

The proposal eliminates the nearer of the two access points onto Olive Boulevard, provides an easement for shared access, proposes one access point from Dielman Road and improves the ROW.

ATTACHMENTS

- Petition application
- Building and Site Improvement Plans, dated
- Copies of existing Special Permit authorization ordinances, including Ord #507, #739, and #1004.
- Zone 5 Report
- DNR No Further Action Letter

SUGGESTED MOTION

Motion to recommend the continued Special Permit use authorization to permit an automotive repair and maintenance facility at the site grounds addressed as 9398 Olive Boulevard subject to:

- continued coordination and approval with the City for the excess right-of-way along Olive Boulevard, and final approval of a right-of-way vacation plat for excess right-of-way and consolidation plat for acquisition of excess right-of-way.
(Under this recommended motion, no action will be taken on the Vacation and Consolidation plats.)
- continued coordination and participation in removing the current fountain structure in the Dielman right-of-way, and preparing and installing a new focal feature and landscape improvements in conjunction with the City of Olivette and Olivette-In-Bloom.
- compliance with the petition for Site Plan, Community Design, and Concept Stormwater Management Plan Review for redevelopment of the site with a 6,262 square foot facility including 7-service bays as presented before the Commission on February 6, 2020 and subject to the conditions noted in the Staff Memorandum dated February 6, 2020.

QUESTIONS/COMMENTS

- Zone 5, addressing the following:
 - Verify neighbors were discussed in assembling.
 - As a market driven development, does this concur with the Zone 5 recommendations.
 - Discuss what happens with the adjacent properties if the site develops only as is.
- Is the wide strip asphalt surface on the east side of the building necessary?
- The landscape wall on the west side of the Olive entrance blocks the building sidewalk.

RECOMMENDED CONDITIONS

1. Screen walls:
 - a. In response to the request of the property owner at 950 Dielman Road, the Commission **does/does not** require that the screen wall along the south side of the property be increased from 6-feet to 8-feet.
 - b. Commission concludes that the landscaping along the east property line, adjacent to the existing office structure addressed as 9390 Olive Boulevard as illustrated **does/does not** to exceed the Code standards under Section 428.540.C.
2. Commission **does/does not** authorize a variation to permit exterior light poles a height not to exceed 18-feet, including base, pole and fixture. This is 3-feet higher than the permitted height noted under Chapter 428, Article VI Exterior Lighting.
3. The sidewalk area in front of the entrance doors, located on the southwest corner of the south building elevation, must be expanded to 8-feet at a minimum. Currently illustrated as 5-feet in width. Will require adjacent parking stalls to be re-adjusted.
4. Commission authorize deviations to the Streetscape as illustrated, allowing for the sidewalk placement away from the Olive Boulevard curb, and authorize staff to continue administrative review and approval.
5. All landscaping shall be in compliance with Chapter 428, Article V Landscaping.
6. Work with staff to determine the feasibility of keeping any of the Birch Trees or Maple Tree located along the south side of the property.
7. All exterior lighting shall be in compliance with Chapter 428, Article VI Exterior Lighting.
8. Cross access easement shall be reviewed in conjunction with the City Attorney and all instruments be recorded with the St. Louis County Recorder of Deeds.

S T A F F R E P O R T

Strategic Plan

The City of Olivette has changed its policy and attitude on redevelopment in the community. The City has a proud history of providing an outstanding quality of life for its residents and is committed to this tradition. The intent of the 2006 Strategic Plan is to layout a cohesive strategic plan and vision, guided by the community, to provide a roadmap for the City to take a more proactive role in guiding redevelopment and fostering development in the community.

The vision constructed through the strategic planning process is best described as Olivette-Dynamic Sense of Place, which expresses the image and identity envisioned for Olivette by the community.

DEFINE THE VISION **DYNAMIC SENSE OF PLACE**

The City will proactively implement the strategic plan in order to achieve the Dynamic Sense of Place vision. The Dynamic Sense of Place vision portrays Olivette as a community with a well-defined character of its own. Driving into the city, a visitor feels a sense of arrival. The landmarks, high-point vistas, public art, gathering places, and civic activity centers make Olivette a unique and attractive destination. Olive Boulevard exhibits a mix of businesses, services and residential options developed collaboratively to meet the specific needs of the community. Whether they are working, relaxing, recreating, or gathering for a civic function, people here can access most everything they need right in their own community. Highway and regional transit connections provide convenience for residents and businesses and influence redevelopment function and scale.



