

MINUTES

CITY PLAN COMMISSION/ARCHITECTURAL REVIEW BOARD

APRIL 3, 2017

CITY HALL COUNCIL CHAMBERS

The City Plan Commission/Architectural Review Board of the City of Clayton, Missouri, met on the above date at 5:30 p.m. Upon roll call, the following responded:

Present:

Chairman Steve Lichtenfeld
Joanne M. Boulton, Aldermanic Representative
Craig Owens, City Manager
Ron Reim
Josh Corson
William Liebermann
Scott Wilson

Absent:

None

Also in Attendance:

Susan M. Istenes, AICP, Planning Director
Anna Krane, Planner
Kevin O'Keefe, City Attorney

Chairman Steve Lichtenfeld welcomed everyone to the meeting. He then asked that all cell phones be turned off and that conversations take place outside the meeting room.

MINUTES

The minutes of the March 27, 2017 meeting were presented for approval. A few typographical errors were found on Pages 10 and 11; the Recording Secretary indicated that the corrections would be made. The minutes were then approved, as corrected, after having been previously forwarded to each member.

ARCHITECTURAL REVIEW – EXTERIOR ALTERATIONS – COMMERCIAL BUILDING
– 135 NORTH MERAMEC AVENUE

Due to a conflict of interest, Josh Corson recused himself and left the member table. He did not participate in any discussion or vote with regard to this project.

Terry Dawdy, project architect, was in attendance at the meeting.

Susan Istenes explained that the applicant proposes replacing the existing window system on all elevations with a new bronze color window system that will create a smooth façade appearance. The proposed changes will upgrade the building's appearance by providing a more modern façade that will complement new construction projects found elsewhere in downtown Clayton. The proposed design appears to include quality materials, consistent with other existing applications. North Meramec Avenue does not have modern commercial buildings with high percentages of glass on existing facades; however, the proposed alterations will act as a connection between the existing building and the area's more modern commercial buildings. The proposed change will not increase the massing of the building. Based on the architectural drawings and renderings provided, staff is of the opinion that the proposed material and alterations are compatible with existing structures and recommends approval as submitted.

Mr. Dawdy informed the members that since the bank acquired the property, the interior has been modernized and upgraded and that a new energy-efficient HVAC system has been installed as well as new plumbing and electric. He added that as part of the building upgrades, the building will be sprinklered and will be brought up to ADA standards.

Mr. Dawdy began a PowerPoint presentation. A slide depicting the proposed revisions to the east and west elevations was presented.

Chairman Lichtenfeld asked if the vertical fins are being removed.

Mr. Dawdy replied "yes". He added that removing them will make the job easier and that once they are removed, he doesn't believe they will be salvageable. He added that the building will be power washed and tuckpointed as part of the project.

Chairman Lichtenfeld commented that it is a unique building and that it's good to see updates.

Ron Reim asked if the fins on the east side restrict access to the curtain wall.

Mr. Dawdy indicated that they do make access more difficult.

Ron Reim commented that this building a classic mid-60's architecture and his concern of modernizing it; however, he understands why it's being done.

Hearing no further questions or comments, Scott Wilson made a motion to approve as proposed. The motion was seconded by Ron Reim and unanimously approved by the Board.

Josh Corson returned to the member table.

ARCHITECTURAL REVIEW – EXTERIOR ALTERATIONS – COMMERCIAL/
RESTAURANT – 706 DEMUN AVENUE – LOUIE’S

David Ferguson, project architect, and Matt McGuire, restaurant owner, was in attendance at the meeting.

Susan Istenes explained that the applicant proposes removing the existing wood door and window system and installing a new wood door and an aluminum-clad folding window system with transoms and pilasters. Wood trim is proposed on the pilasters and on the knee wall below the window system. The applicant is proposing a warm grey color for the entire exterior façade including the door and window trim. The applicant is also proposing an internally illuminated 0.67-square-foot perpendicular white translucent acrylic wall sign with grey graphics just south of the entry door. The sign will display the name of the tenant “Louie’s” and the building address “706.” The City’s sign code allows a tenant to have one perpendicular sign with the business name measuring 6-inches by 24-inches or 1-square-foot. The proposed sign is under the maximum allowed square footage. Director Istenes stated that the proposed changes will upgrade the building’s appearance and accent the different tenant storefronts of the building. The proposed design appears to include quality materials, consistent with other existing applications along DeMun Avenue. The color schemes and appearances of the façades along DeMun Avenue vary, but are generally subtle with similar brick tones and accent colors provided by the window trim, doors and awnings. The proposed window system and pilasters with wood trim are an updated version of a common storefront design found in this area. Based on the architectural drawings and paint color provided, staff is of the opinion that the proposed materials and grey color are compatible with existing structures and recommends approval as submitted.

Mr. Ferguson presented a sample of the proposed paint color. He explained that the windows will fold all the way back and that there will be a small recessed light above the doorway.

Chairman Lichtenfeld asked if a separate sign permit will be needed for the sign.

