



AGENDA
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
MONDAY, MARCH 20, 2017

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
Ms. Muriel Hall
Mr. Don Magruder
Mr. Gene Rovak
Ms. Heather Silverman
Mr. Matthew Schuh
Mr. Carl Lumley, City Attorney
Mr. Jason Jaggi, Director of Community Development
Ms. Whitney Kelly, City Planner
Ms. Deborah McLaughlin, Recording Secretary

ACCEPTANCE OF THE AGENDA

APPROVAL OF MINUTES

- 1. March 6, 2017 Planning and Zoning Commission Draft Meeting Minutes**

PUBLIC COMMENT

An opportunity for members of the public to address the Planning and Zoning Commission regarding issues or concerns not already on the agenda for this meeting. Those wishing to speak will be asked to limit comments to three minutes and to complete a speaker card.

UNFINISHED BUSINESS

1. Application #16-028: a Resolution of the Planning and Zoning Commission of the City of Creve Coeur, Missouri, Adopting the Creve Coeur 2030 Comprehensive Plan as the Official Land Use Plan of the City

The Commission has completed careful and comprehensive surveys and studies of current existing conditions and probable future growth of the City, including by engaging a consultant and, with their assistance and the guidance and support of the Department of Community Development, holding a series of public workshops, focus group meetings, and work sessions. The public hearings were conducted over the course of four meetings on October 20, 2016, November 7, 2016, November 21, 2016 and December 15, 2017, and revisions to the plan were incorporated. Subject to final discussion and amendments, the resolution is ready for adoption as determined by the Commission. Prior information that was included in previous meetings or handed out at the meeting of March 6th, including previous Staff Memos, Public Comments, Public Hearing Transcripts, etc., have not been included with this packet, as it was becoming too large of a document for uploading. If anyone wishes to review the prior information, please refer to the previous Planning & Zoning Commission Meeting Packets available on the City's website.

2. Capital Improvement Program Update – FY2018-2022

At the last meeting City staff reviewed the proposed Capital Improvement Program for Fiscal Years 2018 through 2022, www.creve-coeur.org/cip. The matter is ready for Commission recommendation to Council.

3. Application: #16-030 for a Conditional Use Permit and Site Development Plan for a Panda Express Restaurant, with Drive-Thru Service at 10453 Olive Boulevard Within Creve Coeur Pavilion Shopping Center

The Applicant has revised the drawings to address the concerns raised at the November 21st meeting and is requesting to un-table the application and to schedule the continued public hearing for the April 3rd meeting date. A motion to un-table the item and schedule it for the April 3rd meeting is needed.

NEW BUSINESS

1. Public Hearing. Application #17-008: Text Amendment to Section 405.310: PH-Planned Hospital District of the Zoning Ordinance

George Stock, of Stock and Associates, on behalf of Mercy Hospital, has submitted an application to amend Section 405.310: PH-Planned Hospital District of the Zoning Ordinance to reduce the required buffer yards and allow increased building height for properties within the PH District, when they are adjacent to non-residential uses within a residential zoning district under certain conditions and allow an increase in maximum site coverage from 55% to 63% for sites greater than 55.01 acres. These text amendments are in support of a proposed new outpatient center and parking garage for Mercy Hospital at the former Skilled Nursing Facility at 12120 Conway Road. The

proposed amendment also clarifies the regulations within this section for all sites within the PH District.

WORK AGENDA

None

DEPARTMENT REPORTS

1. Director of Community Development
2. City Attorney

ADJOURNMENT

Posted: _____
Jason W. Jaggi
Director of Community Development



**CITY OF CREVE COEUR
PLANNING & ZONING COMMISSION
MEETING MINUTES
MONDAY, MARCH 6, 2017
6:30 PM**

A regular meeting of the Planning and Zoning Commission of the City of Creve Coeur, Missouri was held on Monday, March 6, 2017, at the Creve Coeur Government Center, 300 North New Ballas Road. Chair Beth Kistner called the meeting to order at 6:30 P.M.

MEMBERS PRESENT:

*Ms. Beth Kistner (Chair)
Mr. Tim Carney
Mr. Don Magruder
Mr. Gene Rovak
Ms. Murial Hall
Ms. Heather Silverman*

OTHERS PRESENT:

*Mr. Carl Lumley, City Attorney
Mr. Jason Jaggi, Director of Community Development
Ms. Whitney Kelly, City Planner
Ms. Jessica Stutte, Recording Secretary*

ACCEPTANCE OF THE AGENDA

Ms. Silverman moved to accept the agenda, as amended to consider item 4 of new business right after item 1. Motion seconded and unanimously approved.

APPROVAL OF MINUTES

Mr. Rovak moved to accept the minutes for February 21, 2017, as submitted. Motion seconded and unanimously approved.

PUBLIC COMMENT

Linda Rezny asked the commission to explore ways of making sure they received comments submitted after creation of agenda packet prior to start of the meeting.

UNFINISHED BUSINESS

1. Application #16-028: a Resolution of the Planning and Zoning Commission of the City of Creve Coeur, Missouri, Adopting the Creve Coeur 2030 Comprehensive Plan as the Official Land Use Plan of the City

Mr. Jaggi discussed the most recent amended text in the Comprehensive Plan and pointed out to the Commission members that letters received after posting of agenda were placed on the dais.

Mr. Gada said he was here to try to protect his property. He said the neighbors want nothing but residential. He said the language as proposed threatens one unit and may threaten more in the future. He said his property and 3 of his neighbors are threatened with having a potential parking lot in their back yard. He said they wanted that language removed. He said no one on the Committee lives in the area and stands to suffer from the fallout.

Ms. Heilwood said she purchased her house because of the location. She gave a few examples of other areas in St. Louis County that have traffic problems. She said that traffic will be a problem. She said commercial development would decrease her property value. She said it is an investment. She said many of the existing commercial strip malls along Olive are vacant. She said revitalization is a good idea, but commercial property is not the answer.

Ms. Ni said new houses are being built on her street. But she said if commercial is allowed she would not encourage people to move in to the neighborhood.

Mr. Merrit said he opposes the change in the code. He said there are plenty of commercial options nearby. He said the market is saturated. He said that commercial will ruin the character of the neighborhood. He said the property value will be lowered and people will think twice about moving in or building homes.

Ms. Roddy talked about stormwater and run-off and the amount of land needed for buffers in different areas. She said didn't think anything along Olive would fit into anything

Mr. Lohse said he is proud of his community. He said it is clear that both the city and the residents both want to see improvement. He said the property owners along Olive are the problem and are waiting for a rezoning so they can make money. He said there are protections in place and they will be enforced. He said the city is choosing a route of selected enforcement.

Ms. Lohse said she heard the message of the commission at the last meeting. She said they have a difference of opinion on how to achieve the goals of improving the corridor. She asked the Commission to amend the Comprehensive Plan. She said they are going to fix and beautify their neighborhood.

Mr. Masthay said the space would do better with the space being green and the taxes from a commercial business would be inconsequential. He felt like the plan was condescending to the residents.

Mr. Wyne gave his history on Larkin Street. He said he had lived in 3 different houses on Larkin since 1949. He said when he was City Attorney for the City of Creve Coeur the mayor said to the staff to listen to the residents.

Mr. Breitweiser said this would have a direct impact on the residents. Almost all the properties are owned by Creve Coeur residents.

Ms. Rezny said she did not understand why Mr. Magruder's neighborhood was zoned differently than Deaver, Sona and Larkin.

She said there is plenty of office space, multi-family and commercial space already. She said the difference in lot size would make it difficult for development. She suggested they leave the plan for a number of years and amend the plan if it isn't moving in the direction the commission it envisions. She went through all the lots along Olive. She said there are improvements happening in that area. She said that those houses would be best left as single-family residential.

Mr. Alexseya said they built a new house and started a new life in Creve Coeur. He said they will be disappointed if the commission goes forward with this plan for the east olive corridor.

Ms. Silverman asked Mr. Jaggi about the 2 lots that are commercial.

Mr. Jaggi explained how those 2 properties were permitted under the code. He explained it was a formal procedural process.

Mr. Rovak said there has been deterioration and it needs to be addressed in some way. He asked if it could stay residential and be monitored for progress.

Mr. Jaggi said the place type map could be revised that could lead to a zoning change. He said additional narrative would need to be added to ensure that progress is being made. He said the plan does a good job of identifying the issues and the issue here is the agreement on how the change should be made for improvement. He said the plan addresses the scale of what would be permitted.

Mr. Magruder said he would like to approve the plan tonight. He said he is sympathetic to the residents. He said he would like to find a way to keep it residential for now, but also have language that allows room for change.

Ms. Silverman said she was moved by the passion of the residents. She said they do want the same thing. But leaving it for 15 years is not a solution.

Mr. Carney said he also was moved and he was very familiar with the neighborhood. He said he thinks residential development makes sense for improvement.

Ms. Hall said she agrees a compromise needs to be made regarding the plan and for the residents.

Ms. Kistner said she still believes it is unlikely it will be residential, but commercial is equally challenging.

Ms. Silverman said she thought the owners would hold on to their properties. She said the property owners need to be held accountable with their property maintenance.

Ms. Rezny asked if there would mechanisms in place to improve.

Mr. Jaggi said there is a program through the State called a Neighborhood Improvement District and has to be initiated by the property owner. He said the city cannot go to a resident and require landscaping. Property maintenance can be enforced.

Ms. Silverman said she would like a timeline to keep people accountable.

Mr. Rovak said it didn't need to be rigid, but could be used as a guideline to see progress.

Ms. Kistner said the area is not in isolation and the bigger picture needs to be considered. She said a review of 5 years seemed reasonable.

Ms. Silverman said she would like to point out that if this were to go in the plan the residential houses affected would not be rezoned. She wanted that misconception to be addressed on the record.

Mr. Jaggi said the follow up to this process is examining the zoning. He suggested bringing this back before the commission one more time.

Ms. Kistner asked that the portion of the plan with language changes be available soon for review.

Mr. Carney asked if 5 years an appropriate amount of time.

Mr. Jaggi said 5 years seemed like an appropriate number and they could revisit the area at that time. He said that were permit them to reexamine it.

Ms. Gada thanked the commission for listening to the residents, but she was concerned about having a time limit. She said ambiguity would encourage people to hold onto their property in the hopes it would go commercial. She asked them to keep it residential.

Ms. Kistner said everything is subject to review. She said she feels an obligation to be able to renew and review the plan. She said the concerns are significant and recommended those opposed to hold their neighbors accountable to maintaining their property.

Mr. Rovak said vision and review are important. He said exceptions won't make the problems disappear.

Ms. Silverman said 5 years was good way to send a message to developers that the residents do care about their neighborhood.

Ms. Silverman made a motion to continue to the meeting of March 20, 2017, Mr. Magruder seconded.

Ms. Hall-aye Mr. Carney-aye Mr. Rovak-aye Ms. Silverman-aye Mr.
Magruder-aye Chair, Ms. Kistner- aye

Motion passed.

NEW BUSINESS

1. Capital Improvement Program Update – FY2018-2022

Ms. Sharon Stott went over the CIP goals, criteria, and timeline. She went over the capital fund revenues as well as building and other improvements. Ms. Stott went over the Park Development Projects.

Ms. Kistner asked about playground surface lifespan.

Ms. Stott said the lifespan is about 10 years.

Mr. Heines said the money is there if they need it and they do testing to estimate how far out to plan for those needs.

Mr. Magruder asked what happened if the grants didn't pan out.

Ms. Stott said they explore other grants and avenues.

She moved on to the proposed Stormwater projects and Street & Sidewalk projects. She then moved onto The Capital Equipment Program and the Police Building Fund Overview. Ms. Stott showed the revenue projections for the past 5 years and for the next 5 years.

Ms. Kistner asked about the city hall renovations.

Ms. Stott said they don't want to include any estimates on the renovations until the police building is done and they have hard numbers.

Mr. Heines said they have extensive research to do before it is added to the CIP.

Mr. Rovak asked if the design service and owners rep were ever considered to be handled together.

Mr. Heines said it was considered.

Mr. Rovak said he would like more time to review before voting.

Ms. Silverman made a motion to continue, Mr. Carney seconded.

Mr. Magruder-aye Ms. Silverman-aye Mr. Rovak-aye Mr. Carney-aye
Ms. Hall-aye Chair, Ms. Kistner- aye

Motion passed.

2. Application #17-010: for a Minor Site Development Plan of an Auxiliary Salt Storage Building at the Creve Coeur Public Works Maintenance Facility at 996 Rue De La Banque East

Jim Heines, Director of Public Works, said he realized a fabric building is not a typical building structure but is recommended for salt storage. He said they were going with the tan color and the structure should be out of site.

Mr. Magruder asked if the cloth was a cost issue.

Mr. Heines said yes.

Mr. Magruder asked how long it lasts.

Mr. Heines said 15 years and the fabric alone could be replaced at that time. He said the frame has a longer lifespan.

Mr. Magruder made a motion to approve. Mr. Rovak seconded.

Ms. Hall-aye Mr. Carney-aye Mr. Rovak-aye Ms. Silverman-aye Mr.
Magruder-aye Chair, Ms. Kistner- aye

3. Application #17-002: Boundary Adjustment and Site Development Plan Approval for Parking Lot Addition and Façade Improvements for Edwin Pepper and Associates at 9974 Old Olive Street Road

Mr. Gary Feder talked about the project goals and their revisions to achieve those goals.

Mr. Ted Spade talked about the planned landscape enhancements. He said they added a terrace and a bench to improve the lot. He moved on to presenting the facade changes. He said they would get rid of the lava rock with a veneer.

Mr. Pepper showed a sample of the veneer and paint color.

Mr. Spade continued showing the facade changes. He said it would be a lively corner and a great enhancement.

Ms. Kistner asked if the conditions in the staff report were met with agreement.

Mr. Spade said they agreed to the conditions.

Ms. Kelly said another condition was that they fill in a portion of missing sidewalk.

Mr. Magruder asked about signage.

Ms. Kelly said signs are reviewed at staff level and as far as she could tell they meet code at this time.

Mr. Carney asked about the entrances.

Mr. Spade said the main customer entrance was in the back.

Ms. Silverman made a motion to approve the Boundary Adjustment subject to conditions in the staff report, Mr. Magruder seconded.

Ms. Hall-aye Mr. Carney-aye Mr. Rovak-aye Ms. Silverman-aye

Mr. Magruder all aye Chair, Ms. Kistner- aye

Motion passed.

Ms. Silverman made a motion to approve the Site Development Plan subject to the conditions in the staff report, Ms. Hall seconded.

Mr. Magruder-aye Ms. Silverman-aye Mr. Rovak-aye Mr. Carney-aye

Ms. Hall-aye Chair, Ms. Kistner- aye

Motion passed.

4. Public Hearing. Application #17-009: Conditional Use Permit and Site Development Plan for Exterior Building Improvements for Conversion to a Lou Fusz Kia Franchise at 1025 North Lindbergh Blvd

Witnesses were sworn in.

Mr. Hollander showed where there would be a service area added. He showed the proposed landscaping. He showed the facade changes.

Ms. Kistner asked about the red area.

Mr. Hollander said that visible area was actually inside the building. He showed where the exterior red would go under the canopies.

Mr. Magruder asked where the addition would be.

Mr. Hollander said it would be by the service area.

Ms. Kistner asked if they agreed with all the conditions.

Mr. Hollander said they would like to go over the ones they would like to be reconsidered. He said Lou Fusz had their trees treated for the Emerald Ash borer. He said they were reluctant to remove the trees since they had been treated. He said they had added landscaping and were removing a canopy. He said other dealers don't have landscaping blocking their inventory. He said they are significantly improving the area.

Ms. Kistner asked if he was referring to conditions in #7 & 8.

Mr. Hollander said that was correct and also said irrigation in #9 was a concern around the Ash trees.

Ms. Silverman asked if he was comfortable with the rest of the conditions.

Mr. Hollander said that was correct.

Ms. Kelly addressed the other dealerships and said they are currently under a building permit and are going to be changing their landscaping. She said additional landscaping is needed to meet the comprehensive plan. She said she believed they could work with the applicant on creating a display for cars. She continued that they would like the trees to be considered and if the commission would like to keep the trees that an arborist take a look.

Ms. Kistner asked about the irrigation.

Ms. Kelly said if the trees remained, no irrigation was necessary, but that irrigation be put in if the trees die.

Ms. Kistner asked if they could have a date to review the trees health.

Mr. Jaggi said it was difficult to enforce a requirement like that. He pointed out that the city was proactively removing the trees and they were also being proactive in recommending removal of the trees. He said he didn't know if the treatment would work.

Mr. Hollander said they were trying to be good stewards and save the trees. He said they had an arborist who was looking at the trees.

Ms. Kistner asked about consultation with an arborist and adding that as a condition.

Mr. Jaggi said they would probably add that the applicant provide an arborist and a report showing the health of the trees.

Ms. Silverman asked how many trees there were on the property.

Mr. Hollander said there are 15 existing ash trees.

Ms. Silverman asked if they were all in similar condition.

Mr. Hollander said his landscape architect recommended removal, but the client wanted to try to save them. A dead tree isn't good for sales, so they would be removed if they declined further.

Mr. Jaggi said that it could be stated that any tree that is removed needs to be replaced.

Mr. Magruder said he didn't like have different trees.

Ms. Kelly pointed out the standard landscape condition for CUP's.

Mr. Magruder said they are setting themselves up to monitor a condition.

Ms. Hall asked how many trees might need to be removed.

Mr. Hollander said 15. And 17 more would be planted, for a total of 32.

Mr. Rovak asked about the size of the replacement trees.

Ms. Kelly said 3" caliper.

Mr. Rovak asked how big the current trees are.

Ms. Kelly said they were about 12" caliper.

Ms. Silverman said they would be smaller trees which would show the merchandise better.

(This ends the Public Hearing: see verbatim transcript for further information)

There being no further comments, City Attorney, Mr. Carl Lumley, presented the exhibits and the public hearing was closed.

Mr. Hollander said he would like the word "additional" removed from Condition 7.

Mr. Jaggi said he thought staff could work with Mr. Hollander in that regard. He said that in regard to Condition 8 the landscape recommendation was made because there was nothing there.

Ms. Kelly said the lot could be restriped to better display the cars and space them out. The landscaping could then be bunched.

Mr. Jaggi read his recommendation for Condition 7.

Mr. Carney made a motion to approve according to the draft ordinance, Mr. Rovak seconded.

Mr. Rovak made a motion to amend Condition 7 to include additional landscaping within the existing area without requiring additional area. Mr. Magruder seconded.

Ms. Hall-aye Mr. Carney-aye Mr. Rovak-aye Ms. Silverman-aye Mr.
Magruder-aye Chair, Ms. Kistner-aye

Motion passed.

Mr. Rovak made a motion to amend Condition 8 to state the landscape plan should provide shrubs along the street frontages (delete word “additional”). Mr. Carney seconded.

Mr. Magruder- aye Ms. Silverman-aye Mr. Rovak-aye Mr. Carney-aye Ms.
Hall-aye Chair, Ms. Kistner- aye

Motion passed.

WORK AGENDA

None

DEPARTMENT REPORTS

Mr. Jaggi talked about the 39 North plan and said there is a draft prepared that needs to have a public hearing. The Commission expressed support for the proposed schedule, with an extension of the joint session to end at 7:30.

ADJOURNMENT

There being no further business to come before the Planning and Zoning Commission, upon motion being made and duly seconded, the meeting was adjourned at 10:00 P.M.

Beth Kistner, Chair

Jessica Stutte, Recording Secretary



MEMO TO PLANNING AND ZONING COMMISSION

Meeting Date: March 20, 2017

Subject: Comprehensive Plan Update, *Creve Coeur 2030*
Project Number: 16-028

Memo Prepared by: Jason W. Jaggi, AICP, Director of Community Development
March 15, 2017

Attachment: Draft Resolution

At the March 6, 2017, meeting, the Planning and Zoning Commission requested changes to the East Olive Corridor recommendations affecting the existing properties currently zoned single family residential on the south side of Olive Boulevard between Graeser Road and North Spodee Road. The changes within this section of the East Olive corridor would remove these properties from the Neighborhood Commercial (NC) place type and assign them to the Estate Neighborhood (ER-1) community place type consistent with the areas to the south.

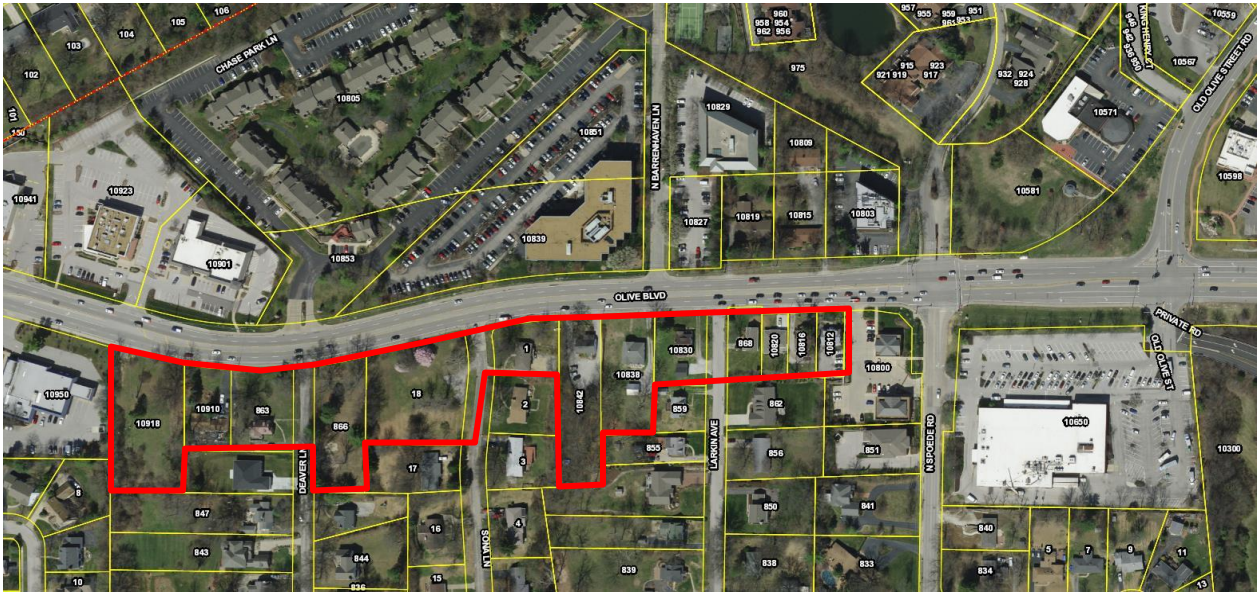
Along with the change in the Community Place Type map, the Commission requested that the narrative for the East Olive corridor be revised to reflect the existing single family residences within this section to include objectives to gauge improvement for review in the next 5 years.

Revised Community Place Type Map

Staff will revise the Community Place Type Map as directed by the Commission as shown below:



Close up view of the Community Place Type Map showing Olive Boulevard between Graeser and Spodee roads. The highlighted properties will be revised to show them within the Estate Neighborhood place type.



Close up aerial view of properties that have been changed from the NC-Neighborhood Commercial Place Type District to the ER-1-Estate Neighborhood Place Type District.

Text Revisions

The text within the East Olive Corridor section of Chapter 4 has also been revised to reflect comments made at the last meeting. The introduction paragraph describing the vision of the East Olive corridor now includes existing single family residences, within the area shown above, and provides objectives to determine if this area has improved within a 5-year timeframe.

The proposed revisions are shown below (underlined):

Page 88, East Olive Corridor

The Vision for East Olive is to create a walkable corridor of destination retail boutiques, neighborhood service businesses, small-scale restaurants, ~~and~~ attached townhomes and low-density multi-family and single family homes. Development of the East Olive corridor should encourage pedestrian access from adjacent neighborhoods and prioritize walkability between neighboring lots while accommodating car access and easy parking.

Revitalization of East Olive has continued to falter due to the challenges of shallow lot depths, direct adjacency to established residential neighborhoods, and frontages onto Olive Boulevard. Existing lot constraints limit development options for these properties. In many cases, current zoning regulations have made the redevelopment of existing commercial buildings financially infeasible. This is due to current parking and landscaping requirements, which often dictate that an existing building must be rebuilt with a smaller square footage to meet requirements.

The East Olive corridor comprises the Neighborhood Commercial District (NC) place type, and for existing residentially-zoned properties on the south side of Olive Boulevard between Graeser Road and North Spode Road, the Estate Neighborhood place type (ER-1). The NC place type supports the development of a variety of medium- to low-density commercial, retail, office, neighborhood service business, and residential development in a

commercial corridor with shallow lot depths. This district is designed to provide a transition between more intense commercial districts to the east and west. Existing properties in this district are ideal for many types of smaller, specialty retail, service, and office businesses, providing both easy automobile access and a walkable, pedestrian environment. The Neighborhood Commercial District provides for lot-by-lot, incremental revitalization and redevelopment that builds toward a coherent corridor identity.

For the residentially-zoned properties fronting the south side of Olive Boulevard between Graeser Road and North Spoede Road, within the ER-1 place type, continued review should be undertaken to ensure progress towards redevelopment or improvement to existing properties are being met. Examples of such progress include the removal and replacement of existing residential structures; the construction of new residential structures on existing vacant lots, or renovations to existing residential structures substantially affecting the exterior appearance. The Planning and Zoning Commission should review this area in the short/medium term (approximately 5 years) to determine if the appropriate level of residential development or reinvestment has occurred based upon these stated objectives.

The East Olive recommendations on pages 93-94 should apply as properties are redeveloped or undergo significant renovations. Refer to pages 61-62 for additional frontage plan information.

Staff believes the changes to the Plan reflect the discussion and direction of the Commission from the March 6, 2017 meeting. The agenda packet includes the full revised Comprehensive Plan document (as of March 1, 2017) and draft resolution; however no changes as described in this memorandum have been made to the plan document at this time. Should the Commission approve the changes as proposed within this memorandum or wish to make changes as part of its deliberations at the meeting, staff will incorporate all changes into the final document.

No citizen comments have been received by staff since the last Commission meeting; however, should any comments be submitted after the posting of the agenda, staff will provide copies for each member at the meeting.

Staff will present the changes at the meeting and will be available to answer any questions the Commission members may have.

RESOLUTION 16-028

A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF CREVE COEUR, MISSOURI, ADOPTING THE CREVE COEUR 2030 COMPREHENSIVE PLAN AS THE OFFICIAL LAND USE PLAN OF THE CITY.

WHEREAS, Sections 89.340 et seq. direct the Creve Coeur Planning and Zoning Commission to make and adopt a plan for the physical development of the City; and

WHEREAS, the Commission adopted such a plan in April 2002; and

WHEREAS, the Commission has completed careful and comprehensive surveys and studies of current existing conditions and probable future growth of the City, including by engaging a consultant and, with their assistance and the guidance and support of the Department of Community Development, holding a series of public workshops, focus group meetings, and work sessions; and

WHEREAS, in the course of such proceedings the Commission has confirmed that the April 2002 Comprehensive Plan should be updated; and

WHEREAS, application 16-028 was submitted by the City of Creve Coeur Director of Community Development to make such an update; 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 over the course of four meetings on October 20, 2016, November 7, 2016, November 21, 2016 and December 15, 2017; 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 City Ordinances; and,

WHEREAS, all persons who presented themselves at said hearing and desiring to be heard were given an opportunity to be heard and a copy of the proposed comprehensive plan has been made available for public inspection prior to its consideration by the Commission; and,

WHEREAS, the Commission has determined that it is fully and sufficiently informed on the matter and that the plan has the general purpose of guiding and accomplishing a coordinated development of the City which will, in accordance with existing and future needs, best promote the general welfare as well as efficiency and economy in the process of development;

NOW, THEREFORE, be it resolved by the Planning and Zoning Commission of the City of Creve Coeur, Missouri, as follows:

Section 1: The Creve Coeur 2030 Comprehensive Plan dated March 2017 attached hereto as **Exhibit A**, including all maps, descriptive matter and other materials contained therein, and as amended at the meeting of March 20, 2017, is hereby adopted as the official land use plan for the City of Creve Coeur, Missouri, and shall therefore supersede any and all previously adopted land use plans developed for the City or any part or section thereof, including as further explained on page 10 of **Exhibit A**.

Section 2: The Commission shall commence with the task of implementing the new Comprehensive Plan as provided therein to the full extent of its authority.

Section 3: This Resolution shall become effective immediately upon adoption.

Section 4: The adopted Comprehensive Plan shall be kept on file in the Department of Community Development, which serves as the office of the Commission, and the Director shall cause a copy thereof to be certified to the City Council and City Clerk to be available in the Clerk's office for public inspection during normal office hours, and further the Director shall cause a certified copy thereof to be available in the office of the St. Louis County Recorder of Deeds, all in compliance with Section 89.360 RSMo.

