AGENDA

PLANNING AND ZONING COMMISSION MEETING

CITY OF CREVE COEUR, MISSOURI

MONDAY, MARCH 21, 2016

6:30 PM

Pursuant to Section 610.022 RSMO, the Planning and Zoning Commission could, at any time during the meeting, vote to close the public meeting and move to closed session to discuss matters relating to litigation, legal actions and/or communications from the City Attorney as provided under Section 610.021(1) RSMo. and/or personnel matters under Section 610.021(13) RSMo. and/or employee matters under Section 610.021(3) RSMo. and/or real estate matters under Section 610.021(2) or other matters as permitted by Chapter 610.

Reports, documents, plans, and related materials are available for examination at the Creve Coeur Government Center, 300 North New Ballas Road, prior to the meeting.

Special disabled service may be arranged by contacting the Office of the City Administrator in advance.

CALL TO ORDER

ROLL CALL

Ms. Beth Kistner (Chair)
Mr. Tim Carney
Mr. James Faron
Ms. Muriel Hall
Mr. Don Magruder
Mr. Charles Pullium
Mr. Gene Rovak
Mr. Carl Lumley, City Attorney
Mr. Jason Jaggi, Director of Community Development
Ms. Whitney Kelly, City Planner
Ms. Deborah McLaughlin, Recording Secretary
Ms. Jessica Stutte, Planning Assistant

ACCEPTANCE OF AGENDA

APPROVAL OF MINUTES

1. February 16, 2012 Planning and Zoning Commission Draft Meeting Minutes

2. Joint City Council, P&Z, EDC Plant Science District Work Session 2-29-2016 Draft Minutes

3. Comprehensive Plan Workshop #4 Draft Minutes.3-8-2016

NEW BUSINESS

1. **Capital Improvement Program Fiscal Years 2017 through 2021**
   City staff will review the proposed Capital Improvement Program for Fiscal Years 2017 through 2021, www.creve-coeur.org/cip

2. **#16-008 Vacation of Excess Rights-Of-Way Along North New Ballas Road Extension and Champeix Lane**
   Jim Heines, Director of Public Works, has submitted an application to vacate excess rights-of-way along North New Ballas Road Extension and along Champeix Lane.

3. **Public Hearing: Application #16-005: Text Amendments to Section 405.470(A)(31) Relative to Conditional Use Standards for Multi-Family Dwellings in the CB Core Business District**
   George Stock of Stock & Associates on behalf of Michael Towerman of TriStar Property Acquisitions LLC has submitted a text amendment application to reduce the minimum dwelling unit size, reduce the average dwelling unit size, and eliminate the requirements for underground parking for multi-family developments within the CB Core Business District.

4. **#16-010 Approval of a Site Development Plan for Revised Landscape Plan for the Belle Maison Subdivision**
   Kurt Achtyl of McBride & Son's, has submitted an application for approval of a revised landscape plan for the Belle Maison Subdivision, to adjust the location of the street trees to provide for one tree at every 60 feet and the remaining trees places sporadically elsewhere in the subdivision. Section 410.200 of the Subdivision states that street trees are to be provided in the ratio of not less than one tree for each thirty feet of street frontage. The number of trees provided will remain as prior approved. The Belle Maison Subdivision received approval as an A Single Family with Residential Designed Development Designation in 2007 (Ordinance No. 4061).

WORK AGENDA

1. Comprehensive Plan Update Revised Timeline
2. Administrative Approval of Plan Amendments

DEPARTMENT REPORTS

1. Director of Community Development
   - Cancellation of April 4, 2016 Regular Meeting
2. City Attorney

ADJOURNMENT

Posted: _____

Jason W. Jaggi
Director of Community Development

PLANNING AND ZONING COMMISSION MEETING

Tuesday, February 16, 2016
6:30 p.m.

A public hearing and regular meeting of the Planning and Zoning Commission of the City of Creve Coeur, Missouri was held on Tuesday, February 16, 2016, at the Creve Coeur Government Center, 300 North New Ballas Road. Chairman Beth Kistner called the meeting to order at 6:30 p.m.

MEMBERS PRESENT: Ms. Beth Kistner, Chair
Mr. James Faron
Mr. Charles Pullium
Mr. Gene Rovak

OTHERS PRESENT: Mr. Carl Lumley, City Attorney
Mr. Jason Jaggi, Director of Community Development
Ms. Whitney Kelly, City Planner
Ms. Jessica Stutte, Planning Assistant
Deborah McLaughlin, Recording Secretary

CALL TO ORDER

ROLL CALL

ANNOUNCEMENT:

Chairman Kistner indicated Mr. Ken Howard has resigned from the P&Z Commission. Chairman Kistner acknowledged Mr. Howard's service on the Commission.

ACCEPTANCE OF THE AGENDA

Chairman Kistner proposed to move Item No. 2 under New Business, public hearing, to No. 1 on the agenda, and Item No. 1 under Unfinished Business, the public hearing on the conditional use permit for the Crossings Church, down to the second to last because it's tied to that last item, and they might as well stay together.

Mr. Faron moved to accept the changes. All voted aye for acceptance.

Attachment: P&Z Minutes 021616 (1833 : Feb. 16, 2016 P&Z Draft Minutes)

APPROVAL OF MINUTES

1. January 19, 2016 Planning and Zoning Commission Meeting Minutes.
Mr. Faron made a motion to approve the January 19, 2016 P&Z minutes. Mr. Pullium seconded the motion. All voted aye for acceptance.

2. February 1, 2016 Planning and Zoning Commission Comprehensive Plan Public Workshop Meeting Minutes.
Mr. Faron made a motion to approve the February 1, 2016 Planning and Zoning Commission Comprehensive Plan Public Workshop Meeting Minutes. Mr. Rovak seconded the motion. All vote aye for acceptance.

PUBLIC COMMENT
None.

NEW BUSINESS

1. PUBLIC HEARING. Application #16-005: Text Amendments to Section 405.470(A)(31) Relative to Conditional Use Standards for Multi-Family Dwellings in the CB Core Business District.

Request for continuation to March 21, 2016.
Mr. Faron made a motion to continue until March 21, 2016.
Mr. Pullium seconded the motion.
There being no further discussion, the resultant vote was as follows:
Mr. Pullium-aye Mr. Rovak-aye Mr. Faron-aye Chair-aye

UNFINISHED BUSINESS

1. Application #16-004: For Approval of the Minor Site Plan for Facade Improvements for Total Access Urgent Care in the Tenant Space Addressed as 10923 Olive Boulevard.

Chairman Kistner offered to recuse herself due to her employment with Mercy Health System. Mr. King waived the right to recuse Chairman Kistner.

John King indicated he is representing Dr. Matthew Bruckel, who is the President and major shareholder of Total Access Urgent Care. Also present are Steve Feeler, architect, and David Hutkin, owner of the property.

Attachment: P&Z Minutes 021616 (1833 : Feb. 16, 2016 P&Z Draft Minutes)

Mr. King indicated that they have proposed the re-doing of the facade of the building for the Total Access Urgent Care facility, and the property at that site is 3.29 acres in size, and we are orienting the building so that the front of building faces Olive Street Road.
The total cost of the facade work with all the costs is going to be approximately $150,000, which is the budget that we have set up for this location, for the elevation of this location.

Steve Feeler outlined the plans for the building.

Dr. Bruckel commented on his background and his reasons for opening the urgent care. Dr. Bruckel discussed his concerns for patients being able to find the business, and his plans for the building.

Mr. Jason Jaggi indicated that the applicant and staff have been working on various variations for the facade. Mr Jaggi gave the Commission some background on the building. Mr. Jaggi indicated that staff is supportive of the requested changes. Mr. Jaggi indicated there are three requests or three changes that we think the Commission should consider to further the project's conformance with the City's Design Guidelines. Mr. Jaggi discussed those recommendations.

Discussion was had between Dr. Bruckel and the Commission concerning the windows and the parapet.

Mr. Pullium made a motion to approve the site development plan and the elevations for the renovation of the tenant space addressed at 10923 Olive Boulevard within the Shop at Westchase as presented to the Planning and Zoning Commission subject to the conditions contained in the staff report for the meeting of February 16, 2016, subject to these conditions: The elevation shall be provided to provide for additional stack stone, as we have discussed on the lower return and on both the small wall and the east elevation up to the relief line on both of those. In addition, the applicant shall submit a landscape plan addressing the missing landscaping as set forth in the staff report. In addition the condition that the lighting shall be downcast and fully shield in compliance as set forth in the staff report. All signs and banners shall be in conformance in Article VIII, as set forth in the staff report, and the owner of the property shall address all outstanding property violations as set forth in the staff

Attachment: P&Z Minutes 021616 (1833 : Feb. 16, 2016 P&Z Draft Minutes)

report.
Mr. Rovak seconded the motion.
Mr. Lumley asked for clarification. Mr. Lumley indicated the language you started with, I'm not being critical, I think we kind of got led into this with language, but the language you started with talked about the staff's total set of conditions, and then you went to the list and kind of actually recited the conditions. And the first condition in there is to go back to, I believe, the January 12th submittal. I think that was your intention.
Mr. Pullium indicated he left off the first condition.
I thought that was your intent, but the actual language of your motion started with "all the staff's conditions, " so I just wanted to make clear.
Mr. Pullium indicated, just to be clear, I left off the first condition because I think the first condition reverts back to the elevations previously submitted with the raised parapet, and I have not included that within my motion.
Mr. Jaggi asked to approach the podium to summarize the motion. Mr. Jaggi indicated the motion was to accept this elevation with the additional stone being placed up here to the relief line, as well as the additional stone over here, that's correct, and with the flat parapet.
Mr. Pullium indicated that was the motion.
Mr. Jaggi indicated staff is comfortable with that.
Mr. Lumley inquired, so the other conditions from staff's report would be the February 16th elevations to get the permit to landscape plan, the lighting, the signs and the property maintenance issues all as set forth, to which Mr. Pullium indicated that was correct. Mr. Rovak seconded the motion.
There being no further discussion, the resultant vote was as follows:
Mr. Pullium-aye Mr. Rovak-aye Mr. Faron-aye Chair-aye

NEW BUSINESS

1. #16-007: Site Development Plan Approval for a Monument Sign for the Mosley Acres Subdivision.
Lisa Fister, on behalf of the Mosley Acres Subdivision, gave some background on the signs at the entrance to the subdivision.
Ms. Fister indicated the new sign is a freestanding sign. And it is in the same style as all of the street signs that are now currently in Creve Coeur.
Ms. Fister discussed the landscaping.

Ms. Kelly indicated she wanted to clarify that in talking with the Director of Public Works, the condition probably

Attachment: P&Z Minutes 021616 (1833 : Feb. 16, 2016 P&Z Draft Minutes)

should be added that the applicant worked with the Director of Public Works, state the location of the sign to ensure that it is outside the public right-of-way and the site, what would normally be a normal public right-of-way and the site distance triangle, as well as so that the sign doesn't hang over into that area, and that the sign regulations prohibit any sign to hang over into the roadway.

Mr. Rovak made a motion to approve the residential development sign for Mosley Acres Subdivision subject to the conditions as discussed in the staff report on Application 16-007 presented to the Planning and Zoning Commission on February 16, 2016. Mr. Faron seconded the motion.

There being no further discussion, the resultant vote was as follows:

Mr. Faron-aye Mr. Rovak-aye Mr. Pullium-aye Chair-aye

Public Hearing: Application #15-034: Conditional Use Permit for the Crossings Church at 1265 N. Warson Road and Application No. 16-006: A Text Amendment to the Zoning Ordinance Regarding the Standards for a Conditional Use for Religious Organizations.

Mr. John Benjamin Mullins gave some history on the Crossings Church. Mr. Mullins discussed what the applicant is interested in doing.

Mr. Jaggi indicated with the condition on this application, that it is contingent upon a text amendment. Staff did submit an application for a text amendment that would really do two things involving religious organizations and the uses within the City for religious organizations.

The first would be to eliminate the 3-acre minimum site size requirement in all of non-residential districts of the LI District, in which this property is located, has a 3-acre minimum site size requirement. That standard is also found in the City's Residential Zoning Districts, as well as the Planned Office District, and so this text amendment would remove that to be consistent. So all non-residential zoning districts, you wouldn't have to abide by a 3-acre minimum lot size.

Mr. Jaggi indicated this application does propose to clean up that element of the existing codes in terms of the 3-acre minimum in non-residential districts. It also seeks to eliminate a requirement in our code that says for every 100 seats you have to have an additional 1 acre of site size. You could view that to require actually 4 acres if you have 100 seats in your church or your temple

Attachment: P&Z Minutes 021616 (1833 : Feb. 16, 2016 P&Z Draft Minutes)

or whatever your religious organization may be.

Mr. Jaggi indicated the second half of the text amendment is how we handle religious uses in Residential Districts. The main issue tonight is the requirement that churches maintain a 25 percent site coverage when they're in residentially zoned districts. The applicant is not in a residential district, it doesn't apply here. But that's the second half of our text amendment that we're proposing that we think the Commission should look at; whether that's a reasonable standard or not.

Discussion was had concerning the applications.

Mr. Greg Yawitz, 6 Heather Lane, Olivette, indicated that he is the president of Congregation Shaare Emeth, which is located at Ballas and Ladue. Mr. Yawitz indicated he had sent a letter of support, but wanted to talk to the Commission about how the practical applications apply to us and why we agree with the text amendment. Mr. Yawitz indicated his reasons for agreeing with the text amendment.

Mr. Faron moved to recommend approval of the draft text amendment ordinance for revisions to Section 405.470(29) regarding the conditional use regulations for religious organizations prepared for the February 16, 2016 meeting.

Mr. Rovak seconded the motion.

There being no further discussion, the resultant vote was as follows:

Mr. Pullium-aye Mr. Rovak-aye Mr. Faron-aye Chair-aye

Mr. Faron moved to recommend approval of Application No. 15-034 for conditional use permit for the Crossings Church located at the tenant address of 1265 N. Warson Road subject to the conditions contained in the draft ordinance for the meeting of February 16, 2016.

Mr. Rovak seconded the motion.

There being no further discussion, the resultant vote was as follows:

Mr. Faron-aye Mr. Rovak-aye Mr. Pullium-aye Chair-aye

WORK AGENDA

None.

Attachment: P&Z Minutes 021616 (1833 : Feb. 16, 2016 P&Z Draft Minutes)

DEPARTMENT REPORTS

1. Director of Community Development

Mr. Jaggi announced that on February 29th, we will be having a joint session of the Planning and Zoning Commission, the City Council and the Economic Development Committee for input into the Life Sciences Plant Sciences District process that's occurring in the northeast part of the community. More information will follow, but that meeting will start at 6:30, and will be a joint session. It will be here in the Council Chamber.

Also with the Plant Science District Study, on March 1st there will be an open house at the Danforth Science Center. It will also be from 6:30 to 8:30, and you are more than welcome to attend. The St. Louis Economic Partnership should have already actually sent out that information, but if you haven't seen it, it will be March 1st at 6:30. They should have a press release and get that information out any day now. But you're more than welcome to attend, and the City will also promote that meeting as well to the residents.

Finally, we will have a Comprehensive Workshop March 7th that is scheduled. And I will follow up with the Commission on the fifth workshop that we talked about, as well as a timeline of information from here toward the end of the planning process.

Mr. Lumley indicated that just to clarify, we've been handling these as meetings so that Council members can discuss what's going on with the public and not run afoul of the Sunshine Law. If we don't have a quorum, it's not a Planning and Zoning meeting, but the consultant can still conduct the work study, so would not have to call a halt to it.

2. City Attorney.
None.

ADJOURNMENT:

Mr. Faron moved for adjournment. All responded aye. Adjournment was at 8:20 p.m.

_____

Beth Kistner, Chairman

Produced by: Deborah K. McLaughlin, Court Reporter

Attachment: P&Z Minutes 021616 (1833 : Feb. 16, 2016 P&Z Draft Minutes)

JOINT WORK SESSION
AGENDA
CITY OF CREVE COEUR CITY COUNCIL, PLANING AND ZONING COMMISSION AND ECONOMIC DEVELOPMENT COMMITTEE
300 NORTH NEW BALLAS RD
FEBRUARY 29, 2016
6:30 PM

Present: Mayor Barry Glantz, Council Members Charlotte D'Alfonso, Scott Saunders, David Kreuter, Sue Baseley, Cynthia Kramer and Ellen Lawrence.

Planning and Zoning Commission Present: James Faron, Muriel Hall, Beth Kistner, Charles Pullium, Gene Rovak,

Economic Development Committee Present: Robert Bockersman, David Schafly,

Staff Present: Community Development Director Jason Jaggi, City Attorney Carl Lumley, City Administrator Mark Perkins, Chief Eidman, City Planner Whitney Kelly, EDC Staff Liaison Andrea Muskopf and City Clerk Debbie Ryan

Additional Guests: Don Magruder, Ted Ruzicka, Kevin Peterson Ayers Saint Gross, Kate Colington of HR&A, Beth Letscher of St. Louis Economic Development Partnership, Andrew Casavant, Ayers Saint Gross

1. Plant Bioscience and Technology Area Master Plan

Kevin Peterson of Ayers Saint Gross reviewed the Plant Bioscience and Technology Area Master Plan, the area it covers and the vision of what it will be. (Exhibit A)

Beth Letscher of the St. Louis Economic Development Partnership stated the Partnership applied for a Research and Innovative Strategies Grant and was awarded the $500,000 grant. The grant is to development a strategy to develop a Plant Bioscience and Technology Area. Ayers Saint Gross was hired by the Partnership to be the consultant on the project. The company is based out of the Baltimore area and has experience in this area of development.

Gene Rovak asked is the power point that was just shown going to be available to access publically.

Kevin Peterson stated yes, it will be available on the website.

Gene Rovak stated the city is in the middle of a Comprehensive Plan update and stated the consultants on this project should be working with the City and H3 to make certain the Comp Plan will be reflective of the vision of the area.

Kevin Peterson stated they could engage directly with H3 regarding the area and project.

Sue Baseley asked what the plan is to market this idea to local businesses that will be included in the Master Plan.

Kevin Peterson stated the consultants plan to discuss the vision and identity of the plan and area with current anchors in the area.

Beth Kistner asked if the area is going to be exclusively plant and science based businesses.

Attachment: Joint Plant Science District Worksession 02 29 16 (1835 : Joint City Council, P&Z, EDC Plant Science District Work Session 2-29-

AGENDA
CITY OF CREVE COEUR
CITY COUNCIL
300 NORTH NEW BALLAS RD
FEBRUARY 29, 2016
6:30 PM

Kate Colington stated no, but looking for strong bio/plant science businesses and working on some flexibility on businesses that would enhance or feed to the key businesses.

Ted Ruzicka asked what the consultants see as the biggest challenge.

Kevin Peterson stated there are a couple of key overlay areas that have multiple owners.

Ted Ruzicka asked does Ayers Saint Gross have any similar areas/clients that they have completed similar successful projects to the one that is being planned for here.

Kate Colington stated recently complete Rhode Island which is very similar to this project.

Cynthia Kramer asked what helped determine the footprint of the plan area.

Mark Perkins stated the area was chosen because the space is located directly adjacent to the core anchors for the project.

Bob Bockersman stated everyone wants to be with a winner and we have great anchors.

Charlotte D'Alfonso asked how do consultants plan to keep price points steady so that rent isn't too high for young professionals.

Beth Letscher stated the plan is for the space to be subsidized and that would allow the Economic Development Partnership to provide lower rent space.

David Kreuter asked if the consultants would include advertising of the area when marketing the plan. Many local people do not know how great this area is or what is going on here.

James Faron asked the consultants to design the plan so that the area will be more welcoming to the general public as well as those that will work and live in the area.

Beth Kistner asked what the roll of Creve Coeur is to the consultants as opposed to the developers.

Beth Letscher stated it is up to the city how involved they would like to be in this project and process. The consultants and committee are still exploring several options.

Ted Ruzicka asked if the EDC Partnership is going to decide how the grant funds are spent.

Beth Letscher stated the grant is currently for planning the project. Once the project is planned another entity will take charge of the project.

Charlotte D'Alfonso stated Creve Coeur has so much to offer with schools/locations/hospitals, etc.

Ellen Lawrence stated this is a very exciting plan and asked what the follow up is for development once the Master Plan is completed.

Kevin Peterson stated there will be market research in place that will assist in following the plan through.

Attachment: Joint Plant Science District Worksession 02 29 16 (1835 : Joint City Council, P&Z, EDC Plant Science District Work Session 2-29-

AGENDA
CITY OF CREVE COEUR
CITY COUNCIL
300 NORTH NEW BALLAS RD
FEBRUARY 29, 2016
6:30 PM

Ellen Lawrence asked what the consultants see as the biggest challenge for this plan.

Kevin Peterson stated connectivity of all of the parcels of land.

David Kreuter stated the Monsanto campus is a very secure campus and it is fairly closed off from the rest of the area as far as accessibility.

Kate Colington, stated the vision is to have a larger building with multiple tenants with employees and have the anchor businesses stay as they are.

Sue Baseley asked who on Creve Coeur staff will be contact for coordinating with this project.

Mark Perkins stated Jason Jaggi and himself.

Kevin Peterson asked if everyone could go on line and register at mysidewalk.com. Sign in and choose participant. Create an account. Only take a few minutes. On the website people/residents/interested parties will be able to submit their responses to the questions that will be listed. There everyone can list any amenities that they would like to see in the area. All responses will assist in creating a more complete plan.

Cynthia Kramer stated the local schools and a local junior college have excellent STEM programs. This is where the biotech companies could educate for future work force.

Gene Rovak stated we need to do some public outreach for this program.

Ellen Lawrence asked if there would be more questions on the mysidewalk.com website and suggested including the school districts in the planning process.

Kevin Peterson stated the schools have not been contact yet but they will be part of the planning process.

Beth Kistner asked that the consultants contact as many adjoining property owners of the proposed development area and get them on board and give them as much information as possible up front. Since this is fairly under the radar at the moment, someone can get false information and blow it out of proportion. This project needs to be proactive/transparent and all-inclusive with as many parties as possible.

Beth Letscher stated the city is included in the very early stages of planning and there are plans to include anyone near the development area.

Sue Baseley stated she has already heard concerns regarding the heavy traffic on Olive and how this redevelopment is only going to add to the problem.

Beth Letscher stated the consultants have already hired a transportation engineer for this issue.

Adjourned at 8:02 p.m.

Attachment: Joint Plant Science District Worksession 02 29 16 (1835 : Joint City Council, P&Z, EDC Plant Science District Work Session 2-29-

CITY OF CREVE COEUR
PLANNING & ZONING COMMISSION
MEETING MINUTES

COMPREHENSIVE PLAN UPDATE
PUBLIC WORKSHOP IV

GOVERNMENT CENTER
MULTI-PURPOSE ROOM
300 NORTH NEW BALLAS ROAD
MARCH 8, 2016
6:30 PM

Call to Order:
Vice-Chair James Faron called the meeting to order at 6:45 p.m. by welcoming guests to the fourth public workshop.

Roll Call:
The following members were in attendance: Vice-Chair James Faron, Tim Carney, Charles Pullium, and Gene Rovak.

Creve Coeur Staff present: City Attorney Carl Lumley, Director of Community Development Jason Jaggi, City Planner Whitney Kelly, and Planning Assistant Jessica Stutte.

The city's planning consultants, Tim Breihan & Jon Hall with H3 Studio and approximately 30 people were also in attendance.

Vice-Chair James Faron gave introductory remarks explaining the comprehensive plan process. Vice-Chair Faron then turned over the meeting to H3 consultant, Tim Breihan and John Hoal with H3 Studio to conduct the public workshop.

Work Agenda:
H3 representative Tim Breihan and John Hoal presented the existing goals and objectives along with the draft proposed changes. A 5th workshop to present the draft is scheduled for June 6th.

The Draft Goals and Objectives include:

1. Placemaking and Community Identity,
    a. Character Districts/ Place Types for the City
    b. Proposed frontages for primary and secondary streets/development standards for each new commercial district area
2. Economic Growth & Community Services
3. Residential Development & Preservation
    a. Proposed new Residential character areas
4. Community Amenities & Facilities
5. Parks, Open Space & Environment
    a. Proposed interconnected system of green corridors, parks, open space and recreation facilities
6. Transportation, Connectivity & Mobility
    a. Proposed plans for various types of street types for boulevard, avenue and commercial corridors and residential areas
    b. Bicycle Lanes
7. Community Health & Sustainability
    a. Environmental Plan and Draft Environmental overlay district areas

Attendees provided an interactive discussion on each of the topics.

Adjournment:
The workshop concluded and the meeting was adjourned by James Faron at 8:35 p.m.

Attachment: CompPlan Workshop IV.3-8-2016 Draft Minutes (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

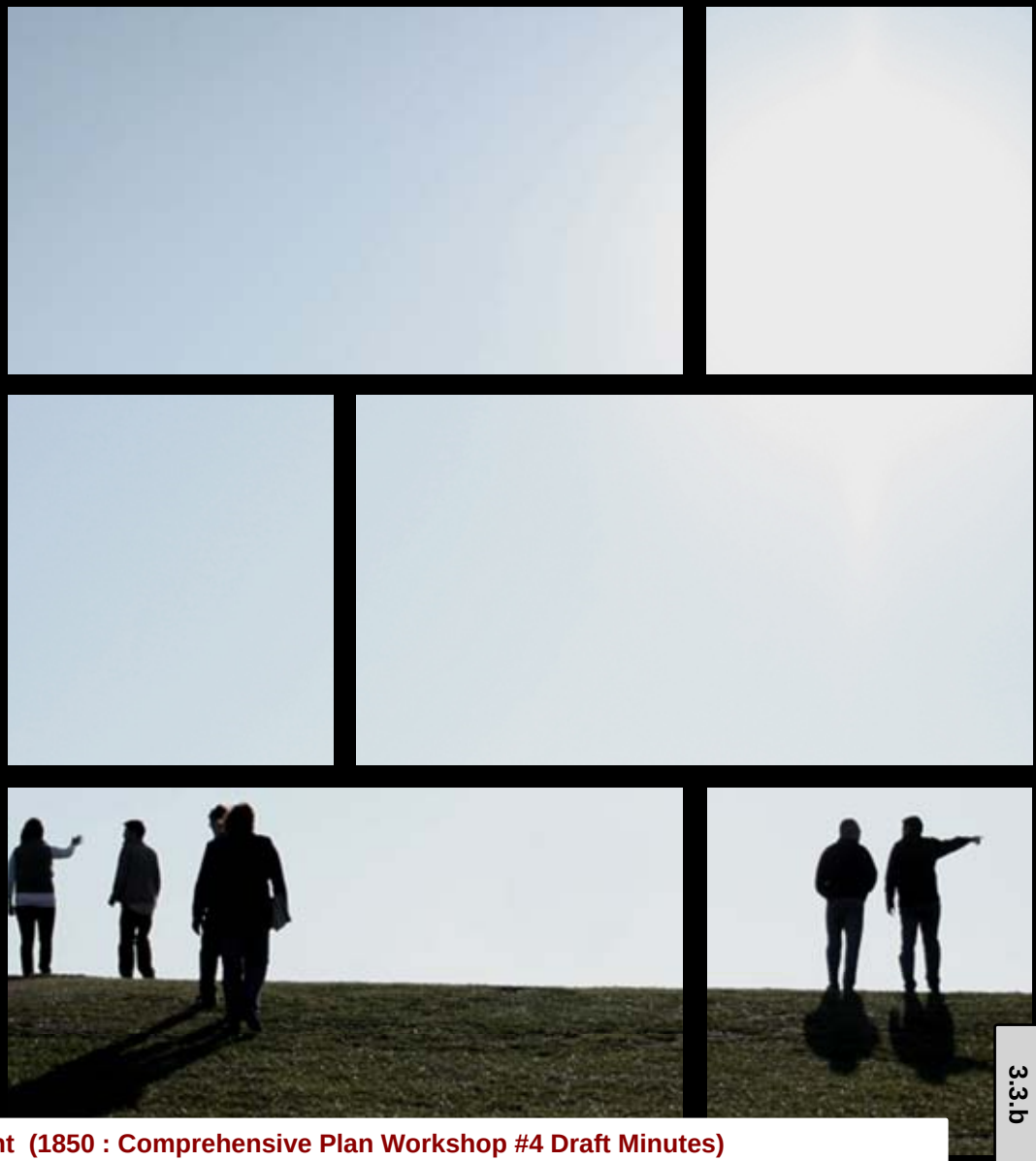
CITY OF CREVE COEUR
COMPREHENSIVE PLAN UPDATE

PUBLIC WORKSHOP #4

Packet Pg. 14
3.3.b
Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

AGENDA

- **Introduction**
  - Planning Process
  - Project Objective
  - Project Approach
- **Draft Comprehensive Plan Physical Framework**
  - Vision
  - Goals
  - Recommendations
- **Community Work Session**

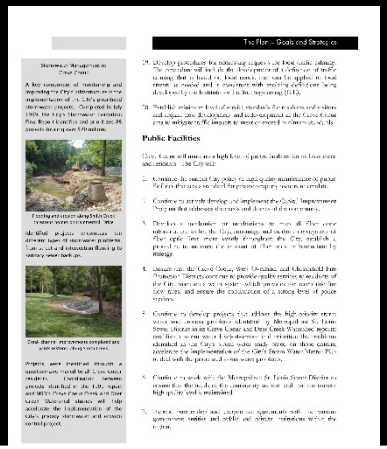


PROJECT OBJECTIVE: A COMPREHENSIVE PLAN

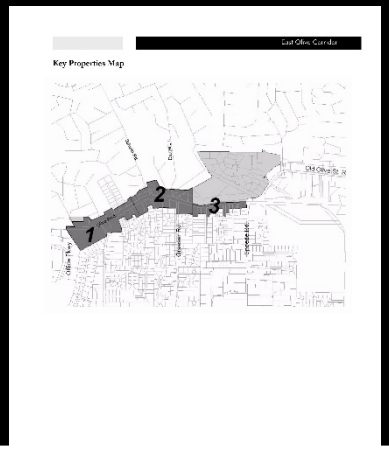
A comprehensive plan is an **official document,** adopted by a city as a **policy guide to decisions** about the physical, social, cultural, recreational, and economic development of the community **over a 15- to 20-year timeframe**.

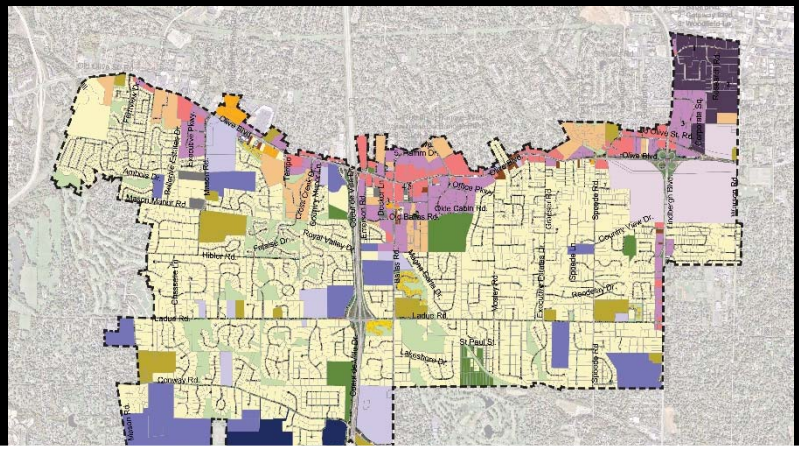
This includes land use, infrastructure, transportation, public facilities, physical development, capital improvement priorities, governance, and operations.

Typically, comprehensive plans are updated every 10 years


The Plan - Goals and Strategies

Public Facilities





Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

PLANNING PROCESS

- *September 21, 2015:* *Public Workshop #1 Analysis, Issues & Ideas*
- Week of November 2: City Staff & Elected Officials Focus Groups
- Week of November 9: Resident and Stakeholder Focus Groups
- *December 7, 2015:* *Public Workshop #2 Draft Vision, Goals & Place Types*
- *February 1, 2016:* *Public Workshop #3 Draft Plan Strategies & Recommendations*
- February, 2016 Draft Plan Development
- ***March 7, 2016:*** ***Public Workshop #4 Draft Plan Recommendations***
- *June 6, 2016* *Public Workshop #5*

To date, we have engaged:

- **170 Residents**
- **40 Non-resident Stakeholders**

Through approximately 250 individual points of contact!

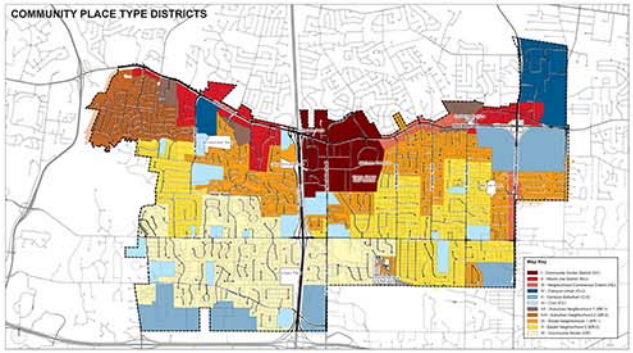
DRAFT COMPREHENSIVE PLAN

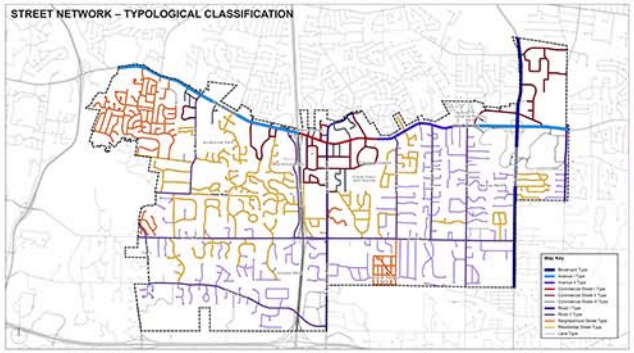
Community Vision, Goals & Strategies

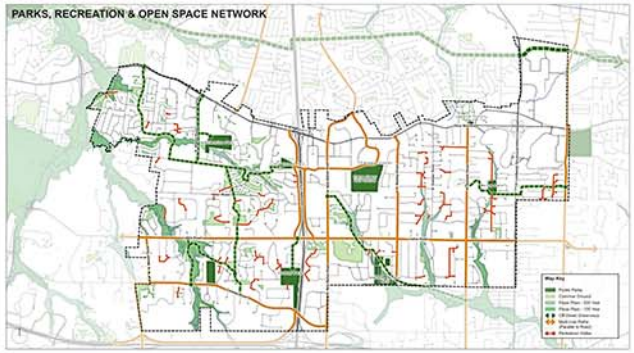
Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

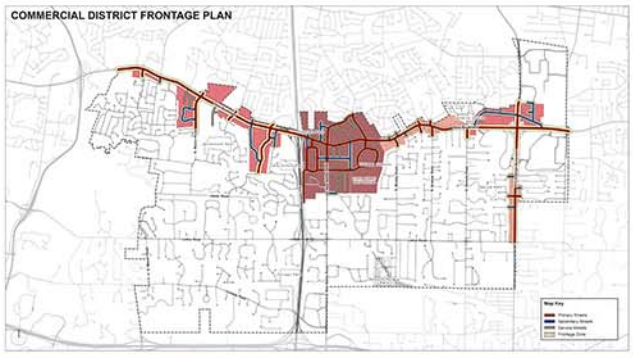
COMPREHENSIVE PLAN UPDATE
THE CITY OF CREVE COEUR, MISSOURI

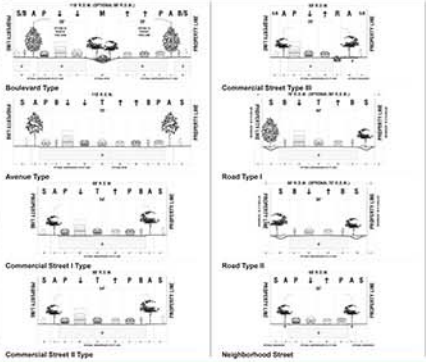
Public Meeting #4 – March 7, 2016

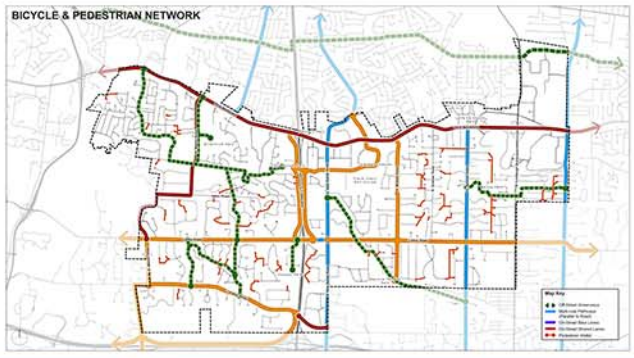












WORK BOARD

H3 STUDIO PROJECT TEAM

PREPARED BY H3 STUDIO

DRAFT VISION STATEMENT

Creve Coeur will continue to prosper, improve livability, and become environmentally responsive by preserving and capitalizing on new opportunities for the City's key commercial, residential, environmental, and civic assets.

Through comprehensive place-making, Creve Coeur will develop a unique and recognizable physical identity; create healthy and vibrant neighborhoods; and become a regional leading green and environmentally-friendly community.

Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

DRAFT COMPREHENSIVE PLAN GOALS

Revised, added to & prioritized as of 12-07-15

1. Placemaking & Community Identity
2. Economic Growth & Community Services
3. Residential Development & Preservation
4. Community Amenities & Facilities
5. Parks, Open Space & Environment
6. Transportation, Connectivity & Mobility
7. Community Health & Sustainability

DRAFT COMPREHENSIVE PLAN

Placemaking & Community Identity [Land Use]

Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

GOAL 1:

Placemaking & Community Identity

Creve Coeur will establish a unique regional identity and develop a 18/7 community experience to become **a great place to live, shop, work, and play!**

Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

GOAL 1:

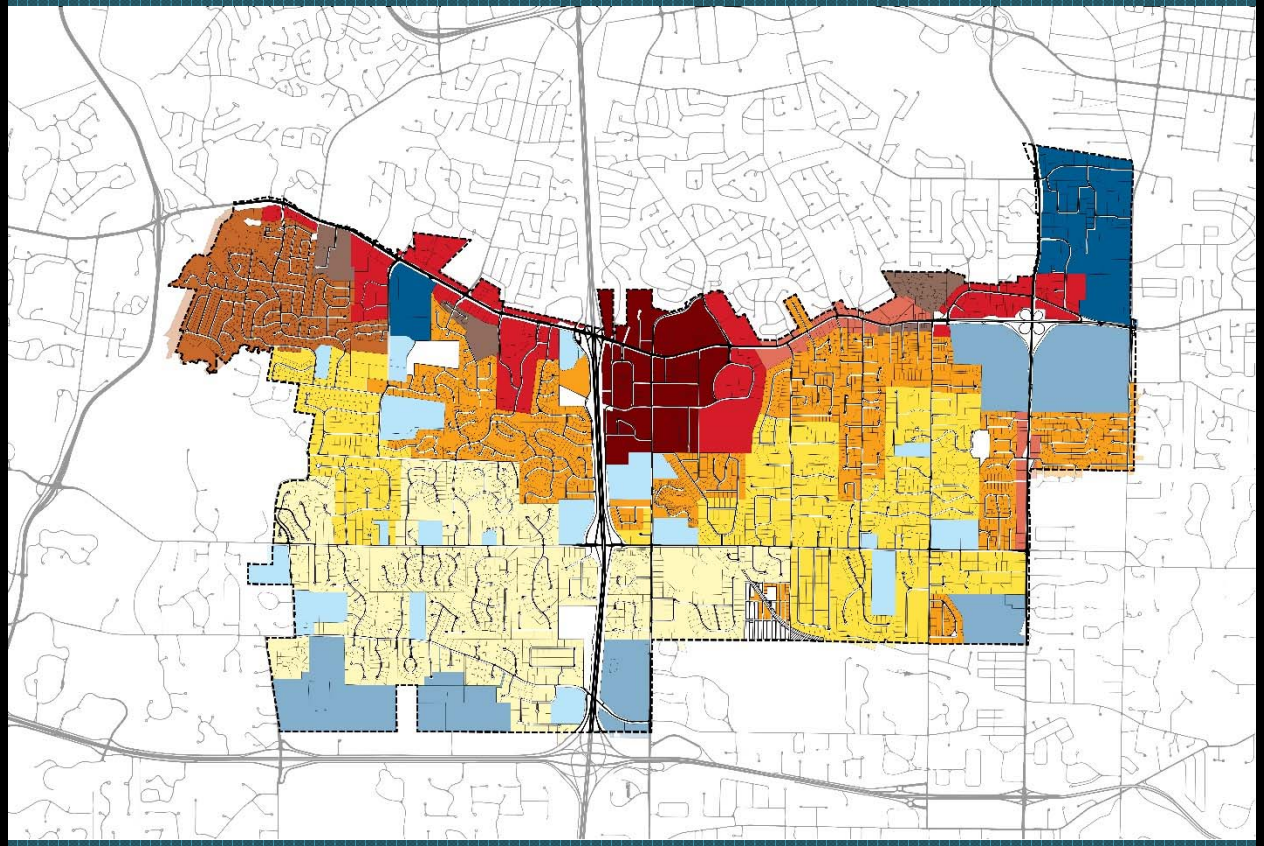
Placemaking & Community Identity

1. Create mixed-use, walkable districts.
2. Improve walkability and bikeability.
3. Improve city streetscapes and continue public realm enhancements.
4. Celebrate the community with identifiable gateways and public art.
5. Preserve high-quality existing neighborhoods and community assets.
6. Support high-quality, contemporary architecture and development.
7. Ensure cultural, arts, educational, and entertainment opportunities throughout the community.
8. Update the City's zoning code to facilitate and promote development that matches the community's vision for Creve Coeur.
9. Ensure that adjacent non-residential and residential development is compatible with each other.
10. Improve the quality of new development by establishing architectural design guidelines and lot development standards, including illustrations of desired development patterns.
11. Require landscape buffer zones between non-residential uses and residential districts.
12. Preserve Creve Coeur's historic properties.
13. Provide an increased number of community events and programs.
14. Develop a "central gathering place" that is the heart of the community.

DRAFT PLAN

LAND USE & CHARACTER

COMMUNITY PLACE TYPE DISTRICTS



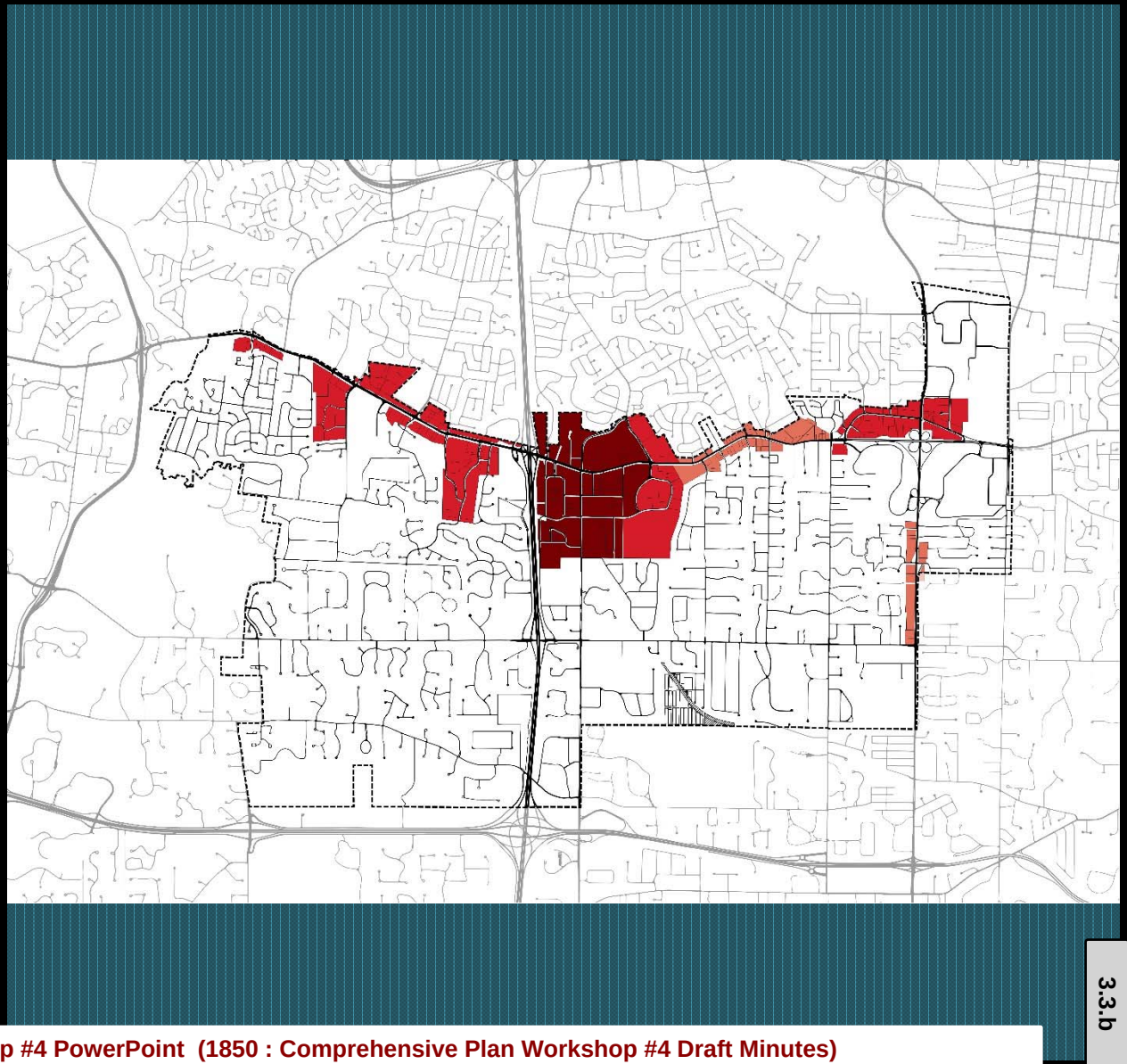
Objective: **Utilize placemaking and community character to ensure that future land use and development achieves the vision of Creve**

DRAFT PLAN

LAND USE & CHARACTER

COMMUNITY PLACE TYPE DISTRICTS

- I – Community Center District (CC)
- II – Mixed-Use District (MU)
- III – Neighborhood Commercial District (NC)



DRAFT PLAN

LAND USE & CHARACTER

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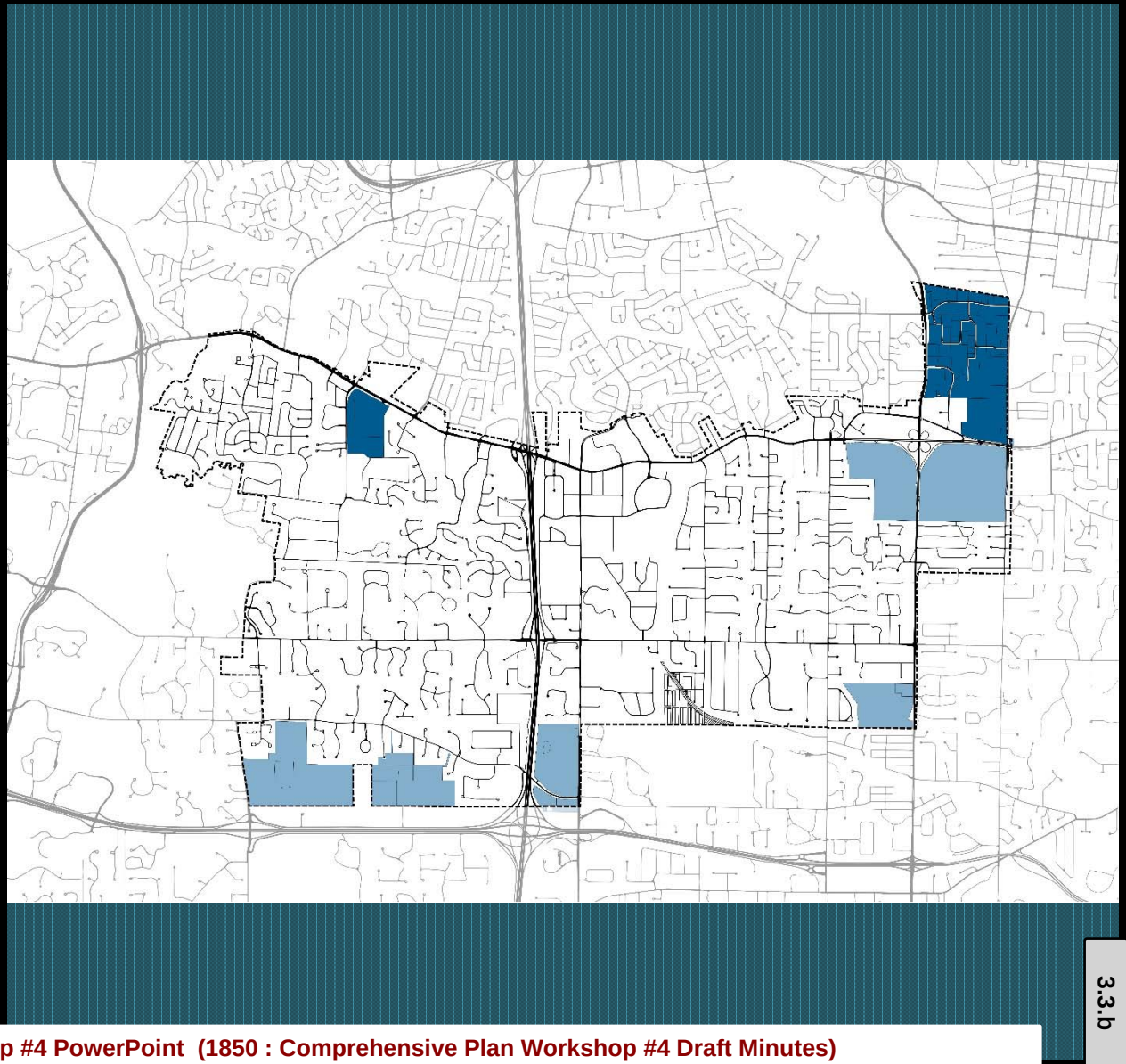

DRAFT PLAN

LAND USE & CHARACTER

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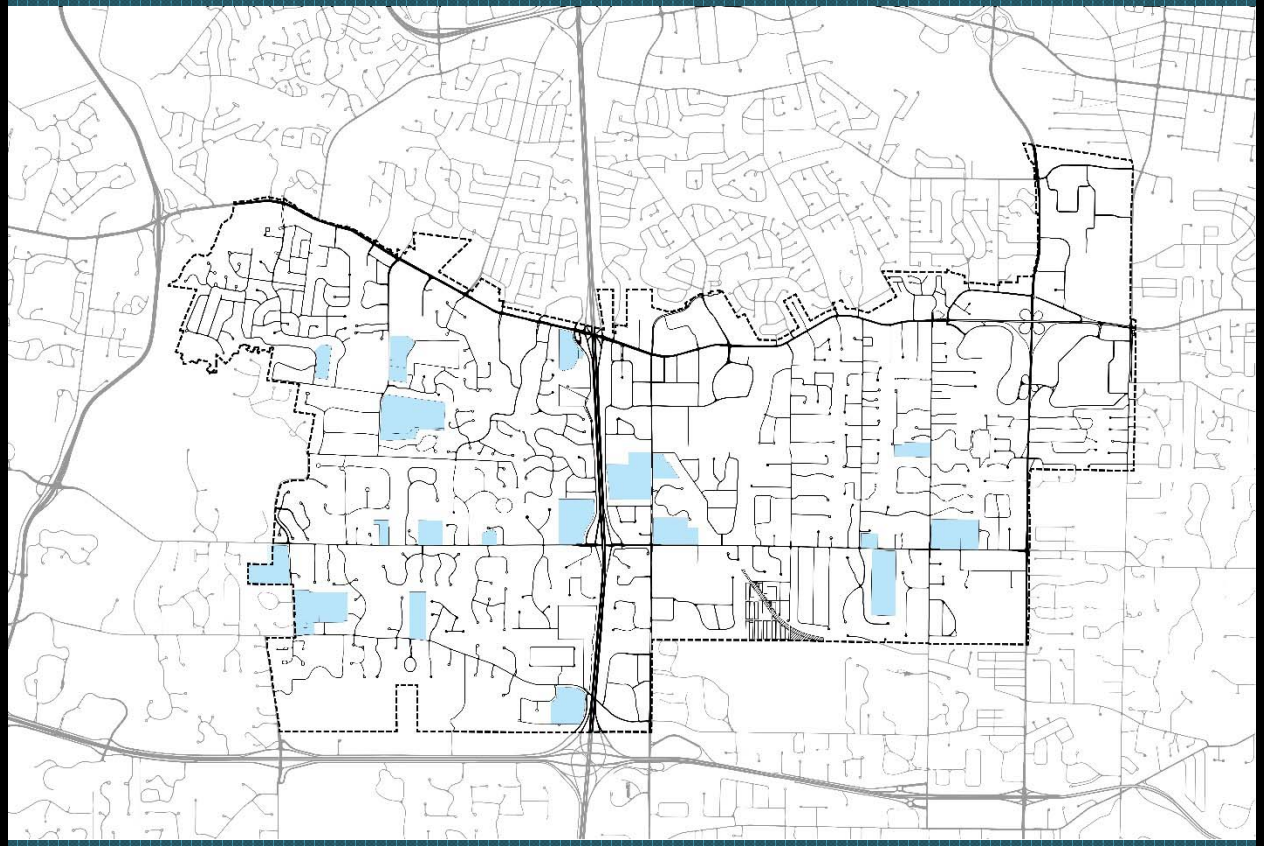

DRAFT PLAN

LAND USE & CHARACTER

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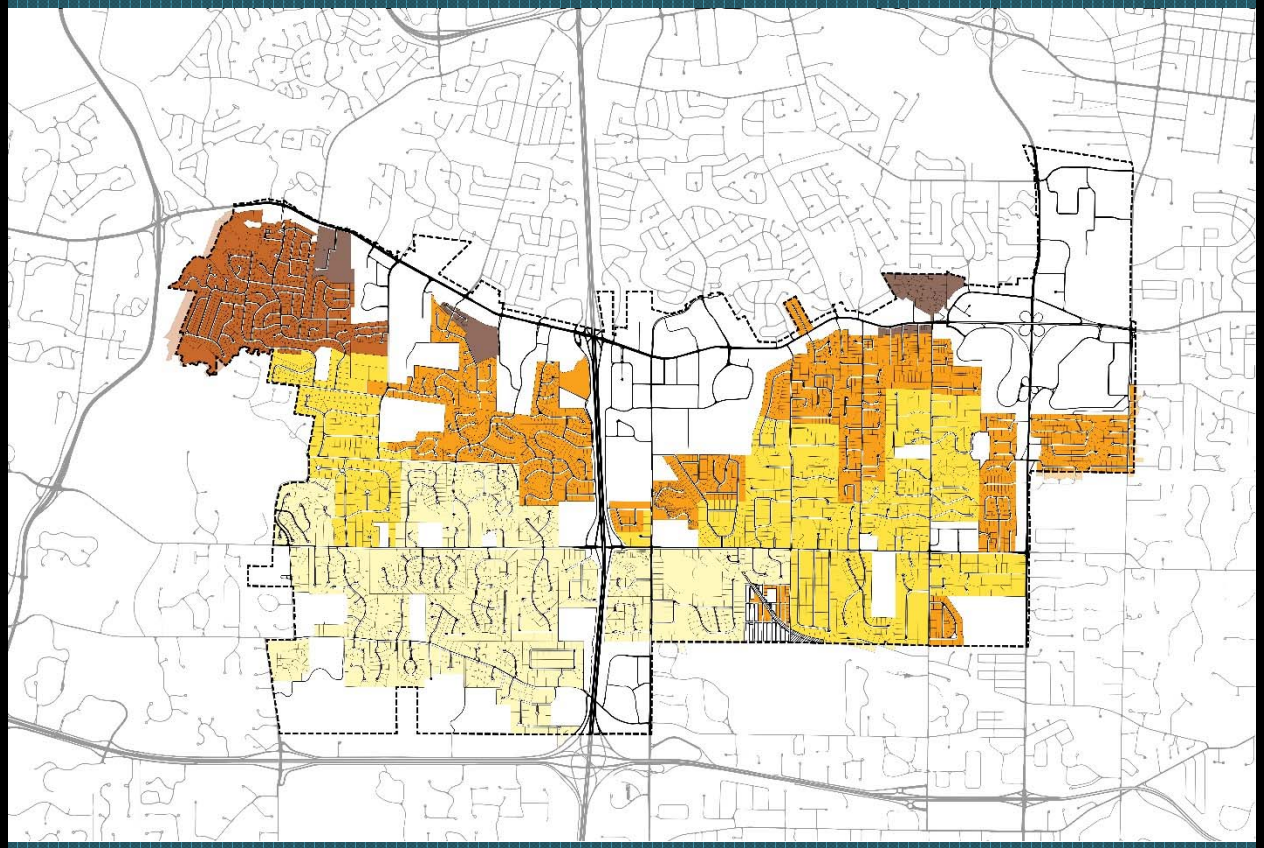

DRAFT PLAN

LAND USE & CHARACTER

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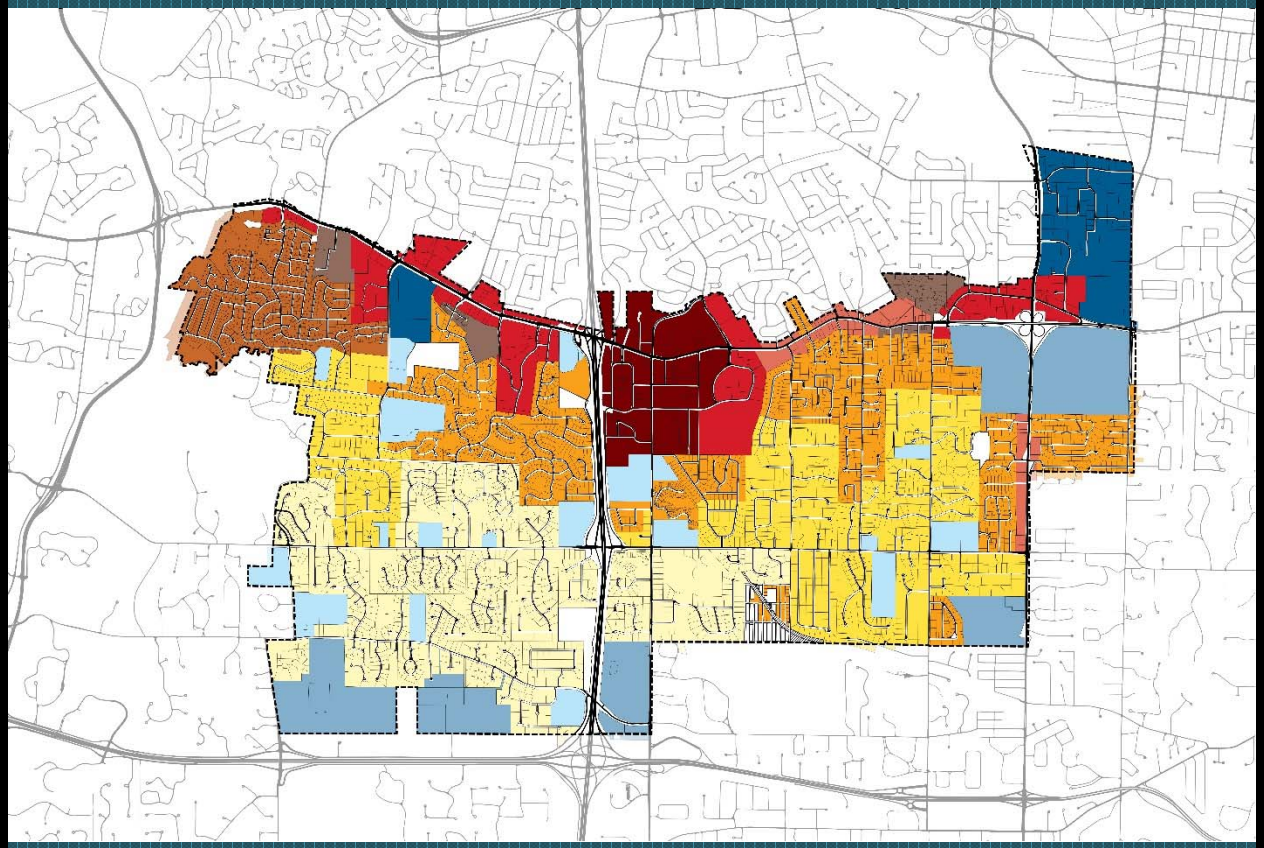


DRAFT COMPREHENSIVE PLAN

Economic Growth & Community Services Plan

Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

GOAL 2:

Economic Growth & Community Services

Creve Coeur will capitalize on new job growth and commercial development opportunities to **strengthen its position as a major regional business center and provide the necessary neighborhood services for the community.**

GOAL 2:

Economic Growth & Community Services

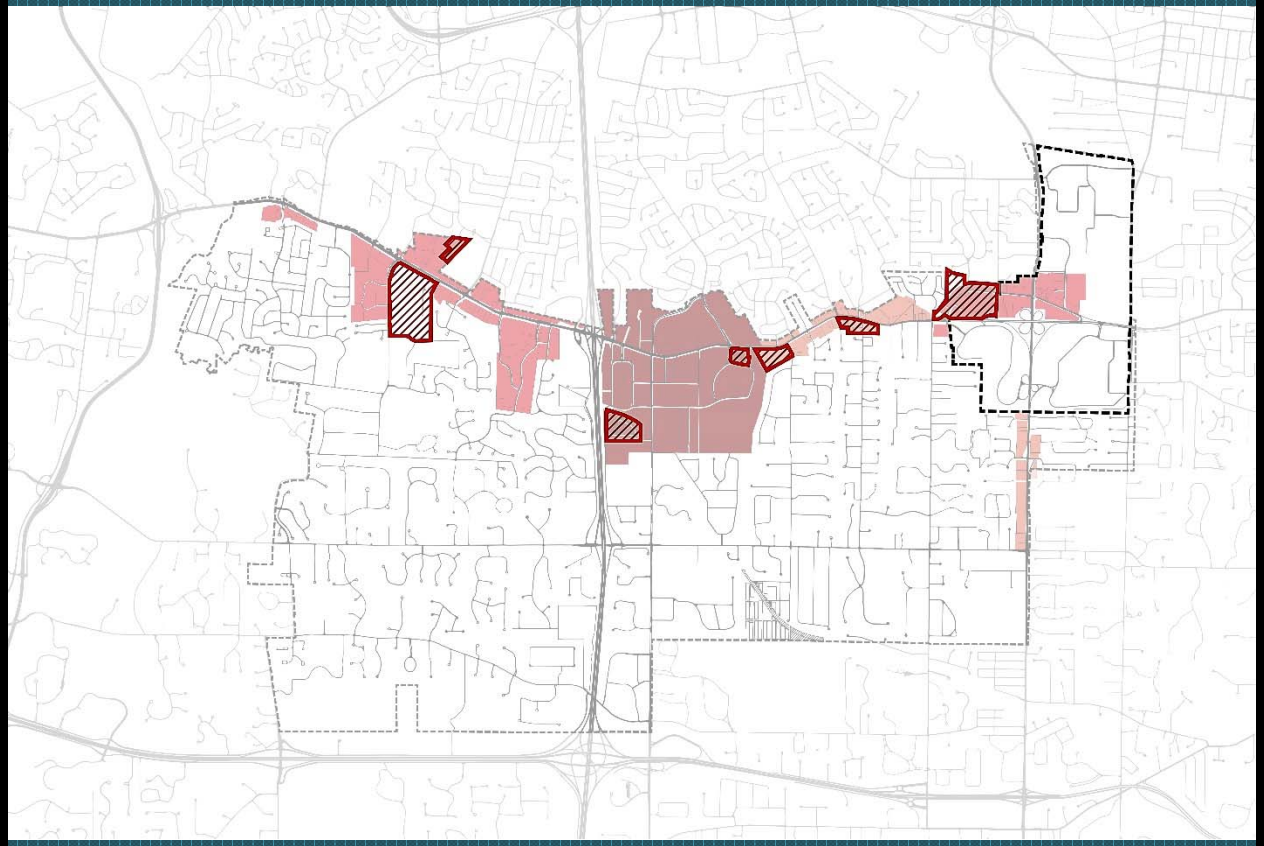
1. Ensure future economic growth is responsive to the changing economy, consumer preferences, demographics, and captures the "place-making dividend".
2. Provide the community services, amenities, and experience necessary to leverage and capture these changing consumer preferences.
3. Transform the Olive Boulevard corridor with an integrated central Business District and supporting mixed-use districts
4. Improve regional transportation services to Olive Boulevard corridor
5. Build upon the future high-tech development of the region's plant science and research district.
6. Embrace strategic public/private partnerships for redevelopment.
7. Guide regional retail use to the Central Business District area. Other business areas should be limited to local retail designed to serve the Creve Coeur area.
8. Actively work with the St. Louis Economic Development Partnership and St. Louis County on establishing the regional Plant Science district to preserve the long-term economic strength of Creve Coeur.
9. Foster development of a town center, which would include the design and construction of a public gathering place or places.
10. The City should become an active and integral participant with the Regional Commerce and Growth Association (RCGA).
11. Prioritize the construction of broadband fiber infrastructure and high-speed internet access

Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

DRAFT PLAN

ECONOMIC DEVELOPMENT PLAN

- Plant Sciences District Planning Area
- Balmoral Place Redevelopment
- HBE Site Redevelopment
- Multi-Family Redevelopment
- Mixed-Use / Multi-Family Redevelopment
- Creve Coeur Pavilion Reinvestment
- East Olive @ Graeser
- BJC West Campus
- Plant Sciences District Redevelopment



Objective: **Support economic development that contributes positively to the character of Creve Coeur and positions the City for**

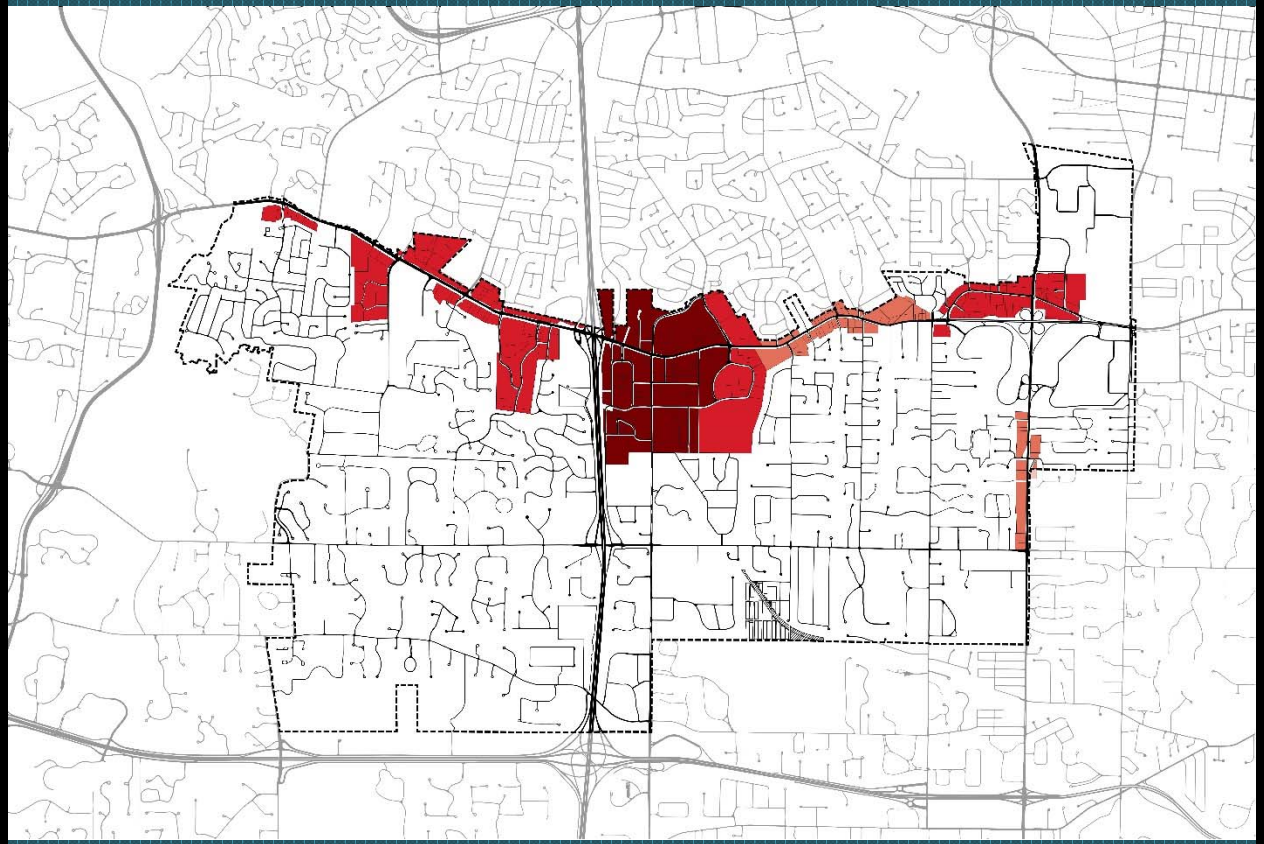
Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

PLACE TYPES

EXISTING ZONING DISTRICTS

PROPOSED PLACE TYPES

- I – Community Center District (CC)
- II – Mixed-Use District (MU)
- III – Neighborhood Commercial District (NC)



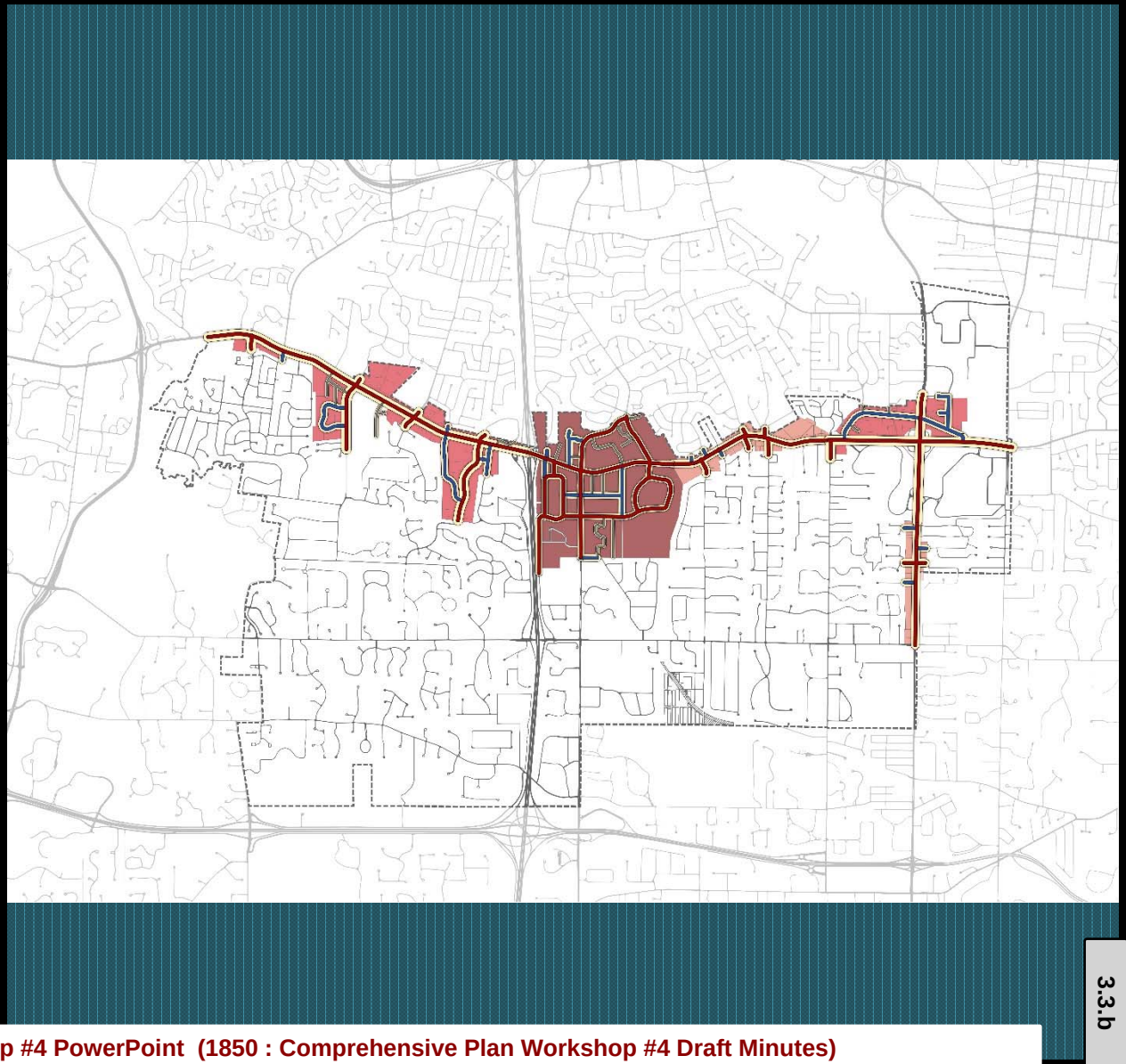
Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

PLACE TYPES

EXISTING ZONING DISTRICTS

PROPOSED PLACE TYPES

PROPOSED FRONTAGE PLAN

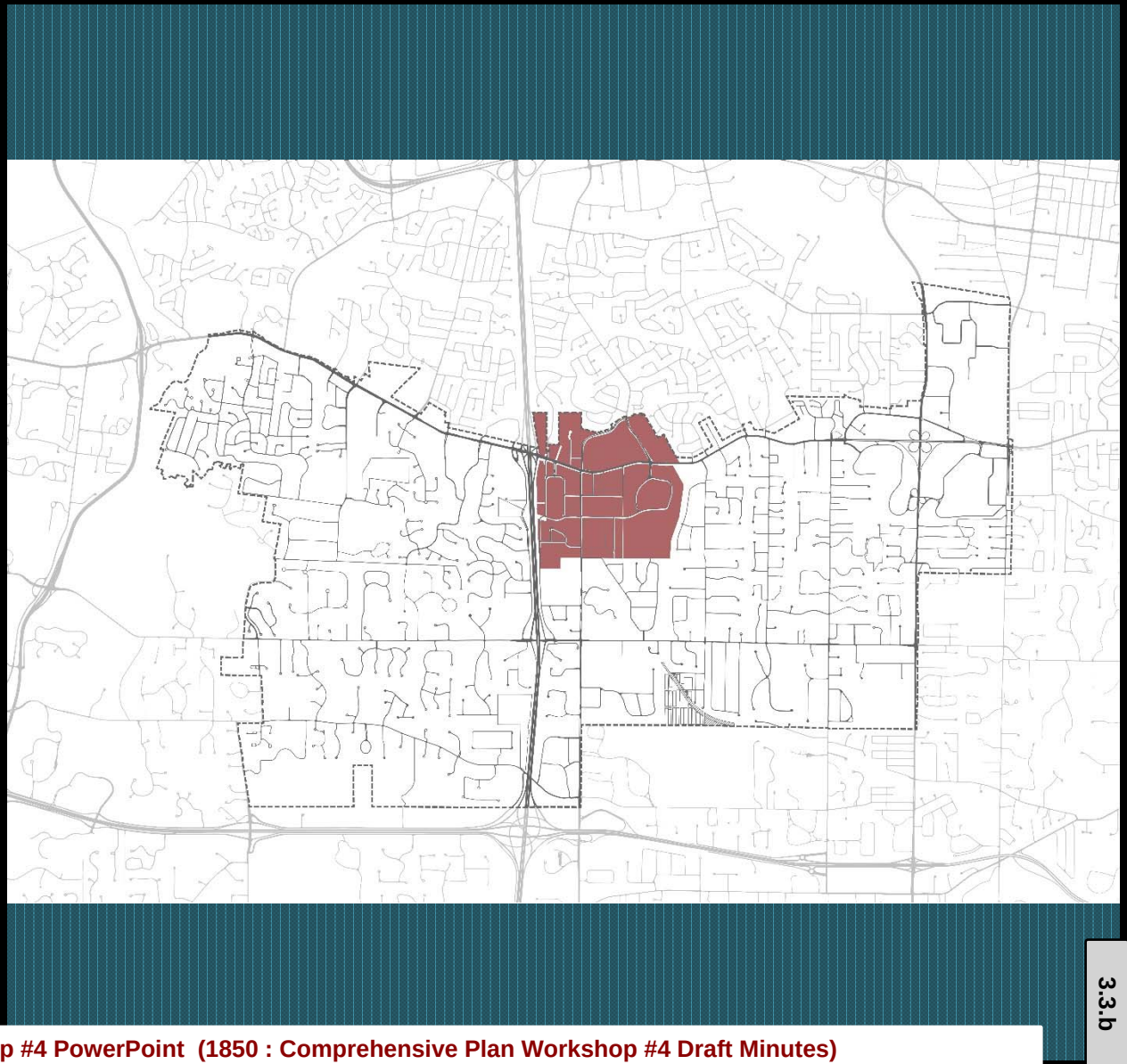


PLACE TYPES

EXISTING ZONING DISTRICTS
PROPOSED PLACE TYPES
PROPOSED FRONTAGE PLAN

Type I – Community Center District (CC)

The Community Center District is intended for the development of high-density, high-intensity, and mixed-use commercial, retail, office, and multi-family residential in a walkable, urban environment.



Type I – Community Center District (CC)

Existing Character Images

Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

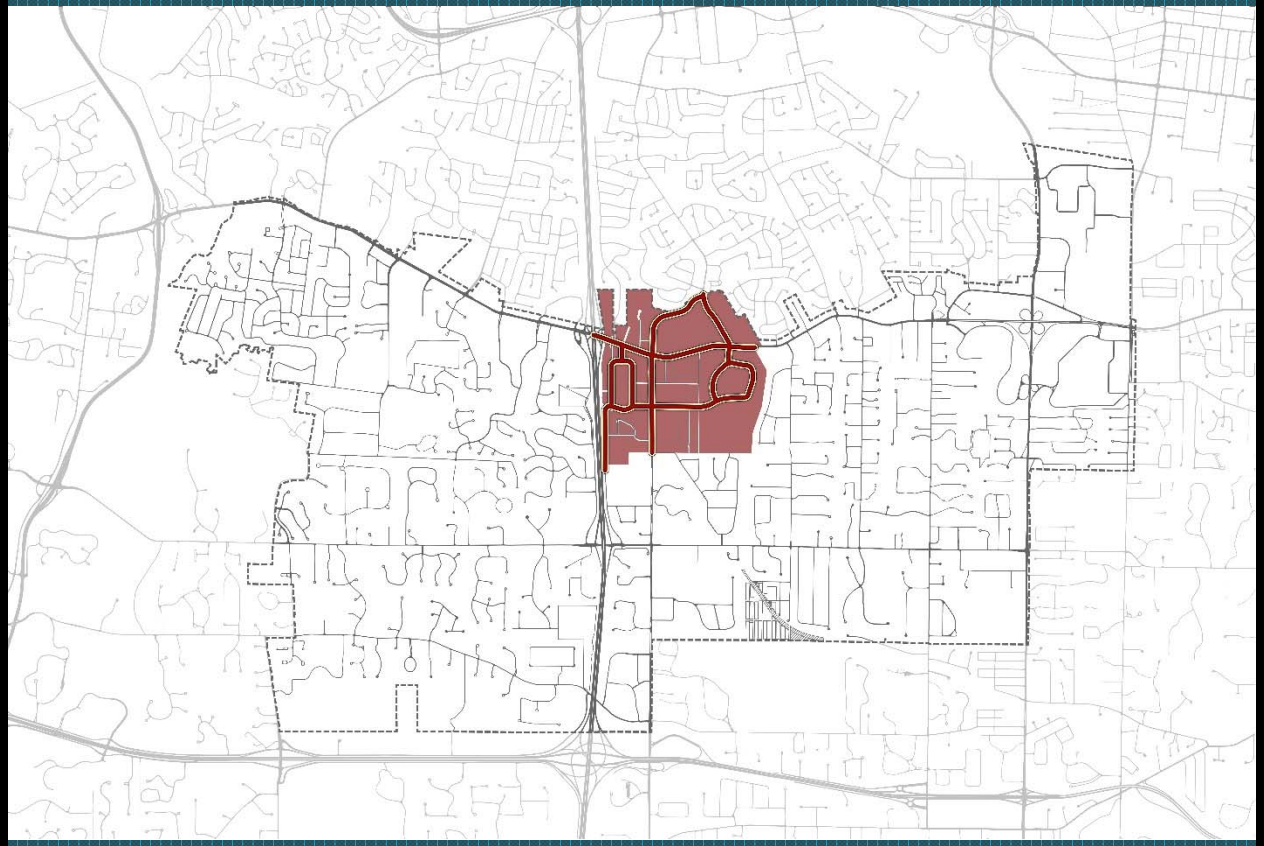
PLACE TYPES

EXISTING ZONING DISTRICTS

PROPOSED PLACE TYPES

PROPOSED FRONTAGE PLAN

- PRIMARY COMMERCIAL STREETS
  Community Center District



- *Commercial (Retail) ground flood uses only*
- *No parking between the building frontage and he street*

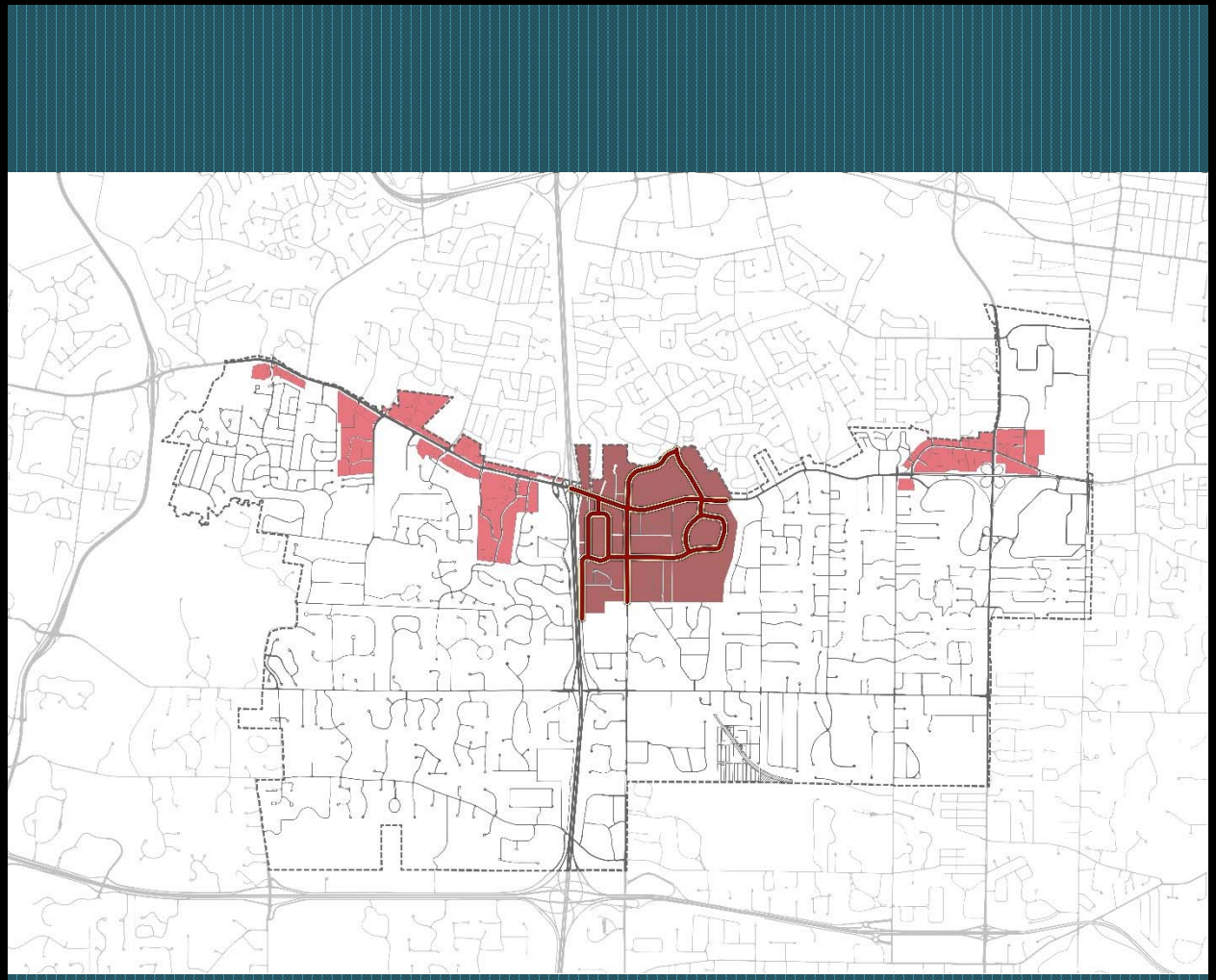
Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

PLACE TYPES

EXISTING ZONING DISTRICTS
PROPOSED PLACE TYPES
PROPOSED FRONTAGE PLAN

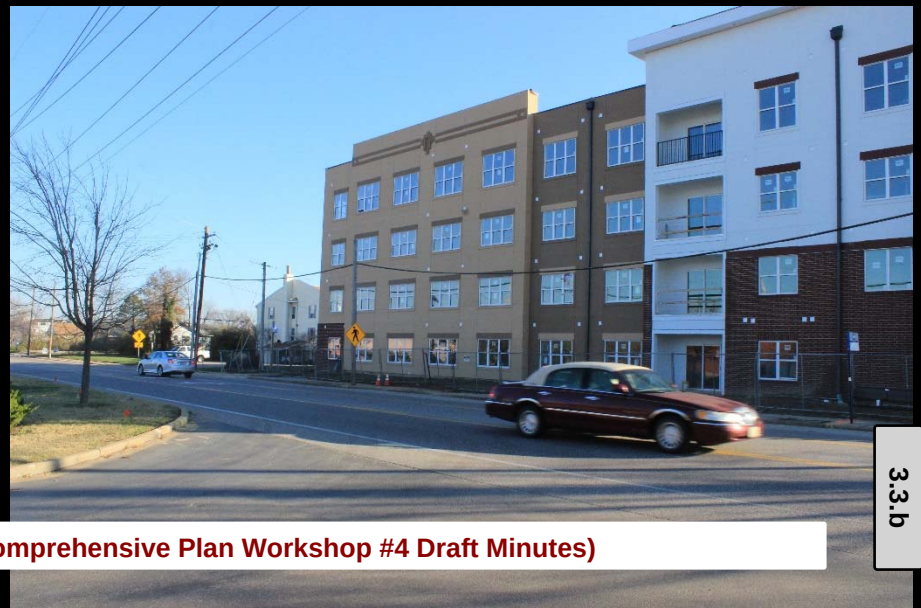
Type II – Mixed-Use District (MU)

The Mixed-Use District is intended for the development of a variety of medium-density commercial, retail, office, and multi-family residential on large development sites in a walkable environment with street-facing storefronts and centralized parking.



Type II – Mixed-Use District (MU)

Existing Character Images



Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

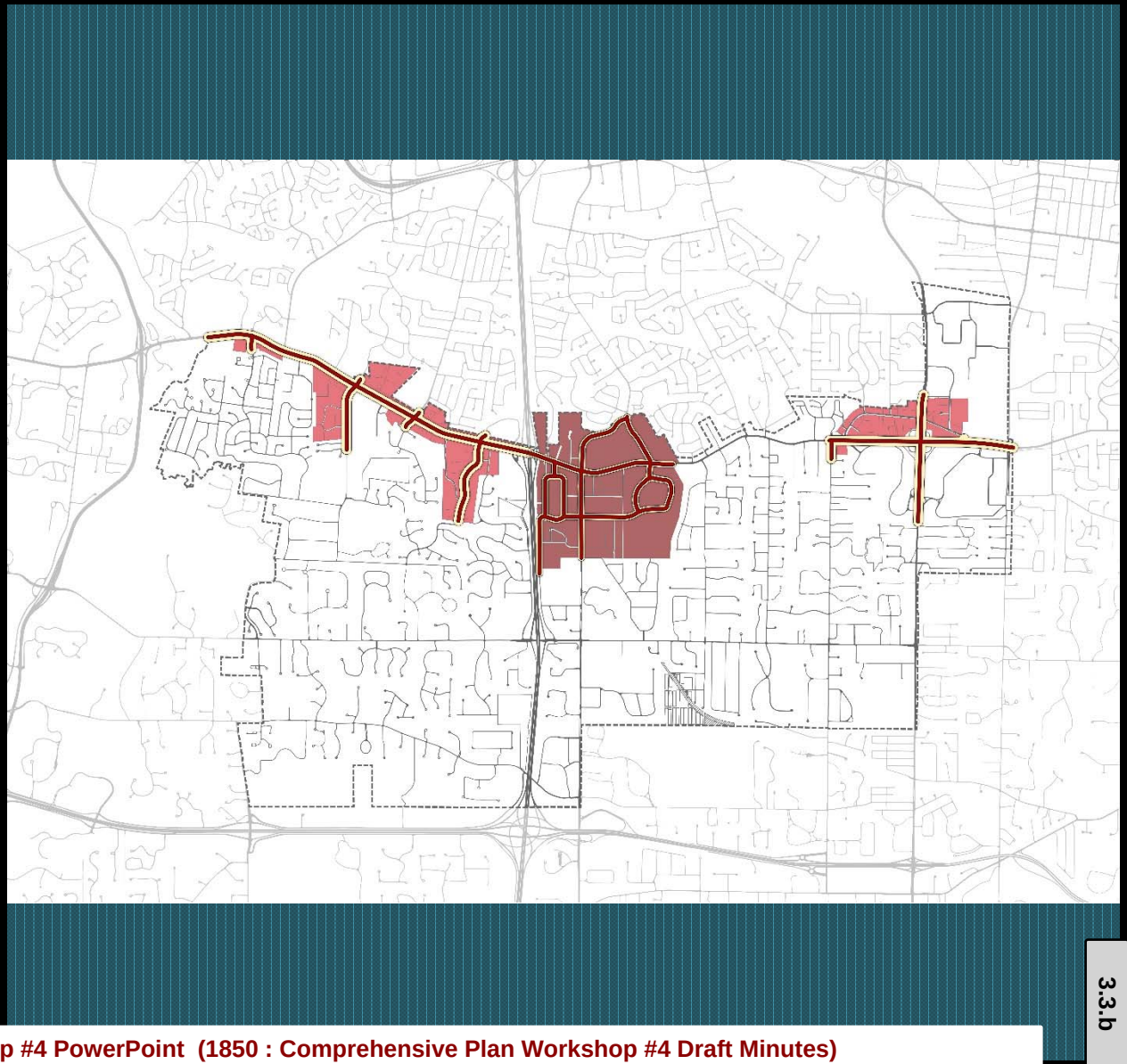
PLACE TYPES

EXISTING ZONING DISTRICTS

PROPOSED PLACE TYPES

PROPOSED FRONTAGE PLAN

- PRIMARY COMMERCIAL STREETS
  Mixed-Use District



- *Office permitted as ground flood use*
- *Limited percentage of frontage may be dedicated to parking*

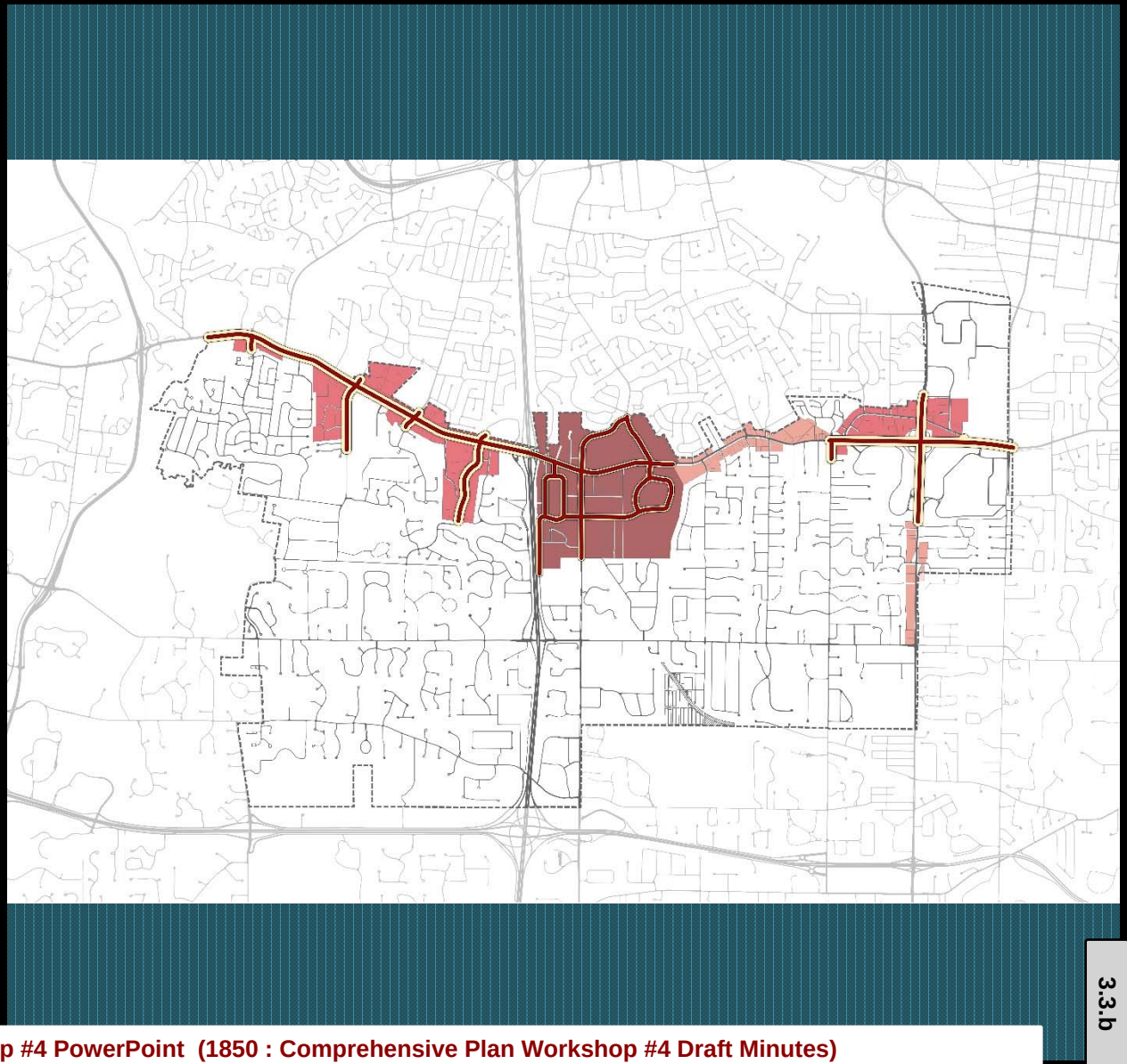
Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

PLACE TYPES

EXISTING ZONING DISTRICTS
PROPOSED PLACE TYPES
PROPOSED FRONTAGE PLAN

Type III – Neighborhood Commercial District (NC)

The Neighborhood Commercial District is intended for the development of a variety of medium- to low-density commercial, retail, office, and neighborhood service business in a commercial corridor with shallow lot depths.



Type III – Neighborhood Commercial District (NC)

Existing Character Images

Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

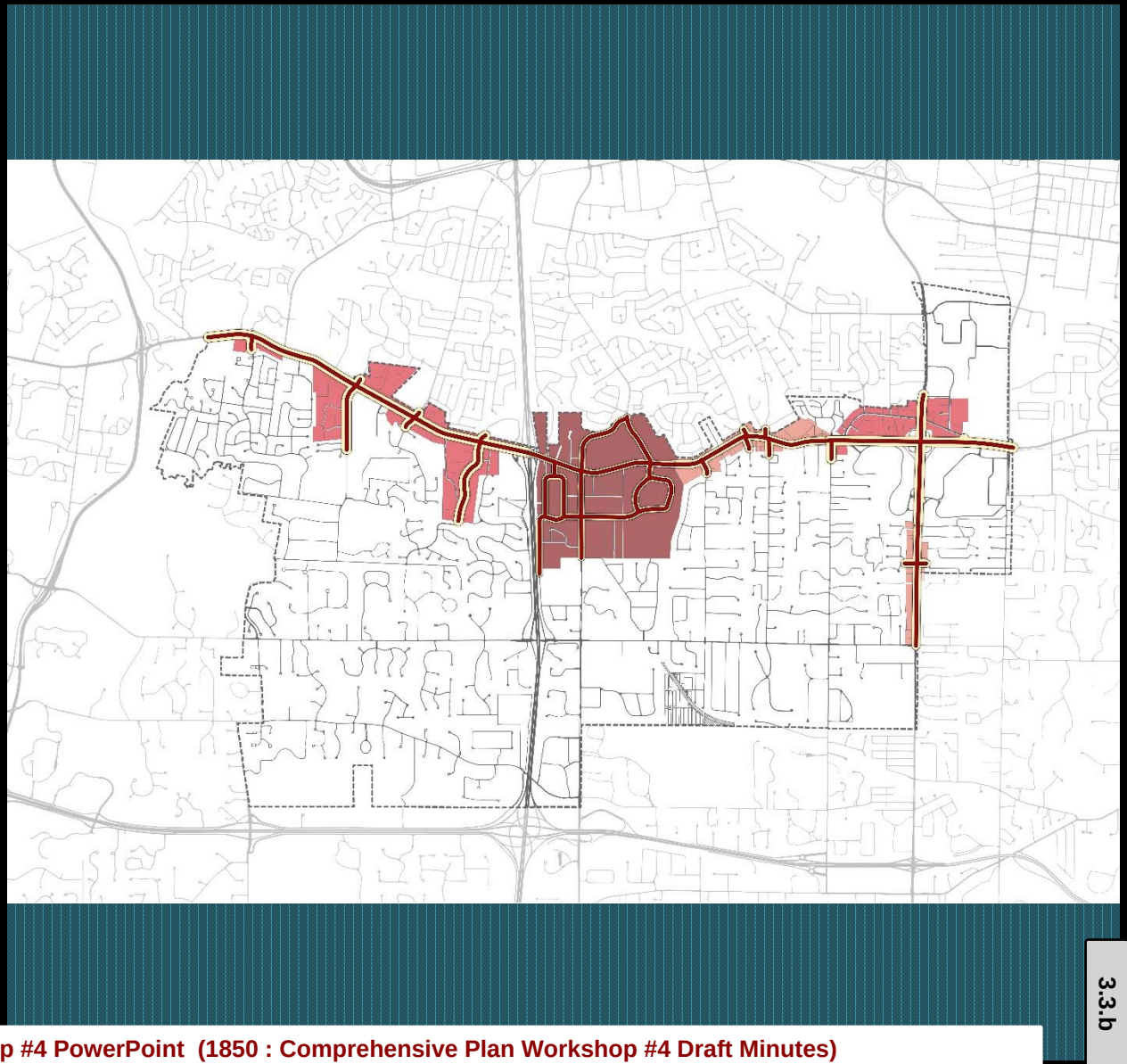
PLACE TYPES

EXISTING ZONING DISTRICTS

PROPOSED PLACE TYPES

PROPOSED FRONTAGE PLAN

- PRIMARY COMMERCIAL STREETS
  Neighborhood Commercial District



- *Office and residential permitted as ground flood use*
- *No parking between the building frontage and he street*

Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

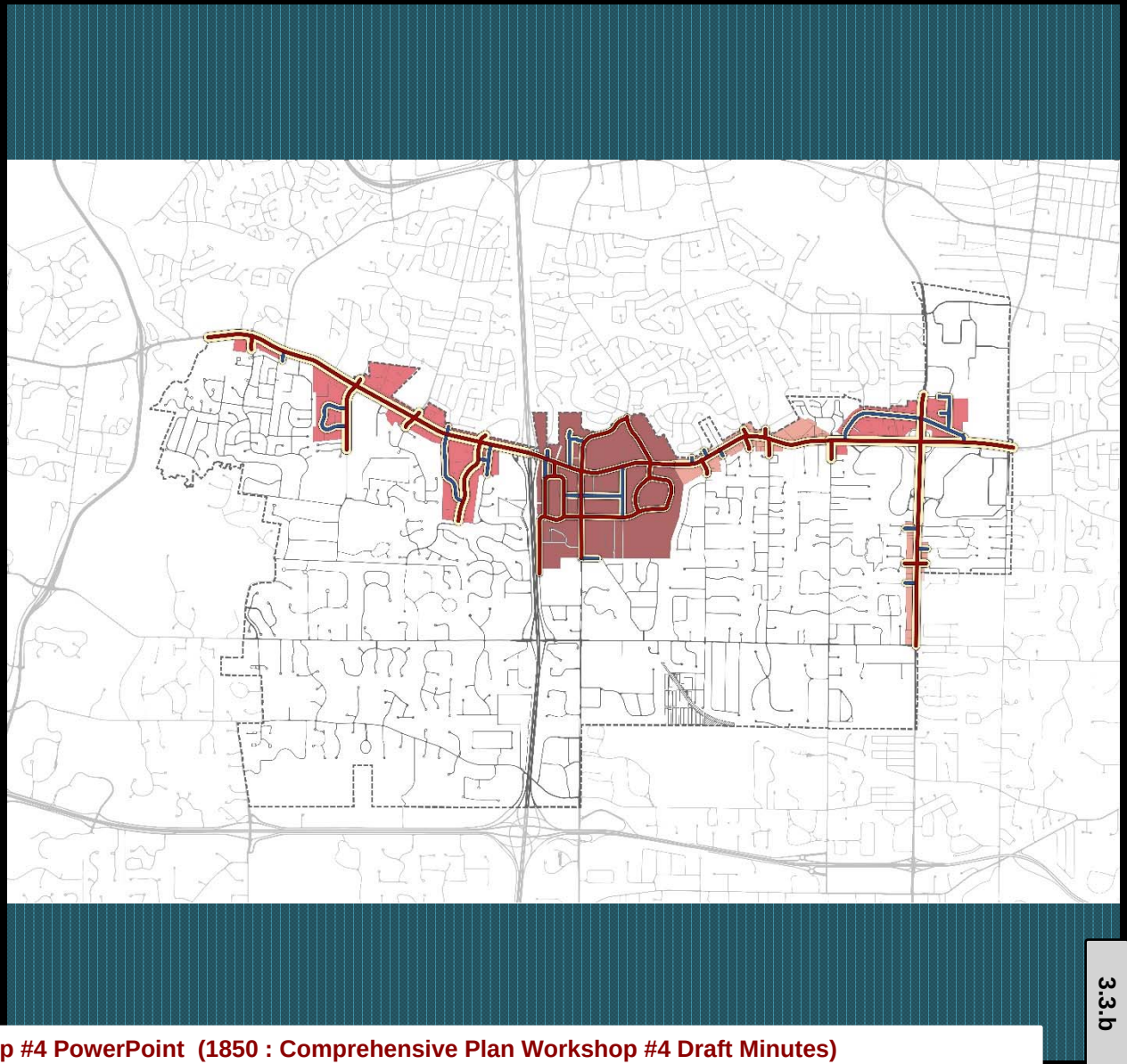
PLACE TYPES

EXISTING ZONING DISTRICTS

PROPOSED PLACE TYPES

PROPOSED FRONTAGE PLAN

- PRIMARY COMMERCIAL STREETS
- SECONDARY COMMERCIAL STREETS



- *Office and residential permitted as ground flood use*
- *Limited percentage of frontage may be dedicated to parking*

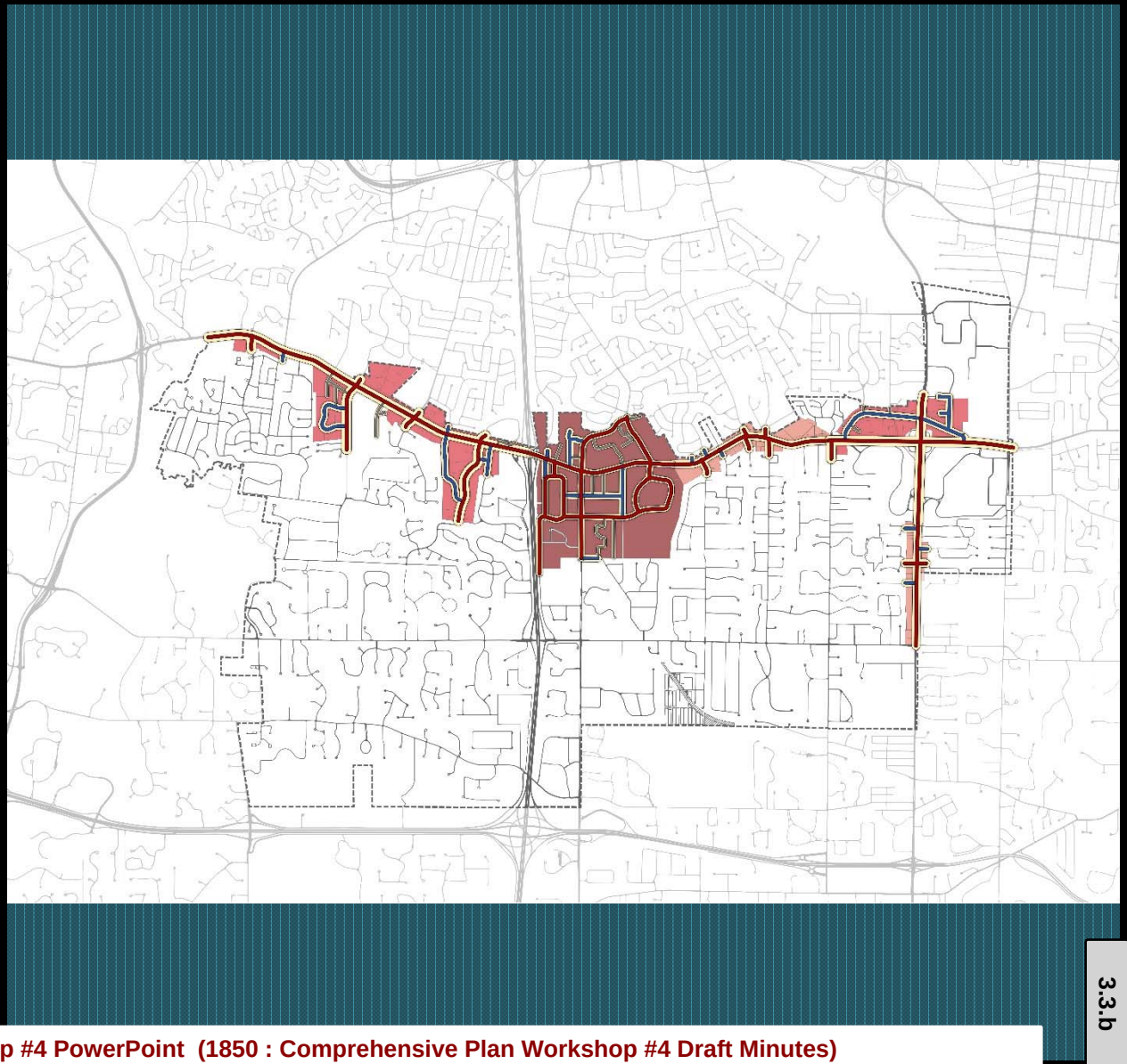
PLACE TYPES

EXISTING ZONING DISTRICTS

PROPOSED PLACE TYPES

PROPOSED FRONTAGE PLAN

- PRIMARY COMMERCIAL STREETS
- SECONDARY COMMERCIAL STREETS
- SERVICE STREETS



- *No limitation on ground floor uses*
- *No limitation on parking frontage*

DRAFT COMPREHENSIVE PLAN

Residential Development & Preservation

Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

GOAL 3:

Residential Development & Preservation

Creve Coeur will preserve and evolve its **high-quality residential development** and extremely stable property values while providing a greater inter-connectivity of walkways, open space, and trails.

Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

GOAL 4:

Residential Development & Preservation

1. Increase housing options to attract changing market demographics—including senior citizens aging-in-place and young professionals and families.
2. Guide the rebuilding of out-date housing stock in selected areas to improve housing diversity and maintain a competitive residential market.
3. Continue to diversify lot sizes and types.
4. Improve neighborhood walkability and connectivity.
5. Invest in neighborhood-scale green infrastructure, including high-performance stormwater detention, bioswales, pervious pavement, and native plantings.
6. Update Creve Coeur's building code to promote green building best practices.
7. Reduce allowable lot coverage ratios to preserve and enhance open space.
8. Incentivize the use of lot-based green infrastructure, including rain gardens, native plantings, pervious pavement.
9. Mitigate the impact of non-residential uses such as lighting, noise, and trash on residential uses where they are adjacent.
10. Protect residential areas from negative encroachment of non-residential uses.

Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

DRAFT PLAN

LAND USE & CHARACTER

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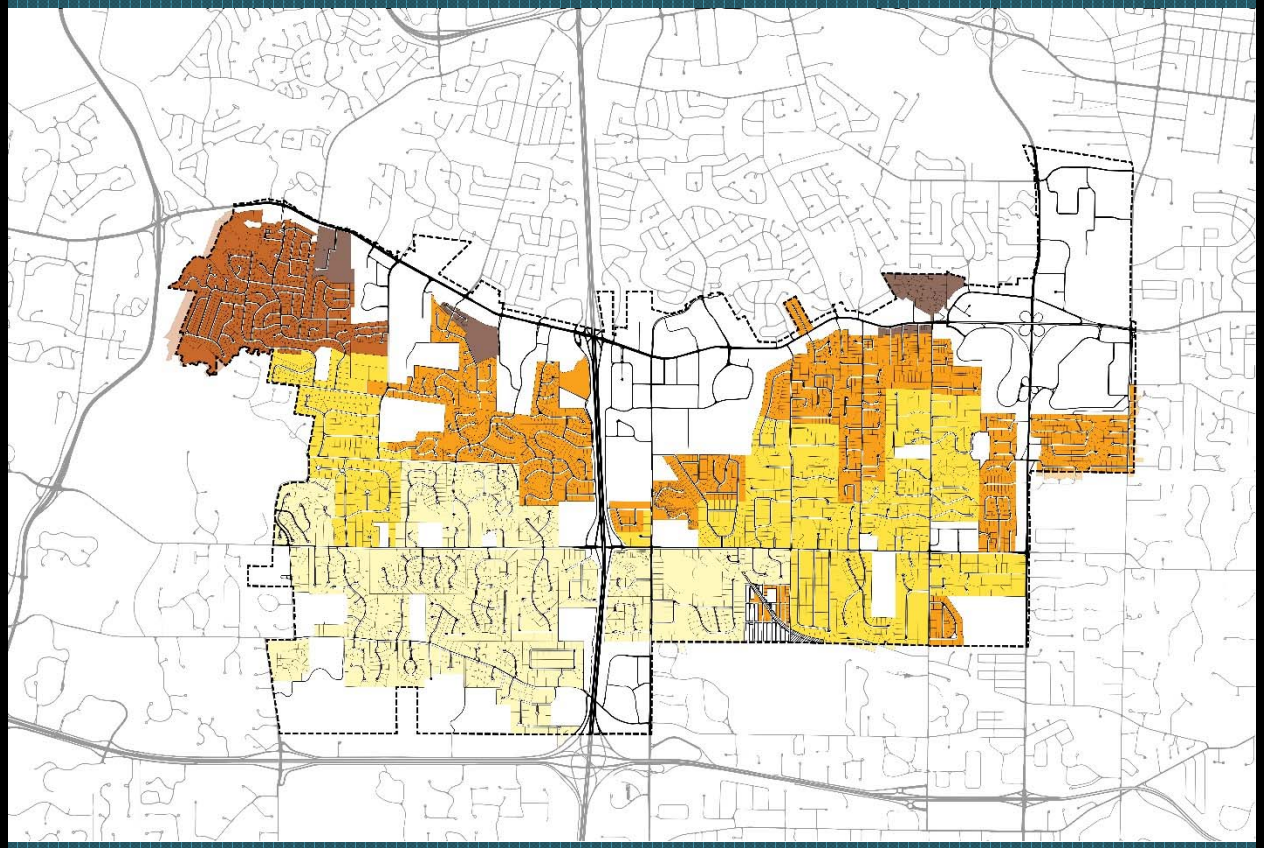


DRAFT COMPREHENSIVE PLAN

Community Amenities & Facilities

Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

GOAL 4:

Community Amenities & Facilities

Creve Coeur will enhance existing public facilities and provide a variety of high-quality public amenities and community facilities **that meet the needs and desires of all Creve Coeur residents.**

GOAL 6:

Community Amenities & Facilities

1. Improve City facilities, including the police department headquarters, City Hall, and City fire stations.
2. Enhance existing and develop new recreational facilities at existing City parks and recreation areas.
3. Continue to improve the quality and responsiveness of City services.
4. Continue to actively develop and implement the Capital Improvement Program that addresses the needs and desires of the community.
5. Ensure that the Creve Coeur, West Overland, and Chesterfield Fire Protection Districts continue to provide quality services to residents of the City, maintain a water system which provides for acceptable fire flow rates, and ensure the continuation of a strong level of police services.
6. Expand partnership and cooperative agreements with the various government entities and public and private institutions within the region.
7. Reexamine the City's relationship with the County to determine the extent and quality of the provision of services shared by the City and County.
8. Conduct a detailed inventory of present and potential future power needs within the city, particularly along Olive Boulevard and as they relate to needs of the emerging high tech businesses.
9. Develop a mechanism or mechanisms to map all fiber optic infrastructure within the City; encourage and facilitate deployment of fiber optic lines more evenly throughout the City; establish a procedure to measure the amount of fiber optic infrastructure by mileage.
10. Establish a High-Tech Users Group to guide discussion and develop specific recommendations related to

Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

DRAFT COMPREHENSIVE PLAN

Parks, Open Space & Environment Plan

Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

GOAL 5:

Parks, Open Space & Environment

Creve Coeur will utilize its physical geography and diverse landscapes to become **a regionally-recognized premier green community** and to **increase the amount of accessible public parks and open space** for environmental preservation and recreation.

Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

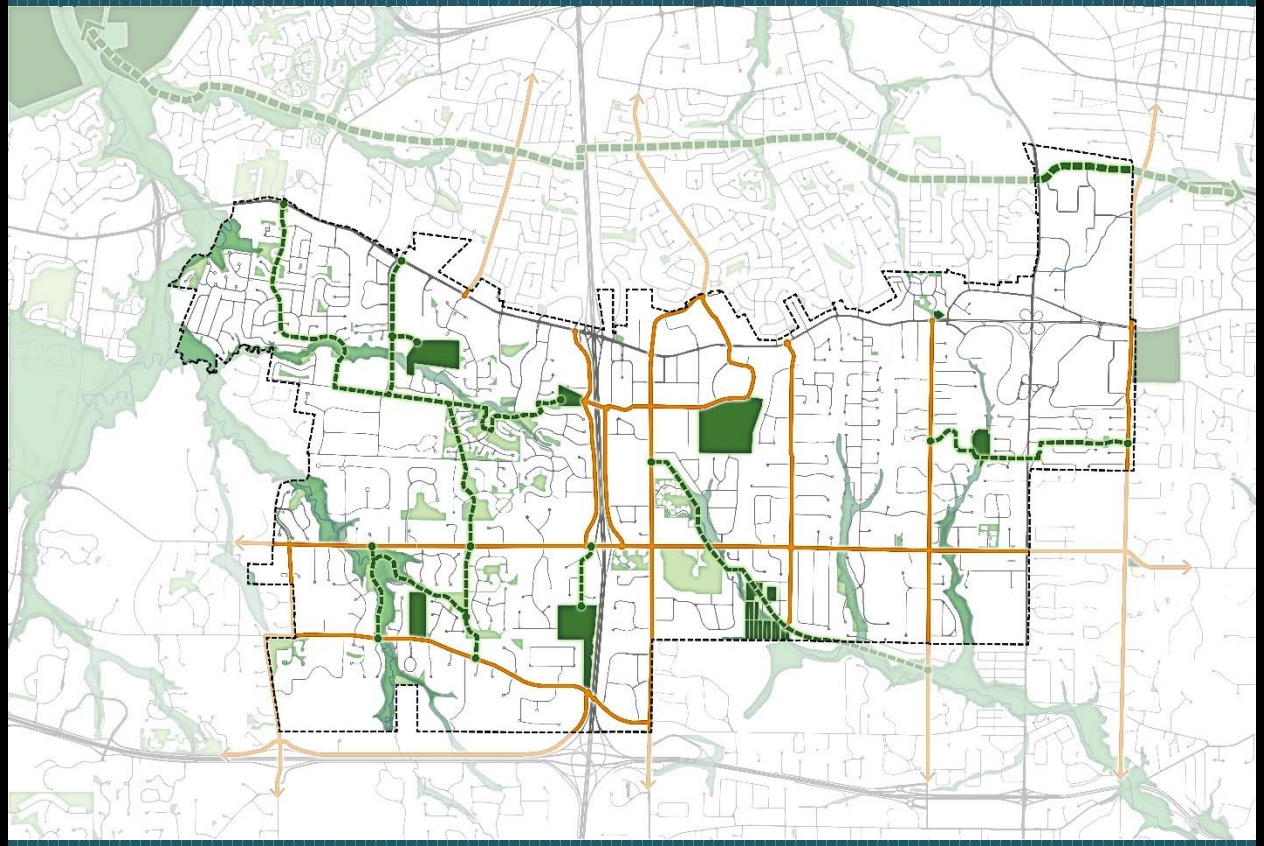
GOAL 5:

Parks, Open Space & Environment

1. Actively purchase and acquire open spaces, natural areas, creeks, and rights-of-way as needed to create a connected open space network and develop a trail system.
2. Actively pursue the integration of trails and bikeways in to the landscape and create a comprehensive community wide network of off-street and on-street connections for pedestrians between parks and open spaces, commercial centers, schools, and neighborhoods.
3. Develop an environmental overlay zone for the preservation of landscape and tree canopy.
4. Require new commercial, institutional, and multi-family development or redevelopment to include public amenities such as pedestrian connections, bicycle facilities, public sitting/gathering areas, and open space, as appropriate.
5. Explore the development of a central urban park or plaza as the central gathering space of the community (perhaps as part of the Community Center district), community recreation center, youth center, library, or community center.
6. Identify and designate large parcels for potential future purchase by the City and redevelopment as public park space.
7. Expand the use of cooperative agreements with local schools to provide access to recreational facilities, school playgrounds, and open space.
8. Enhance Creve Coeur's existing parks and open spaces to establish greater plant and wildlife diversity.
9. Mitigate flooding and waterway impacts from adjacent development and improve water quality.

DRAFT PLAN

RECREATION & NATURAL AMENITIES PLAN

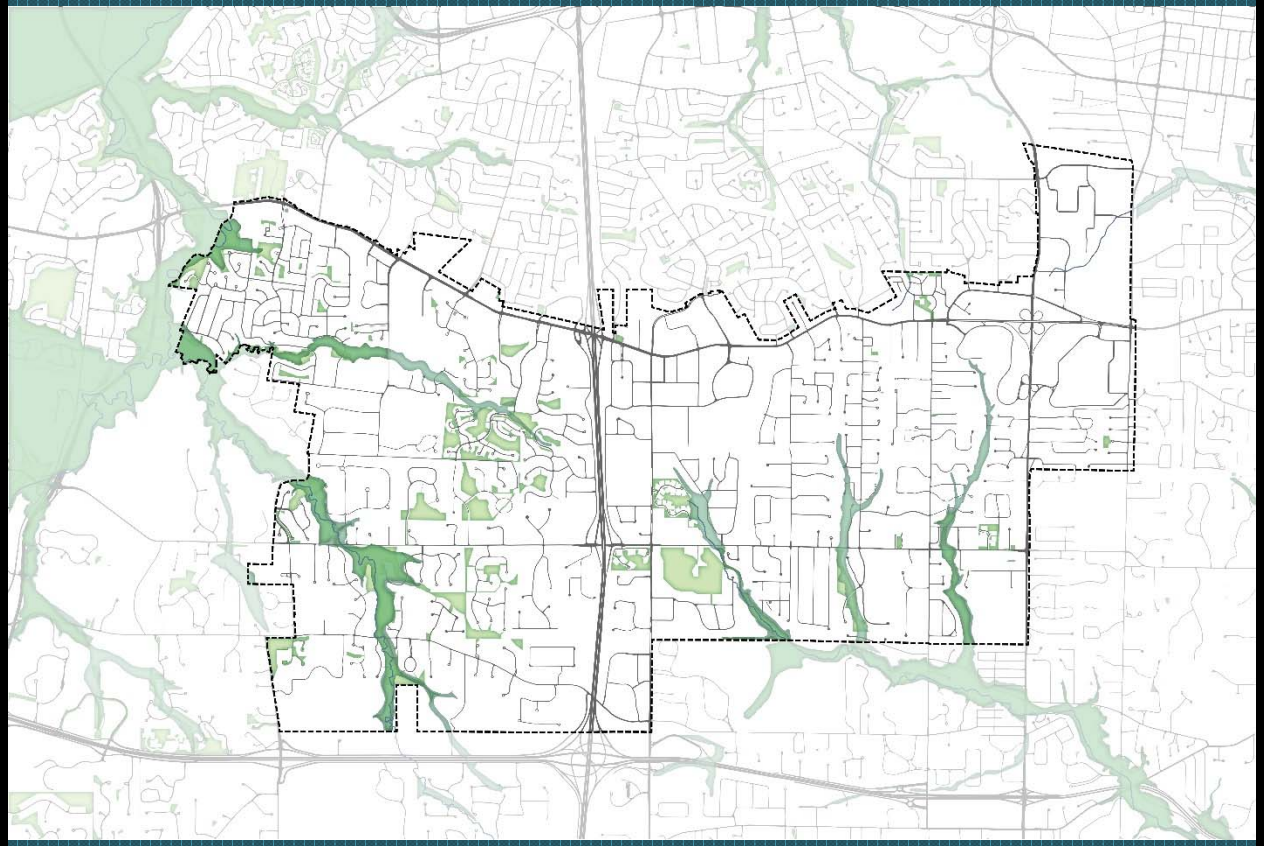


Objective: **Utilize Creve Coeur's natural amenities to create an expanded, interconnected system of parks, open space, and passive**

DRAFT PLAN

RECREATION & NATURAL AMENITIES PLAN

- Open Space & Green Corridors



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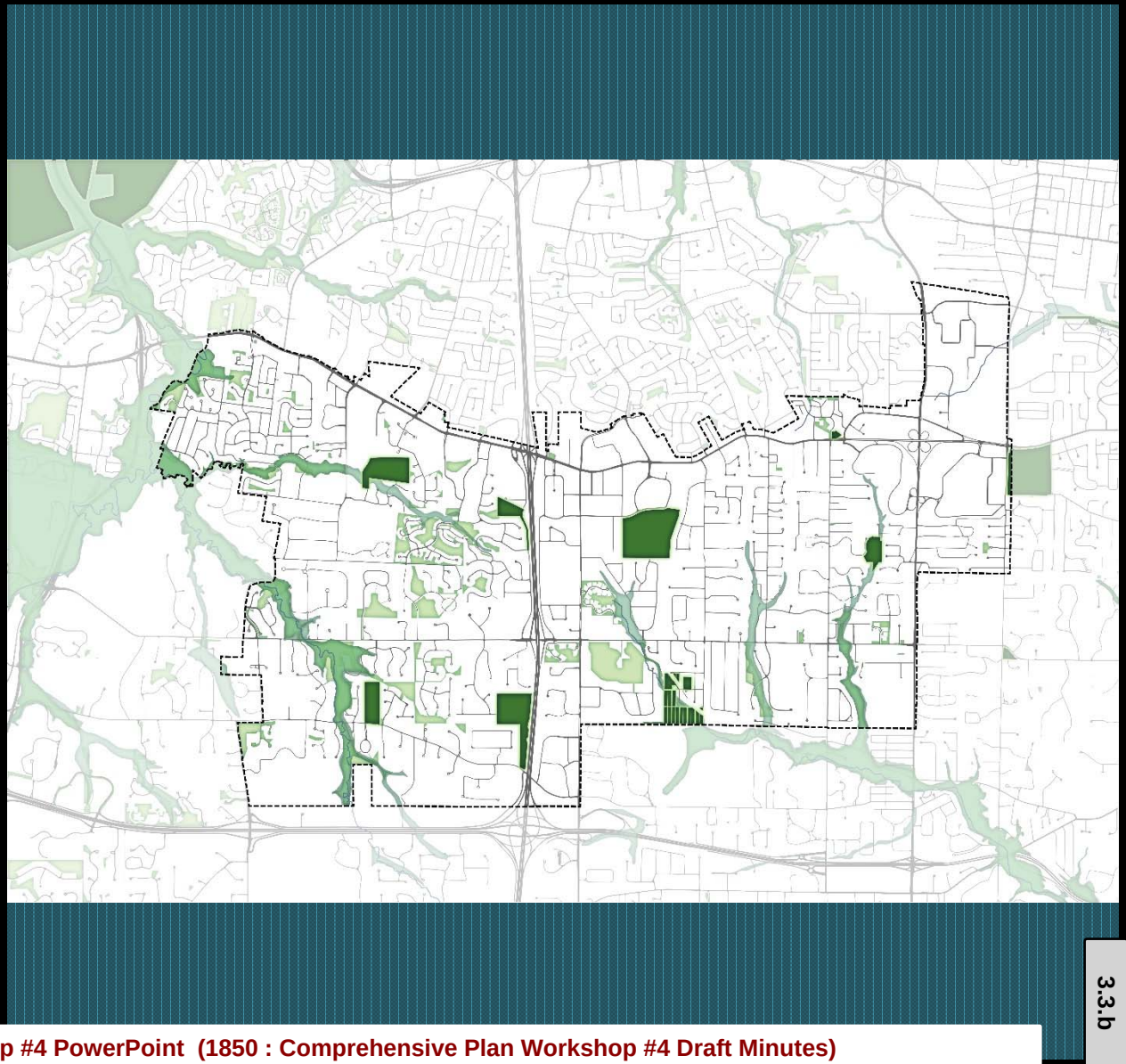
DRAFT PLAN

RECREATION & NATURAL AMENITIES PLAN

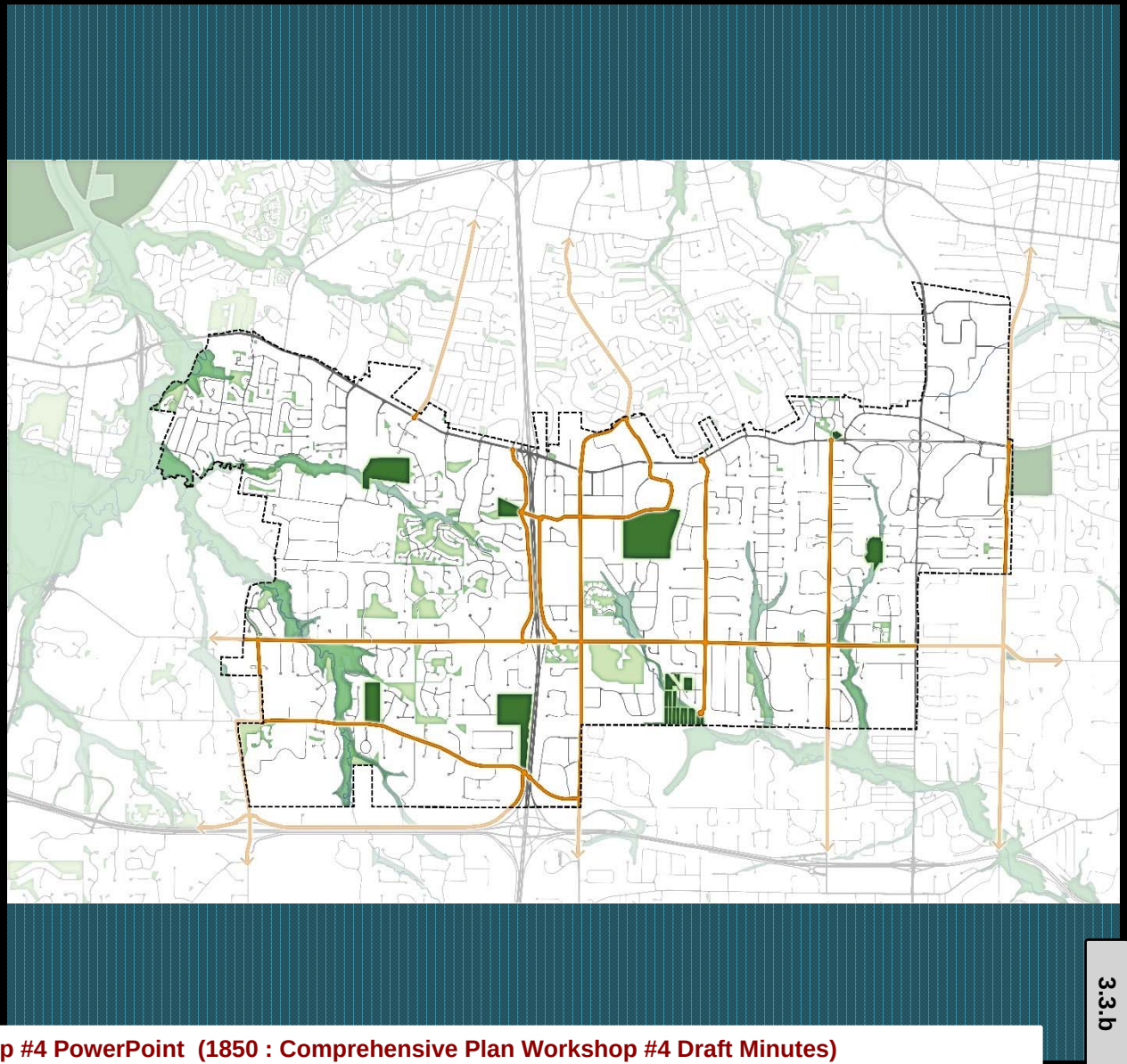
- Open Space & Green Corridors
- Primary Recreation Areas



DRAFT PLAN

RECREATION & NATURAL AMENITIES PLAN

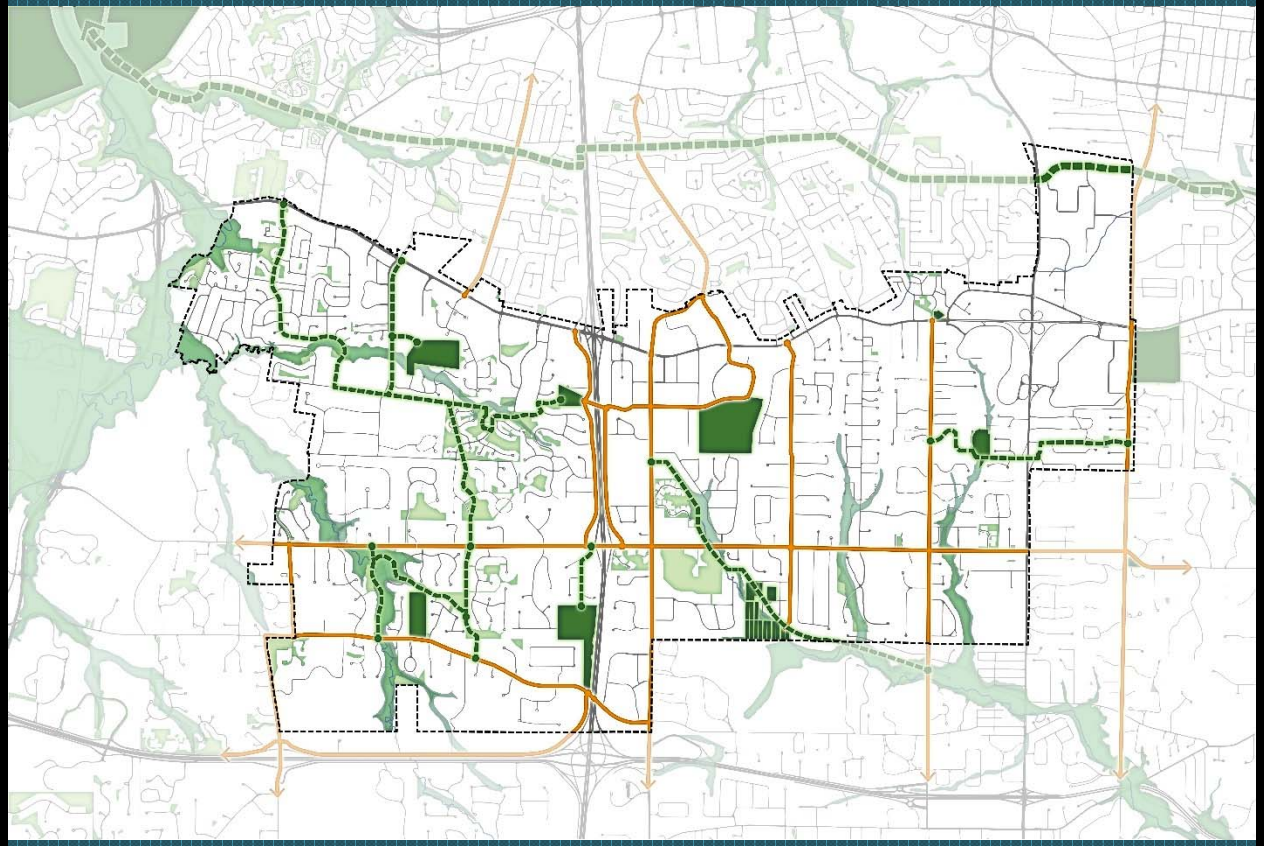
- Open Space & Green Corridors
- Primary Recreation Areas
- Multi-Use Pathways (Bicycle & Pedestrian)



DRAFT PLAN

RECREATION & NATURAL AMENITIES PLAN

- Open Space & Green Corridors
- Primary Recreation Areas
- Multi-Use Pathways (Bicycle & Pedestrian)
- Greenway Trails (Bicycle & Pedestrian)



Objective: **Utilize Creve Coeur's natural amenities to create an expanded, interconnected system of parks, open space, and passive**

DRAFT COMPREHENSIVE PLAN

Transportation, Connectivity & Mobility

Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

GOAL 6:

Transportation, Connectivity & Mobility

Creve Coeur will utilize development and partnerships with other jurisdictions to better **manage automobile traffic, reduce traffic congestion and improve transit, walkability and bikeability**.

