code of Ordinances of the City of Creve Coeur Regarding Weapons. Final Reading and Passage

City Clerk read Substitute Bill No. 5520 for the final time.

Council Member Wang moved, seconded by Council Member Hoffman to approve Bill No. 5520, with the vote upon such motion:

Council Member D'Alfonso – Aye
Council Member Hoffman – Aye
Council Member Lawrence – Aye
Council Member Kramer – Aye
Council Member Kreuter – Aye
Council Member Wang – Aye
Council Member Kent – Aye
Council Member Saunders – Aye

The vote on the motion being 8 ayes and 0 nays, motion carried. Substitute Bill No. 5520 becomes Ordinance No. 5398.

10. Bill No. 5521 - an Ordinance Approving a Settlement Agreement with CenturyLink. Final Reading and Passage

City Clerk read Bill No. 5521 for the final time.

Council Member Hoffman moved, seconded by Council Member Saunders to approve Bill No. 5521, with the vote upon such motion:



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Council Member Saunders – Aye
Council Member Kent – Aye
Council Member Wang – Aye
Council Member Kreuter – Aye
Council Member D'Alfonso – Aye
Council Member Hoffman – Aye
Council Member Lawrence – Aye
Council Member Kramer- Aye

The vote on the motion being 8 ayes and 0 nays, motion carried. Bill No. 5521 becomes Ordinance No. 5399.

NEW BUSINESS

11. Bill No. 5522 - an Ordinance for the Holding of a General Election in the City of Creve Coeur, Missouri, on the 7Th Day of April, 2015, for the Election of One Mayor from the City at Large for a Full Three-Year Term, One Council Member from the First Ward for a Full Two-Year Term, One Council Member from the Second Ward for a Full Two-Year Term, One Council Member from the Third Ward for a Full Two-Year Term, and One Council Member from the Fourth Ward for a Full Two-Year Term, for the Conduct of Said Election by the Board of Election Commissioners of St. Louis County, Missouri, and for Other Matters Relating and Pertaining to Such Election. First Reading

City Clerk read Bill No. 5522 for the first time.

12. Resolution No. 1136 - a Resolution Authorizing the Execution of an Agreement Between the City of Creve Coeur and Delta Dental of Missouri Renewing the City's Dental Insurance Plan Beginning January 1, 2015 and Ending December 31, 2016.

City Clerk read Resolution No. 1136.

Council Member Hoffman moved, seconded by Council Member Lawrence to approve Resolution No. 1136, with the vote upon such motion:

Council Member Kramer – Aye
Council Member Lawrence – Aye
Council Member Hoffman – Aye
Council Member D'Alfonso – Aye
Council Member Saunders- Aye
Council Member Kent – Aye
Council Member Wang – Aye
Council Member Kreuter – Aye

The vote on the motion being 8 ayes and 0 nays, motion carried.

Discussion of deferred consent agenda items from prior in the meeting.



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- 3. Resolution No. 1133 - a Resolution of the City Council of the City of Creve Coeur, Missouri Authorizing the Execution of an Agreement with Don Brown Chevrolet for the Purchase of a 2015 Chevrolet 3500 Single Cab, Two Wheel Drive, Dual Rear Wheel, One-Ton Truck with a Service Body and Tommy Lift for an Amount of \$26,458.00.**

City Clerk read Resolution No. 1133.

Council Member Kent stated there is very low mileage on each of the three trucks covered in Resolutions 1133, 1134 and 1135 and asked what ideas staff has for reducing or improving the efficiency of the capital expenditures on this.

Mark Perkins stated in this particular case, council should keep in mind that this is a 1999 vehicle so basically 16 model years have gone by between replacements. The mileage is not particularly high but based on the type of use, it is pretty hard mileage. In terms of improving the efficiency on a 16 year old vehicle, staff keeps accurate maintenance records so not sure how to make improvements.

Jim Heines stated the main fleet consists of the two ton trucks and we have twelve two tons that are cycled through each year. Those trucks cost about \$120,000 each. Budget is approximately \$250,000 for equipment replacement and the rest of the pickups, one ton, chippers, bobcats, leaf vacs, backhoes and front loaders are on the same schedule. At the CIP in the spring, public works laid out the replacements schedule through 2031 and discussed in detail that it is on a rotation. When trucks get to 16 years old then the repair bills begin to really become an issue.

Council Member Kent stated rather than buying a truck when you have a specific use, put the equipment on a trailer and haul it to the site and then leave the people and the trailer on the site and then the truck can be used elsewhere. Sell more business/task, if it is a specific activity truck can the city do some business with other cities. If the business/task is that small, then possibly be better off using an independent contractor or renting the equipment for those jobs. Research leasing versus purchasing and include maintenance information. Council Member Kent stated he would send staff details on how to manage these types of issues and maximize and utilize capital.

Council Member Hoffman moved, seconded by Council Member Kreuter to approve Resolution No. 1133, with the vote upon such motion:

Council Member Kramer – Aye
Council Member Lawrence – Aye
Council Member Hoffman – Aye
Council Member D'Alfonso – Aye
Council Member Saunders- Aye
Council Member Kent – Aye
Council Member Wang – Aye
Council Member Kreuter – Aye

The vote on the motion being 8 ayes and 0 nays, motion carried.



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- 4. Resolution No. 1134 - a Resolution of the City Council of the City of Creve Coeur, Missouri Authorizing the Execution of an Agreement with Don Brown Chevrolet for the Purchase of a 2015 Diesel Powered Four Wheel Drive One-Ton Dump Truck with Snow Plow, Salt Spreader and Calcium Chloride Pre-Wet System for an Amount of \$61,168.00**

City Clerk read Resolution No. 1134.

Council Member Hoffman moved, seconded by Council Member Kramer to approve Resolution No. 1134, with the vote upon such motion:

Council Member Kramer – Aye
Council Member Lawrence – Aye
Council Member Hoffman – Aye
Council Member D'Alfonso – Aye
Council Member Saunders- Aye
Council Member Kent – Aye
Council Member Wang – Aye
Council Member Kreuter – Aye

The vote on the motion being 8 ayes and 0 nays, motion carried.

- 5. Resolution No. 1135 - a Resolution of the City Council of the City of Creve Coeur, Missouri Authorizing the Execution of an Agreement with Don Brown Chevrolet for the Purchase of a 2015 Chevrolet 2500 Single Cab Four-Wheel Drive Service Body Pickup Truck for an Amount of \$25,779.00.**

City Clerk read Resolution No. 1135.

Council Member Hoffman moved, seconded by Council Member Kramer to approve Resolution No. 1135, with the vote upon such motion:

Council Member D'Alfonso – Aye
Council Member Hoffman – Aye
Council Member Lawrence – Aye
Council Member Kramer – Aye
Council Member Kreuter – Aye
Council Member Wang – Aye
Council Member Kent – Aye
Council Member Saunders – Aye

The vote on the motion being 8 ayes and 0 nays, motion carried.

BUSINESS FROM MAYOR AND CITY COUNCIL

13. Council Liaison Reports

Council Member Kent stated the Parks and Recreation Committee met and wanted to thank Council President D'Alfonso and City Administrator Perkins for attending. Kevin Rejent was elected President and Carol Levin was elected vice chair and we should have a smooth transition and organized group of the newly consolidated committee. Council Member Kent stated the Storm Water meeting will be held on November 12 and they will be reviewing four or five residential properties as well as considering on which dam repair program that they would want to recommend to Council.



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14. City Hall Charging Station for Electric Cars

Council Member Wang requested to defer this item to the next Council meeting.

BUSINESS FROM CITY ADMINISTRATOR

15. Quarterly Financial Report

Dan Smith referred to his written report and stated the General Fund is above what was budgeted and the first quarter performance was better than anticipated.

16. Economic Development Strategy

Mark Perkins stated the EDC had been working on updating the Economic Development Strategy over the last year and reviewing the goals of the committee and the city.

17. Snow and Ice Control at Millennium Park Walking Path

Mark Perkins stated over the past few years we have received several requests to clear paths in some of the parks, mostly Millennium Park since we have the heated restrooms there. This expense is not anticipated in the budget.

Council Member Lawrence stated she feels if we start plowing and salting the pathways then it will decrease the life expectancy of the pathways.

Mayor Glantz stated he didn't feel this was a good idea and would be opening a Pandora's Box for liability and complaints that other parks and sidewalks weren't cleared.

Council unanimously agreed to not clear paths in the parks during inclement weather.

Council Member Wang moved, seconded by Council Member Hoffman to adjourn at 10:27 p.m., with the vote upon such motion begin as follows to-wit:

Council Member Kreuter – Aye
Council Member Hoffman – Aye
Council Member Wang – Aye
Council Member Kent - Aye
Council Member Saunders - Aye
Council Member D'Alfonso - Aye
Council Member Lawrence – Aye
Council Member Kramer - Aye

The vote on the motion being 8 ayes and 0 nays, motion carried.

