The meeting was called to order by Chairman Steve Lichtenfeld at 1730 (05:30 PM).

ROLL CALL

Chairman Steve Lichtenfeld, City Manager Craig Owens, Aldermonic Representative Richard Lintz, William Liebermann, Brian Maguire, Carolyn Gaidis, answered roll call.

Absent: Rom Reim Arrived at 173

ALSO IN ATTENDANCE

Stephanie Karr, Acting City Attorney
Susan M. Istenes, AICP, Planning Director
Anna Krane, Planner

CHAIRMAN REQUESTS

Chairman Lichtenfeld asked that all cell phones be turned off and that conversations take place outside the meeting room.

Chairman Lichtenfeld also asks that anyone who speaks please spell out their last name.

APPROVAL OF MINUTES

The minutes of the regular meeting of December 17, 2018 were presented for approval.

RICHHARD LINTZ – MOTION TO APPROVE

RON REIM – MOTION SECONDED

MOTION UNANIMOUSLY APPROVED BY THE BOARD
OLD BUSINESS

7667 CARSWOLD DRIVE – ARCHITECTURAL REVIEW BOARD – ALTERATION/EXTERIOR RENOVATION

Director Susan M. Istenes summarizes the following staff report: “Director Susan M. Istenes summarizes the following staff report: “The request was previously placed on the December 3, 2018, Architectural Review Board meeting agenda. The applicant requested to be continued to a future meeting in order to make changes to the proposed design.

The approximately 12,445 square foot site is located on the northwest side of Carswold Drive between Shirley Drive and Edgewood Drive. The property has a zoning designation of R-2 Single Family Dwelling District. The property contains a 1,460 square foot house and the applicant is proposing a 482 square foot two-story rear addition, a 310 square foot basement expansion with a screen porch and deck above and a driveway extension.

The proposed rear addition is similar in massing and style to the existing house. The subject property slopes down from the front of the lot to the rear. The proposed addition will have a walkout basement level and two stories above. The first floor will also include a screened porch and deck. The addition is setback from the side property lines by at least 18 feet, mitigating any height impacts to adjacent properties. The addition is articulated on all sides with windows and doors. Staff is of the opinion that the addition is compatible with the existing house and neighborhood character.

The primary building material of the proposed addition is brick to match the existing house. The applicant is proposing an exposed concrete foundation for the basement level. The concrete will be treated to match the exposed basement walls of the existing house. The Architectural Review Board Guidelines state that a stepped brick ledge should be used on all construction to limit exposed concrete to no more than 30 inches. The proposed elevations do not conform with this guideline; however, the existing house elevations do not conform either and the applicant is proposing to match the existing house. Many houses in the surrounding area have similar exposed concrete conditions. Grey shingles to match the existing room are proposed along with white casement windows. Staff is of the opinion that the proposed building materials are compatible with the existing neighborhood character.

The applicant is proposing to remove the existing block driveway and wood deck to create a new concrete driveway extending into the rear yard with a parking area. Currently, cars must park in the front yard portion of the driveway, which does not conform to the Zoning Regulations prohibiting front yard parking in residential districts. The new driveway and extension will allow for parking the rear yard. Based on existing and proposed grading of the subject lot, stormwater runoff will go toward the west portion of the rear yard and will not be directed onto adjacent property.

The existing conditions survey shows a shed, gazebo and block patio in the rear yard. These are not shown on the proposed site plan. The applicant should clarify if they are to be removed or remain. If these features are to remain, they should be included in the proposed impervious coverage calculation. The proposed site plan also does not show any paved landings or walkways adjacent to the basement level egress points. If walkways or paved areas are proposed, they should be added to the site plan and included in the proposed coverage calculation. The proposed total lot coverage is 25.2 percent, which is below the maximum 55 percent coverage allowed in the R-2 Zoning District.
The Architectural Review Board Guidelines require that a trash enclosure is constructed to store and screen the trash and recycle bins. Based on the trash enclosure size formula, a trash enclosure minimum of 31 square feet in area should be constructed on the subject property. The applicant has proposed a trash enclosure between the side of the house and the new driveway.