GOAL 6:

Transportation, Connectivity & Mobility

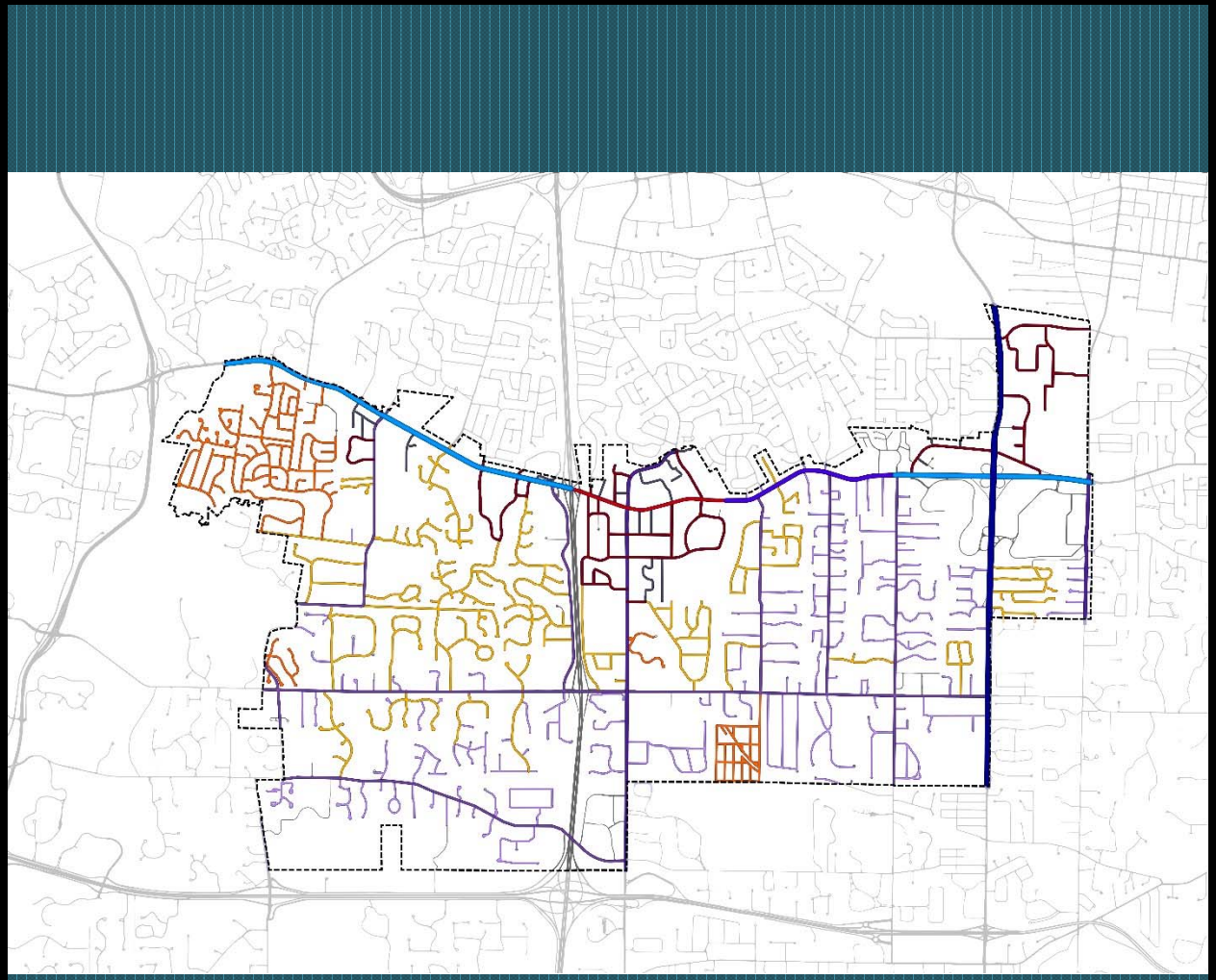
1. Develop a comprehensive network of pedestrian and bicycle infrastructure and facilities to become a premier walkable and bikeable community
2. Improve access to public transit opportunities to ensure an equity of mobility for all residents and visitors—regardless of age, income, or ability.
3. Use environmental design, operations, and management to help reduce vehicular congestion design on Olive Boulevard.
4. Reduce traffic impact and cut-through traffic in residential areas.
5. Improve north-south vehicular flow in the western half of the City.
6. Promote vehicular cross-access between commercial parking lots.
7. Improve coordination with East-West Gateway Council of Governments (EWGCOG) to increase the City's role in regional transportation planning and transportation initiatives.
8. Develop modified engineering and design standards for streets that do not adversely affect pedestrian and bicycle performance including:
9. Develop procedures for addressing requests for local traffic calming.
10. Establish minimum level of service standards for residents and visitors and require new development and redevelopment in the Creve Coeur area to mitigate traffic impacts.

Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

DRAFT PLAN

STREETS PLAN

- Boulevard Type
- Avenue Type
- Commercial Street I Type
- Commercial Street II Type
- Commercial Street III Type
- Road I Type
- Road II Type
- Neighborhood Street
- Residential Street
- Lane

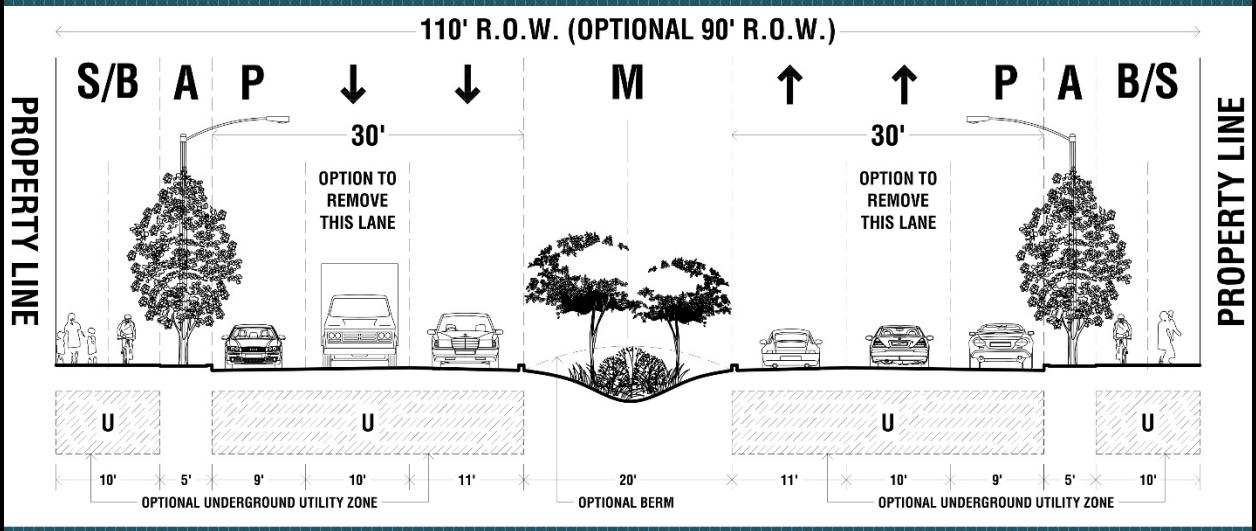


Objective: **Enhance Creve Coeur's street network as a key part of the City's identity and improve the function and safety for all users—**

DRAFT PLAN

STREETS PLAN

- Boulevard Type



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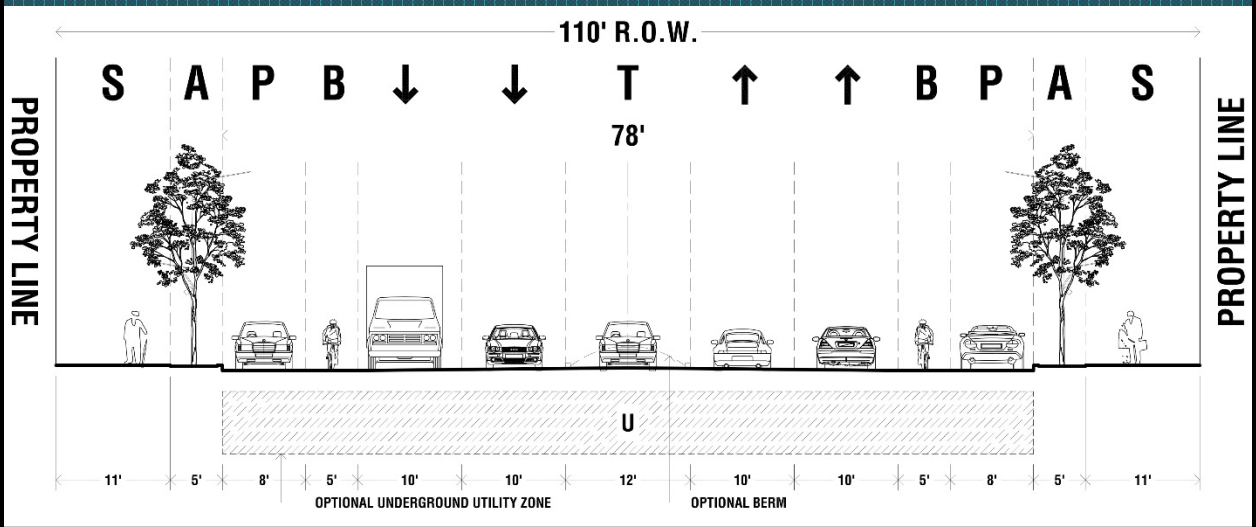
DRAFT PLAN

STREETS PLAN

- Boulevard Type
- Avenue Type



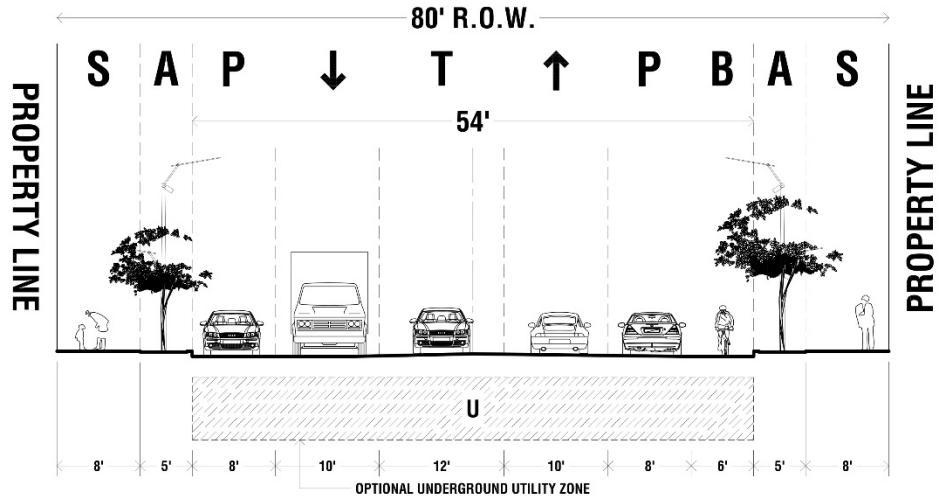
Objective: **Enhance Creve Coeur's street network as a key part of the City's identity and improve the function and safety for all users—**

Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

DRAFT PLAN

STREETS PLAN

- Boulevard Type
- Avenue Type
- Commercial Street I Type



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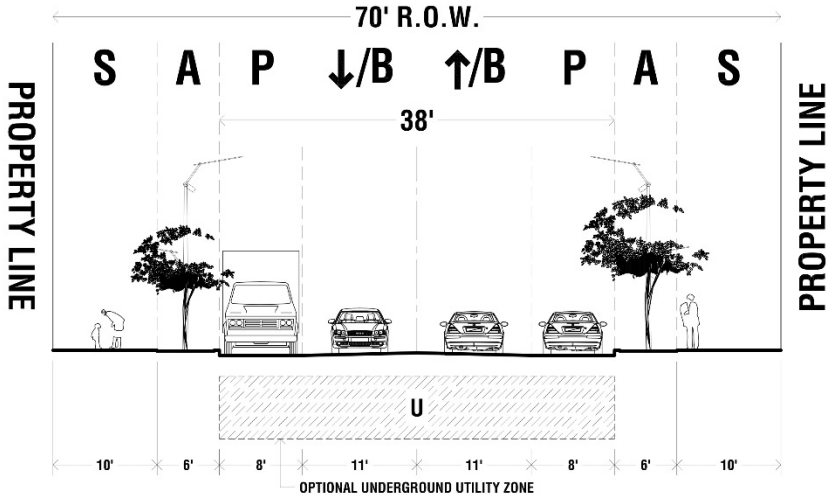
Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

DRAFT PLAN

STREETS PLAN

- Boulevard Type
- Avenue Type
- Commercial Street I Type
- Commercial Street II Type



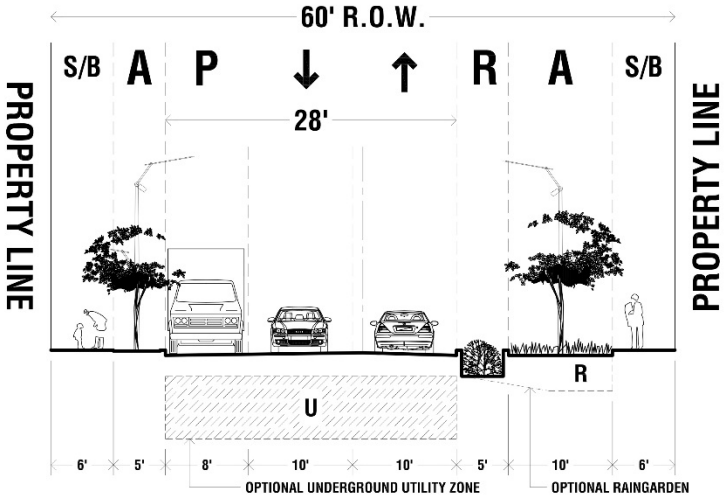
Objective: **Enhance Creve Coeur's street network as a key part of the City's identity and improve the function and safety for all users—**

Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

DRAFT PLAN

STREETS PLAN

- Boulevard Type
- Avenue Type
- Commercial Street I Type
- Commercial Street II Type
- Commercial Street III Type



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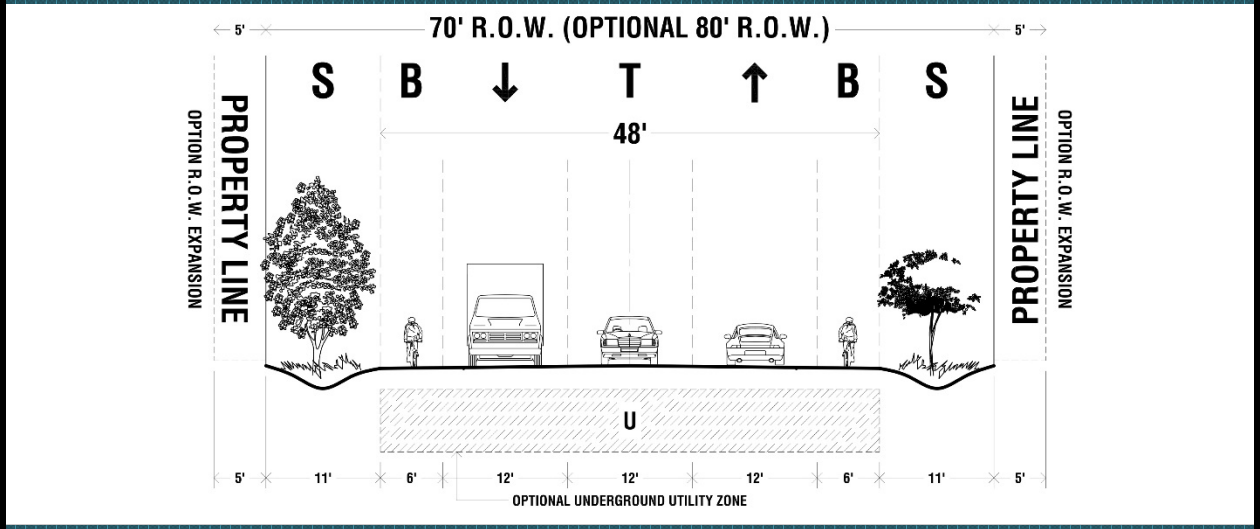
DRAFT PLAN

STREETS PLAN

- Boulevard Type
- Avenue Type
- Commercial Street I Type
- Commercial Street II Type
- Commercial Street III Type
- Road I Type



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Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

DRAFT PLAN

STREETS PLAN

- Boulevard Type
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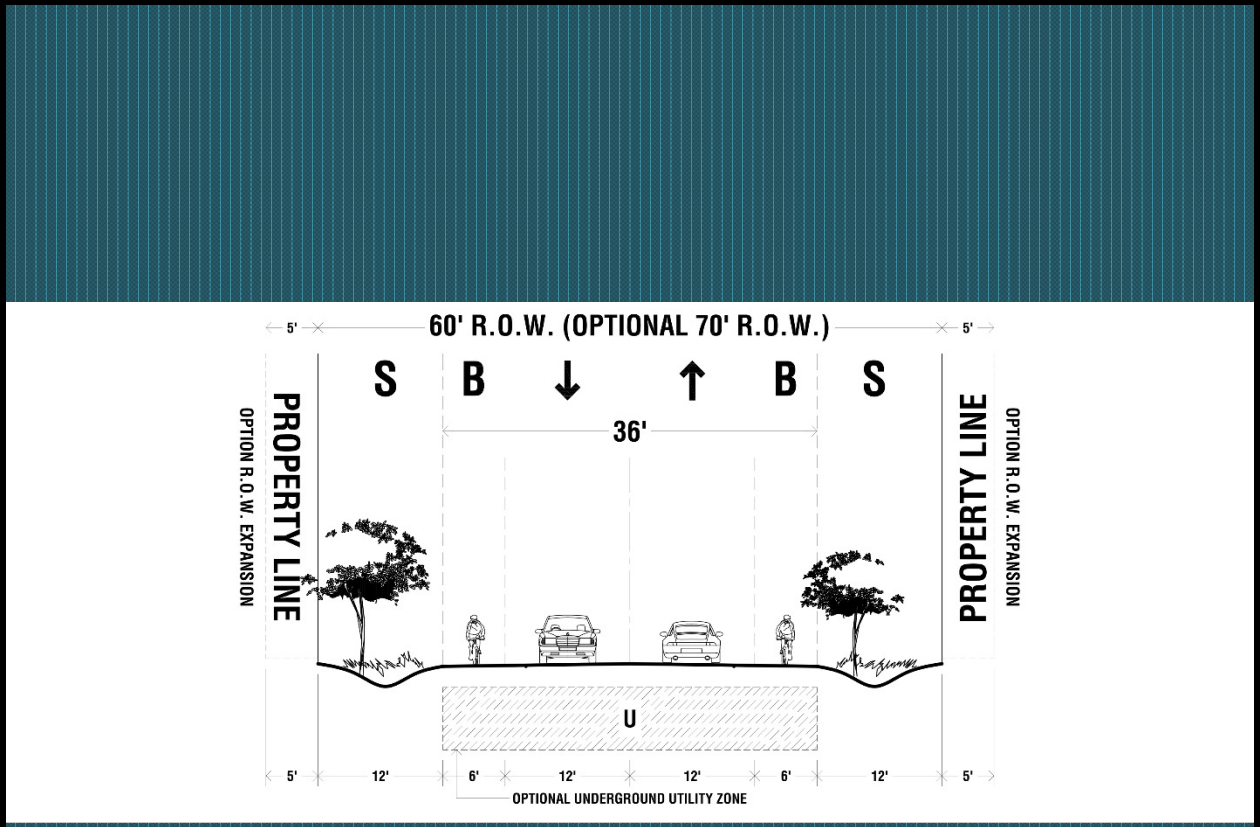
- Commercial Street I Type
- Commercial Street II Type
- Commercial Street III Type
- Road I Type
- Road II Type



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Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

DRAFT PLAN

STREETS PLAN

- Boulevard Type
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- Commercial Street II Type
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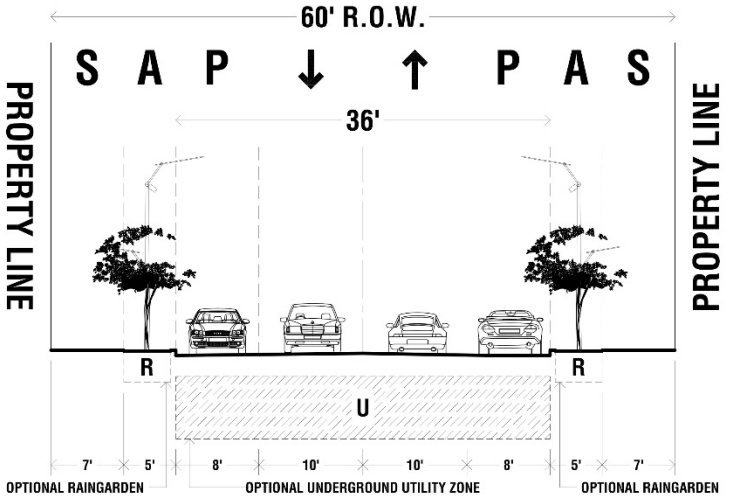
- Road I Type
- Road II Type
- Neighborhood Street



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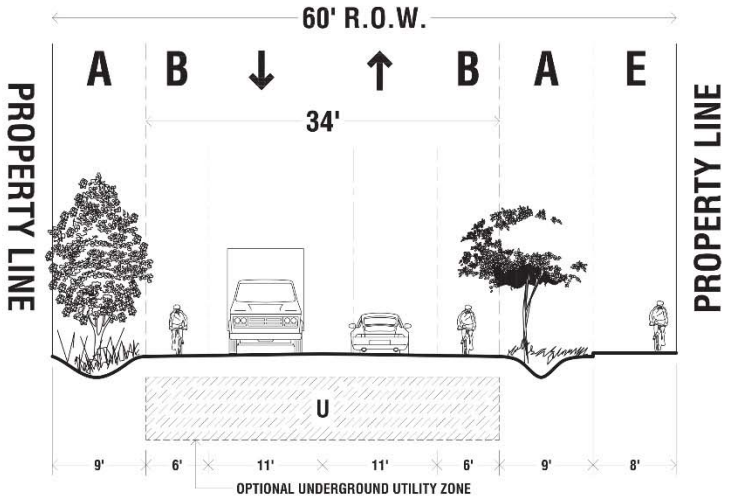
DRAFT PLAN

STREETS PLAN

- Boulevard Type
- Avenue Type
- Commercial Street I Type
- Commercial Street II Type
- Commercial Street III Type
- Road I Type
- Road II Type
- Neighborhood Street
- Residential Street



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DRAFT PLAN

STREETS PLAN

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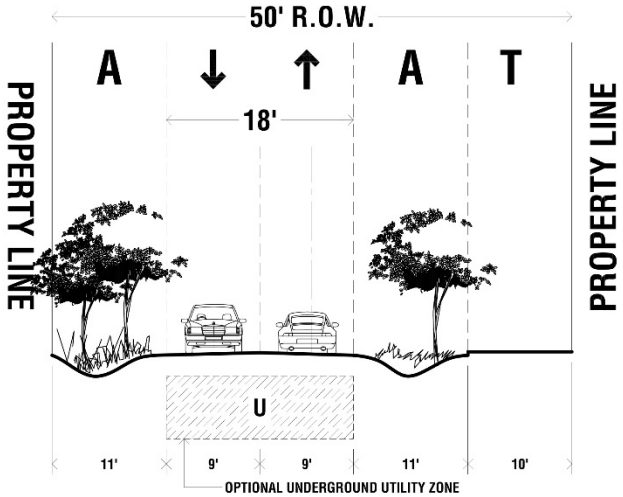
- Lane



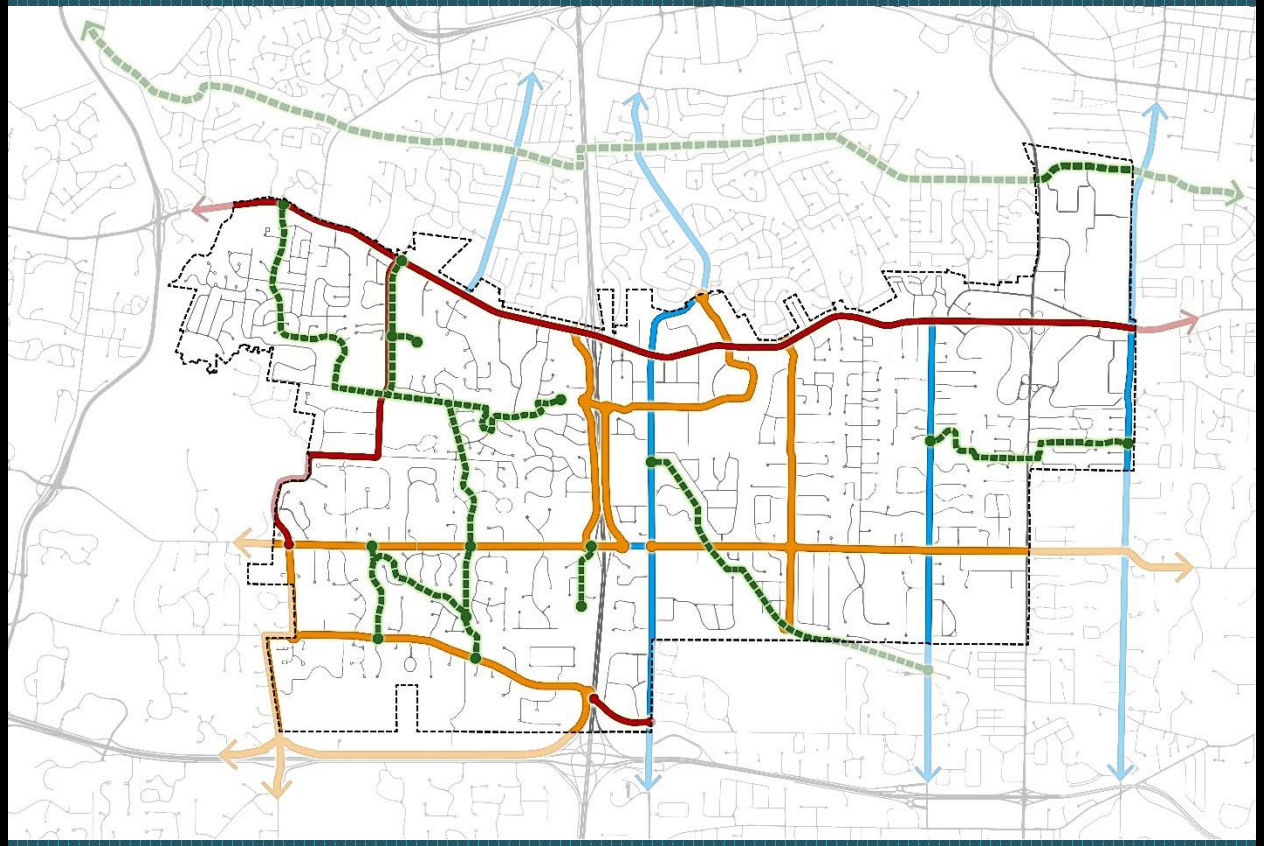
Objective: **Enhance Creve Coeur's street network as a key part of the City's identity and improve the function and safety for all users—**

Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

DRAFT PLAN

STREETS PLAN

BICYCLE & PEDESTRIAN CONNECTIVITY PLAN



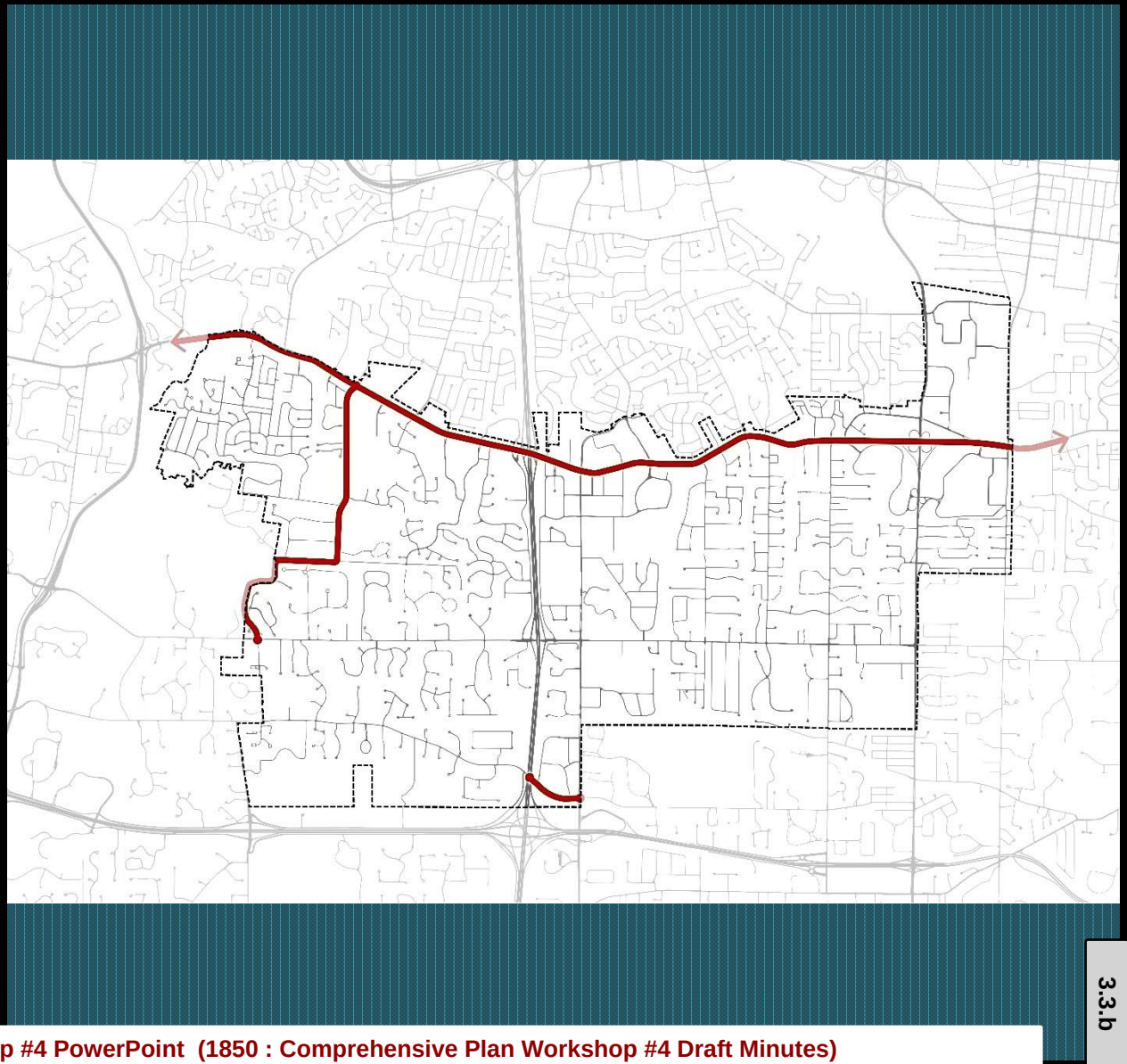
Objective: **Provide a network of high-quality pedestrian and bicycle paths and trails that enable all residents to safely and comfortable**

DRAFT PLAN

STREETS PLAN

BICYCLE & PEDESTRIAN CONNECTIVITY PLAN

- Dedicated Bicycle Lanes

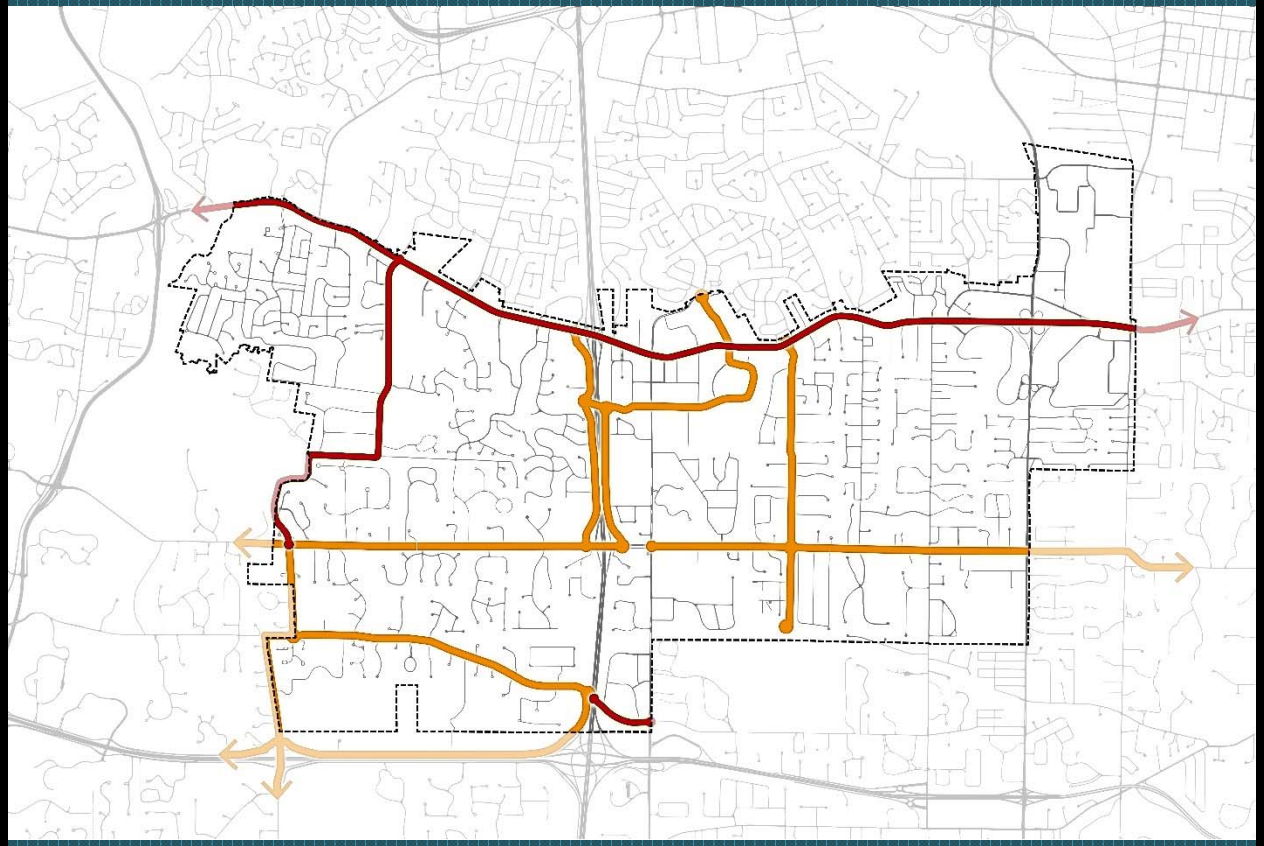


DRAFT PLAN

STREETS PLAN

BICYCLE & PEDESTRIAN CONNECTIVITY PLAN

- Dedicated Bicycle Lanes
- Multi-Use Protected Pathways (Bicycle & Pedestrian)

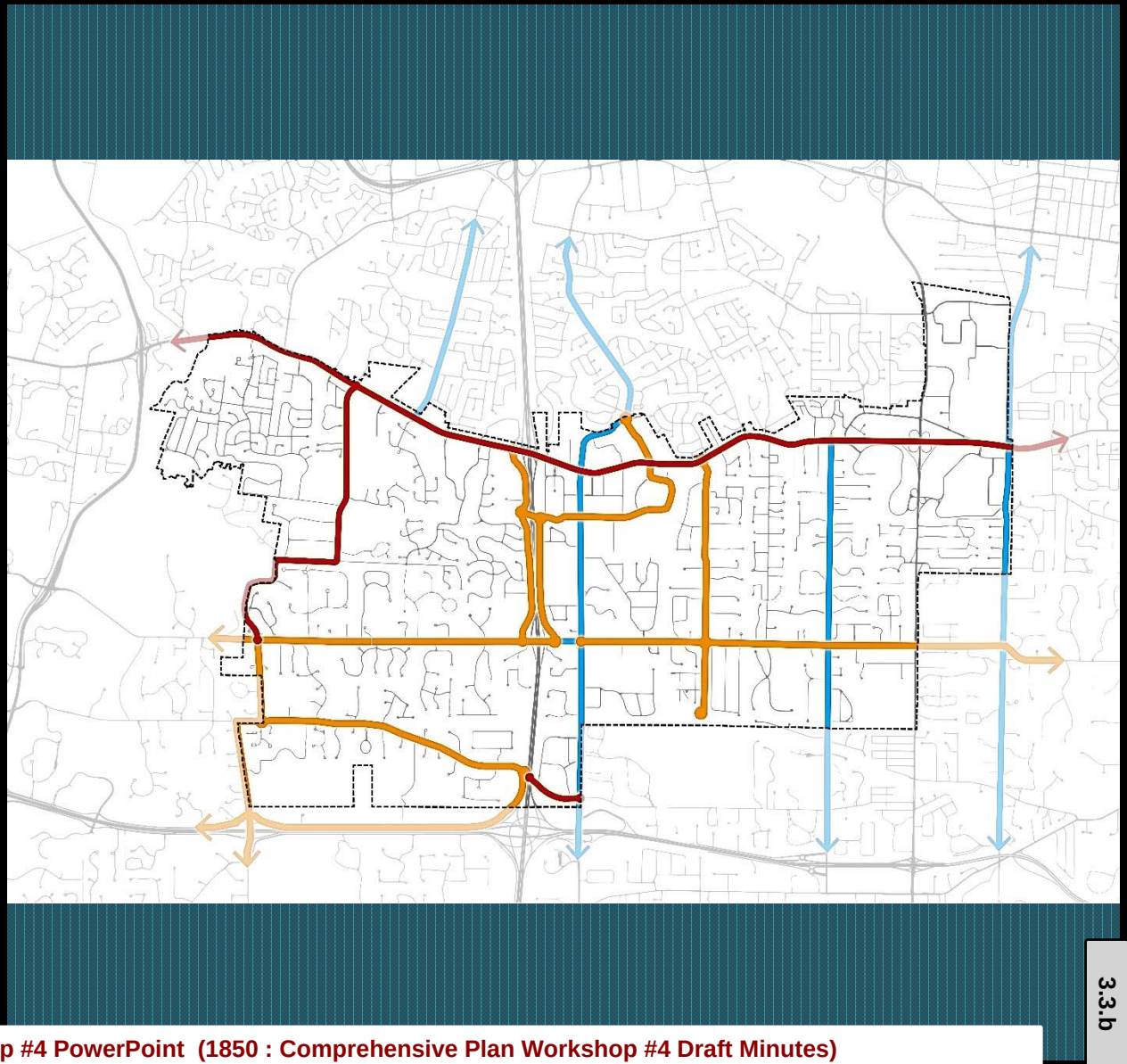


DRAFT PLAN

STREETS PLAN

BICYCLE & PEDESTRIAN CONNECTIVITY PLAN

- Dedicated Bicycle Lanes
- Multi-Use Protected Pathways (Bicycle & Pedestrian)
- Shared-Lanes (Bicycle)

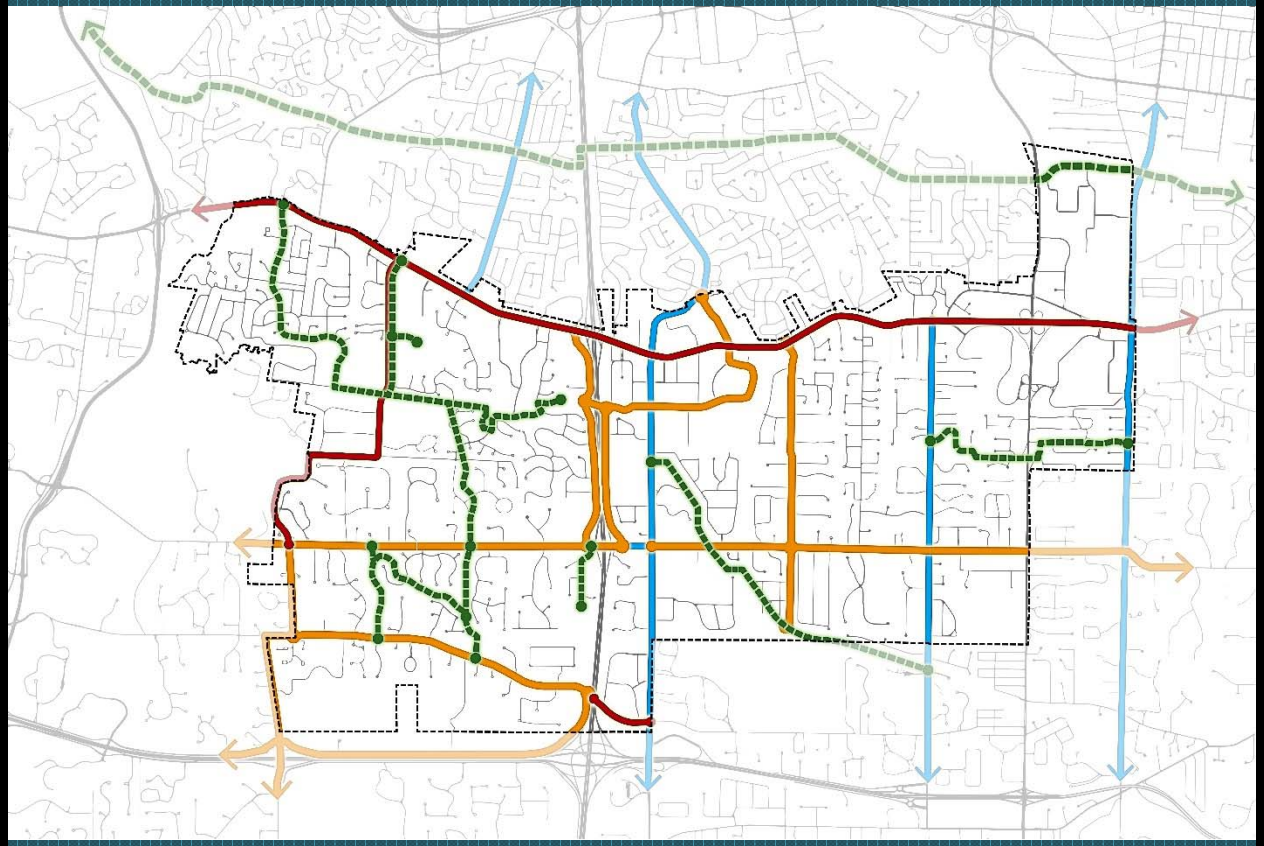


DRAFT PLAN

STREETS PLAN

BICYCLE & PEDESTRIAN CONNECTIVITY PLAN

- Dedicated Bicycle Lanes
- Multi-Use Protected Pathways (Bicycle & Pedestrian)
- Shared-Lanes (Bicycle)
- Off-Street Multi-Use Trails (Bicycle & Pedestrian)



Objective: **Provide a network of high-quality pedestrian and bicycle paths and trails that enable all residents to safely and comfortable**

DRAFT COMPREHENSIVE PLAN

Community Health & Sustainability

Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

GOAL 7:

Community Health & Sustainability

Creve Coeur will **lead the region in integrating community sustainability with on-going revitalization.**

Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

GOAL 7:

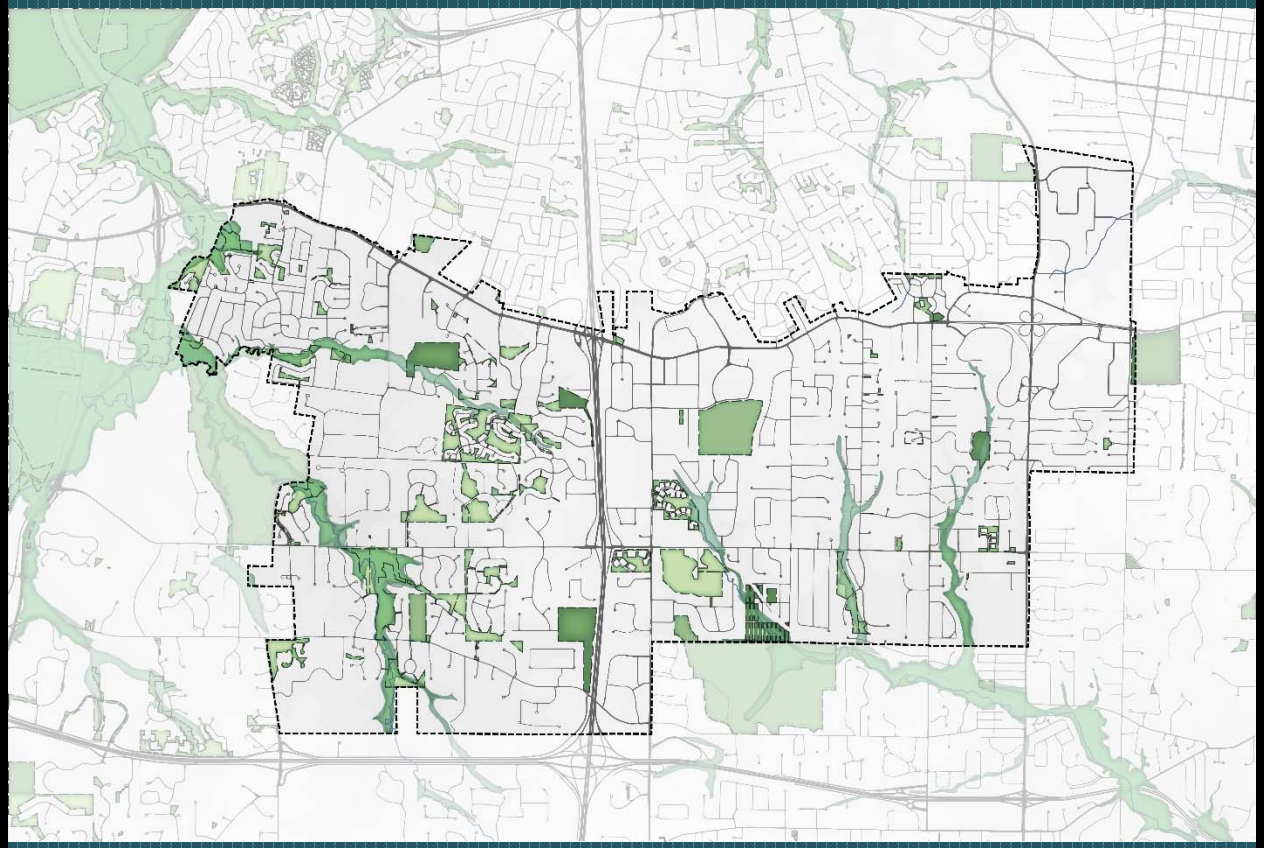
Community Health & Sustainability

1. Capitalize on existing parks, open spaces, and landscape to mitigate flood risk; reduce greenhouse gases; and improve the quality of life, water, and air.
2. Build a network of greenways, pedestrian, and bike facilities to link neighborhoods, schools, and other community amenities to provide equitable mobility options and promote healthy lifestyles.
3. Facilitate the development of community-supportive retail and services to ensure long-term community vibrancy and resilience.
4. Achieve a sustainable jobs/housing balance within Creve Coeur.
5. Expand the use of renewable energy in City-owned public facilities and promote renewable energy use for all Creve Coeur residents.
6. Establish city-wide targets for the ratio both public-accessible and private open space.
7. Establish a city-wide environmental overlay zone to address high-priority storm water and erosion problems identified by Metropolitan St. Louis Sewer District in its Creve Coeur and Deer Creek Watershed reports; and proactively mitigate storm water runoff and improve water quality.
8. Establish a storm water level-of-service and prioritize the problems identified in the City's storm water study based on those criteria and accelerate the implementation of the City's Storm Water Master Plan to deal with the prioritized storm water problems;
. Continue to work with the Metropolitan St. Louis Sewer District to ensure that the needs of the community ar met and that the current high quality level is maintained.

Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

DRAFT PLAN

ENVIRONMENTAL PLAN

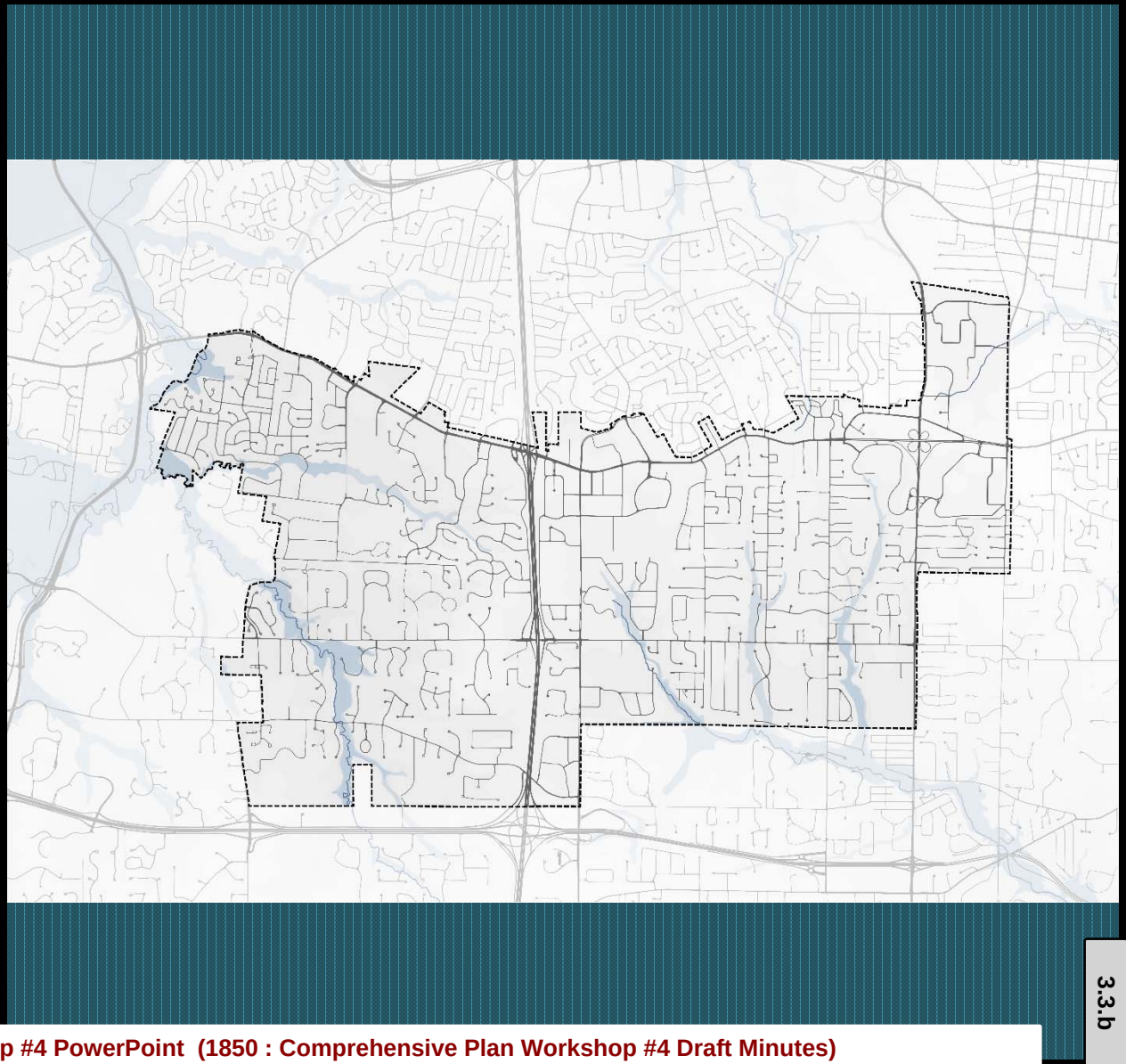


Objective: **Preserve and enhance the natural environment of Creve Coeur; mitigate flood risk; improve water and air quality; and**

DRAFT PLAN

ENVIRONMENTAL PLAN

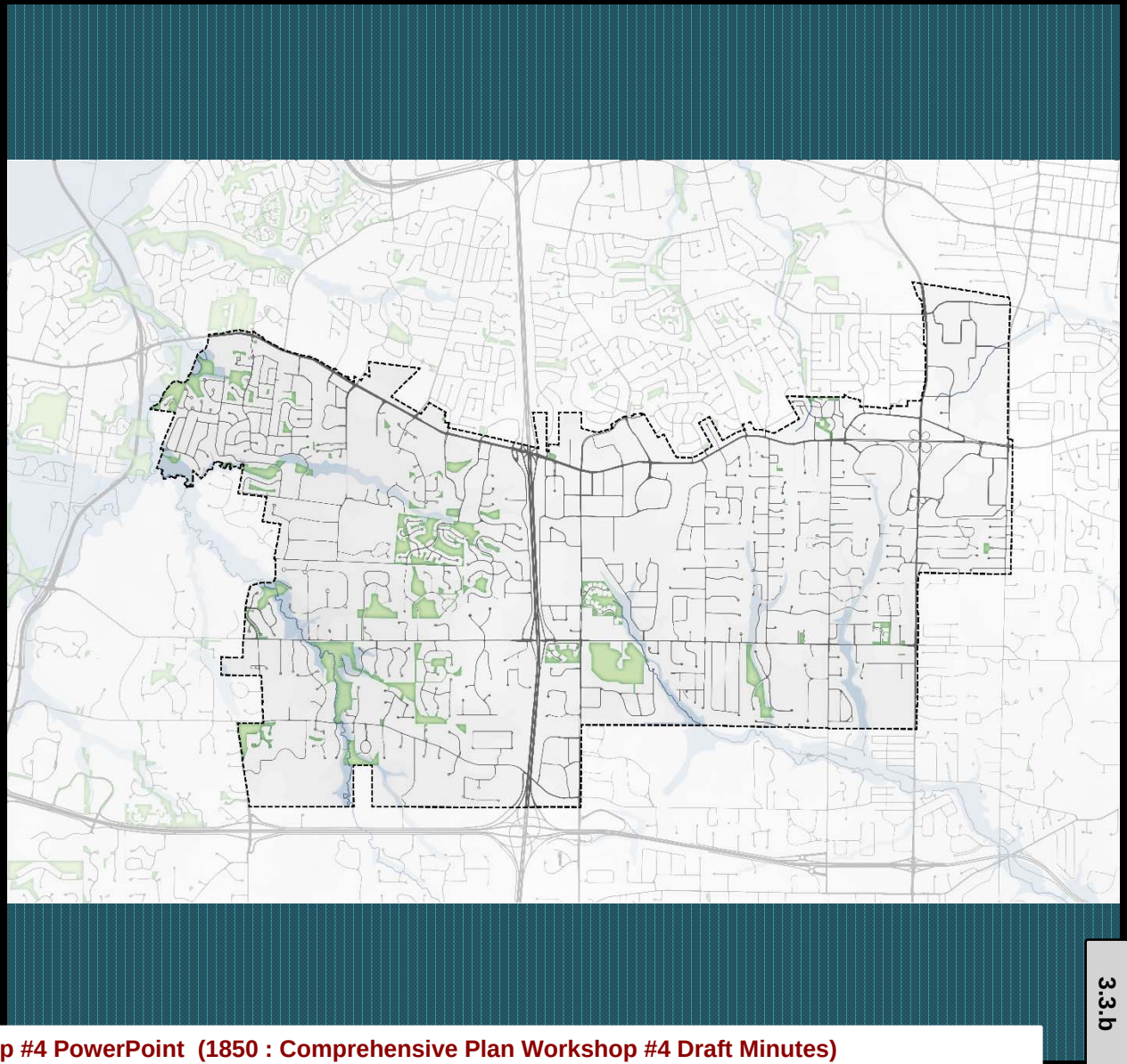
- Landform & Hydrology



DRAFT PLAN

ENVIRONMENTAL PLAN

- Landform & Hydrology
- Common Ground



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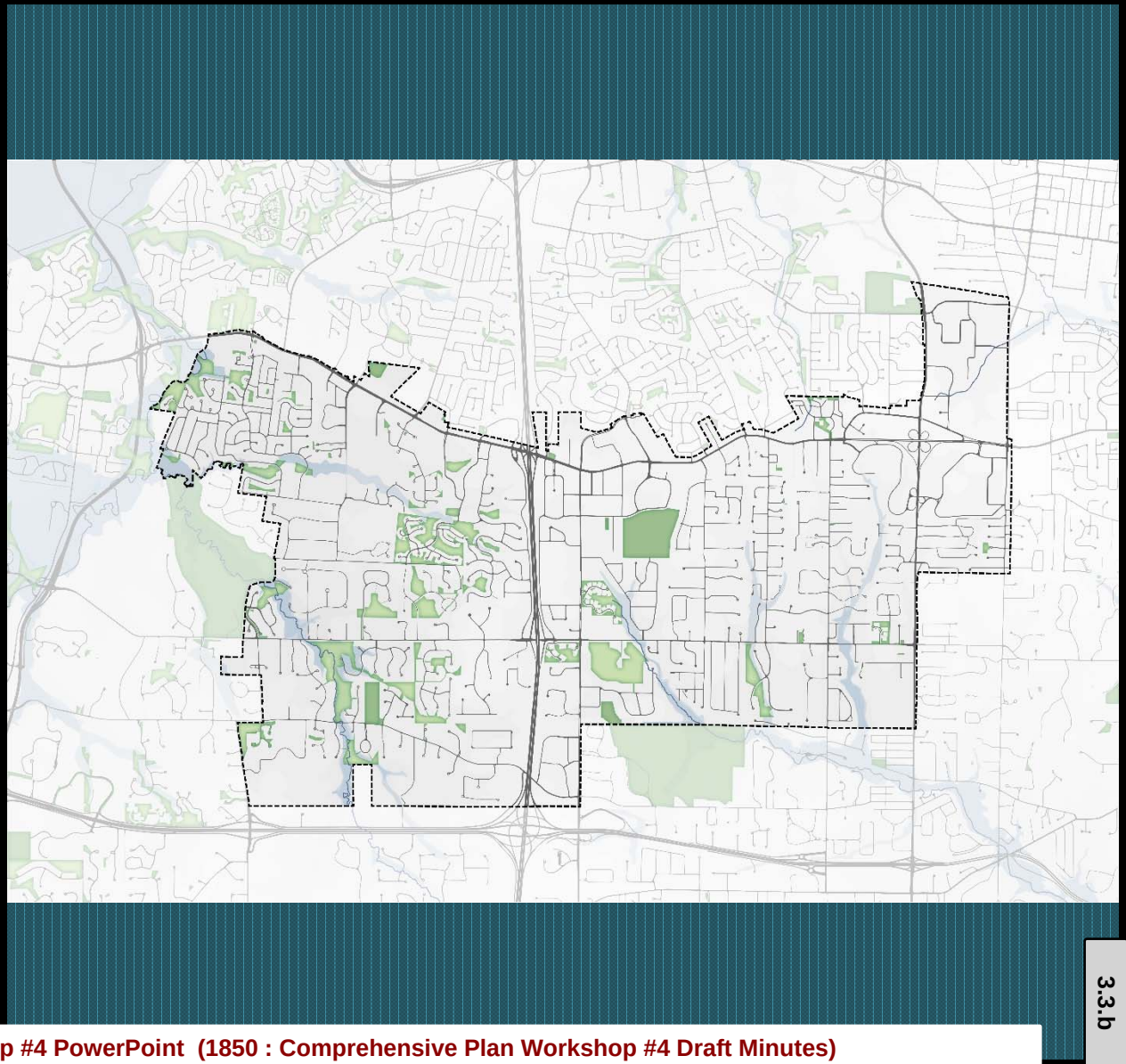
ENVIRONMENTAL PLAN

- Landform & Hydrology
- Common Ground
- Recreation Areas

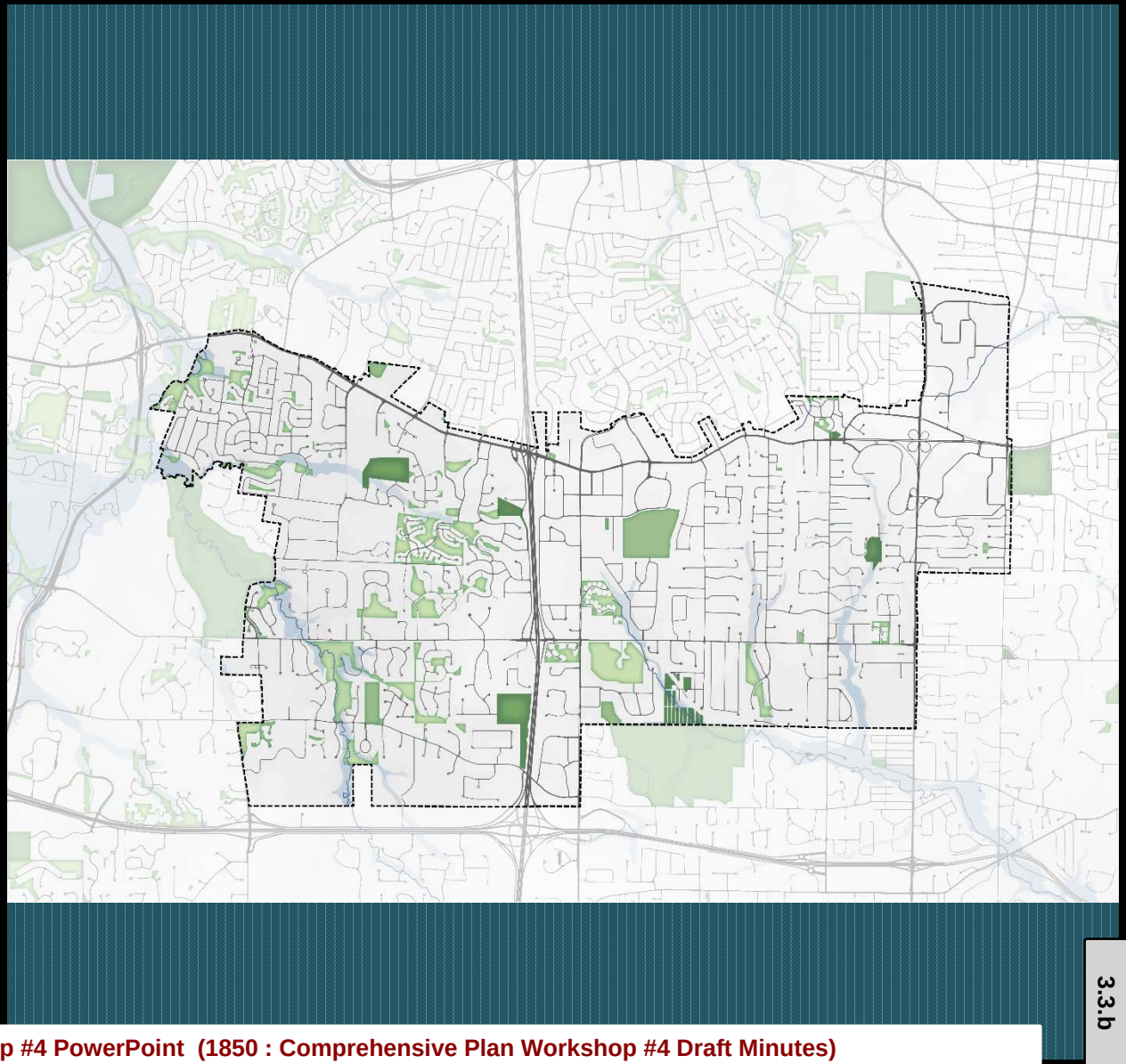


Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

DRAFT PLAN

ENVIRONMENTAL PLAN

- Landform & Hydrology
- Common Ground
- Recreation Areas
- Public Parks



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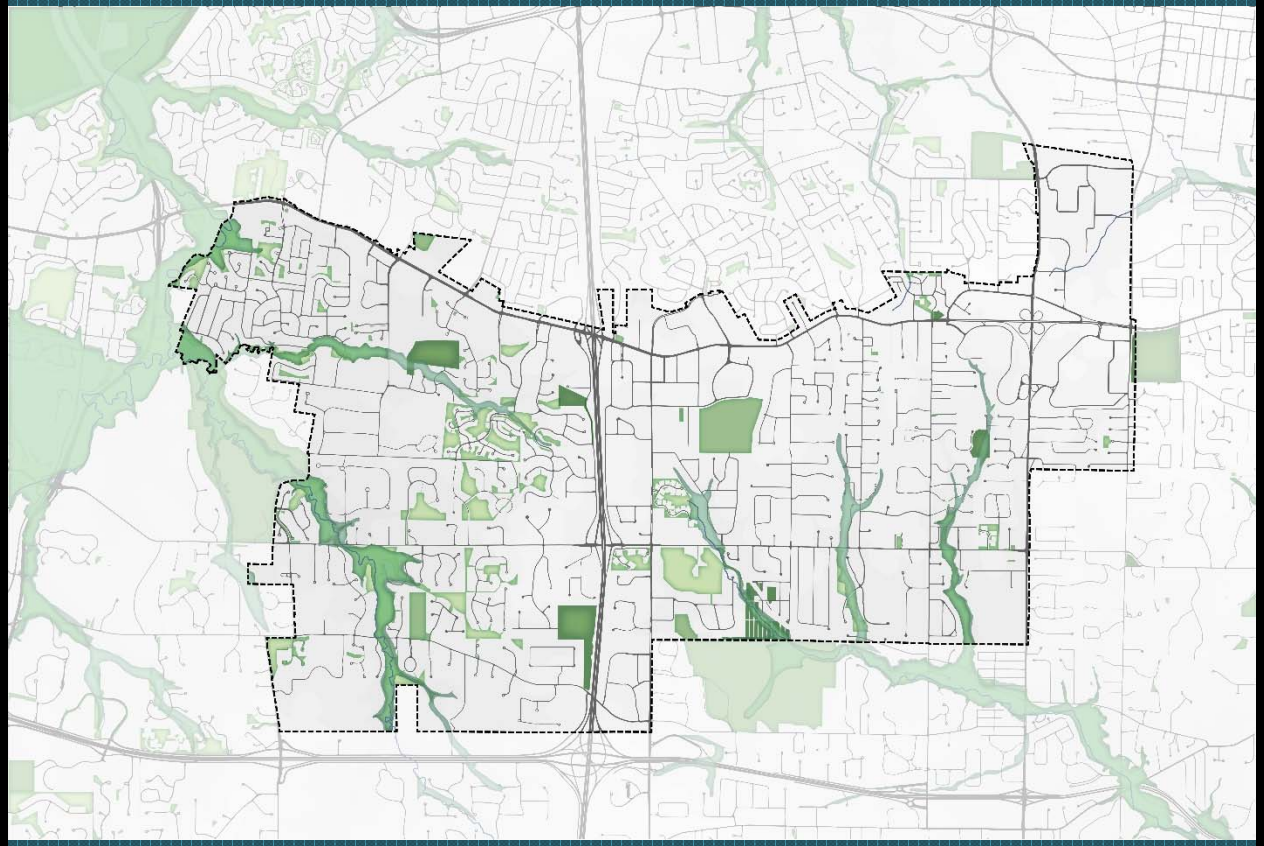
ENVIRONMENTAL PLAN

- Landform & Hydrology
- Common Ground
- Recreation Areas
- Public Parks
- Floodplain Corridors



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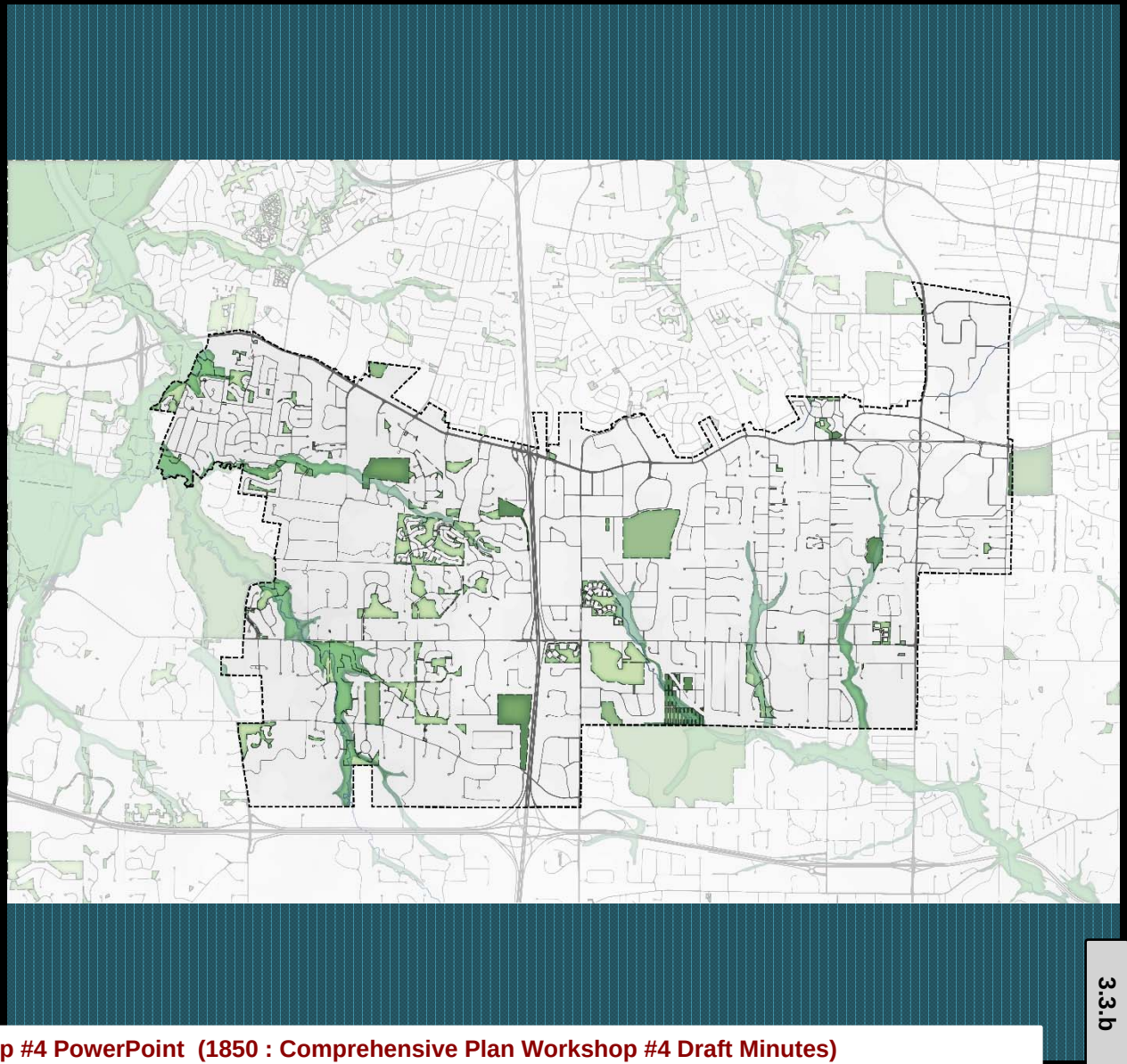
ENVIRONMENTAL PLAN

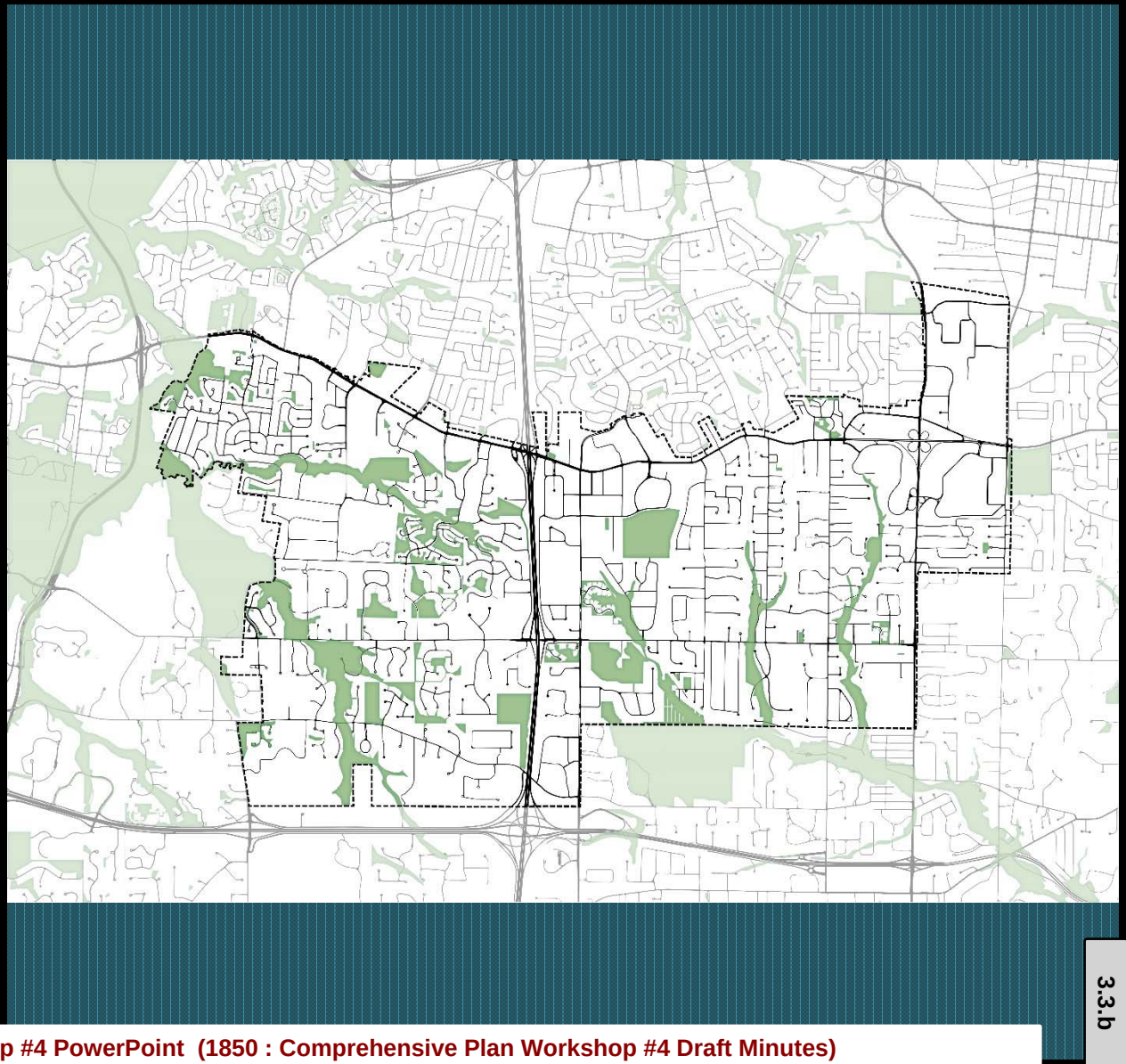
- Landform & Hydrology
- Common Ground
- Recreation Areas
- Public Parks
- Floodplain Corridors
- **Designated Environmental Areas**



DRAFT PLAN

ENVIRONMENTAL PLAN

- Landform & Hydrology
- Common Ground
- Recreation Areas
- Public Parks
- Floodplain Corridors
- **Designated Environmental Areas**
- **Environmental Overlay District**



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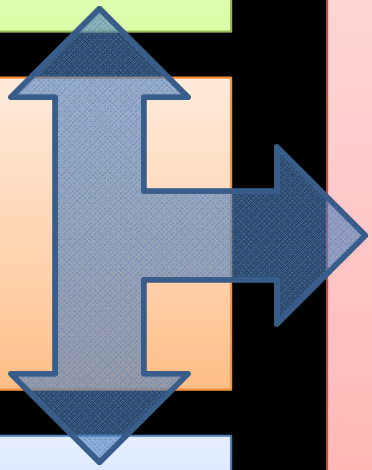
Environmental Overlay District

Applies to…
Riparian Corridors, Common Areas & Parks

Applies to…
Residential Lots

Applies to…
Commercial & Mixed-Use Lots



Addresses issues of…

- **Sensitive Ecological Areas (steep slopes, wetlands, waterways, etc.)**
- **Natural Open Space**
- **Habitat**
- **Plant Life Diversity**
- **Water Quality**
- **Urban Heat Island Effect**
- **Visual Appeal**

NEXT STEPS...

- *March – May:*

  Development of Final Draft Plan
  City & Stakeholder Workshops
  Planning Commission Workshop
  Posting of Draft Plan *(mid-May)*

- *June 6:*

  Public Workshop #5
  Final Draft Comprehensive Plan

Attachment: Workshop #4 PowerPoint (1850 : Comprehensive Plan Workshop #4 Draft Minutes)

THANK YOU!

City of Creve Coeur

To: Mayor and City Council

From: Mark Perkins, City Administrator

Date: February 18, 2016; revised March 11, 2016

Re: Capital Improvement Program Update – FY2017-2021

The proposed Capital Improvement Program (CIP) for the five-year period beginning July 1, 2016 is provided herein. The plan is also being submitted to the Planning and Zoning Commission and Finance Committee for their review and recommendations. A public hearing before the City Council is scheduled for Monday, April 11. As in previous years, input from the public, City staff, and the City's boards, commissions and committees has been considered as part of the CIP update.

Revenues

The ½ cent capital improvement sales tax is the major funding source for the CIP. Capital sales tax revenues are projected to be $2,050,000 at the end of the current fiscal year compared to last year's total of $2,026,656, or an increase of approximately 1.2%. Even though the City is projecting a slight increase for FY2016, other years have had smaller increases even decreases. Therefore, a conservative 1.25% annual increase in sales tax revenue is projected in years 2017 through 2021.

A General Fund transfer of $400,000 is proposed for each year. These transfers provide an important supplemental funding source for the City's street program and are possible due to the City's significant fund balance. General Fund transfers to the Capital Fund are made in most years, and are appropriate based on the transportation-oriented revenue sources of the General Fund which include the County road and bridge, and gasoline tax revenues.

The City has been successful in obtaining grant funding for several street and park projects as indicated on the revenue detail on Exhibit A. It is anticipated that we will be able to obtain future grant funding during the course of the five-year program to supplement the plan as presented.

Expenditures

Capital outlay for the next five years will range from approximately $2.7 million to $4.1 million annually. These figures will likely increase as federal transportation funds are secured for certain projects.

Previously, debt service had comprised a significant portion of the City's CIP dollars since the purchase and construction of Millennium Park in 2000. In FY14, the debt was retired, six years ahead of schedule. By paying off this debt early ($4,164,994), the city saved a considerable amount in interest.

Status updates for FY16 projects and CIP FY17-21 highlights for each major category follow:

Attachment: Revised Memo Proposed CIP FY17-21 03_11_16 (1832 : Capital Improvement Program - FY2017 to FY2021)

9501 Building & Improvement Projects

Americans with Disabilities Act Improvement (ADA) / Community Development Block Grant (CDBG) ($28,800/FY16; $20,000/FY17-FY21) – FY16 Funds will be used for ADA accessibility improvements to sidewalk ramps at the intersection of Town & Four Drive and Town & Four Parkway. In FY17, funds have been committed to providing accessibility improvements to the pedestrian signals at two intersections: North New Ballas Road at Old Ballas Road, and Olive Boulevard at Tempo Drive. Staff continue to research suitable uses for federal CDBG funds in FY18 and beyond.

Public Art – Danforth Plant Science Center Bus Shelter ($17,740/FY16; $49,000/FY17) – the project includes the installation of an artist-designed transit shelter on Olive Boulevard outside the Donald Danforth Plant Science Center to further the goals of the Public Art Master Plan. Cost in FY15 ($4,616) was used to obtain three artist-designed concepts. Planning, engineering and construction began in FY16 and is anticipated to be complete in early FY17.

Police & Government Center Facilities ($45,000/FY16; $200,000/FY17) – In FY14 ($17,574) and FY15 ($43,538), a space analysis, needs assessment were completed and some preliminary designs for future renovations or new facilities. The last major renovation occurred in 1987, when the building was converted from an elementary school to the Government Center. In late FY15 and FY16, phase 2 of the preliminary design was completed including sharing the results of the information with the public. In the fall of 2016, the City will seek approval from the residents for a bond measure to construct a new Police Department building and to renovate the existing Government Center building. If the bond measure is successful, the funding in FY17 will be used to begin the design phase. If the bond measure fails, the funding in FY17 will be used to begin needed improvements to the Government Center.

Public Art – CVS Bus Shelter ($38,101/FY16) – Project includes an artist-designed bus shelter for the location at the CVS Pharmacy located at 11560 Olive Blvd. FY12 ($6,636) and FY15 ($6,205) costs include artist and structural designs for the shelter. Design for the project exceeded initial cost estimations due to numerous underground utilities. FY16 costs include construction and inspection for the shelter and base. Costs for the project are subsidized by the developer of the CVS lot ($30,000). At this writing, installation of the bus shelter is anticipated to be complete in spring 2016.

Public Works Auxiliary Salt Storage Roof ($60,000/FY17) – In FY15, a concrete mega block salt storage structure was completed to provide additional salt storage to ensure the City has an adequate supply to treat road pavements during winter months. The auxiliary structure will be used as a canopy for the block storage structure to protect the salt from weather and serve as equipment storage as well.

Government Center Electrical Switchgear Replacement ($250,000/FY19) – Project includes the replacement of the incoming electrical service switchgear boxes in the lower level boiler room of the Government Center. The switchgear controls the main feed from Ameren U.E. to the Creve Coeur Government Center. The City's insurance provider has recommending the City replace the panel because the company that created the unit has been out of business for years and replacement parts are no longer available.

Attachment: Revised Memo Proposed CIP FY17-21 03_11_16 (1832 : Capital Improvement Program - FY2017 to FY2021)

Public Works Security Fence ($50,000/FY17) – Project includes construction of a security fence around the City's Public works maintenance facility at 996 East Rue de la Banque.

9506 Park Development Projects

Park Improvements Grant Match ($14,525/FY16; $0/FY17-FY21) – In FY16, a Golf Course Needs Assessment was conducted. The assessment established priorities and serves as the basis for future grant applications. Miscellaneous park grant matches normally reflected in this category have been earmarked for specific large park projects highlighted separately below.

Tappmeyer House Renovation ($52,687/FY16) – The Tappmeyer House was in need of significant repairs to the exterior of the house. FY15 funds ($40,978) were used to acquire a professional building inspector report which the City used as part of the bid documents and to conduct a number of smaller repair projects. In FY16, completion of painting and repair to the exterior of the house occurred.

Golf Course Cart Path Replacement Grant Match ($21,000/FY17) – This project is a 6% grant match to replace the asphalt cart path with asphalt at the Creve Coeur Golf Course per the Golf Course Needs Assessment. Staff anticipates applying for a St. Louis Municipal Parks Grant Commission grant for the project estimated to cost $350,000.

Certified Nature Explorer Classroom ($25,000/FY20) – Proposed outdoor classroom for either Malcolm Terrace Park or Millennium Park to create a programming/play area.

Dielmann Recreation Complex Renovations – Phase 1 ($472,588/FY16) – The City received a regional parks commission grant in the amount of $435,456 for construction of improvements to the building, including lighting and flooring replacement, a centralized desk and other renovations to improve the operational efficiency and usage of the facility per the Dielmann Recreation Complex Needs Assessment. In FY15 funds ($9,501) were used for design and the start of construction. In FY16, construction was completed and grant reimbursement will be received.

Ice Arena Refrigerant Switch-Over Grant Match ($75,000/FY19) – The Ice Arena cooling system currently uses R-22. Beginning January 1, 2020, the production and importation of R-22 refrigerant is prohibited due to environmental and health risks. Project cost is for a grant match for the cost of transitioning to an alternate cooling system estimated to be $550,000.

Playground Safety Surface Replacement ($75,000/FY17; $75,000/FY21) – This project includes the replacement of damaged area and rejuvenation of the rubberized safety surface beneath the City's playgrounds. The playground at Millennium Park is slated for FY17. Staff will continue to assess the park with the most-needed surface repairs for the funds slated in FY21.

9509 Stormwater Projects

Stormwater Master Plan Projects ($150,000/FY20; $150,000/FY21) – The Stormwater Master Plan completed in 2012 identified several projects to be completed over the next several years. The scope of some stormwater projects is greater than what this program can

Attachment: Revised Memo Proposed CIP FY17-21 03_11_16 (1832 : Capital Improvement Program - FY2017 to FY2021)

afford, therefore these projects are listed separately below.

Middlebrook Drive Storm Water Improvements ($5,000/FY17; $250,000/FY18) – Project includes replacing the culvert pipes under Middlebrook Drive and making associated repairs to the roadways. In FY13, $31,075 was spent for the design for this project. The project has been identified as a high priority by the Stormwater Committee.

Golf Course Dam Stabilization, Pond Siltation Removal & Controll Phase 1 & 2 (Phase 1: $15,000/FY16; $225,000/FY17; Phase 2: $70,000/FY18; $450,000/FY19) – Phase 1 project includes repairing the dam which failed in June 2013, and de-silting south ponds, and installing a bubbler system into the pond to promote a healthier lake system. Phase 2 project involves design (FY18) and construction (FY19) for the removal of existing silt from the northern-most lake, and for a built-in mechanical silt/water separator system to capture future silt so it can be more easily maintained. The entire project has been identified as a high priority by the Stormwater Committee.

Alden Lane Culvert Improvements ($20,000/FY16; $210,000/FY17) – Project includes the design (FY16) and construction (FY17) of an extension to an existing drainage culvert that carried Alden Lane over a creek. The project has been identified as urgent by the Stormwater Committee.

Emerson Road Culvert and Headwall Improvements ($20,000/FY17; $50,000/FY18) – Project involves the removal and replacement of a failing stone and concrete headwall along the west side of Emerson Road and the replacement of the 30" diameter drainage pipe that runs beneath Emerson Road. The project has been identified as high by the Stormwater Committee.

9510 Street & Sidewalk Projects

Street and Sidewalk Maintenance Program ($1,183,000/FY16; $1,133,000/FY17) – The majority of CIP expenditures are dedicated to preserving the City's streets and sidewalks through concrete-slab replacement, asphalt overlay, and other preservation techniques. Priorities are guided by the City's infrastructure management program and street rating system. In FY16, the City had a complete review of the conditions of the city's pavement network which will further assist in prioritization of repairs. The City is awaiting the final report at this writing. In FY16 funds have been or will be used from this account to pay for resurfacing projects along Williamsburg Road and North Walling Drive; significant concrete slab replacement along Somerton Ridge Drive, Wedgewood Drive, and in the Royal Manor subdivision; and microsurfacing in the Broadview Farms, Ridgemoor Forest, and Mason Forest subdivisions. Additional street work included City-wide asphalt and concrete pavement repairs, sidewalk replacement along Old Ballas Road, and pavement striping along Ladue Road and Mosley Road. The City received reimbursement ($83,434) from Missouri American Water for restoration associated with a water main replacement project along Williamsburg Road as part of the roadway resurfacing project.

Street Reconstruction ($400,000/FY16; $350,000/FY17) – The City maintains a large number of 'composite' streets – asphalt over concrete – and these projects often result in extensive reconstruction. In FY16, the City will reconstruct New Salem Drive and a portion of New London

Attachment: Revised Memo Proposed CIP FY17-21 03_11_16 (1832 : Capital Improvement Program - FY2017 to FY2021)

Drive. In FY2017, staff recommends to finish reconstruction of New London Drive and to continue ton to Lakeshore Drive to complete the reconstruction needs in within the Westchester Estates subdivision.

Mosley Road Preliminary Engineering ($35,000/FY15) – Preliminary engineering was started in FY14 ($53,333) and completed in FY15 for the development of a project scope and budget for grant purposes for future inclusion in the City's CIP.

Graeser Road Overlay ($445,507/FY15; $12,304/FY16) – Federal funds were secured to cover $429,000 of the total cost of this project ($645,000), which includes an asphalt overlay from Ladue Road to Olive Boulevard and curbing, gutter, and sidewalk repairs including accessibility ramps. In FY13 and FY14 ($51,830 total), the engineering for the project was completed. Construction began in FY15 and was completed in FY16.

Coeur De Ville Drive Improvements – ($10,852/FY16; $675,000/FY17) – An engineering design began in FY14 through FY16 ($66,661 total) with construction in FY17. The City has secured a federal grant to cover $419,533 of the project cost, which includes reconstruction of the city-owned portion between Olive Boulevard and Ladue Road as well as curbing, gutter, and sidewalk repairs including accessibility ramps. Additional plantings would be installed between Coeur De Ville and I-270 including around the MoDOT equipment storage area to expand the visual barrier.

Warson Road Improvement Project ($40,000/FY16; $258,194/FY1; $250,000/FY18) – The City was successful in obtaining a federal grant ($428,000) for an asphalt resurfacing and sidewalk accessibility improvement project from the City's southern city limits to Olive Boulevard. FY16 reflects design and engineering fees with construction in FY17 and FY18.

Mason Rd. Sidewalk Infill/Conway Rd. to Olive Blvd. Grant Match ($20,000/FY19; $70,000/FY20) – The project includes survey, design, and construction of sidewalk to create a continuous pedestrian route along Mason Road between Conway Road and Olive Boulevard. In FY19 costs are for design and engineering followed by a 20% grant match for FY20 for the anticipated total project cost of $450,000. Creve Coeur is partnering with St. Louis County and the City of Town & Country on this project.

Lindbergh Streetscape Enhancement Project Phase I ($175,000/FY19) – This project includes painting the traffic signal mast arms black and installing illuminated street name signs at the three signalized intersections. This proposed project is a reduced scope of the Lindbergh Streetscape Enhancement Project identified on the Future Projects list.

Emerson Sidewalk Improvement Project ($38,999/FY16; $292,000/FY17) –The project involves the addition of a sidewalk along the east side of Emerson Road between Ladue Road and Old Ballas Road to connect an existing sidewalk along the frontage of DeSmet Jesuit High School. FY15 ($12,595) and FY16 are for preliminary design and engineering with construction in FY17. The City was awarded a federal Transportation Alternatives Program grant which covers $233,600 of the cost.

Emerson Road Improvement Project Grant Match ($65,000/FY18; $150,000/FY20) – The project includes pavement widening and resurfacing, new curb and gutter, and enclosed stormwater facilities along the City-maintained section of Emerson Road from Old Ballas

Attachment: Revised Memo Proposed CIP FY17-21 03_11_16 (1832 : Capital Improvement Program - FY2017 to FY2021)

Road to DeSmet Jesuit High School. FY17 cost is for design and engineering with a grant 20% match for FY18. The City applied for grant assistance in FY15.

Mosley Road Improvement Project ($150,000/FY18; $50,000/FY19; $200,000/FY20; $200,000/FY21) – The project includes completing the preliminary design for Mosley Road and minor widening, slight vertical and horizontal alignment changes where necessary, stormwater improvements, sidewalk accessibility improvements, and pavement resurfacing. FY20 & FY21 reflects a grant match of 37% of the anticipated $1,625,000 construction cost.

New Ballas Improvement Project Grant Match Phase 1, Phase 2 and Phase 3 ($250,000/FY18; $50,000/FY19; $330,000/FY21) – The entire 3-phase project includes pavement resurfacing, concrete curb and sidewalk replacement, and accessibility improvements along New Ballas Road from Conway Road to Olive Boulevard. Phase 1 includes 100% of the design for all three phases and improvements on New Ballas Road from Conway Road to Ladue Road. Phase 2 includes improvements from Ladue Road to Magna Carta Drive. Phase 3 continues improvements from Magna Carta Drive to Olive Boulvard. Costs for FY18-9 and FY20 reflect a grant match. The grant match includes 100% of the cost of design in FY18 and 30% of the construction cost (FY19-FY21).

Fernview Drive Resurfacing Design and Grant Match ($12,000/FY20) – The project represents a grant match for planning, design and engineering for asphalt pavement resurfacing along Fernview Drive from Gallagher Road to Olive Boulevard. Future CIP years include grant match estimated at $60,000.

9516 Capital Equipment

Proposed funding for capital equipment ranges from $254,003 to $387,758 per year over the next five years. Only capital equipment with a cost of $20,000 or more, and a useful life of five years or longer are included in the CIP.

Public Works Equipment ($202,000/FY16) – All capital equipment approved in FY16 was purchased under budget ($49,905). Costs and equipment purchases vary and are described in-depth in the 5-year Fleet Replacement Report FY17-21.

Telephone/Voice Recording System ($65,762/FY16) – The city installed a new citywide automated phone and voice recording system.

Ice Resurfacing Vehicle Replacement ($95,000/FY18) – Cost to replace ice resurfacing vehicle at end of its useful life for the Ice Arena.

Police Emergency Command Vehicle Replacement ($28,000/FY17) – Cost to replace an existing 2010 Chevrolet Tahoe used for the purpose of emergency management and public safety, as well as the daily operations of the Police Department (PD), with a 2016 Ford Interceptor Utility AWD vehicle. PD anticipates the City will receive approximately $10,000 trade-in value for the existing vehicle.

Fairway Mower Replacement ($35,000/FY17) – Cost to purchase a used fairway mower to replace the 13-year old Jacobsen fairway mower for the Creve Coeur Golf Course.

Attachment: Revised Memo Proposed CIP FY17-21 03_11_16 (1832 : Capital Improvement Program - FY2017 to FY2021)

Police LiveScan Biometric Fingerprint Scanner ($38,000/FY17) – Cost to replace the 15-year old scanner. Current changes in REJIS/CJIS requirements resulted in numerous updates and standards the current machine cannot meet.

Future Project List

A list of potential projects for a future CIP is included. Future projects are identified as projects with either no available funding or with a scope and/or estimate that has not been fully developed. These projects are *not* part of the five-year CIP, but may warrant future consideration for funding.

Project Descriptions

Detailed project description sheets for CIP FY17-FY21 and description sheets for Future Projects, as well as the information included herewithin, are available on the City's website www.creve-coeur.org/cip.

Schedule

The CIP FY17-FY21 Schedule follows.

CC: Planning & Zoning Commission, Finance Committee, Arts Committee, Economic Development Committee, Stormwater Committee, Parks & Historic Preservation Committee, Horticulture, Ecology & Beautification Committee, Energy & Environment Committee

Attachments

Exhibit A – CIP FY17-FY21 Spreadsheet
Exhibit B – CIP FY17-FY21 & Future Project Descriptions
Exhibit C – CIP FY17-FY21 Citizen Recommendations
Exhibit D – CIP FY17-FY21 Stormwater Committee Recommendations
Exhibit E – CIP FY12-FY21 Overview Spreadsheet
Exhibit F – Future Project List

Attachment: Revised Memo Proposed CIP FY17-21 03_11_16 (1832 : Capital Improvement Program - FY2017 to FY2021)

Capital Improvement Program
FY 2017-2021 Schedule for Annual Update

December 1, 2015 – January 15, 2016	Solicit input from citizens, City committees, and City staff
January-February 2016	Staff research, analysis and compilation
February 22, 2016	Proposed CIP submitted to City Council, P&Z and Finance City Council Work Session
March 8, 2016	Finance Committee review
March 21, 2016	Planning & Zoning Commission Review
March 22, 2016	Finance Committee review
March 28, 2016	City Council Work Session
April 11, 2016	Public Hearing before City Council Possible City Council Approval

Attachment: Revised Memo Proposed CIP FY17-21 03_11_16 (1832 : Capital Improvement Program - FY2017 to FY2021)

Exhibit A

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FY2017-FY2021	FY2015 BUDGETED	FY2015 ACTUAL	FY2016 BUDGETED	FY2016 PROJECTED	FY2017 PROJECTED	FY2018 PROJECTED	FY2019 PROJECTED	FY2020 PROJECTED	FY2021 PROJECTED
9501 BUILDING & IMPROVEMENT PROJECTS									
02 Accessibility Improvements (CDBG)	20,000	45,543	20,000	28,800	20,000	20,000	20,000	20,000	20,000
13 Public Art - Danforth Plant Science Center Bus Shelter	75,000	4,616	55,500	17,740	49,000	-	-	-	-
15 Police & Government Center Facilities	200,000	43,538	55,000	45,000	200,000	-	-	-	-
18 Public Art - CVS Bus Shelter	-	6,205	30,765	38,101	-	-	-	-	-
20 Public Works Salt Storage	30,000	31,221	-	-	-	-	-	-	-
21 Public Works Auxiliary Salt Storage Roof					**60,000**	-	-	-	-
22 Government Center Electrical Switchgear Replacement					-	-	**250,000**	-	-
23 Public Works Facility Security Fence					**50,000**	-	-	-	-
Subtotal	**325,000**	**131,123**	**161,265**	**129,641**	**379,000**	**20,000**	**270,000**	**20,000**	**20,000**
% of Total Capital Outlay	**8%**	**5%**	**5%**	**5%**	**9%**	**1%**	**9%**	**1%**	**1%**
9506 PARK DEVELOPMENT PROJECTS									
01 Misc. Park Improvements (Grant Match)	-	20,219	-	14,525	-	-	-	-	-
06 Golf Course Needs Assessment	-	-	-	7,570					
07 Tappmeyer House Exterior Renovation	60,000	40,978	125,000	52,687	-	-	-	-	-
10 Golf Course Cart Path Replacement (Grant Match)	50,000	-	-	-	21,000	-	-	-	
11 Certified Nature Explorer Classroom	-	-	-	-	-		-	25,000	-
13 Dielmann Recreation Complex Renovations - Phase 1	351,550	9,501	-	472,588	-	-	-	-	
14 Ice Arena Refrigerant Switch Over (Grant Match)	-	-	-	-	-	-	75,000	-	-
15 Playground Safety Surface Replacement	-	-	-	-	**75,000**	-	-	-	**75,000**
16 Golf Course Irrigation Replacement (Grant Match)	-	-	-	-	-	-	-	-	**24,600**
17 Park Bridge Replacement	-	-	-	-	**75,000**	**200,000**	-	-	-
18 Park and Dielmann Recreation Complex Parking Lot Repairs	-	-	-	-	**25,000**	-	-	-	-
Subtotal	**461,550**	**70,698**	**125,000**	**547,370**	**196,000**	**200,000**	**75,000**	**25,000**	**99,600**
% of Total Capital Outlay	**11%**	**3%**	**4%**	**20%**	**5%**	**7%**	**2%**	**1%**	**4%**
9509 STORMWATER PROJECTS									
01 Stormwater Improvements Per Master Plan	-	-	-	-	-	-	-	150,000	150,000
04 Middlebrook Drive Stormwater Improvements	-	-	-	5,000	5,000	250,000	-	-	-
10 Golf Course Dam Stabilization, Pond Siltation Removal & Control (Phase I & II)	440,000	17,313	500,000	15,000	225,000	70,000	450,000	-	-
11 Alden Lane Culvert Improvements	-	-	-	**20,000**	**210,000**	-	-	-	-
12 Emerson Road Culvert and Headwall Improvements	-	-	-	-	**20,000**	**50,000**	-	-	-
Subtotal	**440,000**	**17,313**	**500,000**	**40,000**	**460,000**	**370,000**	**450,000**	**150,000**	**150,000**
% of Total Capital Outlay	**11%**	**1%**	**16%**	**1%**	**11%**	**13%**	**15%**	**6%**	**6%**

Attachment: Exhibit A - CIP FY17-21 Spreadsheet 3_11_2016 (1832 : Capital Improvement Program - FY2017 to FY2021)

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FY2017-FY2021	FY2015 BUDGETED	FY2015 ACTUAL	FY2016 BUDGETED	FY2016 PROJECTED	FY2017 PROJECTED	FY2018 PROJECTED	FY2019 PROJECTED	FY2020 PROJECTED	FY2021 PROJECTED
9510 STREET & SIDEWALK IMPROVEMENTS									
01 Street and Sidewalk Maintenance Program	1,000,000	912,904	1,100,000	1,183,000	1,133,000	1,166,990	1,202,000	1,238,060	1,275,200
02 Street Reconstruction Program	400,000	445,507	350,000	400,000	350,000	300,000	300,000	300,000	300,000
15 Graeser Road Resurfacing	600,000	562,984	-	12,304	-	-	-	-	-
17 Mosley Road Engineering	30,000	25,469	-	7,545	-	-	-	-	-
20 Coeur De Ville Drive Improvements	500,000	37,778	655,000	10,852	675,000	-	-	-	-
21 Warson Road Improvement Project	-	-	55,000	40,000	258,194	250,000	-	-	-
23 Mason Rd Sidewalk Infill/Conway to Olive (Design & Grant Match)	-	-	-	10,000	-	-	20,000	70,000	-
24 Lindbergh Streetscape Enhancement Project - Phase I	-	-	-	-	-	-	175,000	-	-
25 Emerson Sidewalk Improvement Project (Grant 80% of Construction)	-	12,595	20,178	38,999	292,000	-	-	-	-
26 Emerson Road Improvement Project (Design & Grant Match)	-	-	-	-		65,000	-	150,000	-
27 Mosley Road Improvement Project - (Design & Grant Match)	-	-	-	-	-	150,000	50,000	365,000	234,000
28 New Ballas Road Improvement Project - Phase 1, 2 & 3 (Design & Grant Match)	-	-	-	-	-	-	250,000	25,000	330,000
29 Fernview Drive Resurfacing (Design & Grant Match)	-	-	-	-	-	-	-	12,000	-
Subtotal	**2,530,000**	**1,997,237**	**2,180,178**	**1,702,700**	**2,708,194**	**1,931,990**	**1,997,000**	**2,160,060**	**2,139,200**
% of Total Capital Outlay	**63%**	**84%**	**68%**	**63%**	**66%**	**66%**	**65%**	**83%**	**80%**
New Projects in Bold									
9516 CAPITAL EQUIPMENT									
01 Public Works Capital Equipment	252,000	171,385	251,905	202,000	273,955	294,866	278,355	257,703	251,769
02 Telephone/Voice Recording System	36,000	-	-	65,762	-	-	-	-	-
03 Ice Resurfacing Vehicle Replacement	-	-	-	-	-	95,000	-	-	-
04 Police Emergency Command Vehicle Replacement	-	-	-	-	28,000	-	-	-	-
06 Fairway Mower	-	-	-	-	**35,000**	-	-	-	-
07 Police LiveScan Fingerprint Scanner	-	-	-	-	**38,000**	-	-	-	-
Subtotal	**288,000**	**171,385**	**251,905**	**267,762**	**374,955**	**389,866**	**278,355**	**257,703**	**251,769**
% of Total Capital Outlay	**7%**	**7%**	**8%**	**10%**	**9%**	**13%**	**9%**	**10%**	**9%**
TOTAL CAPITAL OUTLAY	**4,044,550**	**2,387,756**	**3,218,348**	**2,687,473**	**4,118,149**	**2,911,856**	**3,070,355**	**2,612,763**	**2,660,569**
9514 DEBT SERVICE									
N/A	-	-	-	-	-	-	-	-	-
Subtotal	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
% of Total Year End Figures	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**
TOTAL YEAR END FIGURES (Capital Outlay & Debt Service)	**4,044,550**	**2,387,756**	**3,218,348**	**2,687,473**	**4,118,149**	**2,911,856**	**3,070,355**	**2,612,763**	**2,660,569**

Exhibit A

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FY2017-FY2021	FY2015 BUDGETED	FY2015 ACTUAL	FY2016 BUDGETED	FY2016 PROJECTED	FY2017 PROJECTED	FY2018 PROJECTED	FY2019 PROJECTED	FY2020 PROJECTED	FY2021 PROJECTED
FUND REVENUES									
Beginning Fund Balance (estimated Cash Basis as of July 1)	750,202	720,228	1,256,152	1,256,152	1,677,657	880,397	701,856	201,341	185,017
Estimated Capital Improvement Sales Tax Revenue (1/2 Cent)	1,918,688	2,026,656	2,051,989	2,050,000	2,075,625	2,101,570	2,127,840	2,154,438	2,181,368
Estimated Interest Revenue	2,000	1,326	4,000	1,200	1,500	1,500	2,000	2,000	2,001
Est. Addtnl Revenue (Outside agencies, grants, reimbursement & other)	1,110,046	465,735	912,533	633,778	823,764	210,245	20,000	20,000	20,000
Proceeds from Equipment Sales	32,000	29,963	24,000	24,000	20,000	20,000	20,000	20,000	20,000
General Fund Transfers	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000
Total Revenues & General Fund Transfers In	3,462,734	2,923,680	3,392,522	3,108,978	3,320,889	2,733,315	2,569,840	2,596,438	2,623,369
Total Anticipated Year End Expenditures	4,044,550	2,387,756	3,218,348	2,687,473	4,118,149	2,911,856	3,070,355	2,612,763	2,660,569
Ending Fund Balance (Cash Basis)	**168,386**	**1,256,152**	**1,430,326**	**1,677,657**	**880,397**	**701,856**	**201,341**	**185,017**	**147,817**
ESTIMATED ADDITIONAL REVENUE (FUNDING SOURCES)									
Community Development Block Grants for ADA Improvements	20,000	45,543	20,000	28,000	20,000	20,000	20,000	20,000	20,000
STL County Muni Parks Grant / Dielmann Recreation Complex Renovations	270,000	-	475,000	435,456	-	-	-	-	-
STL County Muni Parks Grant / Golf Course Needs Assessment	-	-	6,000	6,000				-	
Graeser Rd Overlay - STPS Grant	420,046	389,970	-	10,000	-	-	-	-	-
Public Art Bus Shelter - Developer Contribution	-	-	-	26,000	-	-	-	-	-
Coeur de Ville Dr Resurface STP-S Grant	400,000	30,222	367,533	12,888	363,609	-	-	-	-
Warson Road Improvement Project STP-S Grant	-	-	44,000	32,000	206,555	190,245	-	-	-
Emerson Sidewalk Improvement Project TAP Grant	-	-	-	-	233,600	-	-	-	-
Credit Missouri American Water Reimbursement			-	**83,434**	-	-	-	-	-
Subtotal	**1,110,046**	**465,735**	**912,533**	**633,778**	**823,764**	**210,245**	**20,000**	**20,000**	**20,000**

New projects in bold

Attachment: Exhibit A - CIP FY17-21 Spreadsheet 3_11_2016 (1832 : Capital Improvement Program - FY2017 to FY2021)

CITY OF CREVE COEUR

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2017-2021

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

EXECUTIVE SUMMARY

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2017-2021

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

EXECUTIVE SUMMARY

The Capital Improvement Program (CIP) is the City's long-range plan for improvements to infrastructure, parks, and other community facilities. The CIP is a tool to assess the long-term capital needs, values, and desires of the City and to establish funding of high-priority projects in a timely, cost-effective manner. This plan is a living document and is subject to amendment by the City Council.

The CIP is intended to ensure that policy makers are responsible to the citizens of Creve Coeur with respect to the expenditure of City funds for capital improvements.

To be eligible for the CIP, projects or equipment must have a useful life of at least five years and a minimum cost of $20,000.

CIP Goals

The following are goals of the CIP:

- Provide a planned replacement of deteriorating infrastructure
- Repair deteriorated infrastructure
- Improve operational or functional aspects of existing infrastructure
- Add new facilities and improve the community's infrastructure to enhance the quality of life in Creve Coeur
- Provide for planned replacement of major equipment required for City operations

Relationship between the CIP and the 2002 Comprehensive Plan

Text from the 2002 Comprehensive Plan: *"Within the Comprehensive Plan, many projects are identified or implied, as specific projects or as conceptual ideas. These projects and others, resulting from recommendations of the Comprehensive Plan, should be developed and incorporated in the City's annual CIP review process. Further detail and refinement of identified and conceptual projects, facilities, or infrastructure improvement needs will be required as the implementation of the Comprehensive Plan occurs. The Comprehensive Plan does not specifically identify or outline every project for the next 20 years, and it does not preclude other projects or infrastructure ideas/needs from coming to the forefront, as long as they do not contradict the goals and recommendations of the Comprehensive Plan."*

At this writing, the Comprehensive Plan is in the process of being updated and is anticipated to be complete by late spring/early summer 2016.

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

CIP Criteria

A special set of criteria has been identified to assist in assessing and prioritizing CIP projects. Proposed projects reflect the goals of the Comprehensive Plan through their demonstration of these criteria:

- *Public Safety*: focused on preserving and protecting the general public from harm and reducing risk exposure
- *Condition of Existing Facility*: maintaining City infrastructure and facilities in a serviceable condition
- *Operating Efficiency*: equipment or facilities improvements to streamline work processes or benefit from technological advancements; projects which reduce the cost of operations will receive priority. Projects which increase the cost of operations shall have identified trade-offs to support those additional costs
- *Citizen Demand*: level of demonstrated citizen support or demand, including support of City boards, committees and commissions
- *Economic Growth:* projects focused on attracting businesses, residents or visitors to the City
- *Protection & Conservation*: improvements to park system or historical landmarks for future generations or reduce environmental impact
- *Beautification:* aesthetic improvements to natural habitats or frequently traveled or visited areas within the City for public enjoyment such as the use of public art on public lands
- *Coordination (projects, regulations, City-adopted plans)*: coordination between multiple projects or agencies to reduce costs or minimize disruption to services, meet state or federal law requirements, or identified in other City-adopted plans
- *Availability of Outside Funding*: projects that are likely to be considered for grant funding or shared cost programs

Development and Adoption of the CIP

By City charter, a five-year CIP is proposed by the City Administrator to the City Council, no later than the second regular meeting in February of each year.

Prior to submittal to the City Council, public input is obtained through the City newsletter, website and City boards, committees and commissions. Prior to the City Council adoption and as required by City charter, the plan is submitted to the Finance Committee for recommendations and comments. The Planning & Zoning Commission also reviews the plan emphasizing the location, extent, and character of the proposed projects prior to City Council adoption. A public hearing is held by the City Council annually in March or April, prior to adoption.

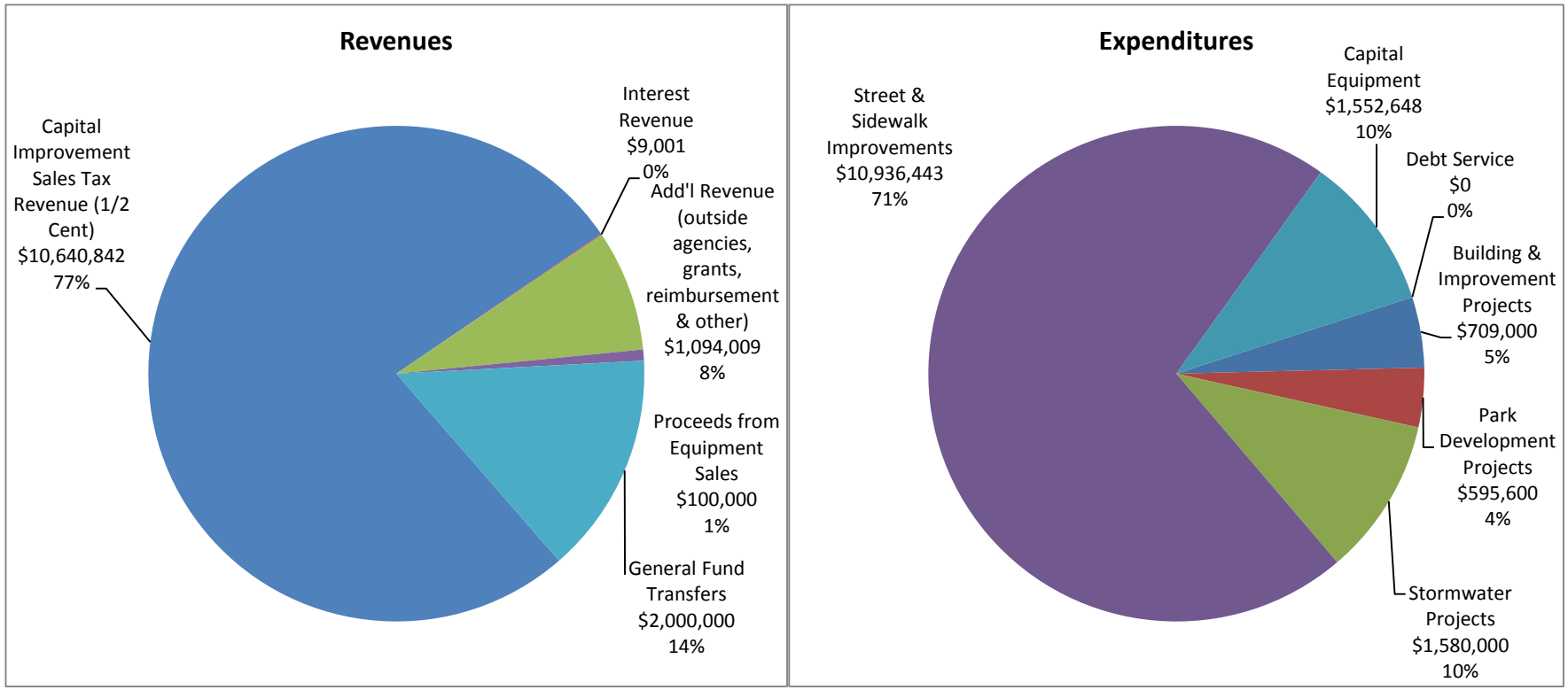
The CIP includes a description of each project, justification, cost estimate, operating and maintenance impact, and funding.

2017-2021 CIP Overview

Over the next five years, the projected revenues for capital projects total approximately $13.8 million. The 1/2 cent Capital Improvement Sales Tax serves as the major source. The balance is covered by grants and transfers from the general fund. The total cost of capital projects over the next five years is estimated at $15.3 million.

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

Estimated Total Revenues and Total Expenses by Category for FY2017 - FY2021



For more information about the CIP, contact Sharon Stott, Assistant to the City Administrator at sstott@ci.creve-coeur.mo.us or (314) 872-2516.

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9501 – BUILDING & IMPROVEMENT PROJECTS

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2017-2021

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9501 BUILDING & IMPROVEMENT PROJECTS - 02

ACCESSIBILITY IMPROVEMENTS (CDBG)

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$20,000	$20,000	$0	$28,800	$20,000	$20,000	$20,000	$20,000	$20,000	

Project Description:
In FY2017, approximately $20,000 of Community Development Block Grant (CDBG) funds have been committed to providing accessibility improvements to the pedestrian signals at two intersections: North New Ballas Road at Old Ballas Road, and Olive Boulevard at Tempo Drive. These improvements follow separate requests from blind residents who frequently use these intersections. Future improvement project locations will be determined on an annual basis and will involve accessibility improvements to the City's facilities or at intersections.

Existing Condition:
Projects are designed to improve facilities that are out of compliance with the current Americans with Disabilities Act (ADA) regulations.

Justification: *Public safety; Coordination; Availability of Outside Funding*
Each project seeks to improve ADA compliance through accessibility improvements to government facilities and along public pedestrian routes. The focus of these projects is to provide public safety as well as to upgrade existing facilities.

Operating Budget Impact:
None. Projects that are undertaken as part of this program are relatively small in scope, and the City typically receives 100% reimbursement for the project costs through the CDBG federal grant.

Comments:
The City is designating this funding with the anticipation of receiving grant funding in the amount of $20,000 from the CDBG Commission. This is an annual grant available to municipalities to address accessibility projects. Scheduling of this project is subject to a successful grant application and availability of grant funding. The funding shown in Prior Years reflects improvements to the intersection of Town & Four Parkway and Town & Four Drive. $8,000 in remaining funds from the FY2014 grant were used to supplement the cost of this project, bringing the City's share to be $800 of the $28,800 total.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	20,000
Equipment	$	
Other	$	
Annual Total	**$**	**20,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9501 BUILDING & IMPROVEMENTS - 13

PUBLIC ART – DANFORTH PLANT SCIENCE CENTER BUS SHELTER

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$71,356	$0	$71,356	$22,356	$49,000	$0	$0	$0	$0	$0

Project Description:
This project includes the installation of an artist-designed transit shelter named "Convex Country" on Olive Boulevard just west of the new entrance to the Donald Danforth Plant Science Center. The project will involve three phases: preliminary design and final design are scheduled for FY2016 and construction is scheduled for FY2017.

Existing Condition:
None.

Justification: *Beautification*
The Creve Coeur Arts Committee seeks to identify locations and install art on public lands to further the goals of the Public Art Master Plan, which was approved in 2012.

Operating Budget Impact:
The bus shelter will use reclaimed farming equipment and materials for its main components and it will be incorporated into the surrounding prairie grass area from the Danforth Center. Ongoing maintenance of the shelter may be required, but cost is anticipated to be minimal. Additionally, the Arts Committee has requested the artist explore using solar powered LED lights to use little to no electricity to keep annual costs negligible.

Comments:
In FY2015, the City spent $4,616 to commission three artist-designed concepts to help the City understand and evaluate the bus shelter options. The project's budget was increased by $14,540 to for lighting of the shelter. The contract amount for construction in FY2017 ($49,000) is a not-to-exceed estimate that is based upon a variety of factors that will be evaluated during the design phase.

Expenditure Type:		
Planning, Design & Engineering	$	22,356
Land Acquisition	$	
Construction	$	49,000
Equipment	$	
Other	$	
Total	**$**	**71,356**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9501 BUILDING & IMPROVEMENT PROJECTS - 15

POLICE AND GOVERNMENT CENTER FACILITIES

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$306,112	$0	$306,112	$106,112	$200,000	$0	$0	$0	$0	$0

Project Description:
This project includes a space-needs analysis and preliminary design for various accessibility, security, aesthetic, and functional improvements throughout the Government Center, including the Police Department, Council Chamber, lobby, community center, storage space, and offices. Designs will include estimates for engineering and construction. In fall of 2016, the City will seek approval from the residents for a bond measure to construct a new Police Department building and to renovate the existing Government Center building. If this bond measure is successful, the funding specified for FY2017 can be used to begin the design phase. If this bond measure fails, then the funding specified for FY2017 will be used to begin needed improvements to the Government Center.

Existing Condition:
The Government Center, which was initially built in the 1940's and was renovated in the late 1980's, is dated and worn. Accessibility, security, functionality, and appearance can be improved throughout the building.

Justification: *Public Safety; Coordination; Operating Efficiency; Condition of Existing Facility*
The project is designed to evaluate the condition of the existing facility. Public safety and operating efficiency are also a focus of the consultant's work. The project will improve accessibility by enhancing audio/visual equipment and constructing an ADA ramp in the Council Chamber. Council Chamber safety will be enhanced by installing a ballistic wall in the dais and providing an additional point of egress. The Government Center will be analyzed for better use of space, improved functionality, ergonomics, use of technology, and modernized and improved aesthetic appeal.

Operating Budget Impact:
This project is for a study and design which will have no impact on the operating budget. However, when that actual construction takes place, the improvements will include energy efficiency elements as well as helping to reduce day to day maintenance costs.

Comments:
To date (FY2014-FY2016), the City has completed the Space Analysis, Needs Assessment, and Preliminary Designs based on those studies.

Expenditure Type:		
Planning, Design & Engineering	$	306,112
Land Acquisition	$	
Construction	$	
Equipment	$	
Other	$	
Total (through FY2017)	**$**	**306,112**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9501 BUILDING & IMPROVEMENTS - 21

PUBLIC WORKS – AUXILIARY SALT STORAGE ROOF

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$60,000	$0	$60,000	$	$60,000	$0	$0	$0	$0	$0

Project Description:
This project includes the design, fabrication, and installation of a roof to cover the recently constructed auxiliary salt storage bin. The new roof would be made of a metal truss system that is covered with a thick fabric material.

Existing Condition:
The existing auxiliary salt storage area has an open top. Salt stored in this area is covered by a tarp, which has been found to be dangerous to move during a snow event.

Justification: *Condition of Existing Facility; Operating Efficiency*
Salt and other materials that could pollute stormwater are required to be covered or otherwise protected from the elements. Direct access to and use of the salt in this bin would also allow staff to use this salt during a winter storm and would eliminate the need to move the salt from the auxiliary bin to the salt dome between storms and serve as equipment storage as well.

Operating Budget Impact:
The new roof should require little or no maintenance for the foreseeable future.

Comments:
None.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	
Equipment	$	60,000
Other	$	
Total	**$**	**60,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9501 BUILDING & IMPROVEMENTS - 22

GOVERNMENT CENTER ELECTRICAL SWITCHGEAR REPLACEMENT

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$250,000	$0	$250,000	$0	$0	$0	$250,000	$0	$0	$0

Project Description:
To replace the incoming electrical service switchgear boxes for the Creve Coeur Government Center.