Submitted by:

Deborah Ryan
City Clerk

Barry Glantz
Mayor



Chamber Of Commerce

2014 BOARD OF DIRECTORS

OFFICERS

Kelli Kimack
BMO Harris Bank
President

Ed Lindner
Kriegsnauser West Mortuary
President Elect

Barb Marshali
Sport Clips
Vice President, Membership Services

Teresa Crossland
Monsanto
Vice President, Government

David Peterson
Payroll 1
Treasurer

Steve Kling
Jenkins & Kling, P.C.
Legal Counsel

Nancy M. Gray
Executive Vice President
Ex-Officio

DIRECTORS

Heather Aehle
Commerce Bank

Mary Barry
American Eagle Credit Union

Jim Elder
Allegra Marketing Print Mail

Katie Halloran
Schaefer Autobody Centers

Trisha Hoefel
Drury Hotels

Dr. Paul Hyland
Committed to Health Chiropractic Center

Barb Meyer
Mercy

Chris Pickel
AT&T

Brandon Reuther
Edward Jones

Stephen Ricci
RAI Insurance Group

Brea Schmitz
The Koman Group

Janet Reuther Schopp
Reuther Automotive Group

Chris Sedlak
Jimmy John's

Bill Wyne
Wyne & Merritt PC
Director Emeritus

October 22, 2014

Honorable Mayor Barry Glantz
Members of the Creve Coeur City Council
City of Creve Coeur
300 North New Ballas Road
Creve Coeur MO 63141

Dear Mayor Glantz and Members of the City Council:

At the Creve Coeur City Council meeting on October 13, 2014, Councilmember Robert Kent requested those seeking to further improve the proposed revisions to Ordinance 405.470 provide suggested language changes to reflect their concerns.

The Creve Coeur-Olivette Chamber of Commerce collaborated with local developers, property owners, business owners, real estate companies and real estate professionals discussing this initiative at length. The proposed revisions, rationale and concerns with the existing text of the ordinance are described in more detail below.

The Chamber's primary concern is keeping the City's commerce strong and sustainable. Revenue is the key to continued sustainability. The City's budget is primarily funded by revenues generated from sales tax and utility licenses. A City chart and table reflecting the City's revenue sources is enclosed for reference. These revenues fund approximately 65% of the City's annual operating budget. Commercial properties are the primary providers of this revenue facilitating the lifestyle, amenities and services the citizens of Creve Coeur currently enjoy.

In this regard, it is also important to consider the relationship between commercial office buildings, retail and utility licenses. The retailers support the needs of the commercial office employees while the commercial office buildings and retail businesses generate utility tax income. Collectively, the tax revenue generated by commercial properties provides a majority of the income needed to supply services to the residents including the police and fire departments.

It is in the best interest of the City of Creve Coeur to be a strong supporter of commercial businesses including those with drive-thru restaurants. If retailers move out of Creve Coeur due to unfeasible or overly burdensome development restrictions, there will no longer be services available to support the office employees in the commercial buildings. In addition, companies leasing from commercial property owners would eventually relocate to areas with retail services to support their employees. As a result, vacant retail and commercial offices will no longer be available to generate a majority of the sales tax and utility revenue required to provide services to the citizens of Creve Coeur.

In addition, Creve Coeur no longer has real estate parcels large and deep enough to permit development opportunities to big box anchor stores that typically drive foot traffic to strip centers with smaller retail stores. Essentially, drive-thru restaurants pay premium rent rates required for developers to secure financing for strip centers, which would allow the addition of smaller retailers who cannot afford high rent rates.

The results of our extensive collaboration and discussions are summarized below (the complete ordinance with changes in a redline format is in the packet):

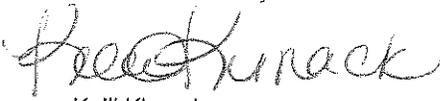
10/27/14
Exhibit A

	City's revisions	Chamber's proposed changes
14 c 1	Drive-thru facilities shall be limited to one restaurant with no more than two service windows, two order facilities and two designated stacking lanes which shall all be located on the rear or one end of a multi-tenant retail building having a continuous structure frontage of at least two hundred feet (200'). Such frontage may include one passage way or arcade (not open on the sides).	Drive-thru facilities shall be limited to one restaurant with no more than two service windows, two order facilities and two designated stacking lanes which shall all be located either at the rear or side of a single building, or the rear or one end of a multi-tenant retail building which has a continuous structure frontage of at least two hundred feet (200'). Such frontage may include one passage way or arcade (not open on the sides).
The way the ordinance was written severely restricts a developer and potential end-users to design and develop a piece of property to its maximum potential.		
14 c 3	<u>The drive-thru restaurant shall have no less than two thousand (2,000) square feet of gross floor area (area under roof).</u>	The drive-thru restaurant shall have no less than one thousand (1,000) square feet of gross floor area (area under roof) and shall provide for both drive-thru service and interior service and seating.
Drive-thru restaurant building templates are generally less than 2,000 square feet; however, by limiting the square footage and by requiring both drive-thru and interior service it will eliminate "kiosk" type businesses.		
14 c 5	<u>The designated stacking lane shall be no less than 220 feet long (approximately 10 cars), excluding the space being served by the window, which shall be no less than nine feet wide by twenty-two feet long. The lane shall have continuous access to a bypass lane which can be shared with the general parking lot circulation.</u>	The designated stacking lane shall be designed to provide for approximately 6 cars, including the space being served by the window. The lane shall, at a minimum, provide for vehicular escape prior to the point of the facility order board, which escape route can be shared with the general parking lot circulation.
The length requirement and the number of cars which it must accommodate would be more appropriate based on peak use, traffic studies, restaurant size and services. A minimum of six vehicles could be changed during the CUP for particular uses.		
14 d 1	<u>Drive-thru facilities shall be limited to one restaurant with no more than two service windows, two order facilities and two designated stacking lanes in a coordinated development located on one or more lots totaling two or more acres, with shared access and three or more buildings, all designed with similar use of materials and design elements to convey a single visual image or composition.</u>	Drive-thru facilities shall be limited to one restaurant with no more than two service windows, two order facilities and two designated stacking lanes in a coordinated development located on one or more lots totaling two or more acres, with shared access and, which building or buildings, are well designed, aesthetically complementary to each other and, if applicable, subtly branded.
The way the ordinance was written required the developer to build a minimum of three buildings on a site. It will severely restrict a developer and potential end-users to design and develop to its maximum potential. By way of example, it will eliminate the possibility of development of a single use high rise with a drive-thru on the bottom floor.		
14 d 5	<u>If the drive-thru restaurant is free-standing, it shall have no less than 3,000 square feet of gross floor area (area under roof).</u>	The drive-thru restaurant shall have no less than one thousand (1,000) square feet of gross floor area (area under roof) and shall provide for both drive-thru service and, interior service and seating.
Drive-thru restaurant building templates are generally less than 2,000 square feet; however, by limiting the square footage and by requiring both drive-thru and interior service it will eliminate "kiosk" type businesses.		
14 d 6	<u>If the drive-thru restaurant is free-standing, it shall have transparent windows that are each at least 18 square feet and the entire perimeter wall surface shall be no less than 50% glazing, including all forms of window and doors, but not including the drive-thru service window.</u>	If the drive-thru restaurant is free-standing, it shall have some transparent windows along the perimeter wall fronting the main thoroughfare and hard surface design elements together with landscaping along any other non-transparent walls.
By changing the wording it gives restaurants more flexibility in seating and fixture placement. Design criteria can be addressed in the CUP.		
14 d 8	The designated stacking lane shall be no less than 220 feet long (approximately 10 cars), excluding the space being served by the window, which shall be no less than nine feet wide by twenty-two feet long. The lane shall have continuous access to a bypass lane which can be shared with the general parking lot circulation.	The designated stacking lane shall be designed to provide for approximately 6 cars, including the space being served by the window. The lane shall, at a minimum, provide for vehicular escape prior to the point of the facility order board, which escape route can be shared with the general parking lot circulation.
The length requirement and the number of cars which it must accommodate would be more appropriate based on peak use, traffic studies, restaurant size and services. A minimum of six vehicles could be changed during the CUP for particular uses.		

It is critical that the drive-thru restaurant ordinance be as flexible as possible to facilitate growth in the community as well as support the existing symbiotic relationship among retail, sales tax and utility revenue required for the citizens to maintain the standard of living currently enjoyed. Adequate protection to ensure quality development and prevent adverse impacts upon residents can be handled with a conditional use process which is equipped to deal with new projects on a property-by-property basis recognizing no two developments are alike. We have further enclosed pictures showing an assortment of drive-thru restaurants in upscale communities to demonstrate how other similar communities integrate them into their communities.

We look forward to working with the City to ensure Creve Coeur remains a vibrant community attractive to residents and businesses alike and request that you give meaningful consideration of our concerns. We are happy to further address any questions or clarifications that are needed.