DEFINE THE VISION

The Vision of a Dynamic Sense of Place includes four (4) defined Focus Areas, all of which must be addressed to fully realize the community's goals. These include:

1. Community Development.
2. Economic Development.
3. Public Spaces.
4. Transportation Connections.

With the adopted Vision and Focus Areas, a guide for the long-term revitalization of Olive Boulevard, the industrial parks, and the community overall is provided.

To serve the immediate needs of the City in guiding and acting upon specific, more immediate redevelopment projects, the Plan provides parameters and recommendations in line with the community's Vision as a Dynamic Sense of Place. The use, form and arrangement of each redevelopment project are critical elements to achieving Olivette's vision of a Dynamic Sense of Place.

The area addressed as 9398 Olive Boulevard lies within the City Center Concept area.

The City Concept area extends from the western edge of the Mobil-on-the-Run facility at 9371 Olive Boulevard to the intersection of Indian Meadows Drive and Olive Boulevard. Within the City Center Concept area, key components for consideration in any redevelopment should include the following:

- Creating a walkable community town center with pedestrian and streetscape improvements.
- Blending community businesses with outdoor gathering spaces.
- Creating employment destination that complements the local life science base and other existing businesses.
- Developing new horizontal mixed-use buildings with higher density and presence at Olive Boulevard and Dielman Road to provide community as well as business and personal services
- Developing new continuous street grid to improve access to and throughout City Center area.



Interesting enough, the Strategic Plan document contains redevelopment scenario for 9398 Olive Boulevard, illustrating the recommendations noted above, i.e. walkable, gathering spaces, and presence on Olive.

While the Plan probably intended a different type of use other than an automotive repair and maintenance facility, the proposed Site Plan is reflective of the Plan Vision and key components recommended for the City Center. The building maintains a presence along Olive Boulevard, with a short setback from the right-of-way. There is minimal access and interaction along the street, as the front door of the building faces south to the interior parking lot.

Zone 5 and PMT

On April 10, 2018, the City Council authorized the creation of the ad hoc Zone-5 Project Management Team (PMT). Zone-5 was identified as the land area southeast of the intersection of Dielman Road (Dielman) and Olive Boulevard (Olive). Primarily consisting of the property addressed as 9398 Olive and adjacent rights-of-way (ROW) along Dielman, Zone-5 also took into consideration adjacent properties, both along Olive and Dielman.

The charge of the ad hoc Zone-5 PMT was to plan and implement a process for evaluating and deciding the use, character, and scale of possible redevelopment in the Zone-5 area. Within the City Council charge, the PMT could include discussions with property owners and developers, research land values and conditions, current uses, potential future uses, and development of a vision and potential costs.

Following a review of the 2006 Strategic Plan and the underlying zoning district, discussions initiated with the land owner of 9398 Olive and real estate representative. Both confirmed interest in the selling the property. In fact, both alluded to prior contracts for the purchase of the property, both as an assembled area and by itself. Both expressed that the current zoning of the property grounds have hindered interest in the site, claiming the current zoning restrictions limit development potential and thus market value.

The PMT found that the site is currently being monitored by the Missouri Department of Natural Resources (DNR) for site contamination. Said monitoring is completed, and the owner has received a 'No Further Action' letter.

The PMT reached out to various developers and held direct discussions with two developers. The PMT found that the overall consensus of the development community is that the site is attractive, is developable by itself and as an assembled area. Overall the site was seen to have a potential to yield at least 8,000 square feet of retail, with possible tenant opportunities such as fast casual dining, urgent care, or small tenant retail. Each of these use types would require modifications to the current underlying zoning district, COR Commercial/Office/Retail District. Uses such as casual dining and urgent care would require 80,000 square feet, thus an assembly of properties.

Key factors influencing the scale of redevelopment of the site are the property costs. While a purchase price was not solicited from the current owner, several developers noted the ideal value for the site grounds to be around \$500,000 to \$600,000. Several developers found this price exceeded a solely market based private redevelopment, and that some form of City assistance would be necessary.