ADOPTED BY VOTE OF _____ OF THE 7 MEMBERS OF THE COMMISSION ON THIS
 ____ DAY OF March, 2017

 ELIZABETH KISTNER
 CHAIR PERSON

 SECRETARY

ATTEST:

 DEBORAH RYAN, CITY CLERK, MPCC

Attachment: Comp Plan adoption Resolution 3-20-2017 (2359 : #16-028 Comp Plan Adoption)

Creve Coeur



The Heart of Community & Commerce



**COMPREHENSIVE PLAN UPDATE
FINAL DRAFT**
for the City of Creve Coeur, Missouri

March 2017

Acknowledgements

City of Creve Coeur

Planning & Zoning Commission

Beth Kistner	Chairwoman
Gene Rovak	Commissioner
Tim Carney	Commissioner
Heather Silverman	Commissioner
Murial Hall	Commissioner
Donald Magruder	Commissioner
Matthew Schuh	Commissioner
<i>James Faron</i>	<i>Former Commissioner</i>
<i>Charles Pullium</i>	<i>Former Commissioner</i>

Planning Staff

Jason Jaggi, AICP	Director of Community Development
Whitney Kelly, AICP	City Planner
Jessica Stutte	Administrative Assistant to the Planning Division
Mark Perkins	City Administrator

Elected Officials

Barry Glantz	Mayor
Cynthia Kramer	City Council, Ward I
James Faron	City Council, Ward I
Ellen Lawrence	City Council, Ward II
Ted Ruzicka	City Council, Ward II
Charlotte D'Alfonso	City Council, Ward III
Robert Hoffman	City Council, Ward III
Scott Saunders	City Council, Ward IV
Sue Baseley	City Council, Ward IV
<i>Dave Kreuter</i>	<i>Former Ward I Councilman</i>
<i>James Wang</i>	<i>Former Ward II Councilman</i>
<i>Robert Kent</i>	<i>Former Ward IV Councilman</i>

Senior Staff

Sharon Stott	Assistant to the City Administrator
Dan Smith	Director of Finance
Jason Valvero	Director of Recreation
Glenn A. Eidman	Chief of Police
James H. Heines	Director of Public Works
Matt Wohlberg, PE	City Engineer
Steve Unser	Chief Building Official
Bess McCoy	Public Information Officer
Andrea Muskopf	Human Resources & Management Analyst

Boards and Commissions

Arts Committee
Economic Development Committee
Energy and Environment Committee
Horticulture, Ecology, and Beautification Committee
Parks and Historic Preservation Committee
Stormwater Committee

Planning Team

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Special Thanks To...

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The City of Creve Coeur's Community Vision

*Creve Coeur will continue to prosper as **a premiere livable and sustainable community** by preserving and capitalizing on new opportunities for the City's key residential, business, environmental, and civic assets.*

Utilizing comprehensive place-making, *Creve Coeur will enhance its unique and recognizable physical identity; its healthy and vibrant neighborhoods; and remain **a regional leader as a green and environmentally-friendly community.***

01

INTRODUCTION & BACKGROUND

Introduction

The City of Creve Coeur is recognized as one of the preeminent communities of St. Louis County and the State of Missouri. High-quality, stable residential neighborhoods adjoin the southern edge of Olive Boulevard, one of the region's most vibrant commercial corridors. Creve Coeur is home to a large office market and medical community of regional importance with two hospitals, Mercy Hospital and BJC West County Hospital, and numerous other medical establishments. A growing plant science and ag-tech business sector, including Monsanto and the Donald Danforth Plant Science Center employ people from all over the world. Together, Creve Coeur businesses employ over 52,000 St. Louisans. High property values are supported by a beautiful and green physical environment; easy access to community amenities, retailers, and regional transportation; and excellent public and private schools. The City government provides effective and efficient public services, utilizing strong sales tax revenues to keep costs reasonable for residents.

The 2002 Comprehensive Plan marked a fundamental change in the way that Creve Coeur planned for the future. That plan focused the City's planning resources on protecting existing community assets and strengthening community character. With the exception of some new, defined redevelopment opportunities, this Comprehensive Plan Update—*Creve Coeur 2030*—continues these themes. This Plan seeks to preserve and strengthen Creve Coeur by capitalizing on new development opportunities, articulating specific capital improvements, and guiding new development. Neighborhood preservation, business district revitalization, improved livability, and quality economic development remain the major focal points of the Plan. Whereas the 2002 Comprehensive Plan provides limited guidance and tools for implementation, *Creve Coeur 2030* provides specific recommendations, actions, and regulatory code updates to facilitate ongoing, incremental implementation.

As a mature city, Creve Coeur has entered a critical phase. During the decades leading up to the creation of the City's current Comprehensive Plan in 2002, most of the City's planning related to land use planning – deciding how best to use vacant parcels or large assemblages of land. Now that the community is largely built out, the basic land use pattern of the City is established. With the adoption of the 2002 Comprehensive Plan, Creve Coeur focused its attention on the challenge of improving the community's livability, quality of life, and the redevelopment of older, underutilized properties.

How this Plan will be Used

Creve Coeur 2030 builds upon the existing 2002 Comprehensive Plan and takes a different approach to planning. With an established land use pattern, a framework is needed for decisions to be guided by a vision for the long-range improvements needed to achieve better quality of life. Rather than identify a specific “end state” for the City of Creve Coeur, this Plan is structured as a guide and as a call to future action, based upon a 20-year vision for the City.

This plan presents goals, strategies, and recommendations for the City, which are reasonable, feasible, and important to the welfare of the entire community. The value of the Plan will be measured by the degree of success the community achieves in its implementation.

The effectiveness of the Plan is directly related to the continual recognition of the proposals which are included herein, by the Planning and Zoning Commission, the City Council, City staff, and the other appointed boards and commissions of the City.

This plan recognizes that no planning system can be entirely quantitative and objective. There will always be a need for subjective judgment by elected and appointed officials, particularly in a mature community with established patterns and institutions. The key to successful planning in this environment is to make subjective decisions that are wise, forward-thinking, and coordinated over time.



PUBLIC WORKSHOP #3; FEBRUARY 1, 2016.

*Over 170
residents and
40 non-resident
stakeholders of
Creve Coeur have
engaged in this
planning process
through over
250
individual points
of contact.*

The Planning and Zoning Commission plays a critical role in the planning process and must be alert to the needs of the community. It must bring such needs to the attention of the City Council, as well as other agencies within the community having direct responsibility for public improvements. The appraisal of local needs and the continued application of the planning principles set forth herein will assure maximum benefits from the Plan and will result in the orderly and economical attainment of the goals established in the Plan.

After formal adoption of the Creve Coeur 2030 Plan, it becomes a tool for communicating the City's land use policy and coordinating individual decisions into a consistent set of actions that harmoniously shape the City's growth and re-development. The Plan supersedes all land use plans previously adopted by the City. It should be used to update and inform administration of the City's existing planning tools, which include, but may not be limited to the following:

- » Zoning Ordinance (Chapter 405)
- » Subdivision Ordinance (Chapter 410)
- » City of Creve Coeur Design Guidelines
- » Creve Coeur CBD / Downtown Area Implementation Strategy ("Downtown Plan"; 2006)
- » Creve Coeur Pedestrian Plan (2002)
- » Traffic Calming / Traffic Mitigation Program (2002)
- » Stormwater Evaluation Final Report (2012)
- » Public Art Master Plan
- » Capital Improvement Program (Five-Year Plan)

Suggestions or recommendations for updates to other existing plans and ordinances, where advisable, are noted in this Plan

The Planning and Zoning Commission has an ongoing responsibility to see that the Plan is implemented and updated as needed, to be responsive to changing conditions. City staff and appointed boards and commissions will have the Plan to guide them in decision-making. Close cooperation between the City Council and the Planning and Zoning Commission will be essential to proper administration of the Plan. Coordination with other governmental entities and jurisdictions will also be important to the realization of the City's planning goals and recommendations.

To that end, the Creve Coeur 2030 Plan will be used in several ways:

1. As a Guide for Future Land Use Decisions

- » To provide the Planning and Zoning Commission and City Council with an explicit statement of public policy to assist them in their weekly, monthly and annual decision making on specific development and land use issues.
- » To remove as much uncertainty as possible from the development process, and thereby facilitate optimal location decisions on the part of businesses, households, and developers.
- » To provide administrative continuity through successive City administrations in dealing with development proposals, both public and private.
- » To provide the community with confidence that recommendations in the Plan are based on the public's participation and input, and that changes made in the community will be gradual and sensitive to the public's needs and interests.

2. As an Outline for Public Facility Decisions

- » To provide a framework for an orderly and reasonable implementation of the improvement projects recommended by the Plan, such as street improvements, streetscape improvements, sidewalks, storm water improvements, and communication technology.

- » To furnish a means of insuring that improvement projects will be carried out concurrently with the community's ability to pay so that their completion will not create an excessive tax burden.

3. As a Call to Action

To articulate and serve as a call to action on City initiatives, including the development of a network of pedestrian and bicycle facilities, creation of walkable, place-based commercial and retail development, a central city-wide gathering space, and a comprehensive sustainability program.

This Plan represents a long-range (20-year) vision for the community. However, the Plan must be periodically reviewed and updated. It is suggested that, as part of implementation activities, the City establish a "community dashboard" of outcome management indicators on which the City can readily collect data. Using this dashboard, City staff and the Planning and Zoning Commission should track progress of Plan implementation to assess Plan recommendations and to determine whether adjustments are needed to the Plan.

The Plan is intended to be flexible, so that it can respond to changing community conditions. At the same time however, the Plan should facilitate a proactive approach to the planning and decision making process for the City. It recognizes that the City cannot predict the future, but it should equip itself to respond to and guide events to achieve a vision for the community.

Creating the Plan

The Creve Coeur 2030 Plan is the product of a robust community outreach and engagement process, conducted over the course of ten (10) months. This process effectively utilized the knowledge and expertise of Creve Coeur citizens and stakeholders to create a vision for an authentic, resilient, and sustainable future for the City. This Comprehensive Plan Update utilized five (5) key engagement activities:

- » **Public Workshops:** The heart of the public planning process, the City of Creve Coeur and planning consultant conducted five (5) public workshops, in conjunction with the Planning & Zoning Commission, at key points throughout the development of the plan. Public workshops were held at 6:30 PM on the first Monday of the month in place of a regular Planning & Zoning Commission Meeting. Workshops typically consisted of a formal, information presentation followed by small-group, facilitated work sessions. Table work boards, facilitates discussion, and keypad polling were all utilized.
- » **City Staff and Elected Official Focus Groups:** The planning consultant conducted individual focus group work sessions with city staff, elected officials, and City commission members. A total of five (5) Focus Groups meetings were conducted in November, 2015. The purpose of these meetings was to collect directed input from city staff and elected officials on key issues and priorities within the City, and to assess the success of the 2002 Comprehensive Plan.

- » **Resident and Stakeholder Focus Groups:** Similar to the City Staff and Elected Official Focus Groups described above, the planning consultant conducted individual focus group meetings with City residents, business and property owners, and citizen committees. A total of six (6) Focus Group meetings were conducted in November, 2015.
- » **Client Group Work Session:** Throughout the planning process, the planning consultant conducted four (4) Client Group Work Sessions with representatives of the City of Creve Coeur to work through technical planning issues in development of the Comprehensive Plan Update.
- » **Follow-Up Stakeholder Focus Group Meetings:** During development of the Draft Comprehensive Plan Update, the planning consultant conducted nine (9) follow-up Stakeholder Focus Group Meetings with key stakeholder groups, including elected officials, property owners, the Planning & Zoning Commission, and citizen committee members. Conducted between April and June, 2016, the purpose of these meetings was to collect thematic input from stakeholders on particular aspects of the Plan.

Over 170 Creve Coeur residents and over 40 non-resident stakeholders participated in this process, through over 250 individual points of contact. The key Community Issues and Priorities presented on the facing page were identified and prioritized by the community and are addressed in the Creve Coeur 2030 Plan. The order in which these Issues and Priorities are presented does not represent order of importance.

Key Community Issues & Priorities

Business Preservation: Maintaining a strong economic base is crucial for the long-range success of the City; Creve Coeur should address outdated and underutilized commercial development and capitalize on high-tech industrial growth opportunities.

Residential and Neighborhood Protection: Some residents feel threatened by potential intrusion of commercial uses into established residential areas, and teardowns and infill of new homes must positively contribute to the character of existing neighborhoods.

Community Sustainability: Creve Coeur is a regional leader in community sustainability, and should continue to expand municipal sustainability initiatives and integrate sustainability throughout community and economic development.

Parks, Trails, and Greenways: Residents and visitors alike value the “green appearance” of Creve Coeur and want to see it preserved and expanded.

A Walkable and Bikeable Community: Pedestrian and bicycle facilities are insufficient and inconsistent in Creve Coeur, and current designated bike routes are perceived as unsafe.

Traffic Congestion: Traffic has continued to increase and cause frustration, particularly on Olive Boulevard.

Housing and Community Diversity: Support the development of varying housing types and community amenities that matches projected population growth and changes.

Community Identity: Creve Coeur has a significant employment base and desirable neighborhoods yet lacks an identifiable downtown or central community gathering place to bring together residents and employees of local businesses.

Community Facilities, Amenities, and Services: Residents of Creve Coeur desire expanded and improved public facilities; unique, walkable, and locally-oriented stores and restaurants; and community-supporting service businesses.

Effective Implementation: Achieving this Comprehensive Plan will be supported by improving the efficiency of local government and ensuring that the City’s regulations and ordinances match the community’s vision, as articulated in this Plan.



PUBLIC WORKSHOP #2; DECEMBER 7, 2015.

Structure of the Plan

The Creve Coeur 2030 Plan is organized into the following key sections:

MAIN COMPREHENSIVE PLAN DOCUMENT

1. **Creve Coeur Today:** This section provides an overview of existing conditions in Creve Coeur, including physical conditions and characteristics, demographic projections, and opportunities for future development and improvement. (Refer to pages 17-41.)
2. **Plan Objectives & Strategies:** The *Objectives and Strategies* section articulates specific initiatives for City-wide public facilities, physical improvements, and regulatory recommendations to achieve the Plan Vision and addresses the community's key issues and priorities. This section is organized around seven (7) Goals, which are summarized on the facing page. (Refer to pages 43-51.)
3. **Plan Recommendations:** The *Plan Recommendations* are the heart of the Comprehensive Plan Update and are comprised of geographically-based future land use goals; placemaking initiatives; and City-wide plans for infrastructure and capital improvement projects. (Refer to pages 53-123.)
4. **Implementation:** The *Implementation Plan* recommends implementation priorities—including Capital Improvement Plan (CIP) priorities—describes key Early Action Items, and summarizes the various project initiatives in a comprehensive Implementation Action Matrix. (Refer to pages 125-141.)

APPENDIX

1. **Appendix A – Plan Maps:** Appendix A includes enlarged version of the ten (10) key existing conditions and Plan maps for reference. (Refer to pages 143-153.)

This structure is visionary, concise, and clearly outlines Creve Coeur's consensus goals and aspirations for the future; and provides an actionable roadmap for effective implementation.

Creve Coeur's Goals

1.0: *Placemaking & Community Identity*

Creve Coeur will enhance its unique regional identity and develop an 18/7* community experience to become an even better place to live, shop, work, and play!

2.0: *Residential Development & Preservation*

Creve Coeur will preserve and evolve its high-quality residential development and stable property values while enhancing the diversity of housing types and improving the walkability and accessibility of neighborhoods.

3.0: *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 necessary neighborhood services for the community.

4.0: *Community Amenities & Facilities*

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

5.0: *Parks, Open Space & Environment*

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

6.0: *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.

7.0: *Community Sustainability, Health & Resilience*

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

* 18/7—18 hours a day, seven days a week—refers to community vibrance and activity in a less-intense, suburban context. This is different from 24/7, which suggests a higher level of activity than would be appropriate for a community like Creve Coeur.



02

CREVE COEUR TODAY

Introduction

While the public outreach program of the Creve Coeur 2030 Comprehensive Plan yielded an important understanding of community attitudes, needs, and desires, it also is important to understand the forces and trends that are shaping the community. These include the current regulatory environment and Code of Ordinances; demographic and market characteristics; existing and ongoing planning, policy, and capital improvement initiatives; and opportunities and constraints. This section summarizes the results of research and analysis of the key existing conditions factors that drive the placemaking, community character, and quality of life of the Creve Coeur community.

Demographic Trends

The City of Creve Coeur must consider local and regional population change in formulating future land use. The current population of Creve Coeur is estimated at 17,868, which represents a moderate growth of 8.3%—or approximately 1,200 new residents—since 2000. This Comprehensive Plan Update identifies local and regional demographic characteristics and trends, retail supply and demand, potential markets for mixed use, employment projections for the County, and constraints to market feasibility for the considered land uses to develop a potential program for uses.

2.1. SHORT-TERM DEMOGRAPHIC TRENDS

Source: ESRI Business Information Services

Creve Coeur, Missouri	2010	2016	2021	Change, 2016-2021
Total Population	17,973	17,965	18,000	35
Total Households	7,706	7,672	7,670	(2)
Family Households	4,750	5,023	4,996	(27)
Non-Family Households	2,959	2,649	2,674	25
Non-Family Households, %	38.4%	34.5%	34.9%	0.3%
Average Household Size	2.26	2.27	2.27	—
Owner-Occupied Housing Units	5,271	5,507	5,519	12
Renter-Occupied Housing Units	2,435	2,165	2,151	(14)
Renter-Occupied Percentage	31.6%	28.2%	28.0%	-0.2%
Median Age	44.3	45.8	46.3	0.5
Median Household Income	—	\$102,413	\$108,511	\$6,098
Average Household Income	—	\$153,289	\$166,155	\$12,866

Because Census data is current only to 2014, 2014 and 2019 were used as benchmark years for trending the Census out to 2030 to compare with State of Missouri projections. State projections vary from Census estimates in that they show population decline while current Census estimates show an increase.

The comparison shows us that, even under best case scenarios, population growth is not likely to be a significant driver of change in Creve Coeur in coming decades unless other factors come into play. There are, however, other trends that can have an effect on change in Creve Coeur. Changes in income for city residents can change markets for goods and services. Design of the city core to attract future populations may also have an effect by positioning Creve Coeur competitively for future demographic change.

2.2. 15-YEAR DEMOGRAPHIC PROJECTIONS

Comparative By Source

St. Louis County and
Creve Coeur
Population Estimates

	2014	2019	2020	2025	2030
MO Office of Administration (2014 St. Louis Co. Interpolated)	987,239	970,773	969,216	964,085	958,847
St. Louis County Census (Trended from 2014)	1,001,879	1,005,634	1,006,387	1,010,161	1,013,950
City of Creve Coeur Census (Trended from 2014)	17,868	17,913	17,922	17,967	18,013

While population change in the aggregate is likely to be minor, household change by income reveals several facts not seen in averages (refer to Figure 2.3):

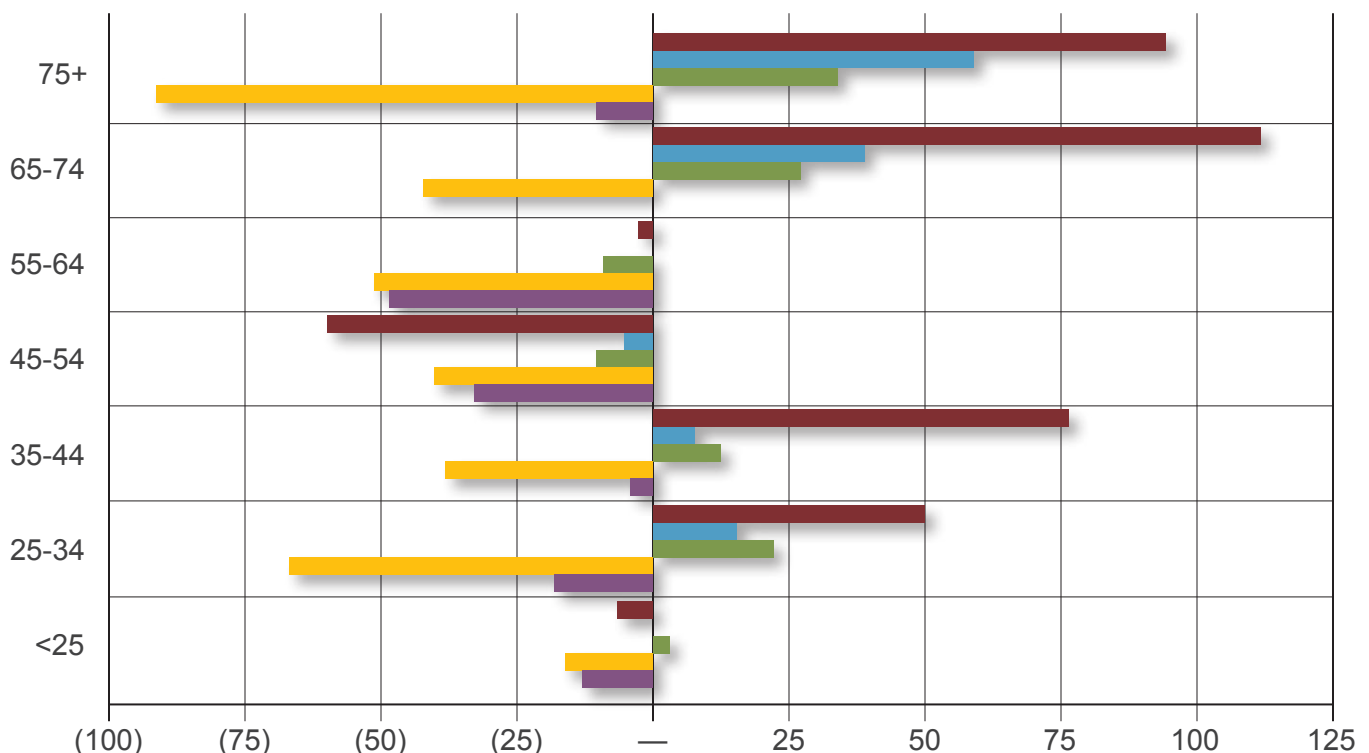
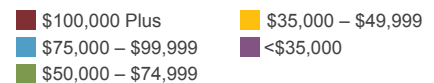
- » All household growth is in household incomes of \$50,000 and greater
- » Households under 25 years and between 45-64 years of age are declining
- » Households 45-64 years of age comprise 50% of household losses
- » Households from 25 to 44 years of age are increasing, but only at upper incomes
- » Households 65 and older comprise 51 percent of household gains

Much of the change noted above is coming from households aging in place, but the loss of households under 25 indicates a deficit in the local housing stock for young people. Because much of the expected growth nationally is in millennial households, if the city wishes to capture these households as future residents in order to maintain workforce, the life-cycle of housing for age cohorts needs to be considered.

Across all ages, every income class except those with annual household income over \$100,000 is declining. Households with income under \$100,000 are declining by 466. Households with over \$100,000 are increasing by 462. As noted above, 48 percent of positive growth is in households over 65 years of age. This change

2.3. CREVE COEUR HOUSEHOLD CHANGE: INCOME BY AGE COHORT, 2016 TO 2021

Source: ESRI Business Information Services



will not be sustainable. If Creve Coeur becomes a city of aging in place households and future cohorts—such as millennials—settle elsewhere, employers are likely to follow. As part of an economic development strategy to retain viability for the future, restoring a life-cycle of housing by creating housing and neighborhood opportunities for young people is essential.

Retail Supply & Demand

Retail requires households in proximity to a concentrated retail core, or, alternately, regional access via freeway to make up for the lack of immediate and proximal household support. There is unmet retail demand in Creve Coeur, but with 7,687 households in the city it is too small a number to justify a traditional major auto-oriented center. The St. Louis Galleria, West County Center, and the Chesterfield Commons development are each only a few minutes away by automobile, and there is retail in small centers scattered around the city.

Current retail development, however, is now focusing on walkable aggregations of retail that do not depend on department store anchors, but rather include entertainment; restaurants, pubs, and coffee shops; outdoor plazas with fountains and art; and main street types of retail in a main street format. If these uses are included in a city center with added, proximal residential, either free-standing or in mixed use, the destination will have people out and about at all hours and feel more vibrant and attractive than the competing offerings in the region.



NEW APARTMENT DEVELOPMENT IN THE EAST OLIVE CORRIDOR.

*Creating housing
& neighborhood
opportunities for
young people under
age 35 is essential
to maintaining
future economic
viability.*

The question is whether such a center can be supported. The table below shows 2016 Demand and Sales and 2021 Demand. 2016 sales were subtracted from 2021 demand to show the opportunities for future retail. Categories in which there is leakage are shown in black in the table below. Items in italics are sub-categories. Red indicates categories where sales exceed local demand. In the context of retail supply and demand, “leakage” refers to retail sales made to Creve Coeur residents outside of Creve Coeur’s corporate boundary. Thus, it represents the money spent by Creve Coeur residents in other communities.

Figure 2.4 below is useful for noting underserved consumer demand but, because of the aggregation, may not reflect what is possible for the future. **Figure 2.5** on the facing page breaks categories into those with leakage.

Based upon leakage by 2021, there may be a market for ±240,000 square feet of retail.

2.4. RETAIL SUPPLY & DEMAND

Source: ESRI Business Information Services

Industry Group	2021 Demand	2016 Demand	Change in Demand	2016 Sales	2021 Demand Less 2016 Sales
Motor Vehicle Parts & Dealers	\$127,914,765	\$118,281,674	\$9,633,091	\$604,461,245	(\$476,546,480)
Furniture & Home Furnishings	\$15,505,250	\$14,337,570	\$1,167,680	\$12,450,794	\$3,054,456
Electronics & Appliance	\$26,741,417	\$24,727,556	\$2,013,861	\$82,799,028	(\$56,057,611)
Building Materials & Garden Equipment	\$30,674,673	\$28,364,604	\$2,310,069	\$17,371,404	\$13,303,269
Food & Beverage	\$89,937,508	\$83,164,434	\$6,773,074	\$141,980,365	(\$52,042,857)
Health & Personal Care	\$35,342,236	\$32,680,659	\$2,661,577	\$99,206,461	(\$63,864,225)
Clothing & Clothing Accessories	\$24,387,303	\$22,550,728	\$1,836,575	\$21,235,103	\$3,152,200
Sporting Goods, Hobby, Books & Music	\$14,147,875	\$13,082,417	\$1,065,458	\$5,285,125	\$8,862,750
General Merchandise	\$130,680,913	\$120,839,507	\$9,841,406	\$19,309,628	\$111,371,285
Miscellaneous Store Retailers	\$24,471,256	\$22,628,358	\$1,842,898	\$15,524,935	\$8,946,321
Food Services & Drinking Places	\$61,598,832	\$56,959,906	\$4,638,926	\$71,829,344	(\$10,230,512)
TOTALS	\$581,402,026	\$537,617,413	\$43,784,613	\$1,091,453,432	(\$510,051,406)

Another factor to consider is that if the retail is in a destination format with public space amenities, and entertainment such as a brew pub or a small, high end luxury digital movie theatre, it will compete well against existing, less interesting retail that is scattered and/or single use. Successful, amenity-rich main street style destinations have a wider market radius than typical retail formats, so the capture beyond local income may increase the potential size. Creve Coeur is already home to some of these high-end opportunities, including the AMC West Olive cinema (which provides seat-side meal service and alcoholic beverages). These amenities can therefore be built upon based on market opportunities.

If it were possible to choose a location for such a center that would allow for additional housing for households at average income for the city, each household would add approximately \$76,000 in consumer spending on non-automobile items. As

planning proceeds, if such a center is proposed and programmed, the number of housing units will increase the feasibility of a larger concentration of retail and service space. Such a center, if well-located, will also capture more of the daytime population spending from the considerable employment within the city. The addition of 1,000 units in a compact, walkable center could support another approximately 150,000 square feet for a destination.

A destination center also includes categories such as general merchandise (i.e. a department store), as there is currently over \$50 million in unmet demand. There also may be categories in which the unmet demand is too small for a new retail establishment given current and expected spending patterns, but Creve Coeur is one of the few local communities that could support additional higher-end uses and tenants.

2.5. RETAIL LEAKAGE

Source: ESRI Business Information Services

Categories of Leakage	2021 Demand Less 2016 Sales	Square Feet at Sales of \$450 per Square Foot
Furniture & Home Furnishings	\$3,054,456	6,800
Building Materials & Garden Equipment	\$13,303,269	29,600
Beer, Wine & Liquor	\$2,991,573	6,600
Clothing	\$8,379,087	18,600
Sporting Goods, Hobby, Books & Music	\$8,862,750	19,700
General Merchandise	\$111,371,285	247,500
Miscellaneous Store Retailers	\$8,946,321	19,900
Limited-Service Eating Places	\$3,624,027	8,100
Special Food Services	\$490,597	1,100
Drinking Places – Alcoholic Beverages	\$4,722,761	10,500
Total at 100-Percent Capture	\$109,688,513	243,800

2.6. HISTORIC EMPLOYMENT BY SECTOR

Source: Census LEHD Database

Creve Coeur Historic Improvement	2007	2014	Change
Agricultural, Forestry, Fishing & Hunting	1	4	3
Mining, Quarrying, Oil & Gas Extraction	130	148	18
Utilities	401	440	39
Construction	1,688	464	(1,224)
Manufacturing	746	580	(166)
Wholesale Trade	1,916	2,025	109
Retail Trade	3,189	3,204	15
Transportation & Warehousing	501	720	219
Information	1,416	1,647	231
Finance & Insurance	4,501	7,166	2,665
Real Estate, Rental & Leasing	764	828	64
Professional, Scientific & Technical Services	6,005	4,957	(1,048)
Management of Companies & Enterprises	5,164	6,086	922
Admin & Support, Waste Mgmt/Remediation	3,586	4,971	1,385
Educational Services	1,081	1,298	217
Health Care & Social Assistance	14,150	14,687	537
Arts, Entertainment & Recreation	160,	214	54
Accommodation & Food Services	2,547	2,458	(89)
Other Services (excluding Public Admin)	1,400	999	(401)
Public Administration	290	334	44
TOTALS	49,636	53,230	3,594

Employment Patterns and Planning

As of 2014, Creve Coeur had employment almost three times its population. Essentially, Creve Coeur does not need to worry about creating employment at present. The distribution and change in employment from 2007 to 2014 is shown in **Figure 2.6** on the facing page.