Sincerely,

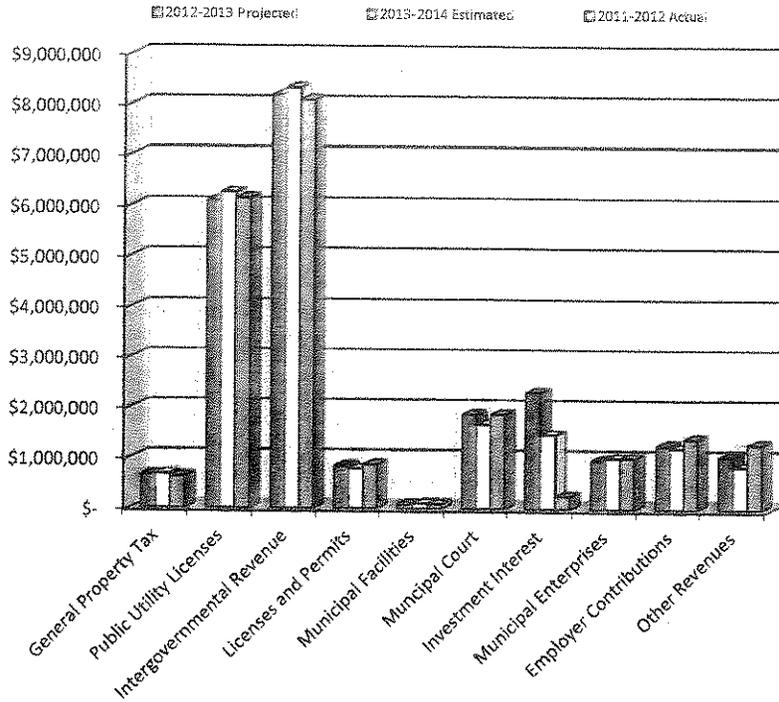
A handwritten signature in cursive script that reads "Kelli Kimack".

Kelli Kimack
President

cc: Mark Perkins
Paul Langdon



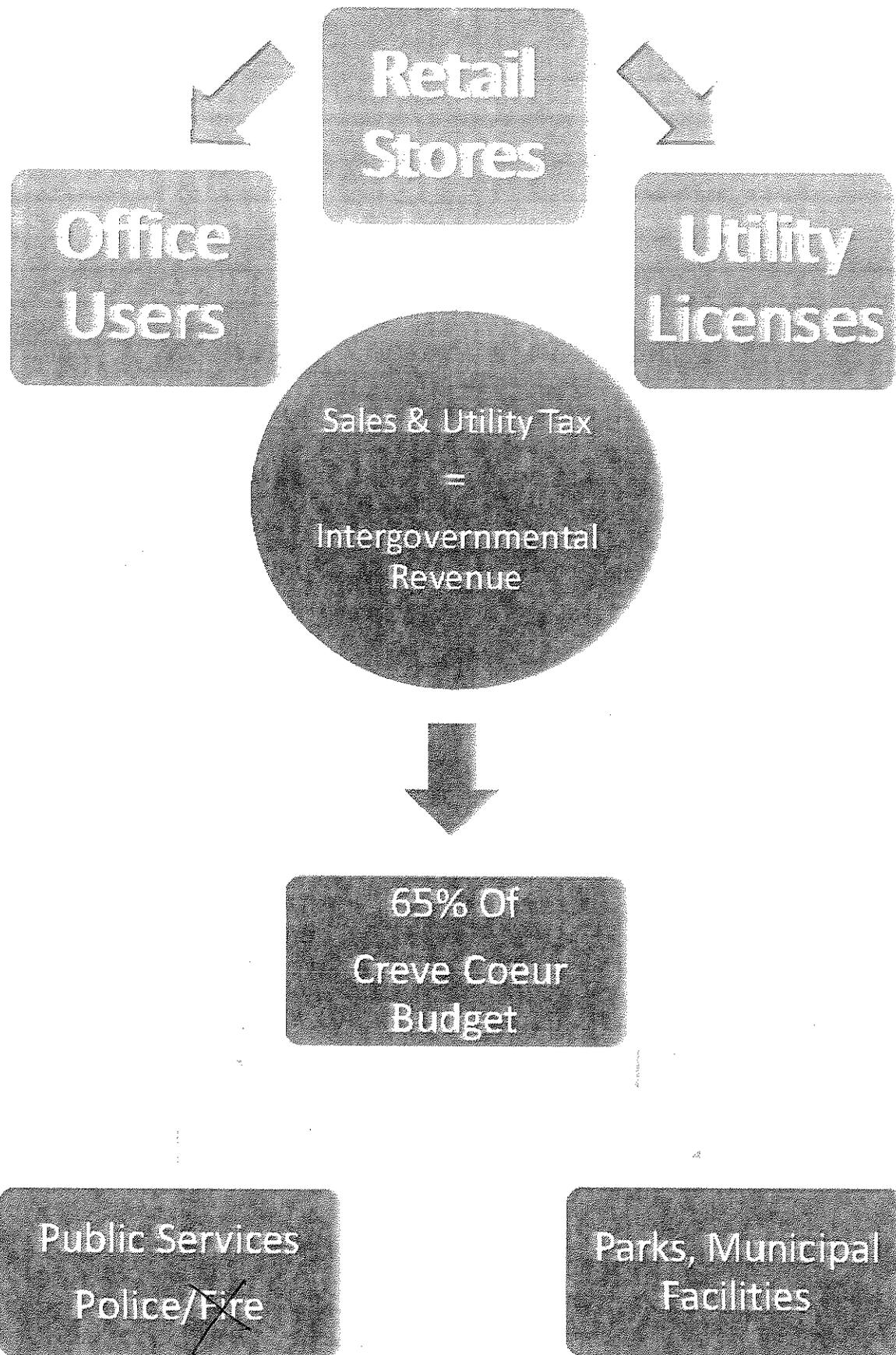
Where the Money Comes From



All Fund Revenues FY 2011-2012 Actual FY 2012-2013 Projected vs FY 2013-2014 Estimated

	2011-2012 Actual	2012-2013 Projected	2013-2014 Estimated
General Property Tax	\$ 624,866	\$ 660,000	\$ 673,000
Public Utility Licenses	6,147,478	6,105,000	6,262,000
Intergovernmental Revenue	8,088,167	8,181,000	8,326,450
Licenses and Permits	870,462	842,475	788,575
Municipal Facilities	91,142	85,840	98,625
Municipal Court	1,873,236	1,870,000	1,672,000
Investment Interest	253,390	2,311,200	1,471,118
Municipal Enterprises	1,014,246	966,530	1,011,775
Employer Contributions	1,389,538	1,261,350	1,205,000
Other Revenues	1,286,821	1,045,793	842,415
Total Revenue Sources	\$ 21,639,346	\$ 23,329,188	\$ 22,350,958

10/27/14
Exhibit B



AN ORDINANCE AMENDING SECTION 405.470, CONDITIONAL USES, OF THE CREVE COEUR ZONING ORDINANCE TO ALLOW FOR DRIVE-THRU RESTAURANTS ON SITES OF TWO OR MORE ACRES WITH CERTAIN REQUIREMENTS, AND TO CORRECT A CLERICAL ERROR.

WHEREAS, an application by the City of Creve Coeur was submitted for an amendment to Section 405.470(14) Conditional Uses, of the Creve Coeur Zoning Ordinance to allow for drive-thru restaurant services on sites of two acres or more; and,

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri has recognized the need for amendments to such regulations in the City Code of Ordinances as set forth herein, to more effectively implement the goals of the Comprehensive Plan and the purposes of the Zoning Code; 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 Monday, April 21, 2014, beginning at 7:00 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 7-0 recommended approval of the subject amendments at its meeting on Monday, September 15, 2014; 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 405.470(8) shall be amended as follows:

SECTION 405.470: CONDITIONAL USES

8. All drive-through and drive-in sales of goods or services including freestanding drive-in banking facilities (not including restaurants) (CC-442100) conditional use in the "PC", "GC" and "CB" districts).
 - a. Shall provide space for at least three (3) cars per drive-up window or station.

- b. Shall provide landscaping to screen the view of drive-up waiting spaces from surrounding properties.
- c. Drive-up window access, waiting spaces and egress shall not interfere with site circulation or be hazardous to motorists entering, exiting or passing by the site.

SECTION 2: Section 405.470(14) shall be amended as follows:

SECTION 405.470: CONDITIONAL USES

14. Food services and drinking places--(NAICS 722). Shall be located on sites of not less than two (2) acres with the following exceptions and conditions:

- a. The acreage requirement does not apply to restaurants without drive-thru services within the "GC" District;
- b. The acreage requirement does not apply to restaurants without drive-thru services in the "CB", "PO", "PC" and "LI" Districts that are located within a retail or office building, provided that such restaurants do not collectively occupy more than forty percent (40%) of the building square footage;
- c. Drive-thru services on sites in the "MX," "GC," "CB," "PO," "PC," and "LI" Districts that abut residential uses are subject to the following:

- (1) Drive-thru facilities shall be limited to one restaurant with no more than two service windows, two order facilities and two designated stacking lanes which shall all be located either at the rear or side of a single building, or the rear or one end of a multi-tenant retail building which has a continuous structure frontage of at least two hundred feet (200'). Such frontage may include one passage way or arcade (not open on the sides).
- (2) The drive-thru order facility and service window shall only be on or adjacent to a wall not facing a street, unless otherwise approved, and shall be completely screened from the ground floor level of adjacent residences with a property line wholly or partially within 200 feet of either the order facility or the service window by means of a solid barrier or topographic change. Vegetation cannot be used to meet this requirement but may be needed to address aesthetic concerns.
- (3) The drive-thru restaurant shall have no less than one thousand (1,000) square feet of gross floor area (area under roof) and shall provide for both drive-thru service and, interior service and seating.
- (4) The drive-thru order facility and service window shall be no less than 50 feet from any property line of any residential use.
- (5) The designated stacking lane shall be designed to provide for approximately 6 cars, including the space being served by the window. The lane shall, at a minimum, provide for vehicular escape prior to the point of the facility order board, which escape route can be shared with the general parking lot circulation.