Anna Krane replied “yes”; noting that it could be administratively approved, but is included in this report as it was included on the submitted plans.

Chairman Lichtenfeld asked the owner if his restaurant occupies the entire space that was used by Jimmy’s.

Mr. McGuire replied “no”, stating he is only using the southern portion.

Kevin Govero, owner of Strand Salon (adjacent space) asked to see the layout of their space and questioned how these changes will interfere with his business.

Mr. McGuire indicated that it won't impact his business at all. He stated that he does believe the property owner plans to change out the glass but that's not part of this request.

Chairman Lichtenfeld confirmed that this application and space is separate from his.

Joanne Boulton asked Mr. McGuire to share his project with his neighbor tenant.

Mr. McGuire said he absolutely would do so.

Josh Corson stated that the proposed changes look great.

Joanne Boulton asked when he hopes to open.

Mr. McGuire stated that he wants to be open late June/early July.

Hearing no further questions or comments, Ron Reim made a motion to approve as requested. The motion was seconded by Scott Wilson and unanimously approved by the Board.

CONDITIONAL USE PERMIT – TRU FUSION HEALTH CLUB – 7447 FORSYTH BOULEVARD

Due to a conflict of interest, Scott Wilson recused himself. He left the member table and did not participate in any discussion or vote with regard to this proposal.

Joe Goldberg, business owner, was in attendance at the meeting.

Susan Istenes explained that the property, owned by Washington University, contains a 272,118-square-foot commercial building with multiple tenant spaces. Current tenants include the Wine and Cheese Place, the St. Louis Artists' Guild and Washington University offices. The TruFusion franchise proposes to occupy approximately 17,015-square-feet of the building for use as a group fitness and wellness center with an accessory use of a health bar/restaurant. The proposed hours of operation are 5:00 a.m. to 9:00 p.m. Monday through Friday, and 7:00 a.m. to 6:00 p.m. on Saturday and Sunday. The business will provide fitness and yoga classes including Hot Yoga, Ashtanga Yoga, Barre, Pilates, boxing, spinning and bootcamps. A child care room, massage rooms and a small retail section will also be available. The health bar will provide food to facility members. Food will be prepared off-site by Revel Kitchen {conflicts with statement made by business owner during his presentation}. Shared parking for the building is provided by a surface parking lot and a parking garage. The lease provided by the applicant outlines a parking agreement where the landlord will provide a minimum of 68 spaces for use by the applicant. Proposed exterior renovations shown on the plans are not being considered at this time. The proposed outdoor dining area will be reviewed for compliance by staff when an Outdoor Dining Permit is applied for. Training activities will take place indoors during normal business hours. The proposed fitness studio will provide group classes. Director Istenes continued by stating that due to the

nature of the proposed business, staff does anticipate an increase in vehicular traffic volumes. However, based on the parking provided on the property, existing traffic flow and site accessibility, staff is of the opinion that the potential increase in traffic volume will not be detrimental to the surrounding area. The applicant is required to provide off-street parking at 1 space for each 300 square feet of gross floor area for a total of 57 parking spaces. The applicant's lease allows use of the surface parking lot and parking structure associated with the property. The lease agreement states a minimum of 68 parking spaces will be provided, which is above the City's requirements. Staff is of the opinion that parking provided on site will be sufficient to meet demand, that the proposed health club meets the requirements contained in the regulations governing conditional uses, that the proposed use is compatible with surrounding uses, that staff does not believe that noise associated with this use will be disruptive to the surrounding properties and that the on-site parking provided in the lease agreement will be sufficient to meet demand and as such, staff recommends approval of the Conditional Use Permit to the Board of Aldermen.

Mr. Goldberg informed the members that some food will be prepared on-site.

Joanne Boulton asked about exterior modifications.

Anna Krane indicated that the outdoor dining will be reviewed and considered by staff at a later date.

Jeff Fiorini, owner of 7544 Maryland Avenue, asked if this is new construction.

Chairman Lichtenfeld replied "no", stating that this is the old Famous Barr building.

Hearing no further questions or comments, Ron Reim made a motion to recommend approval of the Conditional Use Permit to the Board of Aldermen as requested. The motion was seconded by William Liebermann and unanimously approved by the members.

Joanne Boulton asked when he plans to open his business.

Mr. Goldberg indicated that he hopes to open in September.

SITE PLAN REVIEW/ARCHITECTURAL REVIEW – NEW CONSTRUCTION – SINGLE-FAMILY RESIDENCE – 209 NORTH BEMISTON AVENUE

Lauren Strutman, project architect, and Kevin Goffstein, owner, was in attendance at the meeting.