This level of employment may offer an opportunity for the city since, as of 2014, only 867 persons were both living and working within the City. Of the 53,230 employees, according to Census data, 51,393 of the employees lived outside the city (inflow of employees). There were 7,196 city residents who were employed and 6,359 left the city to work (outflow of employees). If all of these workers were commuting in cars, then there were 115,100 car trips to and from work.

This level of inflow and outflow is high. In 2014, residents filled only ± 1.5 percent of jobs in the city. These trips cause expenses in infrastructure and maintenance. But the massive employment base also suggests that there may be partners available in the business community whose employees would like to have a lifestyle of short commutes and walking or biking to work if the housing and street networks enabled that option of lifestyle. If five percent of out-of-city employees, $\pm 2,600$ people, had such desires, that would mean demand for anywhere from 1,000 to 2,600 units depending upon household size. For hospitals this is an immediate benefit for on-call staff and hospital efficiency. For businesses employing younger persons, this would solidify the desirability of working in Creve Coeur and help to preserve the employment base of the city.

The single largest economic development initiative in Creve Coeur—and within the St. Louis region—over the coming 15 to 20 years is the 39 North plant science and agricultural technology district project of the St. Louis Economic Development Partnership (SLEDP). Funded through a Department of Labor Grant, this planning initiative comprises 600 acres in the northeast corner of Creve Coeur along Olive Boulevard and Lindbergh Boulevard. The planning area includes existing agricultural technology (ag-tech) institutions: the Donald Danforth Plant Science Center; Bio Research & Development Growth Park (BRDG); and the Helix Biotech Incubator. It is also home to Monsanto's World Headquarters. (It should be noted that, as of the approval of this Plan, the future of this headquarters remains unresolved due to the acquisition of Monsanto by Bayer A.G.)

The purpose of this planning initiative is to establish a new bio-technology district and redevelopment entity. In the same manner as the CORTEX district in the City of St. Louis, this redevelopment entity will guide future investment, construction, and tenancing of major bioscience and ag-tech research and development institutions and companies. While official employment projections for the district have not been released, the 250 acre CORTEX development is projected to create or attract approximately 10,000 new jobs. Using CORTEX as a precedent, it is reasonable to assume that the 575-acre 39 North plant science and agricultural technology district could create an equal number of new jobs within the City of Creve Coeur. This will further drive the market for new housing, community-supportive retail and services, and community amenities over the term of this Comprehensive Plan Update.

Creve Coeur Office Market in 2016

Creve Coeur has the asset of great employment, but appears by conventional measures to be over-built in office space. According to NAIDESCO, a St. Louis Realty firm, as of the first quarter of 2016, Creve Coeur has average vacancy in all classes of ± 19 percent (refer to Figure 2.7 below).

This amounts to $\pm 255,000$ square feet of vacant class A space, and $\pm 1,306,000$ square feet of vacant class B space. Normal turnover for this subarea would amount to $\pm 446,400$ square feet of vacancies, leaving $\pm 1,114,000$ square feet to fill and requiring $\pm 4,400$ to $\pm 5,500$ employees.

While these are substantial numbers, a strategy to create a vibrant center by tying employment, residential, retail, services and public amenities, may incentivize employment to change these trends. General Electric moved to downtown Cincinnati because of its potential as an urban environment for its employees to live and work, and brought 1,400 employees, with the possibility of up to 2,800 in a five-year period. That is one corporate move based in large part on its employees' preferences for an urban lifestyle. Creve Coeur is in a unique position to offer a more urban environment by adding to rather than by wholesale change, because it is already showing household preferences that are more urban than most of the region.

2.7. CREVE COEUR OFFICE MARKET – FIRST QUARTER 2016

Source: NAIDESCO

Submarket	Class	Buildings	Total Square Feet	Available	Total Vacancy	YTD Absorption	Average Rate
Creve Coeur/ Hwy 67	A	4	232,601	44,390	19.1%	9,812	\$26.58
	B	85	3,445,709	861,235	25.0%	(25,195)	\$16.23
I-270/Olive Blvd	A	17	2,356,371	210,313	9.1%	3,519	\$24.01
	B	27	2,894,074	444,819	15.4%	18,994	\$18.63
TOTALS/ AVERAGE		185	8,928,755	1,560,757	17.5%	7,130	\$19.56

Vibrant Suburban Sub-centers

The NAIOP Research Foundation has identified the highest performing suburban centers by type and the best performer is called a Suburban Vibrant Center. Suburban Vibrant Centers outperform standard suburban office development in vacancy and leasing rates. A combination of factors makes this performance possible, including changing preferences of employers and employees, reduction of commuting time, high-speed internet connectivity, and urban design and amenities to support the land use. According to the report, suburban vibrant centers are defined as having the following character¹:

- » **Compact:** The center is coherent, bounded and dense (within its regional context), with commercial buildings of two stories or more.
- » **Mixed-Use:** Two or more uses can be found within multistory buildings, which typically feature retail space below residential and/or office space.
- » **Multiple-Use:** Different types of land uses (residential, commercial, industrial, and/or institutional) are located in close proximity to provide needed goods and services and generate activity throughout the day and evening.
- » **Walkable:** The urban design—including street patterns, intersection density, block lengths, street and sidewalk widths, building massing, setbacks, street-wall facades and parking—facilitates safe, convenient pedestrian movement.

- » **Connected:** Trips to and from the center typically are feasible by transit, either rail or bus, as well as by car; internal trips are feasible by walking or bicycling.
- » **Parking:** Metered street parking and parking structures accommodate private vehicles.
- » **Density:** Job density is high; a combination of workers, residents and visitors/ shoppers enlivens the center during the day and evening. High-density residential development is especially important to provide workforce housing and the purchasing power to support retail and personal services.
- » **Public Places:** Open space within the center is public and available for special events, people-watching, rest, and relaxation.
- » **Destination:** The center is an employment node with unique public venues that are popular places to socialize and conduct business.
- » **Discrete:** The center has edges and boundaries that capture and contain additional development and redevelopment over time.
- » **Critical Mass:** Additional development is a positive feature, because greater density usually increases vibrancy.

Creve Coeur has some of the elements in place necessary to create a vibrant center. It has the employment density, the demographic and income support to mix uses, either horizontally or vertically, and, with the massive employment base, an immediate market demand for mixed use residential that would attract a proportion of current employees to relocate in the city, and rebalance the age profile of change in the city.

1. *Preferred Office Locations: Comparing Location Preferences and Performance of Office Space in CBDs, Suburban Vibrant Centers, and Suburban Areas*; Emil Malizia; NAIOP Research Foundation, 2014

Placemaking: Community Character

Creve Coeur is a community with two distinct characters. The first is captured in the attractive, secluded residential areas nestled in a heavy tree canopy that covers most of the city. They are green, quiet, and sheltered from the bustle of the major arterials and thoroughfares like Olive Boulevard and Lindbergh Boulevard. Approximately 75% of the land area of the City is devoted to single-family uses, interspersed with schools, churches, parks, and other open spaces. This pattern has remained unchanged for the last 45-years. This is Creve Coeur's image to many people in the area. The community assessment of the 2002 Comprehensive Plan makes clear that this image is at the core of what most citizens value about Creve Coeur.

The second character is markedly different—that of the City's commercial areas, particularly along Olive Boulevard which runs east to west across the city's northern tier. These areas have a much different character than the residential areas of the City. Olive Boulevard, the northern stretch of Ballas Road, and Lindbergh Boulevard are thriving commercial areas that contribute heavily to the City's revenue base. With the exception of a short length of east Olive Boulevard, between Graeser Road and Spoede Road, where smaller-scale residential structures and mature trees predominate, these areas are heavily dominated by the automobile and have a strip commercial suburban character. There is no unifying architectural style. Buildings are often set back long distances from these arteries behind seas of parking. Site planning is fragmented, creating a disjointed appearance in which buildings and developments do not relate well to the street or to one another.

Creve Coeur also lacks a defined commercial center – there is no singular “there” in Creve Coeur. And there is little to distinguish these areas from those in neighboring communities. Except for the Olive Boulevard/I-270 overpass, there are no “gateways” that announce to visitors that they are arriving in Creve Coeur, just more of the same strip development that typifies Olive Boulevard. A gateway feature is symbolic and signifies a celebrated entrance, but can take a number of different forms. Gateways can be physical features such as sculpture, entrance monuments, and landscaping, or quality development elements, such as visually attractive buildings.

Despite these issues, it is important to remember that businesses make up less than 20% of the City's land area yet the combination of inter-governmental revenues (including sales taxes) and commercial sector public utility licenses comprised 67% of the City's general revenue in 2015—the largest single source of revenue. Commercial tax revenues in 2015 were more than 23 times greater than general property tax revenues. The commercial activity along Olive Boulevard is the reason why Creve Coeur is able to provide top-quality municipal services while maintaining relatively modest property tax rates. Furthermore, commercial tax revenues have increased over 7% since 2013 and are projected to increase an additional 3.3% by 2017.

At the same time, the combination of market pressure and commercial sites available for redevelopment means that there is a great opportunity to improve the appearance and functionality of existing commercial areas, especially along Olive Boulevard east of I-270. The City has enacted Design Guidelines that are already producing more attractive commercial development. Standardized franchise architecture is discouraged, and more attention to the relationship between

buildings, pedestrians, and the street is required. The multi-phased City Place development, the Shoppes at Questover commercial development on Olive Boulevard at Questover Lane, and the Vanguard and Vue apartment developments on Old Olive Street Road are good examples of how the quality of commercial development in Creve Coeur can attain higher standards while protecting adjacent residential neighborhoods. The City has also undertaken an ambitious streetscape improvement program. These improvements have already greatly enhanced the appearance of New Ballas Road, and Olive Boulevard between Mason Road and N. New Ballas Road.



KING'S LANDING MIXED-USE DEVELOPMENT ON N. NEW BALLAS ROAD.

HIGH-QUALITY HOUSING & NEIGHBORHOODS ARE KEY TO CREVE COEUR'S IDENTITY.

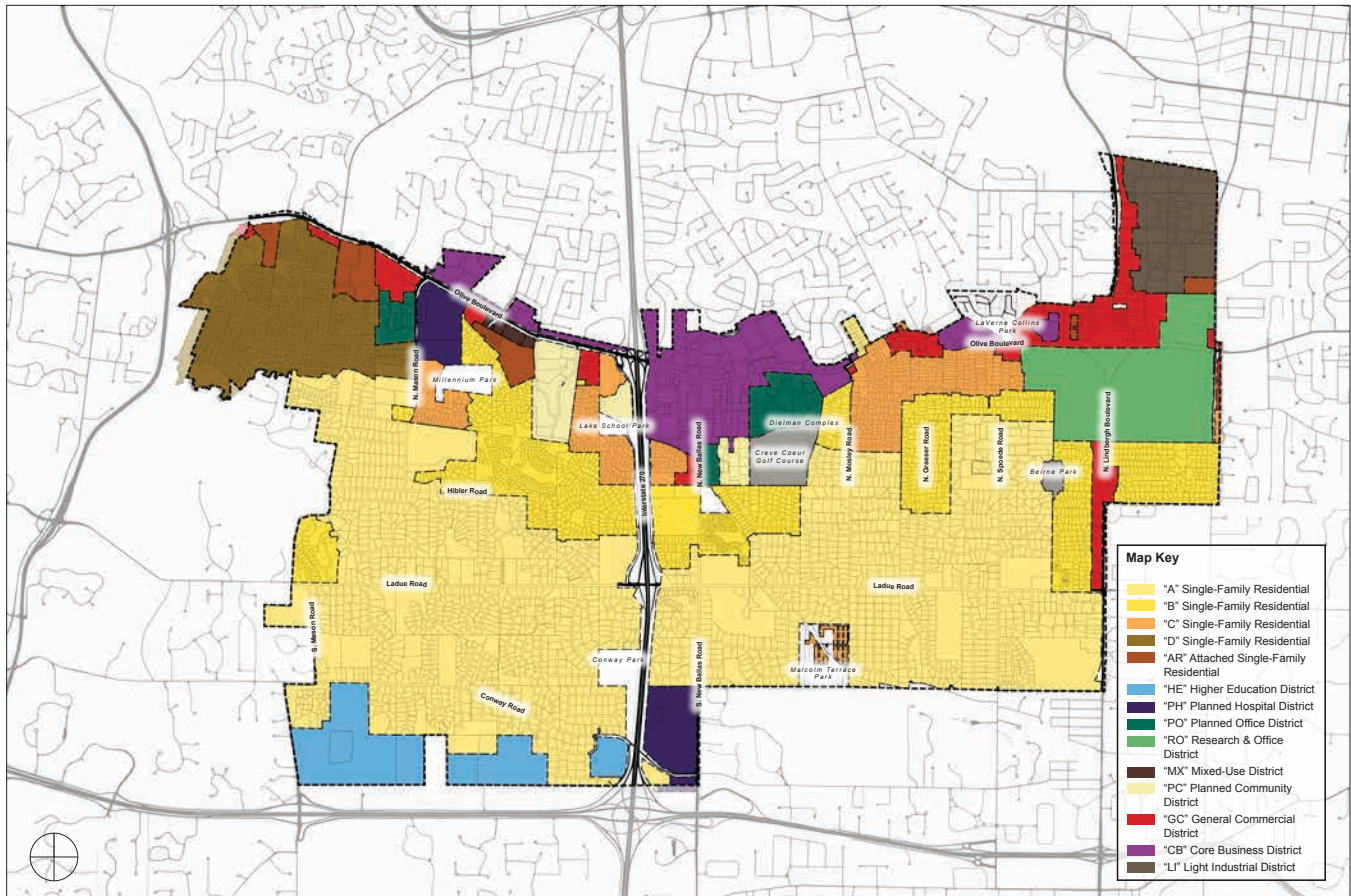


Land Use & Zoning

Development and land use in Creve Coeur are currently regulated by 14 zoning districts, and the City's zoning map generally reflects the existing land use pattern. Five (5) of these are residential districts; four (4) are non-commercial institutional and office districts; two (2) are specialty or mixed-use districts; and three (3) are commercial districts. The existing Creve Coeur zoning districts are shown in **Figure 2.8** below.

The number of zoning districts has increased over the past 30 years, with new districts added to accommodate specific development projects. Both the "MX" Mixed-Use and "PC" Planned Community Districts are examples. The addition of districts has led to increasing regulatory complexity. This is especially true along Olive Boulevard, which is covered by 11 separate districts.

2.8. ZONING DISTRICTS



2.9. ZONING & LAND-USE CAPACITY ANALYSIS

<i>Zoning District</i>	<i>Minimum Lot Area</i>	<i>Maximum Site Area</i>	<i>Average Site Coverage (District Wide, As-Built)</i>	<i>Ratio, Permitted Site Coverage vs. Actual Site Coverage</i>
“A” Single-Family Residential	43,560 s.f. (1 acre)	25% ²	19.5%	1.3
“B” Single-Family Residential	20,000 s.f.	35% ²	23.6%	1.5
“C” Single-Family Residential	15,000 s.f.	40% ²	26.0%	1.5
“D” Single-Family Residential	10,000 s.f.	45% ²	22.0%	2.0
“AR” Attached Single-Family Residential	2,000 to 4,000 s.f.	50% ²	43.7%	1.1
“HE” Higher Education District	15 acres	50%	17.6%	2.8
“PH” Planned Hospital District	30 acres	63% (30-55 acres) 55% (55.01 -greater acres)	52.3%	1.05 to 1.2
“PO” Planned Office District	21,780 s.f. (0.5 acre)	63% (70% Conditional)	70.2%	1.0
“RO” Research & Office District	5 acres	60%	25.7%	2.3
“MX” Mixed-Use District	43,560 s.f. (1 acre)	63% (70% Conditional)	58.0%	1.2
“PC” Planned Community District	15,000 to 21,780 s.f. (Use dependant)	45% (50% Conditional)	41.4%	1.2
“GC” General Commercial District	21,780 s.f. (0.5 acre)	63% (70% Conditional)	56.8%	1.2
“CB” Core Business District	21,780 s.f. (0.5 acre)	63%	64%	1.0
“LI” Light Industrial District	21,780 s.f. (0.5 acre)	85%	73.0%	1.2
<i>Residential Districts; Average Ratio of Permitted to As-Built Site Coverage</i>				1.5
<i>Office & Mixed-Use Districts; Average Ratio of Permitted to As-Built Site Coverage</i>				1.6
<i>Commercial Districts; Average Ratio of Permitted to As-Built Site Coverage</i>				1.1

2. Pervious pavement surfaces do not count against site coverage, with no maximum.

In general, the five (5) residential districts are representative of existing lot sizes within residential neighborhoods, with few non-conforming lots in any given district. However, the lot development regulations are not generally representative of existing built conditions. Within the five residential districts, the average as-built site coverage is only 69% of what is allowed under the current zoning code. This means that the five residential districts could, under current zoning regulations, be built at approximately 1.5 times the site coverage as currently built.

Within the six (6) institutional, office, and mixed-use districts, the average as-built site coverage is similarly only 71% of what is allowed under the current zoning code. This means that the six institutional, office, and mixed-use districts could be built at approximately 1.6 times the site coverage as currently built under current zoning regulations. This is largely due to the extremely low development density of institutions within the “HE” Higher Education, “PH” Planned Hospital, and “RO” Research & Office District, including St. Louis Priory School, Missouri Baptist College; and Monsanto. Refer to **Figure 2.9** for a detailed summary table of zoning and land use capacity analysis.

With the upscale housing market, high land values, and shrinking supply of remaining land, the City of Creve Coeur also can expect to experience continued pressure for “tear-downs” of older homes and replacement with larger and more expensive homes, as well as potential consolidation of larger lots for re-subdivision. This issue was articulated in the 2002 Comprehensive Plan and continues today. This is a trend that some find disturbing. It prices many people out of the Creve Coeur market and results in some homogenization of the available housing supply. This is beginning to be addressed by the private development market with the construction of more multi-family housing along the Olive Boulevard corridor. More problematic, however, is that tear-downs and redevelopment, lot by lot, in existing neighborhoods often results in homes that are much larger and with greater site coverage than their neighbors. This is due to the mismatch between what is allowed under current zoning regulations and the as-built character of the neighborhood, as detailed above.

The greatest challenge to continued economic development in Creve Coeur is the shrinking supply of easily developable land. Creve Coeur has a strong housing and employment market, and demand remains high within the region. With a scarcity of land, pressures to meet this demand will be realized primarily through redevelopment or the intensified use of existing developed property, both residential and commercial. The challenge will be to manage the redevelopment process to preserve and protect those things that people value and avoid adverse impacts to existing residents and businesses.

Parks, Green Space & Environment

Creve Coeur's physical geography significantly contributes to the city's green, leafy, and almost rural character. Creve Coeur is situated along a ridge at the edge of the Missouri River Valley. Olive Boulevard roughly follows this ridge. The City has a topography of rolling hills with numerous small drainageways and creeks. There is over 250 feet of elevational change within Creve Coeur's boundaries, as the City ranges from 500 feet to 750 feet above mean sea level.

Creve Coeur spans both the Deer Creek Watershed (approximately east of I-270; drains to the Mississippi River via River Des Peres) and Creve Coeur Creek Watershed (approximately west of I-270; drains to the Missouri River). The headwaters of Deer Creek begin within the Creve Coeur Municipal Golf Course near Olde Cabin Road and Craig Road before flowing southeast. The tributary Windrush Creek flows south, roughly along Graeser Road. The tributary Monsanto-Sunswept Creek/Deschamps Creek flows south, roughly along N. Spoede Road. Deer Creek is classified as an Impacted Urban Waterway. West of I-270, Creve Coeur Creek is fed by three major tributaries. Fernridge Creek flows west north of Mason Manor Drive. Smith Creek and Rosenfelder Creek form a major drainageway that flows northwest between Conway Road and Ladue Road, through the Royalgate and Ladue Conway Estates subdivisions.

Additionally, there are approximately four (4) miles of existing utility and old railroad corridors that contribute to Creve Coeur's existing open space network. These include the Ameren power-line corridor on the west side of the City, which intersects Smith Creek; and the abandoned railroad corridor that runs between Malcolm Terrace Park northwest to behind the Government Center.

Creve Coeur currently has seven (7) public parks: Millennium Park (which includes the historic Tappmeyer House; purchased in 2001 and developed between 2001 and 2004), Lake School Park, Fountain Park, LaVerne Collins Park, Beirne Park, Malcolm Terrace Park, and Conway Park. The City also owns and operates the 56-acre Creve Coeur Municipal Golf Course and the Dielmann Recreational Complex (home of the Creve Coeur Ice Arena). These outdoor parks and recreational spaces total 154 acres. Fountain Park, a one-acre pocket park along Olive Boulevard, is slated for impending sale and redevelopment. In addition, Creve Coeur residents enjoy access to several large, regional parks, including Creve Coeur Park and Edgar Queeny Park. The City's location near I-64/U.S. 40 and the future Centennial Greenway also provides direct access to Forest Park and its amenities. Refer to **Figures 2.10 and 2.11** for locations and walking distances to existing City parks.

Community surveys conducted as part of the 2002 planning process confirm that City residents highly value this open space and green character of Creve Coeur, and this input was verified during the current planning process and the community assessment of the existing Comprehensive Plan. At the City's current population, these parks provide 8.6 acres of park space per 1,000 residents. This is below the standard of 10 acres per 1,000 residents recommended by the National Recreation and Parks Association (NRPA). Without the golf course, the public parks ratio drops to only 5.4 acres per 1,000 residents, approximately half of the NRPA standard. The bulk of open space is in private ownership, maintained either by homeowners associations, or major institutions such as schools and private clubs.

2.10. PARKS & GREENWAYS

Map Key

- Creeks & Streams
- Water Bodies
- FEMA 100-Year Flood Plain
- FEMA 500-Year Flood Plain
- City Parks
- City Recreation Areas
- Centennial Greenway

2.11. PARKS 5-MINUTE (1/4 MILE) WALKING RADIUS

This map displays the locations of various parks and recreation areas within a city, each highlighted by a red circular boundary representing a 5-minute walking radius. The parks shown include Millennium Park, Lake School Park, LaVerne Collins Park, Dismal Complex, Creve Coeur Golf Course, Beirne Park, Conway Park, and Malcolm Terrace Park. Major roads such as N. Mason Road, Olive Boulevard, Hillier Road, Ladue Road, S. New Ballas Road, S. Convent Road, N. Granger Road, N. Spindel Road, and N. Lumbago Boulevard are labeled. A green line indicates the Centennial Greenway. The map also shows water bodies, creeks, streams, and flood plains (FEMA 100-Year and FEMA 500-Year). A map key in the bottom right corner defines the symbols used.

Map Key

- Creeks & Streams
- Water Bodies
- FEMA 100-Year Flood Plain
- FEMA 500-Year Flood Plain
- City Parks
- City Recreation Areas
- Centennial Greenway

Another significant deficit—and one recognized by many citizens that participated in the planning process—is the lack of trails and sidewalks throughout Creve Coeur. None of the public parks, public and private schools, or major commercial and institutional amenities are connected to one another by sidewalks or trails. To walk or bike around Creve Coeur is a real challenge—there are simply too many missing links and busy streets like Ladue Road and Olive Boulevard, which are uninviting and unsafe for bicyclists and pedestrians. Walking from home to school or to shopping areas is simply not possible for most citizens and students due to lack of bicycle and pedestrian connections.

The City government has recognized some of these deficits and opportunities and has moved aggressively to improve the parks and trails. Since the completion of the 2002 Comprehensive Plan, the City developed Millennium Park. Furthermore, Creve Coeur has developed approximately 1.5 miles of trails in Malcolm Terrace Park. The City has also adopted an extensive Pedestrian Plan that sets out ambitious priorities for building sidewalks and crosswalks throughout the community. As part of the annual Capital Improvement Program, major sidewalk improvement programs were implemented along Ladue Road, Warson Road, Olive Boulevard, Mosley Road, Conway Road, and Mason Road during the term of the 2002 Plan. In addition, approximately 1.75 miles of improved sidewalks have been constructed along Mason Road and Ladue Road, connecting Whitfield School and Parkway Northeast Middle School west of I-270.

Creve Coeur is located less than half a mile south of the Centennial Greenway, a major regional initiative of the Great Rivers Greenway (GRG) connecting Creve Coeur Park in Maryland Heights to Forest Park. There are also numerous recommendations for bicycle facility improvements in Creve Coeur as part of GRG's Gateway Bike Plan. Moving forward, Creve Coeur has the opportunity to work with local and regional stakeholders to improve bicycle and pedestrian connectivity within the City and between regional destinations through the creation of a comprehensive network of greenways, trails, and multi-use paths linking existing and new parks, recreational facilities, and open space amenities.



SUMMER CONCERT IN MILLENNIUM PARK

Transportation and Movement

Creve Coeur boasts an enviable location within the St. Louis region. Directly accessed by Interstate I-270 and convenient to I-64/U.S. 40, I-70, and regional highways MO-364 (the Page Avenue extension) and MO-141, the City has experienced both the benefits and impacts of automobile mobility. The benefits include being able to live or work in the City of Creve Coeur and have regional access to places of work, business, and shopping via a comprehensive regional arterial and interstate system (**refer to Figure 2.12**). The transportation attractiveness of Creve Coeur, however, has also resulted in negative traffic congestion impacts. Congestion continues to be a problem in the City, especially along Olive Boulevard, Lindbergh Boulevard, New Ballas Road, and Ladue Road. This continues to be a primary source of quality of life concerns for residents and businesses in the City.

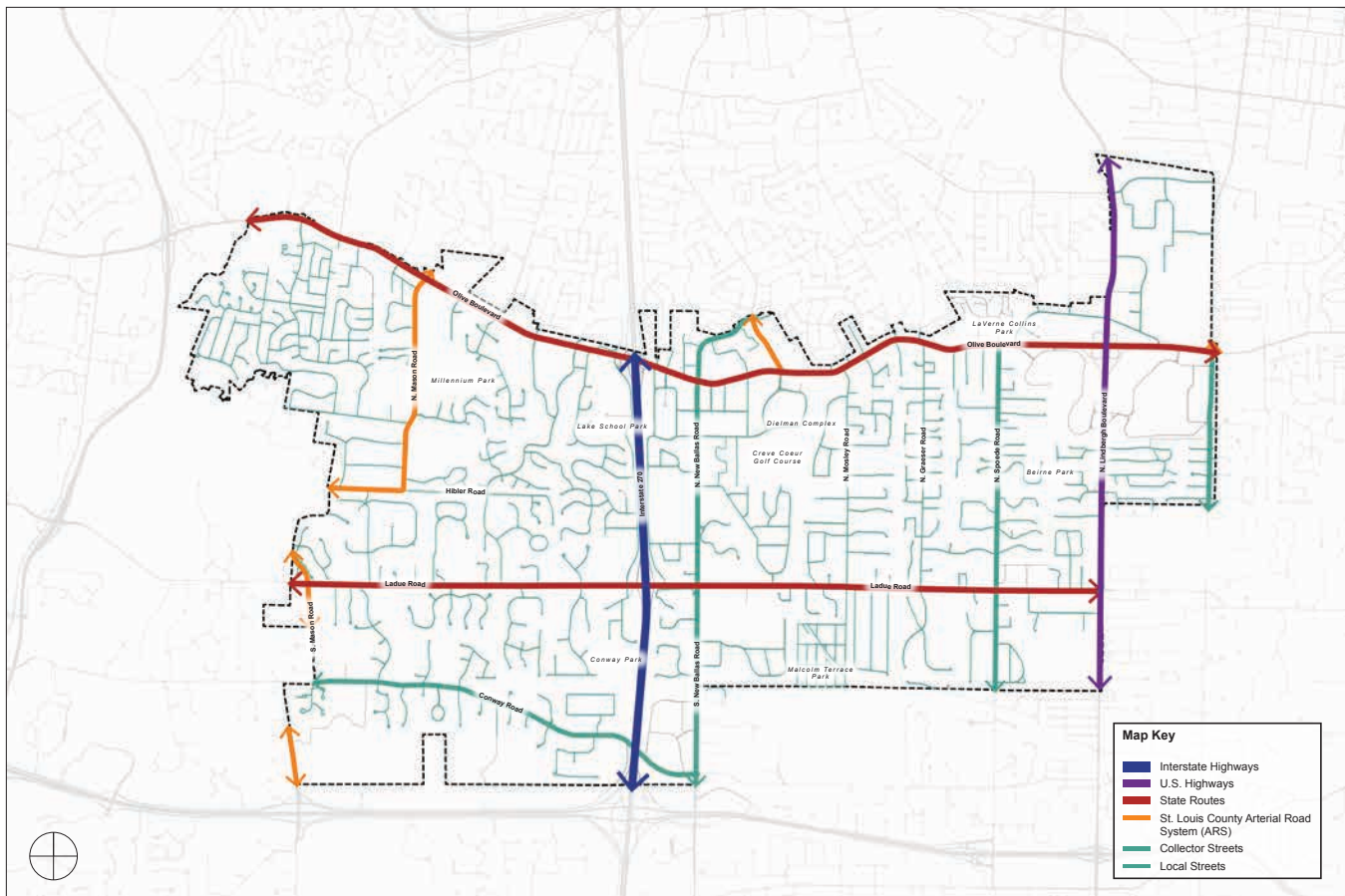
The amount of traffic on Olive Boulevard can be explained in terms of vehicle origin and destination. In addition to Creve Coeur residents' use of Olive Boulevard, a significant amount of vehicular traffic on Olive originates from external sources. Numerous vehicles originate from outside the City in order to utilize the City's commercial activities. Other vehicles use Olive Boulevard to access neighboring municipalities. As a result, the volume of cars on the roadway has increased, causing significant congestion on Olive.