The final PMT recommendations were as follows:

Site Assemblage. While 9398 Dielman can be redeveloped on its own, the research shows that assembling a larger site, by acquiring parcels south, would be of greater benefit to the City. Benefits in terms of a larger, more profitable re-development, possible improved east-west connectivity, and a deepening of the commercial district that parallels the McDonald lot to the west. The PMT recommends that the Council encourage redevelopment of Zone-5 as area defined by parcels 9398 Olive and 950, 930, and 926 Dielman.

In addition to the parcels identified above, the Council must be prepared to discuss the existing Veterans Fountain area. This ROW could provide an important sight line for a new development. The Council should

begin now to determine what concessions would be necessary in return of a possible reduction in the beautification area. The current bus stop should be included in this discussion.

Use and Design. The PMT found that Zone-5 presents smaller scale retail opportunities and casual eating establishments. While multi-story retail/office space was not advised by the developers, townhouses on the more southern parcels could increase density in the area. As Zone 5 is on the eastern edge of the town center district identified in the City's Strategic Plan, a mixed-use development would be in keeping with the Plan.

The PMT did discuss the current restrictions of stand-alone drive-through establishments in the COR. Without this restriction, 9398 Olive would be ripe for development of a fast food establishment. Whether this would be the highest and best use of a parcel in the center of the City at a signalized intersection was a point of discussion at several meetings. As the Council has already charged the PCDC with review of the town center district, the PMT determined not to make any recommendations on that as a use.

There is consensus that any redevelopment efforts should be of high-quality construction. The PMT finds this intersection to be of great importance as the entry to the town center. Character and construction of the area is important. One developer suggested moving the retail closer to the street with parking behind. This idea both lends itself creation of a suburban feel, as well as shifting in-out vehicular movements from Olive Blvd to Dielman.

City Participation. Through discussion with developers, the PMT determined that Zone-5 redevelopment would not benefit from a City-issued RFP. However, it is the recommendation that the City be an active partner in the redevelopment efforts. Being a landowner in the Zone does afford the City some input in determining the direction and scope of the development. Redevelopment of the entire area may well require increased participation by the City. This participation may be in the form of zoning amendments, limited tax abatements, or road/trail construction for improved east-west connectivity. The PMT recommended that City Council and staff actively reach out to developers for early input into any redevelopment. In addition, City staff should maintain open lines of communication with property owners in the Zone.

Unknowns. A current unknown at this point remains what, if any, changes to the signal area MODoT might require. Discussions with MODoT should start early in any redevelopment process, to quickly identify and address possible conflicts.

Key discussion items for the Commission to continue in its review of this petition:

- Did they talk to neighbors?**
- Considerations as a market driven development?**
- What happens to remaining parcels?**

Catalyst Strategy

Development Strategies was commissioned by the City of Olivette to better understand what development demand exists along the full extent of the Olive Corridor and the types of products that must be offered at two unique "opportunity sites" to capture this market demand. The opportunity sites in the Catalyst Strategy included the Olivette Gateway development area at the southwest corner of Olive Boulevard and I-170, and the vacated City Hall building at 9473 Olive and adjacent properties to the west.

The Catalyst Strategy for Economic Enhancement of Olivette considers market opportunity, the market strategy to leverage public and private investment to the fullest community benefit, the economic realities of development planning and the need for public-private partnerships, and the economic strategy to utilize tools to further the goals and vision established in the City's Strategic Plan. The study focused on the two opportunity sites, the Olivette Gateway Center and the former City Hall building at 9473 Olive Boulevard.

The purpose is to catalyze private development by focusing on these two catalyst sites, and ways in which the City can participate to ensure the best possible outcomes—**ones that will set new precedents for the corridor and spur further development.** The study further focuses on the levers that need to be pulled in order to ensure that the development of these opportunity areas reach their full potential. In doing so, the City positions itself to self-determine its future, by being an active participant in the realization of a new vision of what the Olive Corridor can be.

A market strategy builds on the program derived from market analysis, molding it into a strategy that takes advantage of a community's or site's assets—resulting in a plan that is wholly unique and distinctive. By leveraging investments

in place and the public realm, sound urban design and architecture, anchors to drive traffic, and coordination of complementary uses, a development, district, or community can be created that is greater than the sum of its parts.