**STAFF RECOMMENDATION IS TO APPROVE WITH THE FOLLOWING CONDITIONS TO BE REVIEWED UNDER THE BUILDING PERMIT SUBMISSION:**

1. NEW UTILITY LINES SHALL BE LOCATED UNDERGROUND.
2. ALL PROPOSED SITE PAVEMENT AND IMPERVIOUS COVERAGE SHALL BE SHOWN ON THE SITE PLAN.

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**VALERIE BRINKMAN (VB) – APPLICANT/OWNER**  
**JASON PLOUGH (JP) – GATEWAY ARCHITECTS**

VB and JP– Addresses Board to answer questions but has nothing to add to the staff report.

**CHAIRMAN LICHTENFELD – WE HAVE A STAFF RECOMMENDATION TO APPROVE AS SUBMITTED**

**WILLIAM LIEBERMANN– MOTION TO APPROVE WITH RECOMMENDATIONS**

**RON REIM – SECOND**

**BOARD – UNANIMOUS YAY**

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**NEW BUSINESS**

**6457 SAN BONITA AVENUE – ARCHITECTURAL REVIEW BOARD – ALTERATION/EXTERIOR RENOVATION**

Director Susan M. Istenes summarizes the following staff report: “The approximately 6,160 square foot site is located on the north side of San Bonita Avenue between Seminary Place and DeMun Avenue. The property has a zoning designation of R-5 Medium-Low Density Multiple Family Dwelling District. The property contains a two-story house with a detached garage. The applicant is proposing to replace the rear covered deck in the same location and footprint. The proposed deck material is a Veka-vinyl product.

The proposed deck did qualify for administrative review. The deck, stairs, posts and fascia are proposed as veka cayenne color. Black railings are proposed. Asphalt shingles are proposed for the roof. Staff is not familiar with applications of this product in the City. Research into the veka-vinyl product revealed that the product is a processed PVC material. Based on the Architectural Review Board’s previous determinations to prohibit vinyl fences, siding and decks, staff did not provide administrative approval. The applicant has decided to pursue the veka-vinyl material and therefore, has applied for Architectural Review Board. Staff recommends that the members review the material sample presented at the meeting and make a determination regarding the material.

**STAFF RECOMMENDATION IS TO DENY THE REQUEST TO USE A VEKA-VINYL PRODUCT.”**

**MIKE MUELLER (MM) – CHESTERFIELD FENCE AND DECK**  
**JIM VEREEKE (JV) – VEKA OUTDOOR LIVING PRODUCTS REPRESENTATIVE**
MM and JV – Addresses Board to answer questions adds that this product is a composite decking with a vinyl wrap and that it is a high-end composite material and that this product is very indestructible and weathers well and has an 18 year track record in the industry. It holds up to elements extremely well.

RICHARD LINTZ – Does this set a precedence or is this a single case by case basis?

SUSAN ISTENES explains situations and circumstances in which the Board can approve something on a case by case basis, it is the decision of the Board.

Ron Reim – I would like to point out that approval would be case by case. And would only approve this in the horizontal

CHAIRMAN LICHTENFELD – WE HAVE A STAFF RECOMMENDATION TO DENY

BRIAN MAGUIRE – MOTION TO DENY
CAROLYN GAIDIS – SECOND

ROLL CALL FOR MOTION TO DENY:
CRAIG OWENS – NAY
STEVE LICHTENFELD – AYE
RICHARD LINTZ – NAY
ROM REIM – NAY
WILLIAM LIEBERMANN – NAY
BRAN MAGUIRE – AYE
CAROLYN GAIDIS – AYE

STEPHANIE KARR STATES THAT A MOTION IN THE AFFIRMATIVE MUST NOW BE MADE AND VOTED ON
CRAIG OWENS – MOTION TO APPROVE
RON REIM – SECOND
AYE – STEVE LICHTENFELD, RICHARD LINTZ, WILLIAM LIEBERMANN
NAY – BRIAN MAGUIRE, CAROLYN GAIDIS

MOTION TO APPROVE USE OF Veka-vinyl IS APPROVED.