Historically, congestion within the City has been addressed through increasing the capacity of the existing street system. As an example, intersections along Olive Boulevard have been systematically improved with additional through, left, and right turn lanes. Signals have been strategically installed to control traffic, and access controls

have been implemented to preserve what little residual capacity might remain. In addition, a major reconstruction of the I-270/Olive Boulevard interchange was completed in 2003. This was comprised of replacing the former two-point interchange with a single-point urban interchange (SPUI); providing dual left-turn lanes in both directions and additional right-turn stacking lanes both entering and exiting I-270. This has significantly increased the traffic capacity of the interchange, and the new interchange has been extensively landscaped to provide a signature, aesthetically-pleasing entrance to the City. However, the east and west approaches to the interchange on Olive Boulevard still experience major congestion at peak rush-hour times (approximately 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM).

As a result, travel patterns are changing as drivers try to avoid congestion on Olive Boulevard at peak times. Some of this traffic diversion is affecting residents in adjacent neighborhoods. This issue is compounded by the Creve Coeur's existing road network, which includes a discontinuity in north-south travel west of I-270, and a discontinuity in east-west travel east of I-270. Because of this discontinuity, congestion has spread south to other through-streets and minor connectors that are located in primarily residential areas of the City. These include Mason Road (west of I-270) and Ladue Road, and Old Ballas and Olde Cabin Road.

2.12. STREET & ROADWAY CLASSIFICATIONS



As in many mature cities, roadway construction solutions are no longer easily implemented. Local impacts and right-of-way limitations to accommodate the improvements often result in controversial and expensive solutions that are yielding fewer and fewer benefits. Additionally, the benefits of vehicular capacity improvements must be balanced with potential negative impacts on alternative transportation modes. For example, as intersections are widened to include additional through, left turn, or right turn lanes, the pedestrian crossing the street is exposed to more traffic and for a longer time. Street widening can also reduce space for sidewalks and dedicated bike facilities, creating safety concerns for pedestrians and cyclists.

Even with the current road network, the continued implementation of transportation system management solutions—including strategic spot improvements; elimination of some offset intersections; and reducing curb cuts with improved cross-access to commercial lots—can improve overall flow along Olive Boulevard. In an effort to resolve traffic problems throughout the community, particularly in residential neighborhoods, the City has adopted the Traffic Calming/Traffic Mitigation Program.

Sustainability & Resilience

Creve Coeur has been a regional leader among municipalities in actively pursuing community sustainability. In 2008, Mayor Harold Dielmann appointed a citizen Climate Action Task Force, which has since transformed into the Energy and Environment (“E & E”) Committee (Ordinance 5391, 2014). This Committee was established following signing of the U.S. Mayor’s Climate Protection Agreement and the completion of the St. Louis region’s first municipal Greenhouse Gas Emissions Inventory, both of which were unanimously supported by the City Council through Resolution 790.

Primary duties of the E & E Committee are to make Creve Coeur more sustainable by:

- » Providing recommendations to the City Council regarding sustainability issues;
- » Reviewing and updating the Climate Action Plan with the focus of reducing the City’s greenhouse gas emissions and carbon footprint;
- » Encouraging the City’s Green Team (a grassroots, multi-disciplinary group dedicated to sustainability);
- » Promoting City functions relating to sustainability;
- » Educating City staff and residents on sustainability practices and resources; and
- » Collaborating with other agencies to further sustainability efforts.

In 2010, the City adopted Phase I of the Climate Action Plan to save energy and reduce greenhouse gas emissions community-wide 20% by 2015 (in comparison to 2005 baseline levels). A number of energy-saving measures have been implemented within City facilities and among City

operations. These include energy-efficient lighting and HVAC systems, water and materials recycling, and solar arrays installed at the Dielmann Recreation Complex.

The City adopted Ordinance 5089 in 2009, adding an environmental purchasing preference for EPEAT; EnergyStar; Environmental Choice; Forest Stewardship Council; Green Guard for Children and Schools; Green Seal; Green-e; and USDA Organic certified products. The City also installed recycling collection containers in all city facilities, eliminated the use of Styrofoam products, and conducted a comprehensive Energy Audit of City facilities in 2013. Creve Coeur has enacted other ordinances relating to community sustainability and resilience. These include an ordinance permitting the domestic raising of chickens, and an ordinance requiring the use of native plants in the landscaping of City-owned property.

These efforts have been well-recognized regionally. In November 2013, the City accepted an Outstanding Local Government Achievement Award from the East-West Gateway Council of Governments for the Green Power Community Challenge. In December 2013, the efforts of the Climate Action Task Force were recognized by the St. Louis Regional Chamber when the Chamber presented the City with a Sustainable Business Advantage Award. More recently, Creve Coeur reconfirmed its commitment to comprehensive sustainability in 2014 by developing an updated Greenhouse Gas Emissions inventory and signing the 25X20 Energy Benchmarking Pledge. In June 2016, the City adopted Phase II of the Climate Action Plan. The Phase II Plan sets new emission reduction goals through 2050 and adopts various strategies to achieve these goals. Creve Coeur is the first and currently only municipality in the St. Louis region to adopt a Phase II Climate Action Plan.

Lifestyle Preferences and Future Development

Households that prefer to trade single-family suburban living for the convenience of an urban location include both high and middle-income households. These households tend to prefer an urban lifestyle and nationally there is evidence of pent-up demand that can drive housing markets in downtown and core areas and reinforce retail markets if action is taken to seize the opportunity.

Part of this shift may have to do with the changing preferences of our two key demographic groups, Millennials and Baby Boomers.

According to research by RCLCO, an Orlando, Florida research firm, and Kiplinger, published in the Wall Street Journal, 88% of Millennials want:

- » Walkable, bikeable neighborhoods and streets
- » Amenities and work within walking distance
- » Smaller houses or smaller units at lower cost
- » An urban street environment
- » Access to transit and all modes of mobility
- » Access to nature and recreation
- » Strong sense of community

At the other end of the spectrum are the Boomers. This group includes active seniors, many of whom now express a strong preference for urban living. In planning to capture this future population it is necessary to provide neighborhoods and housing that will fit their lifestyle preferences. Boomers want:

- » The ability to move freely without a car
- » The ability to age in place
- » Easily managed housing—close the door and go
- » Amenities and services within walking distance
- » Access to transit and all modes of mobility
- » Access to nature and recreation
- » Strong sense of community

The overlap between these groups indicates a strong market for neighborhoods with the following attributes: retail and services, employment space, good transit and mobility options, a mix of housing units which includes smaller units and rentals as well as for-sale units, and a sense of genuine community identity and authenticity.

These preferences tie in well to the emerging trend in vibrant suburban centers noted in the NAIOP report. If Creve Coeur can create the environment, capturing these demographic cohorts can reinforce the viability for employment space as well as for retail and services in a sub-center that would benefit the entire community.

Economic Development Opportunities

Creve Coeur and St. Louis County are now in competition with not just local or state locations, but national locations. The widespread use of geographic information systems and demographic data allows firms to identify locations with the attributes desired by their workforce and the attributes that will lead to profitability. For retailers on the national level, such data allows cherry picking among the very best market locations, with high household incomes, high aggregate income, and quality of access for a given geographic unit, making competition between locations national.

There are four trends that also should be considered in creating a master land use plan: (1) the preferences of millennials and baby boomers; (2) the trend toward vibrant suburban sub-centers on the part of firms with millennial employees and on the part of development professionals and investors seeking higher leasing rates and lower vacancy; (3) the ability for a very large number of firms to locate without regard to proximity to resources or other traditional factors, fueled by the growing trend of industrial use to actually be “idea factories” with concentrations of STEM workers rather than heavy industrial employment; and (4) the growing preference for urban environments on the part of younger workers. Taken together, these trends indicate that virtually any jurisdiction that can satisfy the lifestyle requirements of future employees and appeal to the employers who use technological resources rather than natural resources, can attract new residents and businesses, and also retain workforce. The traditional methods of viewing potential for change through the lens of regional or local trends is no longer sufficient to indicate future potential for pro-active cities.

The effect of these trends is a resurgence of urban lifestyles on the part of the two largest demographic groups for the next 20 to 30 years, and an increasing desire by firms to locate in cities with strong downtowns, a mix of housing types, and a definable center with urban amenities for residents.

Creve Coeur does not lack employment; its employment base as of 2013 was over 52,000 jobs nearing three times the city population. It does not lack income to support retail and services; income per household is higher than most areas in the St. Louis metro area. There is not immediate development pressure for housing as expected demand for units based on projected population growth is low. But Creve Coeur does need to address capture of target demographics for retaining and recruiting future employees and residents.

To assure future markets, a land use strategy must tie these elements together and increase the quality of life locally by providing multiple modes of access for retail capture; create meaningful community public space; and add a mix of housing types to increase the number of residents living and employed within the City.

Conclusion

Creve Coeur is a maturing city, experiencing both the challenges and opportunities typical to maturing cities. The City is largely built-out, and it is located amidst neighboring municipalities and areas of unincorporated St. Louis County that are also built-out. Therefore, the opportunities for continued development in Creve Coeur are the redevelopment and replacement of aging retail, office, and housing stock that has reached market obsolescence.

The City possesses established parks and is home to numerous regionally-renowned primary and secondary schools. While not a retail power center like Chesterfield Crossing, Chesterfield Mall, or the Saint Louis Galleria, Creve Coeur is still a major commercial center with strong retail amenities and a robust employment base. These assets provide not only community services and jobs, but a strong commercial revenue base to City government. As a result, Creve Coeur is able to provide a high-level of municipal services while maintaining a modest property tax rate. Set against the backdrop of easily-accessible community services and amenities, this palette of community benefits has resulted in Creve Coeur's excellent regional reputation and stable property values.

However, future growth in Creve Coeur is projected to be essentially flat. This is due to multiple factors, including: 1) a lack of easily-developable land; 2) limited diversity of existing housing stock (that does not necessarily respond to changing market demographics); 3) aging and overbuilt office space; 4) a lack of a commonly understood and identifiable heart of Creve Coeur; and 5) a flat growth rate for the St. Louis region as a

whole. In order to continue to evolve, prosper, and maintain its regional identity, Creve Coeur must enhance its competitive position in the region as the premier community in which to live, work, and play.

The Creve Coeur 2030 Comprehensive Plan update presents a holistic strategy to preserve and strengthen the characteristics of the City that give Creve Coeur its enviable position within the region while guiding future development to capitalize on projected growth opportunities and changing demographics. By promoting contextual and authentic placemaking, the City of Creve Coeur will be well-positioned to attract new residents, new business, and new amenities while strengthening existing neighborhoods and preserving the qualities that make Creve Coeur great.



CREVE COEUR FARMERS MARKET



A group of people are gathered around a table in a meeting room. A large, semi-transparent orange overlay covers the entire image. The number '03' is prominently displayed in white on the right side of the image.

03

OBJECTIVES & STRATEGIES

CREVE COEUR'S COMMUNITY VISION

*Creve Coeur will continue to prosper as **a premiere livable and sustainable community** by preserving and capitalizing on new opportunities for the City's key residential, business, environmental, and civic assets.*

Utilizing comprehensive place-making, *Creve Coeur will enhance its unique and recognizable physical identity; its healthy and vibrant neighborhoods; and remain **a regional leader as a green and environmentally-friendly community.***

Introduction

The Objectives and Strategies of the Creve Coeur 2030 Comprehensive Plan Update are composed of seven (7) key objectives and 67 individual Strategies. The Objectives and strategies reflect the goals, needs, and desires of the Creve Coeur community. Together, they serve to achieve the community's Vision on which the Comprehensive Plan is founded.

The Objectives and Strategies include programming and municipal service initiatives, policy and partnership recommendations, and physical development plans—as further detailed in the *Plan Recommendations* beginning on page 53—to build a more prosperous, livable, and sustainable Creve Coeur for the next 20 years. The Objectives and Strategies of this Plan were developed with the input of the citizens of Creve Coeur, facilitated by the Planning Team, to achieve the community's Vision for the future of their City.

The Objectives and Strategies are presented on the following pages.

1. *Placemaking & Community Identity*

Creve Coeur will enhance its unique regional identity and develop an 18/7 community experience to become an even better place to live, shop, work, and play!

Strategy 1.1: **Create mixed-use, walkable districts.**

Strategy 1.2: **Improve Creve Coeur’s walkability and bikeability.**

Strategy 1.3: **Improve the City’s streetscapes and continue public realm enhancements.**

Strategy 1.4: **Celebrate the community with identifiable gateways and public art.**

Strategy 1.5: **Preserve high-quality existing neighborhoods and community assets.**

Strategy 1.6: **Ensure cultural, arts, educational, and entertainment opportunities throughout the community.**

Strategy 1.7: **Update the City’s zoning code to facilitate and promote development that matches the community’s vision for Creve Coeur.**

Strategy 1.8: **Ensure that adjacent non-residential and residential developments are compatible with each other.**

Strategy 1.9: **Improve the quality of new development by revising architectural design guidelines and establishing lot development standards, including illustrations of desired development patterns.**

Strategy 1.10: **Promote the City’s historically-significant structures through educational awareness programs and encourage their preservation.**

Strategy 1.11: **Provide an increased number of community events and programs.**

Strategy 1.12: **Develop a “central gathering place” that is the heart of the community.**

* 18/7—18 hours a day, seven days a week—refers to community vibrance and activity in a less-intense, suburban context. This is different from 24/7, which suggests a higher level of activity than would be appropriate for a community like Creve Coeur.

2. *Residential Development & Preservation*

Creve Coeur will preserve and evolve its high-quality residential development and stable property values while enhancing the diversity of housing types and improving the walkability and accessibility of neighborhoods.

Strategy 2.1: Provide opportunities for a greater diversity of housing options throughout the City to attract changing market demographics—including seniors, young professionals, and families.

Strategy 2.2: Guide the rebuilding of outdated housing stock in selected areas to improve housing diversity and maintain a competitive residential market.

Strategy 2.3: Improve neighborhood walkability and connectivity.

Strategy 2.4: Incentivize stormwater and green infrastructure best management practices (BMPs) for existing homeowners; new developments and infill development; and significant additions to existing homes.

Strategy 2.5: Update Creve Coeur's building code to promote green building best practices and adopt the latest International Energy Conservation Code as part of any building code update.

Strategy 2.6: Review the Zoning Code and land development regulations to ensure new infill residential construction takes into account existing conditions such as topography and stormwater flow with the measurement of building height, grading, and stormwater mitigation to minimize the impacts of new construction.

Strategy 2.7: Establish a limit for the amount of pervious pavement that does not count toward site coverage allowance for residentially-zoned properties.

Strategy 2.8: Mitigate the impact of non-residential uses such as lighting, noise, and trash on residential uses where they are adjacent.

Strategy 2.9: Protect residential areas from negative encroachment of non-residential uses.

3. *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 necessary neighborhood services for the community.

Strategy 3.1: **Ensure future economic growth is responsive to the changing economy and captures the “place-making dividend”.**

Strategy 3.2: **Provide the community services, amenities, and experience necessary to leverage and capture these changing consumer preferences.**

Strategy 3.3: **Transform the Olive Boulevard corridor with a Central Business District and supporting mixed-use districts.**

Strategy 3.4: **Collaborate with regional transportation agencies, including Metro (Bi-State Development Agency) to improve regional transportation and mobility on Olive Boulevard.**

Strategy 3.5: **Embrace public/private partnerships for redevelopment.**

Strategy 3.6: **Work with the business community to develop recommendations for broadband, electrical, and other infrastructure as it impacts economic development.**

Strategy 3.7: **Guide regional retail and services (serving as a destination amenity) to the Community Center District area.**

Strategy 3.8: **Preserve the long-term economic strength of Creve Coeur by actively working with the St. Louis Economic Development Partnership and St. Louis County to establish the 39 North plant science and agricultural technology district; promote its implementation; and support the district’s long-term sustainability.**

Strategy 3.9: **Foster development of a town center, which would include the design and construction of a public gathering place or places.**

Strategy 3.10: **Become an active and integral participant with the St. Louis Regional Chamber and other organizations to promote Creve Coeur’s interests in regional and statewide economic development efforts.**

4. *Community Amenities & Facilities*

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

Strategy 4.1: Improve City facilities, including the police department headquarters, Government Center, and the Dielmann Complex.

Strategy 4.2: Continue to improve the quality and responsiveness of City services, including recycling; limb, leaf, and trash pickup; and maintenance of medians and public landscaping.

Strategy 4.3: Continue to actively develop and implement the Capital Improvement Program that addresses the needs and desires of the community.

Strategy 4.4: Continue the City's strong level of police and other municipal services.

Strategy 4.5: Actively engage with utility providers, fire protection districts, neighboring governments, and other community service providers to ensure that Creve Coeur continues to be served by high-quality, efficient, and effective community services.

Strategy 4.6: Maintain existing and develop new cooperative and reciprocal agreements and partnerships to share community facilities with surrounding municipalities and public and private institutions.

5. *Parks, Open Space & Environment*

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

Strategy 5.1: Actively pursue the integration of trails and bikeways 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.

Strategy 5.2: Require new development or redevelopment to include public amenities such as pedestrian connections, bicycle facilities, public sitting/gathering areas, and open space, as appropriate.

Strategy 5.3: Engage in regular assessments of the recreation needs of Creve Coeur residents and enhance park facilities as necessary to ensure that those needs are met.

Strategy 5.4: 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) and development of a community recreation center, youth center, library, or community center.

Strategy 5.5: Identify and designate parcels for possible future purchase by the City and redevelopment as public park space.

Strategy 5.6: Expand the use of cooperative agreements with local schools and private recreational amenities to provide access to recreational facilities for City residents.

Strategy 5.7: Enhance Creve Coeur's existing parks and open spaces to establish greater plant and wildlife diversity.

Strategy 5.8: Mitigate flooding and waterway impacts from adjacent development and improve water quality.

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.

Strategy 6.1: Encourage creation of a comprehensive network of pedestrian and bicycle infrastructure and facilities to become a premier walkable and bikeable community

Strategy 6.2: Enhance the safety of existing bicycle and pedestrian facilities, including safe pedestrian crossings of major roads.

Strategy 6.3: Improve access to public transit opportunities to ensure an equity of mobility for all residents and visitors—regardless of age, income, or ability.

Strategy 6.4: Use environmental design, operations, and management to reduce vehicular congestion on Olive Boulevard.

Strategy 6.5: Manage traffic impacts in residential neighborhoods.

Strategy 6.6: Improve connectivity in the western half of the City by developing bicycle and pedestrian facilities to bridge gaps in the existing street network.

Strategy 6.7: Promote vehicular cross-access between commercial parking lots to facilitate shared parking, reduce access points along commercial thoroughfares, improve traffic flow, and provide access to secondary streets.

Strategy 6.8: Improve coordination with East-West Gateway Council of Governments (EWGCOG) to increase the City's role in regional transportation planning and transportation initiatives.

Strategy 6.9: Utilize Complete Streets principles when conducting major improvements to existing roadways to enhance bicycle and pedestrian accommodations; consider the adoption of a City-wide Complete Streets policy.

Strategy 6.10: Increase local connectivity to the Great Rivers Greenway District's (GRG) regional "River Ring" greenway network; endorse, enhance, and facilitate implementation of GRG projects in Creve Coeur.

7. *Community Sustainability & Resilience*

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

Strategy 7.1: Facilitate the development of community-supportive retail and services to ensure long-term community vibrancy and resilience.

Strategy 7.2: Achieve a sustainable jobs/housing balance within Creve Coeur.

Strategy 7.3: Establish a regular schedule for future updates to the Climate Action Plan with new benchmarks, a new planning horizon with updated strategies, and updated targets.

Strategy 7.4: Develop a Community Resilience Plan to provide for enhanced emergency service access, alternative transportation options, and energy security in the event of natural disasters and social unrest.

Strategy 7.5: Expand the use of renewable energy in City-owned public facilities and promote energy efficiency, renewable energy use, and recycling by all Creve Coeur residents, businesses, and organizations.

Strategy 7.6: Establish city-wide targets for the ratio of both public-accessible and private open space, taking into account nearby recreation areas outside of the City limits.

Strategy 7.7: Address high-priority storm water and erosion problems related to public infrastructure, proactively mitigate stormwater runoff, and improve water quality using stormwater and green infrastructure best management practices (BMPs) including bioswales, rain gardens, and native landscape restoration.

Strategy 7.8: 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.

Strategy 7.9: Update the City's landscape guidelines to encourage the use of Missouri native plantings and discourage planting of known invasive species.

Strategy 7.10: Review regional sustainability initiatives and work with regional groups to enhance Creve Coeur's sustainability efforts.



04

PLAN RECOMMENDATIONS

1.

Community Place Types Overview

The geographic framework and future land use plan of the Creve Coeur 2030 Comprehensive Plan Update relies upon the Community Place Type Districts. Community Place Types utilize aspects of both zoning districts and a typical land use plan. They identify the existing physical character of development, streets, infrastructure, and public space and make recommendations to guide future physical development, streets, infrastructure, and public space in accordance with the community's Vision for the future of Creve Coeur.

By defining qualitative aspect of these districts—their built character, streetscape, public realm, and public space amenities—in addition to the quantitative aspects of land use, Community Place Types establish a coordinated placemaking strategy within a defined geographical framework based on existing parcels, development character, and uses.

Community Place Type Districts address the major commercial districts, campus developments, and residential neighborhoods within Creve Coeur. The Community Place Type District locations and boundaries are illustrated in **Figure 4.1**; an overview of the 11 Community Place Type Districts is provided on the following pages.

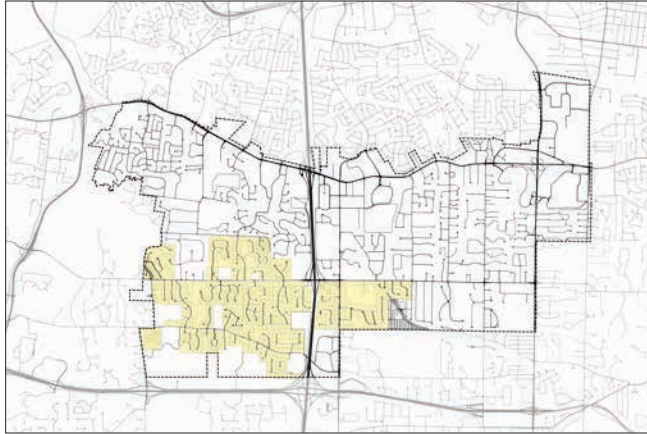
Detailed land use and development recommendations are presented by geographical area:

- » **Residential neighborhood recommendations** are presented on pages 64-71;
- » **Central Business District recommendations** (Community Center place type) are presented on pages 72-81;
- » **West Olive and large commercial site recommendations** (Mixed-Use place type) are presented on pages 82-87;
- » **East Olive recommendations** (Neighborhood Commercial place type) are presented on pages 88-94;
- » **Mixed-Use Innovation Campus District recommendations** are presented on pages 96-100;
- » **Lindbergh Boulevard commercial recommendations** are presented on pages 102-105; and
- » **Campus and Institutional District recommendations** are presented on pages 106-110.



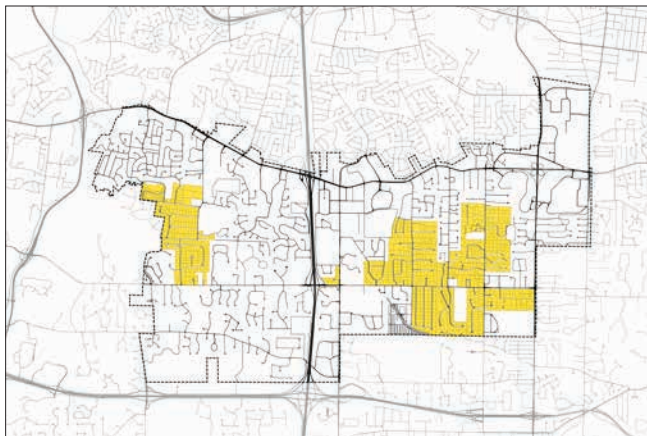
- | | |
|---|--|
|  | I - Countryside Estate (CR) |
|  | II - Estate Neighborhood 2 (ER-2) |
|  | III - Estate Neighborhood 1 (ER-1) |
|  | IV - Suburban Neighborhood 2 (SR-2) |
|  | V - Suburban Multi-Family Neighborhood 1 (SR-1) |
|  | VI - Civic (CV) |
|  | VII - Campus (CP) |
|  | VIII - Neighborhood Commercial District (NC) |
|  | IX - Mixed-Use District (MU) |
|  | IX.A - Central Business District (CBD) |
|  | X - Community Center District (CC) |
|  | XI - Mixed-Use Innovation Campus District (MUIC) |

Community Place Types Overview



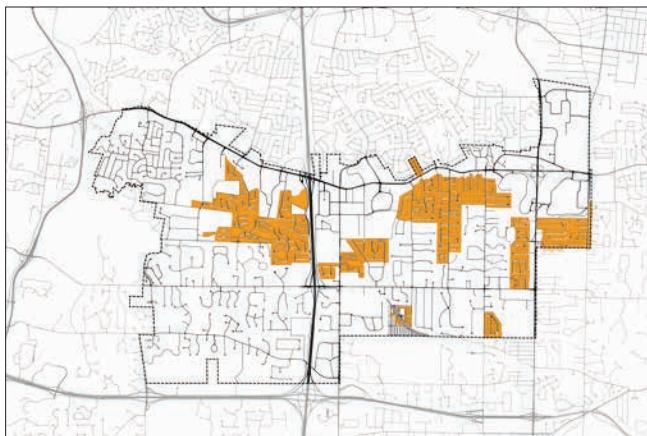
I. Countryside Estate (CR)

Countryside Estate describes large-lot (1 acre and larger), detached single-family residential neighborhoods with a curvilinear, cul-de-sac street system in either a residential subdivision of multiple streets with one or several entrances; or on individual residential streets with one access to a through street or road. Countryside Estate neighborhoods have optional sidewalks on one side of the street (typically located only on through streets), optional street lighting at expanded intervals, and trees located outside of the public right-of-way in private yards. Countryside Estate includes portions of the current "A" Single Family Residential zoning district, primarily west of I-270 and built around centralized subdivision common ground tracts.



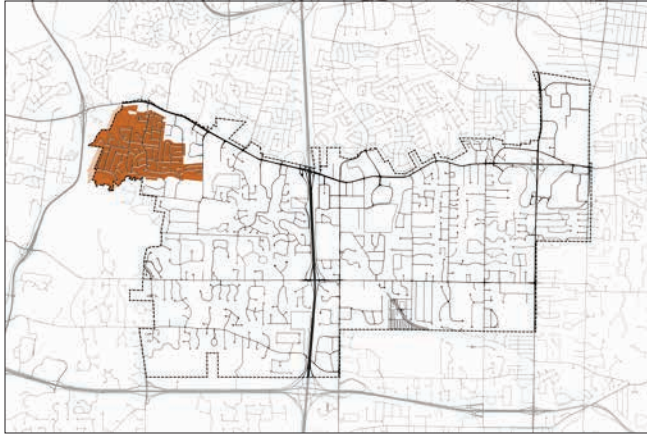
II. Estate Neighborhood 2 (ER-2)

Like the Countryside Estate, Estate Neighborhood 2 describes large-lot (1 acre and larger), detached single-family residential neighborhoods with a curvilinear, cul-de-sac street system in either a residential subdivision of multiple streets with one or several entrances; or on individual residential streets with one access to a through street or road. Estate Neighborhood 2 includes portions of the current "A" Single Family Residential zoning district, primarily east of I-270 and shares the same basic characteristics of the Countryside Estate. The difference is that Estate Neighborhood 2 lacks centralized subdivision common ground.



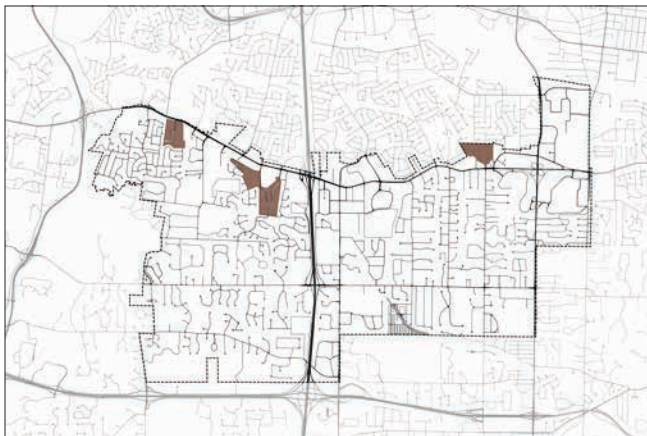
III. Estate Neighborhood 1 (ER-1)

Estate Neighborhood 1 describes medium-lot (15,000 sq. ft. to 1 acre), detached single-family residential neighborhoods with both rectilinear and curvilinear, cul-de-sac street system in either: a residential subdivision of multiple streets with one or several entrances; or on individual residential streets with one access to a through street or road. Estate Neighborhood 1 neighborhoods have optional sidewalks on one side of the street, optional street lighting at expanded intervals, and trees located outside of the public right-of-way in private yards. Estate Neighborhood 1 includes portions of the current "B" and "C" Single Family Residential zoning districts, based on physical characteristics and configuration.