Susan Istenes explained that the proposed project consists of the demolition of an existing two-story home and the construction of a 2-story, 5,030-square-foot (excluding the garage) single-family residence. The height of the proposed residence is 34-feet 7.5-inches as measured from the average existing grade to the mean height of the roof. The proposed HVAC units are located along

the southern elevation of the home and screened by a wood fence. Trash will be stored in a 40-square-foot trash enclosure located under the front porch adjacent to the garage. The existing total lot impervious coverage on site is 54 percent. The new plans decrease the total lot impervious coverage to 44.4 percent, which is below the maximum allowed impervious coverage of 55 percent. However, the proposed plans have a front yard impervious coverage of 49.8 percent, which is above the 45 percent maximum allowed for front yard coverage. The PC may approve up to 5 percent additional impervious coverage beyond the maximum allowed. The applicant is requesting that the PC approve the additional impervious coverage stating, "Due to the narrow lot size of 50-feet and the need for a front entry garage, we request an increase in the front yard coverage limit from 45 percent to 49.8 percent." The existing stormwater runoff, according to the MSD 15 year, 20 minute calculation, is 0.52 cubic feet per second (CFS). The proposed runoff is 0.46 CFS, which represents a decrease in 0.06 CFS, and therefore on site stormwater mitigation is not required. Downspouts from the home will be piped to either the drywell system in the northwest corner of the lot or the French drain along the southern property line. A pop-up emitter in the front yard will be connected to the drywell system. The Public Works Department has reviewed and approved the stormwater management plan. It is the opinion of the City's contracted landscape architect that the landscape plan provides an attractive planting design of trees, shrubs, perennials and groundcover. The existing canopy coverage on site is 2,513-square-feet. The proposed plan removes 2,513-square-feet of canopy coverage, but provides a surplus of 5,819-square-feet of canopy coverage. The proposed plans exceed the native tree requirement at 41.2 percent. Two existing street trees will be removed and replaced. Final species and specifications of the replacement trees will be coordinated with the City's Department of Public Works. Three large shade trees are proposed in the rear yard. It is the opinion of the City's contracted landscape architect that the quantity of large shade trees in the rear yard should be reduced to provide room for growth of the proposed trees and avoid overcrowding of existing trees on neighboring properties. This can be addressed with revised plans submitted prior to the issuance of building permits. Exterior lighting is proposed at all doors and the garage. All exterior lights will be 75 watts or less. Director Istenes commented that the proposed home is compatible with surrounding homes in the neighborhood. Stormwater will be adequately managed on site and the landscape plan provides for an attractive design with a variety of trees, shrubs and perennials that are suitable for the area. The project meets the setback and height requirements of the R-3 Zoning District. The applicant is requesting that the Plan Commission approves an additional 4.8 percent of impervious coverage in the front yard. Staff is of the opinion that the project meets the criteria for site plan approval and therefore recommends approval with the following conditions, to be approved by staff prior to the issuance of a building permit:

1. To ensure the future maintenance and operation of the dry wells, the applicant shall record the approved site plan with St. Louis County, and submit proof of recording to the City prior to the issuance of a building permit.
2. That the applicant revises the Landscape Plan to reduce the number of large shade trees proposed in the rear yard.

Ms. Strutman presented a site plan to the members. She noted the front entry garage and stated that they tried to keep as much greenspace on the lot as possible and that they are providing more landscaping than is required.

Mr. Goffstein referred to the 3-story condo building behind this property and the attempt to provide some privacy.

Chairman Lichtenfeld asked about run-off towards the south.

Ms. Strutman indicated that there will be less run-off than there is currently, and that they are installing a trench drain.

Ron Reim asked where the pop-up is located.

Mr. Goffstein replied “the front”.

Chairman Lichtenfeld asked if the driveway slopes down.

Mr. Goffstein replied “no” stating that the natural flow is to the street; that the garage is slightly above the street.

Ron Reim asked how long the retention system will retain water.

Mr. Goffstein indicated that there are two tanks. He stated that the north gutters will drain to the drywell and the south gutters will go to the street and to the storm drainage system.

William Liebermann commented that this is a good-looking house.

Robert Sears, 7801 Pershing (to the south of the subject property) asked about drainage and mentioned a wall between the two properties.

Chairman Lichtenfeld stated it appears as though drainage will be handled and suggested the two owners discuss the wall at a later time.

Hearing no further questions or comments, Ron Reim made a motion to approve the site plan per staff recommendations noted previously and with the suggestion that the location of the wall along the southern property line be verified and that any issues be worked out between the two property owners. The motion was seconded by Scott Wilson and unanimously approved by the members.

The architectural aspects of the project were now up for review.