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- (6) The entrance to the designated stacking lane shall be no less than 50 feet from the nearest point on the property line across the nearest vehicular entrance.
- (7) The designated stacking lane shall not cross between the building and principal street frontage.
- (8) A traffic study shall be submitted by the applicant that demonstrates, to the satisfaction of the City, that the required drive-thru facilities shall not interfere with site circulation or be hazardous to motorists or pedestrians entering, exiting or passing by the site.
- (9) An acoustical study shall be submitted demonstrating that the order facility and service windows will not produce sounds exceeding 60dB as measured at any property line abutting a residential use, up to a height of eight feet above ground at the property line and demonstrating that the order facility and service windows will not increase ambient sound levels at other property lines above the average Monday to Friday midday level.

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d. Drive-thru services on sites in the "MX," "GC," "CB," "PO," "PC," and "LI" Districts that only abut non-residential uses are subject to the following:

- (1) Drive-thru facilities shall be limited to one restaurant with no more than two service windows, two order facilities and two designated stacking lanes in a coordinated development located on one or more lots totaling two or more acres, with shared access and, which building or buildings, are well designed, aesthetically complementary to each other and, if applicable, subtly branded.
- (2) The drive-thru order facility and service window shall only be on or adjacent to a wall not facing a street, unless otherwise approved.
- (3) The drive-thru restaurant shall have pedestrian-oriented landscape adjacent to the building equivalent in area to 50% of the gross floor area of the entire restaurant use (area under roof).
- (4) If the drive-thru restaurant is free-standing, an 8-foot wide planted landscape strip shall be adjacent to at least two other sides of the building, exclusive of the pedestrian area.
- (5) The drive-thru restaurant shall have no less than one thousand (1,000) square feet of gross floor area (area under roof) and shall provide for both drive-thru service and, interior service and seating.
- (6) If the drive-thru restaurant is free-standing, it shall have some transparent windows along the perimeter wall fronting the main thoroughfare and hard surface design elements together with landscaping along any other non-transparent walls.
- (7) Any service areas including, but not limited to, trash receptacles, compactors, transformers, outdoor cooking or refrigeration equipment and utility connections, must be fully enclosed. Such enclosures shall appear as a part of

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Deleted: If the drive-thru restaurant is free-standing, it shall have no less than 3,000 square feet of gross floor area (area under roof).

Deleted: that are each at least 18 square feet and the entire perimeter wall surface shall be no less than 50% glazing, including all forms of window and doors, but not including the drive-thru service window.

the restaurant building to the maximum extent as found to be practicable by the City.

- (8) The designated stacking lane shall be designed to provide for approximately 4 cars, including the space being served by the window. The lane shall at a minimum provide for vehicular escape prior to the point of the building order board, which escape route can be shared with the general parking lot circulation.
- (9) The entrance to the designated stacking lane shall be no less than 50 feet from the nearest point on the property line across the nearest vehicular entrance.
- (10) The designated stacking lane shall not cross between the building and principal street frontage.
- (11) A traffic study shall be submitted by the applicant that demonstrates, to the satisfaction of the City, that the required drive-thru facilities shall not interfere with site circulation or be hazardous to motorists or pedestrians entering, exiting or passing by the site.
- (12) An acoustical study shall be submitted demonstrating that the order facility and service windows will not increase ambient sound levels at the property lines above the average Monday to Friday midday level.

- (e) "Drive-thru" and "drive-up" shall mean service to on-premises patrons who do not enter the restaurant/patio area, but rather receive service through a drive-up window and receive food service in their automobiles.

SECTION 3: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS ____ DAY OF _____, 2014.

CHARLOTTE D' ALFONSO
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2014.

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN, MPCC
CITY CLERK

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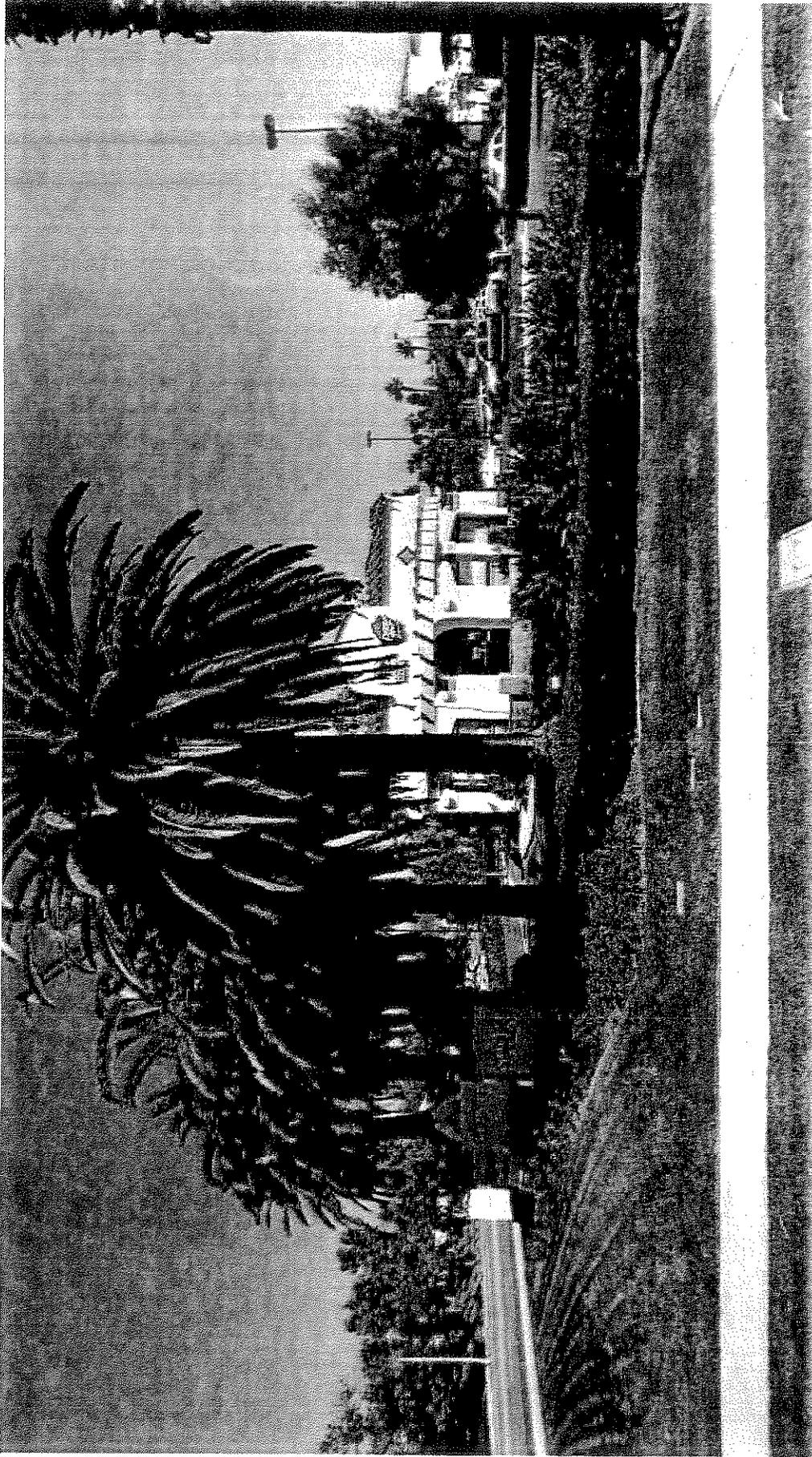
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DEL TACO – LAKE FOREST, CA