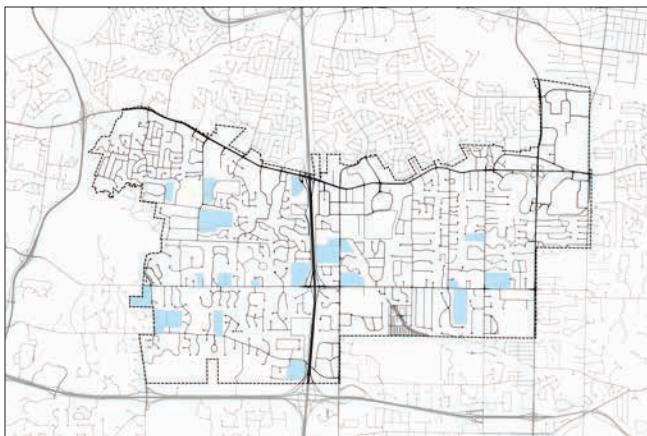
IV. Suburban Neighborhood 2 (SR-2)

Suburban Neighborhood 2 describes small-lot (minimum 10,000 sq. ft.), detached single-family or attached townhome residential neighborhoods with an interconnected street grid and on-street, parallel parking. Suburban Neighborhood 2 features a high level of pedestrian connectivity and amenities with sidewalks on both sides of the street, tree lawns with street trees, and street lighting at regular intervals. Suburban Neighborhood 2 is coterminous with the current “D” Single-Family Residential zoning district.



V. Suburban Multi-Family Neighborhood 1 (SR-1)

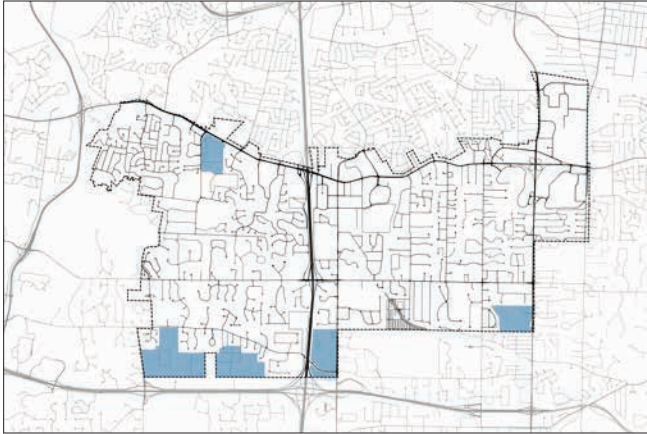
Suburban Neighborhood 1 describes attached multi-family residential neighborhoods—including multi-story apartment and condominium buildings and attached rowhouses or townhomes—built around an interconnected street grid or an internal vehicular circulation system with common parking areas. Suburban Multi-Family Neighborhood 1 areas feature a high level of pedestrian connectivity through sidewalks and pedestrian pathways. Suburban Neighborhood 1 is coterminous with the current “AR” Attached Single-Family Residential zoning district.



VI. Civic (CV)

The Civic district a community place or overlay district intended for institutional uses—including schools, churches, religious facilities, and public facilities—comprised of a single primary building with optional ancillary buildings on a single lot.

Community Place Types Overview



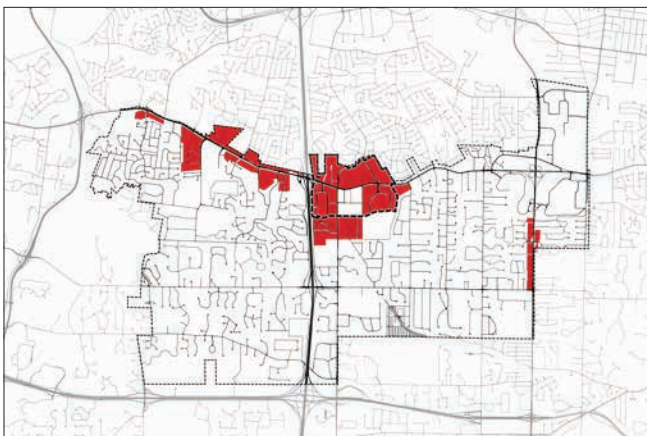
VII. Campus (CP)

The Campus District is intended for the development of multiple large office structures, institutional facilities, research buildings, educational, and healthcare facilities. Campus districts have a minimum size of 10 acres, and are envisioned to regulate the outer “tier” of buildings, fronting perimeter streets, while ensuring maximum flexibility for inner “tiers” of buildings that are not adjacent to perimeter streets. When located in pre-dominantly residential areas, Campus districts should maintain low-intensity, landscape frontages. When located on Olive Boulevard or other high-intensity commercial streets, Campus districts should maintain a frontage type that matches the adjacent frontages on that commercial street.



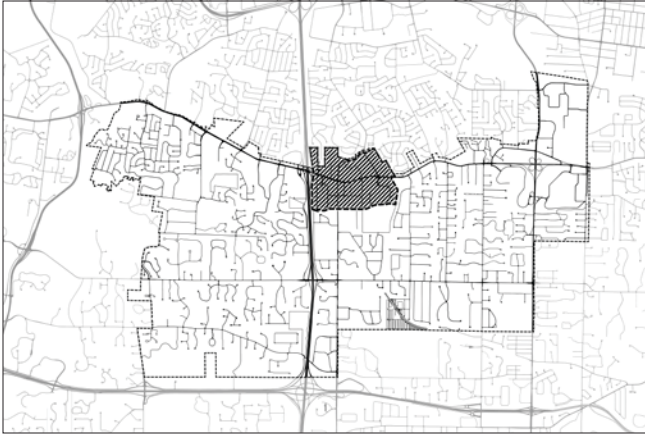
VIII. Neighborhood Commercial District (NC)

Comprising the East Olive Corridor, the Neighborhood Commercial District supports the development of a variety of medium- to low-density commercial and neighborhood service businesses and low-density multi-family residential development—in a corridor with shallow lot depths adjacent to established subdivisions. Providing a transition between more intense commercial districts to the east and west, this district is ideal for specialty retail and service businesses, providing both easy car access and a walkable environment. The Neighborhood Commercial District provides for lot-by-lot redevelopment that builds toward a coherent corridor identity.



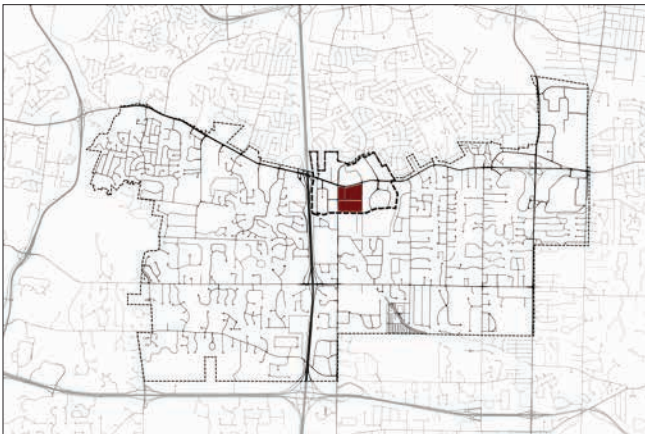
IX. Mixed-Use District (MU)

The Mixed-Use District supports the development of a variety of medium-density commercial, retail, office, dining, community services, and multi-family residential on large development sites with centralized parking lots. These land uses are supported through primarily vehicular access with improved walkability; pedestrian connections within developments, to neighboring commercial properties, and to adjacent neighborhoods; and beautifully landscaped streets. The Mixed-Use District accommodates numerous existing land uses, including the “day to day” retail and service business utilized by Creve Coeur’s residents and workers, while allowing for increased density and new land uses.



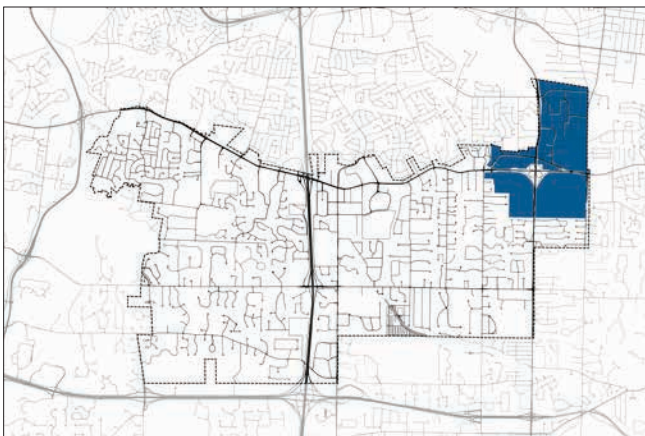
IX.A. Central Business District (CBD)

Including both the entirety of the Community Center (CC) place type district, as well as a portion of the Mixed-Use place type district, the Central Business District matches the boundaries of the City's 2005 Central Business Land Use Plan and includes City Place, Creve Coeur Executive Office Park, Dierbergs West Oak Square, and the core Downtown sub-area. Functioning as an overlay to Mixed-Use place type district, the Central Business District is designed to create an intense, urban thoroughfare setting along Olive Boulevard on large development parcels.



X. Community Center District (CC)

The Community Center District supports the development of a variety of medium- to high-density, high-intensity, and mixed-use commercial, dining, retail, office, and multi-family residential in a vibrant, walkable, urban environment. These land uses will be supported by great streets, public realm amenities, and a central City Park and gathering place. The Community Center District is coterminous with boundary of Creve Coeur's downtown. The Community Center District will be the geographic and perceptual heart of Creve Coeur and will establish the identity of the City as a regional destination.



XI. Mixed-Use Innovation Campus District (MUIC)

The Mixed-Use Innovation Campus District is intended for the development of specialized office, laboratory, institutional, and research buildings for high-tech and biotech industries, supported by vibrant, ground floor mixed-use development, multi-family housing, and other community amenities. The Mixed-Use Innovation Campus District is intended to accommodate the development of—and is coterminous with—the SLEDP 39 North plant science and agricultural technology district.

Future Zoning Code Framework

One of the ongoing challenges faced by Creve Coeur is the fact that the 2002 Comprehensive Plan is not well-coordinated with the goal of establishing a Town Center. This issue is not unique to Creve Coeur; many communities have regulatory ordinances that do not facilitate—and in fact sometimes directly prohibit—key recommendations of the Comprehensive Plan.

Articulated in the 2002 Comprehensive Plan, the Town Center was a key element of establishing a regional identity for Creve Coeur and a sense of place for Creve Coeur's central business district. Creation of a Town Center was a top priority that emerged from the public engagement in 2002. The King's Landing mixed-use development, located at the northeast corner of N. New Ballas Road and Old Ballas Road, is the type of development envisioned in the Town Center recommendation. This development was intended to spur other mixed-use developments in the Town Center area.

With the exception of King's Landing, the Creve Coeur Town Center has failed to materialize. There is no zoning district whose regulations would support creation of the Town Center, and no rezoning was undertaken after completion of the 2002 Plan. Therefore, the only way such a development can occur is if a single development entity purchases the necessary amount of contiguous land and builds the Town Center as a phased development project under Planned Unit Development (PUD) regulations.

In addition to establishing qualitative, geographically-based placemaking recommendations, the Community Place Types are designed as a framework for a Zoning Code update that allows and facilitates the implementation of the Comprehensive Plan Update on a lot-by-lot, project-by-project basis. The geographical Place Type Districts set forth in this Plan are intended to serve as zoning districts in the future Zoning Code update.

This approach has several key advantages for the City and the community.

1. First, it ensures that **development fulfilling the Comprehensive Plan Vision can occur by right and incrementally**. This removes a major barrier to implementation, since implementation of the Plan is not reliant on a few large scale development projects.
2. Second, it establishes a **framework for a place-based Zoning Code**—should it be considered in part or in whole—that truly responds to the goals and desires of the community, and guides development and land use to support those goals and desires.
3. Finally, it creates a **fully-integrated and coordinated relationship between the Comprehensive Plan and Zoning Code**, utilizing coterminous geographical boundaries for future land use and the regulation of physical development. This will greatly simplify the existing Zoning Code and streamline the day-to-day administration of the code by City Staff and the Planning and Zoning Commission.

While the completion and adoption of this Comprehensive Plan Update does not automatically result in any updates or revisions to the Zoning Code, it is a key recommendation of this Plan that the City completes a full update of the zoning code, based upon the Community Place Type districts.

Commercial & Mixed Use Districts Frontage Plan

The main commercial and mixed-use areas along Olive Boulevard, N. New Ballas Road, Craig Road, Old Olive Street Road, and N. Lindbergh Boulevard constitute the employment, retail, and entertainment core of Creve Coeur. Focused along the Olive Boulevard corridor, these areas are home to developments of varying age, configuration, and density on a variety of lot types and sizes under different ownership models. As a result, the built character of the Olive corridor is highly fragmented, and the existing variety of zoning districts along Olive (11 in all) contributes to the lack of a unified identity that one experiences when traveling along the corridor.

In addition, the current zoning districts do not support the type of walkable development, “sense of place”, and community identity articulated as a goal of the 2002 Comprehensive Plan. This goal is best summarized in the recommendation from the 2002 Comprehensive Plan to create a Town Center for Creve Coeur, which has never been implemented. As described on the previous page, this is due to the fact that the only mechanism to implement such a recommendation is through a single, phased development project conducted by a single development entity or partnership. Local examples of this type of development would include The Boulevard, located at Brentwood Boulevard and Galleria Parkway in Richmond Heights, and Station Plaza in Kirkwood.

These types of developments require the acquisition of large amounts of land and financing that is becoming increasingly rare. As a result, they are very difficult to achieve. Unfortunately, under Creve Coeur’s current zoning code, this is the only approach.

A key goal and recommendation of this Comprehensive Plan Update is to develop a place-based land use and development framework and associated zoning code revisions (as outlined in *Goal 1: Placemaking and Community Identity*) to allow and guide individual, lot-by-lot developments in a way that, over time, will achieve the goal of a vibrant, walkable town center.

In order to achieve this goal, this Comprehensive Plan Update proposes a commercial and mixed-use Frontage Plan. The Frontage Plan utilizes the Community Place Type character districts and a qualitative hierarchy of street types to define the relationship of use, buildings, streets, and the public realm. Fundamentally, the Frontage Plan deals with the way in which buildings, their uses, and their access address the street. Regardless of lot size, the Frontage Plan specifies allowed and desired uses, build-to lines, and building form requirements for the “first tier” of development adjacent to the street. On small lots, there may only be room for a single tier of development. On large lots, “second”, “third”, or more tiers of development from the street are considered “interior” lot conditions and are minimally regulated.

This allows for the creation of a vision and coherent identity for Creve Coeur’s commercial and mixed use center, supporting a wide variety of lot sizes, while allowing this vision and identity to be achieved, incrementally and over time, through coordinated and complementary development.

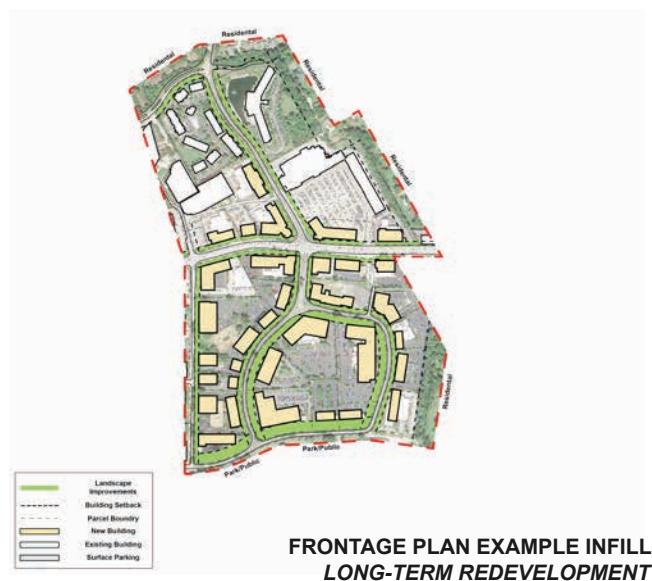
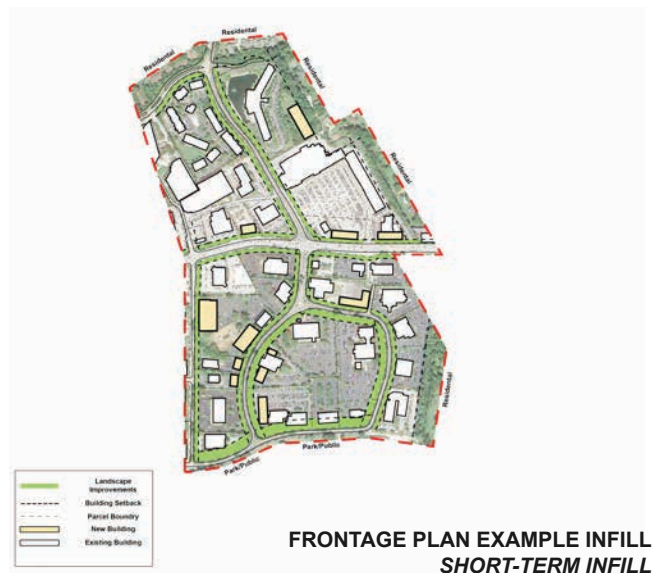
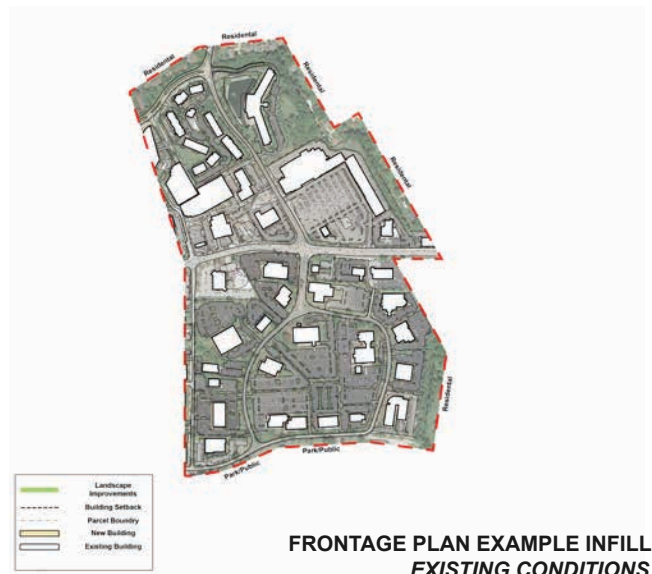
Frontage Plan recommendations are based around five (5) commercial and mixed-use Community Place Type Districts:

1. **VIII: Neighborhood Commercial District (NC);**
2. **IX: Mixed-Use District (MU);**
3. **IX.A: Central Business District (CBD) Overlay boundary;**
4. **X: Community Center District (CC); and**
5. **XI: Mixed-Use Innovation Campus District (MUIC);**

And three (3) street Functional Classifications:

- A. Primary Streets:** The main commercial and mixed-use streets within a given district, onto which the “front doors” of primary developments are located;
- B. Secondary Streets:** Commercial and mixed-use streets within a given district home to supportive retail and community services as well as parking facilities; and
- C. Service Streets:** Tertiary and/or internal streets whose primary function is access to parking facilities (including shared parking and parking garages) and building service areas (including loading docks, mechanical, and waste management facilities).

This allows for a variety of specific frontage characteristics within the commercial and mixed-use districts, each defining a particular desired use and physical character. Illustrative examples of the way in which the Frontage Plan recommendations guide infill and new development are shown to the right. These images are examples only and do not necessarily represent the specific recommendations contained in this plan.



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2. Residential Neighborhood Recommendations

Over two-thirds of Creve Coeur's land area is developed with residential neighborhoods, and these neighborhoods are a key part of the City's overall physical identity and regional strength.

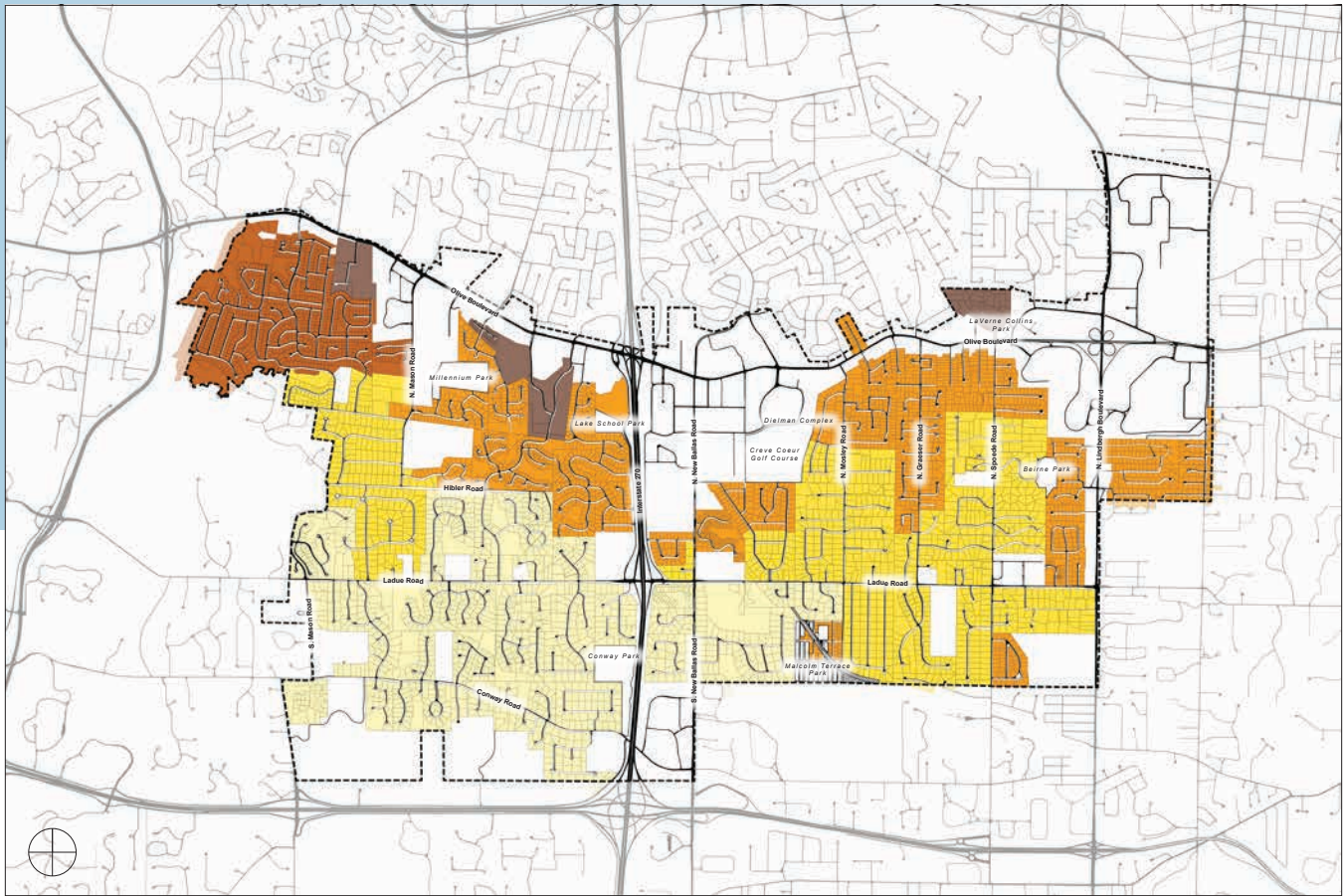
As detailed in Creve Coeur Today, the City's residential neighborhoods—while of excellent quality and maintaining high property values—face several challenges. These include:

- » Zoning district regulations which permit site coverage ratios that are higher than the prevailing built conditions;
- » Minimum setback requirements only, with no zoning regulations to preserve a consistent orientation of homes to the street;
- » Inconsistencies in the way in which building height for new buildings is calculated for infill homes in existing neighborhoods;
- » No limit on the amount of pervious pavement that is excluded from lot coverage calculations; and
- » Market obsolescence of some homes in Creve Coeur, as evidenced by increased teardowns and infill construction.

These challenges have been well-known to residents. Projected changes to market demographics and the continued aging of existing housing stock are anticipated to exacerbate these challenges over the coming years. As a result, this Plan must provide guidelines that preserve the character and property values of existing neighborhoods while allowing for incremental evolution and redevelopment over time.

The Creve Coeur 2030 Plan's recommendations protect the physical characteristics of residential neighborhoods while guiding contextually-sensitive redevelopment as dictated by existing and future market forces. While the recommendations for residential neighborhoods presented herein apply to all of Creve Coeur's residential place types, implementation of these recommendations should be particular to the characteristics of each individual place type. This entails calibrating the individual recommendations to both the existing build character as well as the desired future vision of each place type district.

This process is fundamental to "placemaking" and is necessary for successful implementation of the Plan. The Vision for each residential community place type is provided on the pages 64 to 68, and Plan recommendations are detailed on page 69. Recommendations apply to new development, new subdivisions, teardowns and infills, and significant expansions of existing buildings.



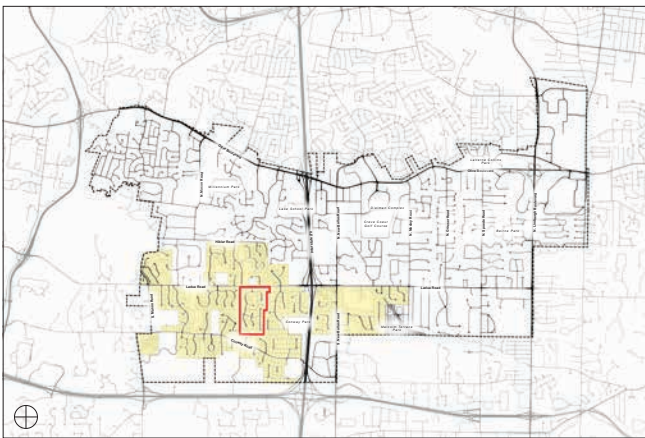
4.2. RESIDENTIAL PLACE TYPE DISTRICTS

- I - Countryside Estate (CR)
- II - Estate Neighborhood 2 (ER-2)
- III - Estate Neighborhood 1 (ER-1)
- IV - Suburban Neighborhood 2 (SR-2)
- V - Suburban Multi-Family Neighborhood 1 (SR-1)

Residential Place Type Districts

I. *Countryside Estate (CR)*

The Vision for *Countryside Estate* neighborhoods is of large lots with sprawling homes in a rural, wooded setting. Homes should be located to provide large front lawns and preserve existing trees. Neighborhoods should be planned around common ground featuring woods, rolling meadows, and water features. Streets should be curvelinear lanes to maximize landscape vistas, and sidewalks are not necessary.



PLACE TYPE KEY MAP



EXISTING PLACE TYPE CHARACTER IMAGE



EXAMPLE PLACE TYPE NEIGHBORHOOD



EXISTING PLACE TYPE CHARACTER IMAGE

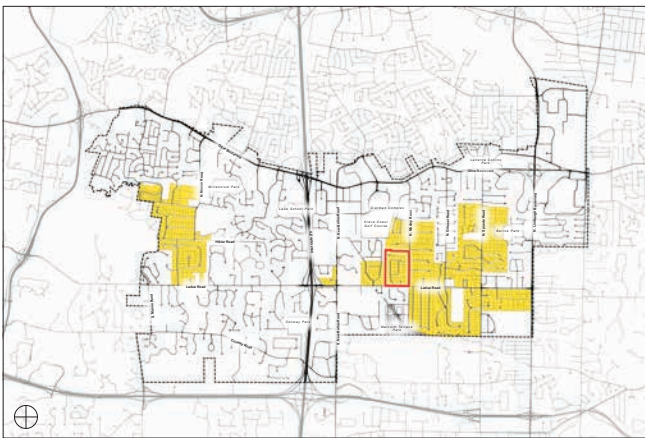


EXISTING PLACE TYPE CHARACTER IMAGE

Residential Place Type Districts

II. *Estate Neighborhood 2 (ER-2)*

The Vision for *Estate Neighborhoods, Type 2* is of large lots with stately homes in a park-like setting. Homes should be architecturally-harmonious, located to provide large front lawns and preserve existing trees, and built to a consistent setback from the street. Streets should terminate in cul-de-sacs or circles to create small, secluded neighborhoods, and sidewalks are not necessary. Curvilinear streets can be used to preserve landscape vistas.



PLACE TYPE KEY MAP



EXISTING PLACE TYPE CHARACTER IMAGE



EXAMPLE PLACE TYPE NEIGHBORHOOD



EXISTING PLACE TYPE CHARACTER IMAGE

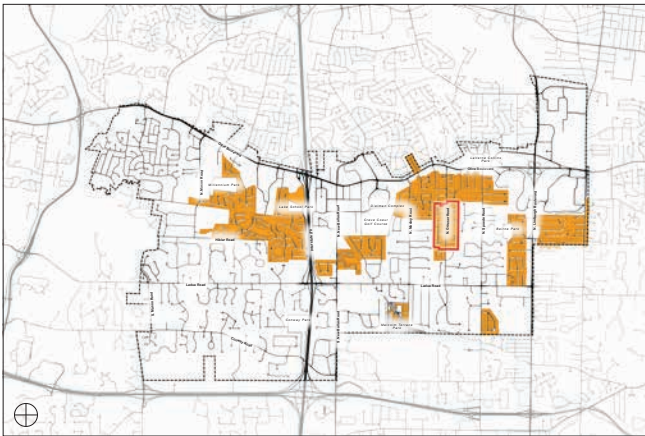


EXISTING PLACE TYPE CHARACTER IMAGE

Residential Place Type Districts

III. Estate Neighborhood 1 (ER-1)

The Vision for *Estate Neighborhoods, Type 1* is of medium-size lots with stately homes in quiet enclaves. Homes should be architecturally-harmonious and built to a consistent setback from the street. Streets should be short and terminate in cul-de-sacs or circles to create small, secluded neighborhoods, and sidewalks should be built on one side. Curvilinear streets can be used to preserve geographic features and views.