Susan Istenes explained that the proposed project consists of the demolition of an existing two-story home and the construction of a two-story, 5,030-square-foot (excluding the garage) single-family residence. The height of the proposed residence is 34-feet 7.5-inches as measured from the average existing grade to the mean height of the roof. The two-story home to the south (7801-7807 Pershing Avenue) was constructed in 1985 and is +/- 11-feet 5 3/8-inches shorter than the proposed home (as measured from the mid-point of each roof). The proposed house is located approximately 12-feet from the existing structure to the south. The two-story home to the north (211-213 North Bemiston Avenue) was constructed in 1988 and is +/- 5-feet 2 5/8 inches shorter than the proposed home (as measured from the mid-point of each roof). The proposed house is located approximately 14-feet from the existing structure to the north. The primary building material for the proposed home is white painted brick with secondary materials being stucco and cast stone window trim. As proposed, the secondary materials will not exceed 5 percent of any façade. The roof is clad in charcoal blend architectural shingles and black casement windows are proposed. The exposed aggregate driveway will lead to an attached front entry garage with two black louvered doors. A +/- 3.25-foot tall brick faced retaining wall is proposed along the south side of the driveway. No permanent fences are proposed. Director Istenes continued by stating that the project as proposed is in conformance with the requirements of the R-3 One and Two Family Dwelling District and the Architectural Review Guidelines. Staff is of the opinion that the design and materials are compatible in terms of mass, height and design with existing nearby homes and recommends approval as submitted.

Ms. Strutman presented a color rendering to the members.

Samples of the proposed brick, stone, stucco, window and roofing material were shown.

Ms. Strutman stated that the brick will be painted white and that the mortar will be white as well.

Joanne Boulton asked about the garage doors.

Ms. Strutman stated that they will be black composite wood.

Chairman Lichtenfeld asked if there is a Juliette balcony on the third floor.

Ms. Strutman replied "yes".

Ron Reim stated that this is a good looking house.

Chairman Lichtenfeld stated that it will fit in well in the neighborhood.

Hearing no further questions or comments, Scott Wilson made a motion to approve as submitted. The motion was seconded by Ron Reim and unanimously approved by the Board.

REZONING/RESIDENTIAL PLANNED UNIT DEVELOPMENT/ARCHITECTURAL REVIEW – NEW CONSTRUCTION – APARTMENT BUILDING – 15-23 LEE AVENUE

Robert Saur, developer/owner under contract and Kevin Logan, consultant, were in attendance at the meeting. Also in attendance were Paul Turner, project architect and Matt Moynihan, landscape architect.

Susan Istenes explained that this is a public hearing to solicit input regarding the rezoning of property located at 15 Lee Avenue from R-4 Low Density Multiple Family Dwelling District and Forsyth Station TOD Overlay District to a Planned Unit Development (PUD) District and to consider the terms and conditions of the PUD if the property is rezoned. The rezoning and PUD are being considered together in this memo because of the interconnectivity between the two reviews; however, they are separated on the agenda and must be voted on separately. In addition to approval of the rezoning and PUD, this project also requires approval by the Architectural Review Board and a Subdivision Plat for right-of-way dedications. This project was first presented to the Plan Commission/Architectural Review Board on May 16, 2016 for conceptual review. The property is located on the west side of Lee Avenue between Forsyth Boulevard and Maryland Avenue. The property is bordered by a public alley to the west and north. Two and three story commercial and retail buildings are located south of the property and single family residences are located to the north. A vacant lot and a surface parking lot are located west of the property and a mixed-use commercial building with a parking structure is located to the east. The 23,374-square-foot property has a zoning designation of Low Density Multiple Family Dwelling District (R-4) and is located in the Forsyth Station TOD Overlay District. In 2014, a 36-unit multi-family structure on the site was demolished and currently the property is primarily vacant land with a surface parking lot. The proposed project consists of the construction of a 36,218-square-foot, 3-story (+/- 54.5 feet) building located on top of a 20,568-square-foot parking podium. The building will contain 72 residential units and 62 parking spaces. While the development is classified as one building on a podium, it will consist of 11 towers with access to each story provided by exterior stairwells. Eight access points are proposed along the western alley to serve the parking structure. City streetscape will be installed along the project limits on Lee Avenue. The applicant is dedicating a 9-foot wide strip of property to the City in order to make the northern alley 24-feet wide and in conformance with City standards for public alleys. Properties in the Forsyth Station TOD Overlay Zoning District are required to submit an application for a rezoning to a Special Development District or Planned Unit Development District if the proposed development includes construction of a new building or structure. The proposal meets this criterion. PUDs are intended to encourage the efficient use of land and resources, promote greater efficiency in public and utility services and encourage innovation in the planning and building of all types of development. The purpose of the PUD process is to foster appropriate use of existing buildings and enable compatible redevelopment which provides public benefits (as itemized in Section 405.1380), and certain objectives. The Zoning Regulations stipulate that PUDs are a distinct zoning district and therefore require approval of a rezoning concurrently with approval of the PUD. The following table summarizes the applicable zoning requirements and whether the proposed development complies with each standard. The PUD process gives the Board of Aldermen the authority to approve

waivers from specific zoning requirements in exchange for public benefits. Once approved, the PUD becomes the specific zoning regulations governing the use and development of the subject property.