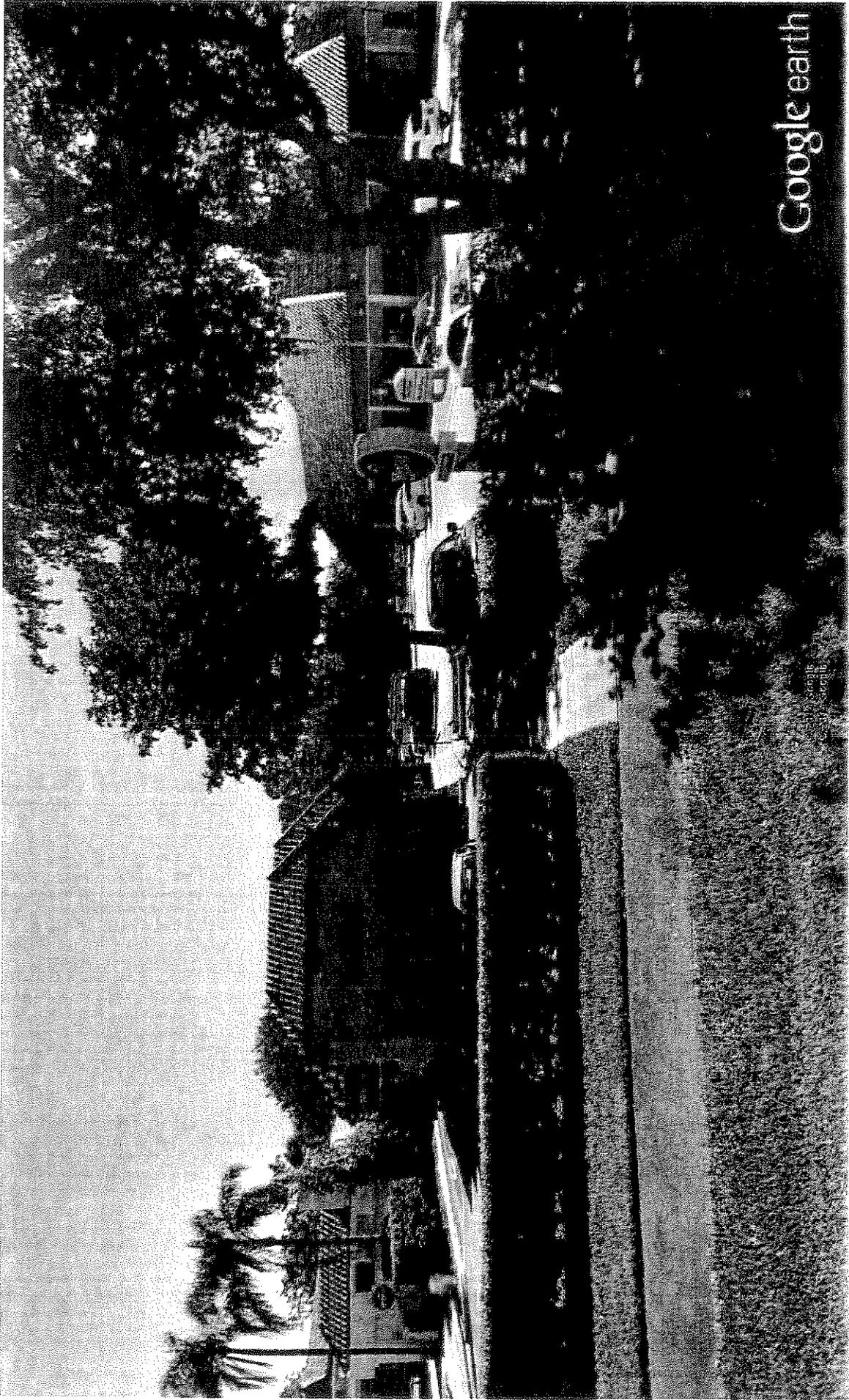
TACO BELL - LAKE FOREST, CA



MCDONALD'S - BOCA RATON, FL.

