

CITY OF CRESTWOOD
#1 Detjen Drive
Crestwood, MO 63126
PLANNING AND ZONING COMMISSION MEETING
ADMINISTRATIVE CONFERENCE ROOM
February 8, 2016 at 6:30 p.m.

CALL TO ORDER

A work session for The Planning and Zoning Commission was called to order by Chairman Sweeney (herein referred to as Chairman) at 6:30 p.m. on Monday, February 8, 2016.

PLEDGE OF ALLEGIANCE

Chairman Sweeney led everyone in the Pledge of Allegiance.

ROLL CALL

Chairman Sweeney
Ken Lange
Bo Proffitt
Dave Wall
Andrew Meyerkord
Greg Zipfel
Scott Whitcraft-excused

James Gillam, Director of Public Services
Adam Jones, City Planner
Alderman Anderson

HEARINGS

a) **Adam Jones, City Planner**
City of Crestwood
1 Detjen Drive
Crestwood, MO 63126

RE: Planning and Zoning Work Session
Crestwood Plaza Redevelopment Agreement
1 Detjen Drive
Crestwood, MO 63126

Chairman Sweeney turned the meeting over to Mr. Adam Jones, who stated that we are “not” here to work on the redevelopment agreement and stated he wants the members of the public to understand that the Planning and Zoning Commission have not been given copies of the agreement and have not seen copies of the redevelopment agreement. We are here today so that he may hear ideas from the public regarding what the public would like to see in the redevelopment

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agreement. You have been provided examples of other redevelopment agreements for projects in the area to give you an idea of things you can ask for in a redevelopment. This is to facilitate a smoother process as to what planning and zoning would like to see in this redevelopment project, as we move forward, through channels that aren't necessarily facilitated through planning and zoning. For instance, a connection to Grant's Trail is not necessarily something you can control through site planning or request through site planning. However, it has been discussed. Mr. Jones requested we work with the developer in order to keep this as part of the plan.

At this time, these topics are open for discussion. There are also some written comments provided to the board from Commissioner Whitcraft. They are very well organized. Mr. Jones then read the comments from Commissioner Whitcraft, hereto known as "Exhibit A". General discussion ensued.

ALDERMANIC REPORT

Alderman Anderson stated that he had nothing to report regarding the Board of Aldermen.

ADJOURNMENT

There being no further discussion, Chairman Sweeney asked for a motion to adjourn. Mr. Proffit made a motion to adjourn the meeting, motion was seconded by Mr. Wall. After a voice vote, the motion passed (6 ayes, 0 nays). And the meeting was adjourned.

The meeting was adjourned at 7:15 p.m.

Respectfully submitted,

Sally Cobb
Public Works Administrative Clerk

Exhibit A

Scott Whitcraft, P&Z Commissioner
8643 Villa Crest Drive
Crestwood, Missouri

February 5, 2016

Adam Jones, City Planner
City of Crestwood

Re: Urban Street Redevelopment Agreement
Proposed Performance Conditions to the Contract for Redevelopment of Crestwood Mall.

Cc: Greg Roby, Mayor.

Mr. Jones,

A tax supported re-development has one major advantage for the City. We are diverting public revenue so that a developer can make a project more profitable for his investment. Tax Increment or Tax Abatement is a tax incentive with real value, and puts the City of Crestwood in a position to negotiate for meaningful public benefits as a part of the redevelopment. I cannot attend the February 8th working session on contract conditions so I offer this written list of potential items for discussion. Beyond the basic expectation of increased tax revenues, my greater hopes for this redevelopment are secondary benefits. One is the removal of a blighted area on civic pride. Another may be the increased interest in Crestwood as a place to work and shop, but the most important should be real communal benefits for the diverted tax dollars. It is direct use of public money and it should have a direct and immediate public benefit.

My proposals are pointed and sometimes detailed. I use the word "require" with an understanding that our ability to demand performance is limited to stating desired goals. I leave it to the larger working group to find acceptable aspects of these proposals and word them into suitable performance goals.

My overall goals: Create a true city center of mixed activity that functionally and visually constitutes a single site made up of private and public amenities with pedestrian friendly circulation and access. Create viable physical connections to the surrounding neighborhoods and businesses. By virtue of building orientation, massing, material selection, landscaping and site planning, set a new standard of development for the City of Crestwood and the Greater St. Louis area. Create a unique destination.

Proposed Conditions of the Contract for Redevelopment:

1. Pedestrian Oriented. Require the developer to create a site plan with walking routes and crosswalks within the entire site to encourage foot traffic, from one end to the other, connecting the mixed uses. Create a single contiguous site from the perspective of access that does not depend solely on the automobile.