Development Standard	Requirement	Proposed	Waiver Required
Setback (Front)	10'	5'	Yes
Setback (Side)	14.7'	0' (north), 2.5' (south)	Yes
Setback (Rear)	30' (minimum)	2'	Yes
Height	3 Stories or 45' (maximum)	+/- 49' 6"	Yes
Building Stepback	Step down toward adjacent single family residences (north)	+/- 42' 7" height of northern tower (grade to top of building)	No
Impervious Coverage	55% lot coverage (maximum)	95.44%	Yes
Lot area per dwelling unit	1,750 sq.ft. per unit (minimum)	305 sq.ft.per unit	Yes
Automobile Parking	Forsyth TOD: 102 spaces (minimum)	62 spaces	Yes
Bicycle Parking	4 racks (minimum)	8 racks	No

According to the applicant, public benefits to the City include greenspace at the pedestrian level. Additionally, the vertical nature of the proposed trees provides greenspace from a distance without obscuring views from/to the buildings; that the entrance to the parking structure is located off the north-south alley and not visible from the public right-of-way along Lee Avenue. The applicant has stated that “all vehicular access is designed to be off of underutilized existing alleys.”; that the building sits between 3-story buildings to the south along Forsyth Boulevard, the single family residential neighborhood to the north and the mid-rise building to the east. This property is a transitional building between both different architectural styles and different uses. According to the applicant, the proposed façade is “a modern interpretation of the multi-family buildings in Clayton’s Moorlands, Highpointe and DeMun Park subdivisions. The ‘floating’ buildings are quite distinct and will provide a great deal of interest in the way that they will be under-lit.” The applicant is proposing to use cement rain screen system in pearl white and charcoal as the primary building material. The proposed material will be used on the entire façade and therefore contributes significantly to the architectural distinction. The applicant provided the following reasoning for the material choice: “Durable low maintenance paneling material is selected to provide long lasting colors consistent with the neighborhood.” The alley will be widened 9 feet in conformance with City standards. City standard streetscape will be installed along Lee Avenue, as required by the overlay district. The applicant has stated a desire to target millennials and the “young workforce in

Clayton;” however; the applicant has not provided information on proposed rents or statements on affordable housing. The applicant has stated that efficiency is important because utility costs will be included in rent. The applicant expressed interest in LEED standards or comparable ratings and listed examples of possible features that may be used in the development including common hot water supply, operable windows, high-efficiency appliances and ceiling fans. Secure residential parking and bike storage will be located beneath the building; however, the parking podium will be visible above grade. Eight bicycle racks are located in the parking structure for use by residents. The property is located two blocks from the Forsyth Metrolink station. The applicant is proposing a public art piece at the southwest corner of the site. Details of the proposed public art piece will be reviewed at a later date under the City’s established review process for Public Art. Director Istenes explained that the purpose of the Forsyth Station TOD Overlay District is to foster development with a substantially enhanced environmental profile, emphasizing public transit and pedestrian accessibility. Section 410.759.14 of the Forsyth Station TOD Overlay District outlines guidelines applicable to the Plan Commission when reviewing proposed site plans. The district incentivizes development by reducing the on-site parking requirements of underlying zoning districts, creating a more economically productive use of land. In evaluating whether proposed developments achieve the objectives of the Forsyth Station TOD Overlay District, the Plan Commission shall assess compliance with the following standards: The site is located within walking distance of the Forsyth MetroLink Station. The development is separated from the station by existing buildings and parking lots. Multiple pedestrian access points along Lee Avenue will serve to connect the development to the existing sidewalk network between the site and the MetroLink station. The applicant has stated intent for designing an energy efficient building. The applicant has expressed interest in LEED certification. At this time, the applicant has not provided details of sustainable design that will definitively be included in the development and therefore staff is of the opinion that the current proposal does not provide this public benefit. The proposed development includes installing City standard streetscape along Lee Avenue. Details have been reviewed and accepted by the Public Works Department. The development includes an amenities deck on top of the parking podium. The deck can be accessed from the street; however, the area is setback from the street and appears to be for residents of the development and not the general public. Staff believes that the use of planter boxes along the amenities deck do not amount to greenspace and will likely not be visible from the public right-of-way. The site is located in the Forsyth Village District as identified in the Downtown Master Plan. The vision of the district is to “create a dense, walkable, mixed use district including a significant new urban residential development oriented around the Forsyth MetroLink Station with appropriate connections to the existing development at Carondelet Plaza and the adjacent neighborhoods.” Forsyth Boulevard is identified in the plan as a key street to be developed as pedestrian friendly as possible. The proposed development is located just north of Forsyth Boulevard in an area identified as a low-rise transition zone with a recommended building height minimum of 25-feet and maximum of 60-feet. The Master Plan also suggests that developments should step down toward the adjacent single family residences and be designed so that the winter solstice shadow created by the building projects no more than 20-feet beyond adjacent single family property lines. The proposed use and design will increase residential density, pedestrian activity and will contribute positively to downtown as a whole. The building is designed to step down at the northern end adjacent to the single family residences; however, the

