CITY PLAN COMMISSION/ARCHITECTURAL REVIEW BOARD
COUNCIL CHAMBERS – CITY HALL
REGULAR COUNCIL MEETING
MONDAY, FEBRUARY 19, 2019
1730 (05:30 PM)

CALL TO ORDER

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

ROLL CALL

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

Absent: Rom Reim, Brian Maguire
*Note all unanimous approvals are without Ron Reim and Brian Maguire*

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 February 04, 2019 were presented for approval.

RICHARD LINTZ – MOTION TO APPROVE
CAROLYN GAIDIS – MOTION SECONDED

MOTION UNANIMOUSLY APPROVED BY THE BOARD
Director Susan M. Istenes summarizes the following staff report: “This is a consideration of a request to subdivide an existing 25,466 square foot lot into four individual lots. The subject property is located at the southeast corner of North Brentwood Boulevard and Westmoreland Avenue. Adjacent properties on the east side of North Brentwood Boulevard are multi-family residential. To the west of North Brentwood Boulevard is the Clayton Gardens Subdivision, consisting of single-family homes.

The lot has a zoning designation of R-4 Low Density Multiple Family Dwelling District. No change in zoning is proposed. The property is currently improved with a surface parking lot and a two-story commercial building previously occupied by the YWCA. The applicant is proposing to demolish this building and subdivide the lot into four individual lots for the development of single-family homes.

The applicant is requesting approval of the plat prior to demolition of the building. If the subdivision plat is approved, it will render the building un-occupiable due to the location of new property lines and Building, Fire and Life Safety Codes.

The R-4 Zoning Regulations state that minimum lot width shall be 50 feet and that minimum lot area shall be 5,000 square feet for single family dwelling units. The proposed plat creates four, fifty foot wide lots oriented toward North Brentwood Boulevard. Proposed Lot 1 measures 6,090 square feet, Lot 2 measures 6,094 square feet, Lot 3 measures 6,303 square feet and Lot 4 measures 6,979 square feet.

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

1. Compatibility of lot size and density;
2. Creation of a lot which provides adequate dimensions to construct improvements of similar size and nature to the surrounding area;
3. Creation of a lot which is in compliance with the area and frontage requirements (no flag lots) as specified in the Zoning Ordinance and provides for an orderly pattern of development;
4. Promotion of a creative approach to the use of land and related physical facilities resulting in better site layout and development;
5. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features and the prevention of soil erosion;
6. Elimination of incompatible land configurations;
7. Consistency with good planning practices;
8. Compliance with all applicable codes, ordinances and standards.

The proposed plat will subdivide an existing lot into four separate lots in order to facilitate the redevelopment of the site. The proposed lots meet the R-4 Zoning District minimum lot standards for width and area. The applicant has stated an understanding that the existing building will become un-occupiable once the proposed plat is recorded and will need to be demolished in order to use or develop the property.

STAFF RECOMMENDATION IS TO RECOMMEND APPROVAL OF THE LOT CONSOLIDATION PLAT TO THE BOARD OF ALDERMEN WITH THE FOLLOWING CONDITIONS:
1. THE APPLICANT SHALL REMOVE THE EXISTING BUILDING AND OTHER SITE IMPROVEMENTS FROM THE PLAT THAT IS FILED FOR RECORDING;
2. THAT THE APPLICANT PROVIDE A MYLAR FOR THE APPROPRIATE CITY OF CLAYTON SIGNATURES PER THE SUBDIVISION ORDINANCE REQUIREMENTS AFTER BOARD OF ALDERMEN APPROVAL;
3. THAT THE APPLICANT FILES THE PLAT WITH THE ST. LOUIS COUNTY RECORDER OF DEEDS OFFICE AND SUBMIT PROOF OF FILING TO THE CITY WITHIN 30 DAYS OF BOARD OF ALDERMEN APPROVAL; AND
4. THE OWNER AND/OR OWNER UNDER CONTRACT SHALL SUBMIT A SIGNED STATEMENT ACKNOWLEDGING THAT THE SUBDIVISION PLAT WILL RENDER THE EXISTING BUILDING USELESS AND THEREFORE IT MUST BE DEMOLISHED.”

PHILIP GROUT (PG) – CIVIL DESIGN
BOBBY SLAVIN (BS) – DEVELOPER

PG – Addresses Board but has nothing to add to the Staff Report

CHAIRMAN LICHTENFELD – Why four lots and not condos or something to add multifamily?

BS – Our research shows that single family will do better and be quicker to develop and leave more green space. There are a lot of condos going up and a lot of competition there so single family would be better.

CHAIRMAN LICHTENFELD – WE HAVE A STAFF RECOMMENDATION TO APPROVE WITH STAFF RECOMMENDATIONS TO THE BOARD OF ALDERMEN.