2. Require the developer to create a streetscape standard for the City and use it on the site, with pedestrian, mass transit, and biking accommodations. Require the internal pedestrian ways and crosswalks to include variation in materials, site planting, seating or setbacks to make them pedestrian friendly with genuine destinations. The resultant joint design standard will be provided copyright free for the City's use. Developer's landscape architect to assist the City to create the graphic and narrative documents for a new streetscape ordinance.
3. Require an Alternate Parking Plan be implemented. Reduce and diversify vehicular parking and/or take advantage of the Alternate Parking Plan process to give the City right of review for the final physical shape of the parking, delivery & trash zones, traffic and pedestrian flow.
 - a. Request the Agreement to include a goal of varying the method and scale of parking. City in turn will allow parallel and/or angled parking along internal "streets", smaller and more separated parking lots, and pervious parking for potential expansion of event parking. The goal is to seek improved pedestrian use and business traffic, to offset the negative aspect of reduced parking efficiency (and increased costs) by providing a walkable site that invites touring.
 - b. Require internal landscaping. Encourage creative solutions to avoid the "sea of parking."
 - c. Diversify loading and trash pickup zones for the various businesses. Require 360 degree frontage; to avoid the "back of building" effect as currently exists with Crestwood Mall. Use screened delivery / trash zones whenever possible.
4. NO gated residential community. Encourage walk to work and play with viable connections on site and from mass transit. Prohibit fencing and gates between the residential portion and business/entertainment/service portions of the site. Physically and visually connect the apartments with contiguous streets and sidewalks for pedestrian and bike circulation. Boundary fencing on property lines are acceptable and may be necessary (but be cognizant of the Grant's Trail connection at the back of the residential portion of the site).
 - a. Create a uniform standard for the physical appearance of retail "streets", streetscape, and walking routes with the residential housing. Encourage uniformity of materials and streetscaping.
 - b. Vehicular bollards and traffic calming elements to prevent drive-thru are acceptable for residential security, but every effort shall be made in site planning to make this site a single development, and not isolated parcels by use.
5. Trade land for TIF in two areas:
 - a. Propose that the City of Crestwood be allowed to reserve CID funds for creating a usable right of way 15 to 35 feet wide, set back from Watson and Sappington road boundaries, for the purpose of maintaining a pedestrian way with street scape, and select areas of increased depth where grades make possible trees & lighting, transit stops, vehicular drop off zones, and safety barriers consistent with the approved streetscape standard. Note: This would involve creating extensive retainage with raised platforms for creating such boundary development, as the current 5 foot sidewalk with guardrail along Watson is often at the very edge of a significant drop in grade.
 - i. The setback should be of sufficient width for 8' sidewalks, plus 5' for mass transit stops and/or park seating, parallel vehicular drop off zones, and a 5 foot

- walkway, separated from vehicular traffic, with a greater pedestrian safe zone than exists today. Use will be encouraged if visual separation from vehicles that travel along Watson and Sappington can be achieved.
- ii. Approach the State Highway department with a proposal to bury the above ground utilities as part of the setback development.
 - b. Second TIF for land trade: Along the northeast side of the site create a publically maintained park or natural greenspace that incorporates the MSD retention requirements with a viable water feature and a welcoming entrance and access to the development from Grant's trail. Park to be maintained by the City. Since the developer is using public money for this particular infrastructure requirement, incorporate a usable public benefit that adds to a walkable Crestwood.
6. Mixed building heights, and massing to define storefronts, offices, and restaurants. Use of durable, permanent materials.
 - a. Provide the housing with the same aesthetic and materials consistent with the business structures. (E.g. no vinyl sided apartments.)
 7. Create new signature entrances, not just a reuse of curb cuts and traffic lights at existing entrances. Bury the overhead utilities where possible. Continue perimeter pedestrian ways into the interior of the site. Provide crosswalks and signals to encourage pedestrian use of full site and adjacent sites. Entryways should be reconfigured and partially elevated to create entry "platforms" for a) entry features, landscaping, signage and/or lots for outlying business parcels who would benefit from closeness to Watson or Sappington roads.
 - a. Give special attention to the centrally located Watson Road entrance and work with the City and State to create a pedestrian crosswalk to the big box lots across Watson. Create a visually different paving across Watson at the pedestrian connection. Create a new intersection for the City of Crestwood, and connect adjacent businesses to the new development.
 8. Enter into agreements to allow the existing outlying lots along Watson to have a vehicular and /or pedestrian connection to the interior of the site. Encourage the function and appearance of one unified development.
 9. No gas stations on site. Use the Sappington entrance and elevated platform for cafe or small shop use. From a traffic standpoint, that intersection will not be friendly to the quick in and out traffic of a service station. And a service station is not desirable from a visual standpoint. Infill the big box lot further down the street if a service station use is needed.

Respectfully submitted,



Scott Whitcraft,

Planning and Zoning Commissioner, City of Crestwood