Given the immense value that placemaking can have on a community, the market opportunities that are present at strategic sites, and the need for each community to adapt and evolve in ways that make them competitive places to live, work, and shop, several market-based strategies are needed that can benefit the entire community. Here, a virtuous cycle can be created where Olivette can do things that benefit the key sites in the corridor, and the key sites can be developed in ways that benefit the community.

In the subsequent sections of this study, site-specific market strategies are provided, and in later chapters, actions are identified that the city will need to do in order to realize its market and economic potential. The market strategy chapter is really about what the community should aspire to extract or get for its efforts from the key sites.

While this study primarily focused in detail on the two sites, a number of citywide goals can be achieved through effective leveraging of these sites. These include:

- The creation of an authentic, identifiable town center for the entire community
- Diversity of housing types that serve people in a broad range of life phases (i.e., seniors and young people)
- Expanded dining options
- A new precedent for the quality, emphasis (people and cars, not just cars), and design of development along the Olive Corridor
- Improved walkability and livability
- Redevelopment of deteriorated, blighted, and underutilized commercial property along Olive
- An improved front door image and gateway to the community along Olive

The Catalyst Strategy finds that where strong market opportunities exist, a city is in a position to self-determine its future course. Rather than being relegated to a passive role in which a community feels compelled to approve any new investment (a position all too many cities are in), Olivette can mold its future. It can craft developer requests for proposal (RFPs) and dictate a set of market-supported terms under which public participation is contingent. It can set forth zoning requirements that mandate a better physical form. In other words, it has leverage. Through proactive engagement with the development community—and transparency with residents that it is acting on their behalf to realize the City's strategic/comprehensive plan—it can chart a direction that results in a better front door image for the community, better livability (through a more walkable, bikeable and visually appealing Olive corridor), and a more service-amenitized place.

Improvements to the streetscape and building facades along Olive will make the corridor a more inviting place to potential consumers, benefitting all businesses located there. The city may need to engage with owners, learning their specific needs and demonstrating how greater good can be accomplished through collective impact.

Real estate development is largely considered private enterprise by many; yet what is developed on private property can have a profound impact on the community, for better or worse. In order to engage in public-private partnerships that ensure the best possible outcomes, the City may have several important roles to play. One is assisting with land assembly. The City may, prior to issuing a developer RFP, engage with property owners in a potential development district to determine their interest in being included. Where owners are recalcitrant to sell blighted commercial property at reasonable market prices, the City may need to exercise powers of condemnation in order to achieve a publicly-supported vision. Such activity need not be construed as heavy-handed state involvement, if it is used judiciously and as a tool of last resort.

While this strategy document necessarily focuses on catalyzing the development of two sites, it is also focused on the leveraging of these sites as catalysts. The purpose of engaging in partnerships to develop these sites is not development as an end in itself. It is about achieving a number of strategic goals, including setting a new precedent of development, improving the quality of life of residents, improving property values, fostering diversity, reinforcing community, attracting new services, and enhancing the marketability and image of the entire City. It is for these reasons that this effort is being undertaken and, ultimately, justify the City's energies and resources in realizing a transformation of the interchange and municipal sites.

Olive Boulevard Master Concept Plan

Lochmueller Group, along with BatesForum, completed the Conceptual Master Plan for Olive Boulevard between Old Bonhomme Road and Olivette Executive Parkway. The City of Olivette initiated this process as a means to provide a document that laid the groundwork necessary to transform the one mile stretch of roadway into a unique corridor that differentiates this area from the remainder of Olive Boulevard while increasing safety for both vehicles and

pedestrians. Included are beautification strategies that provide opportunities for enhancement that do not require significant investment nor right-of-way acquisition.

With a Conceptual Master Plan in hand, the City's opportunities for securing grants to enhance the corridor are significantly improved. Without a plan, it is likely that change would be slow, disconnected, and fail to achieve the overarching vision for Olive Boulevard throughout the City of Olivette.

The following principles were used as guidance in the development of the Conceptual Master Plan:

- Further the vision of the Olivette Strategic Plan by defining a sense of place for the 3 segments of Olive corridor identified in the kick-off meeting (East, Center, West).
- Identify gateway opportunities.
- Establish design standards for Olive corridor that can be implemented over time.
- Improve traffic flow.
- Improve access control.
- Find the natural pedestrian crossings to improve pedestrian permeability across Olive connecting North and South areas of Olivette.
- Attract more users from 39° North.
- Identify opportunities for "multi-spaces" in the public realm.