Existing Condition:
The City currently has Federal Pacific switchgear main breaker panels controlling the main electrical feed from Ameren U.E to the Creve Coeur Government Center. Federal Pacific has been out of business for a number of years, and replacement parts are no longer available. Although the current panel is functioning well, the City's insurance provider is recommending that the City replace the panel.

Justification: *Public Safety; Operating Efficiency; Condition of Existing Facility*
Many of the City's principal functions operate out of the Creve Coeur Government Center, including the police, administrative, courts, planning, building, finance, and public works departments. These departments rely upon working electricity at the Government Center to operate efficiently.

Operating Budget Impact:
There will be no effect on the operating budget. Energy efficiency will not improve as a result of having a new panel and since the existing panel is functioning correctly, the City has not experienced any repair bills directly related to the panel at the time of this writing.

Comments:
Failure of this panel could cause the Government Center to shut down for several days while a temporary system is installed.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	
Equipment	$	250,000
Other	$	
Total	**$**	**250,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9501 BUILDING & IMPROVEMENTS - 23

PUBLIC WORKS FACILITY SECURITY FENCE

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$50,000	$0	$50,000	$0	$50,000	$0	$0	$0	$0	$0

Project Description:
The project will include construction of a security fence around the City's Public Works maintenance facility located at 996 East Rue de la Banque.

Existing Condition:
The Public Works maintenance facility has sections of ornamental and chain-link fence around portions of its perimeter, but this fence is not continuous and provides little security for the facility.

Justification: *Public Safety; Condition of Existing Facility*
The City stores much of its vehicle fleet and materials at the Public Works maintenance facility, and the City has its fueling station at this facility. A continuous and secure fence will reduce the risk that these public assets can be tampered with, damaged, or stolen, particularly during the evenings and weekends when the facility is not staffed. Furthermore, an audit of this facility in 2015 by the Missouri Department of Natural Resources recommended that the City install a security fence, such as what is proposed with this project.

Operating Budget Impact:
The proposed fence would be either a vinyl-coated, chain-link fence or a slightly more decorative fence that would have similar longevity and provide a similar level of security. Either type of fence should not require painting or other such maintenance for several years following its installation. There will likely be a need to trim brush off of or away from the fence, but this should not cause a noticeable impact (if any) on the operating budget.

Comments:
None.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	50,000
Equipment	$	
Other	$	
Total	**$**	**50,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9506 – PARK DEVELOPMENT PROJECTS

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2017-2021

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9506 PARK DEVELOPMENT PROJECTS - 01

PARK IMPROVEMENTS (GRANT MATCH)

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
TBD	TBD	$0	$0	$0	$0	$0	$0	$0	TBD

Project Description:
This project sheet typically represents the City's anticipated matching funds for miscellaneous park grant applications, for which the scope and cost are yet to be determined. The CIP includes specific project descriptions for FY2017, FY2019 and FY2021 for which the City will pursue parks grants. It is anticipated that FY2017 will be for Golf Course Cart Path improvements, FY2019 will be for Ice Arena Refrigerant Switch Over, and FY2021 will be for updating the Golf Course Irrigation System per the Golf Course Needs Assessment in FY2015. See specific project specific sheets for more information.

Existing Condition:
None.

Justification: *Beautification; Condition of Existing Facility; Operation Efficiency; Protection & Conservation; Availability of Outside Funding*
Park grants are competitive. By budgeting for the local match, a grant application can be completed without searching for available funds or making amendments to the program. Available grants may help to address any number of CIP criteria including, but not limited to, improving condition of existing facilities, operating efficiency, beautification, and protection and conservation of the park system or historical landmarks. Finally, these projects are supported by the Parks Master Plan and/or the needs assessments of the Dielmann Recreation Complex (FY2014) and Golf Course (FY2016).

Operating Budget Impact:
To be determined.

Comments:
The current maximum amount of funding that the City is eligible for through the Municipal Parks Grant program is currently $475,000 for a given project. The City plans to provide a 6% grant match for its projects, which would make the maximum grant match $28,500 per project.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	
Equipment	$	
Other	$	
Total	**$**	**0**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9506 PARK DEVELOPMENT PROJECTS - 01

GOLF COURSE CART PATH REPLACEMENT (GRANT MATCH)

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$21,000	TBD	$21,000	$0	$21,000	$0	$0	$0	$0	$0

Project Description:

This project is a grant match to replace 11,400 linear feet of asphalt cart path at the Creve Coeur Municipal Golf Course. The city share represents a 6% grant match for the anticipated total project cost of $350,000. The full project cost will be programmed into the appropriate fiscal years if the City is successful in obtaining a grant for the project.

Existing Condition:
Currently the asphalt cart paths are deteriorating including low and high spots, broken asphalt sections and potholes.

Justification: *Beautification; Condition of Existing Facility; Operation Efficiency; Protection & Conservation; Citizen Demand, Availability of Outside Funding, Coordination*
The entire path through the course is old and deteriorated and needs to be replaced. This project will improve public safety as well as the condition of the existing cart paths. Finally, the project is supported by the Parks Master Plan and/or the needs assessments of the Dielmann Recreation Complex (FY2014) and Golf Course (FY2015).

Operating Budget Impact:
Once the paths are reconstructed, the cost of upkeep will be minimal for the next 20 years. The only routine item would be crack repair and then asphalt sealing every 5 to 7 years.

Comments:
The grant will be applied for in FY2016 and if approved, construction to take place in FY2017. The grant is through the St. Louis Municipal Parks Grant Commission, has a max dollar amount of $475,000 per project and this project will require the City to match 6% of the project total.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	21,000
Equipment	$	
Other	$	
Total	**$**	**21,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9506 PARK DEVELOPMENT PROJECTS - 11

CERTIFIED NATURE EXPLORER CLASSROOM

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$25,000	$0	$25,000	$0	$0	$0	$0	$25,000	$0	$0

Project Description:
The proposed outdoor classroom could be located in Malcom Terrace Park or Millennium Park. This classroom would include elements such as music & movement area, a place to do nature art, a place to build, climb or crawl, a place to gather or play in water and will include signage throughout.

Existing Condition:
None.

Justification: *Protection & Conservation; Beautification*
The goal will be to create an area that can be utilized for both programming provided by the City as well as a place for birthday parties, meeting place for play or scout groups and outdoor classroom for local schools. Having a Certified Nature Explorer Classroom in a Creve Coeur park supports the CIP criteria by enhancing the usefulness and beautification of the environment by providing a nature-rich outdoor space for current and future generations to use the natural word as an integral part of learning.

Operating Budget Impact:
Minimal impact to the operating budget is anticipated – similar to adding playground equipment.

Comments:
None.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	25,000
Equipment	$	
Other	$	
Total	**$**	**25,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9506 PARK DEVELOPMENT PROJECTS - 14

ICE ARENA REFRIGERANT SWITCH-OVER (GRANT MATCH)

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$75,000	TBD	$75,000	$0	$0	$0	$75,000	$0	$0	$0

Project Description:
The current system that cools the ice operates using R-22, a product that is already becoming more expensive and will soon become unavailable as a coolant. This project would include transitioning the current cooling system to an alternative coolant such as Ammonia or CO2. The total cost of making this switch over is estimated to be $550,000. The maximum amount that the City can request from a Municipal Parks Grant would be $475,000. The City Share reflects the remaining $75,000 if the City is awarded a $475,000 grant. The full project cost will be programmed into the appropriate fiscal years if the City is successful in obtaining a grant for the project.

Existing Condition:
Equipment is currently operational. Even small repairs to the systems sometimes result in a loss of coolant and, therefore, require a system "charge" or refill. Vendors who do these repairs are responsible for disposing of lost Freon, and the City often incurs service charges associated with these disposals.

Justification: *Public Safety; Operating Efficiency; Condition of Existing Facility; Coordination; Availability of Outside Funding; Protection & Conservation*
This project is a public safety issue. Under the US Clean Air Act & the Montreal Protocol on Substances that Deplete the Ozone Layer, use of R-22 refrigerant (or "Freon") is being phased out of use because of the damage these types of substances can cause to the ozone layer and, thus lowering the risk of skin cancer by exposure to UV radiation. This project also directly effects operational efficiency. Starting on January 1, 2020, the US will no longer produce or import R-22; should there be any repair or catastrophic system failure, the City would likely be unable to recharge the system to maintain cooling.

Operating Budget Impact:
TBD

Comments:
The grant will be applied for in FY2018 and if approved, construction to take place in FY2019.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	
Equipment	$	75,000
Other	$	
Total (Grant Match)	**$**	**75,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9506 PARK DEVELOPMENT PROJECTS - 15

PLAYGROUND SAFETY SURFACE REPLACEMENT

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$150,000	TBD	$150,000	$0	$75,000	$0	$0	$0	$75,000	$0

Project Description:
This project involves the replacement of damaged areas and rejuvenation of the rubberized safety surface beneath the City's playgrounds. The original playground at Millennium Park has the most urgent need, but several other playgrounds will require attention in the near future.

Existing Condition:
The rubberized surface beneath the City's playgrounds in Millennium Park, Conway Park, and Beirne Park provides the required protection against injury if a child were to fall off of the playground or swing set. The first playground surface at Millennium Park was installed in 2002 and has areas where kids' feet have worn inches of depth away from the surface. It is slated for surfacing in FY2017. The second playground surface at Millennium Park was installed in 2006, and it appears that it will need replacement by FY2021. Staff will continue to evaluate the surfaces at Conway Park and Beirne Park and will recommend repairs or replacement to these surfaces accordingly.

Justification: *Public Safety; Availability of Outside Funding; Condition of Existing Facility*
Keeping the safety surface of the City's playgrounds in good condition is required for the continuing use of the playgrounds and the safety of the playgrounds' users. This surface was tested at Millennium Park in 2015 and failed to meet the safety standard.

Operating Budget Impact:
None.

Comments:
This work would qualify for grant funding through the Municipal Parks Grant program, but the next several grant opportunities will be directed toward other needs.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	150,000
Equipment	$	
Other	$	
Total (FY17 & FY21)	**$**	**150,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9506 PARK DEVELOPMENT PROJECTS - 10

GOLF COURSE IRRIGATION SYSTEM REPLACEMENT (GRANT MATCH)

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$24,600	TBD	$24,600	$0	$0	$0	$0	$0	$24,600	$0

Project Description:

This project includes replacing the current irrigation system with an updated system that will use less water and allow better control over irrigation. The amount represents a 6% grant match for the anticipated total project cost of $410,000. The full project cost will be programmed into the appropriate fiscal years if the City is successful in obtaining a grant for the project.

Existing Condition:
The current irrigation system is approximately 40 years old. Required repairs have been increasing annually. The current set up is very limited in being able to isolate areas of the system. Therefore, when there is a break or other repair is required, there is a significant area of the system that must closed-off and drained before it can be repaired. System downtime endangers turf health and could result in additional watering, chemical and labor costs to bring that area back to health.

Justification: *Condition of Existing Facility; Public Safety; Operating Efficiency; Conservation; Availability of Outside Funding, Coordination*
The current system is becoming unserviceable because of its age. Additionally, a newer system can be controlled more specifically to both minimize the system loss when a repair is required and allow use of less water to achieve the same results, increasing the overall efficiency. Replacement was recommended per the Golf Course Needs Assessment completed in FY2015.

Operating Budget Impact:
Once the initial install of the system has occurred, the cost of upkeep will be minimal for the next 10 years. A new irrigation system will require less maintenance and better conserve water resources.

Comments:
The grant will be applied for in FY2020 and if approved, construction to take place in FY2021. The grant is through the St. Louis Municipal Parks Grant Commission, has a max dollar amount of $475,000 per project and requires the City to match 6% of the project total.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	24,600
Equipment	$	
Other	$	
Total	**$**	**24,600**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9506 PARK DEVELOPMENT PROJECTS - 17

PARK BRIDGE REPLACEMENT

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$275,000	$0	$275,000	$0	$75,000	$200,000	$0	$0	$0	$0

Project Description:
This project would involve the review of replacement or rehabilitation options for two existing vehicular bridges: one at Malcolm Terrace Park and one at the Creve Coeur Golf Course.

Existing Condition:
Both bridges open to only limited traffic due to their condition. The bridge at Malcolm Terrace Park has significant erosion around its foundation, and the bridge at the Creve Coeur Golf Course is beyond its useful life.

Justification: *Public Safety; Condition of Existing Facility*
Use of these bridges is necessary for the optimal maintenance of the Creve Coeur Golf Course and Malcolm Terrace Park.

Operating Budget Impact:
None.

Comments:
The construction cost is an estimate, as the actual options and requirements for each bridge are not yet known.

Expenditure Type:		
Planning, Design & Engineering	$	75,000
Land Acquisition	$	
Construction	$	200,000
Equipment	$	
Other	$	
Total	**$**	**275,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9506 PARK DEVELOPMENT PROJECTS - 18

PARK AND DIELMANN RECREATION COMPLEX PARKING LOT REPAIRS

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$25,000	TBD	$25,000	$0	$25,000	$0	$0	$0	$0	$0

Project Description:
This project involves patching, crack sealing, sealing, and painting new lines for the parking lots at the Dielmann Recreation Complex and Beirne Park.

Existing Condition:
The parking lots at the Dielmann Recreation Complex and at Beirne Park are asphalt parking lots that are in fair condition, but these parking lots have faded with time, and the parking lot lines are difficult to distinguish.

Justification: *Public Safety; Condition of Existing Facility*
Minor repairs and sealant would are recommended to preserve the pavement and to make the parking lots more attractive and more clear to users.

Operating Budget Impact:
None.

Comments:
None.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	25,000
Equipment	$	
Other	$	
Total	**$**	**25,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9509 – STORMWATER PROJECTS

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2017-2021

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9509 STORMWATER PROJECTS - 01

STORMWATER IMPROVEMENTS PER MASTER PLAN

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$0	$0	$0	$92,836	$0	$0	$0	$150,000	$150,000	$150,000

Project Description:
The 2012 Stormwater Master Plan update identified numerous stormwater-related projects that involve streams and public infrastructure. The City aims to address these issues over time as funding allows and using the master plan benefit rating as a guide. The scope of work for some of the projects listed in the master plan is greater than what this program can afford at the current funding level. These projects have been treated as separate items in the CIP, but funding for such projects typically replaces the annual funding in this account.

Existing Condition:
Issues under consideration typically exhibit erosion, deteriorated infrastructure, and/or flooding.

Justification: *Condition of Existing Facility; Public Safety; Citizen Demand, Coordination*
The Stormwater Committee reviewed the issues in the Stormwater Master Plan and agreed that the City's use of public funds should be limited to projects to resolve issues that involve public infrastructure and/or public conveyances of water. Such issues may never be adequately or correctly resolved without the City's initiative, funding and oversight.

Operating Budget Impact:
None.

Comments:
Prior years' funding includes $92,836 that was allocated in FY2014 toward the design of the dam replacement project.

*Funding for FY2017-FY2019 ($150,000/year) will be used to offset the expense of the Golf Course Dam Stabilization and Siltation Removal project (FY2017), the Middlebrook Culvert Improvements (FY2017), the Emerson Culvert and Headwall Replacement (FY2017), the Middlebrook Culvert Replacement Project (FY2018), and the Golf Course Siltation Control and Removal (FY2019).

Expenditure Type:		
Planning, Design & Engineering	$	50,000
Land Acquisition	$	
Construction	$	100,000
Equipment	$	
Other	$	
Annual Total (FY20 - FY21)*:	**$**	**150,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9509 STORMWATER PROJECTS - 04

MIDDLEBROOK DRIVE STORMWATER IMPROVEMENTS

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$291,075	$0	$291,075	$36,075	$5,000	$250,000	$0	$0	$0	$0

Project Description:
This project involves replacing a deteriorated and failing culvert pipe beneath Middlebrook Drive and making associated repairs to the impacted area of the roadway and the stream. The project will include decorative elements, similar to those included in the Chilton Lane culvert replacement project in 2013. Easements will be required from the adjacent properties in order to complete the project. Trees and bushes will be included in the restoration of disturbed area to replace some of the creekside vegetation that will be removed.

Existing Condition:
The culvert pipe is both undersized and failing, with increasing impact to the pavement of Middlebrook Drive above. In a heavy rain event, the creek flow exceeds the culvert capacity, and the creek overtops the street. The voids around the culvert were addressed in 2014 following a partial collapse of the roadway, but this repair is expected to last only a few years.

Justification: *Public Safety; Condition of Existing Facility; Beautification; Coordination*
Analysis of the stream found that the existing culvert pipe does not meet current size requirements, so lining the pipe or in-kind replacement would not be permissible. The Stormwater Committee identified the replacement of this culvert as a high priority, because the failure of this culvert would limit access to or isolate several homes along Middlebrook Drive. This issue rated highest among reviewed stormwater issues with 175 points, and the project has a benefit-to-cost ratio is 0.6, according to the metrics used in the Stormwater Master Plan.

Operating Budget Impact:
City staff has repeatedly patched the roadway pavement above this culvert, with a significant repair in 2014. This project will eliminate this problem and future needs for such maintenance.

Comments:
The design for this project was completed in FY2013. This project was originally scheduled to be constructed in FY2014; however, the Metropolitan St. Louis Sewer District (MSD) is planning a sanitary sewer replacement for this area in 2016. The City's project will be scheduled for 2017 (FY2018) to allow adequate time for MSD to complete its project. This project will replace the FY2018 Stormwater Master Plan project.

Expenditure Type:		
Planning, Design & Engineering	$	10,000
Land Acquisition	$	
Construction	$	250,000
Equipment	$	
Other (Design FY2013)	$	31,075
Total	**$**	**291,075**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9509 STORMWATER PROJECTS - 10

GOLF COURSE DAM STABILIZATION & POND SILTATION REMOVAL/CONTROL (PHASE 1 & 2)

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs (Phases 1, 2 and Future)						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$765,874	$0	$765,874	$20,874	$225,000	$70,000	$450,000	$0	$0	$1,200,000

Phase 1 Project Description:
Phase 1 involves the construction of an earthen dam along the face of the existing dam to stop current leaks and stabilize the situation on the pond. A stabilization repair is recommended because it will remove the emergency and give the City time to plan the future stormwater improvements at the golf course. The project will also remove the built-up silt in the lake adjacent to the dam and will introduce a bubbler system into the lake to promote a healthier lake system.

Existing Condition:
A hole in the dam became evident in June 2013. This hole has been temporarily stabilized, but the dam continues to leak, and new leaks have formed along the west side of the channel. The water level in the southern lake (adjacent to the dam) has been lowered to reduce the exposure of the patched area to the lake. Prior to being drained, the southern lake had accumulated too much silt for the fountain to function properly.

Justification: *Condition of Existing Facility; Beautification, Citizen Demand, Coordination*
The proposed repair has a high likelihood of stopping the leaks in the dam, which have multiplied since 2013. By stopping the leaks and the resulting erosion, this repair will also greatly reduce the risk of dam failure. This project was listed as a high priority of the Stormwater Committee.

Operating Budget Impact:
Improvements to the dam will reduce costs associated with ongoing temporary repairs and with removing algae from the southern pond.

Comments:
$92,836 was allocated from the FY2014 and FY2015 Stormwater Master Plan Projects fund for design plans for the replacement of the dam and for removing the silt from the lake. This design will serve as the basis for the stabilization repair. An additional amount of $5,874 was spent in FY2015 to evaluate ways to stabilize the dam, another $15,000 will be spent in FY2016 to prepare plans for the construction of this project in the fall of 2016, and $10,000 is anticipated for inspection of the dam construction. ***Continued – Phase 2 next page…***

Phase 1 Expenditure Type:		
Planning & Design (FY15-17)	$	30,874
Land Acquisition	$	
Construction (FY2017)	$	215,000
Equipment	$	
Other	$	
Total Phase 1 (FY2015-2017)	**$**	**245,874**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9509 STORMWATER PROJECTS - 10

GOLF COURSE DAM STABILIZATION & POND SILTATION REMOVAL/CONTROL (PHASES 1 & 2) *CONTINUED…*

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs (Phases 1, 2 and Future)						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$765,874	$0	$765,874	$20,874	$225,000	$70,000	$450,000	$0	$0	$1,200,000

Continued from previous page…

Phase 2 Project Description:
Phase 2 involves design and construction for the removal of existing silt from the northern-most lake at the Creve Coeur Golf Course, repairs to the stone wall lining the lake, and for a built-in system to capture future silt so that it can be more easily maintained. This system could be the conversion of the north lake into a forebay, the introduction of a mechanical silt/water separator, or some other appropriate means.

Existing Condition:
All of the drainage from the Creve Coeur Executive Office Park flows through the lakes at the Creve Coeur Golf Course. Silt and other debris from this drainage area gradually deposits in the golf course lakes. The lakes are currently becoming too shallow to be considered healthy ponds. The result is a series of lakes with green algae during the summer when the course is at its peak use.

Justification: *Condition of Existing Facility; Beautification*
Removal of silt from the lakes is disruptive and damaging to the golf course and is expensive to undertake. Providing a more convenient location for the silt to collect will make it easier to remove and will help keep the lakes deeper and healthier.

Operating Budget Impact:
Controlling siltation through regular maintenance will be expensive, perhaps as much as $10,000 per year. The alternative to this annual cost would be a silt-removal project every 10-20 years that would cost at least $100,000 per lake.

Comments:
Additional improvements not included in the five-year Capital Improvement Plan have been identified and are included in Future Projects for improvements to lakes and drainage channels at the Creve Coeur Golf Course (see specific project description for details).

Phase 2 Expenditure Type:		
Planning & Design (FY2018)	$	70,000
Land Acquisition	$	
Construction (FY2019)	$	450,000
Equipment	$	
Other	$	
Total Phase 2 (FY2018-2019)	**$**	**520,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9509 STORMWATER PROJECTS - 11

ALDEN LANE CULVERT IMPROVEMENTS

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$230,000	TBD	$230,000	$20,000	$210,000	$0	$0	$0	$0	$0

Project Description:
This project involves the design and construction of an extension to an existing drainage culvert that carries Alden Lane over a creek.

Existing Condition:
This one-lane culvert crossing is the sole point of access for four homes on Alden Lane. One of the wingwalls of the existing culvert has begun to fall into the creek. The City has been advised against an attempt to push the wall back into place, as the fear is that the wall will break in the attempt. The guard rails along this culvert are also inadequate, and the City has placed temporary concrete barriers at one end of the culvert to protect motorists.

Justification: *Condition of Existing facility; Public Safety*
The wingwall has failed, but this is one of several issues at this creek crossing, including inadequate guard rail, one-lane access, and poor pavement conditions. The Stormwater Committee reviewed this site and recommended immediate repairs and improvements.

Operating Budget Impact:
City staff will install a temporary brace for the wall to stabilize the situation. Aside from this work, the future culvert should require little significant maintenance.

Comments:
None.

Expenditure Type:		
Planning, Design & Engineering	$	28,000
Land Acquisition	$	
Construction	$	202,000
Equipment	$	
Other	$	
Total	**$**	**230,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9509 STORMWATER PROJECTS - 12

EMERSON ROAD CULVERT AND HEADWALL IMPROVEMENTS

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$70,000	TBD	$70,000	$0	$20,000	$50,000	$0	$0	$0	$0

Project Description:
The project involves the removal and replacement of a failing stone and concrete headwall along the west side of Emerson Road and the replacement of the 30" diameter drainage pipe that runs beneath Emerson Road.

Existing Condition:
The headwall supports Emerson Road. The stacked stone of the headwall is falling out, which has left about a 6" gap beneath the pavement of Emerson Road. The adjacent roadway continues to sink into this area and to need to be patched as a result. No guardrail exists along the edge of Emerson Road.

Justification: *Condition of Existing Facility; Public Safety*
Pavement patches to smooth out the depression in Emerson Road are temporary, as the pavement continues to sink into the void. Replacement of the headwall will fortify this area and will provide the street the structure it needs for support. The Stormwater Committee reviewed this site and determined that improvements to this site should be one of the City's top stormwater-related priorities.

Operating Budget Impact:
The City currently places asphalt patch material on the pavement depression on a regular basis. No significant maintenance costs are anticipated to be created by this project.

Comments:
Replacement of this headwall was one of the primary elements of the Emerson Road concept plan that was developed in 2011-2012, and this improvement has been part of multiple applications for federal grant assistance for roadway improvements along Emerson Road.

Expenditure Type:		
Planning, Design & Engineering	$	20,000
Land Acquisition	$	
Construction	$	50,000
Equipment	$	
Other	$	
Total	**$**	**70,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9510 – STREET & SIDEWALK IMPROVEMENTS

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2017-2021

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9510 STREET & SIDEWALK IMPROVEMENTS - 01

STREET AND SIDEWALK MAINTENANCE PROGRAM

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$1,133,000	$0	$1,133,000	$1,183,000	$1,133,000	$1,166,990	$1,202,000	$1,238,060	$1,275,200	$0

Project Description:
The project includes concrete pavement replacement, asphalt pavement resurfacing, asphalt pavement maintenance, and sidewalk replacement for subdivision streets throughout the City.

Existing Condition:
While the majority of the City's pavement network is in good condition, annual and on-going evaluation of pavement and sidewalk conditions find ageing and failing pavement and sidewalks that need to be addressed.

Justification: *Public Safety; Condition of Existing Facility; Coordination; Citizen Demand*
The City uses a pavement management system to track pavement conditions, and the City aims to evaluate the condition of each street on a four-year rotation. The pavement condition data assists with the prioritization of pavement repairs and maintenance and helps the City preserve its existing infrastructure as efficiently as possible. Federal regulations require that sidewalks meet accessibility standards so that all users have an opportunity to travel safely. The City's sidewalk maintenance program follows the federal regulations and supports the City's Pedestrian Plan.

Operating Budget Impact:
Pavement and sidewalk maintenance programs will improve and preserve the infrastructure and will result in a reduction in the number of pothole repairs and other on-going maintenance needs.

Comments:
In FY2016, the City executed an agreement with Missouri American Water whereby Missouri American Water paid the City $83,434 for the City to include restoration from the water main replacement project along Williamsburg Road into the City's roadway resurfacing project.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	1,133,000
Equipment	$	
Other	$	
Total	**$**	**1,133,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9510 STREET & SIDEWALK IMPROVEMENTS - 02

STREET RECONSTRUCTION

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$350,000	$0	$350,000	$400,000	$350,000	$350,000	$300,000	$300,000	$300,000	$0

Project Description:
The City plans to fully replace sections of failed residential roadways as part of this project. The various needs of the pavement network are evaluated each year to determine which streets will be reconstructed. The reconstruction projects in FY2016 and FY2017 are focused upon replacing the principal street in the Westchester Estates subdivision (i.e., Lakeshore Drive, New London Drive, and New Salem Drive – one continuous street with three names).

Existing Condition:
Residential streets that are considered for reconstruction have reached the end of their useful lives and are generally in too poor of condition to gain long-term benefits from the City's typical pavement maintenance programs.

Justification: *Public Safety; Condition of Existing Facility; Citizen Demand*
All of the City's streets will eventually reach the end of their useful lives, fail at a structural level, and require reconstruction. This program provides the City with a tool to address some of its residential streets that are in poor or failing condition that typical maintenance programs can no longer improve.

Operating Budget Impact:
Streets with failing pavement typically require frequent maintenance in the form of pothole patching and emergency pavement repairs, which City staff often performs to address the issues as quickly as possible. Allocation of funds for reconstruction also allows for more of the maintenance budget to be used for maintaining and preserving streets that are in better condition. This allows for the needs of more streets and sidewalks to be addressed and will reduce the number of calls for City staff to make repairs.

Comments:
The budget projections are based upon planned roadway replacement and rehabilitation. These plans typically change due to pavement failures or coordination with utilities or other projects.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	350,000
Equipment	$	
Other	$	
Total (FY2017)	**$**	**350,000**

Street Reconstruction Candidate Examples ***(in Alphabetical Order)***	
Street Name	**Pavement Condition Index (0 – 100)**
Conway Garden Court	89
Ladue Estates Drive	79
Ladue Estates Drive East	84
Ladue Estates Drive South	85
Ladue Estates Drive West	88
Lakeshore Drive	74
New London Drive	79
New Salem Drive	78
Sherwyn Drive	70
Sona Lane	76
Winrock Drive	72

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9510 STREET & SIDEWALK IMPROVEMENTS - 20

COEUR DE VILLE DRIVE IMPROVEMENTS

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$751,641	$419,533	$332,108	$76,641	$675,000	$0	$0	$0	$0	$0

Project Description:
The project will involve rehabilitating Coeur de Ville Drive between Royal Valley Drive and Lake School Park, as well as updating the existing sidewalk from Olive Boulevard to Ladue Road. Additional plantings will be installed between Coeur de Ville Drive and Interstate 270 to expand the visual barrier between the neighborhoods along Coeur de Ville and the highway. The City was awarded a federal grant to improve Coeur de Ville Drive that will provide up to $419,533 of assistance for the design and construction of the project.

Existing Condition:
The City owns and maintains the portion of Coeur de Ville Drive from the entrance to Parc Provence to Royal Valley Drive. The existing roadway and sidewalk in this section are in poor condition, and much of it needs to be replaced. The City's portion of Coeur de Ville Drive was found to have a pavement condition index (PCI) of 66 in 2012, which indicates the pavement can no longer be repaired but must be replaced.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding; Beautification; Citizen Demand*
The pavement rehabilitation will provide a new driving surface, improve drainage, and slightly improve the alignment of the street. Sidewalk replacement will provide adequate sidewalk drainage and an accessible pedestrian route along Coeur de Ville Drive. Adding to the visual barrier between Coeur de Ville and Interstate 270 is an often-requested enhancement for this area.

Operating Budget Impact:
None.

Comments:
The Missouri Department of Transportation owns and maintains much of Coeur de Ville Drive, namely the section between Ladue Road and Royal Valley Drive and the section between Parc Provence and Olive Boulevard. The cost of this project has increased due to a scope increase to replace all of the curbing along the street. This project will also require stormwater mitigation.

Expenditure Type:		
Planning, Design & Engineering	$	76,641
Land Acquisition	$	
Construction	$	675,000
Equipment	$	
Other	$	
Total	**$**	**751,641**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9510 STREET & SIDEWALK IMPROVEMENTS - 21

WARSON ROAD IMPROVEMENT PROJECT

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$548,194	$428,800	$119,394	$40,000	$258,194	$250,000	$0	$0	$0	$0

Project Description:
The project involves Warson Road from Olive Boulevard to the City limit near Countryshire Place, and the work will include roadway resurfacing and sidewalk accessibility improvements. The City was awarded a federal grant to assist up to $428,800 of the design and construction costs for this project, which represents 78% of the estimated total cost of $548,194. The City's share is estimated to be $119,394 of these costs.

Existing Condition:
The existing roadway pavement has deteriorated and is in need of resurfacing. The sidewalks along Warson Road are typically in good condition, but repairs and accessibility improvements are needed. Warson Road was found to have a pavement condition index (PCI) of 74 in 2014, which indicates that the pavement should be resurfaced within the next few years in order to avoid the need for more extensive repairs, such as replacement.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*
The asphalt resurfacing and replacement of sidewalk, curb, and gutter will help eliminate deteriorated and failed areas and will provide a better, safer, and more accessible roadway and sidewalk. Resurfacing the pavement will protect the roadway base and will help control future maintenance expenses for Warson Road.

Operating Budget Impact:
The project will reduce future maintenance expensed by preserving and/or replacing the existing deteriorated infrastructure.

Comments:
Design for the project began in FY2016 but will continue into FY2017. Construction for the project could begin near the end of FY2017 and continue into FY2018. The amounts shown above are estimates of the progress that will be made in each fiscal year.

Expenditure Type:		
Planning, Design & Engineering	$	77,194
Land Acquisition	$	
Construction	$	471,000
Equipment	$	
Other	$	
Total	**$**	**548,194**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9510 STREET & SIDEWALK IMPROVEMENTS - 23

MASON ROAD SIDEWALK INFILL – CONWAY TO OLIVE (GRANT MATCH)

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$100,000	TBD	$100,000	$10,000	$0	$0	$20,000	$70,000	$0	$0

Project Description:
The project involves survey, design, and construction of sidewalk to create a continuous pedestrian route along Mason Road between Conway Road and Olive Boulevard. The amount of $100,000 represents a 20% grant match for the anticipated total project cost of $450,000, plus $10,000 for the City's anticipated share of the cost to develop a concept plan for the sidewalk. The full project cost will be programmed into the appropriate fiscal years if the City is successful in obtaining a federal grant for the project.

Existing Condition:
No continuous sidewalk currently exists along Mason Road from Conway Road to Olive Boulevard. Gaps are present between Conway Road and Ladue Road and then for much of Mason Road between Ladue Road and Hibler Road.

Justification: *Public Safety; Coordination; Availability of Outside Funding; Citizen Demand*
This project will provide pedestrian accessibility along Mason Road where few pedestrian facilities currently exist. Completion of the sidewalk along Mason Road identified as a "Second Priority" project in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:
None.

Comments:
Mason Road is owned and maintained by Saint Louis County. The City is working with the City of Town and Country and St. Louis County to develop a conceptual design plan for a continuous pedestrian route along Mason Road from Clayton Road to Olive Boulevard. This project may become one or more phases of this larger Mason Road pedestrian plan. St. Louis County has recently been awarded a federal grant to provide new sidewalks at the intersections of Mason Road with Conway Road. Future improvements to the Mason Road sidewalk will qualify for federal grant assistance, which would likely come through the Transportation Alternatives Program. This program is available only when funding allows.

Expenditure Type:		
Planning, Design & Engineering	$	30,000
Land Acquisition	$	
Construction	$	70,000
Equipment	$	
Other	$	
Total (Grant Match)	**$**	**100,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9510 STREET & SIDEWALK IMPROVEMENTS - 24

LINDBERGH STREETSCAPE ENHANCEMENT PROJECT – PHASE 1

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$175,000	$0	$175,000	$0	$0	$0	$175,000	$0	$0	$0

Project Description:
The project purpose is to improve the appearance of the corridor. This proposed project is a reduced scope of the Lindbergh Streetscape Enhancement Project identified on the Future Projects list. This project includes painting the traffic signal mast arms black and installing illuminated street name signs at the three signalized intersections.

Existing Condition:
Lindbergh Boulevard is typically a four-lane state highway with a concrete barrier as a median between the northbound and southbound lanes. The traffic signals are old and either galvanized or painted yellow. There is an asphalt pedestrian path on each side of the road in the shoulder area.

Justification: *Beautification; Citizen Demand*
The purpose of the project would be to improve the aesthetics of the Lindbergh Boulevard corridor in an effort to improve the character of this commercial and residential mixed area. These improvements would make some progress toward the beautification of Lindbergh envisioned in the Lindbergh Boulevard Streetscape Master Plan.

Operating Budget Impact:
City staff plans to use drought-tolerant native plants for the proposed landscape areas at the Olive/Lindbergh interchange. These plans will require little maintenance, so minimal impact to the operating budget is expected.

Comments:
Lindbergh Boulevard is owned and maintained by the Missouri Department of Transportation.
City staff learned the proposed enhancements to Lindbergh Boulevard would not qualify for a federal Transportation Alternatives Program grant.

Expenditure Type:		
Planning, Design & Engineering	$	50,000
Land Acquisition	$	
Construction	$	125,000
Equipment	$	
Other	$	
Total	**$**	**175,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9510 STREET & SIDEWALK IMPROVEMENTS - 25

EMERSON SIDEWALK IMPROVEMENT PROJECT

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$343,594	$233,600	$109,994	$51,594	$292,000		$0	$0	$0	$0

Project Description:
The project involves the addition of a sidewalk along the east side of Emerson Road between Ladue Road and Old Ballas Road. The City has been awarded a federal Transportation Alternatives Program grant that will reimburse the City for up to 80% of the construction costs associated with the project. The City share represents 20% of the construction cost ($58,400), 100% of the land acquisition cost (estimated at $15,000), and 100% of the design cost ($36,594).

Existing Condition:
No continuous pedestrian facility exists along Emerson Road connects Ladue Road to Old Ballas Road, and Emerson Road does not have a consistent shoulder to accommodate pedestrians. DeSmet Jesuit High School recently constructed a sidewalk along their frontage of Emerson Road, but this sidewalk does not connect to either residential area immediately north or south of the school.

Justification: *Public Safety; Availability of Outside Funding; Citizen Demand*
This project will complete an accessible pedestrian route to connect two neighborhoods and a high school where no continuous pedestrian facilities exist. Addition of this sidewalk is identified as a "third priority" sidewalk in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:
None.

Comments:
The Emerson Sidewalk Improvement Project follows a concept plan that was developed for Emerson Road in 2011. City staff continues to pursue a federal grant to assist with the design and construction costs for a portion of the roadway improvements that were part of this concept plan.
The Missouri Department of Transportation owns Emerson Road south of DeSmet Jesuit High School.

Expenditure Type:		
Planning, Design & Engineering	$	36,594
Land Acquisition	$	15,000
Construction	$	292,000
Equipment	$	
Other	$	
Total	**$**	**343,594**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9510 STREET & SIDEWALK IMPROVEMENTS - 26

EMERSON ROAD IMPROVEMENT PROJECT (DESIGN AND GRANT MATCH)

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$215,000	TBD	$215,000	$0	$0	$65,000	$0	$150,000	$0	$0

Project Description:
The project includes pavement widening and resurfacing, new curb and gutter, and enclosed stormwater facilities along the City-maintained section of Emerson Road from Old Ballas Road to DeSmet Jesuit High School. The amount of $150,000 represents a grant match of approximately 25% of the construction phase of this $625,000 project. The full project cost will be included in the appropriate fiscal years if the City is successful in obtaining a federal grant for the work. The City applied for grant assistance for this project in 2013, 2014, 2015, and 2016. The applications in 2013-2015 were not successful.

Existing Condition:
The existing roadway pavement is in satisfactory condition, but its edges are deteriorating, a retaining wall supporting the street is in poor condition, and the street width is insufficient. The City's portion of Emerson Road was found to have an average pavement condition index (PCI) of 80 in 2015, which indicates that the pavement is a good candidate for resurfacing.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*
Emerson Road does not meet current standards for width and safety. The project will increase the roadway width and will improve drivers' sight lines by lowering the peak of the hill just north of DeSmet Jesuit High School.

Operating Budget Impact:
None.

Comments:
The Emerson Road Improvement Project follows a concept plan that was developed for Emerson Road in 2011. The sidewalk improvements that were part of this concept plan will be completed through the Emerson Road Sidewalk Improvement Project in 2016, for which the City received a federal grant to assist with construction costs. The Missouri Department of Transportation owns Emerson Road south of DeSmet Jesuit High School.

Expenditure Type:		
Planning, Design & Engineering	$	65,000
Land Acquisition	$	
Construction	$	150,000
Equipment	$	
Other	$	
Total (City Share)	**$**	**215,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9510 STREET & SIDEWALK IMPROVEMENTS - 27

MOSLEY ROAD IMPROVEMENT PROJECT (DESIGN AND GRANT MATCH)

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$799,000	TBD	$799,000	$0	$0	$150,000	$50,000	$365,000	$234,000	$0

Project Description:
The project includes completing the design for Mosley Road, acquiring the necessary easements, and construction of the roadway improvements in a two-phase project. The roadway work will include minor widening, slight vertical and horizontal alignment changes where necessary, stormwater improvements, sidewalk accessibility improvements, and pavement resurfacing. The City has been notified that Mosley Road has been reclassified as a minor collector roadway. This designation qualifies improvements to Mosley Road for federal grant assistance. The City share shown reflects a grant match of about 38% of the anticipated $1,625,000 cost for construction and easements, plus 100% of the design cost.

Existing Condition:
Mosley Road is an asphalt street that last saw major roadway work in 2000 with the addition of the existing sidewalk. The pavement is failing in areas, but the general need for the roadway is resurfacing. The roadway width is also inconsistent, with some areas less than 20 feet wide. Mosley Road was found to have an average pavement condition index (PCI) of 78 in 2015, which indicates that the pavement is a good candidate for resurfacing.

Justification: *Public Safety; Condition of Existing Facility; Citizen Demand; Availability of Outside Funding*
Of the City's principal roadways, the condition of Mosley Road is one of the worst. Complaints are common regarding the pavement condition, poor ride quality, and stormwater drainage issues. A preliminary study completed in 2015 for Mosley Road also found several areas where the vertical or horizontal alignment does not meet design standards.

Operating Budget Impact:
The City completes significant pavement patching along Mosley Road on a near annual basis. Completing this project would eliminate this need and expense.

Comments:
A conceptual design for Mosley Road was completed for $85,352 in FY2014-FY2015. Staff applied for a federal grant in early 2016 to assist with the costs for phase 1 of the Mosley Road improvements. This project will be phased into two projects in order to be more favorably considered for a grant.

Expenditure Type:		
Planning, Design & Engineering	$	175,000
Land Acquisition	$	50,000
Construction	$	574,000
Equipment	$	
Other	$	
Total (Grant Match + Design)	**$**	**799,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9510 STREET & SIDEWALK IMPROVEMENTS - 28

NEW BALLAS ROAD IMPROVEMENT PROJECT – PHASES 1, 2 & 3 (DESIGN AND GRANT MATCH)

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs (Phases 1, 2, 3 & Future)						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$1,300,000	TBD	$1,300,000	$0	$0	$0	$250,000	$25,000	$330,000	$695,000

Phase 1 Project Description:

The project includes pavement resurfacing, concrete curb and sidewalk replacement, and accessibility improvements along New Ballas Road from Conway Road to Ladue Road. The project will also include extending the existing planted median toward Conway Road. The construction for this project would be the first phase of three, with the ultimate limits of work extending to Olive Boulevard. Phase 1 includes design for all three phases. The City applied for federal grant assistance for this project in 2015, but the application was unsuccessful. The maximum grant amount for Phase 1 is approximately $750,000. The grant match for Phase 1 ($550,000) includes 100% of the design and about 30% of the construction cost. The full project cost will be included in the appropriate fiscal years if the City is successful in obtaining a grant for the work.

Existing Condition:

The asphalt pavement is generally in good condition, but many of the concrete sidewalks, curbs, and entrances are in poor condition. Much of the existing sidewalk falls short of the current accessibility standards. South New Ballas Road was found to have an average pavement condition index (PCI) of 91 in 2015, which indicates that the pavement is in very good condition and that is a good candidate for pavement preservation, such as the proposed thin overlay.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding; Beautification*

New Ballas Road is the City's largest street and one of two City-maintained streets classified as a minor arterial. Preservation of this street's pavement is a high priority, both for the traveling public and to control future costs. The deteriorating sidewalks, curbs, and entrances require a significant investment to correct, and grant assistance for the work will make affording these improvements much more manageable.

Operating Budget Impact:

This project will eliminate pavement patching needs and sidewalk issues that require staff attention.

Comments:

Applications will be made for federal grants for Phase 2 (Ladue Road to Magna Carta Drive) and Phase 3 (Magna Carta Drive to Olive Boulevard) if the City is awarded a grant for Phase 1.

Continued – Phase 2 next page…

Phase 1 Expenditure Type:		
Planning & Design (FY2019)	$	250,000
Land Acquisition	$	
Construction (FY2021)	$	300,000
Equipment	$	
Other	$	
Phase 1 Total FY2019 & FY2021 (Grant Match)	**$**	**550,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9510 STREET & SIDEWALK IMPROVEMENTS - 28

NEW BALLAS ROAD IMPROVEMENT PROJECT – PHASES 1, 2 & 3 (DESIGN & GRANT MATCH) *CONTINUED…*

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs (Phases 1, 2, 3 & Future)						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$1,300,000	TBD	$1,300,000	$0	$0	$0	$250,000	$25,000	$330,000	$695,000

Continued from previous page…

Phase 2 Project Description:

The project includes pavement resurfacing, concrete curb and sidewalk replacement, traffic signal painting, illuminated street name signs, and accessibility improvements along New Ballas Road from Ladue Road to Magna Carta Drive. Staff plans to apply for federal grant assistance for this project in 2018. The maximum grant amount for New Ballas Road is approximately $750,000. The grant match for Phase 2 includes 100% of the design update and permitting and about 30% of the construction cost. The full project cost will be included in the appropriate fiscal years if the City is successfully obtains a grant for this work.

Existing Condition:

The asphalt pavement is generally in good condition, but many of the concrete sidewalks, curbs, and entrances are in poor condition. Much of the existing sidewalk falls short of the current accessibility standards. North New Ballas Road was found to have an average pavement condition index (PCI) of 94 in 2015, which indicates that the pavement is in very good condition and that is a good candidate for pavement preservation, such as a thin overlay.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding; Beautification*

New Ballas Road is the City's largest street and one of two City-maintained streets classified as a minor arterial. Preservation of this street's pavement is a high priority, both for the traveling public and to control future costs. The deteriorating sidewalks, curbs, and entrances require a significant investment to correct, and grant assistance for the work will make affording these improvements much more manageable.

Operating Budget Impact:

This project will eliminate pavement patching needs and sidewalk issues that require staff attention.

Comments:

Design for the Phase 2 improvements will be completed as part of Phase 1, if the City is awarded a federal grant for Phase 1. An application a federal grant for the Phase 3 (Magna Carta Drive to Olive Boulevard) improvements is anticipated for early 2019. ***Continued – Phase 3 next page…***

Phase 2 Expenditure Type:		
Planning & Design (FY2020)	$	25,000
Land Acquisition	$	
Construction (Future - FY2022)	$	330,000
Equipment	$	
Other	$	
Phase 2 Total FY2020 & FY2022 (Grant Match)	**$**	**355,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9510 STREET & SIDEWALK IMPROVEMENTS - 28

NEW BALLAS ROAD IMPROVEMENT PROJECT – PHASES 1, 2 & 3 (DESIGN AND GRANT MATCH) *CONTINUED…*

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs (Phases 1, 2, 3 & Future)						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$1,300,000	TBD	$1,300,000	$0	$0	$0	$250,000	$25,000	$330,000	$695,000

Continued from previous page…

Phase 3 Project Description:

The project includes pavement resurfacing, concrete curb and sidewalk replacement, traffic signal painting, illuminated street name signs, and accessibility improvements along New Ballas Road from Magna Carta Drive to Olive Boulevard. Construction for this project would be the third and final phase, with the ultimate limits of work extending from Conway Road to Olive Boulevard.

Staff plans to apply for federal grant assistance for this project in 2020. It appears that the maximum grant amount for New Ballas Road is approximately $750,000. Phase 3 grant match includes 100% of the design update and permitting and about 33% of the construction cost. The full project cost will be included in the appropriate fiscal years if the City successfully obtains a grant for this work.

Existing Condition:

The asphalt pavement along New Ballas Road is generally in good condition, but many of the concrete sidewalks, curbs, and entrances are in poor condition. Much of the existing sidewalk falls short of the current accessibility standards. North New Ballas Road was found to have an average pavement condition index (PCI) of 94 in 2015, indicating the pavement is in very good condition and that is a good candidate for pavement preservation, such as the proposed thin overlay.

Justification: *Public safety; Condition of existing facility; Availability of outside funding; Beautification*

New Ballas Road is the City's largest street and one of two City-maintained streets classified as a minor arterial. Preservation of this street's pavement is a high priority, both for the traveling public and to control future costs. The deteriorating sidewalks, curbs, and entrances require a significant investment to correct, and grant assistance for the work will make affording these improvements much more manageable.

Operating Budget Impact:

This project will eliminate pavement patching needs and sidewalk issues that require staff attention.

Comments:

The design for the Phase 3 improvements will be completed as part of Phase 1, if the City is awarded a federal grant for Phase 1.

Phase 3 Expenditure Type:		
Planning & Design (FY2021)	$	30,000
Land Acquisition	$	
Construction (FY2023)	$	365,000
Equipment	$	
Other	$	
Phase 3 Total FY2021 & FY2023 (Grant Match)	**$**	**395,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9510 STREET & SIDEWALK IMPROVEMENTS - 31

FERNVIEW DRIVE RESURFACING (DESIGN AND GRANT MATCH)

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$72,000	TBD	$72,000	$0	$0	$0	$0	$12,000	$0	$60,000

Project Description:
This project involves asphalt pavement resurfacing along Fernview Drive from Gallagher Road to Olive Boulevard. The City share represents 20% of the design and construction phases.

Existing Condition:
Fernview Drive consists of an asphalt street with concrete curbs and gutters between Gallagher Road and Olive Boulevard. Fernview Drive is currently in good condition with an average pavement condition index of 90. This condition suggests that the pavement should be resurfaced within the next five to ten years.

Justification: *Public Safety; Availability of Outside Funding; Citizen Demand*
The roadway resurfacing will eventually be necessary to maintain the pavement along Fernview Drive.

Operating Budget Impact:
The project would result in less need for City staff to patch Fernview Drive. Maintenance expenses are expected to be minimal.

Comments:
Fernview Drive qualifies for federal grant assistance. The City could receive up to 80% reimbursement for costs related to this project if such a grant were awarded.

Expenditure Type:		
Planning, Design & Engineering	$	12,000
Land Acquisition	$	
Construction	$	60,000
Equipment	$	
Other	$	
Total (Grant Match)	**$**	**72,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9516 – CAPITAL EQUIPMENT

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2017-2021

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9516 CAPITAL EQUIPMENT - 01

PUBLIC WORKS CAPITAL EQUIPMENT

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$273,955	$0	$273,955	$0	$273,955	$294,866	$278,355	$257,703	$251,769	$0

Project Description:
City equipment costing greater than $20,000 and having a useful life of at least five years based on replacement schedule. All Public works equipment listed below is for the replacement of existing equipment that is at least 10 years old.

Existing Condition:
Equipment has reached the end of its life. Significant maintenance costs can be expected if this equipment is kept in service.

Justification: *Public Safety; Condition of Existing Facility; Operating Efficiency*
Replacement of the equipment noted below is necessary to provide services to the residents and repair the City's infrastructure. Without replacement, it will not only have an effect on public safety, it will also affect our operating efficiency due to down time for equipment repairs.

Operating Budget Impact:
Replacement of older equipment helps reduce the overall annual maintenance costs of the Public works fleet. Holding on to older equipment will result in significant increases in repair bills not to mention a reduction in efficiency and ability to provide service to the residents due to an increase in downtime cause by equipment failure.

Comments:
The following major equipment purchases are planned for FY2017 as replacements for older equipment:

- Two-ton Dump with Plow and Spreader ..... $ 125,753
- One-ton Dump with Plow and Spreader ..... $ 65,202
- 1/2-ton 4x4 Pickup Truck ..... $ 35,000
- Leaf Vacuum (Diesel Powered) ..... $ 48,000

$ 273,955

Public Works staff plans to trade-in or sell the replaced equipment at auction after the new replacements arrive. The amount of revenue from the auctioned equipment will help offset the cost to purchase new equipment.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	
Equipment	$	273,955
Other	$	
Total	**$**	**273,955**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9516 CAPITAL EQUIPMENT - 03

ICE RESURFACING VEHICLE REPLACEMENT

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$95,000	$0	$95,000	$0	$0	$95,000	$0	$0	$0	$0

Project Description:
Purchase a new ice resurfacing vehicle to replace the current 2003 Olympia Ice Resurfacer.

Existing Condition:
Current Olympia vehicle is aging and replacement should occur in FY18. Actual usage if figured in hours with each hour equating to about 35 miles. The current machine has 5,273 hours with an average of approximately 450 hours per year. The life of the machine is 12 to 14 years.

Justification: *Condition of Existing Facility; Operating Efficiency*
Operational efficiency would be improved through use of new technologies such as laser levelers that will both improve skater experience and assist in keeping ice depth more consistent with less weekly maintenance. Additionally, there are a variety of options to purchase a machine that is electric ($145,000) rather than using propane ($95,000) and, therefore, leads to improved air quality and a healthier environment for those visiting the facility.

Operating Budget Impact:
Maintenance and repair costs are approximately $3,000/annually; however, as unit ages cost of maintenance can substantially increase. While battery replacement and recharging costs will be several thousand dollars annually with the purchase of an electric machine, this cost will be offset through no longer needing to purchase propane (annual cost of approximately $5,000).

Comments:
Without a properly functioning ice resurfacer, operations at the ice arena would have to be suspended, this is especially critical since the ice is used daily throughout the entire year, and there is little to no time available for extensive repairs. On average, the Olympia runs about 450 hours per year. There is currently a back-up Olympia for use in emergencies; however, it is not dependable for extended periods of time.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	
Equipment	$	95,000
Other	$	
Total	**$**	**95,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9516 CAPITAL EQUIPMENT - 04

POLICE EMERGENCY COMMAND VEHICLE REPLACEMENT

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$28,000	$0	$28,000	$0	$28,000		$0	$0	$0	$0

Project Description:
The replacement of an existing Chevrolet Tahoe used for the purpose of emergency management and public safety, as well as the daily operations of the Police Department (PD). The PD would purchase a 2016 Ford Interceptor that would serve as a replacement for the 2010 Chevrolet Tahoe. The Ford Interceptor could be purchased on a contract price, whereas a new Chevrolet Tahoe would be considerably more expensive. Because of the cost increase, staff recommends the purchase of a 2016 Ford Interceptor Utility AWD Vehicle to replace the Chevrolet Tahoe.

Existing Condition:
Current Chevrolet Tahoe is 5+ years old (2010) and has 81,500 miles. The annual maintenance cost averages $1,100. While the cosmetic and mechanical conditions of the vehicle are “good”, its reliability moving forward is uncertain.

Justification: *Public Safety, Coordination*
The current vehicle is used in three ways: 1) as an emergency management response vehicle that is stocked with necessary equipment to effectively and efficiently manage critical incidents; 2) as a patrol vehicle capable of navigating roadways in inclement weather; and 3) as a general patrol vehicle when needed. Currently, the PD has seven 4-wheel drive vehicles that can be used by patrol in inclement weather. Based on the age and mileage of the existing vehicle, a replacement is requested to ensure the continued reliability of its use.

Operating Budget Impact:
Currently $1,100 a year in maintenance costs, upon purchase of a new vehicle, the anticipated maintenance costs would be $500. PD anticipates approximately $10,000 trade-in value for the existing 2010 Chevrolet Tahoe.

Comments:
The 4-wheel drive option will allow the vehicle to be used for patrol activities in inclement weather and to ensure its availability during a critical incident in inclement weather. State Contract: 2016 Ford Police Interceptor Utility AWD Vehicle.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	
Equipment	$	28,000
Other	$	
Total	**$**	**28,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9516 CAPITAL EQUIPMENT - 05

FAIRWAY MOWER REPLACEMENT

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Future
$35,000	$0	$35,000	$0	$0	$35,000	$0	$0	$0	$0

Project Description:
Purchase a used fairway mower to replace the current 2003 Jacobsen fairway mower at the Creve Coeur Golf Course.

Existing Condition:
Current fairway mower is aging and replacement should occur in FY17. The current machine is 13 years old and has 2,992 hours with an average of approximately 230 hours per year. The life of the machine is 12 to 14 years.

Justification: *Condition of Existing Facility; Operating Efficiency*
The current mower has passed its useful life and is becoming costly and time consuming to maintain. The operating efficiency of the course would increase by use of newer mower technologies such as speed and turn control, as well as reduced emissions.

Operating Budget Impact:
Maintenance and repair costs are approximately $1,200 annually; however, as unit ages cost of maintenance can substantially increase. Anticipated annual maintenance costs for a newer unit for the first 5 years is less than $400 per year.

Comments:
The City only has one fairway mower and downtime caused by maintenance repairs can impact mowing intervals which can negatively impact course conditions for the golfers. Fairways are mowed two to three times per week during peak season from late spring to fall. A used mower is preferred to a new one due to high costs of new mowers-upwards of $50,000. The Jacobsen mower would be traded-in or auctioned to offset the cost.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	
Equipment	$	35,000
Other	$	
Total	**$**	**35,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

9516 CAPITAL EQUIPMENT - 06

POLICE LIVESCAN BIOMETRIC FINGERPRINT SCANNER

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Future
$38,000	$0	$38,000	$0	$38,000		$0	$0	$0	$0

Project Description:
The replacement of the existing 15-year-old biometric fingerprint scanner. The existing LiveScan Biometric Fingerprint device does not meet the new REJIS/CJIS requirements, nor can it be updated. The PD averages 1300 arrests per year, with the majority of those arrestees needing to be fingerprinted and submitted to St. Louis County, Missouri Highway Patrol and the FBI. The State of Missouri will have a contractual price of $38,000 for all law enforcement agencies this year.

Existing Condition:
The existing LiveScan Fingerprint scanner is outdated and needs to be replaced. REJIS/CEJIS standards mandate the machine's capabilities and requirements.

Justification: *Public Safety, Coordination, Condition of Existing Facility*
The current machine electronically scans and automatically forwards the fingerprints to the St. Louis County Police Department's fingerprint section, the Missouri State Highway Patrol, and the FBI. Current requirements and updates are no longer available for the existing device.

Operating Budget Impact:
The City pays $3,350 per year for LiveScan maintenance and connectivity fees.

Comments:
The PD has submitted a grant request for the purchase of a new LiveScan Fingerprint Scanner; however the State of Missouri has only purchased 10 machines for the entire state. Thus the probability of obtaining a LiveScan fingerprinting scanner on the state grant is limited.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	
Equipment	$	38,000
Other	$	
Total	**$**	**38,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

FUTURE PROJECTS

CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS UNKNOWN

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

FUTURE PROJECT LIST

FUTURE PROJECT: DIELMANN RECREATION COMPLEX RENOVATIONS - PHASE 2

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
UNKNOWN	TBD	TBD	$0	$0	$0	$0	$0	$0	UNKNOWN

Project Description:
A needs analysis for the Dielmann Recreation Complex was completed in 2013 and used as a guide for Round 15 Municipal Parks Grant Commission construction grant awarded in 2015. Phase I renovations included updates to the lobby, creation of a centralized check-in desk for the building, and updated and expanded meeting room space as well as energy efficiency upgrades. Future phases could include additional energy efficiency upgrades such as interior and exterior lighting, parking lot modifications for better traffic flow, updates to the East Meeting Room such as addition of a catering kitchen and direct entry from the east parking lot, a north facing clearstory for additional light in the ice arena, and additional on-ice lounge or locker room facilities.

Existing Condition:
The existing building is functional but inefficient from staffing, logistic and energy standpoints.

Justification: *Availability of Outside Funding; Beautification; Citizen Demand; Operating Efficiency; Condition of Existing Facility*
This project was designed based on public input, and may be possible for future grant funding; however, several other priority projects have been slated for Municipal Park Grant funding for FY2017-FY2021.

Operating Budget Impact:
TBD

Comments:
CIP grant matches for FY2017-FY2021 have been earmarked for other upgrades or improvements at the Creve Coeur Golf Course and park system.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	
Equipment	$	
Other	$	
Total	**$**	**TBD**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

FUTURE PROJECT LIST

FUTURE PROJECT: DOWNTOWN STREETSCAPE AND INFRASTRUCTURE

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
UNKNOWN	TBD	UNKNOWN	$0	$0	$0	$0	$0	$0	UNKNOWN

Project Description:
The downtown plan calls for a significant investment into the City's Central Business District, which is generally the area bounded by Olive Boulevard on the north, Old Ballas Road on the east and south, and Interstate 270 on the west. Improvements to the public rights of way in this area include pavement, gutters, wide sidewalks, cross-walks, signals, and street furniture beyond items that are developer expenses.

Existing Condition:
Excluding the perimeter roads, only the Studt Avenue pavement meets the downtown zoning requirements. Everything else will need to be purchased.

Justification: *Economic Growth; Public Safety; Beautification*
The City has had this district in the Comprehensive Plan since 1969, and it is not reasonable to expect that all of the costs within the public rights-of-way can be borne by the development community. Without public investment, the likelihood of development is increasingly remote. Proposed improvements are supported by the 2006 Creve Coeur Central Business District / Downtown Area Implementation Strategy Report.

Operating Budget Impact:
Operating costs are unknown, but these are expected to be low. The City will be required to enter into a maintenance agreement with the Missouri Department of Transportation for any non-standard or decorative features along Olive Boulevard.

Comments:
Median planters and street lights will be extended east along Olive Boulevard through the Central Business District by the Olive Boulevard Transportation Development District in 2016. Further enhancements to Olive Boulevard may not be possible due to limited right of way.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	
Equipment	$	
Other	$	
Total	**$**	**TBD**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

FUTURE PROJECT LIST

FUTURE PROJECT: FERNVIEW DRIVE / BELLERIVE ESTATES DRIVE SIDEWALK

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
$700,000	TBD	TBD	$0	$0	$0	$0	$0	$0	$700,000

Project Description:
The project will involve the addition of a sidewalk along Fernview Drive and Bellerive Estates Drive to connect the sidewalk on Mason Manor Drive to Olive Boulevard. These streets serve as the main roadway for much of the residential area in Ward 4 and have recently been reclassified as "minor collectors." This reclassification allows for roadway and sidewalk improvements to be considered for federal grants.

Existing Condition:
No sidewalk currently exists along Fernview Drive or Bellerive Estates Drive, and no continuous sidewalk exists through the surrounding residential neighborhoods.

Justification: *Public Safety; Availability of Outside Funding*
The addition of a sidewalk along both Fernview Drive and Bellerive Estates Drive would provide a designated area for pedestrians that would be safer than the street as the only option. Fernview Drive and Bellerive Estates Drive are each listed as "third priority" in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:
This sidewalk would not significantly impact the City's operating budget.

Comments:
The proposed sidewalk would pass through approximately 50 properties. It is likely that the City would need to acquire easements from some of the affected property owners in order to adjust the lawns and driveways to allow the sidewalk to pass through. Fernview Drive and Bellerive Estates Drive were recently reclassified as "minor collector" roadways, a classification which qualifies these streets for federal grant assistance. The City would likely apply for a federal Transportation Alternatives Program grant for this project. This grant would require an aggressive schedule for easement acquisition.

Expenditure Type:		
Planning, Design & Engineering	$	100,000
Land Acquisition	$	100,000
Construction	$	500,000
Equipment	$	
Other	$	
Total	**$**	**700,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

FUTURE PROJECT LIST

FUTURE PROJECT: FERNVIEW AT OLIVE INTERSECTION IMPROVEMENTS

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
$850,000	TBD	TBD	$0	$0	$0	$0	$0	$0	$850,000

Project Description:
This project involves improvements to the intersection of Fernview Drive at Olive Boulevard, including new traffic signals, pavement widening, pedestrian facilities, and illuminated street name signs.

Existing Condition:
The intersection of Fernview Drive and Olive Boulevard has old traffic signal equipment and poor islands and grades, and these conditions combine to create a barrier for future sidewalk projects along Olive Boulevard and along Fernview Drive.

Justification: *Public Safety; Availability of Outside Funding; Condition of Existing Facility*
The intersection improvements at Fernview and Olive would allow for pedestrian improvements where no pedestrian facilities currently exist.

Operating Budget Impact:
The City would need to maintain illuminated street name signs and other non-standard items added to the intersection of Fernview and Olive, but this expense is expected to be minimal.

Comments:
Olive Boulevard is owned and maintained by the Missouri Department of Transportation and this project would require MoDOT approval and permitting. Olive Boulevard and Fernview Drive qualify for federal grant assistance. The City could receive up to 80% reimbursement for costs related to this project if such a grant was awarded.