7648 CARSWOLD DRIVE - ARCHITECTURAL REVIEW BOARD – ALTERATION/EXTERIOR RENOVATION

Director Susan M. Istenes summarizes the following staff report: “The approximately 4,180 square foot site is located on the east side of Carswold Drive north of Shirley Drive. The property has a zoning designation of R-2 Single Family Dwelling District. The applicant is proposing to replace the front stairs. The proposed material is a Veka-vinyl product.

The applicant is not proposing to change the existing stairs or walkway footprint. The proposed veka-vinyl material would replace the existing wood stairs and deck. The proposed work is located in the front yard; however, the grade change and vegetation provide some buffer from the sidewalk. The deck, stairs and posts are proposed as veka hazelnut color. Black railings are proposed.

Staff is not familiar with applications of this product in the City. Research into veka-vinyl revealed that the product is a processed PVC material. Based on the Architectural Review Board’s previous determinations to prohibit vinyl
fences, siding and decks, staff did not provide administrative approval. The applicant has decided to pursue the veka-vinyl material and therefore, has applied for Architectural Review Board. Staff recommends that the members review the material sample presented at the meeting and make a determination regarding the material.

**STAFF RECOMMENDATION IS TO DENY THE REQUEST TO USE A VEKA-VINYL PRODUCT.**

**ERIK DAUERNHEIM – CHESTERFIELD FENCE AND DECK**  
**JIM VEREEKE (JV) – VEKA OUTDOOR LIVING PRODUCTS REPRESENTATIVE**

ED and JV – Addresses Board to answer questions adds that this is essentially the exact same as the project just presented and that it is only the horizontal surfaces and not the railings.

**CHAIRMAN LICHTENFELD – WE HAVE A STAFF RECOMMENDATION TO DENY**

**RON REIM – MOTION TO APPROVE THE REQUEST WITH ALUMINUM HANDRAILS AND VEKA MATERIAL TO BE HORIZONTAL ONLY AND NOT TO SET PRECEDENT FOR OTHER VINYL PRODUCTS**  
**CRAIG OWENS - SECOND**  
**AYE – STEVE LICHTENFELD, RICHARD LINTZ, WILLIAM LIEBERMANN**  
**NAY – BRIAN MAGUIRE, CAROLYN GAIDIS**

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**7739 DAVIS DRIVE – SITE PLAN REVIEW – NEW RESIDENTIAL AMENDMENT**

Director Susan M. Istenes summarizes the following staff report: “On November 19, 2018, the Plan Commission and Architectural Review Board approved plans for a new single-family residence at the subject property. The approved plans included an at-grade, side entry garage. The applicant is now proposing a below grade, side entry garage due to complications with a shared driveway easement. The design, materials and placement of the house have not changed, expect for the garage placement. The 7,876 square foot site is located on the north side of Davis Drive, between South Bemiston Avenue and North Biltmore Avenue. The property has a zoning designation of R-2 Single Family Dwelling District. The proposed project consists of the demolition of the existing house and construction of a 4,100 square foot single-family residence. The height of the proposed residence is 29 feet 2 inches as measured from the average existing grade to the mean height of the roof.

The purpose of the site plan review process is to provide a review of the following criteria listed below (only criteria impacted by the garage revision have been included):

1) **The location, adequacy and screening for trash.**  
   >> Trash will be stored in a 60 square foot enclosure located adjacent to the garage and accessed from the driveway.

2) **Provisions for storm surface drainage shall be in accordance with the City’s design standards. Stormwater drainage shall be connected to a storm sewer whenever one is available as determined by the City. Disposal of storm or natural waters both on and off the site shall be provided in such a manner as not to have a detrimental effect on the property of others or the public right-of-way.**  
   >> In the R-2 Zoning District, impervious coverage is limited to 55 percent of the total lot area. The existing impervious coverage on site is 42.4 percent. The proposed plans increase the impervious coverage to 51.6 percent.
Front yard impervious coverage is limited to 45 percent. The proposed front yard coverage is 30 percent.