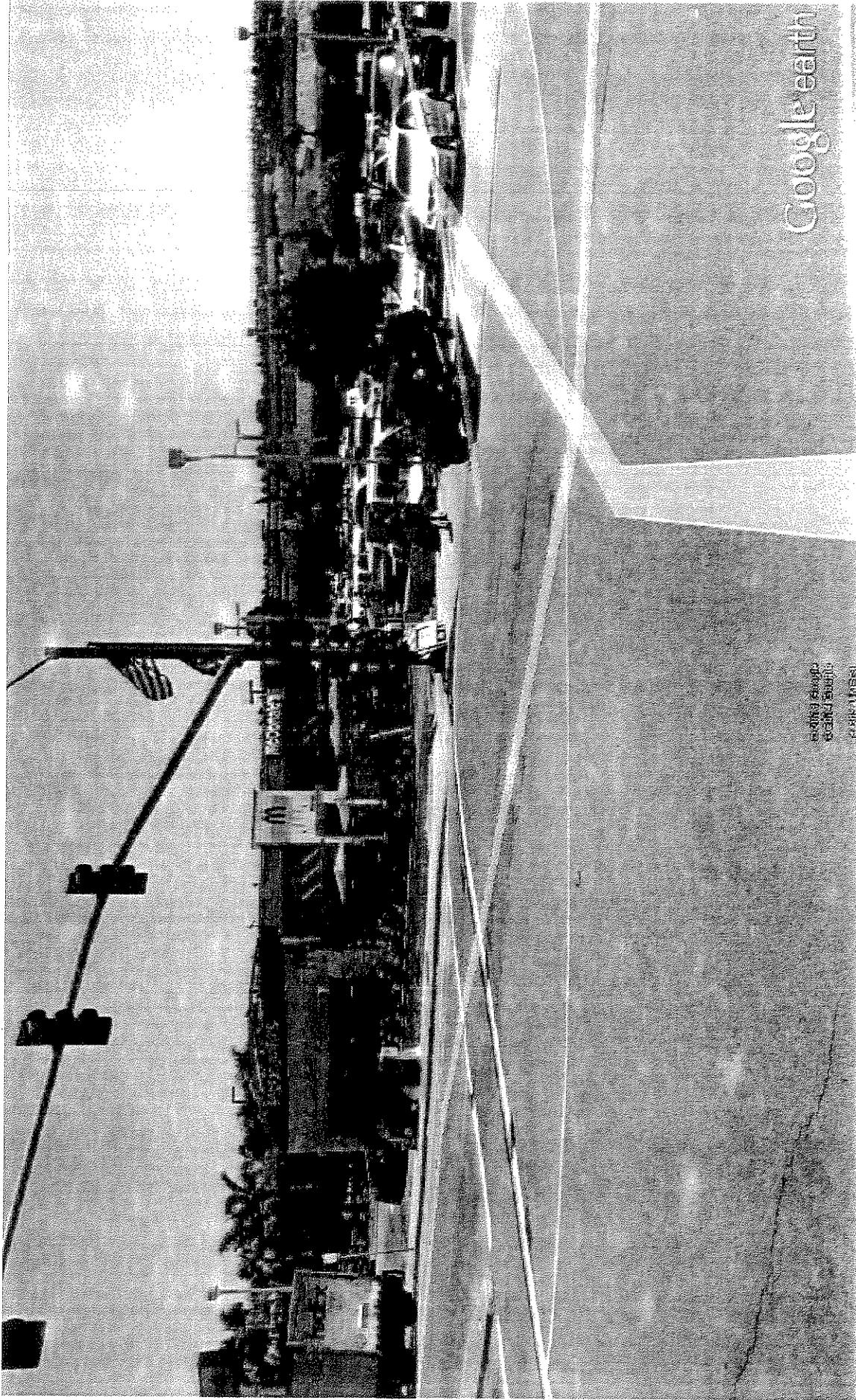


WENDY'S -- BOCA RATON, FL



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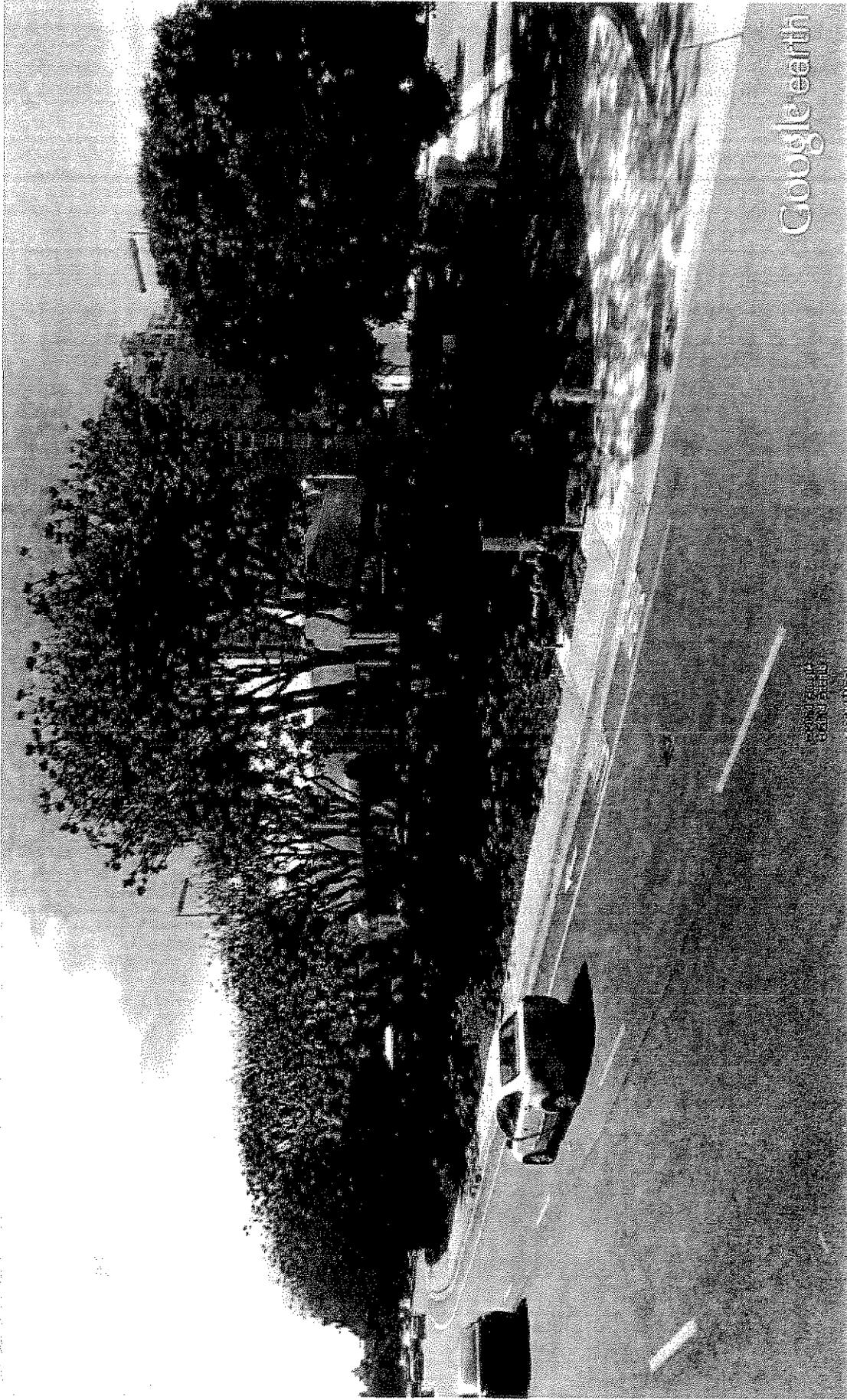
MCDONALD'S - DEL MAR, CA