Expenditure Type:		
Planning, Design & Engineering	$	100,000
Land Acquisition	$	
Construction	$	750,000
Equipment	$	
Other	$	
Total	**$**	**850,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

FUTURE PROJECT LIST

GOLF COURSE STORMWATER SYSTEM IMPROVEMENTS

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
$1,200,000	$0	$1,200,000	$0	$0	$0	$0	$0	$0	$1,200,000

Project Description:
The scope of this project includes those improvements to the lakes and drainage channels at the Creve Coeur Golf Course that have been identified but not included in the five-year CIP projections. Future projects include: dam replacement, south channel improvements, silt removal of the center two lakes, and replacing the gabion rock lining the lakes with boulders and aquatic plants.

Existing Condition:
The lake system that runs through the Creve Coeur Golf Course was originally constructed as a series of stormwater detention lakes as part of the Creve Coeur Executive Office Park development, which is immediately north of the golf course. The dam at the south end of this system has failed, and the lakes have accumulated silt and are no longer deep enough to allow for fountains or to be healthy enough to resist algae growth during the summer.

Justification: *Condition of Existing Facility; Beautification, Citizen Demand*
The lakes are filling in with silt and debris, which must be removed to restore adequate water depth to support healthy ponds that continue to function as settlement basins. Suspended solids are significant pollutants in stormwater runoff, and settling ponds are recommended at the upstream end of a retention/detention system to allow the solids to settle out of the stormwater before the water flows into area creeks and streams.

Operating Budget Impact:
The anticipated maintenance costs for the stormwater facilities are expected to be approximately $15,000 per year for the next 20 years.

Comments:
Significant improvements are proposed for the lake system in the FY2017-FY2021 CIP, including a stabilization repair for the dam, silt removal from the southern-most and northern-most lakes, forebay system for the north pond, and repairs to the stone retaining wall at the north pond.

Expenditure Type:		
Planning, Design & Engineering	$	100,000
Land Acquisition	$	
Construction	$	1,100,000
Equipment	$	
Other	$	
Total	**$**	**1,200,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

FUTURE PROJECT LIST

FUTURE PROJECT: HIBLER ROAD RECONSTRUCTION – EAST OF FALAISE

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
$800,000	$0	$800,000	$0	$0	$0	$0	$0	$0	$800,000

Project Description:
The scope of this project involves the realignment of the vertical profile of the street, roadway widening, sidewalk construction, and curb installation. New stormwater facilities and utility relocation would be required to accommodate improvements.

Existing Condition:
This section of Hibler Road is a narrow, two-lane asphalt road with small ditches along each side for drainage. On each side of the road, there are trees immediately adjacent to the pavement that form a small wooded area of common ground for neighboring subdivisions.

Justification: *Public Safety; Condition of Existing Facility*
Reconstructing this section of road would improve the pavement condition and improve safety by increasing sight distance at the hills, removing trees, widening the road, installing curbs, and adding pedestrian access. Hibler Road is identified as a "third priority" in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:
Minimal impact to the operating budget is anticipated for the roadway, but ongoing maintenance of features to clean stormwater runoff may be necessary. The costs associated with this maintenance will depend upon the type and scope of the water-quality infrastructure that is required.

Comments:
The City will be required to include water-quality infrastructure into the project due to the roadway reconstruction and the addition of curbing and stormwater facilities. Additional right of way and utility relocation appear to be necessary for any widening east of Hibler Oaks Drive.

Expenditure Type:		
Planning, Design & Engineering	$	100,000
Land Acquisition	$	200,000
Construction	$	500,000
Equipment	$	
Other	$	
Total	**$**	**800,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

FUTURE PROJECT LIST

FUTURE PROJECT: LADUE ROAD IMPROVEMENTS AT I-270

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
UNKNOWN	TBD	TBD	$0	$0	$0	$0	$0	$0	UNKNOWN

Project Description:
The project will require the evaluation of the traffic flow of Ladue Road between New Ballas Road and Coeur de Ville Drive, including the Ladue Road interchange at Interstate 270. Following the traffic study, the project would involve the design and construction of improvements to provide better traffic management and access to get on and off I-270.

Existing Condition:
Ladue Road intersects New Ballas Road, Emerson Road, Interstate 270, and Coeur de Ville within a quarter of a mile. This area is heavily used during morning and evening rush hours as commuters use this route for work, local hospitals, and schools. Turning lane lengths are generally inadequate to accommodate this congestion, and several of the turning movements from these intersections are in conflict.

Justification: *Public Safety; Condition of Existing Facility*
The existing intersection and roadway configuration causes traffic congestion and difficulties navigating across lanes of traffic to gain access to I-270. Improvement of access to Interstate 270 at Ladue Road would provide motorists with a better alternative to access the highway and could relieve pressure at the Olive/270 interchange.

Operating Budget Impact:
The City will be required to maintain any decorative and/or non-standard facilities that are installed within the rights of way of the Missouri Department of Transportation (MoDOT), including Interstate 270, Emerson Road, Ladue Road, and Coeur de Ville Drive.

Comments:
Interstate 270, Emerson Road, Ladue Road, and Coeur de Ville Drive are owned and maintained by MoDOT, and improvements to these roadways will require MoDOT approval. The City will explore grant and cost-sharing opportunities to implement this project. If changes are required to the I-270 overpass at Ladue Road, the scale and cost of this project will likely exceed what can be expected to receive federal funding through the Surface Transportation Program, which is typically sought for major roadway projects. Other funding sources may be required.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	
Equipment	$	
Other	$	
Total	**$**	**TBD**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

FUTURE PROJECT LIST

FUTURE PROJECT: LINDBERGH PEDESTRIAN BRIDGE/LIGHT INDUSTRIAL DISTRICT INFRASTRUCTURE

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
>3,000,000	TBD	TBD	$0	$0	$0	$0	$0	$0	>$3,000,000

Project Description:
A pedestrian bridge is contemplated over Lindbergh Boulevard to link the plant science and light industrial areas to the services west of Lindbergh Boulevard. Sidewalks, street lights, and new road surfaces are also needed.

Existing Condition:
There is currently no pedestrian connection across the interchange of Olive Boulevard and Lindbergh Boulevard. The road surfaces are severely broken in many locations and the street lights are present only in limited locations.

Justification: *Beautification; Citizen Demand; Condition of Existing Facility; Availability of Outside Funding*
There is increasing development pressure on the "LI" Light Industrial District to convert properties to high-tech. This area promises to be a significant benefit to community identity and economic development; however, the current conditions are not attractive to these uses. Proposed improvements are supported by the 2002 Comprehensive Plan. The sidewalk bridge would connect the sidewalks on Olive Boulevard on either side of the Lindbergh Boulevard interchange. The Creve Coeur Pedestrian Plan lists sidewalks along Olive Boulevard are listed as "first priority" and sidewalks along Old Olive Street Road and Lindbergh Boulevard as "second priority."

Operating Budget Impact:
The City will be required to maintain any decorative and/or non-standard facilities that are installed within the Olive Boulevard, Old Olive Street Road, and Lindbergh Boulevard rights of way.

Comments:
The Missouri Department of Transportation (MoDOT) owns and operates Olive Boulevard, Old Olive Street Road, and Lindbergh Boulevard. MoDOT would require the City enter into a maintenance agreement for any decorative and/or non-standard items. This project requires MoDOT approval and permitting. Grant funding is available for this sort of a project, but the City would likely need to contribute more than 50% of the cost in order to receive a grant.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	
Equipment	$	
Other	$	
Total	**$**	**>3,000,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

FUTURE PROJECT LIST

FUTURE PROJECT: LINDBERGH STREETSCAPE ENHANCEMENT PROJECT

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
$1,600,000	$0	$0	$0	$0	$0	$0	$0	$0	$1,600,000

Project Description:
This project would aim to improve the appearance of the Lindbergh Boulevard corridor with a variety of street-enhancement elements, such as: landscape beds and tree plantings at the Olive/Lindbergh interchange, sandblasting old paint off the concrete median and applying stain, painting the signal mast arms and overhead signs black, and installing illuminated street name signs.

Existing Condition:
For the most part, Lindbergh Boulevard is a four-lane road with a concrete barrier as a median between the northbound and southbound lanes. The traffic signals are old and either galvanized or painted yellow. There is an asphalt pedestrian path on each side of the road in the shoulder area.

Justification: *Beautification, Citizen Demand; Economic Growth*
Lindbergh Boulevard is one of the principal corridors near the eastern city limits of Creve Coeur. Streetscape enhancements may be helpful in attracting businesses and/or visitors to the city and the project has been recommended by some citizens. Proposed improvements are part of the 2003 Lindbergh Streetscape Master Plan.

Operating Budget Impact:
Depending on whether irrigation is included as part of this project, and the amount of landscaping that is installed, annual maintenance costs could be significant. The City would need to pay ongoing electrical expenses for any lighting that is installed, as well as maintenance costs for any decorative or non-standard items.

Comments:
City staff will continue to pursue grants to assist with the cost to construct some or all of the designed improvements. The Missouri Department of Transportation (MoDOT) owns and operates Lindbergh Boulevard. MoDOT will require that the City enter into a maintenance agreement for any decorative and/or non-standard items. This project will require MoDOT approval and permitting.

Expenditure Type:		
Planning, Design & Engineering	$	100,000
Land Acquisition	$	
Construction	$	1,500,000
Equipment	$	
Other	$	
Total	**$**	**1,600,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

FUTURE PROJECT LIST

FUTURE PROJECT: NEW BALLAS ROAD/OLIVE BOULEVARD INTERSECTION IMPROVEMENTS

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
$1,750,000	TBD	TBD	$0	$0	$0	$0	$0	$0	$1,750,000

Project Description:
This project will improve the geometry of the intersection by re-aligning lanes and extending right turn lanes. As an additional improvement, the existing traffic signals will be replaced with new black powder-coated posts and mast arms, and updated pedestrian signals.

Existing Condition:
The New Ballas Road lane alignment is offset between the north and south sides of Olive Boulevard. The traffic signal equipment is getting older and will soon require replacement. Pedestrian facilities at this intersection are limited, and the existing signal equipment and medians force the one crosswalk across Olive to be crooked.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*
The intersection of Olive Boulevard and North New Ballas Road is one of the principal intersections in the City. The equipment is outdated and the geometry and visibility of the intersection pose potential hazards. Improvements to this intersection would also impact and improve the pedestrian crossings. Sidewalks along both Olive Boulevard and North New Ballas Road are listed at “first priority” in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:
No significant operating budget increase is anticipated to account for this project.

Comments:
Olive Boulevard is owned and maintained by the Missouri Department of Transportation and this project would require MoDOT approval and permitting. Olive Boulevard and New Ballas Road qualify for federal grant assistance. The City could receive up to 80% reimbursement for costs related to this project if such a grant were awarded.

Expenditure Type:		
Planning, Design & Engineering	$	200,000
Land Acquisition	$	50,000
Construction	$	1,500,000
Equipment	$	
Other	$	
Total	$	1,750,000

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

FUTURE PROJECT LIST

FUTURE PROJECT: NEW BALLAS ROAD SIDEWALK PHASE II

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
$340,000	TBD	TBD	$0	$0	$0	$0	$0	$0	$340,000

Project Description:
This project is designed to fill in gaps in the pedestrian network on the west side of New Ballas Road from Rocky Road to Ladue Road.

Existing Condition:
The sidewalk on the west side of New Ballas Road has number of gaps between Rocky Drive and Ladue Road. The City and DeSmet Jesuit High School constructed a sidewalk along the Post Office frontage and across DeSmet frontage. No sidewalk exists between Rocky Drive and the Post Office and from Emerald Green south to Ladue Road.

Justification: *Public Safety; Citizen Demand; Availability of Outside Funding*
Providing a sidewalk where none exists would improve accessibility and protect the general public walking along the area. New Ballas Road is identified as a "first priority" in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:
None.

Comments:
It will be necessary to obtain easements for this project. New Ballas Road is classified as a minor arterial roadway and therefore qualifies for federal grant assistance for roadway and sidewalk projects.

Expenditure Type:		
Planning, Design & Engineering	$	40,000
Land Acquisition	$	
Construction	$	300,000
Equipment	$	
Other	$	
Total	**$**	**340,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

FUTURE PROJECT LIST

FUTURE PROJECT: OFFICE PARK ROADWAY AND SIDEWALK IMPROVEMENTS

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
$1,250,000	TBD	TBD	$0	$0	$0	$0	$0	$0	1,250,000

Project Description:
The project will involve asphalt pavement resurfacing and sidewalk replacement along Olde Cabin Road, Office Parkway, and Craig Road within the Creve Coeur Executive Office Park. The new sidewalk would be increased to six feet wide to be consistent with the Creve Coeur Pedestrian Plan and would include sidewalk lighting.

Existing Condition:
The pavement within the Creve Coeur Executive Office Park is generally in good condition, although the micro-surfacing from 2011 has begun to wear off. The sidewalks within the Office Park are generally structurally sound, but these sidewalks are not technically accessible. Any further micro-surfacing or resurfacing would require that the City address the accessibility issues along the sidewalk at the same time.

Justification: *Condition of Existing Facility; Coordination; Economic Development; Availability of Outside Funding*
The roads and sidewalks within the Creve Coeur Executive Office Park are heavily used by the businesses located there and serve as the means to access the City's Dielmann Recreational Complex. Maintenance of the pavement will be needed soon, and the scope of the sidewalk improvements and the longer life of the pavement resurfacing make a resurfacing project for the pavement repairs more logical than another surface treatment. Sidewalks along Craig Road (South of Olive), Office Parkway, and Olde Cabin Road are listed as "third priority" sidewalks in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:
None.

Comments:
The cost breakdown for the project includes approximately 75% for sidewalk replacement, lighting, and curbing, and 25% for pavement resurfacing. These sidewalk improvements qualify for federal grant assistance, but an application failed in 2015. Staff estimates that this project would qualify for approximately $600,000 in grant assistance.

Expenditure Type:		
Planning, Design & Engineering	$	100,000
Land Acquisition	$	
Construction	$	1,150,000
Equipment	$	
Other	$	
Total	**$**	**1,250,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

FUTURE PROJECT LIST

FUTURE PROJECT: PARK PLAYGROUND SAFETY SURFACE REPAIRS

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
$75,000	TBD	TBD	$0	$0	$0	$0	$0	$0	$75,000

Project Description:
This project involves the replacement of damaged areas and rejuvenation of the rubberized safety surface beneath the City's playgrounds. The playground at Millennium Park has the most urgent need, and replacement of this safety surface is scheduled for FY2017. Several other playgrounds will require attention in the near future.

Existing Condition:
The City has four playgrounds in three parks that use a rubberized safety surface to provide the required fall protection against injury if a child were to fall off of a playground or swing set. The surfaces in Millennium Park were installed in 2002 and 2006, Beirne Park in 2009, and Conway Park in 2011. These surfaces begin to show significant wear after about 10-12 years of use, at which time replacement or significant maintenance is recommended.

Justification: *Public Safety; Availability of Outside Funding; Condition of Existing Facility*
Keeping the safety surface of the City's playgrounds in good condition is required for the continuing use of the playgrounds and the safety of the playgrounds' users.

Operating Budget Impact:
None.

Comments:
This work would qualify for grant funding through the Municipal Parks Grant program.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	75,000
Equipment	$	
Other	$	
Total (Per Park)	**$**	**75,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

FUTURE PROJECT LIST

FUTURE PROJECT: PUBLIC WORKS EQUIPMENT STORAGE BUILDING

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
$270,000	TBD	TBD	$0	$0	$0	$0	$0	$0	$270,000

Project Description:
The project involves the planning, design, engineering and construction for the demolition of the existing residential structure at 1030 North Lindbergh Boulevard and construction of an equipment storage shed at this property. The new building will have a floor area of approximately 5,600 square feet and will house the City's leaf vacuums, limb chippers, and other equipment that is stored on this site when not in use. The total project cost is estimated to be $270,000. Planning, design and engineering ($30,000) will provide better estimates of cost to be programmed into the appropriate future fiscal year.

Existing Condition:
The existing house is deteriorated and has little value to the operations of the Public Works Department. The basement stays wet, the grading and the subsurface drains are such that storm water infiltrates through the back door of the basement, and the roof and chimney leak into the upstairs portion of the house. The site currently provides no shelter for the City's equipment that is stored there.

Justification: *Condition of Existing Facility; Operating Efficiency*
The existing structure on this site provides little benefit to the Public Works Department. The property at 1030 N. Lindbergh Blvd is used as an equipment storage lot, a transfer station for the leaf and limb collection programs, a project supply lot, and a restroom facility for City workers. Currently the equipment is stored outside in the elements, which cause accelerated aging through exposure to UV as well as extreme temperature change, rain, and snow.

Operating Budget Impact:
A new structure will have water, electric and sewer hookups, but monthly utility costs are expected to be minimal (approximately $3,000/annually). The structure proposed would be a concrete block building with a metal roof requiring minimal maintenance. Another positive impact on the operating budget will be a reduction in maintenance on equipment as well as increasing its service life.

Comments:
None.

Expenditure Type:		
Planning, Design & Engineering	$	30,000
Land Acquisition	$	
Construction	$	240,000
Equipment	$	
Other	$	
Total	**$**	**270,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

FUTURE PROJECT LIST

FUTURE PROJECT: STUDT EXTENSION – OLD BALLAS ROAD TO CRAIG ROAD

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
>$1,000,000	$0	$0	$0	$0	$0	$0	$0	$0	>$1,000,000

Project Description:
This downtown plan recommended that Studt Avenue be extended east beyond Old Ballas Road, to Craig Road. This will require the purchase of the office building at 677 Craig Road prior to construction of the road.

Existing Condition:
The office property is in fair condition but is small and does not appear to be fully occupied. It is appraised by the St. Louis County Assessor at $812,900 in 2015. There is no right-of-way present and no reusable pavement.

Justification: *Public Safety; Condition of Existing Facility*
The intersection of North New Ballas Road and Olive Boulevard has a very low level of service for those going northbound to Olive Boulevard. Extending Studt Avenue would draw motorists well east of New Ballas Road, through the future downtown area, before turning on Craig Road to reach Olive Boulevard. Connecting Studt Avenue to Craig Road will also extend alternate access to the Creve Coeur Fire Department. Proposed improvements are supported by the 2005 Creve Coeur Central Business District Land Use Plan.

Operating Budget Impact:
Unknown.

Comments:
None.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	
Equipment	$	
Other	$	
Total	**$**	**>1,000,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

FUTURE PROJECT LIST

FUTURE PROJECT: WEST OLIVE MEDIAN ENHANCEMENTS PHASE II (MASON ROAD TO FERNVIEW DRIVE)

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
$2,200,000	$0	$0	$0	$0	$0	$0	$0	$0	$2,200,000

Project Description:
This project includes the construction of landscaped medians with decorative lighting in the medians along Olive Boulevard. Additional right-turn lanes may also be constructed to help manage traffic at signalized intersections. Replacement of traffic control signals with an upgraded black powder coat, Accessible Pedestrian Signals/cross walk signals, and illuminated street name signs are also planned as part of this project.

Existing Condition:
Olive Boulevard from Mason Road west to Fernview Drive is typically four lanes wide with a two-way lane between the east-bound and west-bound lanes. There are many points to make left turns to either the north or south, thus causing congestion and safety concerns.

Justification: *Public Safety; Economic Development; Beautification*
Olive Boulevard serves as a principal roadway in Creve Coeur. Improvements to the traffic flow and aesthetics along Olive will benefit many residents and visitors to the City.

Operating Budget Impact:
The City will be required to maintain any decorative and/or non-standard facilities that are installed within the Olive Boulevard right of way.

Comments:
The Missouri Department of Transportation (MoDOT) owns and operates Olive Boulevard. MoDOT will require that the City enter into a maintenance agreement for any decorative and/or non-standard items. This project will require MoDOT approval and permitting.

Expenditure Type:		
Planning, Design & Engineering	$	200,000
Land Acquisition	$	
Construction	$	2,000,000
Equipment	$	
Other	$	
Total	**$**	**2,200,000**

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

FUTURE PROJECT LIST

FUTURE PROJECT: WEST OLIVE SIDEWALK CONCEPT STUDY (MASON ROAD TO WEST CITY LIMIT)

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
$80,000	$0	$80,000	$0	$0	$0	$0	$0	$0	$80,000

Project Description:
The project involves engineering design services to evaluate the available options and to develop a preliminary plan to create a continuous, accessible pedestrian route along approximately 7,000 linear feet of the south side of Olive Boulevard, from Mason Road to Highway 141. Infill sidewalk and accessibility improvements will be needed between Mason Road and Fernview Drive, but intersection improvements, retaining walls, and a pedestrian crossing at Creve Coeur Creek will likely be required to extend the sidewalk to Highway 141.

Existing Condition:
No continuous sidewalk currently exists along the south side of Olive Boulevard between Mason Road and the west city limit near Highway 141. Significant obstacles to creating this sidewalk include the intersection of Olive at Fernview, the crossing of Creve Coeur Creek, and existing grades.

Justification: *Public Safety; Coordination; Availability of Outside Funding*
The project will add and improve pedestrian accessibility along Olive Boulevard. This project would qualify for a federal Transportation Alternatives Program grant due to the sidewalk improvements, and it may qualify for a federal Surface Transportation Program grant with the anticipated traffic signal and intersection improvements at Fernview and Olive. A concept plan will allow the City to understand the scope of work for this project and will assist the City in any grant application(s) for the project. This sidewalk is identified as a "first priority" in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:
None.

Comments:
Olive Boulevard is owned and maintained by the Missouri Department of Transportation. The design for improvements along Olive will need to be approved by MoDOT. A portion of this concept design (from Fernview west to Mill Crossing) was developed in FY 2013-FY 2014, but this study was postponed indefinitely and was moved to a future project.

Expenditure Type:		
Planning, Design & Engineering	$	80,000
Land Acquisition	$	
Construction	$	
Equipment	$	
Other	$	
Total	**$**	**80,000**

Additional Comments:
The original intent was to develop a plan to create a continuous sidewalk along Olive Boulevard through both Creve Coeur and Chesterfield. Chesterfield informed the City in the fall that they were no longer interested in participating in this plan, negating the overall goal for the project. Furthermore, with the cost of projects increasing, the City decided to focus on maintenance and improvements to the City's infrastructure, as opposed to a study in how to improve MoDOT's infrastructure.

Attachment: Exhibit B - CIP FY17-FY21 Project Sheets ALL 3_11_2016 (1832 : Capital Improvement

Capital Improvement Program FY17-FY21
Citizen Recommendations

Randy Bomkamp, 13104 Gascogne Court (received 11/30/2015)

- Repair the pad of concrete at the intersection Cannes and Gascogne Drive. Repairs have been passed up several times and area in poor repair.
  - **Staff Comments (responded 12/1/2015):** City staff will check to see if this pavement has failed recently. Last year's review found numerous broken sections of concrete on Cannes and Gascogne, but none were considered hazardous or high-priority repairs. City staff review the conditions of the City's entire concrete pavement network at the end of each winter to prioritize repairs throughout the city for the following summer. Staff will have a better idea of the concrete repair locations in March and April.
    - **Update as of 12/3/15:** Holes should be patched by tomorrow evening. The long term solution is to include this slab on the emergency replacement list. The replacement should take place in the spring or early summer. In the meanwhile, staff will continue to watch this area for further spalling and deterioration.

Jack Trout, 11955 Randy Dr. (received 12/2/2015)

- Repair work on Emerson Road, just north of DeSmet. It could use some temporary work until a comprehensive plan is adopted for it. There are many pot holes and bad asphalt along the area and is not up to Creve Coeur standards.
  - **Staff Comments (responded 12/2/2015):** Staff stated they can and will patch the potholes. There is one area, just above a failing drainage culvert (see below) where patching will not solve the problem, but staff will patch it until the culvert is fixed. Otherwise, there are a few things going on along Emerson Road:
    - Pavement. The City has applied for three federal grants to repave this section of Emerson Road because of its poor condition, and all were unsuccessful. Most likely it will have to be repaved the city's annual asphalt program. That repaving should wait for the projects below to be complete.
    - Drainage culvert. There is a drain that crossed beneath Emerson that is failing. City staff has requested an estimate for the design of a new culvert, and this project will be brought up in the CIP process. The road is failing along with the culvert, so the city engineer will recommend that the City move forward with this project soon.
    - Sidewalks. As of 12/1/2015, the City is entering into the right-of-way phase for a project to install a new sidewalk along the east side of Emerson Road, from Ladue Road to Old Ballas Road. This construction should begin in fall 2016 or spring 2017.
  - **Update as of 12/3/15:** City staff has inspected the pothole complaint location and city crew has already placed cold patch in the holes.

Fran Cantor, 11700 Tarrytown (received 12/3/2015)

- Large landscape projects are expensive and requiring Installing. Plants are an important part of storm water remediation and our parks are in need of plants other than turf. CIP project definition should include the installation of new plantings.
  - **Staff Comments (responded in HEB meeting 12/8/2015):** Based on current capital improvement program goals, CIP projects must have a useful life of at least five years and a minimum cost of $20,000. Generally, the CIP focused on placement or repair of deteriorating infrastructure, improvement to operational or functional aspects of

Attachment: Exhibit C - CIP FY17-FY21 Citizen Recommendations 2_12_2016 (1832 : Capital Improvement Program - FY2017 to FY2021)

existing infrastructure, new facilities or replacement of major equipment. Items not considered for the CIP could be included in the operational budget of the city. However, the recommendation to consider large landscape projects in the CIP was provided to the Director of Finance and City Administrator for consideration on 12/8/2015.

Horticulture, Ecology and Beautification Committee (received 12/8/2015)

- Committee recommend the removal of honeysuckle, and installation of a bioswale with native plants in Millennium Park adjacent to the storm sewer drain located by park playground for the purpose of public beautification and stormwater remediation for an amount not to exceed $50,000.
  - **Staff Comments (responded in HEB meeting 12/8/2015 – see previous comment)**
  - In 2015, city staff installed an inlet north of the walking path and piped it under the path and to the stream located in the woods at Millennium Park south of the pavilion and playground. This was the location where erosion and path washout occurred. It appears the area HEB is focusing on installing a bioswale is located in an area migrating through the open area south of the playground and pavilion. This open, fairly level area is where pavilion renters use to put up volleyball nets, bounce houses, tents, and hold other open space activities. Staff is unsure there is enough space to accommodate both a bioswale and the previously mentioned activities.

Robert Mooney, 12390 Montsouris (received 12/3/2015)

- Unevenness in subdivision sidewalk; inhibits older residents from walking in evening due to potential trip/fall hazards. Resident has inquired before and was told it was a subdivision matter. Resident believes it would not be a large financial cost to the city to improve sidewalks in the subdivision.
  - **Staff Comments (responded 12/15/2015):** The Lac du Bois subdivision is privately maintained. The subdivision's trustees inquired about having the City take over the maintenance of its streets in 2012, but the subdivision decided that the cost to improve the streets and sidewalks was too costly to pursue City maintenance further. City staff recognizes that there are wide-spread sidewalk concerns in the Lac du Bois neighborhood, but these sidewalks are not the City's to maintain. City staff encourages the residents of this subdivision to discuss the matter with the subdivision's trustees.

June Jeffries, 10327 N. Sunswept (received 12/6/2015)

- Prioritize placing new sidewalks along streets leading to parks such as Country View Drive, which leads to the well-used Beirne Park. Walkers must use the street and are forced to dodge considerable vehicle traffic to and from the park.
- Improve existing sidewalks by off-setting existing (and new) sidewalks from the streets, especially high traffic through-streets such as N. Spoede Road. The sidewalks directly abut the street, exposing walkers to injury from moving vehicles.
  - **Staff Comments (responded 12/15/2015):** The City continuously improves its existing sidewalks and adds sidewalks when the opportunity and need arise. Approximately $100,000 is invested in sidewalk maintenance each year as part of the City's annual capital improvement budget. Beyond this annual investment, significant sidewalk work is completed each year as part of roadway projects (such as the Graeser Road project in 2015) and sidewalk projects (such as for Emerson Road in 2016). Further, the City pursues opportunities for grants and partnerships to make improvements to the

Attachment: Exhibit C - CIP FY17-FY21 Citizen Recommendations 2_12_2016 (1832 : Capital Improvement Program - FY2017 to FY2021)

sidewalks in the City. Sidewalks are prioritized through the City's Pedestrian Plan. This document is available on the City's website. It lists a new sidewalk along Country View Drive as a "second priority" sidewalk. At this point, however, the City does not have a plan to install this sidewalk. Where feasible, the City would install a sidewalk with a tree lawn to separate it from the edge of the roadway. The City can investigate moving existing sidewalks away from the street when the street is repaved. However, such a project would likely be quite expensive and difficult to implement. The City would also consider widening the sidewalk to provide more space and make the pedestrians more comfortable walking along it.

Mark Bremerkamp, Ladue Lake Estates (received 12/21/2015)

- The storm water lake in our subdivision has become quite shallow due to run off and erosion. As the lake receives a large volume of storm water it is a benefit to the surrounding areas. The subdivision would appreciate it if the City would consider dredging / shore erosion control.
  - **Staff Comments (responded 12/21/2015):** This would not qualify as a CIP project because maintenance of subdivision detention facilities is the responsibility of the subdivision/property owners of the subdivision.

Matthew Hull, 457 Marford Drive (received 12/21/2015)

- Both Magna Carta and Runnymede are in need of replacement or, at a minimum, resurfacing although it appears that patching has been done several times over the years which have all failed now. Potholes and large cracks with chunks missing are the norm on these streets and create a hazard for cars and walkers. City is asked to consider replacement or resurfacing of one or both of the streets - Magna Carta and Runnymede - as part of 2016's capital improvement efforts.
  - **Staff Comments (responded 12/22/2015):** Runnymede and Magna Carta are on the City's 5-year pavement program. Runnymede is scheduled for major concrete slab replacement over the next two years (FY17 & FY 18). Magna Carta is scheduled for extensive work in FY18. If the Pavement Maintenance budget increases or the City is able to get extremely favorable prices on asphalt and concrete bids thus creating a surplus of funding, it could be invested into Magna Carta before FY18. In the meantime, staff will repair potholes on Magna Carta to help hold the street over until funding is available for slab replacements and an asphalt overlay.

David Hoffmann, 12483 Meadow Green Pl. (received 1/12/2015)

- Install a sidewalk in all, or at least significant portions of, the Country Forest Subdivision in Ward 3 to provide increased safety for children and walkers of all ages.
  - **Staff Comments (responded 1/13/2016)** Approximately three months ago, the City proposed a change to the pavement striping along Falaise Drive in response to a similar CIP request last year to have a marked open shoulder for a bike path from the subdivision's trustees. This proposal met with significant opposition from residents, with a common comment being that the residents in the subdivision were not notified of the proposal. Given the aforementioned, adding a sidewalk through a residential neighborhood could be seen as a benefit by some and as a problem by others. It will also most likely require an easement from several of your neighbors. Accordingly, a new sidewalk project will require strong support from the subdivision for it to be

Attachment: Exhibit C - CIP FY17-FY21 Citizen Recommendations 2_12_2016 (1832 : Capital Improvement Program - FY2017 to FY2021)

successful. The resident is suggested to contact the subdivision trustees and have this proposal vetted through your subdivision's meetings.

David McCoy, 831 Montmartre Ct. (received 1/12/2015)

- In Millennium Park: 1) Build an observation tower in Millennium Park to enjoy the view at the middle of the retention pond to afford a view of park and West County; 2) Install raised decking (approx. 1 foot above ground) to allow you to wander through the retention pond to encourage visitors to explore new areas of the park; 3) Remove honeysuckle and Kudzu, clear brush between path and creek alongside creek.; 4) Add native perennials (30-40) and shrubs (15 1-gallon size) around the retention pond.
  - **Staff Comments (responded 1/13/2016)**: The goals of the City's CIP include replacement, repair or installation of infrastructure, new facilities or replacement of major equipment. CIP items are valued at $20,000 or more with a life-span of 5 or more years. At this writing, CIP projects do not include the cost of purchasing or removing plants. Items such as these would be included in the general operating budget; however, I will share your recommendations with the Public Works Department – responsible for the maintenance of park property.

Jeffrey Shifrin, Ridgecorde Place (received 2/4/16)

- Ridgecorde Place and Ridgecorde Lane are concrete roads in terrible condition. There are at least 100 spots in need of patching; asphalt crack fill is gone, rideability for children bicycles is impossible.
  - **Staff Comments (responded on 2/4/16 & 2/5/16):** Staff is aware that there are several broken concrete slabs and deteriorated joints along Ridgecorde and is currently reviewing which streets will be repaired as part of this summer's annual maintenance programs, and staff will evaluate Ridgecorde along with the needs along other streets in the City. While staff does not yet know whether Ridgecorde will see any concrete replacement this summer, staff will have our pothole crew visit the street to see if any temporary improvements can be made.

Attachment: Exhibit C - CIP FY17-FY21 Citizen Recommendations 2_12_2016 (1832 : Capital Improvement Program - FY2017 to FY2021)

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

January 14, 2016

Honorable Mayor Barry Glantz
City of Creve Coeur
300 North New Ballas Road
Creve Coeur, MO 63141

Re: Stormwater Committee Capital Improvement Project Recommendations

Dear Mayor Glantz:

The Stormwater Committee reviewed and discussed the City's request for recommendations and ideas for the capital improvement program at our meeting on December 9, 2015.

Our unanimous opinion is that there are several high-priority stormwater concerns along the City's streets and within the City's properties that must be considered for the five-year capital plan. Each of the four projects listed below present serious safety issues with regard to private property and/or life. These projects are (in order of priority):

1. **Alden Lane Culvert Rehabilitation**
   Priority: Urgent
   One of the wing walls for this culvert has begun to fall into the creek. It helps support a one-lane street that is about 12 feet above the creek, and it must be replaced. In addition, the existing wooden guard rail has rotted and no longer appears to be able to stop a vehicle. The City has installed concrete barriers to protect the site and is currently working on a plan to brace the wall so that it does not fall further, but these are only temporary measures.

2. **Emerson Road Culvert Rehabilitation**
   Priority: High
   The stone headwall that supports the street is leaning and crumbling, with stones from the wall falling into the drainage channel. Emerson Road above it is sinking into the space left from the wall, leaving a depression that draws motorists toward an unprotected drop-off at the edge of the street.

3. **Middlebrook Lane Culvert Replacement**
   Priority: High
   The City has a plan in place for the replacement of this culvert and is in the process of renewing the permits for the project. This area was temporarily stabilized after a pavement collapse in 2015, but it remains a concern that further failure of the culvert and

Attachment: Exhibit D - CIP FY17-21 Stormwater Committee Recommendations (1832 : Capital Improvement Program - FY2017 to FY2021)

street could cut off several residents. The Committee recommends pursuit of this project as soon as MSD's nearby project no longer interferes with its progress.

4. **Golf Course Dam and Channel Rehabilitation**
   Priority: High
   The dam at the golf course has continued to deteriorate throughout 2015, with new leaks forming along the channel. The Committee's recommendation from last year stands: replace the dam or complete a stabilizing repair as soon as possible.

The Committee understands that these are costly projects, but we must stress the potential liability to both property and life in not addressing these issues. Additionally the three issues that threaten the use of streets and access to homes are of particular concern, especially the apparent failure-in-progress on Alden Lane.

We appreciate the opportunity to share our opinion with you and the City Council.

Sincerely,

Members of the Stormwater Committee

Martin Jaffe, Committee Chairman

Richard Koch, Committee Vice Chairman

Judy Campbell

Laura Catalano

Tom D'Alfonso

George Orton

cc: Members of the City Council
Mark Perkins, City Administrator

Attachment: Exhibit D - CIP FY17-21 Stormwater Committee Recommendations (1832 : Capital Improvement Program - FY2017 to FY2021)

Exhibit B
TEN-YEAR CAPITAL IMPROVEMENT PROGRAM
REVENUE AND EXPENDITURES SUMMARY FY2012-FY2021

REVENUES	Actual 2012	Actual 2013	Actual 2014	Actual 2015	Projected 2016	Projected 2017	Projected 2018	Projected 2019	Projected 2020	Projected 2021
Beginning Fund Balance *(est. Cash Basis as of July 1)*	2,200,221	1,580,402	1,250,169	720,228	1,256,152	1,677,657	880,397	701,856	201,341	185,017
City Sales Tax	1,895,865	1,898,578	1,984,134	2,026,656	2,050,000	2,075,625	2,101,570	2,127,840	2,154,438	2,181,368
Interest on Investments	36,993	38,836	95,664	1,326	1,200	1,500	1,500	2,000	2,000	2,001
Other Agency Funding	839,049	571,725	826,191	465,735	633,778	823,764	210,245	20,000	20,000	20,000
Other Revenues	26,402	0	36,279	29,963	24,000	20,000	20,000	20,000	20,000	20,000
Transfers from Other Funds	400,000	400,000	3,150,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000
TOTAL REVENUES	**3,198,309**	**2,909,139**	**6,092,268**	**2,923,680**	**3,108,978**	**3,320,889**	**2,733,315**	**2,569,840**	**2,596,438**	**2,623,369**

EXPENDITURES	Actual 2012	Actual 2013	Actual 2014	Actual 2015	Projected 2016	Projected 2017	Projected 2018	Projected 2019	Projected 2020	Projected 2021
Buildings & Improvements	213,794	69,432	37,573	131,123	129,641	379,000	20,000	270,000	20,000	20,000
Park Development Projects	209,381	3,732	42,118	70,698	547,370	196,000	200,000	75,000	25,000	99,600
Stormwater Projects	64,546	70,308	223,496	17,313	40,000	460,000	370,000	450,000	150,000	150,000
Street Overlay/Repair	1,991,628	1,850,047	1,698,043	1,997,237	1,702,700	2,708,194	1,931,990	1,997,000	2,160,060	2,139,200
Capital Equipment	342,736	252,284	238,843	171,385	267,762	374,955	389,866	278,355	257,703	251,769
Debt Service	996,043	993,569	4,250,897	-	-	-	-	-	-	-
TOTAL CAPITAL EXPENDITURES	**3,818,128**	**3,239,372**	**6,490,970**	**2,387,756**	**2,687,473**	**4,118,149**	**2,911,856**	**3,070,355**	**2,612,763**	**2,660,569**
ENDING FUND BALANCE (CASH BASIS)	**1,580,402**	**1,250,169**	**851,467**	**1,256,152**	**1,677,657**	**880,397**	**701,856**	**201,341**	**185,017**	**147,817**

FUTURE PROJECTS

CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS UNKNOWN

Attachment: Exhibit F - CIP FY17-21 Future Project List 3_11_2016 (1832 : Capital Improvement Program -

FUTURE PROJECT LIST

FUTURE PROJECT: DIELMANN RECREATION COMPLEX RENOVATIONS - PHASE 2

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
UNKNOWN	TBD	TBD	$0	$0	$0	$0	$0	$0	UNKNOWN

Project Description:
A needs analysis for the Dielmann Recreation Complex was completed in 2013 and used as a guide for Round 15 Municipal Parks Grant Commission construction grant awarded in 2015. Phase I renovations included updates to the lobby, creation of a centralized check-in desk for the building, and updated and expanded meeting room space as well as energy efficiency upgrades. Future phases could include additional energy efficiency upgrades such as interior and exterior lighting, parking lot modifications for better traffic flow, updates to the East Meeting Room such as addition of a catering kitchen and direct entry from the east parking lot, a north facing clearstory for additional light in the ice arena, and additional on-ice lounge or locker room facilities.

Existing Condition:
The existing building is functional but inefficient from staffing, logistic and energy standpoints.

Justification: *Availability of Outside Funding; Beautification; Citizen Demand; Operating Efficiency; Condition of Existing Facility*
This project was designed based on public input, and may be possible for future grant funding; however, several other priority projects have been slated for Municipal Park Grant funding for FY2017-FY2021.

Operating Budget Impact:
TBD

Comments:
CIP grant matches for FY2017-FY2021 have been earmarked for other upgrades or improvements at the Creve Coeur Golf Course and park system.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	
Equipment	$	
Other	$	
Total	**$**	**TBD**

Attachment: Exhibit F - CIP FY17-21 Future Project List 3_11_2016 (1832 : Capital Improvement Program -

FUTURE PROJECT LIST

FUTURE PROJECT: DOWNTOWN STREETSCAPE AND INFRASTRUCTURE

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
UNKNOWN	TBD	UNKNOWN	$0	$0	$0	$0	$0	$0	UNKNOWN

Project Description:
The downtown plan calls for a significant investment into the City's Central Business District, which is generally the area bounded by Olive Boulevard on the north, Old Ballas Road on the east and south, and Interstate 270 on the west. Improvements to the public rights of way in this area include pavement, gutters, wide sidewalks, cross-walks, signals, and street furniture beyond items that are developer expenses.

Existing Condition:
Excluding the perimeter roads, only the Studt Avenue pavement meets the downtown zoning requirements. Everything else will need to be purchased.

Justification: *Economic Growth; Public Safety; Beautification*
The City has had this district in the Comprehensive Plan since 1969, and it is not reasonable to expect that all of the costs within the public rights-of-way can be borne by the development community. Without public investment, the likelihood of development is increasingly remote. Proposed improvements are supported by the 2006 Creve Coeur Central Business District / Downtown Area Implementation Strategy Report.

Operating Budget Impact:
Operating costs are unknown, but these are expected to be low. The City will be required to enter into a maintenance agreement with the Missouri Department of Transportation for any non-standard or decorative features along Olive Boulevard.

Comments:
Median planters and street lights will be extended east along Olive Boulevard through the Central Business District by the Olive Boulevard Transportation Development District in 2016. Further enhancements to Olive Boulevard may not be possible due to limited right of way.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	
Equipment	$	
Other	$	
Total	**$**	**TBD**

Attachment: Exhibit F - CIP FY17-21 Future Project List 3_11_2016 (1832 : Capital Improvement Program -

FUTURE PROJECT LIST

FUTURE PROJECT: FERNVIEW DRIVE / BELLERIVE ESTATES DRIVE SIDEWALK

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
$700,000	TBD	TBD	$0	$0	$0	$0	$0	$0	$700,000

Project Description:
The project will involve the addition of a sidewalk along Fernview Drive and Bellerive Estates Drive to connect the sidewalk on Mason Manor Drive to Olive Boulevard. These streets serve as the main roadway for much of the residential area in Ward 4 and have recently been reclassified as "minor collectors." This reclassification allows for roadway and sidewalk improvements to be considered for federal grants.

Existing Condition:
No sidewalk currently exists along Fernview Drive or Bellerive Estates Drive, and no continuous sidewalk exists through the surrounding residential neighborhoods.

Justification: *Public Safety; Availability of Outside Funding*
The addition of a sidewalk along both Fernview Drive and Bellerive Estates Drive would provide a designated area for pedestrians that would be safer than the street as the only option. Fernview Drive and Bellerive Estates Drive are each listed as "third priority" in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:
This sidewalk would not significantly impact the City's operating budget.

Comments:
The proposed sidewalk would pass through approximately 50 properties. It is likely that the City would need to acquire easements from some of the affected property owners in order to adjust the lawns and driveways to allow the sidewalk to pass through. Fernview Drive and Bellerive Estates Drive were recently reclassified as "minor collector" roadways, a classification which qualifies these streets for federal grant assistance. The City would likely apply for a federal Transportation Alternatives Program grant for this project. This grant would require an aggressive schedule for easement acquisition.

Expenditure Type:		
Planning, Design & Engineering	$	100,000
Land Acquisition	$	100,000
Construction	$	500,000
Equipment	$	
Other	$	
Total	**$**	**700,000**

Attachment: Exhibit F - CIP FY17-21 Future Project List 3_11_2016 (1832 : Capital Improvement Program -

FUTURE PROJECT LIST

FUTURE PROJECT: FERNVIEW AT OLIVE INTERSECTION IMPROVEMENTS

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
$850,000	TBD	TBD	$0	$0	$0	$0	$0	$0	$850,000

Project Description:
This project involves improvements to the intersection of Fernview Drive at Olive Boulevard, including new traffic signals, pavement widening, pedestrian facilities, and illuminated street name signs.

Existing Condition:
The intersection of Fernview Drive and Olive Boulevard has old traffic signal equipment and poor islands and grades, and these conditions combine to create a barrier for future sidewalk projects along Olive Boulevard and along Fernview Drive.

Justification: *Public Safety; Availability of Outside Funding; Condition of Existing Facility*
The intersection improvements at Fernview and Olive would allow for pedestrian improvements where no pedestrian facilities currently exist.

Operating Budget Impact:
The City would need to maintain illuminated street name signs and other non-standard items added to the intersection of Fernview and Olive, but this expense is expected to be minimal.

Comments:
Olive Boulevard is owned and maintained by the Missouri Department of Transportation and this project would require MoDOT approval and permitting. Olive Boulevard and Fernview Drive qualify for federal grant assistance. The City could receive up to 80% reimbursement for costs related to this project if such a grant was awarded.

Expenditure Type:		
Planning, Design & Engineering	$	100,000
Land Acquisition	$	
Construction	$	750,000
Equipment	$	
Other	$	
Total	**$**	**850,000**

Attachment: Exhibit F - CIP FY17-21 Future Project List 3_11_2016 (1832 : Capital Improvement Program -

FUTURE PROJECT LIST

GOLF COURSE STORMWATER SYSTEM IMPROVEMENTS

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
$1,200,000	$0	$1,200,000	$0	$0	$0	$0	$0	$0	$1,200,000

Project Description:
The scope of this project includes those improvements to the lakes and drainage channels at the Creve Coeur Golf Course that have been identified but not included in the five-year CIP projections. Future projects include: dam replacement, south channel improvements, silt removal of the center two lakes, and replacing the gabion rock lining the lakes with boulders and aquatic plants.

Existing Condition:
The lake system that runs through the Creve Coeur Golf Course was originally constructed as a series of stormwater detention lakes as part of the Creve Coeur Executive Office Park development, which is immediately north of the golf course. The dam at the south end of this system has failed, and the lakes have accumulated silt and are no longer deep enough to allow for fountains or to be healthy enough to resist algae growth during the summer.

Justification: *Condition of Existing Facility; Beautification, Citizen Demand*
The lakes are filling in with silt and debris, which must be removed to restore adequate water depth to support healthy ponds that continue to function as settlement basins. Suspended solids are significant pollutants in stormwater runoff, and settling ponds are recommended at the upstream end of a retention/detention system to allow the solids to settle out of the stormwater before the water flows into area creeks and streams.

Operating Budget Impact:
The anticipated maintenance costs for the stormwater facilities are expected to be approximately $15,000 per year for the next 20 years.

Comments:
Significant improvements are proposed for the lake system in the FY2017-FY2021 CIP, including a stabilization repair for the dam, silt removal from the southern-most and northern-most lakes, forebay system for the north pond, and repairs to the stone retaining wall at the north pond.

Expenditure Type:		
Planning, Design & Engineering	$	100,000
Land Acquisition	$	
Construction	$	1,100,000
Equipment	$	
Other	$	
Total	**$**	**1,200,000**

Attachment: Exhibit F - CIP FY17-21 Future Project List 3_11_2016 (1832 : Capital Improvement Program -

FUTURE PROJECT LIST

FUTURE PROJECT: HIBLER ROAD RECONSTRUCTION – EAST OF FALAISE

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
$800,000	$0	$800,000	$0	$0	$0	$0	$0	$0	$800,000

Project Description:
The scope of this project involves the realignment of the vertical profile of the street, roadway widening, sidewalk construction, and curb installation. New stormwater facilities and utility relocation would be required to accommodate improvements.

Existing Condition:
This section of Hibler Road is a narrow, two-lane asphalt road with small ditches along each side for drainage. On each side of the road, there are trees immediately adjacent to the pavement that form a small wooded area of common ground for neighboring subdivisions.

Justification: *Public Safety; Condition of Existing Facility*
Reconstructing this section of road would improve the pavement condition and improve safety by increasing sight distance at the hills, removing trees, widening the road, installing curbs, and adding pedestrian access. Hibler Road is identified as a "third priority" in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:
Minimal impact to the operating budget is anticipated for the roadway, but ongoing maintenance of features to clean stormwater runoff may be necessary. The costs associated with this maintenance will depend upon the type and scope of the water-quality infrastructure that is required.

Comments:
The City will be required to include water-quality infrastructure into the project due to the roadway reconstruction and the addition of curbing and stormwater facilities. Additional right of way and utility relocation appear to be necessary for any widening east of Hibler Oaks Drive.

Expenditure Type:		
Planning, Design & Engineering	$	100,000
Land Acquisition	$	200,000
Construction	$	500,000
Equipment	$	
Other	$	
Total	**$**	**800,000**

Attachment: Exhibit F - CIP FY17-21 Future Project List 3_11_2016 (1832 : Capital Improvement Program -

FUTURE PROJECT LIST

FUTURE PROJECT: LADUE ROAD IMPROVEMENTS AT I-270

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
UNKNOWN	TBD	TBD	$0	$0	$0	$0	$0	$0	UNKNOWN

Project Description:
The project will require the evaluation of the traffic flow of Ladue Road between New Ballas Road and Coeur de Ville Drive, including the Ladue Road interchange at Interstate 270. Following the traffic study, the project would involve the design and construction of improvements to provide better traffic management and access to get on and off I-270.

Existing Condition:
Ladue Road intersects New Ballas Road, Emerson Road, Interstate 270, and Coeur de Ville within a quarter of a mile. This area is heavily used during morning and evening rush hours as commuters use this route for work, local hospitals, and schools. Turning lane lengths are generally inadequate to accommodate this congestion, and several of the turning movements from these intersections are in conflict.

Justification: *Public Safety; Condition of Existing Facility*
The existing intersection and roadway configuration causes traffic congestion and difficulties navigating across lanes of traffic to gain access to I-270. Improvement of access to Interstate 270 at Ladue Road would provide motorists with a better alternative to access the highway and could relieve pressure at the Olive/270 interchange.

Operating Budget Impact:
The City will be required to maintain any decorative and/or non-standard facilities that are installed within the rights of way of the Missouri Department of Transportation (MoDOT), including Interstate 270, Emerson Road, Ladue Road, and Coeur de Ville Drive.

Comments:
Interstate 270, Emerson Road, Ladue Road, and Coeur de Ville Drive are owned and maintained by MoDOT, and improvements to these roadways will require MoDOT approval. The City will explore grant and cost-sharing opportunities to implement this project. If changes are required to the I-270 overpass at Ladue Road, the scale and cost of this project will likely exceed what can be expected to receive federal funding through the Surface Transportation Program, which is typically sought for major roadway projects. Other funding sources may be required.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	
Equipment	$	
Other	$	
Total	**$**	**TBD**

Attachment: Exhibit F - CIP FY17-21 Future Project List 3_11_2016 (1832 : Capital Improvement Program -

FUTURE PROJECT LIST

FUTURE PROJECT: LINDBERGH PEDESTRIAN BRIDGE/LIGHT INDUSTRIAL DISTRICT INFRASTRUCTURE

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
>3,000,000	TBD	TBD	$0	$0	$0	$0	$0	$0	>$3,000,000

Project Description:
A pedestrian bridge is contemplated over Lindbergh Boulevard to link the plant science and light industrial areas to the services west of Lindbergh Boulevard. Sidewalks, street lights, and new road surfaces are also needed.

Existing Condition:
There is currently no pedestrian connection across the interchange of Olive Boulevard and Lindbergh Boulevard. The road surfaces are severely broken in many locations and the street lights are present only in limited locations.

Justification: *Beautification; Citizen Demand; Condition of Existing Facility; Availability of Outside Funding*
There is increasing development pressure on the "LI" Light Industrial District to convert properties to high-tech. This area promises to be a significant benefit to community identity and economic development; however, the current conditions are not attractive to these uses. Proposed improvements are supported by the 2002 Comprehensive Plan. The sidewalk bridge would connect the sidewalks on Olive Boulevard on either side of the Lindbergh Boulevard interchange. The Creve Coeur Pedestrian Plan lists sidewalks along Olive Boulevard are listed as "first priority" and sidewalks along Old Olive Street Road and Lindbergh Boulevard as "second priority."

Operating Budget Impact:
The City will be required to maintain any decorative and/or non-standard facilities that are installed within the Olive Boulevard, Old Olive Street Road, and Lindbergh Boulevard rights of way.

Comments:
The Missouri Department of Transportation (MoDOT) owns and operates Olive Boulevard, Old Olive Street Road, and Lindbergh Boulevard. MoDOT would require the City enter into a maintenance agreement for any decorative and/or non-standard items. This project requires MoDOT approval and permitting. Grant funding is available for this sort of a project, but the City would likely need to contribute more than 50% of the cost in order to receive a grant.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	
Equipment	$	
Other	$	
Total	**$**	**>3,000,000**

Attachment: Exhibit F - CIP FY17-21 Future Project List 3_11_2016 (1832 : Capital Improvement Program -

FUTURE PROJECT LIST

FUTURE PROJECT: LINDBERGH STREETSCAPE ENHANCEMENT PROJECT

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
$1,600,000	$0	$0	$0	$0	$0	$0	$0	$0	$1,600,000

Project Description:
This project would aim to improve the appearance of the Lindbergh Boulevard corridor with a variety of street-enhancement elements, such as: landscape beds and tree plantings at the Olive/Lindbergh interchange, sandblasting old paint off the concrete median and applying stain, painting the signal mast arms and overhead signs black, and installing illuminated street name signs.

Existing Condition:
For the most part, Lindbergh Boulevard is a four-lane road with a concrete barrier as a median between the northbound and southbound lanes. The traffic signals are old and either galvanized or painted yellow. There is an asphalt pedestrian path on each side of the road in the shoulder area.

Justification: *Beautification, Citizen Demand; Economic Growth*
Lindbergh Boulevard is one of the principal corridors near the eastern city limits of Creve Coeur. Streetscape enhancements may be helpful in attracting businesses and/or visitors to the city and the project has been recommended by some citizens. Proposed improvements are part of the 2003 Lindbergh Streetscape Master Plan.

Operating Budget Impact:
Depending on whether irrigation is included as part of this project, and the amount of landscaping that is installed, annual maintenance costs could be significant. The City would need to pay ongoing electrical expenses for any lighting that is installed, as well as maintenance costs for any decorative or non-standard items.

Comments:
City staff will continue to pursue grants to assist with the cost to construct some or all of the designed improvements. The Missouri Department of Transportation (MoDOT) owns and operates Lindbergh Boulevard. MoDOT will require that the City enter into a maintenance agreement for any decorative and/or non-standard items. This project will require MoDOT approval and permitting.

Expenditure Type:		
Planning, Design & Engineering	$	100,000
Land Acquisition	$	
Construction	$	1,500,000
Equipment	$	
Other	$	
Total	**$**	**1,600,000**

Attachment: Exhibit F - CIP FY17-21 Future Project List 3_11_2016 (1832 : Capital Improvement Program -

FUTURE PROJECT LIST

FUTURE PROJECT: NEW BALLAS ROAD/OLIVE BOULEVARD INTERSECTION IMPROVEMENTS

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
$1,750,000	TBD	TBD	$0	$0	$0	$0	$0	$0	$1,750,000

Project Description:
This project will improve the geometry of the intersection by re-aligning lanes and extending right turn lanes. As an additional improvement, the existing traffic signals will be replaced with new black powder-coated posts and mast arms, and updated pedestrian signals.

Existing Condition:
The New Ballas Road lane alignment is offset between the north and south sides of Olive Boulevard. The traffic signal equipment is getting older and will soon require replacement. Pedestrian facilities at this intersection are limited, and the existing signal equipment and medians force the one crosswalk across Olive to be crooked.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*
The intersection of Olive Boulevard and North New Ballas Road is one of the principal intersections in the City. The equipment is outdated and the geometry and visibility of the intersection pose potential hazards. Improvements to this intersection would also impact and improve the pedestrian crossings. Sidewalks along both Olive Boulevard and North New Ballas Road are listed at “first priority” in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:
No significant operating budget increase is anticipated to account for this project.

Comments:
Olive Boulevard is owned and maintained by the Missouri Department of Transportation and this project would require MoDOT approval and permitting. Olive Boulevard and New Ballas Road qualify for federal grant assistance. The City could receive up to 80% reimbursement for costs related to this project if such a grant were awarded.

Expenditure Type:		
Planning, Design & Engineering	$	200,000
Land Acquisition	$	50,000
Construction	$	1,500,000
Equipment	$	
Other	$	
Total	$	1,750,000

Attachment: Exhibit F - CIP FY17-21 Future Project List 3_11_2016 (1832 : Capital Improvement Program -

FUTURE PROJECT LIST

FUTURE PROJECT: NEW BALLAS ROAD SIDEWALK PHASE II

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
$340,000	TBD	TBD	$0	$0	$0	$0	$0	$0	$340,000

Project Description:
This project is designed to fill in gaps in the pedestrian network on the west side of New Ballas Road from Rocky Road to Ladue Road.

Existing Condition:
The sidewalk on the west side of New Ballas Road has number of gaps between Rocky Drive and Ladue Road. The City and DeSmet Jesuit High School constructed a sidewalk along the Post Office frontage and across DeSmet frontage. No sidewalk exists between Rocky Drive and the Post Office and from Emerald Green south to Ladue Road.

Justification: *Public Safety; Citizen Demand; Availability of Outside Funding*
Providing a sidewalk where none exists would improve accessibility and protect the general public walking along the area. New Ballas Road is identified as a "first priority" in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:
None.

Comments:
It will be necessary to obtain easements for this project. New Ballas Road is classified as a minor arterial roadway and therefore qualifies for federal grant assistance for roadway and sidewalk projects.

Expenditure Type:		
Planning, Design & Engineering	$	40,000
Land Acquisition	$	
Construction	$	300,000
Equipment	$	
Other	$	
Total	**$**	**340,000**

Attachment: Exhibit F - CIP FY17-21 Future Project List 3_11_2016 (1832 : Capital Improvement Program -

FUTURE PROJECT LIST

FUTURE PROJECT: OFFICE PARK ROADWAY AND SIDEWALK IMPROVEMENTS

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
$1,250,000	TBD	TBD	$0	$0	$0	$0	$0	$0	1,250,000

Project Description:
The project will involve asphalt pavement resurfacing and sidewalk replacement along Olde Cabin Road, Office Parkway, and Craig Road within the Creve Coeur Executive Office Park. The new sidewalk would be increased to six feet wide to be consistent with the Creve Coeur Pedestrian Plan and would include sidewalk lighting.

Existing Condition:
The pavement within the Creve Coeur Executive Office Park is generally in good condition, although the micro-surfacing from 2011 has begun to wear off. The sidewalks within the Office Park are generally structurally sound, but these sidewalks are not technically accessible. Any further micro-surfacing or resurfacing would require that the City address the accessibility issues along the sidewalk at the same time.

Justification: *Condition of Existing Facility; Coordination; Economic Development; Availability of Outside Funding*
The roads and sidewalks within the Creve Coeur Executive Office Park are heavily used by the businesses located there and serve as the means to access the City's Dielmann Recreational Complex. Maintenance of the pavement will be needed soon, and the scope of the sidewalk improvements and the longer life of the pavement resurfacing make a resurfacing project for the pavement repairs more logical than another surface treatment. Sidewalks along Craig Road (South of Olive), Office Parkway, and Olde Cabin Road are listed as "third priority" sidewalks in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:
None.

Comments:
The cost breakdown for the project includes approximately 75% for sidewalk replacement, lighting, and curbing, and 25% for pavement resurfacing. These sidewalk improvements qualify for federal grant assistance, but an application failed in 2015. Staff estimates that this project would qualify for approximately $600,000 in grant assistance.

Expenditure Type:		
Planning, Design & Engineering	$	100,000
Land Acquisition	$	
Construction	$	1,150,000
Equipment	$	
Other	$	
Total	**$**	**1,250,000**

Attachment: Exhibit F - CIP FY17-21 Future Project List 3_11_2016 (1832 : Capital Improvement Program -

FUTURE PROJECT LIST

FUTURE PROJECT: PARK PLAYGROUND SAFETY SURFACE REPAIRS

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
$75,000	TBD	TBD	$0	$0	$0	$0	$0	$0	$75,000

Project Description:
This project involves the replacement of damaged areas and rejuvenation of the rubberized safety surface beneath the City's playgrounds. The playground at Millennium Park has the most urgent need, and replacement of this safety surface is scheduled for FY2017. Several other playgrounds will require attention in the near future.

Existing Condition:
The City has four playgrounds in three parks that use a rubberized safety surface to provide the required fall protection against injury if a child were to fall off of a playground or swing set. The surfaces in Millennium Park were installed in 2002 and 2006, Beirne Park in 2009, and Conway Park in 2011. These surfaces begin to show significant wear after about 10-12 years of use, at which time replacement or significant maintenance is recommended.

Justification: *Public Safety; Availability of Outside Funding; Condition of Existing Facility*
Keeping the safety surface of the City's playgrounds in good condition is required for the continuing use of the playgrounds and the safety of the playgrounds' users.

Operating Budget Impact:
None.

Comments:
This work would qualify for grant funding through the Municipal Parks Grant program.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	75,000
Equipment	$	
Other	$	
Total (Per Park)	**$**	**75,000**

Attachment: Exhibit F - CIP FY17-21 Future Project List 3_11_2016 (1832 : Capital Improvement Program -

FUTURE PROJECT LIST

FUTURE PROJECT: PUBLIC WORKS EQUIPMENT STORAGE BUILDING

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
$270,000	TBD	TBD	$0	$0	$0	$0	$0	$0	$270,000

Project Description:
The project involves the planning, design, engineering and construction for the demolition of the existing residential structure at 1030 North Lindbergh Boulevard and construction of an equipment storage shed at this property. The new building will have a floor area of approximately 5,600 square feet and will house the City's leaf vacuums, limb chippers, and other equipment that is stored on this site when not in use. The total project cost is estimated to be $270,000. Planning, design and engineering ($30,000) will provide better estimates of cost to be programmed into the appropriate future fiscal year.

Existing Condition:
The existing house is deteriorated and has little value to the operations of the Public Works Department. The basement stays wet, the grading and the subsurface drains are such that storm water infiltrates through the back door of the basement, and the roof and chimney leak into the upstairs portion of the house. The site currently provides no shelter for the City's equipment that is stored there.

Justification: *Condition of Existing Facility; Operating Efficiency*
The existing structure on this site provides little benefit to the Public Works Department. The property at 1030 N. Lindbergh Blvd is used as an equipment storage lot, a transfer station for the leaf and limb collection programs, a project supply lot, and a restroom facility for City workers. Currently the equipment is stored outside in the elements, which cause accelerated aging through exposure to UV as well as extreme temperature change, rain, and snow.

Operating Budget Impact:
A new structure will have water, electric and sewer hookups, but monthly utility costs are expected to be minimal (approximately $3,000/annually). The structure proposed would be a concrete block building with a metal roof requiring minimal maintenance. Another positive impact on the operating budget will be a reduction in maintenance on equipment as well as increasing its service life.

Comments:
None.

Expenditure Type:		
Planning, Design & Engineering	$	30,000
Land Acquisition	$	
Construction	$	240,000
Equipment	$	
Other	$	
Total	**$**	**270,000**

Attachment: Exhibit F - CIP FY17-21 Future Project List 3_11_2016 (1832 : Capital Improvement Program -

FUTURE PROJECT LIST

FUTURE PROJECT: STUDT EXTENSION – OLD BALLAS ROAD TO CRAIG ROAD

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
>$1,000,000	$0	$0	$0	$0	$0	$0	$0	$0	>$1,000,000

Project Description:
This downtown plan recommended that Studt Avenue be extended east beyond Old Ballas Road, to Craig Road. This will require the purchase of the office building at 677 Craig Road prior to construction of the road.

Existing Condition:
The office property is in fair condition but is small and does not appear to be fully occupied. It is appraised by the St. Louis County Assessor at $812,900 in 2015. There is no right-of-way present and no reusable pavement.