PLACE TYPE KEY MAP



EXISTING PLACE TYPE CHARACTER IMAGE



EXAMPLE PLACE TYPE NEIGHBORHOOD



EXISTING PLACE TYPE CHARACTER IMAGE

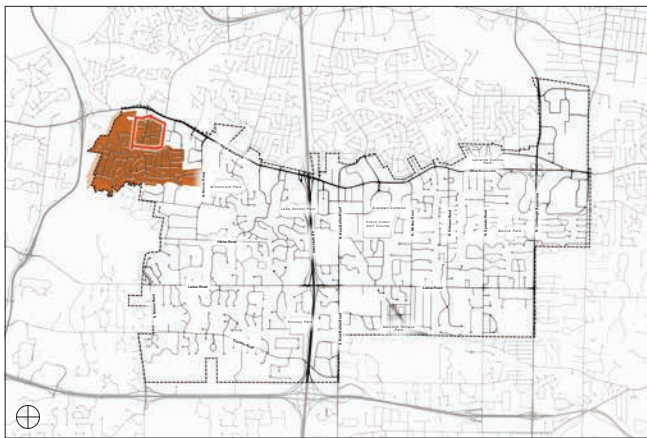


EXISTING PLACE TYPE CHARACTER IMAGE

Residential Place Type Districts

IV. *Suburban Neighborhood 2 (SR-2)*

The Vision for the *Suburban Neighborhoods, Type 2* is of compact lots with stately homes in a classic suburban subdivision. Homes should be architecturally-harmonious and built to a consistent setback from the streets. Streets should be gridded, with multiple intersections, and sidewalks and street trees should be provided on both sides of the street. Wooded common ground should be used to accommodate natural features.



PLACE TYPE KEY MAP



EXISTING PLACE TYPE CHARACTER IMAGE



EXAMPLE PLACE TYPE NEIGHBORHOOD



EXISTING PLACE TYPE CHARACTER IMAGE

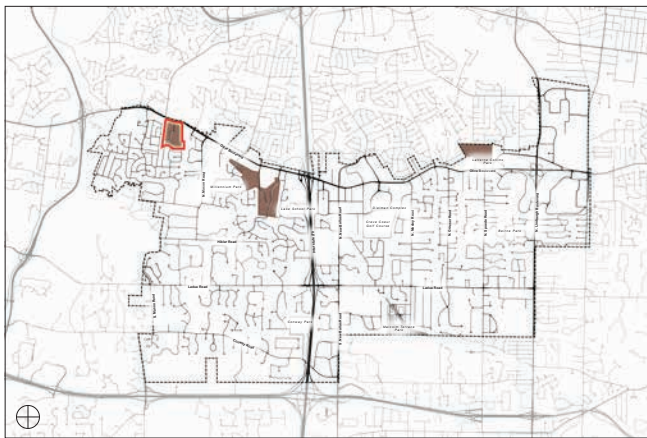


EXISTING PLACE TYPE CHARACTER IMAGE

Residential Place Type Districts

V. *Suburban Multi-Family Neighborhood 1 (SR-1)*

The Vision for *Suburban Multi-Family Neighborhoods, Type 1* is of compact, attached flats or townhomes located in vibrant, walkable, and amenity-rich neighborhoods. Homes should be architecturally-harmonious and built to a consistent setback from the streets. Streets (or drives) should be gridded, with sidewalks and street trees on both sides of the street. Parks, water features, and common green space should be provided for residents.



PLACE TYPE KEY MAP



EXISTING PLACE TYPE CHARACTER IMAGE



EXAMPLE PLACE TYPE NEIGHBORHOOD



EXISTING PLACE TYPE CHARACTER IMAGE



EXISTING PLACE TYPE CHARACTER IMAGE

Recommendations for Residential Place Types

LOT DEVELOPMENT STANDARDS

- » Establish a front build-to line in place of front setback line for all lots; build-to lines should be developed separately for each residential place type, to reflect each place type's articulated Vision.
- » Provide a maximum for the amount of pervious pavement that does not count toward site coverage.
- » Utilize existing grades and building heights to determine height allowances of residential infill construction.
- » Eliminate floor area ratio (FAR) limitations and establish building height limits

STREET & CONNECTIVITY STANDARDS

- » Provide street and public realm facility enhancements according to street type classifications (**refer to pages 118-122**).
- » Develop bicycle facilities, pedestrian, and multi-use pathways (**refer to pages 116-117**).

STORMWATER & RUNOFF MITIGATION

- » Complete development of and enact a local Stormwater Ordinance to address land disturbance of less than one (1) acre; this Ordinance should aim to limit the adverse effects of runoff produced by development, using on-site mitigation and site design to limit runoff to what exists today.
- » Provide regulatory incentives for increased stormwater detention/recharge (green infrastructure) on private lots.

TREE COVERAGE STANDARDS

- » Establish tree planting and coverage standards for private lots subject to redevelopment, common ground, and street trees in the redevelopment of single lots, multiple lots, and subdivisions.

GREEN SPACE PRESERVATION

- » Establish a minimum percentage of green space to be preserved on site.

3.

Creve Coeur's Downtown & Central Business District

The Vision for Creve Coeur's Central Business District is to create a vibrant, walkable, amenity-rich mixed-use commercial center for the community surrounding a high-intensity *Downtown* core. The Central Business District will be a regional destination; it will provide a central gathering place for community events; and it will serve as the identifiable heart of Creve Coeur.

Creve Coeur's Central Business District (CBD) extends from approximately the City boundary on the north; Olde Cabin Road and Old Ballas Road on the south; one-half (1/2) block west of Fairways Circle and Fiesta Circle on the east, and I-270 on the west (**Figure 4.3**). These boundaries were established in the Creve Coeur's Central Business District Land Use Plan—adopted in 2005—and include the City Place development, Creve Coeur Executive Office Park, and Dierbergs West Oak Square in addition to core Downtown sub-area. Composed of the Mixed-Use (MU) place types, the central business district is designed to create an intense, urban thoroughfare setting along Olive Boulevard on large development parcels, including (refer to page 74 for character examples):

- » Medium-density buildings, including high-rise office (i.e. Cityplace);
- » Street-oriented buildings with consistent setbacks and active ground floor uses;

- » Shared-use parking lots, located toward the centers of lots and/or blocks or parking lots fronting onto primary streets in conjunction with maximum building setbacks; and
- » Outdoor site amenities, including plazas, outdoor dining and retail; parklets; great streetscapes to encourage walkability; and a comprehensive pedestrian amenities linking the street to buildings.

Within the Central Business District, the Downtown Creve Coeur sub-area is bounded by Olive Boulevard to the north; Old Ballas Road to the south; Old Ballas Road to the east, and N. New Ballas Road to the west. This area includes the Creve Coeur Plaza strip center and King's Landing mixed-use development on N. New Ballas Road, and is subject to both the Downtown Architectural Guidelines (2006) and the Draft Downtown Overlay District. Downtown Creve Coeur's boundaries are coterminous with the Community Center (CC) place type district (**Figure 4.3**). As articulated in this plan, the Community Center district is designed to create a walkable, mixed-use shopping, dining and entertainment districts with a gridded street pattern and storefront street level development, including (refer to page 75 for character examples):

- » Medium- to high-density buildings (3- to 6-stories);
- » High-intensity, mixed-use development, including dining, retail, office, and multi-family residential;
- » Street-oriented buildings with uniform build-to lines (setbacks), storefronts, and active ground floor uses;
- » Centralized, shared-use structured parking, located at the interior of the block; and



- » Will Avenue
» Ham Avenue

Central Business District

Existing Conditions Character Images



KING'S LANDING



CITY PLACE



CITY PLACE



CREVE COEUR ASSISTED LIVING AND MEMORY CARE



630 THROUGH 652 EMERSON ROAD



CITY PLACE

Downtown Creve Coeur

Downtown Vision & Best Practices Character Images



THE BOULEVARD (RICHMOND HEIGHTS, MISSOURI)



STATION PLAZA (KIRKWOOD, MISSOURI)



STATION PLAZA (KIRKWOOD, MISSOURI)



STATION PLAZA (KIRKWOOD, MISSOURI)



DOWNTOWN SOUTHLAKE, TEXAS



BRENTWOOD BOULEVARD

Recommendations for the Central Business District

CENTRAL BUSINESS DISTRICT (CBD) OVERLAY DISTRICT FRONTAGE RECOMMENDATIONS – PRIMARY STREETS

- » Promote active ground floor uses.
- » Establish a maximum front setback and designated landscape/public amenity zone along Primary Streets. Encourage uniform setbacks on neighboring lots to establish a consistent location and orientation of building facade frontages to Primary Streets.
- » Allow for limited parking along primary street frontages, and encourage parking in shared facilities, located behind or on the sides of buildings.
- » Develop consistent landscaping standards along Olive Boulevard with street trees, lighting, and pedestrian amenities.
- » Encourage public site amenities, including outdoor dining, plazas, fountains, bicycle parking, “parklets”, and other elements to promote district vibrancy.
- » Require pedestrian connectivity between the street, parking facilities, and buildings.

DOWNTOWN DISTRICT (CC) FRONTAGE RECOMMENDATIONS – PRIMARY STREETS

- » Require active ground floor uses and storefront commercial buildings.
- » Buildings should generally be 3- to 6-stories tall, with defined, limited front setbacks and no site coverage limit, as outlined in the Draft Downtown Form-Based Code Overlay District.
- » Establish a front build-to line in place of existing lot frontage setbacks to encourage a consistent location and orientation of building facade frontages to Primary Streets.

- » Parking should be located in shared parking structures, behind buildings; parking fronting onto primary streets should be prohibited.
- » Develop consistent landscaping standards along all Primary Streets, including street trees, lighting, and continuous sidewalks of consistent width.
- » Require the development of public site amenities, including outdoor dining, plazas, fountains, bicycle parking, “parklets”, and other elements to promote district vibrancy.

FRONTAGE RECOMMENDATIONS – SECONDARY STREETS

- » A variety of active, office, and residential ground floor uses should be allowed and encouraged.
- » Establish a front build-to line in place of existing lot frontage setbacks to encourage a consistent location and orientation of building facade frontages to Secondary Streets.
- » Encourage side-lot and rear lot parking frontages and parking structures.
- » Encourage outdoor dining and retail site amenities.

FRONTAGE RECOMMENDATIONS – SERVICE STREETS

- » Flexible ground floor uses, including site and building service functions.
- » Establish flexible setbacks and limited setback restriction for building and parking service access.
- » No limitation on parking frontage and access.

SIGNAGE RECOMMENDATIONS – PRIMARY & SECONDARY STREETS

- » Allow and encourage the use of building signs on all buildings.
- » In the Central Business District (CBD), wall signage is preferred; however consideration should be given to allow monument signs for multi-tenant, multi-use developments on larger properties at the primary entrance to the shared parking facility.

SIGNAGE RECOMMENDATIONS – SERVICE STREETS

- » Allow and encourage a variety of signs for access and wayfinding and establish maximum height and area requirements for such signs.

LOT DEVELOPMENT STANDARDS

- » Complete and adopt the Downtown Form-Based Overlay District to guide lot development within the designated boundaries of downtown Creve Coeur (coterminous with the *Community Center* (CC) community place type district).
- » Update the specific Downtown Architectural Guidelines (2006) to ensure development of high-quality, harmonious buildings.
- » Establish site coverage limits for surface parking lots, and discourage the expansion of existing surface parking.
- » Support sustainable and low impact site development practices such as permeable pavement, bio-retention, native landscaping, and energy efficient lighting through the use of zoning incentives such as site or density bonuses.

- » Update the 2006 Downtown design guidelines for the Community Center (CC) District and develop design guidelines for the remainder of the Central Business District (CBD) to achieve the desired character of the place type.

STREET & CONNECTIVITY STANDARDS

- » Provide street and public realm facility enhancements according to street type classifications (**refer to pages 118-122**).
- » Develop bicycle facilities, pedestrian, and multi-use pathways (**refer to pages 116-117**).

STORMWATER & RUNOFF MITIGATION

- » Complete development of and enact a local Stormwater Ordinance to address land disturbance of less than one (1) acre; this Ordinance should aim to limit the adverse effects of runoff produced by development, using on-site mitigation and site design to limit runoff to what exists today.

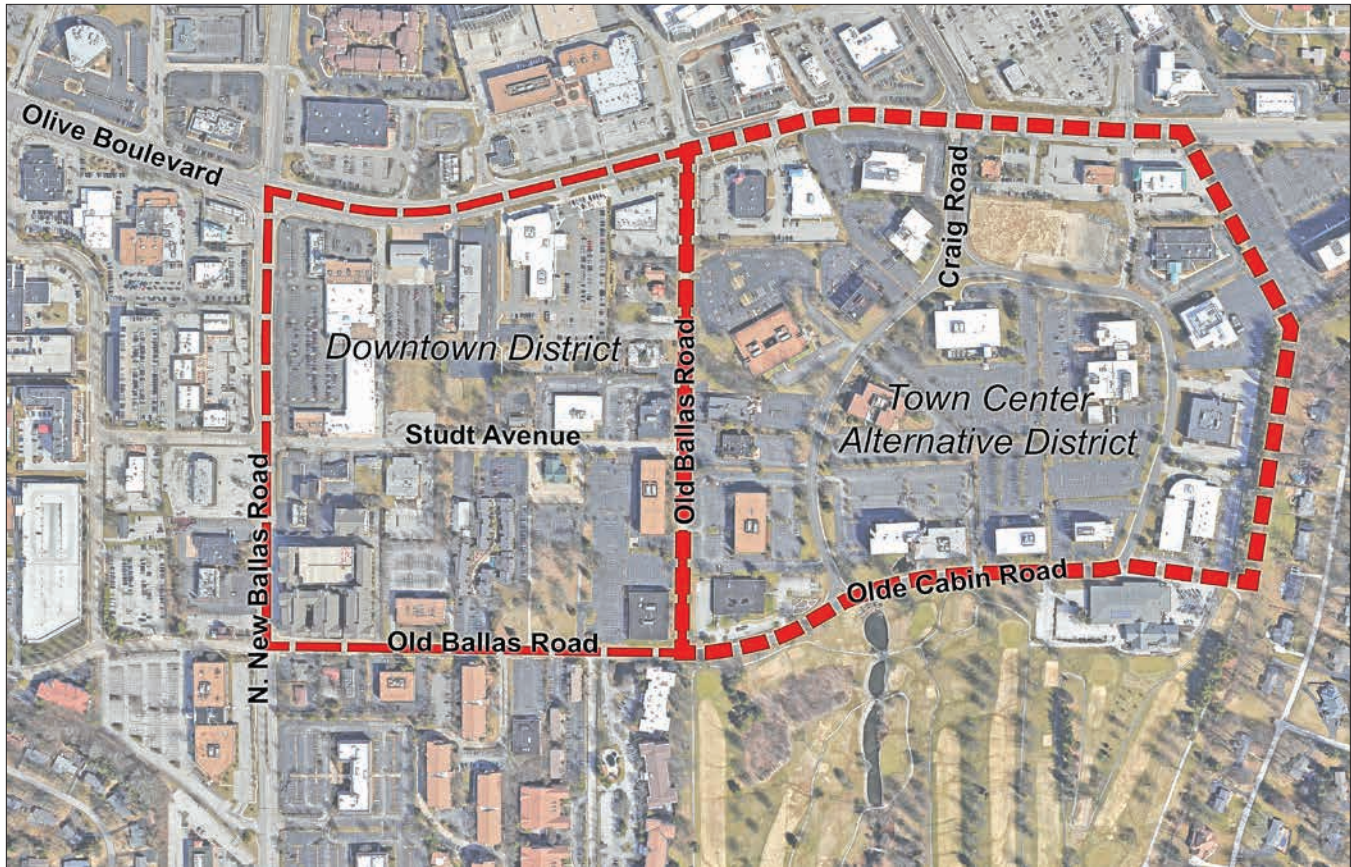
TREE COVERAGE STANDARDS

- » Establish minimum tree coverage requirements for commercial surface parking lots.
- » Establish tree planting and coverage standards for non-residential lots subject to redevelopment.

GREEN SPACE PRESERVATION

- » Establish a minimum percentage of green space to be preserved on site.

A Town Center Alternative



4.4. POTENTIAL TOWN CENTER LOCATIONS

The 2002 Comprehensive Plan recommends the development of a mixed-use Town Center within Creve Coeur's central business district, and provides examples of Town Center developments in suburban contexts throughout the country. As described herein, however, this Comprehensive Plan Update takes a different approach. The Community Center district recommendations have been developed to support creation of a walkable, pedestrian-oriented town center on an incremental, lot-by-lot and development-by-development basis by establishing new design and lot development standards. While these standards—in the context of the Comprehensive Plan—are only advisory, they are intended to serve as the basis for a future zoning code revision, or the wholesale creation of a new zoning code. This would ultimately codify the vision of the town center and provide a regulatory mechanism for implementation. The Draft Downtown Overlay District, developed by the City, is an example of such a code.

The Creve Coeur 2030 Plan recommends that the preferred location for the Town Center is within the Downtown District illustrated in **Figure 4.4**. (The Downtown District is roughly coterminous with the boundaries of the Downtown Plan and Downtown Form-Based Code Overlay District, with the exception of parcels located west of N. New Ballas Road.) The Draft Downtown Overlay District will facilitate the incremental development of a Town Center within this district.

While this Plan establishes a new regulatory approach to town center development, this Plan in no way suggests or prohibits the creation of a town center as a single, large-scale development. If a discrete town center development is financially-feasible, the 80-acre Creve Coeur Executive Office Park development at Olde Cabin Road and Craig Road (indicated as “Central Business District 4” in the 2002 Comprehensive Plan) and facing properties should be considered as an alternate redevelopment area for this project. This is due to the fact that, with large parcels and few individual owners, the Executive Office Park would be one of the easiest areas to acquire and consolidate. While these properties are located outside of the Downtown District, the Downtown District Overlay code could be expanded to include these properties, should wholesale redevelopment of these properties be viable.

In the event the town center occurs in one of the identified locations and not the other, then the area not developed in accordance with the town center concepts as articulated in this plan should revert to the recommendations for the larger Central Business District (CBD).



SKATING AT THE CREVE COEUR ICE ARENA

Creve Coeur Municipal Golf Course

The Creve Coeur Golf Course is located adjacent to the southern boundary of the City's central business district. At approximately 55 acres, the property is the single largest City-owned parcel. Additionally, this property is home to the Dielmann Complex and Creve Coeur ice arena.

The 2002 Comprehensive Plan calls for partial redevelopment of the northwest corner of the Creve Coeur Golf Course as a "public park with a plaza" to serve as "an anchor to the Central Business District". For the Creve Coeur 2030 Plan, scenarios have been developed, at the direction of Planning and Zoning Commission, regarding the future of the golf course.

In addition, the Planning and Zoning Commission has developed the following statement of future use regarding the Golf Course:

"If the Golf Course were not to continue to be used as a golf course, the whole property should be maintained as a public asset, providing public accessibility and use."

The scenario exhibits, presented on the facing page, are examples of potential future use. These are conceptual plan-level land-use examples, and not site plans.

Golf Course Scenarios



1: Keep the Municipal Golf Course

- Retain the existing golf course as is
- Undertake improvements to the facility over time to improve play and use



2: Central City Park

- Redevelop the entire golf course property as a new central city park
- Improve and expand the Dielmann Complex over time



SPLASH PAD AT MILLENNIUM PARK

4.

West Olive & Large Commercial Property Recommendations

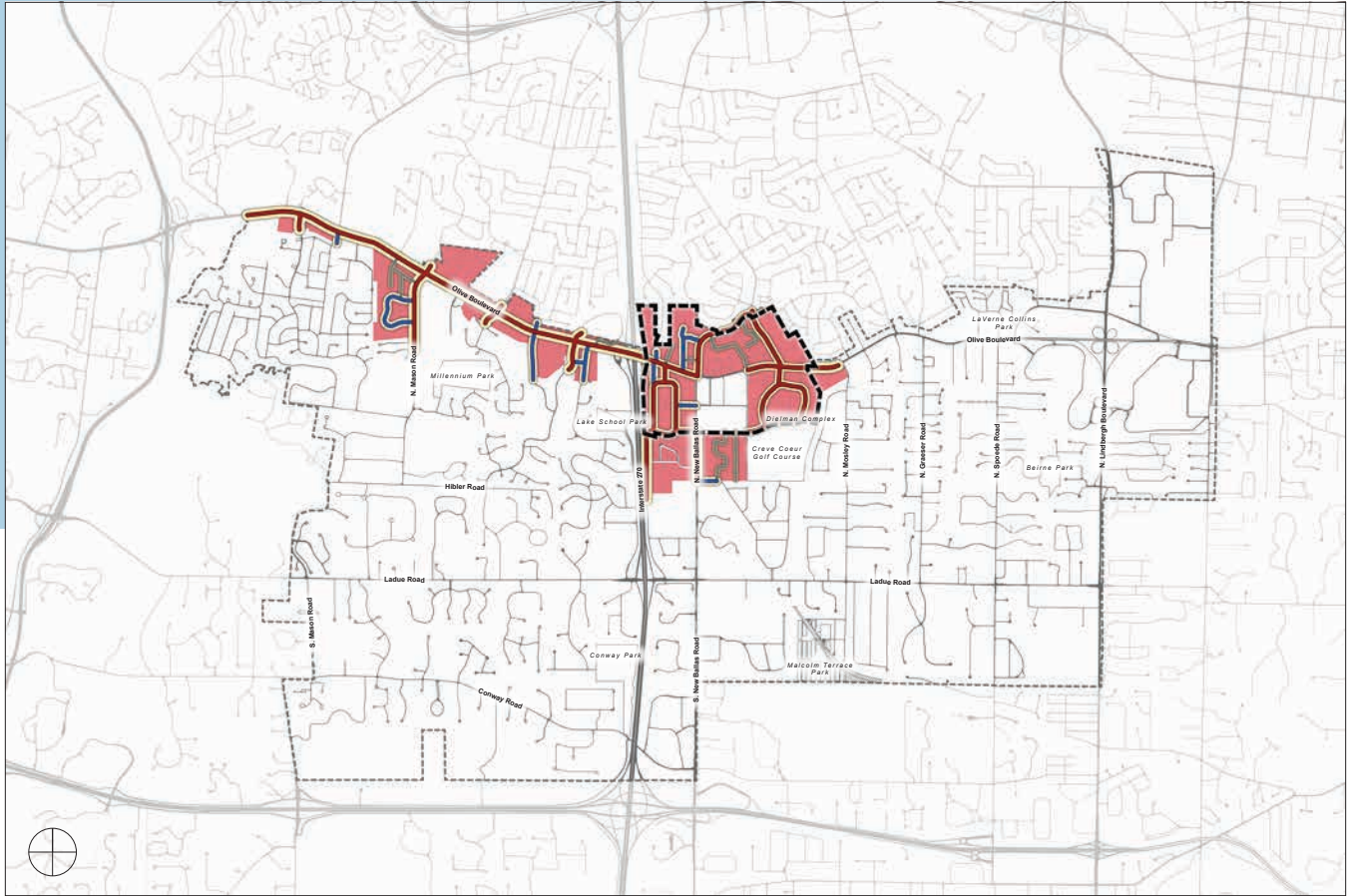
The Vision for West Olive is to create a visually-distinctive and regionally-recognized commercial corridor that improves walkable and bikeable access to retail and service businesses for the “day-to-day” use of Creve Coeur’s residents and workers.

The West Olive corridor and other large commercial properties on Olive compose the Mixed-Use District (MU) place type. This place type supports the development of a variety of medium-density commercial, retail, office, institutional, dining, community services, and multi-family residential within a suburban context. These land uses are supported primarily through vehicular access with improved walkability, pedestrian connections to adjacent neighborhoods, and beautifully landscaped street frontages.

Within the Mixed-Use District, new bike and pedestrian connections will enhance walkable access from surrounding neighborhoods. It is acknowledged that access to sites and businesses will remain primarily by car; however, transit users, cyclists, and pedestrians will be accommodated. The Mixed-Use District supports large development sites with centralized, shared-use surface parking lots; comprehensive pedestrian connections between the street, parking areas, and buildings; and plentiful outdoor public space amenities within a beautifully-landscaped site environment.

The Mixed-Use District place type accommodates the suburban development patterns typical of the majority of Creve Coeur’s existing commercial and retail development, while providing public realm enhancements to improve the visual character of the Olive Boulevard corridor. Over time, this place type encourages a further diversification of land uses, including multi-family residential and mixed-use development.

The West Olive recommendations on pages 86-87 should apply as properties are redeveloped or undergo significant renovations. Refer to pages 61-62 for additional frontage plan information.



4.5. MIXED-USE DISTRICT (MU) FRONTAGE PLAN

- Primary Streets
- Secondary Streets
- Service Streets
- Central Business District Boundary

PRIMARY STREETS

- » Olive Boulevard
- » Fernview Drive
- » N. Mason Road/Whispering Pines Drive
- » Questover Lane/Ross Avenue
- » Cross Creek Drive
- » Center Parkway/Emerson Road/Decker Lane
- » N. New Ballas Road
- » Craig Road/Office Parkway

SECONDARY STREETS

- » Executive Parkway Drive
- » Tempo Drive
- » County Manor Lane
- » Insurance Center Plaza
- » E. Rue De La Banque
- » Cityplace Drive
- » Magna Carta Drive

SERVICE STREETS

Service Streets include drives, right-of-ways, and interior circulation in existing developments.

West Olive & Large Commercial Properties

Existing Conditions Character Images



PARK CENTER



PARK CENTER



PARK CENTER

Vision & Best Practices Character Images



SOUTHLAKE BOULEVARD (SOUTHLAKE, TEXAS)



BRENTWOOD BOULEVARD (BRENTWOOD, MISSOURI)



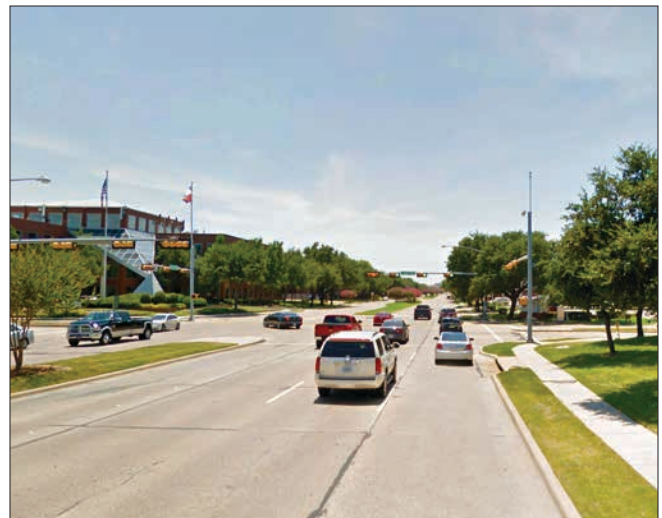
BRENTWOOD STATION (BRENTWOOD, MISSOURI)



SOUTHLAKE, TEXAS



HANLEY ROAD @ DALE AVENUE (BRENTWOOD, MISSOURI)



MCARTHUR BOULEVARD (IRVING, TEXAS)

Recommendations for West Olive & Large Commercial Properties

FRONTAGE RECOMMENDATIONS – PRIMARY STREETS

- » Promote active and office ground floor uses.
- » Encourage uniform setbacks on neighboring lots to establish a consistent location and orientation of building facade frontages to Primary Streets.
- » Parking can be located in front of buildings, but parking behind buildings and/or in shared facilities, is encouraged.
- » Discourage large areas of surface parking; break up large parking lots with significant outdoor public space amenities, landscape treatments, and/or buildings.
- » Establish a landscape/pedestrian zone along Olive Boulevard and discourage parking within this zone.
- » Develop consistent landscaping standards along Olive Boulevard with street trees, lighting, and pedestrian amenities.
- » Encourage public site amenities, including outdoor dining, plazas, fountains, bicycle parking, “parklets”, and other elements to promote district vibrancy.

FRONTAGE RECOMMENDATIONS – SECONDARY STREETS

- » A variety of active, office, and residential ground floor uses should be allowed and encouraged.
- » Encourage uniform setbacks on neighboring lots to establish a consistent location and orientation of building facade frontages to Secondary Streets.
- » Encourage side-lot and rear lot parking frontages and parking lots.
- » Encourage outdoor dining and retail site amenities.

FRONTAGE RECOMMENDATIONS – SERVICE STREETS

- » Flexible ground floor uses, including site and building service functions.
- » Establish flexible setbacks and limited setback restriction for building and parking service access.
- » No limitation on parking frontage and access.

SIGNAGE RECOMMENDATIONS – PRIMARY & SECONDARY STREETS

- » Encourage the use of building signs on all buildings.
- » Allow the use of monument (ground) signs on all development and establish maximum height and area requirements for such signs.

SIGNAGE RECOMMENDATIONS – SERVICE STREETS

- » Allow and encourage the use of building signs on all buildings.
- » Allow ground signs for wayfinding and establish maximum height and area requirements for such signs.

LOT DEVELOPMENT STANDARDS

- » Establish guidelines for pedestrian connectivity between parking facilities and buildings.
- » Establish requirements for pedestrian facilities between buildings and the public sidewalk.
- » Promote cross-access between adjacent sites to encourage shared parking and reduce curb cuts onto Primary Streets.
- » Support sustainable and low impact site development practices such as permeable pavement, bio-retention, native landscaping, and energy efficient lighting through the use of zoning incentives such as site or density bonuses.
- » Develop design guidelines to achieve the desired character of the place type.

STREET & CONNECTIVITY STANDARDS

- » Provide street and public realm facility enhancements according to street type classifications (**refer to pages 118-122**).
- » Develop bicycle facilities, pedestrian, and multi-use pathways (**refer to pages 116-117**).

STORMWATER & RUNOFF MITIGATION

- » Complete development of and enact a local Stormwater Ordinance to address land disturbance of less than one (1) acre; this Ordinance should aim to limit the adverse effects of runoff produced by development, using on-site mitigation and site design to limit runoff to what exists today.