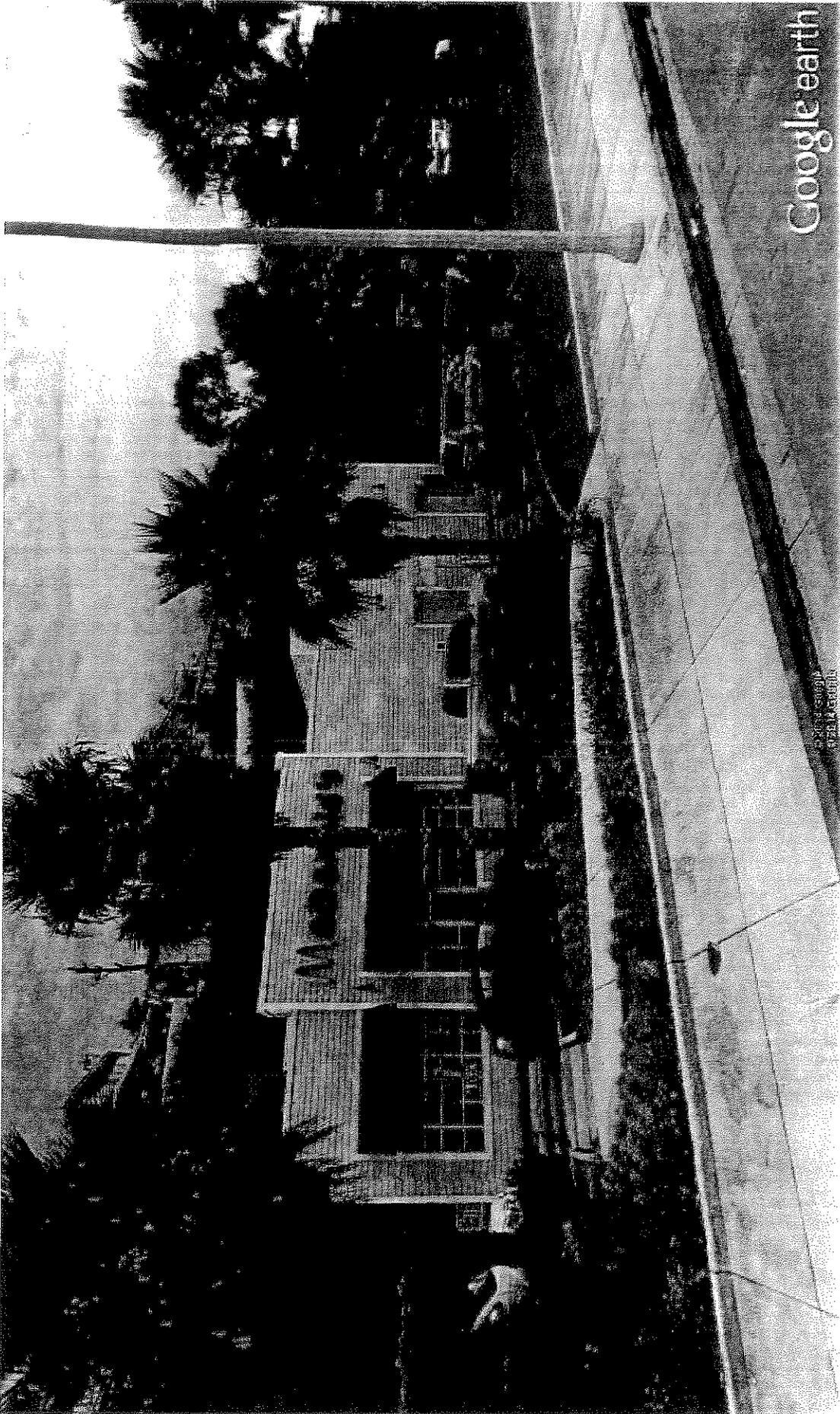
Google Earth

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MCDONALD'S - LA JOLLA, CA

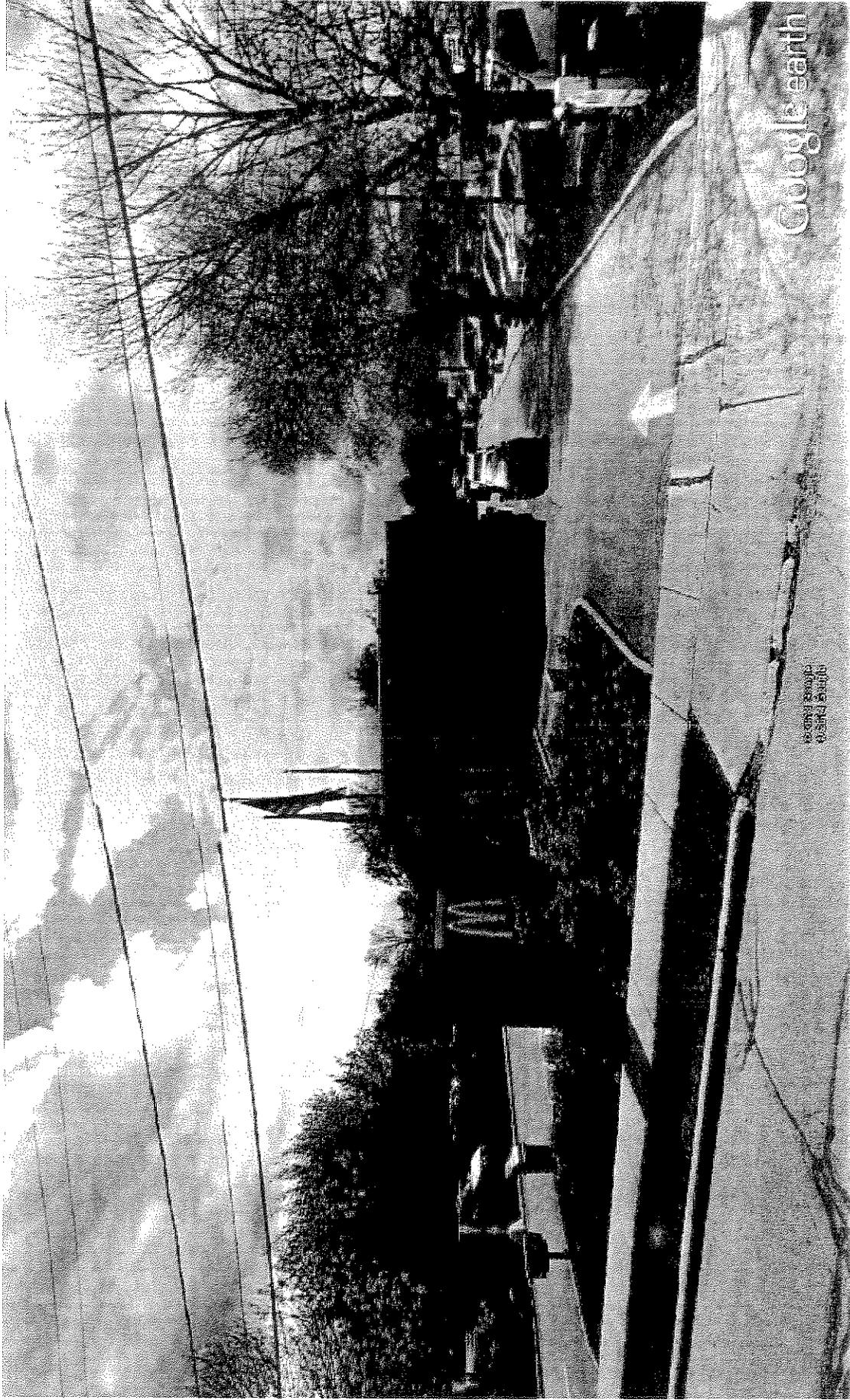


MCDONALD'S - NEWPORT BEACH, CA



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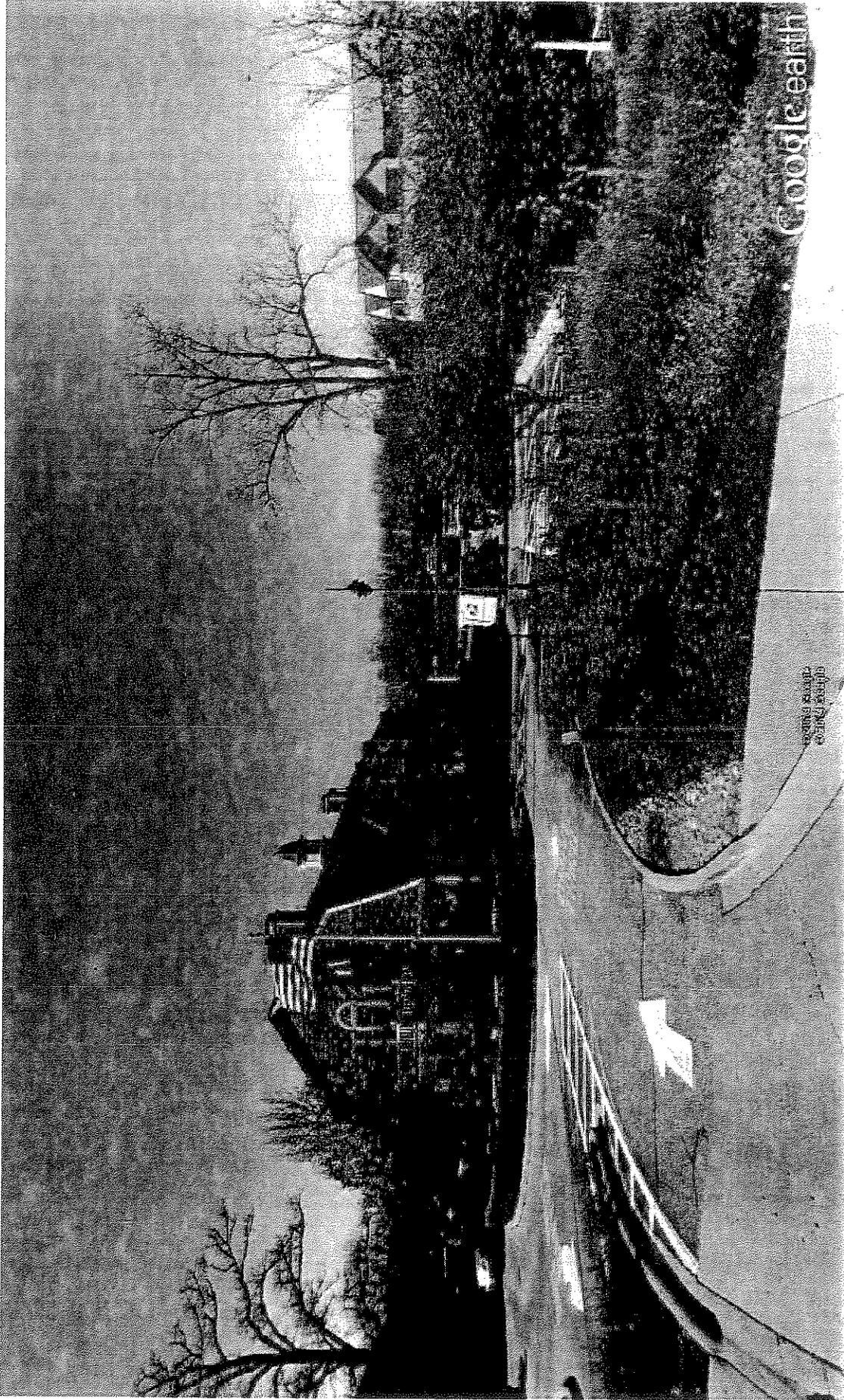
MCDONALD'S - HIGHLAND PARK, IL



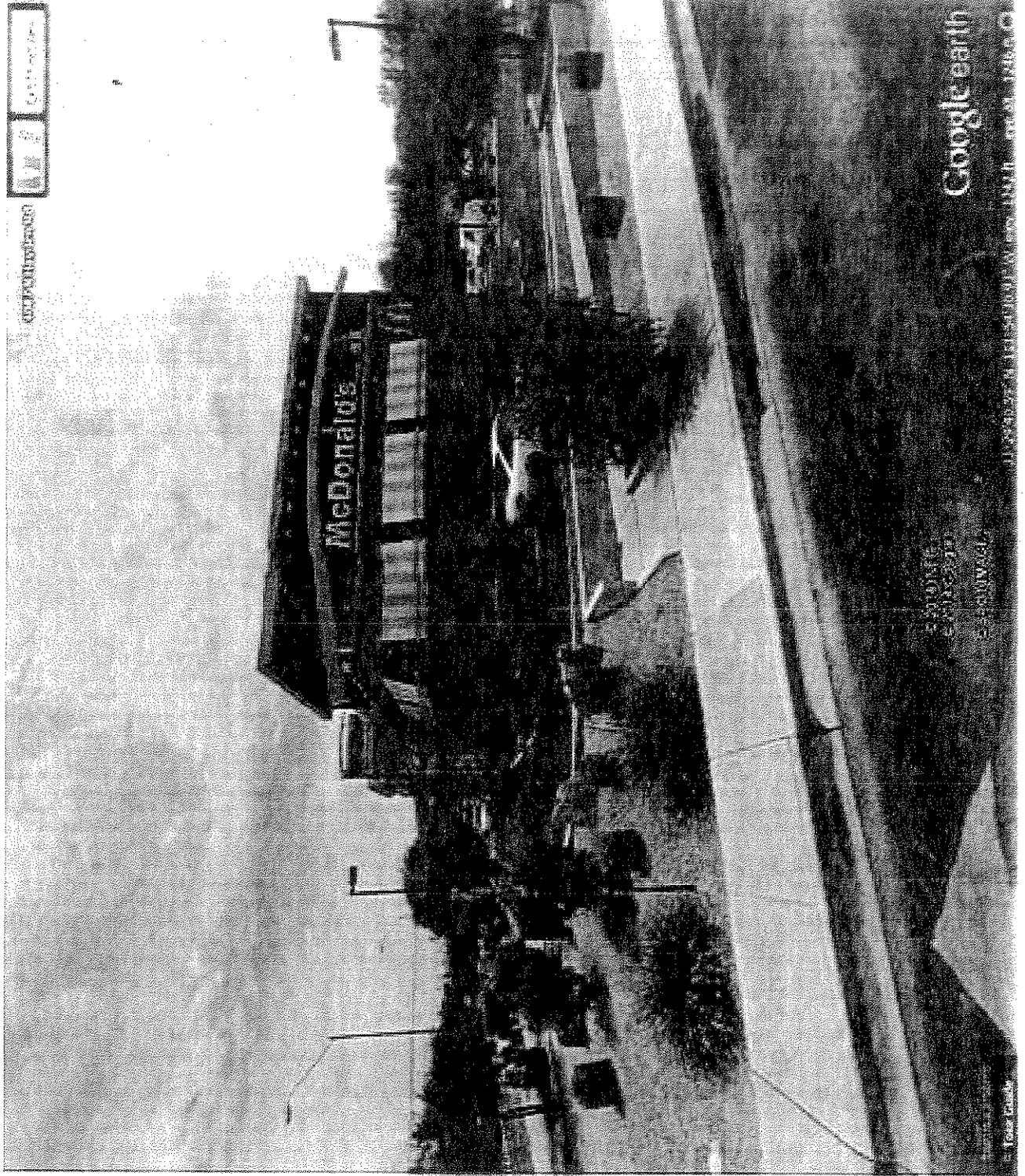
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MCDONALD'S - LAKE FOREST, IL



MCDONALD'S - SCOTTSDALE, AZ



Rezny Drive thru council 10 27 14
Remarks to Council on Drive-thrus 10-27-14 by Linda
Rezny 104 Graeser Acres 872-7699
Lrezny@hotmail.com

You don't have to allow every possible location for drive-thrus, it would be wisest to limit them to a small number until the City has more experience with them. As I said at the last meeting, allowing them only in locations where there is no residential would be a simple way to get experience.

Allowing them by residential may mean the 3 properties currently considering redevelopment in a one mile stretch of Olive between Graeser and Starbucks could have drive-thrus.