Justification: *Public Safety; Condition of Existing Facility*
The intersection of North New Ballas Road and Olive Boulevard has a very low level of service for those going northbound to Olive Boulevard. Extending Studt Avenue would draw motorists well east of New Ballas Road, through the future downtown area, before turning on Craig Road to reach Olive Boulevard. Connecting Studt Avenue to Craig Road will also extend alternate access to the Creve Coeur Fire Department. Proposed improvements are supported by the 2005 Creve Coeur Central Business District Land Use Plan.

Operating Budget Impact:
Unknown.

Comments:
None.

Expenditure Type:		
Planning, Design & Engineering	$	
Land Acquisition	$	
Construction	$	
Equipment	$	
Other	$	
Total	**$**	**>1,000,000**

Attachment: Exhibit F - CIP FY17-21 Future Project List 3_11_2016 (1832 : Capital Improvement Program -

FUTURE PROJECT LIST

FUTURE PROJECT: WEST OLIVE MEDIAN ENHANCEMENTS PHASE II (MASON ROAD TO FERNVIEW DRIVE)

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
$2,200,000	$0	$0	$0	$0	$0	$0	$0	$0	$2,200,000

Project Description:
This project includes the construction of landscaped medians with decorative lighting in the medians along Olive Boulevard. Additional right-turn lanes may also be constructed to help manage traffic at signalized intersections. Replacement of traffic control signals with an upgraded black powder coat, Accessible Pedestrian Signals/cross walk signals, and illuminated street name signs are also planned as part of this project.

Existing Condition:
Olive Boulevard from Mason Road west to Fernview Drive is typically four lanes wide with a two-way lane between the east-bound and west-bound lanes. There are many points to make left turns to either the north or south, thus causing congestion and safety concerns.

Justification: *Public Safety; Economic Development; Beautification*
Olive Boulevard serves as a principal roadway in Creve Coeur. Improvements to the traffic flow and aesthetics along Olive will benefit many residents and visitors to the City.

Operating Budget Impact:
The City will be required to maintain any decorative and/or non-standard facilities that are installed within the Olive Boulevard right of way.

Comments:
The Missouri Department of Transportation (MoDOT) owns and operates Olive Boulevard. MoDOT will require that the City enter into a maintenance agreement for any decorative and/or non-standard items. This project will require MoDOT approval and permitting.

Expenditure Type:		
Planning, Design & Engineering	$	200,000
Land Acquisition	$	
Construction	$	2,000,000
Equipment	$	
Other	$	
Total	**$**	**2,200,000**

Attachment: Exhibit F - CIP FY17-21 Future Project List 3_11_2016 (1832 : Capital Improvement Program -

FUTURE PROJECT LIST

FUTURE PROJECT: WEST OLIVE SIDEWALK CONCEPT STUDY (MASON ROAD TO WEST CITY LIMIT)

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
$80,000	$0	$80,000	$0	$0	$0	$0	$0	$0	$80,000

Project Description:
The project involves engineering design services to evaluate the available options and to develop a preliminary plan to create a continuous, accessible pedestrian route along approximately 7,000 linear feet of the south side of Olive Boulevard, from Mason Road to Highway 141. Infill sidewalk and accessibility improvements will be needed between Mason Road and Fernview Drive, but intersection improvements, retaining walls, and a pedestrian crossing at Creve Coeur Creek will likely be required to extend the sidewalk to Highway 141.

Existing Condition:
No continuous sidewalk currently exists along the south side of Olive Boulevard between Mason Road and the west city limit near Highway 141. Significant obstacles to creating this sidewalk include the intersection of Olive at Fernview, the crossing of Creve Coeur Creek, and existing grades.

Justification: *Public Safety; Coordination; Availability of Outside Funding*
The project will add and improve pedestrian accessibility along Olive Boulevard. This project would qualify for a federal Transportation Alternatives Program grant due to the sidewalk improvements, and it may qualify for a federal Surface Transportation Program grant with the anticipated traffic signal and intersection improvements at Fernview and Olive. A concept plan will allow the City to understand the scope of work for this project and will assist the City in any grant application(s) for the project. This sidewalk is identified as a "first priority" in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:
None.

Comments:
Olive Boulevard is owned and maintained by the Missouri Department of Transportation. The design for improvements along Olive will need to be approved by MoDOT. A portion of this concept design (from Fernview west to Mill Crossing) was developed in FY 2013-FY 2014, but this study was postponed indefinitely and was moved to a future project.

Expenditure Type:		
Planning, Design & Engineering	$	80,000
Land Acquisition	$	
Construction	$	
Equipment	$	
Other	$	
Total	**$**	**80,000**

Additional Comments:
The original intent was to develop a plan to create a continuous sidewalk along Olive Boulevard through both Creve Coeur and Chesterfield. Chesterfield informed the City in the fall that they were no longer interested in participating in this plan, negating the overall goal for the project. Furthermore, with the cost of projects increasing, the City decided to focus on maintenance and improvements to the City's infrastructure, as opposed to a study in how to improve MoDOT's infrastructure.

Attachment: Exhibit F - CIP FY17-21 Future Project List 3_11_2016 (1832 : Capital Improvement Program -

FY 2017-2021 Public Works Proposed Fleet Replacement

FY 2017 Public Works Fleet Replacement Schedule

Item		Cost	Trade/Auction
Two-ton Dump Truck with Plow and Spreader	$	125,753.00	2008 Two-ton Dump Truck
One-ton dump Truck with Plow and Spreader	$	65,202.00	2004 One-ton Dump Truck
1/2 ton 4x4 puickup (Operation Superintendent)	$	35,000.00	2009 1/2-ton Ext. Cab Pickup Truck
Leaf Vacuum (Diesel Powered)	$	48,000.00	2006 Leaf Vacuum (Gas Powered)
	$	273,955.00	

FY 2018 Public Works Fleet Replacement Schedule

Item		Cost	Trade/Auction
Two-ton Dump Truck with Plow and Spreader	$	128,268.00	2008 Two-ton Dump Truck
One-ton dump Truck with Plow and Spreader	$	67,158.00	2005 One-ton Dump Truck
Leaf Vacuum (Diesel Powered)	$	49,440.00	2007 Leaf Vacuum (Gas Powered)
Skid Steer	$	50,000.00	2008 Bobcat Skid Steer
	$	294,866.00	

FY 2019 Public Works Fleet Replacement Schedule

Item		Cost	Trade/Auction
Two-ton Dump Truck with Plow and Spreader	$	132,116.00	2009 Two-ton Dump Truck
3/4 ton Pickup with Plow	$	40,315.00	2005 3/4-ton Pickup with Plow
Leaf Vacuum (Diesel Powered)	$	50,924.00	2008 Leaf Vacuum (Diesel Powered)
Limb Chipper	$	55,000.00	2005 Vermeer (Self Feed)
	$	278,355.00	

FY 2020 Public Works Fleet Replacement Schedule

Item		Cost	Trade/Auction
Two-ton Dump Truck with Plow and Spreader	$	136,079.00	2009 Two-ton Dump Truck
One-ton dump Truck with Plow and Spreader	$	69,172.00	2007 One-ton Dump Truck
Leaf Vacuum (Diesel Powered)	$	52,452.00	2009 Leaf Vacuum (Diesel Powered)
	$	257,703.00	

FY 2021 Public Works Fleet Replacement Schedule

Item		Cost	Trade/Auction
3/4-ton Pickup Truck with Plow	$	39,393.00	2011 3/4-ton Pickup
Bucket Truck (Used)	$	100,000.00	1996 Bucket Truck
Leaf Vacuum (Diesel Powered)	$	54,026.00	2011 Leaf Vacuum (Diesel Powered)
Limb Chipper	$	58,350.00	2007 Limb Chipper
	$	251,769.00	

Attachment: Exhibit G - CIP FY17-21 PW Proposed Fleet Replacement 3_8_16 (1832 : Capital Improvement Program - FY2017 to FY2021)

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

Attachment: 16-008 ROW Vacation-Staff Report 3-21-2016 [Revision 1] (1847 : Vacation of Excess Rights-Of-Way - North New Ballas Extension

APPLICATION TO PLANNING AND ZONING COMMISSION
#16-008 VACATION OF EXCESS RIGHTS-OF-WAY ALONG NORTH NEW BALLAS ROAD AND CHAMPEIX LANE

FOR MEETING OF: Monday, March 21, 2016

LOCATIONS: The north side of North New Ballas Road Extension just west of Craig Road and the dead-end portion of Champeix Lane extending southwest from the northern traffic circle of Chasselle Lane.

REQUEST: Vacate the following unused portions of City rights-of-way:

1. along the north side of North New Ballas Road
2. the former dead-end section of Champeix Lane

ADDITIONAL INFORMATION: The unused portion of the North New Ballas Road Extension right-of-way was secured in May of 1989 for the construction of the North New Ballas Road Extension roadway and sidewalk project. It has been determined that this excess right-of-way is not necessary to maintain the road, sidewalk, or walls in the immediate area.

The dead-end section of Champeix Lane was constructed as part of the Belle Coeur subdivision in the 1960's. This section of Champeix Lane did not have any homes constructed along it, and it was closed to traffic with a chain across the roadway. The pavement of this section of Champeix Lane was removed and replaced with grass in 2013. This area is currently excess right-of-way that the City has mowed every two weeks.

Key Issues:

- Vacating the excess right-of-way along North New Ballas Road will create a non-conforming lot.
- Vacating the excess right-of-way of Champeix Lane will require a future boundary adjustment.

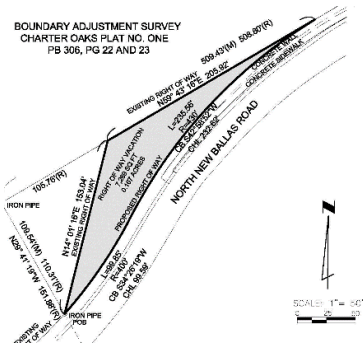
Comp. Plan References

- None

Zoning Code and Subdivision Code References

- Section 405.370: CB Core Business
- 405.230 Establishment of Size Dimension & Access Criteria

APPLICANT: Jim Heines
Director of Public Works
City of Creve Coeur



REPORT PREPARED BY: Jim Heines
DATE: 3/16/2016
ATTACHMENTS: Location Map; ROW Vacation Exhibit and Written Description

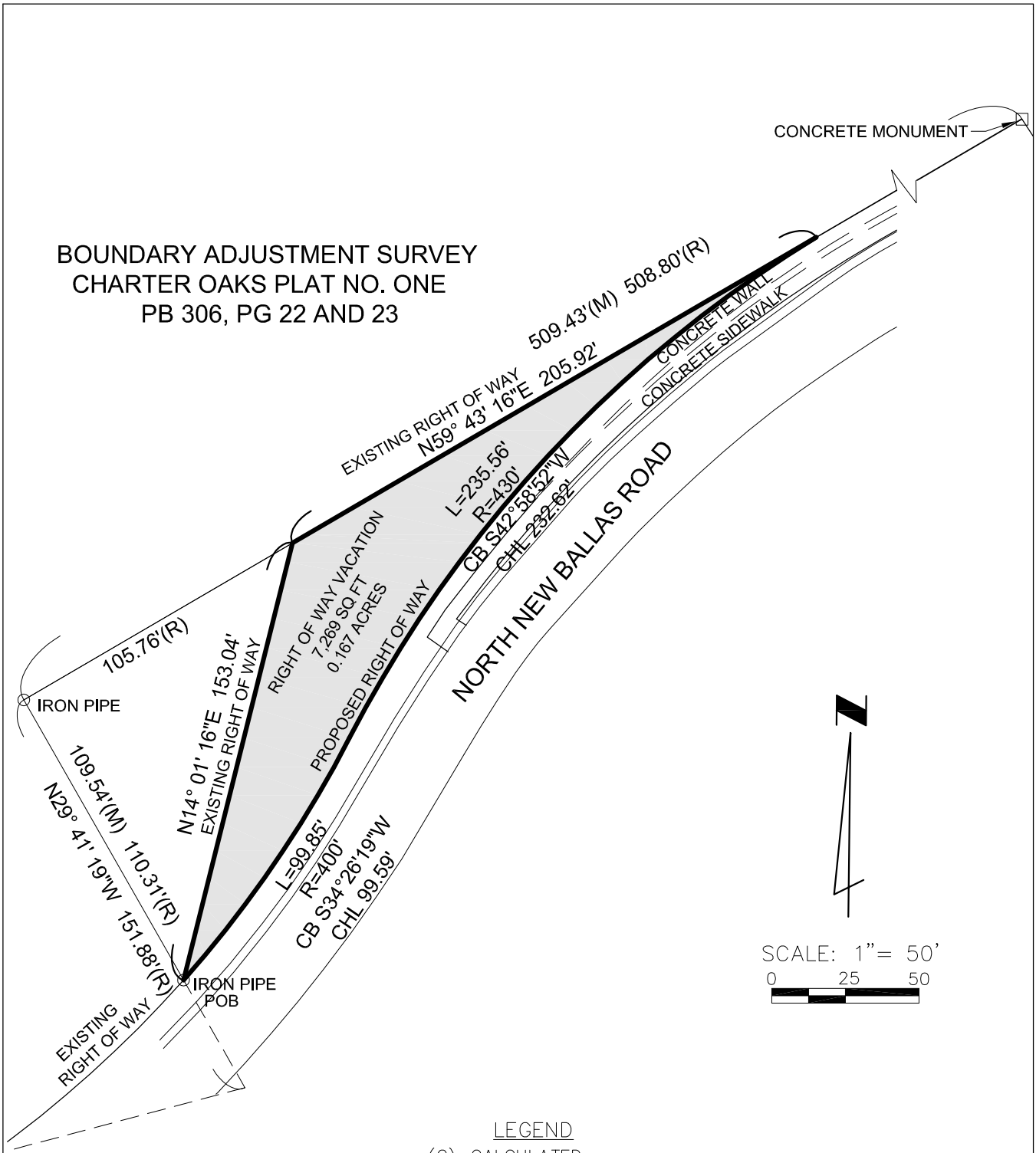
RECOMMENDATION: Based on the fact that these areas are unused and excess right-of-way along the north side of North New Ballas Road and along the dead-end section of Champeix Lane, and based upon the fact that the City does not require these lands to maintain its infrastructure, Public Works staff recommends that the City vacate its rights to the lands identified in the attached exhibits.

MOTION: The following is an example of an appropriate motion for this application:

> "I move to recommend the approval of Application #16-008 to vacate the portion of excess right-of-way located along the north side of the North New Ballas Road Extension and the portion of excess right-of-way along the dead-end section of Champeix Lane, as specifically identified in the exhibits attached to this submission."

Attachment: 16-008 ROW Vacation-Staff Report 3-21-2016 [Revision 1] (1847 : Vacation of Excess Rights-Of-Way - North New Ballas Extension

CREVE CEOUR (NORTH NEW BALLAS)
RIGHT OF WAY VACATION
160030-0001



LEGEND
(C)-CALCULATED
(R)-RECORDED SUBDIVISION
(D)-RECORDED DEED
(M)-MEASURED DIMENSION

EXHIBIT "A"

ORDINANCE NO. _____

PARTIAL RIGHT OF WAY VACATION EXHIBIT

PART OF THE NE $\frac{1}{4}$ OF SECTION 3 AND US SURVEY 1962, TOWNSHIP 45 NORTH, RANGE 5 EAST CITY OF CREVE CEOUR, ST. LOUIS COUNTY, MISSOURI

02/17/2016

160030-0001

Attachment: 03001_Right Of Way Exhibit (1847 : Vacation of Excess Rights-Of-Way - North New Ballas Extension and Champeix Lane)

PARTIAL RIGHT OF WAY VACATION

A tract of land being part of the NE ¼ of section 3 and us survey 1962, Township 45 North, Range 5 East of the Fifth Principal Meridian, City of Creve Ceour, St. Louis County, Missouri.

Beginning at an iron pipe marking the intersection of the Southwest corner of the Boundary Adjustment Survey of Charter Oaks Plat No. One recorded in plat book 306, pages 22 and 23, and the north right of way line of North New Ballas Road; thence North 14 degrees 01 minutes 16 seconds East, 153.04 feet; thence North 59 degrees 43 minutes 16 seconds East, 205.92 feet; thence along a curve to the left with a radius of 430.00 feet, a chord bearing of South 42 degrees 58 minutes 52 seconds West, 232.62 feet, and an arc length of 235.56 feet; thence along a curve to the right with a radius of 400.00 feet, a chord bearing of South 34 degrees 26 minutes 19 seconds West, 99.59 feet, and an arc length of 99.85 feet to the Point of Beginning.

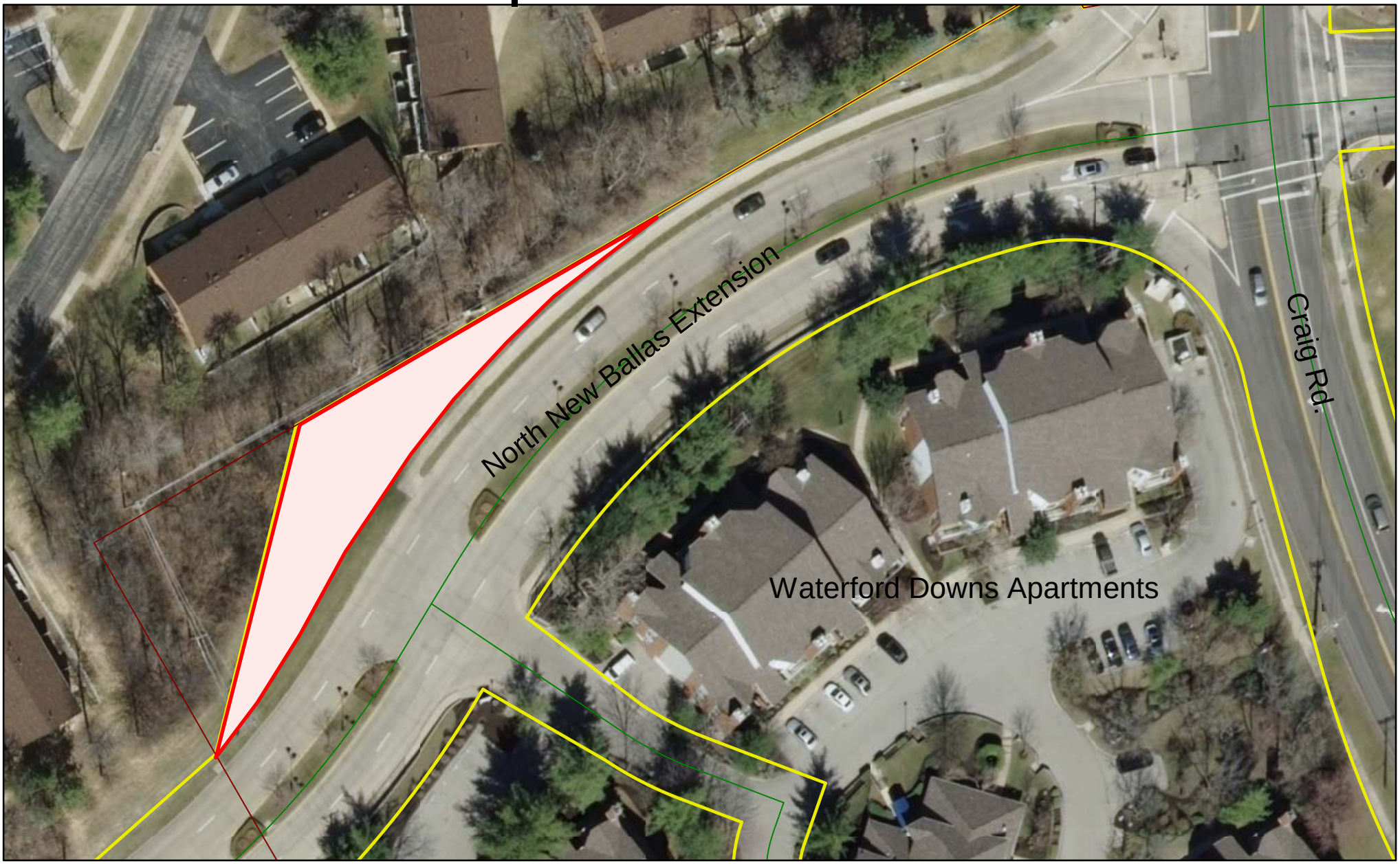
Said Partial Right of Way Vacation being situated in St. Louis County, Missouri and containing 7,269 square feet or 0.167 acres, more or less.

KUHLMANN DESIGN GROUP, INC.
Illinois Corporate License No. 184-000501
Expires 4/30/2017

By:_____
Christine M. Beasley, Missouri PLS No. 2002014096
Expires 12/31/2016

Attachment: 03001_RIGHT OF WAY LEGAL (1847 : Vacation of Excess Rights-Of-Way - North New Ballas Extension and Champeix Lane)

Proposed ROW Vacation



Proposed ROW Vacation

0 30 60 90 120
Feet

N
W

BILL NO. _____ **ORDINANCE NO. _____**

AN ORDINANCE VACATING EXCESS RIGHT OF WAY ALONG NORTH NEW BALLAS ROAD.

WHEREAS, land was dedicated for roadway use in 1989 in the area of the current intersection of N. New Ballas Road and Craig Road;

WHEREAS, the City has no need for a portion of such land that is excess right of way;

WHEREAS, the vacation of this land was approved by the Planning & Zoning Commission at their meeting held on _____;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CREVE COEUR, MISSOURI AS FOLLOWS:

SECTION 1: Pursuant to the provisions of Section 82.190 RSMo, the land described in Exhibit A hereto and depicted in Exhibit B hereto is hereby vacated and the City Administrator is authorized to execute documents on behalf of the City as may be needed to effectuate the vacation and the City Clerk is authorized and directed to attest thereto. The City Administrator and his designated representatives are hereby authorized and directed to take any and all actions necessary, desirable, convenient or proper in order to carry out the intent of this Ordinance, and the matters herein authorized.

SECTION 2: This ordinance shall become effective pursuant to Section 3.11(g) of the City Charter. After adoption and approval of this ordinance, and upon its becoming effective, a certified copy thereof may be duly filed in the Office of the Recorder of Deeds, St. Louis County.

Passed this ____ day of _____ 2016.

_____
David Kreuter
President of City Council

Approved this ____ day of _____ 2016.

_____
Barry Glantz
Mayor

Attest:

_____
Deborah Ryan, MRCC
City Clerk

Attachment: Ord vacating excess N New Ballas ROW 02192016 (1847 : Vacation of Excess Rights-Of-Way - North New Ballas Extension and

Proposed ROW Vacation - Champeix Lane

Proposed ROW Vacation

0 25 50 75 100 125
Feet

N
W

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

APPLICATION TO PLANNING AND ZONING COMMISSION #16-005 FOR A TEXT AMENDMENT TO THE ZONING ORDINANCE SECTION 405.470(A)(31) REGARDING THE STANDARDS FOR A CONDITIONAL USE FOR MULTI-FAMILY HOUSING

FOR THE PLANNING AND ZONING COMMISSION MEETING OF: Tuesday, February 16, 2016 at 6:30 P.M. (continued to March 21)

LOCATION: "CB" Core Business District

REQUEST: George Stock, P.E. of Stock and Associates, on behalf of TriStar Property Acquisitions, LLC, has submitted an application for text amendments to Section 405.470(A)(31) Multi-Family Dwellings (conditional uses in the CB District) to decrease the minimum dwelling unit size from 750 square feet to 650 square feet; to reduce the average dwelling unit size from 900 square feet to 825 square feet; and, to eliminate the requirement that 50% of the required vehicular parking be underground or in a basement garage to allow appropriately designed and screened above-grade parking structures. These text amendments are in support of a possible new multi-family residential project at 12647 Olive Boulevard within the West Park Office development (see attached map).

ADDITIONAL INFORMATION: The proposed changes would allow the applicant to pursue approval of a conditional use permit for a multi-family residential development at 12647 Olive Boulevard within the West Park Office development.

Key Issues:
- Are the changes consistent with the purposes of the Zoning Code?
- Are the changes consistent with the purposes of the Comprehensive Plan?

Comp. Plan References
- NA

Zoning Code References
- Section 405.470 Conditional Uses

APPLICANT: Michael Towerman
TRiSTAR Property Acquisitions, LLC
13397 Lakefront Drive
Earth City, MO 63045

APPLICANT'S REPRESENTATIVE: George Stock
Stock & Associates Consulting Engineers, Inc.
257 Chesterfield Business Pkwy
Chesterfield, MO 63005

REPORT PREPARED BY:

February 11, 2016
Jason W. Jaggi, AICP — Date
Director of Community Development

ATTACHMENTS: Draft Ordinance
Public Comments

Attachment: Staff Report (1836 : Multi-Family Dwellings in CB Zoning District Text Amendment)

BACKGROUND AND ZONING HISTORY

George Stock of Stock & Associates on behalf of Michael Towerman of TriStar Property Acquisitions, has filed a text amendment to reduce the unit sizes for multi-family developments in the CB Core Business District and to eliminate the requirement that at least 50 percent of the required parking be provided below grade. The text amendment is being sought in advance of a potential multi-family development within the West Park Office development. According to the application filed, the following specific text amendment language is proposed:

> Section 405.470(A)(31)
> b. The average dwelling unit size shall not be less than eight hundred twenty five (825) square feet per unit and no unit shall be less than six hundred fifty (650) square feet.
> c. At a minimum, fifty percent (50%) of the required vehicular parking shall be provided within a parking garage or structure.

As multi-family developments in the CB District are conditional uses, the current applicable regulations as found in Section 405.470(A)(31) are as follows:

> Multi-family dwellings (conditional use in the "CB" district).
> a. Shall be located on sites of at least three (3) acres.
> b. The average dwelling unit size shall not be less than nine hundred (900) square feet per unit and no unit shall be less than seven hundred fifty (750) square feet.
> c. At a minimum, fifty percent (50%) of the required vehicular parking shall be provided underground or within a basement garage

A review of the City's prior zoning codes reveals that multi-family residential uses were allowable in the CB Core Business District since at least the 1983 Zoning Code when the CB Core Business District was created at which point they were listed as permitted uses on sites of at least one acre in size. The required off-street parking was 2 spaces per unit.

The next revision of the Zoning Code took place in 1994 which allowed multi-family residential as permitted uses in the CB District on sites of at least one acre but introduced a maximum density of 20 units per acre. The required off-street parking remained at 2 spaces per unit for all dwelling units.

The unit size and parking locational requirements in the CB Core Business District found in today's Zoning Code date back to 1997 when the Zoning Code was subject to a substantial revision. The 1997 Zoning Code also re-classified multi-family residential with a density of above 20 units per acre as a conditional use and introduced a scaled parking requirement which provided for a reduction in required off-street parking for multi-family uses with more than 50 units.

There have been many discrete amendments to the Zoning Code since 1997, but no complete re-writes of the code affecting the minimum unit size and parking locational requirements in the CB District have been made. In essence, these requirements have been in the code as written for nearly 20 years.

COMPREHENSIVE PLAN ANALYSIS

The 2002 Comprehensive Plan does not directly address the specific issues involved with this text amendment in regard to unit sizes and placement of parking for multi-family developments. However, the "Major Trends and Patterns Facing Creve Coeur" section acknowledges the presence of multi-family developments, which at the time, represented 40 percent of all ho

Attachment: Staff Report (1836 : Multi-Family Dwellings in CB Zoning District Text Amendment)

units. The Plan specifically references the notion that some may view this percentage as a negative, but that ultimately it should be viewed as a positive by providing the City with a diversity in housing stock. (p.12).

The Comprehensive Plan supports the mix of uses along most of the Olive Boulevard corridor. As an example, the West Olive Corridor section of the plan recognizes the diversity of uses within this area, including multi-family housing, which extends along Olive Boulevard west of I-270 to the western city limits. (p.61). In addition, the Central Business District section of the plan supports the vision of a mix of uses within this area, including residential. (p. 81).

The importance of quality design in association with commercial-type developments is a recurring theme throughout the Comprehensive Plan. The Plan encourages careful review of developments for compliance with the Design Guidelines, within the commercial corridors. (p.23). In regard to parking placement for multi-family developments, the Design Guidelines reference the Zoning Code requirements for underground or basement parking for at least 50 percent of the required parking. (p. 13, Section D.3.).

Overall, the Comprehensive Plan supports the diversity of housing within the City with special attention given to the quality of development. When viewed under this lens, the proposed changes would not violate the Comprehensive Plan goals. The lowering of the minimum unit sizes and removal of the requirement for underground parking for multi-family developments would allow for greater diversity of housing stock.

In the context of a Comprehensive Plan discussion, it should also be mentioned that the City is currently in the process of updating the existing Comprehensive Plan. Although not complete, it should be noted that the City's planning consultant has identified "Housing and Community Diversity" as one of nine community issues that have emerged from the process to date. The housing diversity issue involves supporting the development of varying housing types and community amenities that matches projected population growth and changes. In addition, one of the preliminary goals of the planning process to date describes the need to increase diversity of housing and providing residential opportunities to attract changing market demographics including senior citizens, young professionals, and young families. It should be emphasized that the Comprehensive Plan Update is not complete and is subject to much further review within the process; however, it is useful to recognize the preliminary issues and needs that are emerging from this process to date.

ZONING ANALYSIS

The purpose and intent of the CB Core Business District is to provide for a range of uses including retail, office, and multi-family uses servicing city-wide and sub-regional market areas through a coordinated development plan. Outside of the planned districts, the CB District is the only commercial zoning district that allows multi-family development. As previously mentioned, the Zoning Code, requires approval of a conditional use permit for multi-family residential development within the CB District subject to a minimum site size of 3 acres, minimum unit size of 750 square feet, average unit size of 900 square feet, and with at least 50 percent of the required parking to be provided underground or within basement parking below the building.

Minimum Unit Size

In addition to the CB District, the City's Zoning Code establishes minimum dwelling unit sizes for all residential uses within residential zoning districts. These include the single family residential districts (A, B, C, & D) as well as the AR Attached Residential District. The M

Attachment: Staff Report (1836 : Multi-Family Dwellings in CB Zoning District Text Amendment)

Mixed Use District and the Planned Development Districts (PC Planned Community, PRD Planned Residential District) do not have a specific minimum dwelling unit size.

The reasoning behind establishing a minimum unit size in a Zoning Code most likely is associated with the thinking that a correlation exists between larger apartment units and a higher quality product. Establishing a minimum unit size could also affect the density of multi-family developments whereby establishing a certain minimum size would result in a less dense development. However, the most direct way to regulate density is to establish a maximum density ratio by limiting the number of dwelling units per acre or through a Floor Area Ratio (FAR) requirement that limits the amount of floor area based on the size of the site. In the case of a density calculation, the CB Zoning District currently provides for a FAR ratio limit of one (1) square foot of floor area per one (1) square foot of site (1.0 FAR). This amendment would not affect the FAR requirements in the CB District.

In the narrative in support of the text amendment, the applicant has referenced several more recent regional and local multi-family developments with individual unit sizes less than 750 feet and average unit sizes less than 900 square feet, including the Vue development at 10545 Old Olive Street Road and Vanguard Heights at 10362 Old Olive Street Road. It should be noted that the Vue was approved under the Planned Residential Development procedure which does not require minimum unit sizes. Staff researched the Vanguard Heights project which is located in the CB district and it was shown to comply with the minimum unit sizes during the review and approval process; however, the floorplan sheets that were submitted with the building permit showed unit sizes less than 750 square feet (651 square feet is the smallest unit). If this text amendment application is not approved, a variance from the Board of Adjustment would likely be required for the Vanguard Heights project. Although not referenced in the applicant's material, staff researched other multi-family developments in Creve Coeur and found that the following currently have units below 750 square feet and are located in the CB District:

- Kings Landing, 618 North New Ballas Road (minimum advertised unit size is 670 square feet)
- Waterford Downs, 11502 Craig Ct. (minimum advertised unit size is 721 square feet)

Although not in the CB District, Waterfront Crossing at 807 Cross Creek Drive and Cove West at 12400 Lighthouse Way have units that are below 750 square feet.

Staff consulted with the Chief Building Official and there are no building code issues that would come into play with the lowering of a minimum dwelling unit size for multi-family housing.

<u>Parking Placement for Multi-Family Housing</u>
The requirement that at least 50 percent of parking be below grade or underneath the building is a development standard relative to aesthetic preferences whereby the unsightly view of expansive areas of surface parking would be mitigated by requiring half of the parking to be placed below grade and therefore out of sight. The design objective associated with this requirement to minimize the view of parking structures and avoiding the proliferation of large expanses of surface parking should remain; however, the standard is very restrictive and does not allow the Commission to consider other means of achieving this objective. Other options include placing structured parking above grade but in a low visible area of the site, and creating architectural façades that effectively conceal and integrate the parking structure as part of the overall design. The amendment that is proposed would only eliminate the requirement that a large percentage of the required parking be placed below grade or underneath the building; the requirement for limiting surface parking for multi-family developments would remain.

Attachment: Staff Report (1836 : Multi-Family Dwellings in CB Zoning District Text Amendment)

In further demonstration of the difficulty in complying with this requirement, both the Kings Landing and the Vanguard Heights multi-family projects received variances from the Board of Adjustment to not require parking to be provided below grade. Reasons cited for the variances included the cost prohibition and the practical difficulty due to soils and engineering issues relative to below grade parking facilities.

Staff recommends that the text amendment for the parking be further specified to state the design intent that parking structures not be highly visible and be integrated as part of the overall design of the building.

If adopted, the relevant sections of the Zoning Code would be amended as follows:

405.470(A)(31)

Multi-family dwellings (conditional use in the "CB" district).

a. Shall be located on sites of at least three (3) acres.

b. The average dwelling unit size shall not be less than eight hundred twenty five (825) square feet per unit and no unit shall be less than six hundred fifty (650) square feet.

c. At a minimum, fifty percent (50%) of the required vehicular parking shall be provided within a parking garage or structure that is architecturally integrated into the residential building(s).

The draft ordinance incorporates these treatments for above grade structured parking. The specific details on how compliance will be met with these standards is best left to the determination of the Planning and Zoning Commission through the site development plan and conditional use review process for individual proposals.

CONCLUSION

Since the 1997 Zoning Code, multi-family developments in the CB District have been required to abide by a minimum unit size and place half of their required parking below grade. As demonstrated by recent projects in the City and in the region, these standards do not meet with the design of today's multi-family developments. Most new multi-family developments are built with varying unit sizes, ranging from efficiency units below 750 square feet to larger units approaching or exceeding 1,000 square feet. As mentioned by the applicant, these projects offer amenities and conveniences to their occupants such as interior lobbies and corridors, pools and spas, common event spaces, higher end finishes within the units, and covered parking. In exchange for these amenities, the unit sizes have been reduced but compensate by offering open floorplans and private outdoor spaces such as balconies or terraces. A review of similarly configured multi-family developments provided by the applicant does not suggest that allowing smaller units equates to a reduction in quality or desirability. Further, these types of developments are appropriate in the CB district which calls for more dense types of building forms.

The existing requirement for parking garages to be placed below grade creates considerable cost to the developer and while that alone should not be a factor in approving a change, it does raise the question of whether alternatives should be considered to achieve the objective of concealing parking structures when required only for multi-family projects when it is not specifically required for other types of development such as retail or office. Staff is of the opinion that removing the requirement that all multi-family parking in the CB District be underground is reasonable; however, the provision that at least 50 percent of the spaces be placed in structured

Attachment: Staff Report (1836 : Multi-Family Dwellings in CB Zoning District Text Amendment)

parking remain with emphasis on the design as an integral element of the development to avoid conspicuity.

ACTION AND EXAMPLE MOTION

If the Commission is supportive of the proposed changes including Staff's recommendation regarding the revised language to further clarify the location and design standards for parking garages in furtherance of the Design Guidelines and Comprehensive Plan, a motion should be made that incorporates these changes into a draft ordinance. Such a motion would be similar to the following:

> "I move to approve Application #16-005 for text amendments to the regulations in Section 405.470(A)(31) Conditional Uses for Multi-Family Uses within the CB Core Business zoning district with the revisions concerning the location and design of parking structures suggested by staff as provided in the draft ordinance provided with their report dated February 11, 2016."

Attachment: Staff Report (1836 : Multi-Family Dwellings in CB Zoning District Text Amendment)

BILL NO. _____ **ORDINANCE NO. _____**

AN ORDINANCE AMENDING PROVISIONS IN SECTION 405.470 CONDITIONAL USES, OF ARTICLE VI STANDARDS FOR PERMITTED, ACCESSORY AND CONDITIONAL USES OF THE ZONING ORDINANCE OF THE CODE OF ORDINANCES OF THE CITY OF CREVE COEUR, MISSOURI, REGARDING MULTI-FAMILY USES IN THE "CB" CORE BUSINESS DISTRICT, TO DECREASE THE MINIMUM DWELLING UNIT SIZE FROM SEVEN HUNDRED FIFTY (750) SQUARE FEET TO SIX HUNDRED FIFTY (650) SQUARE FEET; TO DECREASE THE AVERAGE DWELLING UNIT SIZE FROM NINE HUNDRED (900) SQUARE FEET TO EIGHT HUNDRED TWENTY FIVE (825) SQUARE FEET; AND TO REPLACE THE REQUIREMENT THAT VEHICULAR PARKING BE UNDERGROUND OR IN A BASEMENT GARAGE WITH ALTERNATIVE DESIGN REQUIREMENTS.

WHEREAS, an application by George Stock of Stock & Associates on behalf of Michael Towerman of TriStar Property Acquisitions, LLC, was submitted for a text amendment affecting the conditional use standards for multi-family uses within the CB Core Business District; and,

WHEREAS, Section 405.470(A)(31) requires dwelling units within the CB Core Business District to maintain a minimum dwelling unit size of seven hundred and fifty (750) feet and an average dwelling unit size of nine hundred (900) square feet and requires that a minimum of fifty percent (50%) of the required vehicular parking be located underground or beneath the building; and,

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri has recognized the need for amendments to such restrictions of the City Code of Ordinances as set forth herein, to more effectively implement the goals of the Comprehensive Plan and the purposes of the Zoning Code; and,

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri, held a public hearing thereon at the Creve Coeur Government Center on March 21, 2016 beginning at _____ p.m., or immediately following the close of the previous public hearing; and,

WHEREAS, the Planning and Zoning Commission reviewed and, by a vote of ___ recommended approval of the subject amendments at its meeting on March 21, 2016; and,

WHEREAS, notice of said public hearing had previously been published at least 15 days prior to the hearing in the St. Louis Countian, a newspaper of general circulation in the City of Creve Coeur and otherwise posted and published in accordance with the Zoning Ordinance; and,

WHEREAS, all persons who presented themselves at said meeting and desiring to be heard were given an opportunity to be heard and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the City Council; and the Bill was read by title in open meeting two times before final passage by the City Council; and,

WHEREAS, the City Council being fully informed finds that amending the City Code of Ordinances would be in harmony with and bear a substantial relation to the public welfare, health, safety, comfort and convenience of the citizens of the City of Creve Coeur and in the public interest.

NOW, THEREFORE, be it ordained by the City Council of the City of Creve Coeur, Missouri as follows:

Attachment: Draft Ordinance (1836 : Multi-Family Dwellings in CB Zoning District Text Amendment)

BILL NO. _____ **ORDINANCE NO. _____**

SECTION 1: Section 405.470 Conditional Uses of the Zoning Ordinance, of the City of Creve Coeur's Code of Ordinances shall be amended as follows:

SECTION 405.470(A): CONDITIONAL USES

31. Multi-family dwellings (conditional use in the "CB" district).
    a. Shall be located on sites of at least three (3) acres.
    b. The average dwelling unit size shall not be less than eight hundred twenty five (825) square feet per unit and no unit shall be less than six hundred fifty (650) square feet.
    c. At a minimum, fifty percent (50%) of the required vehicular parking shall be provided within a parking garage or structure that is architecturally integrated into the residential building(s).

SECTION 2: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS ____ DAY OF _____, 2016.

_____
DAVID KRUETER
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2016.

_____
BARRY GLANTZ
MAYOR

ATTEST:

_____
DEBORAH RYAN, MPCC
CITY CLERK

Attachment: Draft Ordinance (1836 : Multi-Family Dwellings in CB Zoning District Text Amendment)

Stock Project No. 5715

*File #*_____

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

PLANNING AND ZONING COMMISSION AGENDA APPLICATION
TEXT AMENDMENT

PLEASE COMPLETE FRONT AND BACK PAGES

Applicant:	*Applicant's Representative (if applicable):*
Michael Towerman *Name*	George M. Stock, P.E., President *Name*
TRiSTAR Acquisitions, LLC *Company (If Applicable)*	Stock & Associates Consulting Engineers, Inc. *Company (If Applicable)*
13397 Lakefront Drive *Address*	257 Chesterfield Business Parkway *Address*
Earth City, MO 63045 *Address*	Chesterfield, MO 63005 *Address*
Telephone # (314) 805-3465	*Telephone #* (636) 530-9100
Fax # (314) 291-9191	*Fax #* (636) 530-9130
Email: michael.towerman@tristardevelopment.net	*Email:* george.stock@stockassoc.com

Applicant's Status (Indicate one):

_____ City Official (Mayor, City Councilor, Planning Commissioner, Zoning Administrator)

__✓__ Private Party (Financial, contractual, or proprietary interest)

_____Other Governmental Interest (Jurisdiction: _____)

The undersigned hereby requests to be placed on the Agenda for the Planning and Zoning Commission meeting at 7:00 P.M. on Monday, Feb. 15th and Tuesday, Feb. 16th ***, 20*** 15 ***.***

_____ _____

Applicant's Signature *Applicant's Representative's Signature*

_____ _____

Date Date

*File #*_____

Description of Request (attach additional sheets as needed):

(1) Allow the average dwelling unit size to be 825 s.f. and minimum dwelling unit size to be 650 s.f. for multi-family dwelling in the "CB" District by Conditional Use.

(2) Fifty Percent (50%) of required parking shall be provided in a parking garage or parking structure.

Affected Section(s) of the Zoning or Subdivision Code:

Section 405-470 Conditional Uses

Proposed Ordinance Language (attach additional sheets as needed):

Item 31b. - The average dwelling unit size shall not be less than eight hundred twenty five (825) square feet per unit and no unit shall be less than six hundred fifty (650) square feet.

Item 31c. At a minimum, fifty percent (50%) of the required vehicular parking shall be provided within a parking garage or parking structure.

Office Use Only	
____ **Proposed Ordinance Language**	Received By:
____ **Fees Paid**	_____
____ **Written Justification**	Date:_____

Paul Langdon, AICP, Director of Community Development
Whitney Kelly, AICP, City Planner
Jessica Stutte, Administrative Assistant (872-2501)

Revised: 3/2015

No accessory structure, except those exempted by Section **405.630(A)**, shall be located within a front yard.

5. Accessory structures and uses shall be set back at least five (5) feet from the rear lot line.

6. Accessory structures and uses shall maintain the same side yard as is required for the principal structure located on the zoning lot, except that off-street parking, fences, walls and hedges may be located in the required side yard areas.

Section 405.470. Conditional Uses.

[R.O. 2008 §26-52; Ord. No. 1903 §1, 11-24-1997; Ord. No. 1909 §2, 12-8-1997; Ord. No. 1957 §2, 10-12-1998; Ord. No. 1958 §§2 — 3, 10-12-1998; Ord. No. 2051 §§1 — 2, 2-28-2000; Ord. No. 2102 §1, 1-22-2001; Ord. No. 2202 §1, 12-9-2002; Ord. No. 2247 §1, 11-24-2003; Ord. No. 2289 §1, 6-28-2004; Ord. No. 4043 §1, 11-13-2006; Ord. No. 5007 §1, 10-22-2007; Ord. No. 5228 §2, 10-24-2011; Ord. No. 5236 §§1, 3, 12-12-2011; Ord. No. 5295 §1, 2-11-2013; Ord. No. 5300 §19, 4-22-2013]

A. Conditional uses allowed in zoning districts are as follows:

1. *Electric power distribution — (NAICS 221122) (conditional use in the "A", "B", "C", "D", "AR", "HE", "PH", "PO", "RO", "MX", "PC", "GC", "CB" and "LI" districts).* Shall provide a minimum six (6) foot high screen of evergreen plant material or wall between any structure exceeding three (3) feet in height, with the exception of utility poles and any adjacent residential or institutional use or any right-of-way or street.

2. *Retreat houses — (NAICS 813110) operated by non-profit or religious, fraternal or community service organizations including overnight accommodations for guests or members (conditional use in the "A", "B", "C", "D", "AR", "HE", "PH", "PO", "RO", "MX", "PC", "GC", "CB" and "LI" districts).*

   a. Shall be located on sites of at least three (3) acres.

   b. Overnight accommodations shall be limited to guests or members.

   c. The maximum capacity of such overnight guest facilities shall not exceed a ratio of four (4) overnight guests per acre of site occupied by the retreat house.

3. *Accessory retail sales — (NAICS 45299 all other general merchandise stores and NAICS 445120 convenience stores) (conditional use in the "PO" districts).*

   a. The floor area of retail uses shall not exceed twenty percent (20%) of the gross leasable floor area of any building.

   b. The combined floor area of all retail uses shall not exceed ten percent (10%) of the gross leasable floor area of a given planned development within the district.

   c. No signage relating to the retail use shall be allowed except within a building and such signage shall not be visible off the premises.

4. *Roof-mounted communication equipment (CC-517929) (conditional use in the "HE," "PH," "PO," "RO," "MX," "PC," "GC," "CB" and "LI" Districts).*
   [Ord. No. 5381 §3, 7-14-2014]

   a. Roof-mounted communication equipment shall not exceed fifteen (15) feet in height as measured from the roof of the building and shall meet the sky-exposure plane requirement in the applicable zoning district if applicable.

d. *Private usable open space.* Private usable open space shall be provided in accordance with the standards for all multi-family residential building or development described in Section **405.710**.

e. *Visual environment enhancement.* In the site development plan for any building or structure or any tract or tracts in the "AR" District, there shall be set aside a sum of money equal to not less than two percent (2%) of the proposed total construction cost, which sum shall be used for the erection, construction or installation of special or extraordinary walks, patios, fountains, pools, statuary, landscaping and other applicable objects of art or beautification upon such tract or tracts. There shall be specified on such site development plan an itemized cost estimate of such items including the manner in which the sum of money is to be used for this visual environment enhancement.

31. *Multi-family dwellings (conditional use in the "CB" district).*

a. Shall be located on sites of at least three (3) acres.

b. The average dwelling unit size shall not be less than nine hundred (900) square feet per unit and no unit shall be less than seven hundred fifty (750) square feet.

c. At a minimum, fifty percent (50%) of the required vehicular parking shall be provided underground or within a basement garage.

32. *Building or structure exceeding a floor area ratio of one (1.0), but not exceeding one and one-fourth (1.25) (conditional use in the "CB" district).*

a. All projects seeking a floor area ratio (FAR) exceeding one (1.0) shall be limited to a FAR of eight-tenths (0.8) for the office use portion of the building. The intent is to encourage projects that provide mixed-use developments and reduce peak hour vehicular congestion. All projects should incorporate uses that include, but not be limited to, restaurants, personal service providers and incidental retail and service establishments, that are oriented to both on- and off-site users.

Section 405.480. Temporary Uses.

[R.O. 2008 §26-53; Ord. No. 4029 §1, 6-26-2006]

A. *Authorization.* Temporary uses are permitted as set forth in this Section **405.480** in connection with a principal use which is permitted within the applicable zoning district, upon issuance of all required permits.

B. *Permitted Temporary Uses And Structures.* A *"permitted temporary use or structure"* is any use or structure that complies with the definition of "temporary use" contained in Section **405.120** including, but not limited to, the following typical uses subject to the accompanying restrictions:

1. Outdoor grand opening events, outdoor sales and other sales or promotions requiring outdoor activity, display and/or sale of merchandise, subject to the following conditions:

a. The property is located within a non-residential zoning district or is an institutional use, including only schools and places of worship, within a residential district.

b. The use is accessory to the primary use of the principal site or buildings upon the site.

c. The duration of any single event is limited to three (3) days.

January 12, 2016

TriStar Property Acquisitions, LLC has requested the proposed text amendment to provide modern apartment homes in a submarket that has not had a new apartment product in many years. Since the last apartment project was built in the Olive Boulevard/west of I-270 submarket, renter preferences and design techniques have changed considerably.

Previously, suburban apartment occupants desired maximum square footage and community facilities in an open outdoor environment. Occupant interest and design concepts concurrently led to more of an urban product located in "suburban infill" areas within walking distance of a wide array of amenities. Like living in a large city, these suburban infill locations and urban style apartment units encourage occupants to spend less time in their individual units and more time in accessible common areas and amenities within walking distance.

Also impacting lifestyle is the advent of the Internet, laptop computers, iPads, smart phones, cloud computing and therefore mobility. An extension, in essence, of the famous quote, "Work is an activity, not a place"; the mantra of the Millennial generation. These apartment dwellers can work or read for pleasure with a lightweight laptop or iPad.

The suburban walk-up design lacked internal temperature controlled corridors and sprawled over many more acres than modern vertical buildings. The former required a hike to standard clubhouses and suburban type recreational facilities. The latter provides convenient access, via internal corridors and elevators, to common areas that feature high-end Internet cafes, club-like fitness facilities, outdoor living areas and resort pool and spa.

All the benefits of vertical construction led to increased cost per square foot for the apartment dweller. To offset this higher cost, designers found more efficient ways to floor plan units, enabling unit size to drop precipitously. Technological advances such as wall-mounted flat screen televisions, higher ceilings, open floor plans, bar-height islands (eliminating in-kitchen dining areas) and terraces helped make this possible.

These modern units have proliferated across the country. Recent St. Louis projects have trended this was as well, such as:

Attachment: Narrative to Text Amendment Application (1836 : Multi-Family Dwellings in CB Zoning District Text Amendment)

13397 Lakefront Drive, Suite 240 • Earth City, MO 63045 • phone 314.291.9999 • fax 314.291.9191 • www.tristarproperties.com

*The Cortona at Forest Park (Hampton and I-64), and its sequel starting this spring, to be called – minimum unit size of 650 square feet, average unit size of 671 square feet, The Encore – minimum unit of 572 square feet;

*The Residences of Sunset Ridge (I-270 and Manchester), under construction by TriStar - minimum unit size of 590 square feet;

*Allegra at the Boulevard (across from St. Louis Galleria) – minimum unit size of 525 square feet, average unit size of 730 square feet;

*Vanguard Crossing (Delmar and 170) – minimum unit size of 625 square feet, average unit size of 781 square feet;

*The Streets of St. Charles (I-70 and Fifth Street) – minimum unit size of 537 square feet, average unit size of 735 square feet;

*Vanguard Heights (under construction on Old Olive Street Road *in Creve Coeur*) - minimum unit size = *three one bedroom unit types ranging from 651 square feet to 675 square feet average unit size of 713 square feet*;

*Manhasset Village (under construction on Eager Road just west of Brentwood) - minimum unit size of 572 square feet;

*The Vu (under construction on Old Olive Street Road) – minimum unit size = *three one bedroom unit types ranging from 668 square feet to 695 square feet*; and

*The Orion (under construction in the Central West End) – minimum unit size of 634 square feet.

All of these projects have units in the minimum range requested by TriStar Property Acquisitions, LLC. Each of these project sponsors and the communities in which they are located have recognized consumer demand, *including the City of Creve Coeur.*

Here, TriStar Property Acquisitions, LLC proposes a very similar project so that residents can enjoy resort like amenities within the building, and the opportunity to walk easily to Dierbergs, many restaurants and other retailers, office buildings, Barnes West, Walgreens and the West Olive Cinema.

Accordingly, TriStar Property Acquisitions, LLC requests that Creve Coeur approve the requested text amendment so that those who desire to live on Olive Boulevard west of 270 can enjoy these benefits.

Thank you for your consideration.

Attachment: Narrative to Text Amendment Application (1836 : Multi-Family Dwellings in CB Zoning District Text Amendment)

Jaggi, Jason

From: Braswell, Dave <dbraswell@covingtonrealtypartners.com>
Sent: Thursday, February 11, 2016 4:40 PM
To: Jaggi, Jason
Subject: Re: Multi-Family Text Amendment

Jason thanks for sending me this information. I support this amendment for the following reasons. Unit square footage should be a product of the market place demand and not dictated by an ordinance. Unit sizes vary by market across the country and what should drive this is the experience of the developer and his knowledge of the market.
Parking underground makes no sense in todays market. As you know this was an issue which we had to overcome for our project. Rents cannot support the cost of underground parking in the Creve Coeur market. It is difficult to build underground parking anywhere in the St. Louis rental market place.
I will not be available to attend the P&Z meeting on Tuesday evening, but please feel free to express my thoughts of support for the proposed amendment.
David Braswell
Covington Realty Partners
135 N. Meramec Ave., Suite 500
Clayton,MO 63105
dbraswell@covingtonrealtypartners.com
314-727-2424 x. 203

On Feb 8, 2016, at 3:33 PM, Jaggi, Jason <jjaggi@ci.creve-coeur.mo.us> wrote:

> David,
> I wanted to pass along the attached public notice in case you did not hear about this upcoming text amendment. The amendment has been filed by George Stock/TriStar Property Acquisitions to reduce the minimum dwelling unit size in the CB—Core Business District from 750 to 650 square feet, lower the average unit size from 900 to 825 square feet ,and eliminate the requirement that multi-family buildings provide at least 50 percent of required parking underground. The amendment, if approved, would allow for above ground structured parking if integral to the design of the building.
>
> This amendment may interest you since your project appears to have unit sizes less than 750 square feet in size and received a variance relative to the below-grade parking requirement. If you'd like to provide any comments, feel free to attend the P&Z meeting next Tuesday (2/16) or you can submit them in writing, and if received by noon on Friday, I will include them in the agenda packet.
>
> Thank you.
>
> **Jason W. Jaggi, AICP**
> Director of Community Development
> City of Creve Coeur
> 300 N. New Ballas Rd.
> Creve Coeur, MO 63141

Attachment: Developer Comment 1 (1836 : Multi-Family Dwellings in CB Zoning District Text Amendment)

(P) – 314-872-2504
(F) – 314-872-2505
jjaggi@ci.creve-coeur.mo.us
www.creve-coeur.org
<image001.jpg>

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----------<16-005PublicNoticeReduced.pdf>

Attachment: Developer Comment 1 (1836 : Multi-Family Dwellings in CB Zoning District Text Amendment)

Jaggi, Jason

From: Nancy Litzinger <nancywl@sbcglobal.net>
Sent: Thursday, February 04, 2016 9:52 AM
To: Jaggi, Jason
Cc: ScottSaunders; Perkins, Mark C.
Subject: RE: planning question

Jason, thanks very much. This is most helpful. I'm not familiar with The Vue or Vanguard but Kings Landing seems totally appropriate for its location in the more commercial area of Creve Coeur. I plan to drive by the two other sites to get a feel for the neighborhoods where they're located. I'm just concerned about the long-term impact of making dwellings denser, possibly more affordable up-front but with possible unknown future consequences...including faster turnover, creating maintenance issues for the owner & city. In my subdivision (Bellerive Estates, Ward IV), there are road maintenance issues that are not a priority until they become dangerous/hazardous, I assume because of budget constraints. I haven't been able to attend any of the planning meetings yet -- addressing long-term vision for CC development -- but have the next (final) one on my calendar. Appreciate your very thorough explanation.

Nancy Litzinger

From: Jaggi, Jason [mailto:jjaggi@ci.creve-coeur.mo.us]
Sent: Wednesday, February 03, 2016 1:59 PM
To: 'nancywl@sbcglobal.net'
Cc: Perkins, Mark C.; ScottSaunders
Subject: RE: planning question

Ms. Litzinger,
I have been asked to respond to your questions in regard to the text amendment applications that have recently been filed by a developer in advance of a possible new multi-family residential development . The zoning text amendment application that has been filed seeks to lower the minimum dwelling unit size in the "CB—Core Business District" from 750 square feet to 650 square feet. In addition, the application seeks to lower the average unit size from 900 square feet to 825 square feet. Further, the application would eliminate the requirement that at least 50 percent of the required parking be placed underground or in a basement garage underneath the building. In lieu of providing the parking underground, the amendment would allow above grade structured parking if integral to the design of the building.

In response to your questions, the following are examples of developments in Creve Coeur that have unit sizes less than 900 square feet:

- The Vue (currently under construction 10545 Old Olive Street Rd.) has units that are approximately 670 square feet.
- Kings Landing Apartments (624 N New Ballas Rd.) has units that are approximately 670 square feet.
- The Vanguard (under construction at 10362 Old Olive St Road) has units that are approximately 650 square feet.

In regard to the below grade parking requirements, both the Vanguard project and Kings Landing were granted variances from this zoning code regulation by the Board of Adjustment. No recent multi-family projects have been developed in compliance with the underground parking requirement.

Please let me know if you have any further questions. I would also encourage you to attend the Planning and Zoning Commission public hearing which is scheduled for 6:30 p.m., February 16th at the Government Center. You can also send written comments that will be forwarded to the Commission and included as part of the record.

Attachment: Resdient Comment 1 (1836 : Multi-Family Dwellings in CB Zoning District Text Amendment)

Thank you.

Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur
300 N. New Ballas Rd.
Creve Coeur, MO 63141
(P) – 314-872-2504
(F) – 314-872-2505
jjaggi@ci.creve-coeur.mo.us
www.creve-coeur.org

From: Perkins, Mark C.
Sent: Tuesday, February 02, 2016 12:10 PM
To: Jaggi, Jason <jjaggi@ci.creve-coeur.mo.us>
Subject: FW: planning question

From: scott.saunders4@yahoo.com [mailto:scott.saunders4@yahoo.com]
Sent: Tuesday, February 02, 2016 11:24 AM
To: Perkins, Mark C. <MPerkins@ci.creve-coeur.mo.us>
Cc: Nancy Litzinger <nancywl@sbcglobal.net>
Subject: Re: planning question

Mark

Can you please answer or pass this on to the planning staff for response?

Thanks!

Scott

Sent from my iPhone

On Feb 2, 2016, at 11:18 AM, Nancy Litzinger <nancywl@sbcglobal.net> wrote:

> Scott, please forward this to the appropriate city staff for a response.
>
> I notice in the latest newsletter a request to diminish dwelling sizes and change parking requirements for a proposed multi-family development expansion at West Park. My questions are: how do the REQUESTED changes compare with other similar-type developments in Creve Coeur? And are there comparable dwelling/parking areas in CC?
>
> Thank you.
>
> Nancy Litzinger, Ward IV
> 764 Aramis Dr.
> nancywl@sbcglobal.net

Attachment: Resdient Comment 1 (1836 : Multi-Family Dwellings in CB Zoning District Text Amendment)

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Attachment: Resdient Comment 1 (1836 : Multi-Family Dwellings in CB Zoning District Text Amendment)

Jaggi, Jason

From: ellen lawrence <ellenblawrence@yahoo.com>
Sent: Sunday, February 07, 2016 10:10 AM
To: Mayor-Council; Perkins, Mark C.; Jaggi, Jason
Subject: Fw: Multi-family Housing

Follow Up Flag: Follow Up
Due By: Sunday, February 07, 2016 10:30 AM
Flag Status: Completed

FYI

On Saturday, February 6, 2016 2:52 PM, John Headrick <j.headrick@hotmail.com> wrote:

Hi Ellen. I hope all is well and that 2016 is off to a great start for you and your family.

I'm writing to express my opposition to the proposed amendment to the zoning ordinance that would allow decreases in the minimum dwelling size for multi-family housing units as well as the elimination of the requirement for 50% underground parking. Sharon and I both are concerned about the rapid development of multi-family housing units in the City, and relaxing the quality standards for these developments in a further step in the wrong direction. The beauty and appeal of Creve Coeur is the diversity of single-family housing stock on large, green lots. I hope you'll support conservation of this valued asset and resist the trend toward more intensive development.

Best regards,
John

Attachment: Resident Comment 2 (1836 : Multi-Family Dwellings in CB Zoning District Text Amendment)

WEST PARK II, LLC
WEST PARK I PINE VIEW, LLC
c/o FULCRUM OPERATING COMPANY, LLC
8725 W. HIGGINS ROAD, SUITE 805
CHICAGO, ILLINOIS 60631
T: 312-589-6314
Email: tcox@fulcrumllc.com

February 12, 2016

Via Email: wkelly@ci.creve-coeur.mo.us
Ms. Whitney Kelly
City of Creve Coeur
300 North New Ballas Road
Creve Coeur, Missouri 63141

Re: Application to Planning and Zoning Commission # 16-005

Dear Ms. Kelly:

West Park II, LLC ("West Park II") is the owner of the property located at 12647 Olive Boulevard in Creve Coeur (the "Subject Property"). West Park I Pine View, LLC ("West Park I") is the owner of the property located at 12655 Olive Boulevard in Creve Coeur. These buildings are part of the development known as the West Park Office Development; West Park II and West Park I, collectively, represent a majority of the ownership of the West Park Office Development and its governing Association.

This letter serves as West Park II and West Park I's objection to the application submitted by Michael Towerman of TRiSTAR Property Acquisitions, LLC (the "Applicant"). The application requests zoning changes to the CB-Core Business District, consisting of text amendments to Section 405.470(A)(31) Multi-Family Dwellings (conditional uses in the CB District), concerning residential dwelling unit size and parking.

Mr. Towerman advised me today that he will be canceling the hearing set for February 16. I nevertheless am sending this letter, out of an abundance of caution, and for your information and file.

As stated in the Notice of Public Hearing and depicted on the map attached to that Notice, the proposed text amendments are purportedly in support of a possible new multi-family residential project at the Subject Property. As noted, the Subject Property is owned by West Park II, which acquired the property in 2015. It appears that the only reason for the proposed text amendments is to allow for a future residential development on the Subject Property by the Applicant. The problem is that the Applicant has no rights, contractual or otherwise, to construct any residential buildings on the Subject Property. West Park II has had no negotiations with the Applicant about conveying any portion of the Subject Property to the Applicant, or about partnering with the

Attachment: Property Owner of 12647 Olive letter (1836 : Multi-Family Dwellings in CB Zoning District Text Amendment)

Applicant in such a development. West Park II, West Park I, the West Park Office Development, and other property owners in the Core Business District should not be subjected to a change in zoning of their property pursuant to a request by an Applicant with no current interest in that property. Under these circumstances, the subject application is premature and should be denied on that basis or tabled for possible future consideration.

Thank you for your consideration of these facts, and this objection. Please feel free to contact me if you have any questions.

Sincerely,

WEST PARK II, LLC and
WEST PARK PINE VIEW, LLC

By: _____
Thomas L. Cox, their Authorized Agent

Attachment: Property Owner of 12647 Olive letter (1836 : Multi-Family Dwellings in CB Zoning District Text Amendment)

WEST PARK II, LLC
WEST PARK I PINE VIEW, LLC
c/o FULCRUM OPERATING COMPANY, LLC
8725 W. HIGGINS ROAD, SUITE 805
CHICAGO, ILLINOIS 60631
T: 312-589-6314
Email: tcox@fulcrumllc.com

March 16, 2016

Via Email: wkelly@ci.creve-coeur.mo.us
Ms. Whitney Kelly
City of Creve Coeur
300 North New Ballas Road
Creve Coeur, Missouri 63141

Re: Application to Planning and Zoning Commission # 16-005

Dear Ms. Kelly:

West Park II, LLC ("West Park II") is the owner of the property located at 12647 Olive Boulevard in Creve Coeur (the "Subject Property"). West Park I Pine View, LLC ("West Park I") is the owner of the property located at 12655 Olive Boulevard in Creve Coeur.