WILLIAM LIEBERMAN – MOTION TO APPROVE WITH STAFF RECOMMENDATIONS

CAROLYN GAIDIS – SECOND

MOTION UNANIMOUSLY APPROVED BY THE BOARD

7620 FORSYTH BOULEVARD – ARCHITECTURAL REVIEW BOARD – SIGNAGE

Director Susan M. Istenes summarizes the following staff report: “The subject properties are located between Forsyth Boulevard and Carondelet Avenue, east of Bemiston Avenue and have a zoning designation of Special Development District (SDD). The Centene Clayton Campus is comprised of multiple subdistricts to be constructed over time. Subdistrict A includes the existing Centene office tower, retail spaces and parking garage. Subdistrict 1 is currently under construction and includes a tower and parking garage with retail, office and parking uses. Subdistrict 2A is also under construction and includes retail and parking uses. Subdistrict 2B has been approved for a corporate and civic auditorium. Subdistrict 2C is zoned for residential, retail and parking. Subdistrict 3 is zoned for office, hospitality, parking and retail. Subdistrict 4 is zoned for office, retail and parking. On June 18, 2018, the Architectural Review Board approved regulations for a Sign Subdistrict governing signage for all properties within the Centene Special Development District.

The approved Sign Subdistrict includes design guidelines for monument signs and requires that each monument sign is presented to the Architectural Review Board for approval prior to application for a Sign Permit and installation. The applicant is proposing changes to the design guidelines for monument signs and is also proposing four specific monument signs. The applicant is requesting an amendment to replace the new monument signs included in the approved Sign Subdistrict with the design of the existing monument sign located at 7700 Forsyth Boulevard.
The approved Sign Subdistrict allows for 12 foot tall monument signs with a white metal face and LED side lighting. Each monument sign would display a wayfinding letter to identify the building and “Centene Centre,” along with up to nine tenant names and the building address number. The applicant is requesting to instead replicate the existing monument sign located at 7700 Forsyth Boulevard. The existing sign is 14 feet tall with a dark grey metal face. The proposed monument signs would still include a wayfinding letter, but the “Centene Plaza” identification is significantly larger than the “Centene Centre” would be. The proposed sign would also include the tenant names, the address and a note at the bottom stating “Developed by Centene Corporation, Clayco Inc. and Cushman & Wakefield. Staff had concerns about the scale of the 12 foot tall signs during the previous review and feels that the 14 foot tall signs could feel very large in different context areas of the project. The white background with color sides provided a contrast to the color palette and design of the buildings. The grey background will not provide the same character and accent element for the development district. The amount of signage on the revised sign will result in an overpowering amount of advertising when combined with the other wall signs allowed and will not provide the wayfinding advantage of the currently approved signs. Staff does recognize that the current request is to replicate a previously approved sign. The existing grey does match with the grey metal tones used throughout the Centene development buildings.

The locations of the specific monuments being requested at this time conform to locations identified in the approved Sign Subdistrict. Staff is of the opinion that the monuments signs will effectively link the different buildings of the development district and provide appropriate wayfinding support.

Staff prefers the size, color, design and signage to void ratio of the monument signs currently approved as part of the Sign Subdistrict and recommends that the Architectural Review Board discusses the differences between the monument signs and considers the larger development plan as well as the individual locations.

**STAFF RECOMMENDATION IS TO:**

1. APPROVE THE FOUR MONUMENT SIGN LOCATIONS PROVIDED THAT THE DESIGN AND MATERIALS MATCHES THE CURRENTLY APPROVED SIGN SUBDISTRICT REGULATIONS FOR MONUMENT SIGNS.”

**CAROLYN GAIDIS RECUSES HERSELF FOR THIS ITEM**

**TIM GAIDIS (TG) – HOK – REPRESENTING THE CENTENE PROJECT**  
**JIM VEREEKE (JV) – VEKA OUTDOOR LIVING PRODUCTS REPRESENTATIVE**

TG – Addresses Board to answer questions and present the plans that were provided to the Board. Centene Center A-C. There will be one Sign in A and B and two Signs in C. 7700 Forsyth is the existing sign and we are proposing keeping that sign and putting it in three more spots.

CHAIRMAN LICHTENFELD – Discusses how much he likes the grey over the other ones and would be feel comfortable sticking with the darker one. This will feel much less large and I’m ok with the 14 feet for this design. If we were going to do white I would want it to be 12 feet and less invasive.

RICHARD LINTZ – Agrees with Steve. Enjoys the colors and lighting on this plan.

WILLIAM LIEBERMANN – Also agrees.

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

WILLIAM LIEBERMANN – MOTION TO APPROVE AS SUBMITTED.
MOTION UNANIMOUSLY APPROVED BY THE BOARD

CAROLYN GAI DIS RETURNS TO THE BOARD

PUBLIC HEARING

227 SOUTH CENTRAL AVENUE – NEW COMMERCIAL

Planned Unit Development, Site Plan Review, and Rezoning are in the same Staff Report but have individual votes

Director Susan M. Istenes summarizes the following staff report: “The updated traffic impact study and parking study performed by CBB was received by the City on February 18, 2019. The traffic and parking sections of the staff report have been updated based on the studies along with the recommended conditions of approval. Updated sections of the report are in bold.

This request is for a public hearing to solicit input regarding the rezoning and Planned Unit Development for a proposed mixed-use development. The rezoning and Planned Unit Development are being considered together in this memo because of interconnectivity between the two reviews. This project will also require approval by the Architectural Review Board and approval of a subdivision plat by the Board of Aldermen.