The existing stormwater runoff, according to the MSD 15 year, 20 minute storm calculation is 0.45 cubic feet per second (CFS). The proposed runoff is 0.48 CFS, which represents a 0.03 CFS increase. All downspouts will be piped to an underground storage bed in the front yard. The stormwater plan has been reviewed and deemed acceptable.

3) The site plan must state that all driveways, sidewalks, curbs and gutters are to be installed in accordance with the standards prescribed by the Public Works Department.

Driveways in the Davis Place neighborhood tend to be 9 feet to 10 feet wide. The proposed 12 foot wide driveway with retaining walls on both sides will be a heavy feature in the front yard. Staff recommends that the driveway is tapered to be a maximum of 10 feet wide at the property line.

In considering and acting upon site plans, landscape plans and other applicable plans, the Plan Commission shall take the following objectives into consideration:

1) Creation of a desirable environment.
2) Promotion of a creative approach to the use of land and related physical facilities resulting in better design and development, including aesthetic amenities.
3) Combination and coordination of architectural styles, building forms and building relationships.
4) Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features and the prevention of soil erosion.
5) Preservation of buildings which are architecturally or historically significant or contribute to the character of the City.
6) Use of design, landscape or architectural features to create a pleasing environment.
7) Inclusion of special features.
8) Elimination of deteriorated structures or incompatible uses through redevelopment or rehabilitation.

The height, setbacks and impervious coverage as proposed are in conformance with the requirements of the R-2 Single Family Dwelling District. Stormwater will be adequately managed on site and the landscape plan features plantings that are appropriate for the size of the site and character of the neighborhood. Staff is of the opinion that the project meets the criteria for site plan approval.

**STAFF RECOMMENDATION IS TO APPROVE WITH THE FOLLOWING CONDITION TO BE REVIEWED AND APPROVED BY STAFF PRIOR TO THE ISSUANCE OF A BUILDING PERMIT:**

1. The driveway shall taper in the front yard to a maximum of 10 feet at the property line.”

**ARTHUR KOTETS (AK) – OWNER/APPLICANT**

**CLAY VANCE (CV) – VOLZ ENGINEERING**

AK and CV – Addresses Board to answer questions but has nothing to add to the staff report.

**CHAIRMAN LICHTENFELD – WE HAVE A STAFF RECOMMENDATION TO APPROVE WITH CONDITIONS OF APPROVAL**
7739 Davis Drive – Architectural Review Board – New Residential Amendment

Director Susan M. Istenes summarizes the following staff report: “On November 19, 2018, the Plan Commission and Architectural Review Board approved plans for a new single family residence at the subject property. The approved plans included an at-grade, side entry garage. The applicant is now proposing a below grade, side entry garage due to complications with a shared driveway easement. The design, materials and placement of the house have not changed, expect for the garage placement.

The 7,876 square foot site is located on the north side of Davis Drive, between South Bemiston Avenue and North Biltmore Avenue. The property has a zoning designation of R-2 Single Family Dwelling District. The proposed project consists of the demolition of the existing house and construction of a 4,100 square foot single-family residence. The height of the proposed residence is 29 feet 2 inches as measured from the average existing grade to the mean height of the roof.

This block of Davis Drive contains a variation in massing and character of homes. The below grade garage is setback into the house footprint. The garage doors will not be visible from the public right of way; however, the retaining walls required to create the below-grade entry will be highly visible. The retaining walls are proposed as brick to match the house with a metal railing to match the front porch. Staff is of the opinion that the proposed below-grade garage will not have a greater visual impact than the previously approved at-grade, side entry garage. The applicant is proposing landscape in the front yard to provide a buffer.

The existing home to the west (7745 Davis Drive) was constructed in 1931 and is +/- 6 feet shorter than the proposed home (as measured from the mid-point of each roof). The existing home to the east (7735 Davis Drive) was constructed in 1947 and is +/- 8.9 feet shorter than the proposed home. The subject property is not located in an overlay district that requires specific height mitigation techniques. The proposed house is located at the required 6.6 foot side yard setback along the west property line. The proposed house is setback from the east property line more than the required 6.6 foot side yard setback, which will mitigate the height difference to the east. Staff is of the opinion that the proposed massing is compatible with the existing neighborhood character.