This will follow up on my letter of February 12, 2016, objecting to the application submitted by Mr. Towerman of TRiSTAR Property Acquisitions, LLC ("Applicant"), which seeks zoning changes to the CB-Core Business District concerning residential dwelling unit size and parking.

West Park II and West Park I take no position on the proposed amendment as it relates to the CB-Core Business District as a whole. However, the application states that the proposed changes would allow Applicant to pursue a multi-family residential development *at the Subject Property*. It remains the case that the Applicant has no rights, contractual or otherwise, to construct any residential buildings on the Subject Property. West Park II has had no negotiations with Applicant about conveying any of the Subject Property to Applicant, or about partnering with Applicant in such a development. Thus, any approval of the proposed text amendments should not be predicated on the belief that there will be a future residential development on the Subject Property.

Please feel free to contact me if you have questions.

Sincerely,

WEST PARK II, LLC and
WEST PARK I PINE VIEW, LLC

By: _____
Thomas L. Cox, their Authorized Agent

Attachment: Letter received 3-18-2016 (1836 : Multi-Family Dwellings in CB Zoning District Text Amendment)

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

APPLICATION TO PLANNING AND ZONING COMMISSION
#16-010 APPROVAL OF A SITE DEVELOPMENT PLAN FOR REVISED LANDSCAPE PLAN FOR THE BELLE MAISON SUBDIVISION

FOR MEETING OF: Monday, March 21, 2016

LOCATION: Belle Maison Subdivision, at Belle Maison Lane and Ladue Road.

REQUEST: Kurt Achtyl of McBride & Sons, has submitted an application for approval of a revised landscape plan for the Belle Maison Subdivision, to adjust the location of the street trees to provide for one tree at every 60 feet and the remaining trees places sporadically elsewhere in the subdivision. Section 410.200 of the Subdivision states that street trees are to be provided in the ratio of not less than one tree for each thirty feet of street frontage. The number of trees provided will remain as prior approved.

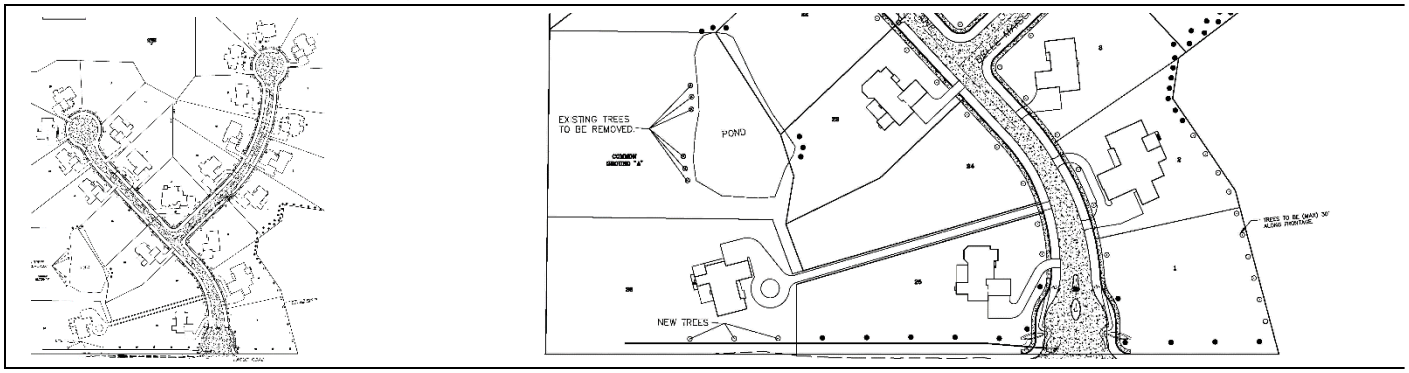
ADDITIONAL INFORMATION: The Belle Maison Subdivision received approval as an A Single Family with Residential Designed Development Designation in 2007 (Ordinance No. 4061). A condition of the ordinance included that a landscape plan be submitted that included street trees and necessary buffers, as directed by the City of Creve Coeur. The prior approved plan showed the street trees in a linear even-spaced pattern at one tree every 30 lineal feet, along the road within the drainage swell. The prior developer left the project, and the Applicant took over completing the subdivision, and installing the required street trees. The revised drawings incorporates the residents preferred placement of trees.

Key Issues:
- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request follow the Design Guidelines?

Comp. Plan References
- Residential Neighborhoods
- Design Guidelines

Zoning Code and Subdivision Code References
- Section 405.250: A Single Family Residential
- Section 405.405(C): Residential Design Development Procedure
- Section 405.540: Landscaping
- Section 405.1080: Site Concept, Site Development, and Minor Site Plan Approval
- Section 410.200: Street Trees

APPLICANT: Kurt Achtyl
McBride & Sons Homes
16091 Swingley Ridge Road Suite 300
Chesterfield, MO 63017



REPORT PREPARED BY: Jason W. Jaggi, AICP
DATE: 3/16/2016
ATTACHMENTS: Applicant's Revised Landscape Plan
Ordinance No. 4061
Prior Approved Landscaped Plan

Attachment: 16-010.Staff Report.3-21-2016 (1848 : Belle Maison Revised Landscape Plan)

LAND USE AND ZONING OF SURROUNDING PROPERTIES
The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED (RESPECTIVELY)	SEPARATED BY
North	Residential: Creve Coeur Place Ladue Heights Lac du Bois	 B Single Family Residential w/RDD B Single Family Residential A Single Family Residential	NA
South	Residential: Ladue Pines Court Beacon Hill Ladue Downs	 A Single Family Residential A Single Family Residential A Single Family Residential w/RDD	NA
East	Parkway Middle School	A Single Family Residential	NA
West	Residential: Worthington Oaks	 A Single Family Residential	NA

COMPREHENSIVE PLAN REVIEW
The Comprehensive Plan doesn't provide much direction on the location of street trees. Under the Residential Preservation and Economic Development goals included encouraging the continued preservation of the suburban landscape character of the area, its' open green spaces, and stream corridors. New development or redevelopment should protect and enhance street channels, preserving remaining riparian corridors, preserve trees and encourage re-establishment of natural streams, where feasible. The use of pervious paving material and vegetated swales to management stormwater in new development and redeveloping areas is encouraged (p. 44). The subdivision was originally platted in 2007, and included vegetated swales throughout the subdivision to meet water quality requirements, and with the recommendation of the Comprehensive Plan.

Design Guidelines
The Design Guidelines further recommend that landscape plans should be a consistent design throughout a development. Different landscape themes may be used to heighten the distinction between spaces, and to strengthen a sense of movement and space, but such themes should be internally consistent.

BACKGROUND
The original landscape plan provided street trees located between the sidewalk and the street, but failed to account for the vegetative swale in this location. Belle Maison was originally designed and developed with a different owner. Since then, McBride and Sons has took over as the builder of the remaining lots. In June 2015, staff approved a revised tree plan that located the trees out of the swales by placing them 6-feet on the interior side of the sidewalk closer to the homes. The trees were shown to be planted at 30-foot intervals. When the applicant went to stake the location of the trees, the residents raised concerns that the trees would create a wall too close to the homes and are asking for a revised landscape plan that maintains the same number of street trees but with a new design theme, of one every 60 feet. The balance of the required trees would be met by adding trees along Ladue Road, within the landscaped islands and at the entry. The submitted revised plan also proposes to count existing trees along the rear of Lots 1-5 and on the east side of the pond.

In review of the plan, staff suggested that the majority of the required trees should be concentrated along the street frontages to the extent possible to meet with the intent of the code.

Attachment: 16-010.Staff Report.3-21-2016 (1848 : Belle Maison Revised Landscape Plan)

In addition, staff recommended that the tree selection along the frontages contain varied species with similar growth habit for disease resistance and visual interest. With this in mind, the applicant is proposing the following adjustments to the submitted plan:

Existing Trees on the property:

- 24 along the entrance Monument
- 9 Along Ladue Road
- 2 in the Display Front Yard

Total: 35 Existing Street Trees

New trees to be planted:

- 60 Street Trees along Belle Maison Lane and Belle Maison Ct spaced 60 feet on center. The trees would be Kwanzan Cherry and Flowering Crabapple.
- 10 Additional trees along Ladue Road (extended and staggered in between existing trees)
- 4 in Cul-de-Sac centers islands
- 3 Additional Trees Planted in frontages of Lots 19, 20, & 21 (1 per lot) that have yet to be developed

Total: 77 Total New Trees to be planted

The remaining balance of street trees will be 10 trees in the rear of Lots 3, 4, & 5, thus bringing the total number of street trees to 122.

ZONING REVIEW

Section 405.560 Landscaping requires a minimum of one street for every 30 lineal feet, per the following:

Section 405.540. Landscaping.
F. Design Standards For Landscape Plans. A concept landscape plan shall be prepared based on the design standards included in this Section although the detail of the plan may be limited to convey basic design concepts. A final landscape plan shall be prepared and submitted with the final site improvement plan for all applicable developments as outlined in Section 405.540(A). The final landscape plan shall be prepared in accordance with the approved site development plan and concept landscape plan and meet the following design standards:

1. Street trees shall be clearly delineated on the final landscape plan. The street trees shall be deciduous hardwood trees, not less than three (3) inch caliper size providing clear headroom of at least six (6) feet. The street trees may include existing trees, new trees or a combination thereof, provided that there is one (1) street tree for every thirty (30) lineal feet or part thereof of street frontage and such street trees shall be located on the subject property at least two (2) feet six (6) inches but not more than twelve (12) feet from the back of the curb, unless additional setback is necessary to accommodate planned road widening, overhead utility lines or some other condition identified by the Director of Planning. The Department of Public Works shall maintain a list of recommended street trees as well as undesirable trees. The Public Works Director or his/her designee may approve street trees not included in the list of recommended trees if the proposed tree is a deciduous hardwood, is disease resistant, is salt tolerant and has a

Attachment: 16-010.Staff Report.3-21-2016 (1848 : Belle Maison Revised Landscape Plan)

clear trunk height of at least seven (7) feet six (6) inches or as directed by the Director of Public Works.

While the total number of trees are to be provided, the Director of Planning may authorize a varied pattern due to unique site conditions.

SUBDIVISION REVIEW

The City's Subdivision Regulations also requires a minimum of one tree for every 30 lineal feet, for the Planning and Zoning Commission approval, per the following:

Section 410.300. Street Trees.
The developer shall plant trees along all streets in new residential subdivisions or along the street frontage of any land development. The trees shall be provided in the ratio of not less than one (1) tree for each thirty (30) feet of such frontage. Before any trees are planted, a plan of such planting shall be submitted to the Commission as part of the improvement plans for its study and recommendation. Factors to be considered by the Commission in reviewing the plan shall include, but shall not be limited to, prevention of the planting of certain species that would become nuisances because of insects or disease or because of their roots unduly interfering with the sewer mains or other underground utilities or location of the trees obstructing sight distances for vehicles at intersections or making the installation of utilities, sidewalks or similar improvement costly or difficult or similar locational features that may be undesirable. In no case shall a tree be planted that has a trunk diameter of less than two and one-half (2½) inches as measured six (6) inches above the ground. The Department of Public Works shall maintain a list of recommended street trees and undesirable trees.

ANALYSIS

City code allows modifications for the placement of street trees due to site constraints; however, the code does not provide for a reduction of the quantity of trees to be placed within the subdivision. As previosuly discussed, this site was developed with open drainage swales within the area that would normally be planted with trees spaced 30-feet apart. Many of these swales are quite deep and contain stormwater inlet structures which would not accommodate the planting of trees at regular intervals. While relocating the trees to the interior side of the lots solves the conflcit with the swales, it creates another issue with the trees being planted much closer to the homes. If planted at the standard interval of 1 per 30 feet, a visual barrier would be created that would block the view of the homes and would also interfere with the homeowner's ability to create individual landscaping designs on their lots. The proposed tree plan maintains a spacing of 1 per 60 feet along the frontages with the homes which will still maintain a uniformed appearance along the street frontages. The new trees along Ladue Road will provide greater scenic views, and serve to screen the homes from those traveling along Ladue Road. The balance of trees include those within the tree islands and at the subdivision entry which are located along the street frontages. The applicant is requesting the remaining balance of 10 trees to include those planted adjacent to the property to the east at the rear of Lots 3, 4, and 5. While these trees do not directly front onto streets, they represent a small quantity of the overall requirement and there doesn't appear to be any other viable locations that would be suitable for the planting of trees within the subdivision.

RECOMMENDATION

The applicant has worked with Staff and the Belle Maison homeowners to develop a tree plan that takes into account the unique site conditions created by the drainage swales located within the tree lawn. The plan provides for consistent spacing of trees along the street frontages in front of the residences and proposes the balance of required trees to be placed at locations that are visible from

Attachment: 16-010.Staff Report.3-21-2016 (1848 : Belle Maison Revised Landscape Plan)

the street to meet with the intent of the code which is to provide trees along the street frontages. The applicant is requesting 10 trees along the rear of properties; however, if the commission identifies a location that would be more appropriate, this should be discussed with the applicant with a modification to the recommended conditions of approval.

Staff recommends that the tree plan be approved with the following conditions:

1. A final landscape plan shall be submitted for staff approval that incorporates a minimum of 10 additional trees to be planted along the Ladue Road street frontages; a minimum of 4 trees within the cul-de-sac islands; and, 3 additional trees planted along the frontages of Lots 19, 20 & 21 (total of 3 trees).
2. The final plan shall provide for a minimum of 122 trees with a minimum size of 3-caliper inches and be selected from the City of Creve Coeur's approved street tree list.
3. The street trees to be planted along Belle Maison Lane and Belle Maison Court shall contain at least two (2) tree species.
4. Approval of this tree plan is only for the placement of the required quantity of street trees and does not replace additional landscaping as required by Ordinance 4061 which approved the Belle Maison residential development.

ACTION
If the Planning and Zoning Commission finds the revised Landscape Plan for Street Trees to be in conformance with the purposes and regulations of the Comprehensive Plan, Zoning Code, and Subdivision Code, it may vote to approve the revised Landscape Plan. City Council Action is not required.

MOTION
The following is an example of an appropriate motion for this application:

> "I move to approve the Application #16-010 for a revised Landscape Plan to revise the Street Trees for the Belle Maison Subdivision subject to the conditions contained in the Staff report for the meeting of March 21, 2016" (conditions may be added, eliminated, or modified by preceding motion).

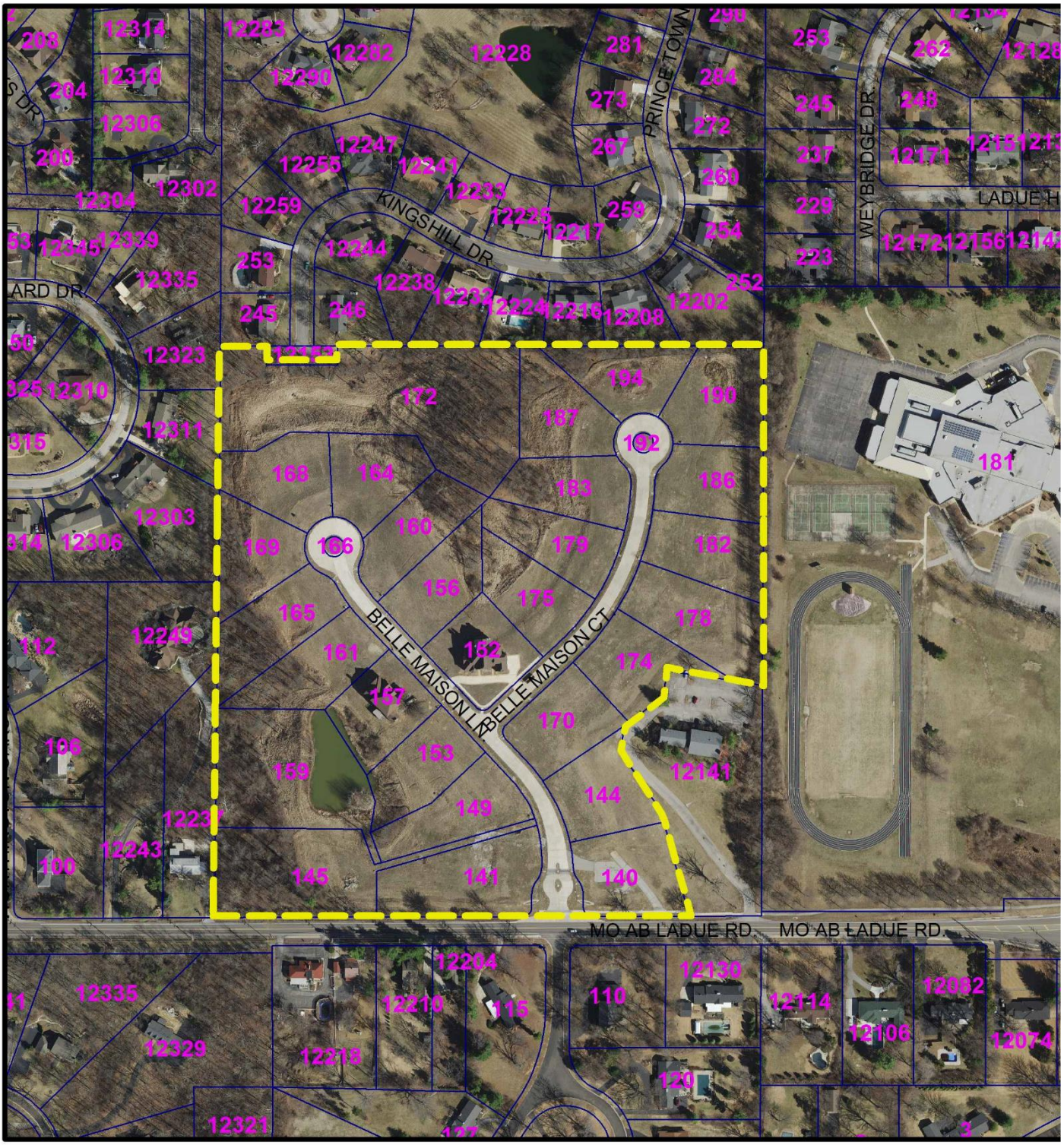
APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 3: SUBDIVISION CODE
Included and attached by reference. See body of report for specific excerpts.

Attachment: 16-010.Staff Report.3-21-2016 (1848 : Belle Maison Revised Landscape Plan)

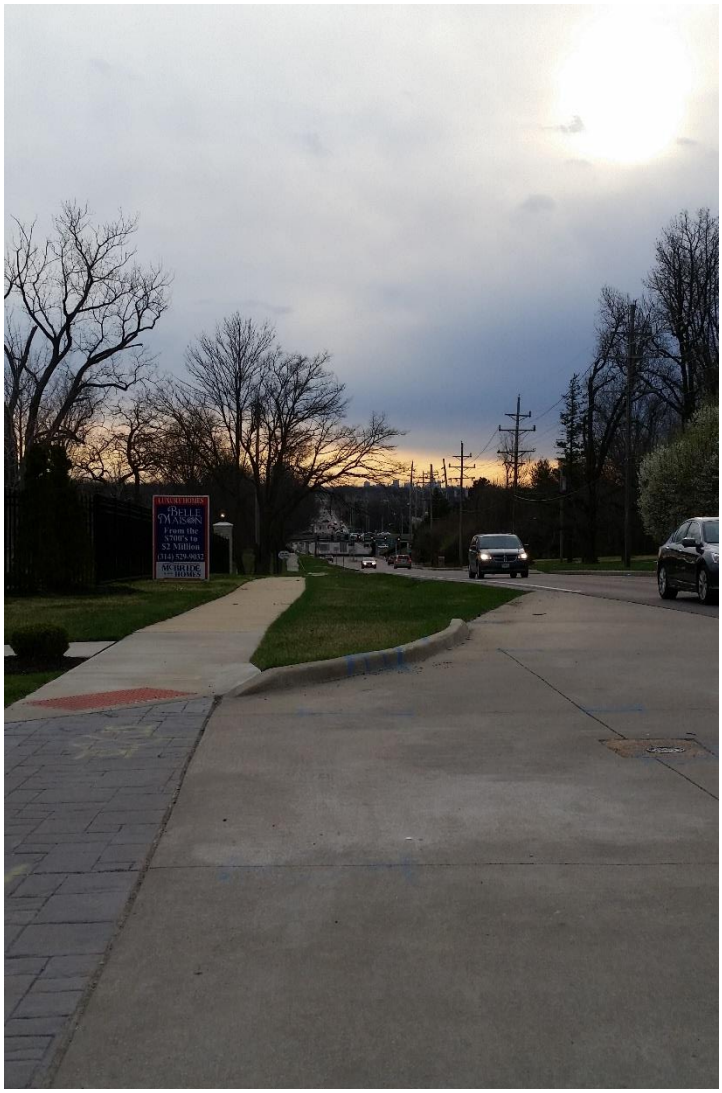
APPENDIX 4: AERIAL PHOTO



Attachment: 16-010.Staff Report.3-21-2016 (1848 : Belle Maison Revised Landscape Plan)

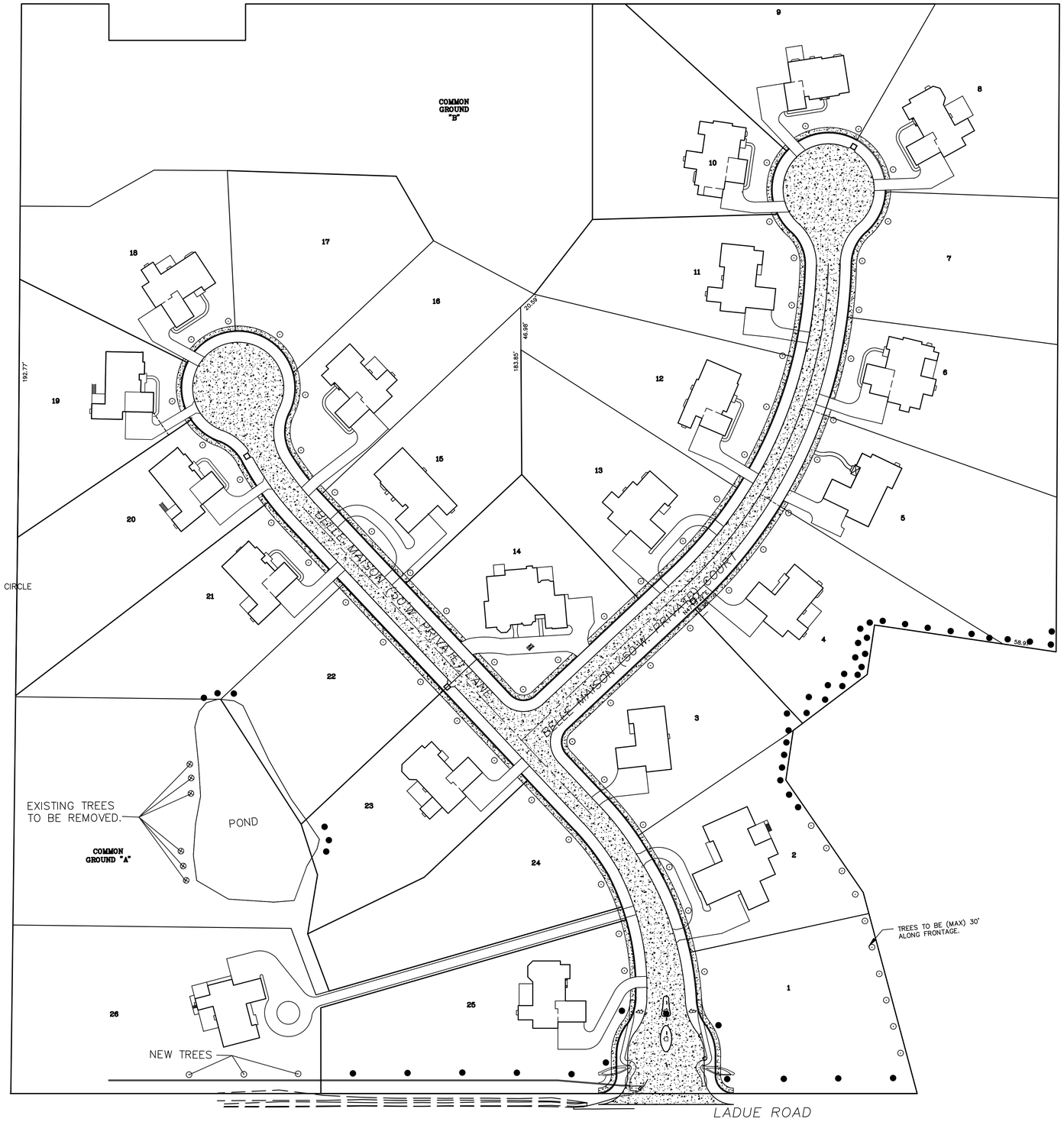
APPENDIX 5: SITE PHOTOGRAPHS	Photo Date:
	Description: View at one of the vegetative swells within the subdivision that prohibit the location of the street trees along the between the road and sidewalk.
	Description: Another home with the vegetative swell. The pink flag marks the location of the street tree, on the outside of the sidewalk.

Attachment: 16-010.Staff Report.3-21-2016 (1848 : Belle Maison Revised Landscape Plan)

	Description: View of the first lot within the subdivision looing southeast toward Ladue Road. The Applicant is proposing adding additional street trees along Ladue Road for additional screening and within the undeveloped lots to maintain the total number of trees required
	Description: View looking east along Ladue Road and the entrance into Belle Maison Subdivision.

Attachment: 16-010.Staff Report.3-21-2016 (1848 : Belle Maison Revised Landscape Plan)

TREE PLANTING PLAN



GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.

33–White Pine Evergreens from Lots 2 to Lot 5–EXISTING– SOLID BLACK CIRCLE

10–White Pine Evergreens from Lot 1 to Lot 2– NEW–CIRCLE WITH DOT IN CENTER

13–Red Maple along Ladue Road–EXISTING–SOLID BLACK CIRCLE

3–Red Maple along Ladue Road–NWE–CIRCLE WITH DOT IN CENTER

6–Evergreens on North and East Corners of Pond–EXISTING–SOLID BLACK CIRCLE

59–Red Buds set 60' O.C.along Belle Maison Ln. & Belle Maison Ct.–NEW–CIRCLE WITH DOT IN CIRCLE

124 Total trees– Total street trees required per 30' O.C. is 122

– All new trees to be a min. of 3" caliper inches at time of planting.

6–Evergreens on Dam to be removed–CIRCLE WITH X IN CENTER

Set Backs–Lots 1–6, 12–15 & 21–26–10' Behind Sidewalk

–Lots 7–11 & 16–20–6' Behind Street, these lots are located in Cul–de–Sacs.

MSD Base Map
MSD P #
Highway & Traffic #

ISSUE	REMARKS/DATE
1	REVISED 2-15-2016
2	revised 3-7-2016

McBride & Sons Homes
16091 Swingley Ridge Road, Suite 300
Chesterfield, Missouri 63017
Ph. (636) 537-2000
Fax (636) 537-2546
www.mcbridehomes.com

THE STERLING CO.
ENGINEERS & SURVEYORS
5055 New Baumgartner Road
St. Louis, Missouri 63129
Ph 314-487-0440 Fax 314-487-8944
www.sterling-eng-sur.com
Corporate Certificate of Authority #001348

BELLE MAISON
CREVE COEUR, MISSOURI
LANDSCAPING PLAN

The Professional Engineer's seal and signature affixed to this sheet applies only to the material and items shown on this sheet. All drawing, instruments or other documents not exhibiting this seal and signature shall not be considered prepared by this engineer, and the engineer expressly disclaims any and all responsibility for such plans, drawings or documents not exhibiting this seal and signature.

Date:_____

License No.
Civil Engineer

Job Number	14-01-007
Date	06/08/2015
Designed:	Sheet
Drawn:	
Checked:	

Drawing name: V:\14\01\007 Belle Maison\Drawings\Engineering\Landscape Plan\2016 Tree planting plan.dwg Plotted on: Mar 07, 2016 - 10:55am Plotted by: sschulz

Attachment: 2016-03-07 Tree planting plan-Landscaping Plan (1848 : Belle Maison Revised Landscape Plan)

BILL NUMBER 5053

ORDINANCE NUMBER 4061

AN ORDINANCE TO AUTHORIZE A RESIDENTIAL DESIGNED DEVELOPMENT (RDD) WITH ACCOMPANYING SITE DEVELOPMENT PLAN AND PRELIMINARY SUBDIVISION PLAT FOR THE PROPOSED BELLE MAISON SUBDIVISION, DESCRIBED AS A TRACT OF LAND BEING PART OF THE NORTHEAST 1/4 OF SECTION 9, TOWNSHIP 45 NORTH, RANGE 5 EAST, CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI.

WHEREAS, Levinson Homes has submitted an application for a residential designed development (RDD) on 28.6 acres of land located north of Ladue Road west of Coeur de Ville Drive, zoned "A" Single Family Residential District, and

WHEREAS, in accordance with Sections 26-30, 26-50.3, and 26-115 of the Zoning Ordinance, the applicant has submitted a Site Development Plan and Preliminary Plat to the Department of Community Development for the Belle Maison subdivision, including 26 lots on the 28.6 acre tract, and

WHEREAS, On December 18, 2006, the Planning and Zoning Commission reviewed the RDD request and accompanying Site Development Plan/Preliminary Plat and by unanimous vote of those present (6-0) recommended approval thereof on the condition that the property be developed in accordance with the approved Site Development Plan/Preliminary Plat, received December 12, 2006, by the Department of Community Development or as further revised as required by the City of Creve Coeur and on other conditions, and

WHEREAS, the City Council of the City of Creve Coeur, Missouri, held a Public Hearing thereon at the Creve Coeur Government Center on January 8, 2006, beginning at 7:00 p.m. or immediately following the close of the previous Public Hearing, after having given fifteen (15) days prior public notice of the time, place and purpose of said hearing by publication in the St. Louis Countian on December 22, 2004, and in the West County Journal the week of December 26, 2004, newspapers of general circulation in the City of Creve Coeur and after other written notice was given all according to the provisions of law made and provided for such notices and hearings, and

WHEREAS, all persons who presented themselves at said Public Hearing and desiring to be heard were given an opportunity to be heard and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the City Council; and this Bill having been read by title in open meeting three times before final passage by the City Council, and

WHEREAS, the City Council finds that the Residential Designed Development proposal, as submitted on December 12, 2006, is consistent with good planning practice, consistent with good site landscape planning, is not detrimental to the existing and permitted uses in the surrounding area, is deemed desirable to provide the purpose of Section 26-50.3 of the Zoning Code and is in accordance with the criteria of Section 26-50.3(a)(1-4) of the Zoning Code regarding minimum project area, gross acreage, yards, and site and building coverage.

NOW, THEREFORE, be it ordained by the City Council of the City of Creve Coeur, St. Louis County, Missouri, as follows:

SECTION 1: A residential designed development permit is hereby granted for the Belle Maison Subdivision, approximately 28.6 acres of land located north of Ladue Road and west of Coeur de Ville Drive and legally described as follows: A tract of land being part of the northeast 1/4 of Section 9, Township 45 North, Range 5 East, City of Creve Coeur, St. Louis County, Missouri. The Site Development Plan and Preliminary Plat are also approved. As per Sections 26-30, 26-50.3 and 26-115 of the Zoning Ordinance, the approvals of said residential designed development request, Site Development and Preliminary Plant are subject to the property being developed in accordance to the Site Development Plan/Preliminary Plat, received December 12, 2006, by the Department of Community Development or as further revised as required and approved by the City of Creve Coeur, and are further subject to the following conditions:

1. The fence shall be bermed and landscaped and shall be shown on the Subdivision Improvement Plans and the Final Landscape Plan upon submission of such plans for review and approval by the City of Creve Coeur.

Attachment: Belle Maison plat & RDD ord (1848 : Belle Maison Revised Landscape Plan)

2. Individual homes shall not be constructed with more than 10% vinyl and/or aluminum siding.
3. The applicant shall install additional landscaping around the detention area in a manner that integrates the detention area into the rest of the subdivision and screens the area from view. The landscaping shall be submitted as part of the Final Landscape Plan for review and approval by the Planning and Zoning Commission.
4. The applicant shall submit Subdivision Improvement Plans for review and approval by the City of Creve Coeur as directed by section 22A-14 of the Subdivision Ordinance.
5. The applicant shall submit a Tree Preservation Plan for review and approval by the City of Creve Coeur with the submission of Subdivision Improvement Plans, as directed by Section 22A-32 of the Subdivision Ordinance.
6. The applicant shall submit a Final Subdivision Plat for review and approval by the City of Creve Coeur as directed by section 22A-15 of the Subdivision Ordinance.
7. The applicant shall submit a Final Landscape Plan with submission of the Subdivision Improvement Plans for review and approval by the City of Creve Coeur, as per Section 26-62 of the Zoning Ordinance. The plan shall include street trees and necessary buffers, as directed by the City of Creve Coeur.
8. Assuming receipt of sufficient access authorization from the trustees of Lac du Bois subdivision, prior to commencing any site work Applicant shall conduct a survey of the depth and siltation status of the lake in that subdivision in a manner acceptable to the City Public Works Director. Within 60 days of completion of all site work and construction of the homes in Belle Maison subdivision, Applicant shall conduct another such survey of the lake, again in a manner acceptable to the City Public Works Director. Additionally, applicant shall engage a Missouri-licensed geotechnical engineer, subject to approval by the City Public Works Director, to evaluate the survey results and the overall situation to determine whether applicant has caused any siltation of the lake by developing the Belle Maison subdivision. Applicant shall be responsible for rectifying any siltation of the lake caused by its development of the Belle Maison subdivision.
9. The City has requested that applicant donate and dedicate sufficient ground to allow for the construction of a deceleration lane (meeting MODOT standards) for entry into the Belle Maison subdivision from west-bound Ladue Road. Applicant has stated its intention to fulfill this request. Pursuant to section 20-1 of the City Code of Ordinances, if applicant fulfills this request, the donated ground shall still be considered part of the overall area of the subdivision, as well as the area of any impacted lots.

SECTION 2: As set forth in Section 26-115 of the Zoning Ordinance of the City of Creve Coeur, Site Development Plans approved by the City of Creve Coeur shall be valid for a period of up to one (1) year from the date it is approved. After one year, a Site Development Plan will no longer be valid unless an extension is granted. The City of Creve Coeur may grant one, one (1) year extension prior to the expiration of the Site Development Plan upon written request of the applicant submitted to the City at least 180 days prior to the expiration date and granted prior to the expiration date.

SECTION 3: This Ordinance shall be in full force and effect upon the expiration of fifteen (15) days after adoption by the City Council and the signing thereof the Mayor.

ADOPTED THIS 22nd DAY OF JANUARY, 2007.

ROBERT HADDENHORST
PRESIDENT OF CITY COUNCIL

ADOPTED THIS 22nd DAY OF JANUARY, 2007.

HAROLD DIELMANN
MAYOR

ATTEST:

LAVERNE COLLINS, CMC
CITY CLERK

Attachment: Belle Maison plat & RDD ord (1848 : Belle Maison Revised Landscape Plan)

BILL NUMBER 5079

ORDINANCE NUMBER 4087

AN ORDINANCE APPROVING A FINAL SUBDIVISION PLAT FOR THE BELLE MAISON DEVELOPMENT, DESCRIBED AS A TRACT OF LAND BEING PART OF THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 45 NORTH, RANGE 5 EAST, CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI

WHEREAS, an application for a subdivision of the Belle Maison tract has been submitted by Cole and Associates, Incorporated, for the Belle Maison development located north of Ladue Road and west of Coeur de Ville Drive, and

WHEREAS, said property is zoned "A" Single Family Residential District with an "RDD" overlay and the subdivision adheres to the minimum regulations in the "A-RDD" Single Family Residential District, and

WHEREAS, the Planning and Zoning Commission recommended approval of the subdivision as a Final Subdivision Plat of the subject property on May 7, 2007, and

WHEREAS, a copy of the proposed ordinance has been made available for public inspection prior to its adoption by the City Council and this bill having been read by title in open meeting three times before final passage by the City Council.

NOW, THEREFORE, be it ordained by the City Council of the City of Creve Coeur, Missouri as follows:

SECTION 1: The Final Subdivision Plat for the Belle Maison development, described as a tract of land being part of the northeast quarter of Section 9, Township 45 North, Range 5 East, City of Creve Coeur, St. Louis County, Missouri, as heretofore submitted on May 1, 2007, by Cole and Associates, Incorporated, for Levinson Homes, is hereby approved subject to the following conditions:

1. The applicant shall provide three (3) copies of the recorded plat to the City of Creve Coeur.

2. A twenty-five foot (25') no-grading buffer to protect the existing vegetation abutting 246 Kingshill Drive shall be incorporated into the site improvement plans.

SECTION 2: Such approval of the Plat for the resubdivision of the property shall be endorsed on said Plat as indicated in Section 1 hereof under the hand of the City Clerk, and the seal of the City of Creve Coeur, Missouri shall be affixed thereto.

SECTION 3: This Ordinance shall be in full force and effect upon the expiration of fifteen (15) days after adoption by the City Council and the signing thereof by the Mayor.

Attachment: Belle Maison plat & RDD ord (1848 : Belle Maison Revised Landscape Plan)

APROVED THIS 29th DAY OF MAY, 2007

DAVID KREUTER
PRESIDENT OF CITY COUNCIL

ADOPTED THIS 29TH DAY OF MAY, 2007

HAROLD DIELMANN
MAYOR

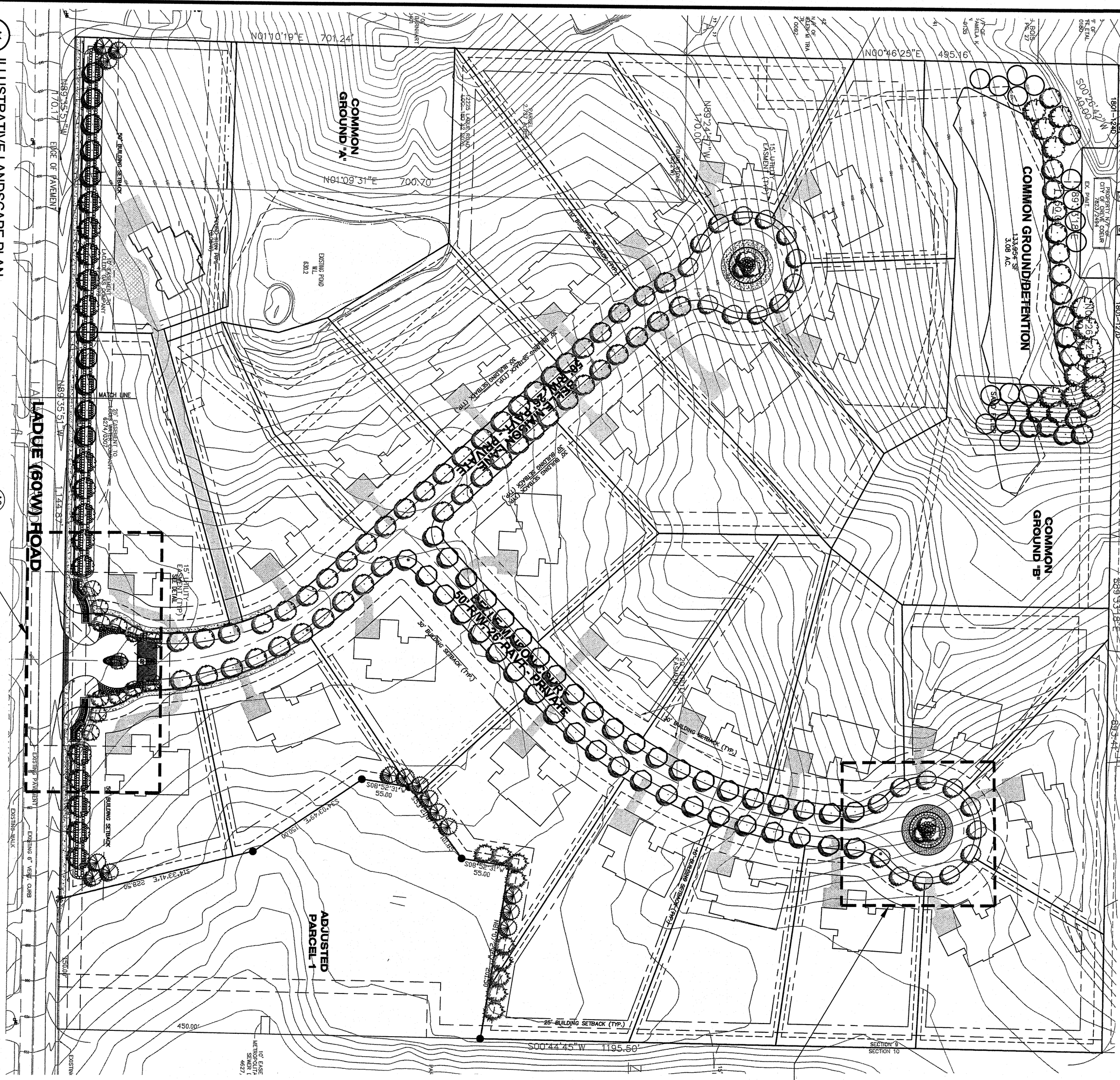
ATTEST:

LAVERNE COLLINS, CMC
CITY CLERK

Attachment: Belle Maison plat & RDD ord (1848 : Belle Maison Revised Landscape Plan)

LAYOUT: ILLUSTRATIVE PLAN L1.0
DATE: Oct 31, 2007 - 3:20pm
DRAWING: S:\JOBS\Jobs2006\06-313_L06-313\dwg\W_Landscape_Plan_ENTRY_FENCE_10-24-07.dwg

A1 ILLUSTRATIVE LANDSCAPE PLAN
SCALE 1" = 50'



NOTE:
ALL LANDSCAPED AREAS ADJACENT TO LADUE ROAD ARE TO BE IRRIGATED.

APPROVED
DATE 10-24-07
PER
CITY OF CREVE COEUR
PLANNING DEPT.

MSD P.NO. BASE MAP:

planning • engineering • surveying • landscape architecture
Cole and ASSOCIATES INCORPORATED
10777 sunset office drive
saint louis, missouri 63127
p: 314 984 9887 f: 314 984 0587

DESIGNED BY JCH
DRAWN BY RTH
CHECKED BY JDR
DATE 5/1/07
Job Number 06-313
Sheet Number L1.0

BELLE MAISON
12143 & 12201 LADUE ROAD
CREVE COEUR, MISSOURI 63141

ILLUSTRATIVE PLAN

SEAL: 10/31/07
STATE OF MISSOURI
JEREMY D. ROACH
NUMBER LA-2003027432
LANDSCAPE ARCHITECT

DEVELOPER/OWNER:
LEVINSON HOMES
624 TRADE CENTER BLVD., SUITE A
CHESTERFIELD, MO 63005
636-458-8600

THE PROFESSIONAL, WHOSE SIGNATURE AND PERSONAL SEAL APPEAR HEREON ASSUMES RESPONSIBILITY ONLY FOR WHAT APPEARS ON THIS PAGE, AND DISCLAIMS (PURSUANT TO SECTION 327, 411 RSMo) ANY RESPONSIBILITY FOR ALL OTHER PLANS, SPECIFICATIONS, ESTIMATES, REPORTS, OR OTHER DOCUMENTS OR INSTRUMENTS NOT SEALED BY THE UNDERSIGNED PROFESSIONAL RELATING TO, OR INTENDED TO BE USED FOR, ANY PART OR PARTS OF THE PROJECT TO WHICH THIS PAGE REFERS.

REVISIONS

DATE		DESC.

SCALE: 1" = 60'
60' 0' 60' 120'

Attachment: Belle Maison Landscape Plan 10-21-07 (1848 : Belle Maison Revised Landscape Plan)

TREE PLANTING PLAN

APPROVED

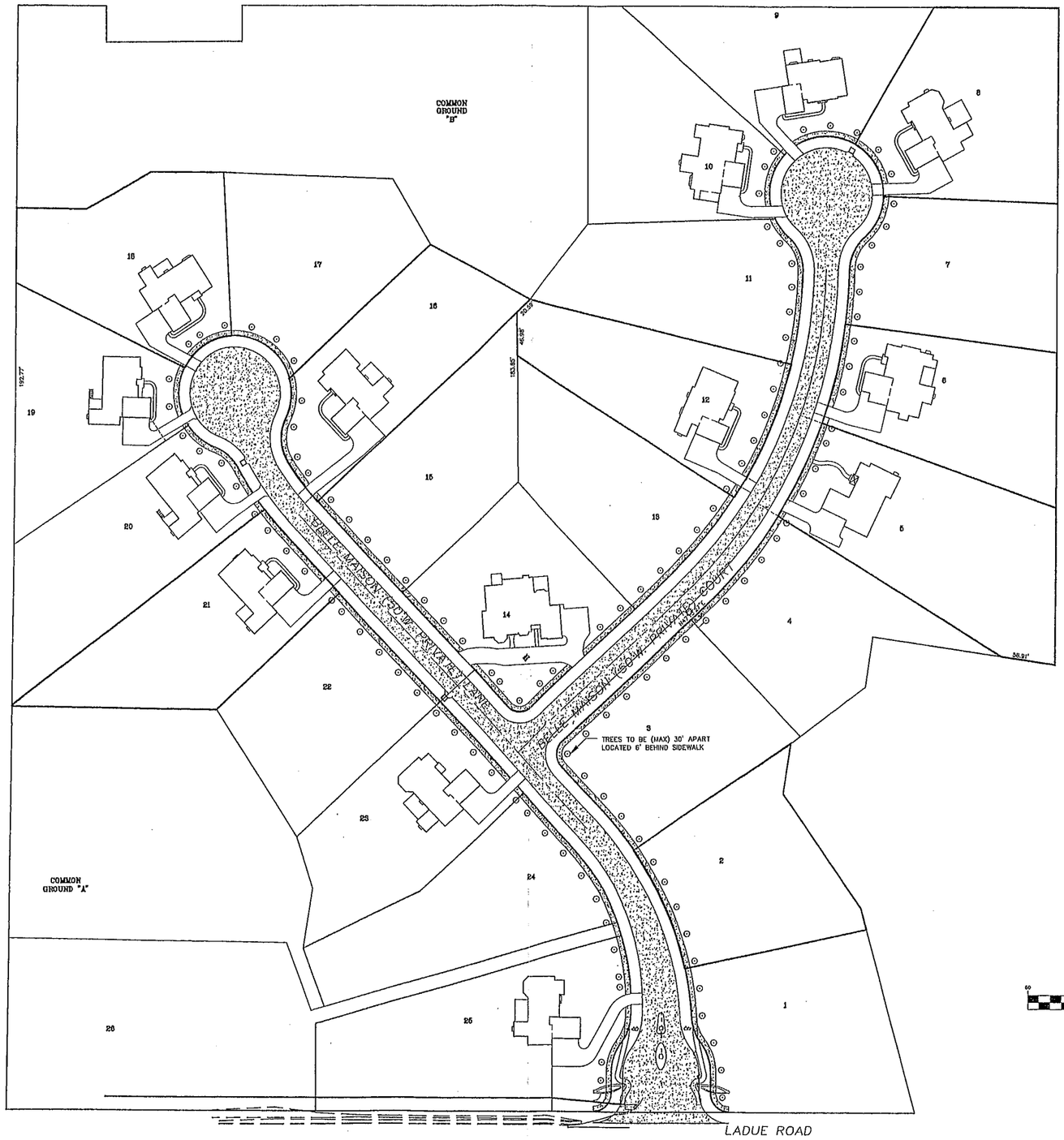
IN REVIEWING AND APPROVING THESE DRAWINGS FOR PERMIT(S), THE CITY OF CREVE COEUR IN NO WAY ASSUMES ANY LIABILITY FOR THE DESIGN OR ACCURACY. THE OWNER AND/OR INVOLVED AGENTS ARE SOLELY RESPONSIBLE FOR COMPLIANCE WITH ALL LAWS, ORDINANCES, CODES AND REGULATIONS WHICH MAY BE APPLICABLE IN THE COMPLETION OF THE PROJECT.

CITY OF CREVE COEUR, MISSOURI

PROJECT MANAGER George Link

DATE 6/17/15

Street Tree Plan



GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.

MSD Base Map
MSD P #
Highway & Traffic #

ISSUE	REMARKS	DATE

McBride & Sons Homes
16091 Swingley Ridge Road, Suite 300
Chesterfield, Missouri 63017
Ph. (636) 537-2000
Fax (636) 537-2546
www.mcbridehomes.com

THE STERLING CO.
ENGINEERS & SURVEYORS
5055 New Baumgartner Road
St. Louis, Missouri 63129
Ph 314-487-0440 Fax 314-487-8944
www.sterling-engr.com
Corporate Certificate of Authority #001348

BELLE MAISON
CREVE COEUR, MISSOURI
LANDSCAPING PLAN

The Professional Engineer's seal and signature affixed to this sheet applies only to the material and work shown on this sheet. All drawings, instruments or other documents not bearing the seal and signature shall not be considered prepared by the engineer, and the engineer expressly disclaims any and all responsibility for such plans, drawings or documents not bearing this seal and signature.

Date:_____

License No.
Civil Engineer

Job Number	14-01-007	
Date	06/08/2015	
Designed:		Sheet
Drawn:		
Checked:		

Attachment: Revise 2015 Staff Approved Street Tree location (1848 : Belle Maison Revised Landscape Plan)

RECEIVED
MAR 14 2016
PLANNING DEPT.

March 8, 2015

The City of Creve Coeur
300 North New Ballas Road
Creve Coeur, MO 63141

RE: Belle Maison Tree Planting Plan – March 21, 2016 Council Meeting

Dear Council and Committee Members:

On behalf of the homeowners of the Belle Maison subdivision, please accept this letter and accompanying documents as our plan and intent for tree planting in Belle Maison. We believe this plan will add to the overall appeal and property value of our neighborhood, while considering city requirements as well as the unique circumstances of Belle Maison. We have designed this plan as a group in conjunction with the builder and approve it collectively.

We thank you for your consideration and ask for your immediate approval to proceed as presented.

Sincerely;

Bob Stoltman
Homeowner
713-594-4881

cc: Belle Maison Homeowners

Attachment: Letter from Homeowner (1848 : Belle Maison Revised Landscape Plan)

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

MEMO TO THE PLANNING & ZONING COMMISSION

Meeting Date: March 21, 2016

Subject: Comprehensive Plan—Progress Update

Memo Prepared by: Jason W. Jaggi, AICP, Community Development Director

Attachments: Revised Timeline Prepared by H3 Studio
Creve Coeur Municipal Golf Course and the Comprehensive Plan Update E-mail Prepared by H3 Studio

---

The Comprehensive Plan Update process is greater than 50 percent complete. To date, the planning consultant has conducted four (4) public workshops, several focus group meetings that were held in November 2015 and January 2016, and a work session with the Planning and Zoning Commission on February 16, 2016.

The consultant has submitted the attached revised timeline to account for the remaining tasks that are necessary to complete the project as identified in the contract's scope of work. The revisions to the timeline are noted in red text. Below is a summary of the remaining major items and stakeholder meetings that are to be performed by the consultant.

Initial Draft of the Comprehensive Plan Document
The consultant anticipates completion of the initial draft plan by the end of April. Along with the draft plan, the consultant will have completed the implementation recommendations. City staff will review the initial draft plan and provide comments back to the consultant.

Municipal Code Updates and Revisions, Overlay Form-Based Code, and Sustainability Ordinance Drafts
These deliverables have not been completed. As part of the contract with H3 Studio, the consultant will provide a summary document that details the recommended zoning and other code updates to fulfill the recommendations of the plan. An overlay form-based code will be produced for areas of the City that are recommended for form-based code. A review of the City's ordinances and recommendations for additional sustainability requirements/incentives will be conducted by H3 Studio and will be reviewed by City Staff.

Revised Draft Comprehensive Plan
A revised draft of the Comprehensive Plan will be prepared by H3 Studio incorporating any suggestions by City staff.

Follow Up Focus Groups and Work Session Meetings
After initial review of the above supporting documents and the draft comprehensive plan document by City Staff, the consultant will present the draft plan to the focus groups for review and comment at a facilitated meeting. These meetings will be with the same stakeholders that participated in the first

Attachment: 032116CompPlanUpdateMemo (1851 : Comprehensive Plan Update Memo)

sessions back in November. The meetings are currently being scheduled for the end of April and early May timeframe.

Planning and Zoning Commission Work Session

After the focus group sessions have been discussed, the consultant will conduct a work session with the Planning and Zoning Commission for review of the draft documents. The work session will be scheduled during or before the May 16th regular Planning and Zoning Commission meeting.

Draft Comprehensive Plan Document Available for Public Review and Comment

It is anticipated that the Draft Comprehensive Plan and Supporting documents will be completed incorporating any revisions as a result of feedback from city staff, the focus groups and the Planning and Zoning Commission by mid-May. The full contents of the draft plan will be placed on the City's website for public viewing and comment in advance of the last public workshop. Staff will target the plan being posted on the website at least two weeks prior to the workshop and will utilize the City's communication resources to publicize the availability of the plan for public viewing.

Final Public Workshop #5

The capstone of the public engagement effort for the development of the plan will be through the addition of a fifth and final public workshop. At this workshop, H3 Studio will present the draft plan and solicit feedback. The last public workshop will be held on June 6th, 6:30 p.m. in the Multi-Purpose Room.

Final Comprehensive Plan Document for Adoption by Planning and Zoning Commission

All final deliverables relative to H3's work on the comprehensive plan update are anticipated to be completed during the week of July 11th.

Staff requests input by the Commission on any of the remaining steps leading to completion of the comprehensive plan update. In addition, H3 Studio has submitted an e-mail summary of their understanding and approach to the Creve Coeur Golf Course as it relates to the Comprehensive Plan Update. Staff requests that the Commission discuss this summary and either confirm this approach by the consultant or provide additional direction to the consultant relative to the golf course.

Attachment: 032116CompPlanUpdateMemo (1851 : Comprehensive Plan Update Memo)

CREVE COEUR COMPREHENSIVE PLAN UPDATE
REVISED PROJECT TIMELINE – March 4, 2016

*** Revised and new task items are indicated in BOLD RED.**

PHASE 1.0 | ENGAGE & DEFINE

1.1	PROJECT KICK-OFF MEETING & DATA TRANSMITTAL	Week of July 6, 2015
1.2	BASE MAPPING	Weeks of July 6 – July 13
1.3	PUBLIC OUTREACH & ENGAGEMENT STRATEGY	Weeks of July 6 – July 13
1.4	EXISTING COMPREHENSIVE PLAN REVIEW & ANALYSIS	Weeks of July 6 – July 20
1.5	EXISTING DEMOGRAPHIC & SOCIOECONOMIC ANALYSIS	Weeks of July 6 – July 20
1.6	EXISTING LAND USE ANALYSIS	Weeks of July 13 – August 17
1.7	ECONOMIC FACTORS ANALYSIS	Weeks of July 20 – August 24
1.8	SUMMARY ANALYSIS & EXISTING CONDITIONS PRESENTATION & REPORT	Week of August 31
1.9	CLIENT GROUP MEETING	Week of September 7
1.10	PUBLIC WORKSHOP #1	Monday, September 21
1.11	DRAFT CONSENSUS ISSUES & OPPORTUNITIES	Week of September 28
1.12	CLIENT GROUP MEETING	Week of September 28

PHASE 2.0 | REVISE & EXPAND

2.1	SUSTAINABILITY & MUNICIPAL CODE AUDIT	Weeks of October 5 – October 12
2.2	DRAFT SUSTAINABILITY GOALS & RECOMMENDATIONS	Week of October 12
2.3	COMPREHENSIVE PLAN DRAFT OUTLINE	Week of October 12
2.4	DRAFT COMMUNITY VISION & GOALS	Week of October 12
2.5	DRAFT COMMUNITY STRATEGIES & PRIORITIES	Weeks of October 12 – October 19
2.6	CLIENT GROUP MEETING	Week of October 19
2.7	STAKEHOLDER FOCUS GROUP VISIONING WORK SESSIONS	Weeks of November 2 – November 9
2.8	CITY STAFF & ELECTED OFFICIALS VISIONING WORK SESSIONS	Weeks of November 9 – November 16
2.9	PUBLIC WORKSHOP #2	Monday, December 7
2.10	REVISED PLAN STRUCTURE, VISION, GOALS, STRATEGIES & PRIORITIES	Weeks of November 16 – December 7
2.11	CLIENT GROUP MEETING	Week of December 7

PHASE 3.0 | ALIGN & PRIORITIZE

3.1	DRAFT COMPREHENSIVE PLAN & COMPONENTS	Weeks of November 30 – January 11, 2016
3.2	DRAFT SUSTAINABILITY RECOMMENDATIONS	Weeks of November 30 – January 11
3.3	PRELIMINARY RECOMMENDED CODE UPDATES & OVERLAYS	Weeks of November 30 – January 11
3.4	CLIENT GROUP MEETING	Week of January 11
3.5	MUNICIPAL STAFF WORK-SESSION(S)	Week of January 11
3.6	**FOLLOW-UP FOCUS GROUPS & WORK-SESSIONS: DRAFT COMPREHENSIVE PLAN & CODE UPDATES**	**Weeks of April 26 – May 2**
3.7	PUBLIC WORKSHOP #3	Monday, February 1
3.8	CLIENT GROUP MEETING	Week of February 1

Attachment: CCCPU_RevisedTimeline_2016-03-04 (1851 : Comprehensive Plan Update Memo)

PHASE 4.0 | ADOPT & IMPLEMENT

4.1	**FINAL DRAFT COMPREHENSIVE PLAN DOCUMENT**	**Weeks of February 1 – April 29**
4.2	**DRAFT IMPLEMENTATION ACTIONS**	**Weeks of February 1 – April 29**
4.3	**DRAFT CODE UPDATES & OVERLAYS**	**Weeks of February 1 – May 16**
4.4	CLIENT GROUP MEETING	Week of February 15
4.5	PUBLIC WORKSHOP #4	Monday, March 7
4.XX	**CLIENT GROUP MEETING**	
4.6	**DRAFT MUNICIPAL CODE UPDATES & REVISIONS**	**Weeks of February 15 – June 6**
4.7	**DRAFT OVERLAY FORM-BASED CODE**	**Weeks of February 15 – May 16**
4.8	**DRAFT SUSTAINABILITY ORDINANCES**	**Weeks of February 15 – May 16**
4.9	**REVISED COMPREHENSIVE PLAN DOCUMENT**	**Weeks of April 29 – May 16**
4.10	**CLIENT GROUP MEETING**	**Week of May 2**
4.XX	**PLANNING COMMISSION WORK SESSION**	**Week of May 9**
4.XX	**PUBLIC POSTING OF REVISED COMPREHENSIVE PLAN DOCUMENT**	**Monday, May 16**
4.XX	**PUBLIC WORKSHOP #4**	**Monday, June 6**
4.11	**FINAL CODE UPDATES, FORM-BASED CODE & ORDINANCES**	**Weeks of March 14 – July 4**
4.12	**FINAL COMPREHENSIVE PLAN DOCUMENT(S)**	**Weeks of June 13 – July 4**
4.13	**DOCUMENTS & DATA TRANSMITTAL**	**Week of July 11**

Attachment: CCCPU_RevisedTimeline_2016-03-04 (1851 : Comprehensive Plan Update Memo)

Kelly, Whitney

From: Tim Breihan <breihan@H3STUDIO.COM>
Sent: Friday, March 18, 2016 2:41 PM
To: Jaggi, Jason
Cc: Kelly, Whitney
Subject: Creve Coeur Municipal Golf Course

Good afternoon, Jason and Whitney:

As discussed on the phone on Friday, March 18, 2016, this email outlines H3 Studio's understanding and approach to the Creve Coeur Municipal Golf Course in the Comprehensive Plan Update.

H3 Studio is evaluating the Golf Course from a land use perspective and is in the process of developing several alternative land use scenarios for the property, to be included in the Draft and Final Comprehensive Plan Update documents. One of the alterative scenarios presented will be retaining the Golf Course as a City-operated Golf Course, as it is today.

Other scenarios will outline recommended land uses for the property, to be considered at such time as a public Golf Course is no longer desired by the residents and City of Creve Coeur.

There are a number of reasons why the future use of the Golf Course could change. These could include, but are not limited to: 1) a change in public opinion about the golf course; 2) changing demographics in the City of Creve Coeur; 3) changing operational costs and use of the Golf Course; 4) public desire for other uses on the property; 5) changing market conditions; and/or 6) a combination of two (2) or more aforementioned factors. Given these potential reasons, and the fact that future conditions surrounding the consideration of the Golf Course are unforeseeable, the Comprehensive Plan Update should not specify one (1) single recommendation for the property. Rather, the Comprehensive Plan Update should outline a several potential scenarios, developed from the public input gathered throughout the planning process, to ensure that—whatever the future use of the Golf Course—this property continues to function as a community amenity and contribute positively to the character of the Creve Coeur community.

Best regards,

Timothy Breihan a.aia
Principal
breihan@h3studio.com

H3 STUDIO
urbanism | architecture | landscape | sustainability | codes
4395 Laclede Avenue | Saint Louis | Missouri | 63108
p: 314.531.8000 | f: 314.531.8001

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Attachment: Creve Coeur Golf Course Email.3-18-2016 (1851 : Comprehensive Plan Update Memo)

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

MEMO TO THE PLANNING & ZONING COMMISSION

Meeting Date: March 21, 2016

Subject: Administrative Approvals for Non-Substantial Plan Revisions

Memo Prepared by: Jason W. Jaggi, AICP, Community Development Director

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Staff would like to discuss the authority provided to staff in approving non-substantial revisions to plans that have been reviewed and approved by the Planning and Zoning Commission.

Section 405.1080(G) describes the procedure for changes to approved site plans as follows:

> *6. Once a site development plan, which contains the necessary information required by Section 405.1080, receives approval of the Planning and Zoning Commission, or the City Council if required elsewhere by this Chapter, further review of the final building, construction and site improvement plans by the Planning and Zoning Commission or the City Council will not be required, provided those final plans are consistent with and in substantial compliance with the approved site development plan,*
> *The City staff will review the final plans for consistency with the approved site development plan. Should the City staff, in its judgment, note "substantive changes" as defined in Section 405.120 between the final plans and the approved site development plan, the plans will be referred back to the Planning and Zoning Commission and, if required, the City Council for review and approval of the changes prior to issuance of any construction permits by the City staff.*

"Substantive Changes" is a defined term in the Zoning Ordinance under Section 405.120 as follows:

> ***SUBSTANTIVE CHANGES***
> *A modification to an approved site development plan which results in an increase in the height, floor area or footprint of buildings or structures; an increase in the number of dwelling units; a decrease in the amount of open space; a decrease in the setback from any property line; or a change that would constitute a variance from the requirements of the zoning ordinance or any other change which significantly alters, modifies or changes material aspects of the plan.*

Together, these regulations provide the necessary ability for staff to consider revisions to plans that have been reviewed and approved by the Planning and Zoning Commission and the City Council, if required. It is common for there to be minor changes to plans during the course of preparing detailed construction documents. There are many reasons as to why plans are subject to change but the most common involve unforeseen factors that weren't known during earlier stages of the design or when a project is over budget. Staff uses the above ordinance sections to guide us on our decision-making as to whether amendments can be approved administratively or whether it must require approval by the Commission

Attachment: PlanAmendmentsMemotoP&Z032116 (1852 : Plan Amendments Memo)

at a public meeting. We also take into account comments made by the Commission and/or public when the project was reviewed and any conditions of approval.

Staff welcomes input or questions by the Commission involving administrative approvals for minor amendments to previously approved plans.

Attachment: PlanAmendmentsMemotoP&Z032116 (1852 : Plan Amendments Memo)