The subject property is 15,183 square feet and is located on South Central Avenue between Bonhomme Avenue and Shaw Park Drive. The property has a zoning designation of High Density Commercial (HDC) and is located in the Central Station TOD Overlay District. The site currently contains a vacant building and surface parking that was previously the Clayton Police Station. Surrounding uses include offices, restaurants and the MetroLink Station and parking garage.

The applicant proposes to demolish the existing building and construct an 11 story, 118,275 square foot hotel building containing 206 guest rooms, meeting rooms and a public restaurant. Parking is provided in the adjacent parking garage with 88 parking stalls for dedicated valet use and an additional 50 parking spaces in the shared garage, totaling 138 parking spaces. The north-south alley adjacent to the property will also be widened to 24 feet through a right-of-way dedication.

The proposed development will be urban in character and will maintain a consistent street wall along the street frontage. Three at-grade building entrances are proposed along South Central Avenue. One main entrance leads to the hotel lobby, a second entrance to the lobby lounge area and the third entrance leads to an elevator providing direct access to the top level with the meeting spaces and a restaurant. The applicant is proposing to remove three on-street parking spaces to create a drop-off area with modified City standard streetscape.

Commercial planned unit developments are intended to encourage the efficient use of land and resources, promoting greater efficiency in public and utility services, encouraging innovation in the planning and building of all types of development. The purpose of the planned unit development process is to foster appropriate use of existing buildings and enable compatible redevelopment which provide public benefit as itemized in Section 405.1380 and achieve the following objectives:

1) Creation of a more desirable environment than would be possible through strict application of other City land use regulations;
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; and
9) Facilitate implementation of the recommendations of the business district’s master plan.

Projects involving new buildings located in the Central Station TOD Overlay are required to rezone to a Planned Unit Development (PUD). The Zoning Regulations stipulate that PUD’s are a distinct zoning district and therefore require approval of a rezoning concurrently with the development plan. Hotel developments with a public restaurant are eligible for consideration of a PUD provided the project exceeds 50,000 square feet in size and is unable to meet the established zoning criteria. The proposed building exceeds the maximum floor area ratio and maximum height regulations of the HDC base zoning district; however, the regulations of the TOD overlay district modify the base zoning regulations by setting no maximum floor area ratio and no maximum height regulations. The proposed project exceeds 50,000 square feet, contains a public restaurant and fails to meet the following zoning criteria:

<table>
<thead>
<tr>
<th>Development Standard</th>
<th>Requirement</th>
<th>Proposed</th>
<th>Waiver Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Setback (front)</td>
<td>10 feet (minimum)</td>
<td>0 feet</td>
<td>Yes</td>
</tr>
<tr>
<td>Parking (automobile)</td>
<td>158 spaces (minimum)</td>
<td>138 spaces</td>
<td>Yes</td>
</tr>
<tr>
<td>Parking (bicycle)</td>
<td>7 racks</td>
<td>0</td>
<td>Yes</td>
</tr>
</tbody>
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Hotels are listed as an allowed use in the HDC Zoning District with a Conditional Use Permit. The process of rezoning to a PUD achieves the same review of operations and regulations as the conditional use process. The resulting PUD ordinance will make a hotel the primary allowed use of the property and therefore a separate Conditional Use Permit for the hotel will not be required.

Section 405.1380 of the PUD Regulations lists suggested public benefits that PUDs can provide in exchange for waivers from zoning standards. Below are the suggested public benefits that are specific to the Downtown area. Developers are not restricted to the list below and may suggest other project benefits.

1. Inclusion of below grade public parking facility located underneath the proposed development;
2. Inclusion of public parking spaces in excess of what is required;
3. Inclusion of street level landscape garden, plaza or park available for public use;
4. Inclusion of special access features or provisions to existing or planned public transit facilities;
5. Inclusion of a mixed use development plan where no single use exceeds eighty percent of the total floor area;
6. Public art;
7. Architectural distinction and significance that would make the building noteworthy; and
8. Extensive use of high quality building materials that would add to the assessed valuation of the structure.
The applicant has described the public benefit as including a rooftop bar and restaurant that is open to the public and accessible using an express elevator with a separate entrance from the hotel.

The approval criteria are set forth in Section 405.1400 and are designed to achieve the goals as set forth in Section 405.1360 of the Zoning Code. The Plan Commission shall recommend to the Board of Aldermen approval, approval with conditions or denial of the development plan. In considering and acting upon development plans, landscape plans and other applicable plans, the Plan Commission shall take the following objectives into consideration through the planned unit development process:

1) **The proposed development is in harmony with general purposes and intent of Chapter 405 of the Municipal Code and is compatible with and implements the planning goals and objectives of the City;**

   >> The site is located in the Central Station District, as identified in the Downtown Master Plan. The vision for the Central Station District is to “create a walkable, high density mixed use district with significant new office development and high density multifamily rental residential infill oriented around the Clayton MetroLink Transit Station.”