A 12 foot wide City standard mix concrete driveway is proposed on the east side of the home that leads to the attached, below-grade, side entry garage with a black paneled garage door. As mentioned in the site plan review report, staff is of the opinion that the driveway should taper to a maximum width of 10 feet at the property line.

The project as proposed is in conformance with the requirements of the R-2 Single Family Dwelling District and the Architectural Review Guidelines. Staff is of the opinion that the design is compatible in terms of mass, height, and design with existing nearby homes.

Staff Recommendation to Approve as Submitted”
Director Susan M. Istenes summarizes the following staff report: “The subject properties are zoned Special Development District and are part of the multi-phase Centene Clayton Campus. This is a request for review of the design and materials for a pedestrian bridge over South Lyle Avenue, connecting the parking garages of each subdistrict.

Subdistrict 1 is bounded by Forsyth Boulevard to the north, Carondelet Plaza to the south, Hanley Road to the west and South Lyle Avenue to the east. Subdistrict 1 includes a 30-story tower at the west end and a 9 story attached parking garage at the east end. The design and materials were approved by the Architectural Review Board on December 19, 2017 and the subdistrict plan was approved by the Board of Aldermen on January 10, 2017.

Subdistrict 2A is located at the southeast corner of the intersection between Forsyth Boulevard and South Lyle Avenue. Subdistrict 2A is eight stories and includes the entrance for the future Subdistrict 2B auditorium and a parking garage. The design and materials were approved by the Architectural Review Board on June 19, 2017 (amendment) and the subdistrict plan was approved by the Board of Aldermen on January 10, 2017.

On October 10, 2018, the applicant presented the pedestrian bridge request to the Plan Commission and Architectural Review Board. The Plan Commission recommended denial to the Board of Aldermen and the Architectural Review Board request was not heard. On November 13, 2018, the Board of Aldermen approved a subdistrict plan amendment for the bridge. The applicant in returning to complete architectural review.

The applicant has made revisions to the design and materials of the bridge since the October and November presentations. The original submission included an open-air bridge with a roof and metal railing. At the Board of Aldermen meeting, the applicant presented an alternative design with high transparency glazing and no metal railing. The revised plan is for an enclosed bridge with colored glazing similar to the bridge approved over South Hanley Road.

The current request also includes façade material changes to the subdistrict 2A garage. A condition of Board of Aldermen approval of the pedestrian bridge was that the “developer submit plans to the Architectural Review Board to revise the façade and appearance of the south elevation of the East garage to enhance its aesthetic compatibility with nearby urban residential land uses and complete construction of the garage in accord with plans thereafter approved by the Architectural Review Board.” The applicant is proposing to construct a wall over the
existing south façade. The proposed wall features a brick, painted precast concrete and glazing. The applicant has also made revisions to the north elevation by removing a section of horizontal glazing at the east end.

The form of the proposed pedestrian bridge is very similar to the pedestrian bridge above Hanley Road. The massing is compatible with the modern design element of the Subdistrict 2A building as well as the Subdistrict 1 garage. The support columns are located in the street tree line, so the trees will provide some screening of the columns. The location and approximate size of the support columns has not changed since the initial submittal; however, the roof the floor structure of the bridge has been redesigned as a metal structure to become more compact and thin. The applicant has revised the shape to remove the butterfly roof form and create a straight line. Comments on the original submission included that the support of the bridge was heavy for the space. The pedestrian bridge needs to be structurally independent from the bridge and therefore the size of the columns could not be further reduced. Staff is of the opinion that the shape and massing of the bridge is compatible with surrounding character.