TREE COVERAGE STANDARDS

- » Establish minimum tree coverage requirements for commercial surface parking lots.
- » Establish tree planting and coverage standards for non-residential lots subject to redevelopment.

GREEN SPACE PRESERVATION

- » Establish a minimum percentage of green space to be preserved on site.

5.

East Olive Corridor

The Vision for East Olive is to create a walkable corridor of destination retail boutiques, neighborhood service businesses, small-scale restaurants, and attached townhomes and low-density multi-family homes. Development of the East Olive corridor should encourage pedestrian access from adjacent neighborhoods and prioritize walkability between neighboring lots while accommodating car access and easy parking.

Revitalization of East Olive has continued to falter due to the challenges of shallow lot depths, direct adjacency to established residential neighborhoods, and frontages onto Olive Boulevard. Existing lot constraints limit development options for these properties. In many cases, current zoning regulations have made the redevelopment of existing commercial buildings financially infeasible. This is due to current parking and landscaping requirements, which often dictate that an existing building must be rebuilt with a smaller square footage to meet requirements.

The East Olive corridor comprises the Neighborhood Commercial District (NC) place type. This place type supports the development of a variety of medium- to low-density commercial, retail, office, neighborhood service business, and

residential development in a commercial corridor with shallow lot depths. This district is designed to provide a transition between more intense commercial districts to the east and west. Existing properties in this district are ideal for many types of smaller, specialty retail, service, and office businesses, providing both easy automobile access and a walkable, pedestrian environment. The Neighborhood Commercial District provides for lot-by-lot, incremental revitalization and redevelopment that builds toward a coherent corridor identity. As redevelopment occurs within the corridor, there may be a need to include adjacent residential properties other than those directly fronting Olive Boulevard to provide suitable building sites and to afford appropriate buffering from adjoining residential properties. Requests for such expansion of non-single family uses should be carefully reviewed to ensure the continued use of residential neighborhoods further away from the Olive Boulevard corridor. To the extent that private deed restrictions or indentures are inconsistent with this plan, the City should engage in dialogue with interested parties to seek mutually acceptable solutions consistent with this plan.

The East Olive recommendations on pages 93-94 should apply as properties are redeveloped or undergo significant renovations. Refer to pages 61-62 for additional frontage plan information.



- Primary Streets
 Secondary Streets
 Service Streets

- » Olive Boulevard
- » N. Mosely Road
- » Graeser Road
- » N. Spoede Road

- » Park West Drive
- » Bal Harbour Drive
- » Renee Lane

There are no streets classified as Service Streets in the East Olive Corridor.

East Olive Corridor

Existing Conditions Character Images



SCOTSMAN COIN & JEWELRY (OLIVE BOULEVARD @ GRAESER ROAD)



EAST OLIVE CORRIDOR



EAST OLIVE CORRIDOR

Vision & Best Practices Character Images



MARKETPLACE – CLAYTON ROAD (LADUE, MISSOURI)



MARKETPLACE – CLAYTON ROAD (LADUE, MISSOURI)



DEMUN POINTE (CLAYTON, MISSOURI)



MARKETPLACE – CLAYTON ROAD (LADUE, MISSOURI)



STATION PLAZA (KIRKWOOD, MISSOURI)



MARKET AT MCKNIGHT (ROCK HILL, MISSOURI)

East Olive Corridor

Proposed Development Examples

The diagrams below illustrate the Plan concepts for redevelopment in the East Olive Corridor, including pedestrian and vehicular access, cross-lot connections, parking, buffering, and other recommendations contained herein. These diagrams are not site plans nor do they convey specific dimensional or regulatory requirements.

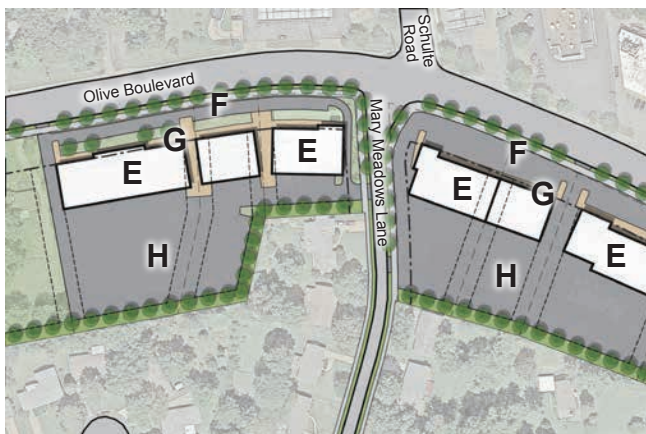


Existing Conditions



Proposed Consistent Setback and Buffer Zone Examples

- A. Existing Parcels
- B. Primary Street Consistent Setback Zone (dimension to be determined)
- C. Side Setback Zone (dimension to be determined)
- D. Buffer Zone (from adjacent residential properties; dimension to be determined)



New Building and Parking Configuration Examples

- E. Example New Buildings
- F. Example Frontage Shared Parking with cross-lot access and optional public space and landscape amenities
- G. Consistent "Second-Tier" Pedestrian Zone with cross-lot access
- H. Example Rear- and Side-Lot Shared Auxiliary Parking and service areas

Recommendations for the East Olive Corridor

FRONTAGE RECOMMENDATIONS – PRIMARY STREETS

- » Encourage uniform setbacks on neighboring lots to establish a consistent location and orientation of building facade frontages to Primary Streets.
- » Require primary building entrances to face the Primary Street.
- » Parking can be located in front of buildings, but parking to the side or rear of buildings and in shared facilities, through the use of cross-access easements, is encouraged.
- » When parking is located in front of buildings, a consistent zone of pedestrian amenities (i.e. a sidewalk, landscaping, trees, and pedestrian lighting) must be provided along the front facade of each building to create a “second tier” private sidewalk along the building, break up parking facilities, support active uses, and provide a buffer zone between parking and buildings.
- » Develop consistent landscaping standards along Olive Boulevard with street trees, lighting, and pedestrian amenities.
- » Encourage outdoor dining and retail site amenities.

FRONTAGE RECOMMENDATIONS – SECONDARY STREETS

- » Encourage uniform setbacks on neighboring lots to establish a consistent location and orientation of building facade frontages to Secondary Streets.
- » Encourage side-lot and rear lot parking frontages and parking lots.
- » Encourage outdoor dining and retail site amenities.

SIGNAGE RECOMMENDATIONS – PRIMARY & SECONDARY STREETS

- » Allow and encourage the use of building signs on all buildings.
- » Allow smaller monument signs on Primary Streets for developments meeting a minimum size and give consideration to increased sign area for multi-tenant monument signs. Monument signs on secondary streets should be discouraged. Secondary and service streets should allow for small, ground-mounted directional signs.

LOT DEVELOPMENT STANDARDS

- » Establish pedestrian facility requirements to encourage walkable access, including 1) the provision of walkways between buildings and the public sidewalk; 2) walkways that provide pedestrian cross-access between neighboring lots; and 3) walkways connecting parking facilities to buildings.
- » Promote cross-access between adjacent sites to encourage shared parking and reduce curb cuts onto Primary Streets.
- » Establish standards for buffers between Neighborhood Commercial district (NC) lots and adjacent residential district lots.
- » Support sustainable and low impact site development practices such as permeable pavement, bio-retention, native landscaping, and energy efficient lighting through the use of zoning incentives such as site or density bonuses.
- » Develop design guidelines to achieve the desired character of the place type.

STREET & CONNECTIVITY STANDARDS

- » Provide street and public realm facility enhancements according to street type classifications (**refer to pages 118-122**).
- » Develop bicycle facilities, pedestrian, and multi-use pathways (**refer to pages 116-117**).

STORMWATER & RUNOFF MITIGATION

- » Complete development of and enact a local Stormwater Ordinance to address land disturbance of less than one (1) acre; this Ordinance should aim to limit the adverse effects of runoff produced by development, using on-site mitigation and site design to limit runoff to what exists today.

TREE COVERAGE STANDARDS

- » Establish minimum tree coverage requirements for commercial surface parking lots.
- » Establish tree planting and coverage standards for non-residential lots subject to redevelopment.

GREEN SPACE PRESERVATION

- » Establish a minimum percentage of green space to be preserved on site.

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6

Mixed-Use Innovation Campus District

The Vision for the Mixed-Use Innovation Campus District is for a sustainable hub for cutting-edge research, job opportunities, and community amenities that encourages innovation, collaboration, and entrepreneurship in vibrant, mixed-use environment.

The 39 North plant science and agricultural technology district is a 575-acre planning initiative by the St. Louis Economic Development Partnership. The District includes the Corporate Square and Baur Boulevard office and industrial parks, Donald Danforth Plant Science Center, and Monsanto's World Headquarters. The Mixed-Use Innovation Campus District (MUIC) place type—coterminous with the 39 North planning area—is intended for the development of office, laboratory, institutional, and research buildings for the biotech industry, supported by diverse housing options, active uses, and other community amenities.

The recommendations of the Creve Coeur 2030 Plan's Mixed-Use Innovation Campus District are designed to support the projections and anticipated outcomes of this initiative. Following completion of the 39 North master plan, it is recommended that the Master Plan be adopted by the City as an amendment to Creve Coeur 2030.

The Mixed-Use Innovation Campus District recommendations on pages 99-100 should apply as properties are redeveloped or undergo significant renovations. Refer to pages 61-62 for additional frontage plan information.



- Primary Streets
 Secondary Streets
 Service Streets

- » Olive Boulevard
- » N. Lindbergh Boulevard

- » Old Olive Street Road
- » Corporate Square Drive
- » Paget Drive
- » Woodfield Lane

Service Streets include drives, right-of-ways, and interior circulation in existing developments.

Mixed-Use Innovation Campus District

Vision & Best Practices Character Images



MIXED-USE DEVELOPMENT AT THE HIGHLANDS @ FOREST PARK



DONALD DANFORTH PLANT SCIENCE CENTER



MIXED-USE DEVELOPMENT AT THE HIGHLANDS @ FOREST PARK

Recommendations for the Mixed-Use Innovation Campus District

FRONTAGE RECOMMENDATIONS – PRIMARY STREETS

- » A variety of active, office, and residential ground floor uses should be allowed and encouraged.
- » Establish a front build-to line in place of existing lot frontage setbacks to encourage a consistent location and orientation of building facade frontages to Primary Streets.
- » Parking should primarily be located in shared facilities, behind buildings.
- » When parking is located in front of buildings, pedestrian amenities must be provided along the front facade of each building.
- » Establish a landscape/pedestrian zone along Olive Boulevard and discourage parking within this zone.
- » Develop consistent landscaping standards along Olive Boulevard with street trees, lighting, and pedestrian amenities.
- » Encourage public site amenities, including outdoor dining, plazas, fountains, bicycle parking, “parklets”, and other elements to promote district vibrancy.

FRONTAGE RECOMMENDATIONS – SECONDARY STREETS

- » A variety of active, office, and residential ground floor uses should be allowed and encouraged.
- » Encourage uniform setbacks on neighboring lots to establish a consistent location and orientation of building facade frontages to Secondary Streets.

- » Encourage side-lot and rear lot parking frontages and parking lots.
- » Encourage outdoor dining and retail site amenities.

FRONTAGE RECOMMENDATIONS – SERVICE STREETS

- » Flexible ground floor uses, including site and building service functions.
- » Establish flexible setbacks and limited setback restriction for building and parking service access.
- » No limitation on parking frontage and access.

SIGNAGE RECOMMENDATIONS – PRIMARY & SECONDARY STREETS

- » Encourage the use of building signs on all buildings.
- » In the Mixed-Use Innovation Campus District (MUIC) place type, wall signage is preferred; however consideration should be given to allow monument signs for multi-tenant, multi-use developments on larger properties at the primary entrance to the shared parking facility.

SIGNAGE RECOMMENDATIONS – SERVICE STREETS

- » Allow and encourage the use of building signs on all buildings.
- » Allow ground signs for wayfinding and establish maximum height and area requirements for such signs.

LOT DEVELOPMENT STANDARDS

- » Establish requirements for pedestrian facilities between buildings and the public sidewalk.
- » Establish requirements for cross-lot pedestrian facilities connecting the pedestrian amenities of neighboring buildings to encourage walkability between lots.
- » Establish guidelines for pedestrian connectivity between parking facilities and buildings.
- » Support sustainable and low impact site development practices such as permeable pavement, bio-retention, native landscaping, and energy efficient lighting through the use of zoning incentives such as site or density bonuses.
- » Develop design guidelines to achieve the desired character of the place type.

STREET & CONNECTIVITY STANDARDS

- » Provide street and public realm facility enhancements according to street type classifications (**refer to pages 118-122**).
- » Develop bicycle facilities, pedestrian, and multi-use pathways (**refer to pages 116-117**).

STORMWATER & RUNOFF MITIGATION

- » Complete development of and enact a local Stormwater Ordinance to address land disturbance of less than one (1) acre; this Ordinance should aim to limit the adverse effects of runoff produced by development, using on-site mitigation and site design to limit runoff to what exists today.

TREE COVERAGE STANDARDS

- » Establish minimum tree coverage requirements for commercial surface parking lots.
- » Establish tree planting and coverage standards for non-residential lots subject to redevelopment.

GREEN SPACE PRESERVATION

- » Establish a minimum percentage of green space to be preserved on site.

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7.

Lindbergh Boulevard

The Vision for Lindbergh Boulevard is to create a visually-distinctive mixed-use and office corridor that provides enhanced bicycle and pedestrian infrastructure for improved City-wide connectivity and supports adjacent institutions and future development.

Historically, the stretch of N. Lindbergh Boulevard between Chaminade College Preparatory School and the Monsanto campus has faced challenges similar to those of the East Olive Corridor. Relatively shallow lot depths have limited the types of development that can occur, and the economic viability of redevelopment has been impacted by current zoning restrictions. Furthermore, this corridor has challenging topographic conditions that limit cross-lot access, and Lindbergh Boulevard/U.S. 67 is a divided highway. The lack of easy access to adjacent parcels has limited the viability of retail businesses and restaurants.

Over time, it is anticipated that the development character of Lindbergh Boulevard will evolve to uses that are not negatively impacted by these conditions. This could include office or laboratory development supporting the Mixed-Use Innovation Campus District, or multi-family residential. In the meantime, the recommendations for Lindbergh Boulevard are intended to accommodate existing land uses and development patterns while allowing new uses, thus facilitating the long-term evolution of the corridor.

The Lindbergh corridor is part of the Mixed-Use District (MU) place type. This place type supports the development of a variety of medium-density commercial, retail, office, institutional, dining, community services, and multi-family residential within a suburban context. These land uses are supported through primarily vehicular access with improved walkability, pedestrian connections to adjacent neighborhoods, and beautifully landscaped streets.

The Lindbergh Boulevard recommendations on pages 102-103 should apply as properties are redeveloped or undergo significant renovations. Refer to pages 61-62 for additional frontage plan information.



-  Primary Streets
 Secondary Streets
 Service Streets

- » N. Lindbergh Boulevard
- » Quailways Drive/N. Tealbrook Drive

- » N. Sunswept Drive
- » Beaver Drive
- » Lawrence Drive

There are no streets classified as Service Streets in the Lindbergh Boulevard corridor.

Recommendations for Lindbergh Boulevard

FRONTAGE RECOMMENDATIONS – PRIMARY STREETS

- » A variety of office and residential ground floor uses should be allowed and encouraged.
- » Encourage uniform setbacks on neighboring lots to establish a consistent location and orientation of building facade frontages to Primary Streets.
- » Parking can be located in front of buildings, but parking behind buildings and/or in shared facilities, is encouraged.
- » Establish a landscape/pedestrian zone along Lindbergh Boulevard and discourage parking within this zone.
- » Develop consistent landscaping standards along Lindbergh Boulevard with street trees and lighting.

FRONTAGE RECOMMENDATIONS – SECONDARY STREETS

- » A variety of office and residential ground floor uses should be allowed and encouraged.
- » Encourage uniform setbacks on neighboring lots to establish a consistent location and orientation of building facade frontages to Secondary Streets.
- » Encourage side-lot and rear lot parking frontages and parking lots.
- » Allow cross-access between properties and utilization of secondary streets for secondary access to reduce curb cuts on Lindbergh Boulevard; improve site access; and improve traffic flow to support the continued economic viability of parcels fronting Lindbergh Boulevard.

SIGNAGE RECOMMENDATIONS – PRIMARY & SECONDARY STREETS

- » Allow and encourage the use of building signs on all buildings.
- » Allow the use of monument (ground) signs on all developments and establish maximum height and area requirements for such signs.

LOT DEVELOPMENT STANDARDS

- » Establish guidelines for pedestrian connectivity between parking facilities and buildings.
- » Allow pervious pavement that does not count toward site coverage, up to a specified maximum, as incentives for stormwater and tree coverage best practices.
- » Incentivize low-voltage LED site lighting (including parking lot lighting) by allowing an increase in pervious surface coverage, up to a specified minimum.
- » Encourage reflective white roofing and green (vegetated) roofing system, and count green roofs as on-site stormwater detention.

STREET & CONNECTIVITY STANDARDS

- » Provide street and public realm facility enhancements according to street type classifications (**refer to pages 118-122**).
- » Develop bicycle facilities, pedestrian, and multi-use pathways (**refer to pages 116-117**).

STORMWATER & RUNOFF MITIGATION

- » Complete development of and enact a local Stormwater Ordinance to address land disturbance of less than one (1) acre; this Ordinance should aim to limit the adverse effects of runoff produced by development, using on-site mitigation and site design to limit runoff to what exists today.

TREE COVERAGE STANDARDS

- » Establish minimum tree coverage requirements for commercial surface parking lots.
- » Establish tree planting and coverage standards for non-residential lots subject to redevelopment.

GREEN SPACE PRESERVATION

- » Establish a minimum percentage of green space to be preserved on site.

8.

Campus & Institutional Districts

Creve Coeur is home to numerous community service and healthcare institutions; major primary and secondary schools; a university; synagogues and churches; and the headquarters of major global corporations.

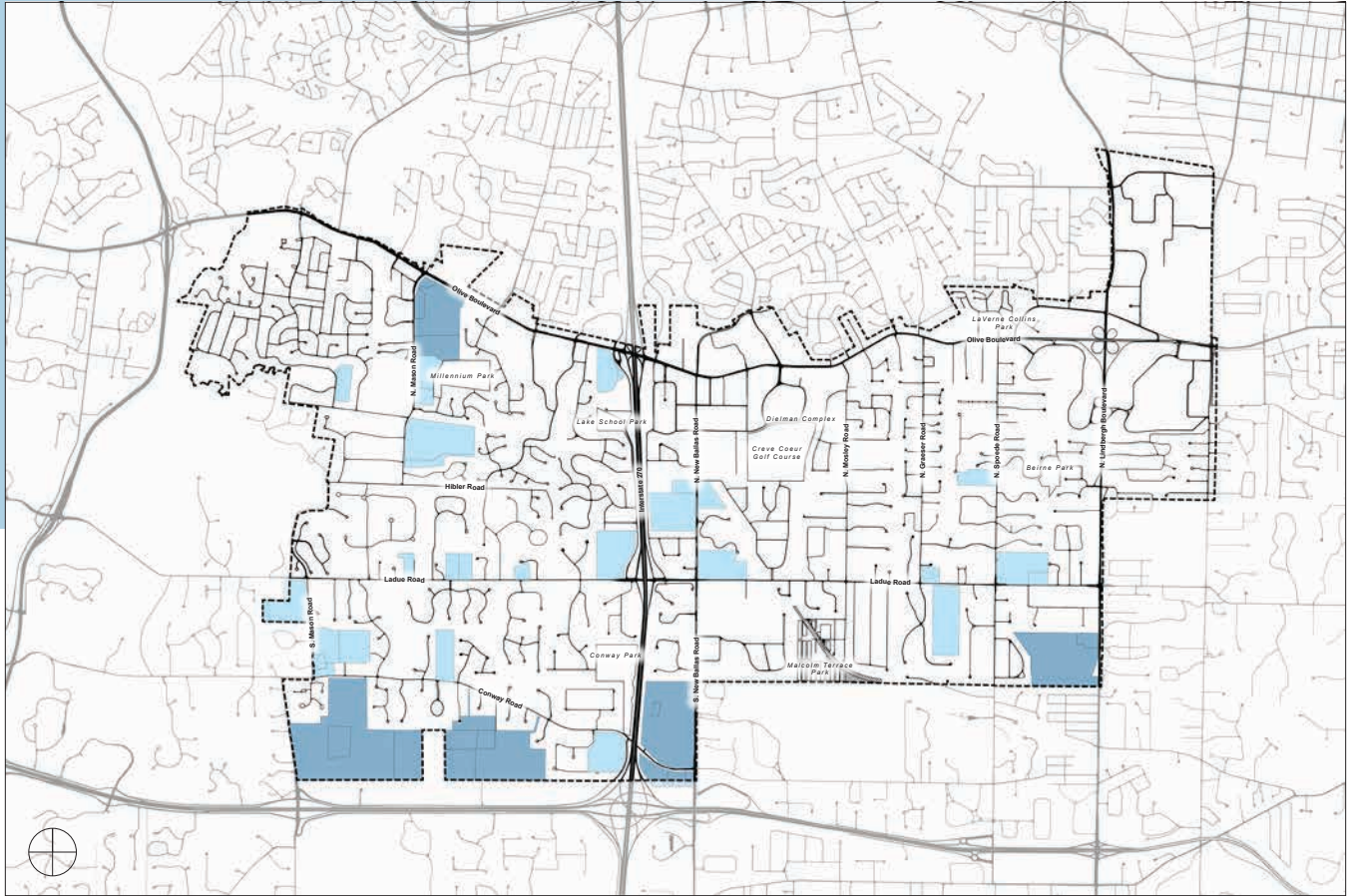
Under the City's current zoning, civic and institutional land uses are addressed as conditional uses within other zoning districts. Due to the Creve Coeur's land use patterns, many of these uses fall within residential areas. This has occasionally resulting in conflicts with neighbors over parking, hours of use, and other issues.

The variety of campuses within the city is a major community asset and employment contributor. It plays a significant role in the physical character of the City. In order to ensure that future growth of these stakeholders contributes positively to the physical character of Creve Coeur, the Creve Coeur 2030 Plan's recommendations establish Campus and Civic community place type districts. These districts consist of physical development recommendations to guide the public street frontages of the development, while allowing for maximum flexibility on the interior of the site.

These districts are also intended to protect established, existing residential neighborhoods from potential negative impacts of non-residential land uses. Furthermore, these districts could be developed as overlay districts to preserve the underlying base district zoning and ensure that, if the civic or institutional use ever vacates the site, that the site reverts to the surrounding zoning.

While the recommendations for campus and institutional districts presented herein apply to both of Creve Coeur's civic and campus place types, implementation of these recommendations should be particular to the characteristics of each individual place type. This entails calibrating the individual recommendations to both the existing build character as well as the desired future vision of each place type district.

This process is fundamental to "placemaking" and is necessary for successful implementation of the Plan. The Vision for each residential community place type is provided on the pages 106-107, and Plan recommendations are detailed on page 108. Recommendations apply to new development, new subdivisions, teardowns and infills, and significant expansions of existing buildings.



4.9. CAMPUS & INSTITUTIONAL PLACE TYPE DISTRICTS

- VI - Civic (CV)
- VII - Campus (CP)

Campus & Institutional Place Type Districts

VI. *Civic (CV)*

The Vision for the Civic district is a community place type or overlay for various institutional uses—including schools, churches, religious facilities, and public facilities—comprised of a single primary building with optional ancillary or out-buildings on a single lot. Civic sites have a minimum recommended size of three (3) acres and can be located in a variety of surrounding contexts.



EXISTING PLACE TYPE CHARACTER IMAGE



EXISTING PLACE TYPE CHARACTER IMAGE



EXISTING PLACE TYPE CHARACTER IMAGE

Campus & Institutional Place Type Districts

VII. Campus (CP)

The Vision for the *Campus* district is intended for the development of large, multi-building office structures, institutional facilities, research buildings, educational, and healthcare facilities, deeply set back from site edges and surrounded by beautiful landscape buffers. Campuses, by definition, consist of multiple primary building on a single site. The minimum size for Campuses is recommended to be 10 acres.



EXISTING PLACE TYPE CHARACTER IMAGE



EXISTING PLACE TYPE CHARACTER IMAGE



EXISTING PLACE TYPE CHARACTER IMAGE

Recommendations for Civic & Institutional Place Types

LOT DEVELOPMENT STANDARDS

- » Establish Primary Street and Secondary Street setbacks that are compatible with neighboring residential and commercial place type districts; setbacks should be developed separately for each civic and institutional place type, to reflect each place type's articulated Vision.
- » Provide a maximum for the amount of pervious pavement that does not count toward site coverage.
- » When lots directly abut other lots of a different residential Community Place Type, a landscape buffer, measured horizontally from the lot boundary, should be provided.

STORMWATER & RUNOFF MITIGATION

- » Provide regulatory incentives for increased stormwater detention/recharge (green infrastructure) on private lots.

TREE COVERAGE STANDARDS

- » Establish tree planting and coverage standards for lots subject to redevelopment, including the provision of street trees along Primary and Secondary Streets.

GREEN SPACE PRESERVATION

- » When located in primarily residential areas, establish a "green edge" landscape zone, measured horizontally from the lot boundary, along all street frontages to maintain compatibility with surrounding development character; buildings shall be prohibited from this landscape zone.
- » Establish a minimum percentage of green space to be preserved on site.

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9.

City-Wide Systems

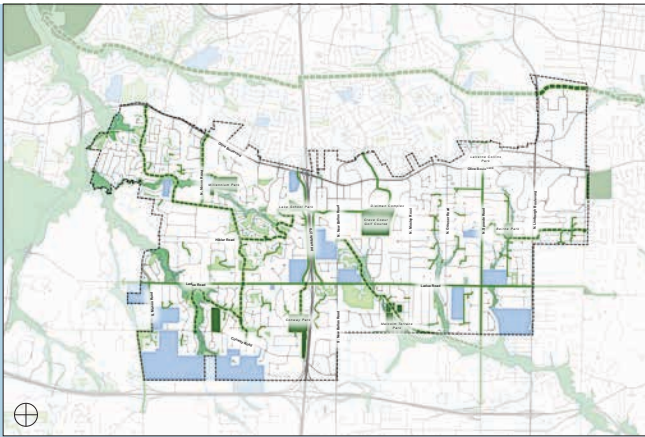
While much of Creve Coeur's identity and physical character results from private land development, the City has numerous interconnected networks of public infrastructure. City-Wide Systems recommendations include Creve Coeur's parks, streets, and public facilities.

The City-Wide Systems recommendations presented herein address the community's Vision and goals to improve the identity, vibrancy, and livability of Creve Coeur. Furthermore, these recommendations build on and articulate many of the principles expressed in the 2002 Comprehensive Plan. Unlike the 2002 Plan, however, which provided relatively general recommendations, the Creve Coeur 2030 Plan provides specific locations, alignments, and facility types for Creve Coeur's infrastructure improvements. As a long-term Plan, it is important to remember that these recommendations are not set in stone. Rather, they provide an outline of specific and feasible future projects to kick-start future planning and implementation efforts.

Finally, because these recommendations apply to city-wide networks that connect both to neighboring cities and the region as a whole, they have been developed to coordinate and capitalize on regional planning efforts. These recommendations, therefore, further the implementation of regional plans while providing greater levels of service to Creve Coeur's neighborhoods, amenities, and residents.

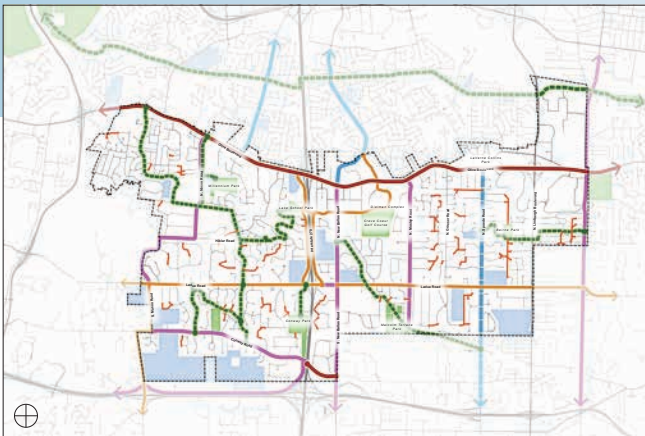
City-Wide Systems recommendations are summarized on the facing page and presented in detail on the following pages:

- » **Parks, Recreation & Open Space** recommendations are presented on pages 114-115;
- » **Bicycle & Pedestrian** recommendations are presented on pages 116-117;
- » Creve Coeur's **Streets** recommendations are presented on pages 118-122; and
- » Creve Coeur's **Public Art** recommendations are presented on pages 123-124.



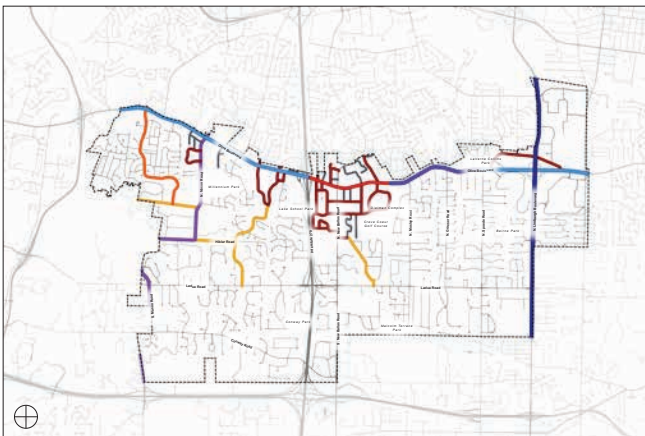
a. Parks, Recreation & Open Space Recommendations

The Parks, Recreation & Open Space recommendations are comprised of an interconnected network of City parks, recreation areas, open space, pedestrian pathways, and multi-use greenway trails. This network links neighborhoods and parks to Creve Coeur's schools, commercial district, and neighboring assets and amenities.