   >> The proposed 11 story building will replace an existing two story building, creating more density within the District. The proposed hotel use is conveniently located near the public transit station and will activate the lower section of South Central Avenue. Staff is of the opinion that the proposed development is consistent with the Downtown Master Plan.

1) **The proposed development preserves architectural and environmental features of the property;**

   >> Staff is of the opinion that there are not any significant architectural or environmental features to preserve.

2) **The proposed materials, design and uses are compatible with the neighborhood surrounding the proposed development or the City as a whole; and,**

3) **Architecture and building materials are consistent with the design of the development and compatible with the adjacent neighborhood; and,**

4) **Footprint geometry should be square and true with the roadway to the extent possible. Odd shapes and building orientation which competes with the total urban setting should be avoided; and,**

5) **Buildings and uses must incorporate street frontage windows creating interest at the street level. Furthermore, buildings should be sited in a manner so as to achieve a pedestrian friendly appearance and feel;**

   >> The proposed development will be urban in character and generally compatible with the adjacent urban neighborhood. The project is oriented to the street grid and will maintain a consistent street wall. Proposed façade materials include fiber concrete rainscreen cladding, stucco, metal panels, glazing and granite accents. Façade relief is incorporated into all elevations using different techniques including material variation and color patterns. The t-shaped building footprint will create depth variation and allows the hotel room layout to maximize window exposure. The building consists of the following components:

   i. The front façade (east) features large glazing areas and recessed seating spaces on the ground floor and the top floor. The northern portion of the façade features a white metal panel system extending perpendicular from the façade to create visual interest and a shadow
pattern on the glazing and louver system behind. The busier northern portion of the façade is balanced by the more simple southern portion of the façade with dark grey rainscreen façade and columns of windows.

ii. The rear façade (west) is oriented toward an alley and rear of the adjacent building. The proposed building is taller than the adjacent building, so the façade will be visible from South Meramec Avenue. The proposed façade treatment includes three colors of stucco with reveal detailing and columns of windows at the north and south ends.

iii. The north façade is oriented toward the Downtown area and will be visible above the shorter adjacent buildings. The applicant is proposing to wrap the metal panel system from the front façade around the corner on the eastern portion of the north façade. The top-level restaurant outdoor seating area will have open views looking north.

iv. The south façade is oriented toward Forest Park Parkway and the single family residential neighborhood beyond. Large window systems are proposed along the top floor to capitalize on southern views and three shades of stucco with reveal detail will clad the façade.

>> Staff is of the opinion that the proposed design and materials are compatible with neighborhood character and bring a contemporary aesthetic to an area of Downtown that is seeing new life. Design and materials are further analyzed in the Architectural Review Board staff report.

6) *Appropriate buffering is provided to protect adjacent land uses from light, noise and visual impacts;*

   >> Adjacent land uses are commercial. The proposed roof level restaurant area is oriented north, toward Downtown. The solid building along the south side of the outdoor restaurant area will provide a buffer for light and noise from the residential neighborhood further south. The development will effectively shield adjacent land uses from light and noise.

   >> Rooftop mechanical equipment will be located on the roof and screened by a dark grey screen wall. The screen will be a similar color to the façade materials and will blend into the development.

   >> The trash enclosure is located at the rear of the building, adjacent to the loading area. Access is provided from the alley.

7) *Linkage between the development and the Central Avenue MetroLink Station, if one does not currently exist.*

   >> The subject property is located directly north of the MetroLink station. The existing ramp leading from the South Central Avenue sidewalk up to the ticket station extends in front of the subject property. The applicant is proposing to modify the ramp to connect more smoothly to the sidewalk and remove the existing planter area that is located at the end of the ramp.

8) *Leadership in energy and environmental design (LEED) certification from the U.S. Green Building Council at a minimum “certified” level including applicable regional priorities or an equivalent certification from a nationally recognized third party verified organization as determined by the Plan Commission.*

   >> The applicant has not stated an intent to apply for LEED certification or any other environmental design certification. The applicant has stated that the building design includes sustainable materials and practices.
9) New developments should be screened from adjacent properties by use of high caliber tree plantings. A landscape plan depicting all new plantings on the site must be submitted as part of the plan; and,

10) Landscaping is appropriate with the scale of the development and consistent with any applicable City codes, ordinances and standards; and,

11) The preservation of mature trees is encouraged. The developer/architect will be required to submit a plan showing trees and other significant plant material as they currently exist and how they will be preserved. Tree preservation must comply with the provisions of the Architectural Review Board guidelines, landscape ordinance and any other applicable City codes and standards. Landscape plan requirements shall be in conformance with the City's adopted landscape ordinance;

12) Greenspace/urban gathering areas open to the street and proportionate to the development size and scope.

>> There are three existing trees located along South Central Avenue. Two trees are located in the streetscape and one tree is located in a planter area. The three trees total 9 caliper inches and are to be removed. The applicant is proposing to install two street trees and one tree in the new planting area. By removing the existing trees, the applicant is able to install a wider version of the existing streetscape and accommodate the vehicle drop off area.