Building materials for the Subdistrict 1 garage and Subdistrict 2A garage include glazed storefront system, glass screen, metal panels, textured concrete panels and brick veneer panels. Building materials for the proposed pedestrian bridge include cast-in-place concrete, metal and glazing. The concrete structure columns will be painted grey to blend with the metal frame and accents of the adjacent buildings. The revised bridge proposal includes blue tinted glazing in a similar gradient pattern to the approved Hanley Road bridge. The glazing at each end of the bridge will be transparent and the darkest blue will be in the middle. The proposed color pattern will make the bridge more visible than the original open-air design. The applicant has added louvers along the inside of the glazing. The metal louvers will be fixed at an angle to obscure views in and out of the bridge. The applicant has stated that the louvers are desired for security purposes. The louvers will also provide another level of shielding for any potential light spilling out of the bridge. The proposed louvers will be visible through the glazing. Staff is of the opinion that the blue tint glazing proposed will result in a more artistic appearance and will connect to the Hanley bridge and existing canopy connecting the existing tower and garage. If only transparent glazing, with no tint, is used, then the louvers would be highly visible. Staff is of the opinion that the exposed louvers would result in an appearance of grey glazing and prefers the proposed blue tinting. Staff is of the opinion that the proposed building materials are compatible with the building materials and character of the adjacent garages buildings.

As discussed during the subdistrict plan amendment request, the pedestrian bridge will reduce the façade relief element provided by South Lyle Avenue. Staff still believes, as stated in the original architectural review staff report, that the open-air or a fully transparent bridge would have a reduced visual impact. South Lyle Avenue, with City standard streetscape along both sides, is important to maintaining the downtown/urban street scale of the Special Development District and Forsyth Boulevard. Revisions to the bridge structure and shape will help reduce the weighted appearance of the bridge. The blue tinted glazing will make the bridge more noticeable; however, staff is of the opinion that the tinting will result in a more appealing design that is more compatible with the design quality of the larger Special Development District.

The plan set submitted by the applicant on December 21, 2018, proposed taupe brick for the south façade revisions of the subdistrict 2A garage. The applicant made revisions and submitted elevations on January 4, 2019, which propose a red brick instead of the taupe in areas of the south façade. The following analysis has been updated based on the revised submission.

In the most recent submission, the applicant has also clarified how a future access path will be available between South Lyle Avenue to Carondelet Plaza. There will be a gap between the adjacent building (The Crescent) and the mechanical equipment fencing at the southwest corner of the subdistrict 2A garage. A railing will be installed to prevent access until the path is constructed as a safety measure due to the drop off in grade.
The applicant has revised the glazing shape at the east end of the north façade, where the subdistrict 2A garage connects to the future auditorium. The applicant has removed a section of horizontal glazing and is now proposing the same rectangular brick and glazing pattern that is used along the rest of the northern façade. Staff is of the opinion that this proposed revision is compatible with the appearance of the rest of the garage. The glazing band originally proposed does create a visual transition between the garage and auditorium; however, staff is of the opinion that the proposed revision will not result in an awkward transition. The garage façade has a unique pattern and appearance that will complement the auditorium and still provide a visual difference to help breakdown the scale of the building face.

The applicant is proposing the most significant revisions on the south façade of the garage, facing Carondelet Plaza. The revisions are proposed in response to the Board of Aldermen condition of approval of the subdistrict plan amendment for the pedestrian bridge. The south façade currently being constructed consists of precast concrete, some brick and a strip of glazing. The existing wall materials have not resulted in a façade appearance that is compatible with the character of Carondelet Plaza or the rest of the Special Development District. In order to upgrade the south façade, the applicant is proposing to clad the wall with additional brick and columns of glazing. The applicant has pulled design elements from the subdistrict 1 garage façade and west façade of the subdistrict 2A garage. A pattern of one column of brick, one column of thin windows, one column of larger windows with a grid pattern and one column of painted precast concrete is repeated on the revised façade. Staff is of the opinion that the proposed pattern brings a more residential appearance to the façade, which is more compatible with the rest of Carondelet Plaza. The ratio of glazing to brick proposed is less than the ratio of the subdistrict 1 garage façade. Staff is of the opinion that proposed ratio is still compatible and will create the visual link without detracting from other design elements along Carondelet Plaza.