proposed building's winter solstice shadow will project +/- 42-feet beyond the northern property line. The proposed plan shows 4-foot wide courtyards between the towers. The applicant has stated that these areas will house HVAC condensers and vents. There are not windows facing or access points proposed for the courtyards. Staff is of the opinion that the courtyards could be eliminated, which would result in shifting the towers 8-feet south. Staff is of the opinion that the proposed development use is consistent with the Downtown Master Plan. The proposed development will be urban in character and will maintain a consistent street wall along its street frontage. The proposed building is constructed of cement rainscreen panels. The building wall will be broken into towers with four pedestrian access points off of Lee Avenue. A sloped landscape bed is proposed along Lee Avenue between the building entrances. By providing multiple pedestrian access points and landscape beds along Lee Avenue, the development maintains a pedestrian scale at street level. The space between the towers that do not share an exterior stairwell will be screened and used for utilities. An outdoor amenity deck is located on top of the podium and recessed balconies are proposed on the roof. The proposed massing and design is consistent with the vision of the Downtown Master Plan and is compatible with the surrounding neighborhood. Staff is not familiar with the proposed building material and requested that the applicant provide an example of a completed project using cement rainscreen to view. Both examples provided use the cement rain screen panels as accent materials, not for the entire façade treatment. Staff is of the opinion that the proposed material will create a very modern or contemporary building that will stand in stark contrast to the existing commercial buildings to the south and the existing single family homes to the north. A row of Dragon Lady Holly is proposed along the northern building elevation as a buffer between the proposed development and the adjacent single family residences. The location of the proposed screening is within the strip of land being dedicated to the City to provide required alley width. The applicant has requested to use 4-feet of the dedication for landscaping. The Public Works Department has requested that the entire alley dedication be paved per City standards. Earlier in this report, staff suggested shifting the towers south by removing the utility courtyards. Staff is not recommending any changes to the platform. By shifting the towers, an 8-foot wide courtyard along the northern end of the platform would be created. This space could be used for additional landscape buffering and planting, which would allow the full alley dedication to be paved. The raised landscaping would also create more of a vertical screen of the proposed building. A row of plantings is also proposed along the southwest elevation to break up the blank building façade. A landscape buffer is not required along the western elevation. The applicant proposes the use of planter beds to provide landscaping and screening of the parking podium along Lee Avenue. Sloped planting beds are proposed along the Lee Avenue frontage. A mixture of shrubs and perennials are proposed. In a review of the proposed Landscape Plan dated March 15, 2017, the City's contracted landscape architect requested more information on quantities and placement of the proposed perennials. This information can be provided prior to building permits being issued. Eight planter boxes are proposed along the interior amenity deck with Horsetail Reed and Marsh Marigold. Four Red Obelisk Purple Beech trees in planter boxes are also proposed along the interior of the amenity deck. It is the opinion of the City's contracted landscape architect that an irrigation system should be in place to serve all planter boxes in order to maximize potential success of the plants. The planter boxes with trees need a minimum 36-inch deep soil profile and a drainage layer support.

These comments can be addressed prior to issuance of building permits. The City's contracted landscape architect finds the landscape plan acceptable with the few minor revisions. Revised plans need to be certified (signed and sealed) by a licensed landscape architect or arborist in the state of Missouri. Revised plans are to be reviewed by staff prior to the issuance of building permits. There are no existing trees on site. Six street trees are proposed as part of installing City standard streetscape along Lee Avenue. Final street tree species and specifications will be coordinated with the City's Public Works Department. Developments in the Forsyth Station TOD Overlay District are required to install City standards streetscape; therefore staff does not consider the addition of streetscape along Lee Avenue as extraordinary. The existing stormwater runoff, according to the MSD 15 year, 20 minute calculation, is 1.85 cubic feet per second (CFS). The proposed runoff is 2.14 CFS, which represents an increase of 0.29 CFS, and therefore stormwater mitigation is required. Stormwater runoff from the site will be piped to a stormwater detention basin located under the building. The Public Works Department has reviewed the site plan and requests additional specifications and overflow details for the differential runoff bmp. The Public Works Department is generally accepting of the proposed mitigation plan, but will need to review additional details prior to issuance of permits. The City's contracted traffic engineer, CBB, completed a review of the proposed traffic flow, ingress/egress, site distance, potential traffic load and potential parking need resulting in the Traffic Impact Study (TIS). Vehicle access to the site will be provided by a north-south alley west of the property and an east-west alley north of the property. The east-west alley will be widened to 24-feet with a 9-foot dedication by the property owner. As mentioned previously in this report, staff is of the opinion that the entire alley dedication should be paved to meet City standards and support vehicle traffic to and from the parking garage. The north-south alley will be +/- 20-feet wide. Access to the parking structure will be provided off of the north-south alley. Due to the width of the north-south alley and sight distance concerns, staff is of the opinion that parking garage access should be consolidated to one entry/exit point as opposed to the eight garage doors currently proposed. The Public Works Department has asked the applicant to consolidate access to the parking garage to a single entrance/exit point in order to mitigate site distance concerns. The applicant has expressed interest in providing a car sharing program in the future and feels the additional doors with separate parking spaces will allow for expansion of this program. Staff is of the opinion that a future car share program would still be viable with one-consolidated garage access point. The interior layout of the parking structure meets the City's requirements for circulation and access. The proposed development use does not require a loading area be provided. On-site parking is located in the parking garage with access provided off of the north-south alley. The garage entrances will not be visible from the public right-of-way along Lee Avenue. Eight garage doors are proposed along the alley, which is not common in the area. While the proposed garage access points are located along the rear property line, the properties directly west of the site are currently vacant or used as a surface parking lot. The current development of the western properties means that the eight garage doors and rear elevation of the building will be visible from the public right-of-way along Forsyth Boulevard. The Forsyth Station TOD Overlay District off-street parking requirements are based on the results of a parking study for the specific development proposal. A reduction in the amount of required parking spaces can be approved through the PUD process. The City's contracted traffic engineer conducted a parking study based on field data and standard parking models. The parking