>> Planter areas with bench seating are proposed along the front façade. Most buildings along this block of South Central Avenue have planter areas between the building façade and sidewalk that encroach into the public realm and create a tight sidewalk area. The applicant is proposing planter beds that will maintain the character of the block, but are a reduced width that will allow for the wider sidewalk area and a more comfortable public realm. The benches and open seating area at the north corner of the building will provide gathering areas for hotel guests and pedestrians.

>> Staff is of the opinion that the proposed tree and landscape plan is consistent with the surrounding character and appropriate for the scale of development.

13) Every attempt shall be made to preserve the topography of the property. If the topography must be altered to accommodate construction, the plan must contain specific information regarding the proposed topography change and its impact on the flow of drainage on adjacent properties.

>> The plans provide details regarding the proposed grading of the site and proposed stormwater management. The existing stormwater runoff, according to the MSD 15 year, 20 minute calculation, is 1.39 cubic feet per second (CFS). The proposed runoff is 1.45 CFS, which represents an increase of 0.06 CFS. The stormwater plan has been reviewed and deemed acceptable.

14) City streetscape consistent with the City of Clayton’s streetscape standards.

>> The applicant is proposing a modified version of standard streetscape. The brick carriage strip is proposed the length of the property and the standard width is provided. In the drop off area, the applicant is not proposing to install the street trees. Public Works has reviewed the proposed streetscape and the plan has been deemed acceptable.

>> The applicant proposes to dedicate property to the City along South Central Avenue to create the minimum right-of-way width of 12 feet 2 inches and along the north-south alley to meet the 24 foot wide alley standard. The applicant will file a Major Subdivision Plat for review and approval prior to permitting.
15) Streets or other means of access to the proposed development meet City of Clayton standards and are suitable and adequate to carry anticipated traffic and will not overload the adjacent streets;

>> A traffic study conducted by CBB analyzed the potential traffic impacts of the proposed development. According to the study, the surrounding intersections currently operate at acceptable levels of service during both morning and afternoon peak hours.

>> The proposed hotel with meeting rooms and public restaurant is estimated to generate 75 new trips during AM peak hours and 85 new trips during PM peak hours. The traffic analysis found that the development should have minimal volume impacts to the roadway system. As other developments within the City open, traffic will increase and minor signal timing adjustments to the southbound approach of the South Meramec Avenue and Bonhomme Avenue intersection may be required.

>> There are existing u-turn movements completed by vehicles traveling north from the Forest Park Parkway exit ramp and vehicles traveling north on South Central Avenue. These u-turn movements often require a multiple point turn maneuver and cross multiple lanes of traffic. Based on the location of the subject property, the CBB study found that the number of u-turn maneuvers would likely be increased by hotel visitors. CBB recommends that the existing concrete median between northbound and southbound traffic is extended to prohibit the u-turn movements. The Public Works Department is requesting that the applicant escrow the funds necessary to complete the median improvement.

>> There are additional site distance concerns for some of the adjacent intersections including the intersection of the east-west alley and South Central Avenue north of the hotel site. The applicant shall provide the turning radius information requested in the traffic study.

16) The internal circulation system of the proposed development encourages safe movement for vehicles and pedestrians; and,

17) Parking should be located within the City block interior; and,

18) Surface parking should not abut any sidewalk;

>> The applicant is proposing to create a three car drop-off area by removing three existing parallel parking spaces along South Central Avenue. A valet service will then take the vehicles to the separate parking area within the adjacent St. Louis County Garage. The separate area of the garage that was used for police vehicles when the subject property was the Clayton Police Station will be available for the sole use by the hotel. The applicant is proposing to re-strip the parking area to allow for double parking because hotel guests will not be allowed to self park cars in this area. An entrance to the reserved parking area is located on South Central Avenue, just south of the proposed drop-off. The reserved parking area exit is located on South Meramec Avenue. Valet drivers will use the east-west alley located north of the hotel to bring vehicles back to the drop-off area. The valet service will have the ability to park 88 cars in the reserved area. The valet service will have access to an additional 50 parking spaces within the shared area of the garage, for a total of 138 parking spaces.

>> In the Transit Oriented Development Overlay Districts, a parking study performed by a registered traffic engineer is used to determine the off-street parking requirements. CBB completed a preliminary parking study based on the conceptual presentation which included 218 hotel rooms and
1,030 square feet of meeting space. The parking study is based on field data and standard parking models and determined that the proposed development should provide a minimum of 158 parking spaces. The comfortable number of parking spaces determined by CBB includes the predicted demand of the use (patrons and employees) and a cushion. The proposed development includes an access agreement to 138 parking spaces in the adjacent garage, which is below the recommended number. The applicant shall secure access to an additional 20 parking spaces.

Based on the City’s Bicycle Parking Regulations, the proposed development is required to provide 7 racks. The proposed site plan does not include any new bicycle racks. Staff is of the opinion that there are areas along the adjacent public realm to locate additional public racks.

Two loading spaces, including the trash pick-up access, will be located at the southwest corner of the building and accessed off of the north-south alley.

19) Existing or proposed utility services are adequate for the proposed development;

20) The quantity, quality, utility and type of a project’s required facilities;

>> All connections to public utilities are shown on the plans to be installed in accordance with the standards of the Public Works Department.