The currently approved south façade includes an “L” shape of glazing at the east end above the garage entrance. The glazing ties into the glazing of the future auditorium. The applicant has proposed removing the glazing “L” and installing just brick in the area. Staff supports the similar revision of removing the glazing on the north façade; however, staff is of the opinion that the glazing “L” on the south façade plays a more vital role in creating a cohesive appearance along Carondelet Plaza than the glazing “L” would along Forsyth Boulevard. The pattern proposed on the western portion of the south façade will turn the corner from South Lyle Avenue and help tie the large wall into the atmosphere of Carondelet Plaza. The glazing “L” with the brick will create a natural transition from the more traditional residential appearance to the modern design of the auditorium. Staff is of opinion that the section above the garage entrance should be constructed as currently approved.

The applicant is proposing red brick for most of the south elevation. The red brick proposed is the same as will be used on the subdistrict 1 garage and the west wall of the subdistrict 2A garage. Carondelet Plaza is currently dominated by buildings with red brick. Staff is of the opinion that the red brick will fade into the background because it is so common along the block. The proposed red brick will not be identical to other red brick on adjacent buildings, but it will be comparable. The applicant is proposing to still use the taupe blend brick above the garage entrance on the south façade that is currently constructed. Staff is of the opinion that the taupe brick, along with the glazing “L” will create a nice visual transition from the red brick to the auditorium. The existing taupe brick installed above the generator area (south end of west façade) will be treated (stained, painted or covered) to become red brick as well. Staff is of the opinion that the proposed material changes will result in a more compatible façade.

The applicant is proposing a band of lighter brick along the base of the south elevation. The proposed brick color is very similar to the limestone featured as an accent on most of the buildings along Carondelet Plaza. The proposed base includes bands of extruding brick to create a texture pattern. Staff is of the opinion that the proposed brick base is compatible with surrounding character.
The glazing on the south façade will be opaque because there is a solid wall behind the glazing. The applicant has revised the glazing type for a portion of the west façade, facing South Lyle Avenue and the adjacent residential building known as The Crescent. The revised glazing will be fully opaque, preventing any light from inside of the garage from spilling through the glazing toward the residential building. The applicant will also be using the opaque glazing on the south façade of the subdistrict 1 garage. The glazing along the north façade and portions of the façade that do not face the residential building will remain transparent as originally approved.

The proposed pedestrian bridge is an elevated design from the original submission that will be more of a statement along Forsyth Boulevard. Staff is of the opinion that the proposed design balances the desires of the ownership and goals of the City for attractive design. The proposed façade revisions will result in a south façade that is more complimentary of the Carondelet Plaza context. Staff is of the opinion that with minor modification, the proposed materials and design would be compatible with the existing character of the surrounding area.

STAFF RECOMMENDATION IS TO APPROVE WITH THE FOLLOWING CONDITION:

1. THE APPLICANT SHALL CONSTRUCT THE GLAZED “L” AND BRICK ABOVE THE SOUTH FAÇADE GARAGE ENTRANCE AS PREVIOUSLY APPROVED.

NOTES (FOR PLAN SET SUBMITTED ON DECEMBER 21, 2018):

Staff would also like to make the following notes regarding the plan sheets submitted:

1. Pedestrian Bridge Update Plan Sheet 26: The proposed nesting illustrated by this sheet was included by the applicant for reference only and is not part of a requirement of the Special Development District or either Subdistrict. The City will not require (or enforce) that the applicant/owner operates the garage exactly as shown. The exact parking plan illustrated cannot be used because parking is shown/counted where required retail bays will be constructed.

2. Façade Update Plan Sheet 2 and Sheet 3 show the subdistrict 2A elevations that have previously been approved.

3. Façade Update Plan Sheet 8 labels the base brick material as BR03, which should be labeled the same as the material sample on Sheet 10 labeled BR011.”

Ron Reim and Carolyn Gaidis recuse themselves from the vote due to conflicts of interest. Chairman Lichtenfeld notes for the record that there are still 5 voting members remaining.