Ultimately the goal of the Plan is to enhance mobility, safety, beautification, and consistency for the entire Olive Boulevard corridor.

Chapter 400 Zoning

The intent and purpose of the "COR" Commercial/Office/Retail District is to exhibit a mix of businesses, services and residential options developed collaboratively to meet the specific needs of the community. Development should promote:

1. Design and character reflective of community preferences and objectives as defined in the Strategic Plan. This district should not deter:
 - a. Horizontal and vertical mixed use developments which may be freestanding or part of small-scale planned developments.
 - b. Multi-story buildings so long as design considerations to soften the building mass and site transition are incorporated.
2. Connectivity between Olivette's neighborhoods and Olive Boulevard, connectivity across the Boulevard, as well as connectivity between new and existing commercial and mixed use projects themselves, including:
 - a. Managing access onto and off the Olive Boulevard corridor; and
 - b. Coordinating multi-modal movement, including both vehicle and pedestrian access, with surrounding properties.

Use. The functions are auto maintenance, repair services, and tires. The NAICS code 8111 Automotive repair and maintenance, requires Special Permit authorization.

Special Permit. The special permit procedure provides a basis for the City to determine the suitability of certain specified uses under prescribed conditions. These uses are not permitted uses except as otherwise determined to be suitable and compatible by the Commission and City Council through the procedures prescribed herein. The City reserves the full discretion to deny any such application or to revoke any such approval based upon a finding that an established special permit usage has become unsuitable and incompatible with its surroundings or that the conditions of approval are not being observed.

Lot Size. The lot by definition is a corner lot with Dielman Road to the west and Olive Boulevard to the north. The lot line which is most parallel to and most distance from the front lot line is the rear. The rear lot line is the eastern lot line. The side lot line is the southern lot line. The lot depth is taken from the boundary adjustment is 225-ft. The lot width is 156-ft. The minimum lot size requirements under the COR District is 75-ft for lot width and 100-ft for lot depth.

Height. The building height is no more than 20-ft, not including the parapet. By code the maximum permitted height is 45-ft.

Setbacks. For lots less than 120,000 sf, the building should be setback from the right-of-way no greater than 20-ft from Olive Boulevard, and no less than 20-ft from any other street right-of-way. The building is proposed to be 10-ft from the Olive Boulevard right-of-way. The building is proposed to be 37-ft from Dielman Road right-of-way.

Parking. Under Article XIV Off-street Parking and Loading, automobile services stations are a called out use (§400.1410 (3.a)). Required parking for said use is as follows:

Automobile service station. One (1) parking space for each gas pump, three (3) working spaces for each service bay or wash rack plus one (1) space for each two (2) employees and parking space for each vehicle used directly in the conduct of the business.

Proposed are 7-service bays, requiring 21 parking stalls. Employee counts will vary, but the plans provided identify 27-parking stalls to be provided. Thus, a total of up to 10 employees at any one time with up to 2-service vehicles.

Chapter 428

The purpose of Chapter 428, Community Design – Olive Boulevard Corridor, is to further the goals and objectives of the Olivette Strategic Plan. Supplemental to the Strategic Plan, Chapter 428 provides direction and guidance to the petitioner, developer, and design professional in articulating, defining, and illustrating what constitutes "dynamic sense of place".

It is the purpose of this Chapter to:

1. Promote redevelopment along the Olive Boulevard Corridor consistent with the visions of the Olivette Strategic Plan;
2. Enhance the visual appearance of the Olive Boulevard Corridor through the creation of uniform streetscape standards, landscape standards, and architectural standards;
3. Develop a safe and attractive pedestrian passageway along the Olive Boulevard Corridor;
4. Encourage coordinated planning between parcels, including, but not limited to, joint vehicle access, cross access easements for vehicles, pedestrians, and other non-motorized vehicular movement; and
5. Protect and preserve the value of properties along Olive Boulevard Corridor.

In conjunction with a site plan as required under Chapter 400 Zoning Regulations and a petition for community design review in accordance to Chapter 425, this Chapter outlines additional regulations, reviews, and submission criteria for improvements along the Olive Boulevard Corridor that are subject to this Chapter.