study estimates that the 62 parking spaces proposed by the development are not sufficient to meet the needs of the project. The TIS recommends that another 40 spaces be provided, either on site or on a nearby site, for a total of 102 spaces. The applicant has provided a copy of a legal agreement to use an adjacent site for parking during construction, but not for future use after the development is complete. The applicant has expressed a desire to provide a car share program to residents and the public. Details of the program have not been provided to staff. Based on the City's Bicycle Parking Regulations the proposed development is required to provide four bicycle racks. The applicant proposes to install eight bicycle racks in the parking structure. Director Istenes concluded by stating that this site is located in an important transition area between single family residences and future development along Forsyth Boulevard. The proposed 72-unit multi-family development aligns with goals for the area outlined in the Downtown Master Plan. The proposed development will fill a vacant site and help develop the street environment along Lee Avenue. The proposed development will be urban in character, appropriately scaled and will maintain a consistent street wall along its street frontage. Staff is of the opinion that the proposed public benefits are not acceptable relative to the requested zoning waivers and recommends that the applicant provide more detail or clarification on which public benefits will definitively be provided. Staff feels that the development is consistent with the current zoning code requirements for PUDs and that with the changes outlined below, the project meets the provisions of the land use policies contained in the Downtown Clayton Master Plan and recommends approval of the rezoning and Planned Unit Development of 15-23 Lee Avenue to the Board of Aldermen with the following conditions:

1. The applicant shall remove the 4-foot wide courtyards, shift the towers south and create an 8-foot wide landscape buffer along the northern portion of the podium.
2. The applicant shall provide details on the level of LEED certification, or equivalent, that will be achieved.
3. The applicant shall revise the Landscape Plan per comments found in the landscape review letter dated March 15, 2017. Revised plans must be sealed by a landscape architect or arborist licensed in the state of Missouri. Plans are to be reviewed by staff prior to the issuance of building permits.
4. The applicant shall provide additional specifications and overflow details for the differential runoff bmp to be reviewed by the Public Works Department prior to the issuance of building permits.
5. The applicant shall pave the entire northern alley dedication to meet City standards as requested by the Public Works Department.
6. The applicant shall consolidate the parking garage access along the north-south alley to one point.
7. The applicant shall provide 40 additional parking spaces as required by the TIS.
8. The approved development plan and Planned Unit Development Ordinance shall be recorded with St. Louis County and proof of recording be submitted to the City prior to the issuance of a Building Permit.

Chairman Lichtenfeld opened the public hearing; noting that staff's report is incorporated into the elements of the public hearing.

Mr. Saur stated that he has a long development history in Clayton. He stated that the one way alley to the north of the property doesn't go anywhere. He stated that the City's Master Plan and regulations of the Forsyth Station TOD guided their proposal. He stated that the units in this lower rise building will be priced competitively and will serve younger people who will work nearby and want to walk to banks, retail, restaurants and the like.

Mr. Logan began a PowerPoint presentation. Various slides depicting the following were presented: Language from the Master Plan and Overlay District (Forsyth Station TOD), an aerial photo, site plans, site photos, parking garage plans, and apartment level plans. He noted that a portion of the garage will be open to the public. He indicated that the space between the buildings provide mechanical ventilation and allow for natural light with the addition of windows. He stated that 13 of the units are loft (2-story) units and 5 will feature roof decks; the building will also feature solar panels and utilities will be included in the rents. He stated that the units will range in square footage from 380 to 805.

Slides depicting building elevations and color renderings of the proposed building were shown. Mr. Logan indicated that the building materials resemble stone and that various patterns are available. Slides depicting shadow effects at four different times of the year were presented as well.

Mr. Logan provided the following responses to staff's recommendations:

1. The areas between the buildings are designed to house HVAC units; they can add windows to provide natural lighting to the units and that screens on the ends will hide those HVAC units;
2. The building will be LEED certified; to what level is not known at this time;
3. No problem revising the landscape plan;
4. Run-off calculations will be provided;
5. The preference is to install landscaping; however, the entire northern alley will be paved if required;
6. The main garage entry leads to private parking for the residents; the other doors will lead to public parking spaces and car share spaces;

7. The TIS did not address a car share program and the purpose of the TOD is the ability to reduce on-site parking. They want to only provide the number of parking spaces as currently proposed and believe their proposal is consistent with the Master Plan.