BOB CLARK (BC) – CLAYCO
ELI HOISINGTON (EH) – HOK
ANGELO ARZANO (AA) – HOK
TOBIAS RAFAEL (TR) – RAFCO

BC – Addresses Board to answer questions but has nothing to add to the staff report.

EH – Gives presentation and presents an alternative design for “L” shaped glazing and that he will go through south wall first and then address the bridge. Bridge and general plans are the same a submitted to BOA. We have changed the glass, added louvers, and replaced the butterfly roof for flat which requires only one downspout now.

AA – Discusses metal grid pattern and that the brick on the wall is not a full brick

TR – Discusses the need for blue windows and louvers because the bridge will be stifling in the summer and these will prevent the need to install mechanical ventilation and help with light pollution.

PUBLIC COMMENTS
JOHN GILLIS (JG) – HOME OWNER AT PLAZA

JG – Looks at materials, BC and EH come up to explain the materials used in detail and clear up any confusion as to any mislabeling of the bricks. JG expresses what he and his wife are more comfortable with in terms of design and the red brick proposed.

RICHARD COHEN (RC) – CRESCENT RESIDENT – NOTES HIS COMMENTS REPRESENT HIS THOUGHTS AND ONLY HIS THOUGHTS

RC - Is thankful for the compromise and Clayco’s willingness to work with residents. He speaks to traffic on South Lyle and the benefits of the bridge, but the sight line obstruction should be as minimal as possible. Suggests that most neighbors feel the same and asks that in order to minimize repetition that those in attendance that agree raise their hand. * *an unknown number of people in the audience raised their hand.

MARY J. KINMAN – CRESCENT RESIDENT

MK – Offers background of Centene submissions and quotes BC regarding the traffic studies and leaving Lyle Avenue alone, and the concept of leaving the north side of the Crescent open going back to 2016. The Boards have forgotten this and now Centene is taking away the transparency that was approved and making the bridge dark which was not approved on November 13, 2018 BOA meeting

CYNTHIA METCALF (CM) – HOME OWNER AT CARONDELET PLAZA

CM – Complements the red brick and the window features as they are compatible. Two main points: that the red brick really blend with Crescent and not be noticeably darker and that extra windows be approved that was apart of the BOA request and made us happy.

EH and BC speak in response to the comments made by the public and that the project has evolved since 2016 and that the project is a gigantic project and that projects like this are always changing and Centene and HOK have tried really hard to make sure Clayton is getting a world class project and HOK and Centene are doing right by Clayton with this world class gigantic project.

RICHARD LINTZ – Speaks as to what the BOA thought they were agreeing to and that this particular proposal, had it been presented to them, the vote might not have been what it was. The original proposal is what we would prefer, the clear transparent bridge is what we approved and what we would prefer.

DEBBIE TZINBERG (DT) – CRESCENT RESIDENT

DT – Blue glass will obstruct view looking up at it.

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CHAIRMAN LICHTENFELD – WE HAVE A STAFF RECOMMENDATION TO APPROVE WITH THE CONDITION

CRAIG OWENS – I’M READY TO MAKE THE MOTION THAT WE APPROVE WITH STAFF RECOMMENDATION AND THAT THE BRIDGE INCLUDE GLASS TYPE NUMBER ONE (1) AND NUMBER TWO (2) WHICH IS 78 PERCENT PVB AND THAT LIGHTING BE PROVIDED ALONG THE GRASSY AREA, LANDSCAPE LIGHTING ALONG THE GRASSY AREA, AND THE PATH BETWEEN LYLE AND CARONDELET BE MAINTAINED – THE PATH BE MAINTAINED.
WILLIAM LIEBERMANN – SECOND

AYE – CHAIRMAN STEVE LICHTENFELD, RICHARD LINTZ

NAY – BRIAN MAGUIRE

HAVING NO FURTHER BUSINESS BEFORE THE COMMISSION, THE MEETING WAS ADJOURNED AT 2012 (08:12 PM)

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Recording Secretary