21) The promotion of public safety and benefit to the general welfare, as evidence that the project is in compliance with good planning practices and principles.

>> Staff is of the opinion that the proposed hotel with a public restaurant is a good use for the location. The use can capitalize on adjacent public transit options and represents an efficient redevelopment of a smaller lot in the Downtown area.

22) The proposed development complies with all other applicable codes and ordinances.

>> Staff is of the opinion that the project complies with all other applicable codes and ordinances.

The proposed development will activate the end of South Central Avenue and serve as an appropriate connection between the MetroLink Station and rest of Downtown. The addition of a new hotel option and public rooftop area fulfills goals of the City and represents an efficient design and use of the Downtown lot. Staff is of the opinion that the development is consistent with the current zoning code requirements for Planned Unit Developments and meets the provisions of the land use policies contained in the Downtown Clayton Master Plan. Staff is of the opinion that the proposed use and development will be compatible with surrounding uses.

STAFF RECOMMENDATION IS TO RECOMMEND APPROVAL OF THE REZONING AND PLANNED UNIT DEVELOPMENT TO THE BOARD OF ALDERMEN WITH THE FOLLOWING CONDITIONS:

1. IDENTIFY the existing concrete median extending north in South Central Avenue on the civil sheets and agree to escrow the funds to install the median extension (design and escrow amount to be determined by the Public Works Department).

2. THE APPLICANT SHALL INSTALL 7 BICYCLE RACKS ALONG THE SUBJECT BLOCK OF SOUTH CENTRAL AVENUE WITH FINAL LOCATION TO BE COORDINATED WITH THE PUBLIC WORKS DEPARTMENT.

3. THE APPLICANT SHALL SECURE ACCESS TO AN ADDITIONAL 20 PARKING SPACES.

4. THE APPLICANT SHALL PROVIDE INFORMATION TO ADDRESS OUTSTANDING COMMENTS FROM THE CBB TRAFFIC IMPACT STUDY AND THE PARKING MEMO, BOTH DATED FEBRUARY 18, 2019

5. THE APPLICANT SHALL FILE FOR A MAJOR SUBDIVISION PLAT TO DEDICATE RIGHT-OF-WAY TO THE CITY ALONG THE ALLEY AND SOUTH CENTRAL AVENUE;
6. The owner shall execute a use and maintenance agreement with the City for canopy and improvements located in right-of-way.

7. The approved development plan and Planned Unit Development Ordinance shall be recorded with St. Louis County and proof of recording submitted to the City prior to the issuance of a Building Permit.”

Andy Hollering (AH) – Homebase Partners
Steven Anderson (SA) – Concord Hospitality
Sam Coppler (SC) – Local Representative – Homebase Partners
Nathan Castille (NC) – DLR Group – Design Group

AH – Addresses Board to give an introduction of the Team that will be presenting. Thanks the Board and says it’s good to be back after the conceptual review process to present the improvements to the plans. Gives introduction to additions to plans from conceptual review plans.

NC – Presents the building design and plans to the board, gives background on the site and information on where the site is located and the plans and goals of the project.

SA – Addresses Board to present the plans and answer questions regarding the plans and the project. Speaks to how the project will operate and function. Requests less required parking based on experience with other properties that are managed but the group. And that the drop off zone can be managed by the valet drivers and hiring more people if need be to maintain the flow of vehicles through the area.

The Board asks a variety of questions related to the following: how reducing the number of parking spots will work, where employees will park, if employee parking is required for the restaurants in the hotel (staff says the restaurant was included in the parking study and that they do not have to provide employee parking downtown), how far down would the median be extended, how the traffic on that street will function, commitment to sustainability, bike rack location (staff explains there are few places to locate them and that’s why the condition is worded the way it is and that any bikes would count towards the 7, even those located in the back), trucks ability to maneuver in the back alley

SA – States that studies show they will not need that many parking places, would be willing to extend median but would not like it to be an open check to fix all, the company itself is committed to sustainability, the bike racks would be in the back but other than that not sure where to put them, we checked and our trucks are able to maneuver the alley.

Carolyn Gaidis – Questions regarding plants: why the use of ferns and serviceberry? Horsetail would be better than ferns and the downy serviceberry would be native and better than the chosen serviceberry. Also happy about the Black gum street tree. How is the drop off issue resolved? Feels the parking spaces will not be an issue with the transit provided around the site as well as uber and the lack of people utilizing the parking garages is the evening hours.

Anna Krane – answers the question to resolving the drop off issue by stating that additional parking spaces to the south in front of the garage can achieve the length but not the width of 10 feet.