The Planning and Community Design Commission shall supplement the review of the community design aspects of the petition with the addition of the following Articles:

1. Article II: Site Planning.
2. Article III: Streetscape.
3. Article IV: Building Materials and Building Design.
4. Article V: Landscaping.
5. Article VI: Exterior Lighting Design.

The purpose for proper Site Planning is to:

1. Strengthen and reinforce the Olive Boulevard corridor and the streetscape as proposed under this Chapter.
2. Provide for and accommodate safe and efficient pedestrian movement between the street, building, neighboring buildings, and adjacent structures;
3. Minimize the visibility of surface parking dominating the view of a parcel from the street;
4. Minimize the spillover effects of noise, vehicles, and lighting, to surrounding residential neighborhoods; and
5. Establish acceptable standards for transitions between non-residential properties abutting residential properties.

The intent of the streetscape is to define the Olive Boulevard Corridor and establish the City's image consistent with the Olivette Strategic Plan. The purpose of the following regulations is to:

1. Establish a City identity consistent with the Olivette Strategic Plan;
2. Establish uniform regulations governing street improvements along the Olive Boulevard Corridor and intersecting streets; and
3. Encourage pedestrian activity along Olive Boulevard and provide a safe environment for pedestrian movement.

The building design regulations specified in this Section are intended to foster quality architectural design and building material use to encourage aesthetically pleasing buildings which will protect and preserve the appearance, character, general health, safety and welfare of the City. Specifically, these regulations are intended to heighten the design of

architecture in the City and to preserve the value of properties located along the Olive Boulevard Corridor. These standards are considered reasonable basic standards, providing sufficient flexibility to encourage creativity and are not intended to limit the ingenuity of the design professional

The landscaping and buffering requirements specified herein are intended to foster aesthetically pleasing development which will protect and preserve the appearance, character, general health, safety and welfare of the City and preserve the value of properties located along the Olive Boulevard Corridor. Specifically, these regulations are intended to increase the compatibility of adjacent uses by requiring a buffer or screen between uses and, in doing so, minimize the harmful impacts of noise, dust and other debris, motor vehicle headlight glare or other artificial light intrusions and other objectionable activities or impacts conducted or created by an adjoining or nearby use.

The exterior lighting design regulations specified in this Section are intended to foster aesthetically pleasing development which will protect and preserve the appearance, character, general health, safety and welfare of the City and will preserve the value of properties located within the Olive Boulevard Corridor. Specifically, these regulations are intended to control glare and light trespass, minimize obstructive light, conserve energy and resources while maintaining safety, security and productivity and curtail the degradation of the nighttime visual environment.

Items for the Commission to consider during the petition review are as follows:

Site orientation

Having building by street, discuss implications of a rear elevation

Streetscape

Disc moving of sidewalk with greenspace by curb

Corner improvements

Building and materials

Landscaping

Code vs. Olive Plan (seasonal references)

Lighting

Chapter 422 Stormwater

This Chapter is intended to be utilized in conjunction with the Zoning Ordinance, Subdivision Code, Stream Buffer Protection Ordinance and Rights-of-Way Usage and Grading Ordinance of the City of Olivette, Missouri, to ensure that the development of land in the City of Olivette occurs in a manner that protects, provides for and promotes the public health, safety, convenience, comfort and general welfare of the residents of Olivette.

Specific purposes of this Chapter include the following:

1. To control and manage stormwater on developed property;
2. Minimize adverse stormwater effects on adjoining and nearby properties;
3. Improve the water quality and limit the sources of impairment within adjacent streams, basins and watersheds;
4. Commit the City of Olivette to the St. Louis County Phase II Stormwater Management Plan;
5. To ensure the orderly development of land; and
6. To protect and to conserve the value of building and other improvements and to minimize adverse impact of development on adjoining or nearby properties.

Dielman Road Improvements

In 2017, the City applied for, and was awarded, an STP grant to improve Dielman Road from Olive Blvd to Fairwinds. This projects calls for road improvements/resurfacing and sidewalk improvements. Existing sidewalks on the eastern side of Dielman will be replaced with new sidewalks and a tree lawn where possible. New sidewalks were built on the western side of Dielman from Old Bonhomme Road to Tamarack.