Chairman Lichtenfeld thanked Mr. Logan for the complete description. He indicated that architectural issues will be addressed later. He commented that this proposal is similar to the project that was previously presented conceptually, which is a dense building that resembles shipping containers. He voiced his concerns with the 4-foot gaps as they will collect junk [he noted that the plans don't currently show windows facing those areas], mass, density, and height and that this seems like a spot zoning. He stated that he would like to see the entire area looked at.

William Liebermann asked staff if the number of spaces is based on the number of units.

Anna Krane indicated that typically that is the case; however, with this property being in a TOD District, the number of spaces is based on a Traffic Impact Study (TIS). She informed the members that new construction in this District requires a rezoning to a PUD or SDD.

Chairman Lichtenfeld voiced his concern that this will open the door to other spot PUD projects.

Mr. Saur commented that this is not a spot zoning and this is exactly what the Master Plan asks for.

Chairman Lichtenfeld agreed, but added that this is only portion of what could be developed.

Mr. Saur informed the Chairman that this is the only area he has access to.

Joanne Boulton referred to the base zoning of R-4 and the density of this project. She stated that she does not see public benefits being offered with this project and that arborvitae won't survive here.

Scott Wilson referenced the affordable rents being offered here.

Joanne Boulton stated that these are not; she believes the rent price per square footage is high dollar.

Ron Reim stated he agrees with Joanne about the lack of public benefits and that there is not a lot of area for landscaping to occur. He stated he doesn't consider planter boxes as extraordinary landscaping and he believes that the alley should be full width as requested by staff. He questioned the gaps between the buildings as the real estate is tight there.

Josh Corson stated that he likes the concept a lot; that it's unique and the micro-units are "neat" and will be rented at a good price. He agreed that public benefits are lacking, though.

William Libermann stated he likes the affordability, but he shares the concern about the lack of public benefits and agrees that the alley needs to go to Lyle Avenue. He asked if this is a modular building.

Mr. Logan stated that it is a panelized system.

Ron Reim asked the name of the product.

Mr. Logan indicated that it is a fiber cement panel that reads like stone and the color goes all the way through it. He added that it is a very durable product and can be used on commercial or residential.

Ron Reim stated that he's okay with the multiple garage doors and that the car share program makes sense to him.

Josh Corson stated he likes the car share program. He asked how many bicycles 8 racks hold.

Mr. Logan replied "16". He stated that they could increase the number of racks.

Mr. Saur informed the members that projects of this type are going up all over the country and that he has heard over the past 30 years that this is what Clayton wants. He stated he does not understand why this is being referred to as "spot zoning".

Josh Corson stated that the parking is still slightly under; however, millennials do look to bicycle and wants to see more bicycle racks.

Mr. Logan indicated that adding more bike racks is not a problem. He added that residents will walk and use MetroLink as well.

Joanne Boulton asked if they looked to rent off-site parking spaces.

Mr. Logan stated that they checked with Wash U and were told "no".

Joanne Boulton suggested the possibility of renting some spaces from Centene.

Jeff Morrissey, 7611 Maryland Avenue, voiced his opposition to the project, stating that it is too tall, too dense and offers no public benefits. He asked that the rezoning and PUD be denied.

Claude Evans, 139 North Bemiston Avenue, stated that the parcel to the west should be included as well as the lot across Lyle Avenue. He voiced his opposition to the project, stating that it is too massive and not appropriate. He agreed that there should be more bicycle racks.

Jeff Fiorini, 7544 Maryland Avenue, voiced his opposition to the project, noting that accessing their driveway is tight now.

Lisa Fiorini added that this will impact access to their property and will jeopardize the integrity of the area.

John Seleby, property owner, stated that he's never been anti-development, but this project runs against all that is Clayton; it is too dense and the units are the size of closets. He agreed that this is spot zoning.

Monica Seleby, property owner, asked where their parking will go. She stated that there are already accidents on the alley. She asked why the two other lots were not purchased or included in this project.

Catherine Love, 7605 Maryland Avenue, stated that she read the requirements of the R-4 District for which this property is zoned; she read the Master Plan and the TOD regulations. She stated that she doesn't see where height and setbacks can be waived. She stated that she believes this is a 5 story building; not a 3 story building.

Fred Taussig, 7608 Maryland Avenue, stated that the R-4 buffer is there for a reason.

Mr. Saur addressed the Commission and stated that he is withdrawing his proposal.

The public hearing was closed.

Joanne Boulton informed the members that the PAAC (Public Art Advisory Committee) approved an art piece for the Vanguard project and that it will be presented to either the ARB or the Board of Aldermen for final approval.

Having no further business before the Commission this evening, the meeting adjourned at 7:45 p.m.

Recording Secretary