Chairman Lichtenfeld – We have a staff recommendation to approve with conditions to the Board of Aldermen.
**PLANNED UNIT DEVELOPMENT**

**WILLIAM LIEBERMANN – I WILL MAKE THE FOLLOWING MOTION TO RECOMMEND APPROVAL TO THE BOARD OF ALDERMEN WITH THE FOLLOWING MODIFIED CONDITIONS:**

1. Identify the existing concrete median extending north in South Central Avenue on the civil sheets and agree to escrow the funds to install the median extension (design and escrow amount to be worked out with the Public Works Department).
2. The applicant shall install 7 bicycle racks along the block or on site (including the rear of the building).
3. The applicant shall provide information to address outstanding comments from the CBB traffic impact study and the parking memo, both dated February 18, 2019.
4. The applicant shall file for a major subdivision plat to dedicate right-of-way to the City along the alley and South Central Avenue.
5. The owner shall execute a use and maintenance agreement with the City for canopy and improvements located in right-of-way.
6. The approved development plan and Planned Unit Development Ordinance shall be recorded with St. Louis County and proof of recording submitted to the City prior to the issuance of a Building Permit.
7. Work with the City to secure 3 additional public parking spaces on the street to the South for professional drivers/valet.

**CAROLYN GAIDIS – SECOND**

**MOTION UNANIMOUSLY APPROVED BY THE BOARD**

**SITE PLAN REVIEW**

**WILLIAM LIEBERMANN – I MAKE THE SAME MOTION AS THE PUD**

**CAROLYN GAIDIS – SECOND**

**MOTION UNANIMOUSLY APPROVED BY THE BOARD**

**REZONING**

**WILLIAM LIEBERMAN – MOTION TO RECOMMEND APPROVAL FOR REZONING TO THE BOARD OF ALDERMEN**

**CAROLYN GAIDIS – SECOND**

**MOTION UNANIMOUSLY APPROVED BY THE BOARD**

**227 SOUTH CENTRAL AVENUE – ARCHITECTURAL REVIEW BOARD – NEW COMMERCIAL**

Director Susan M. Istenes summarizes the following staff report: “The subject property is 15,183 square feet and is located on South Central Avenue between Bonhomme Avenue and Shaw Park Drive. The property has a zoning designation of High Density Commercial (HDC) and is located in the Central Station TOD Overlay District. The
site currently contains a vacant building and surface parking that was previously the Clayton Police Station. Surrounding uses include offices, restaurants and the MetroLink Station and parking garage.

The applicant proposes to demolish the existing building and construct an 11 story, 118,275 square foot hotel building containing 206 guest rooms, meeting rooms and a public restaurant. Parking is provided in the adjacent parking garage with 88 parking stalls for dedicated valet uses and an additional 50 parking spaces in the shared garage, totaling 138 parking spaces. The north-south alley adjacent to the property will also be widened to 24 feet through a right-of-way dedication.

The proposed development will be urban in character and will maintain a consistent street wall along the street frontage. Three at-grade building entrances are proposed along South Central Avenue. One main entrance leads to the hotel lobby, a second entrance leads to the lobby lounge area and the third entrance leads to an elevator providing direct access to the top level with the meeting spaces and a restaurant. The applicant is proposing to remove three on-street parking spaces to create a drop-off area with modified City standard streetscape.

Per Section 405.3240, the following guidelines shall be applied by the Architectural Review Board for development proposals located in the HDC Zoning District, the Clayton Station TOD does not include additional architectural review guidelines:

1) **Party wall development should be encouraged to ensure a continuous building facade.**

   >> The proposed development will maintain a consistent street wall along South Central Avenue. The proposed building is built to the side property lines, creating a continuous façade along the block face.

2) **Building skylines should provide interest through introduction of compatible shapes and roof forms. Long uninterrupted rooflines and cornices should be avoided.**

   >> The 11 story building will be visible from considerable distances. The proposed building materials and design will differentiate it from other high-rises in the skyline. The outdoor area for the roof level restaurant will create an interest point at the skyline. A metal overhang with inset lighting is proposed over the seating area. The shape of the roof level deck will orient the activity north, toward Downtown. The storefront glass systems along other portions of the top level break up the façade material and give the building a finished look at the roofline.

3) **Façade relief should be incorporated into all building elevations. Long uninterrupted elevations should be avoided.**

4) **Window openings should be incorporated into all building elevations. Blank walls, long horizontal openings, odd shapes and glass walls should be avoided.**

   >> All façades feature window openings and relief elements creating interesting elevations that are compatible with the building scale and surrounding development.

   i. The front façade features a contemporary design with visual relief provided by different material designs. The façade is split into two elements. The northern portion features a pattern of white metal panels protruding from face with regularly spaced windows and louver vents behind. The southern portion of the façade features a simpler design with dark grey/black rainscreen system and regular spaced windows. The play of contrasting colors along the front façade creates an exciting contemporary appearance that will be unique to
the area. The protruding panels will create a variation of depth and shadow patterns along the façade that will complement the lines and shapes of the garage façade to the south.

ii. The contemporary shapes and colors of the front façade wrap the corner to the north façade, which then fade into a more reserved design. The metal panel system will continue along the north face, oriented toward Downtown, with a system of different size flat panels. A solid dark grey stucco column is proposed to create a contrast next to the metal panels, which will also help reduce the scale of the building visible above the much shorter existing building to the north. Moving west, the façade then features regularly spaced windows and louvers in a pattern that is similar to the front façade. The south façade features a similar design that is complementary of the front façade with a section of dark grey stucco in contrast to the lighter grey stucco with evenly spaced windows and louvers.

iii. The rear façade is the most subdued featuring dark grey stucco with reveals in the middle and lighter grey stucco with windows and louvers at each end. The t-shape of the building footprint creates depth on the rear façade that reduces the scale. The rear façade will be partially screened by a shorter building to the west but will be visible from South Meramec Avenue.