The City of Olivette will begin Phase II of the Dielman Road Improvement Project in late spring. The Missouri Department of Transportation (MODOT) is currently reviewing the plans and specifications. Once that is complete, and the Federal Highway Administration (FHWA) has obligated funds, the City will release the Requests for Proposal (RFP). The project budget is \$720,000 with 80% Federal funding.

Scope of Work:

- Milling and paving of asphalt surface
- Stormwater improvements

- New concrete deck and sidewalk on existing concrete culvert south of the recreational trail crossing (Dielman will be closed to through traffic during that phase of construction Project length 0.5 miles).



City of Olivette
Planning and Community Development
1140 Dielman Road
Olivette, MO 63132
(314) 993-0252 (Office)
www.olivettemo.com

DEPARTMENT MEMORANDUM

DATE: JANUARY 16, 2020
TO: PLANNING AND COMMUNITY DESIGN COMMISSION
FROM: CARLOS TREJO, AICP
DIRECTOR OF PLANNING AND COMMUNITY DEVELOPMENT
RE: 9398 OLIVE BOULEVARD FIRESTONE
PETITION FOR BOUNDARY ADJUSTMENT, VACATION, SITE PLAN AND COMMUNITY
DESIGN REVIEW AND SPECIAL PERMIT USE AUTHORIZATION

PROPERTY OWNER	PETITIONER
Franklin Land Associates, LLC (Owner under contract)	Jason Horowitz, Premier Design Group – Vacation Matt Fogarty, Premier Design Group-SPU

STAFF SUMMARY

8. Redevelopment of an existing service station to build a new service station and redevelopment of City excess right-of-way. The excess right-of-way, contains Veteran's Fountain, which is on a city owned property. 9398 Olive Boulevard is a private parcel.
9. **Zoning.** The property is zoned COR Commercial/Office/Retail. The functions are auto maintenance, repair services, and tires. The NAICS code 8111 Automotive repair and maintenance, requires a SPU.
10. **Special Permit Use.** The current use, the vehicle service station Olivette 66, is authorized to operate under a Special Permit Use (Ord. No. 1004 2/29/1972). The site has been granted two SPUs to operate as an auto service station and oil filling station (Ord. No. 739 adopted 2/8/1966 and Ord. 507 adopted 7/26/1960).
11. **Zone-5.** The City of Olivette identified nine opportunity areas in 2010. On April 10, 2018, the City Council authorized the creation of the ad hoc Zone-5 Project Management Team (PMT). Zone-5 primarily consist of the property addressed as 9398 Olive Boulevard (Olive), adjacent rights-of-way (ROW) along Dielman Road (Dielman). Adjacent properties, both along Olive and Dielman, could also be considered in the assessment. The development seeks to combine 9398 Olive Boulevard with the excess ROW.
12. **Olive Boulevard Principles.** The Olivette Boulevard Conceptual Master Plan calls for improvements to the excess ROW, the shared access management from the lot to the east, one access point from Dielman Road and no access point from Olive Boulevard (shared apron with the adjacent lot onto Olive Boulevard). The proposal eliminates the nearer of the two access points onto Olive Boulevard, provides an easement for shared access, proposes one access point from Dielman Road and improves the ROW.
13. **Site Plan Review.** The site plan and community design reviews are on-going, including an assessment of compliance with Chapter 428. Key points for Commission discussion include the following:
 - Building placement and orientation;
 - Building articulation along Olive Boulevard;
 - Streetscape;
 - Corner node, including Veteran's Fountain, Olivette-in-Bloom, and landscaping; and
 - Traffic management, including turning lane, cross access, pedestrian crossings at the intersection, etc.
14. **Vacation & Boundary Adjustment.** The City of Olivette would vacate part of the existing excess ROW along Dielman Road. The vacated portion would become part of the property at 9398 Olive Boulevard.
15. **ACTION.** Formal introduction and presentation of the proposed development. Evaluate the site plan and

impacts on the site and other properties, evaluate building design, review for principles of Olive Boulevard Conceptual Master Plan, and to revoke the three former/current SPU and to issue one new SPU for the Firestone.

ATTACHMENTS:

- Plan Set dated 12/16/19
 - Project Report
 - SPU Ord 1004,739, 507
- Petition Application