To insure that residents are not impacted, they should be forbidden in an area that abut residential, or come within 150 ft of residential.

This is to provide protection for a situation like Oak Lake, where the developer may use all the property from Olive to the interior street of Oak Lake, yet may claim he is not encroaching on residential since the nearest houses are across that narrow subdivision street.

Do this and you cut the 3 drive-thrus in one mile to the one at Starbucks, closer to the work force.

Creve Coeur had in its entire history only one drive-thru, and the 3 acres requirement to put one in was not met until this month.

Some people purchased a house close to Olive decades ago when Olive was a much smaller street and never anticipated the growth

Others may have purchased more recently, and may have anticipated some development near them, but with Creve Coeur's lack of drive-thrus, could have never anticipated there would be one at the end of their block or even on their property line.

Rezny Drive thru council 10 27 14

There is a difference between a restaurant and a restaurant with a drive-thru.

No matter how nice the restaurant, a drive-thru is still a line of idling cars.

On a street, the cars move and are replaced by other cars.

In the drive-thru lane each car may stay longer, and the noise, pollution, and lights are at least as high as the street.

With the 2 cars at the windows and up to 10 in the line, it is 12 cars stretched up to 242ft.

Add the bypass lane and it is a busy two lane street with noise, light and pollution.

People may have moved NEAR Olive, but they could not anticipate allowing a "street" next to their house.

When you consider how far the window or order board may be, remember The cars would be CLOSER to the property line.

In fact there is NO RULE about how close they can be to the property line.

Also remember not all houses have the same distance to the property line.

The bedroom window on the side of a house can be as close as 10 ft from their side of the property line. Similar issue with decks and patios.

How close would you want the noise of a line of cars, SUV's, delivery vans, pick-up trucks, trucks, etc. ?

How close would you want the noise from the people and audio equipment in the waiting line?

How close would you want the constantly accumulating exhaust?

That can inform you how great the setback FROM THE ENTIRE LINE OF CARS should be, not just the window.

Rezny Drive thru council 10 27 14

I have said earlier that sound, constant sound, morning and evening sound, Monday thru Sunday sound, the sound of the human voice, that we are wired to attend to, if loud enough to be audible is too loud

Yet as annoying as that can be, there is no rule for the sound from the line of cars, business can control their speakers, but has no way to control the noise that the patrons make. A REAL sound wall would have to be constructed around the entire drive-thru lane.

Portion skipped due to time
(If you lived over 200 ft from the window/order board, wouldn't you still want protection from the lights?)

A business is not allowed to have their lights encroach on the neighbors property.
ALL the neighbors need to be protected from the line of car lights by a visual screen.)

Maybe it is too complicated to protect the neighbors and there should be NO Drive-Thrus anywhere near residential, not abutting and not within 150 ft.

Ryan, Deborah

From: Glantz, Barry [bgiantz@ci.creve-coeur.mo.us]
Sent: Monday, October 27, 2014 4:12 PM
To: Ryan, Deborah
Subject: FW: [mayor-council] No More Drive thru (01)

From: mayor-council@ci.creve-coeur.mo.us on behalf of Danilee Wallach [mailto:danilee.wallach@ci.creve-coeur.mo.us]
Sent: Monday, October 27, 2014 4:04:28 PM
To: Mayor-Council
Subject: [mayor-council] No More Drive thru (01)
Auto forwarded by a Rule

Please do NOT support the effort to allow more or easier access of drive thru restaurants in Creve Coeur. We have many properties that are empty and do not need any new development until they are dealt with Danilee and Marc Wallach.

10/27/14
Exhibit D

Today at 8:27 AM

Xuwen Huang

To: Me

I agree with you! allowing a restaurant to be adjacent to residential areas is not acceptable. Even though we live far from the end of the street, think what a life it will be for the people who live in the houses that right next to the restaurants, all the traffic, noise, and the smell.....

Zongying He
803 Phyllis Lane

Xuwen Huang
St Louis, Missouri

Joe Finnegan

Today at 4:34 PM

To: Me

I would object to having a drive thru located next to a residential area.

Joe Finnegan
11153 Clarissa Dr
St. Louis, MO 63141

Joe Finnegan

jfinnegan@sbcglobal.net

Today at 7:09 AM

Debbie Larson

To Me

CC Mark Larson Cynthia Kramer

Scott,

I can't attend the meeting, but we are opposed to changing the ordinance to allow this. Please speak against the change on our behalf.

Thank you,

Debbie & Mark Larson

11126 Saucier Drive

CC MO 63141

Sent from my iPhone

Oct 26 at 9:52 PM

jiei_fu@yahoo.com

To Me

Hi Scott,

Thank you for sharing the info. We are opposed to the changes. We'll try to attend the meeting and send a email.

Thanks again,

John Fu and June Lei
823 Renee Ln.

Sent from my iPad

Ryan, Deborah

From: David Caldwell [davidc@granprixbowling.com]
Sent: Friday, October 24, 2014 6:31 PM
To: mayor_council
Cc: Langdon, Paul; Perkins, Mark C.
Subject: Restaurant Zoning

Mayor Glantz & City Council:

It is apparent that the proposed "Fast Food" ordinance has little support from either residents or the development community. Residents fear that it does not offer adequate protection for adjacent residential properties and developers assert that it lacks the necessary flexibility. Both have legitimate arguments.

I urge you to reject this ordinance and take a different approach. That approach is to focus on the quality of development in Creve Coeur rather than the quantity of fast food locations. We already have an ordinance specifically designed to provide flexibility for development along with high quality standards. That ordinance is the Planned Commercial District. This ordinance requires a three acre minimum as does the current fast-food ordinance. It provides flexibility for development of "special situations" but it sets community benefit standards and entails a through vetting process by P&Z and Council.

Adoption of the PCD ordinance for drive-thru restaurants would eliminate the micro-management involved in the proposed ordinance, so detailed that it is certain to derail most development and overly complicate the approval process for any project. The proposed ordinance will require frequent variances and revisions as time goes by.

Adoption of the PCD ordinance will allow inclusion of drive thru restaurants in the redevelopment of existing 3-acre sites as well as the development of new aggregated sites. It would not require prospective restaurants to support a 3-acre property as a stand alone business, which is a limiting factor under the current ordinance. Instead, fast-food restaurants would be part of larger and more desirable projects- similar to McDonald's/City Place. If Creve Coeur is as desirable for development as developers assert, the PCD ordinance should not be an impediment.

It should be noted that the Planning & Zoning Commission originally retained the 3-acre minimum and three Commissioners voted against the 2-acre amendment. These Commissioners voted for the amended ordinance because they "thought it was better than nothing" and would limit development, not encourage development.

This approach can be achieved by simply excluding fast food restaurants as a permitted use in CB and GC districts going forward and allowing them in PCD's. I strongly believe that this approach will encourage more development than the proposed ordinance and a higher quality of development for Creve Coeur.

Respectfully,
David Caldwell
257 Brooktrail Ct.

10/27/14
EXHIBIT E

SUGGESTED CHANGES TO PROPOSED DRIVE-THRU ORDINANCE

- **DISCLAIMER**
 - Personal Research based on P&Z hearings and presentations made at Council and staff provided information
 - No private meetings were held or other private communications were discussed with any developer.

- **Section 2 Conditional Uses Residential**
 - C-5 remove word *continuous* from access.
 - By pass at the front of the line would eliminate noise, congestion and improve safety from unexpected pull-outs
 - C-8 Remove Traffic Study and substitute *safety study*
 - Consider all of the surroundings of the site including school proximity, other possible retail conflicts, specific site characteristics, (corner, intersection traffic, signaled) etc.
 - C-9 Remove *60dB* requirement and *Mon – Fri average*.
 - Determine site appropriate sound levels based upon the hours of operation 7 days a week. Lower than 60dB may be desirable at night and on weekends.

10/27/14
Exhibit F

- **Section 2 Conditional Uses Non-Residential**
 - D-5 Change ~~3000~~ square feet to ~~2500~~ square feet or ~~2000~~ square feet of floor area under roof.
 - This requirement is really not a deterrent. At 3000 square feet the building is 50'x50'; At 2500 it is 56'x56'; At 2000 it is 45'x45'.
 - The extra 1000 square feet at \$150.00/foot is \$150,000/20 years = \$7500/year capital expense.
 - Why should non-residential have greater restrictions than residential. It means a bigger single building standing out more than a smaller building.
 - D-6 Change the ...entire perimeter wall surface shall be no less than ~~50%~~ glazing...Delete ~~50%~~.
 - The site ought to be determinant of the amount of glazing depending upon what the occupants are looking at through the windows. Looking at a blank wall or a row of cars to meet an artificial standard?
 - OK, so ~~33%~~ minimum with more the better relating to the site.
 - D-11 See C-8 Residential applied here as well
 - D-12 See C-9 residential applies here as well if not more so considering it is a commercial site.

- **SUMMARY**
 - It is believed these minor changes will result in a safer, quieter, more aesthetically pleasing Drive-thru experience in Creve Coeur