5) Street level (ground floor) elevation facing the street should be storefront architecture with large show windows interrupted at regular intervals with building piers and generous entrances. Blank walls, long uninterrupted show windows, odd-shaped and small show windows should be avoided.

   >> Pedestrian-scale ground floor architecture with large windows is proposed along South Central Avenue. At the north end of the street elevation there is a recessed seating area with large windows behind allowing pedestrians to see into the hotel lounge and bar area. The middle of the elevation features a large storefront window system with the main entrance to the hotel lobby. Another glass door leads to the express elevator for the public restaurant on the roof level. The main façade material is the dark grey cement rainscreen system. The rainscreen system will be installed with a pattern of narrow vertical panels to create a unique textured façade. A dark granite base is proposed to create a finished look between the sidewalk and rainscreen system. Staff is of the opinion that the solid to void ratio creates visual interest and allows indoor activity to spill out to the street. A metal canopy is proposed over the drop-off area that will help create a pedestrian scale.

6) Parking structures visible from the street should be avoided. The upper story should be of design material and color compatible with the urban setting.

   >> The proposed building does not include any new parking structures.

The applicant is proposing three signs for the hotel use. The restaurant/bar signage will be determined at a future date. The Sign Regulations allow hotels to have “one wall sign 15 square feet or five percent of the front wall area up to a maximum of 50 square feet.” The applicant is proposing one wall sign measuring 42.25 square feet located at the south end of the front façade, one wall sign measuring 4 square feet located north of the front entry and one sign measuring 27.27 square feet located on top of the entry canopy. The two wall signs are proposed as white metal or acrylic and back-lit. The canopy sign is proposed as white acrylic and internally illuminated.

The proposed signage totals 71.52 square feet, which is more than permitted by the Sign Regulations. The proposed sign on top of the canopy also does not meet the requirement that signs are attached to the building face. The applicant is requesting two sign modifications to allow for the additional sign area and the canopy sign. Staff is of the opinion that the proposed signage is too much for the scale of the building. The wall signs are compatible with the signage character of Downtown and staff recommends that the canopy sign is not approved. Removing the
canopy sign would result in 46.25 square feet of signage, which conforms to the Sign Regulations and would not require approval of any sign modifications.

The project as proposed is in conformance with the architectural review guidelines of the Central Station TOD Overlay District and meets the provisions of the land use policies contained in the Downtown Clayton Master Plan. Surrounding development building materials include brick, concrete, stucco and glazing. Staff is of the opinion that the proposed building materials including concrete rainscreen, metal panels, stucco and glazing are compatible with surrounding character. The proposed building form and materials are urban in character and will contribute to a pedestrian-friendly environment. Staff is of the opinion that the development is compatible in terms of mass, height, and design with existing nearby structures.

**STAFF RECOMMENDATION TO APPROVE WITH THE FOLLOWING CONDITION:**

I. THE APPLICANT SHALL REMOVE THE CANOPY SIGN FROM THE PROPOSED PLANS.”

**ANDY HOLLERING (AH) – HOMEBASE PARTNERS**
**STEVEN ANDERSON (SA) – CONCORD HOSPITALITY**
**SAM COPPLER (SC) – LOCAL REPRESENTATIVE – HOMEBASE PARTNERS**
**NATHAN CASTILLE (NC) – DLR GROUP – DESIGN GROUP**

SA – THE SIGNAGE WE HAVE IS SEVERELY REDUCED FROM THE AMOUNT THAT THESE HOTELS USUALLY HAVE. WE FEEL THIS SIGN DEFINES OUR ENTRANCE AND THAT THE BOARD says they like the canopy sign and suggest they remove “sign a” instead and keep the canopy sign.

CAROLYN GAIDIS – The large sign ruins the whole tower and the design of it. The smaller sign and the canopy sign are good and look nice.

ANNA KRANE – The “bar” sign is a place holder for the future restaurant to be there and they are allowed a sign outside of the signs allowed for the hotel.

NC – Explains in more detail the design and materials and where they will go on the façade shown in the plans and the texture of various materials

RICHARD LINTZ – Leave canopy and take off large wall sign, the one on the left the big one.

CHAIRMAN LICHTENFELD – WE HAVE A STAFF RECOMMENDATION TO APPROVE WITH THE CONDITION THAT THE APPLICANT SHALL REMOVE THE CANOPY SIGN FROM THE PROPOSED PLANS.

WILLIAM LIEBERMANN – MOTION TO APPROVE WITH MODIFIED CONDITION TO REMOVE “SIGN A” FROM PROPOSED PLANS

CAROLYN GAIDIS – SECOND

BOARD – UNANIMOUS YAY
HAVING NO FURTHER BUSINESS BEFORE THE COMMISSION, THE MEETING WAS ADJOURNED AT 1940 (07:40 PM)

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Recording Secretary