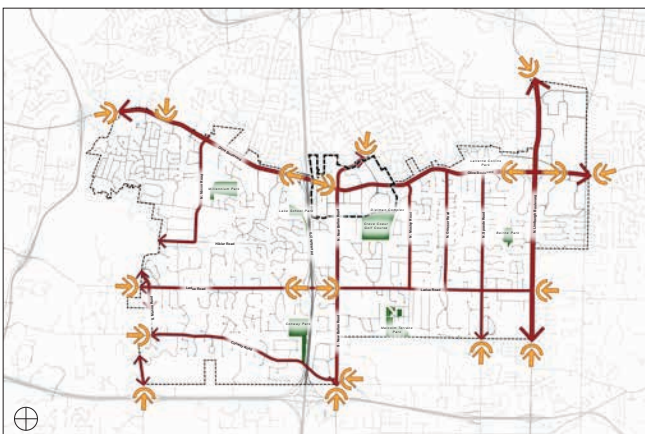
b. Bicycle & Pedestrian Connectivity Recommendations

The Bicycle & Pedestrian Connectivity recommendations are comprised of designated bicycle and pedestrian facilities that link to the regional Gateway Bike Plan initiative of Great Rivers Greenway. Facilities are designed at a City-wide interval of approximately one-half (1/2) mile to ensure that all households are less than 1/4 mile from a designated route.



c. Streets Recommendations

The Streets recommendations outline qualitative improvements for the major streets within Creve Coeur's commercial and mixed-use districts, as well as key streets within the City's residential neighborhoods. The purpose of this plan is encourage the development of Complete Streets—streets with facilities for all users and modes of transportation—incrementally as street improvements are made.



d. Public Art Recommendations

Creve Coeur's Public Art recommendations coordinate the efforts of the City's Arts Committee, Parks and Recreation Department, Public Works Department, and other boards and committees to enhance Creve Coeur's physical appearance and community identity through public art installations, gateways, horticulture, and other aesthetic improvements.

9.a

Parks, Recreation & Open Space Recommendations

The Parks, Recreation & Open Space Recommendations addresses an interconnected network of City parks, recreation areas, open space, pedestrian pathways, and multi-use greenway trails to link neighborhoods to Creve Coeur's parks, schools, and commercial districts.

These recommendations seek to preserve Creve Coeur's parks and open space and develop a system of connective trails and pathways to provide recreation and mobility options for all residents (**refer to Figure 4.10**). As a long-term Plan, these recommendations are not set in stone. Rather, they provide an outline of specific and feasible future projects to kick-start future planning and implementation efforts. These recommendations have been developed in close coordination with the Parks and Historic Preservation Committee, and should be regularly reviewed by Committee moving forward.

SCHOOLS & RECREATION AREAS

There are numerous schools and recreational areas in and around Creve Coeur. The City should pursue options for shared-use agreements with these institutions for residents. The City should also consider the future purchase of any of these sites—should they become available for sale—for park expansion.

Schools and recreation areas serving Creve Coeur include:

- » Bellevue Elementary
- » Creve Coeur Racquet Club
- » Chaminade College Preparatory School
- » Christian Brothers College High School*
- » Countryside Montessori
- » Craig Elementary School*
- » DeSmet Jesuit High School
- » Fern Ridge High School*
- » Hope Montessori Academy
- » Kirk Day School*
- » Ladue School District 5th Grade Center
- » Missouri Baptist University
- » Our Lady of the Pillar School
- » Parkway North High School*
- » Parkway Northeast Middle School
- » Ross Elementary School*
- » Rossman School
- » Saul Mirowitz Jewish Community School
- » Shaare Emeth School
- » Spoeede School
- » St. Monica School
- » St. Richard School
- » Temple Israel School
- » Whitfield School

*These schools are not located in Creve Coeur's corporate boundaries, but are directly adjacent to Creve Coeur.

PARKS

Creve Coeur has seven (7) parks—Beirne Park; Conway Park; Creve Coeur Golf Course / Dielmann Complex; Lake School Park; Laverne Collins Park; Millennium Park; and Malcolm Terrace Park—as well as four (4) important historic structures—Lake School (Lake School Park), Clester



Cabin (Conway Park), Hackmann Log Cabin (Conway Park), and Tappmeyer House (Millennium Park)—located in the City’s parks. Creve Coeur’s parks and historic structures should be preserved and enhanced through facilities improvements to serve user’s needs.

Many Creve Coeur subdivisions feature common ground tracts. These should be preserved, as they are a major component of the City's green character.

The Creve Coeur 2030 Plan recommends creation of an extensive greenway and pathway network for bicycle and pedestrian connectivity. The purpose of this network is multi-fold. (1) First, it connects Creve Coeur's parks, schools, recreation areas, shopping districts, and other community amenities to create a network of active and passive recreation amenities.

(2) Second, it provides a variety of off-street and on-street connections to promote cycling and walking as viable transportation options. (3) Finally, it provides additional connectivity options where the existing street network exhibits gaps, lack of connectivity, and other barriers to personal mobility. This promotes an equity of mobility for all Creve Coeur residents, regardless of age, income, or ability.

Pathways and greenway facility types are described in greater detail in the following section. As illustrated, these connections are conceptual ideas only. Future implementation will determine specific locations and involve agreements with adjacent property owners.

9.b

Bicycle & Pedestrian Connectivity Recommendations

The Bicycle & Pedestrian Connectivity Recommendations address a system of designated bicycle and pedestrian facilities that link to the regional Great Rivers Greenway Gateway Bike Plan.

These recommendations seek to improve the walkability and bikeability of Creve Coeur—one of residents' top priorities—and provide an equity of mobility for all residents, regardless of age, income, or ability. Facilities are designed at an interval of approximately one-half (1/2) mile to ensure that all households are less than 1/4 mile from a designated route (**refer to Figure 4.11**).

BIKE LANES

As specified in the Gateway Bike Plan, dedicated on-street bike lanes are recommended for the following roads:

- » Olive Boulevard
- » Conway Road (between N. New Ballas Road & N. Outer 40 Road)

SHARED LANES

Shared lanes include specialized lane markings (known as “sharrows”) with signage indicating that bicyclists may use the full lane. This facility type is designated for roads with lower traffic volumes where bike lanes are not feasible due to dimensional constraints. On four (4) lane roads, shared lanes are confined to the outside lanes.

Shared lane streets include:

- » Mason Road
- » Conway Road
- » N. Outer 40 Road
- » N. New Ballas Road
- » N. Warson Road

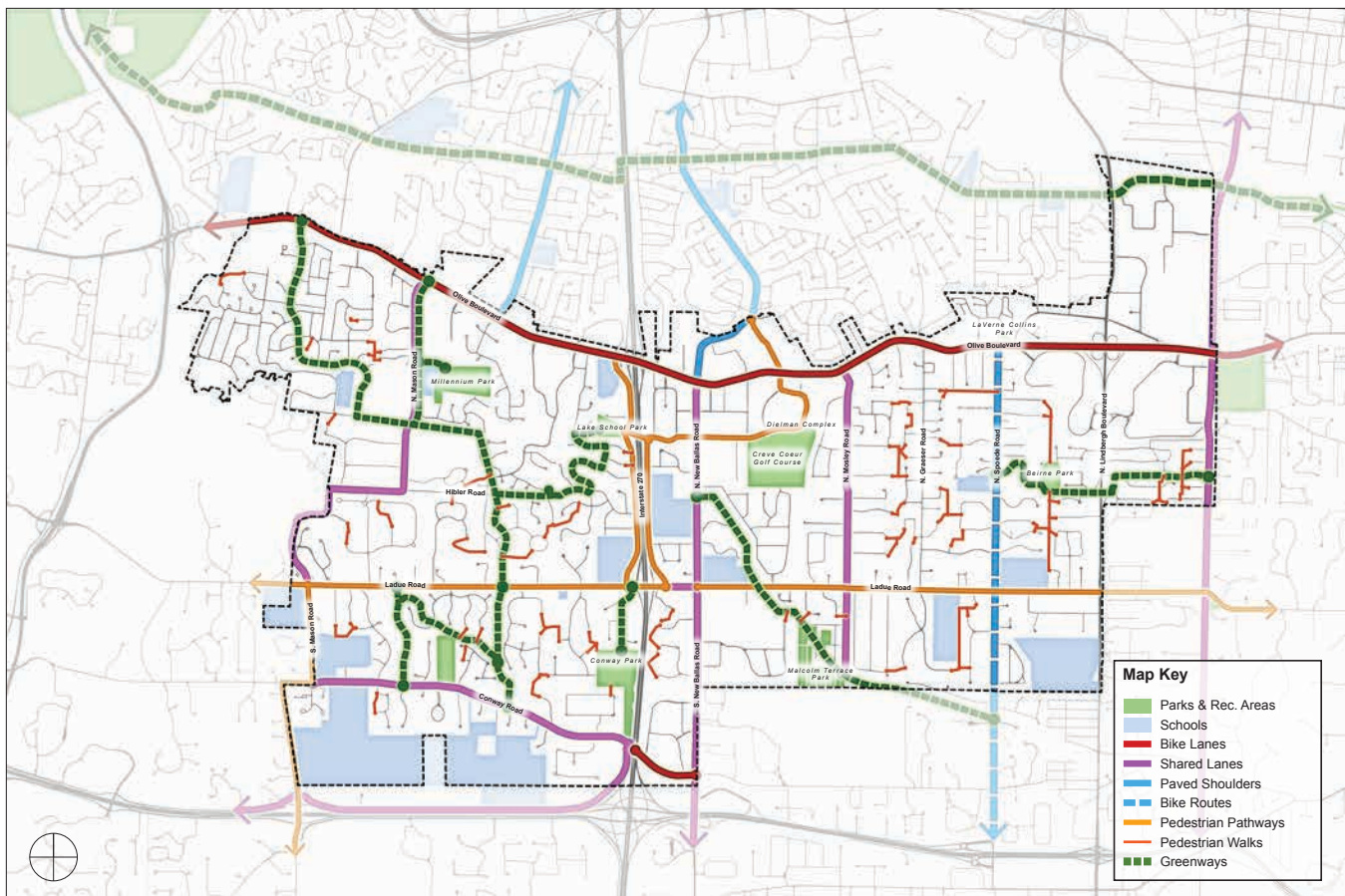
PAVED SHOULDERS

Where possible due to available road configuration or right-of-way (ROW) width, paved shoulders offer designated space for both bicycles and pedestrians while still allowing for occasional street-side parking and other vehicular uses. Streets recommended for paved shoulders include:

- » N. New Ballas Road (between Olive Boulevard & Craig Road)
- » Craig Road (north of N. New Ballas Road)
- » Ross Road

BIKE ROUTES

Bike routes are designated streets, typically with lower traffic volumes, that don't support other facility types due to topography, visibility, or dimensional requirements. They are a compromise facility type designed to improve bicycle network connectivity within physical constraints. One (1) bike route is recommended, on Spode Road.



4.11. BICYCLE & PEDESTRIAN CONNECTIVITY RECOMMENDATIONS

PATHWAYS

As described above in the *Parks, Recreation & Open Space Plan*, Creve Coeur should complete and expand its network of primary pedestrian sidewalks/pathways on key streets. These include:

- » Ladue Road (Complete)
- » Mason Road (south of Ladue Road)
- » Spoede Road (Complete)
- » Countryside Montessori
- » Coeur DeVille Drive
- » Emerson Road (south of Old Ballas Road)
- » Old Ballas / Old Cabin / Office Parkway / Craig Road
- » I-270 Pedestrian Overpass (between Emerson Road & Coeur DeVille Road @ Old Ballas Road)

PEDESTRIAN WALKS

As described in the *Parks, Recreation & Open Space Recommendations*, Creve Coeur should facilitate the development of pedestrian walks to connect key streets, parks, and amenities. Suggested locations are shown on Figure 4.9. However, these walks will require negotiation

with and the full support of neighboring property owners. Therefore, these suggested locations represent logical connection points only, and in no way represent or recommend takings on the part of the City.

GREENWAY TRAILS

As described in the *Parks, Recreation & Open Space Recommendations*, these recommends include the development of off-street, multi-use greenway trails to connect key streets, districts, and community amenities. These greenways utilize a mix of parallel roadway paths, existing utility rights-of-way ROWs and stream buffers, and connections through subdivision common ground. As with the pedestrian walks above, these greenways will require negotiation with and the full support of neighboring property owners. Therefore, these suggested locations represent logical connection points only, and in no way represent or recommend takings on the part of the City.

9.c

Streets Recommendations

The Creve Coeur 2030 Streets Recommendations are qualitative improvements for the major streets in Creve Coeur's commercial and mixed-use districts, as well as key streets within the City's residential neighborhoods.

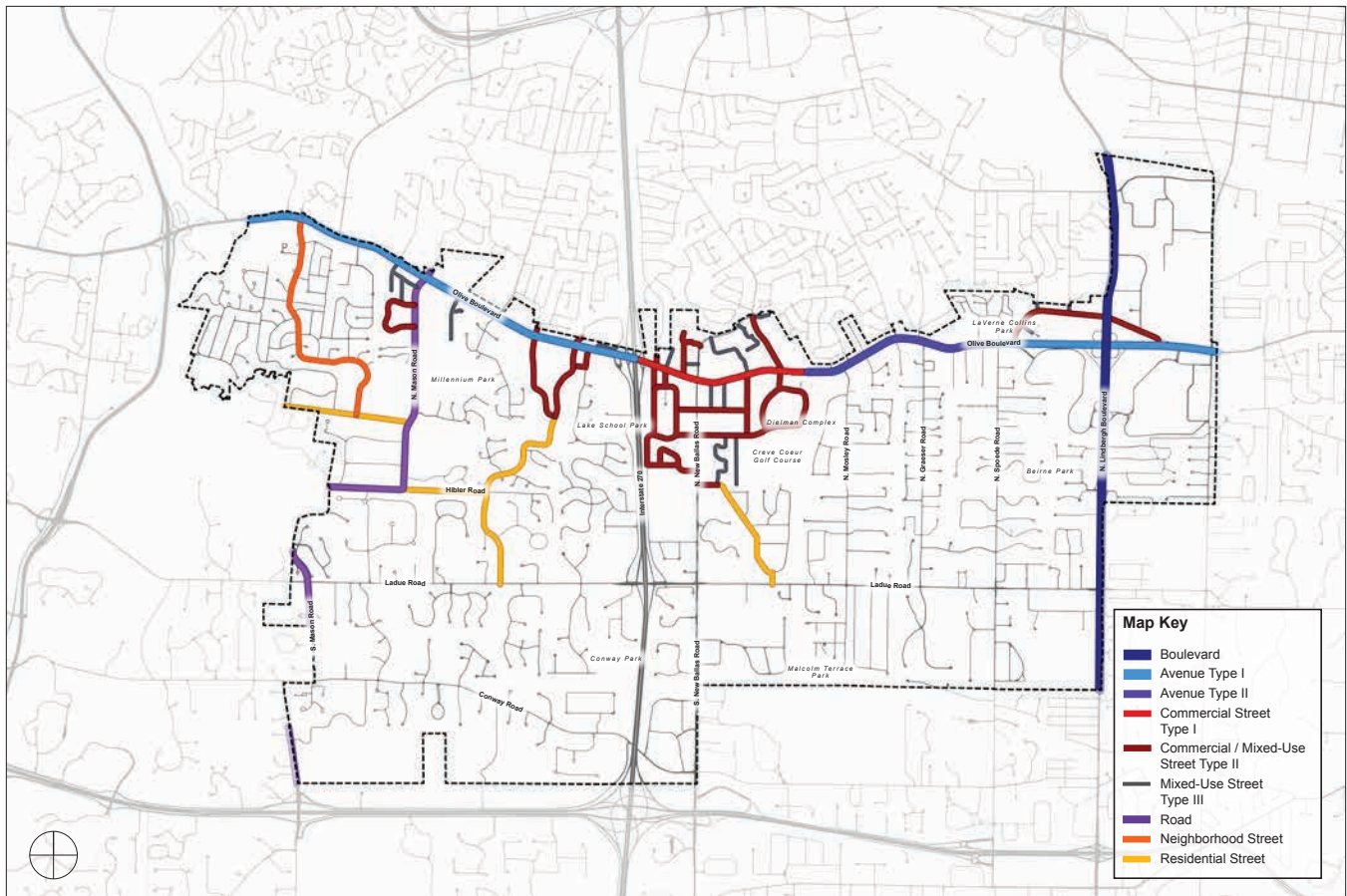
These recommendations encourage the development of Complete Streets—streets with facilities for all users and modes of transportation—incrementally as street improvements are made. While the *Parks, Recreation & Open Space Plan* and the *Bicycle & Pedestrian Connectivity Plan*, presented on the preceding pages, outline specific City-wide connectivity improvements, the Streets Plan provides for safe and effective intra-neighborhood connectivity for pedestrians, bikes, mobility device users, and vehicles alike.

As presented herein, these recommendations do not suggest or require the wholesale reconstruction of identified streets. Rather, they establish principles for facility types and levels of service for all users, to guide improvements as needed when street repair, reconstruction, or improvements required by redevelopment projects occurs.

Additionally, these recommendations and principles should be viewed as guidelines to be adapted to specific existing conditions, including ROW width, pavement width, and adjacent development. No reduction of existing vehicular levels of service (LOS) is recommended, and enhanced LOS is desired.

Streets Plan recommendations are presented according to eight (8) street typologies, as shown in **Figure 4.12** and detailed on the following pages:

1. **Boulevard** typology recommendations are presented on page 120;
2. **Avenue (Type I & II)** typology recommendations are presented on page 120;
3. **Commercial Street Type I** typology recommendations are presented on page 120;
4. **Commercial / Mixed-Use Street Type II** typology recommendations are presented on page 121;
5. **Mixed-Use Street Type III** typology recommendations are presented on page 121;
6. **Road** typology recommendations are presented on page 121;
7. **Neighborhood Street** typology recommendations are presented on page 122; and
8. **Residential Street** typology recommendations are presented on page 122.

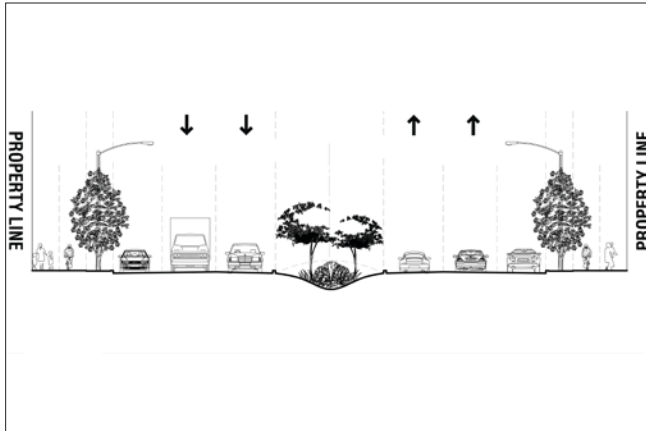


4.12. STREETS RECOMMENDATIONS



5 K RUN ON N. NEW BALLAS ROAD

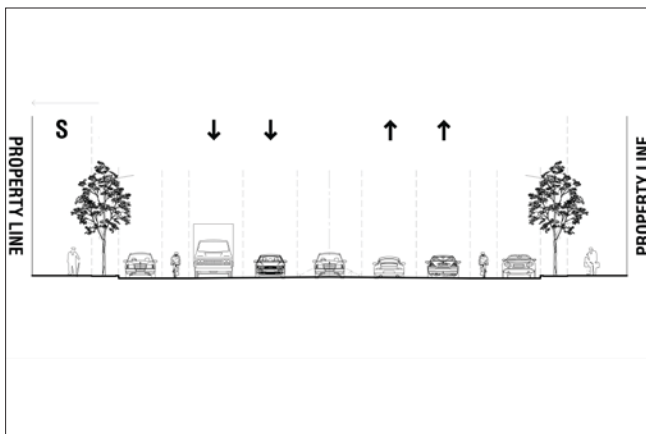
Street Typologies



1. Boulevard

The Boulevard typology is intended for high-volume vehicular thoroughfares, namely Lindbergh Boulevard. Features include:

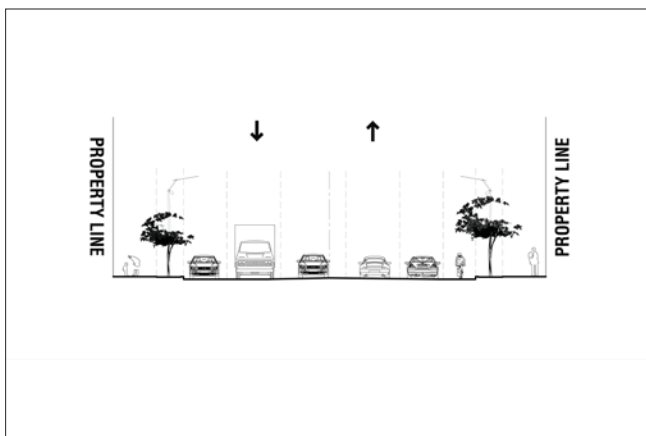
- » 4 to 6 Travel Lanes
- » Optional Parallel Parking Lane
- » Center Median (Optional Center Bioswale)
- » Pedestrian Sidewalks (Both Sides)
- » Street Lighting
- » Street Trees



2. Avenue (Type I & II)

The Avenue typologies are intended for high-volume commercial corridors supporting vehicular traffic and large-scale commercial development. This includes the East and West Olive corridors. Features include:

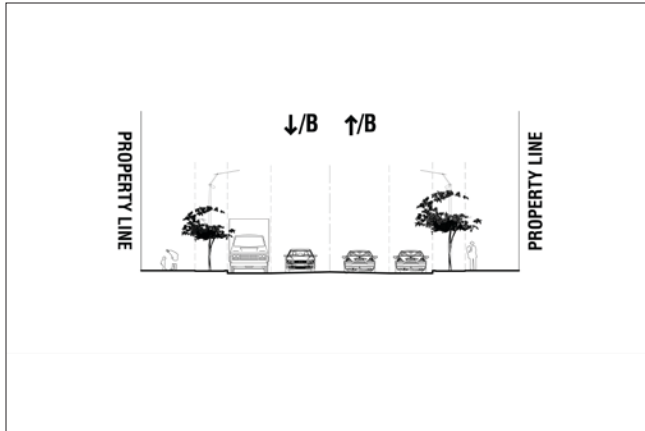
- » 4 to 6 Travel Lanes
- » Optional Parallel Parking Lane
- » Optional Center Turn Lane
- » Optional Bike Lanes (Both Sides)
- » Pedestrian Sidewalks (Both Sides)
- » Street Lighting
- » Street Trees



3. Commercial Street Type I

Commercial Street Type I is intended for major commercial streets in the Central Business District, namely Olive Boulevard. Features include:

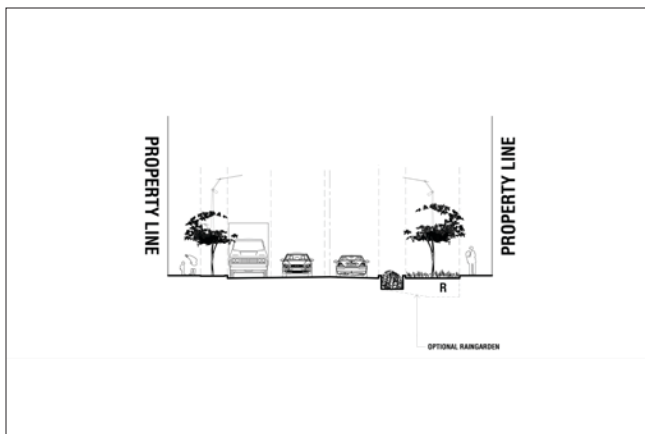
- » 4 Travel Lanes
- » Optional Parallel Parking Lane
- » Optional Center Turn Lane
- » Optional Bike Lanes (Both Sides)
- » Pedestrian Sidewalks (Both Sides)
- » Street Lighting
- » Street Trees in Tree Wells



4. Commercial / Mixed-Use Street Type II

Commercial / Mixed-Use Street Type II is intended for walkable secondary commercial streets in the Central Business District and Mixed-Use commercial and office districts. Features include:

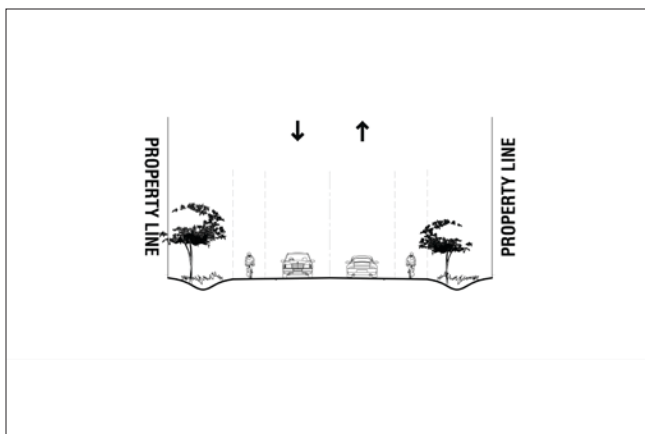
- » 2 Travel Lanes
- » Parallel Parking Lane
- » Pedestrian Sidewalks (Both Sides)
- » Street Lighting
- » Street Trees in Tree Wells



5. Mixed-Use Street Type III

Mixed-Use Street Type III is intended for walkable tertiary and service streets in the Central Business District and Mixed-Use commercial and office districts. Features include:

- » 2 Travel Lanes
- » Optional Parallel Parking Lane
- » Pedestrian Sidewalks (Both Sides)
- » Street Lighting
- » Street Trees
- » Optional Bioswale (One or Both Sides)

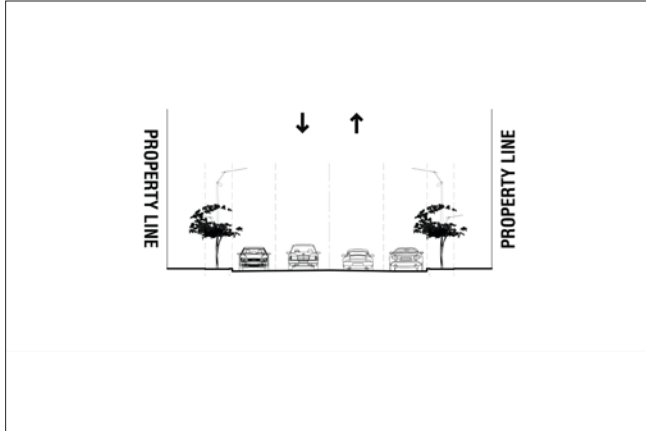


6. Road

The Road typology is intended for residential, two-lane through roads, namely Mason Road. Features include:

- » 2 Travel Lanes
- » Optional Bike Lane or Paved Shoulder
- » Optional Bioswale or Drainageway (One or Both Sides)

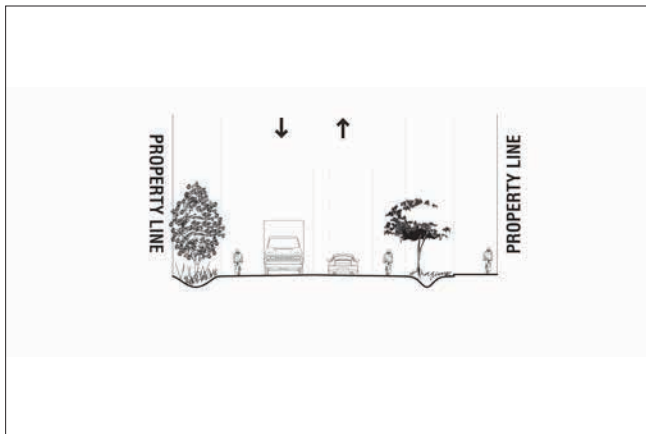
Street Typologies



7. Neighborhood Street

The Neighborhood Street typology is intended for residential, two-lane through streets with sidewalks in the Suburban Neighborhood Type 2 (SR-2) place type district. Features include:

- » 2 Travel Lanes
- » Optional Parallel Parking Lane
- » Pedestrian Sidewalks (Both Sides)
- » Street Lighting
- » Street Trees



8. Residential Street

The Residential Street typology is intended for residential, two-lane through streets in the Estate Neighborhood Type 1 (ER-1), Estate Neighborhood Type 2 (ER-2), and Countryside Estate (CR) place type district. Features include:

- » 2 Travel Lanes
- » Optional Bike Lane or Paved Shoulder
- » Pedestrian Sidewalk (One Side)
- » Optional Bioswale or Drainageway (One or Both Sides)
- » Optional Street Trees

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9.d

Public Art Recommendations

Creve Coeur's Public Art recommendations coordinates the efforts of the City's Arts Committee, Parks and Recreation Department, Public Works Department, and other boards and committees to enhance Creve Coeur's physical appearance and community identity through public art installations, gateways, horticulture, and other aesthetic improvements.

The public art recommendations of this Plan build upon and expand a variety of existing and ongoing initiatives of the City of Creve Coeur. Because the City's Arts Committee is tasked with developing specific public art installation, the Public Art recommendations coordinate the types and locations of art city-wide to promote a coherent and recognizable identity for the City. These recommendations should be reviewed on a regular basis by the Art Committee, Planning & Zoning Commission, and City Council, as appropriate, to gather sufficient public input and make updates or adjustments as required.

CITY GATEWAYS

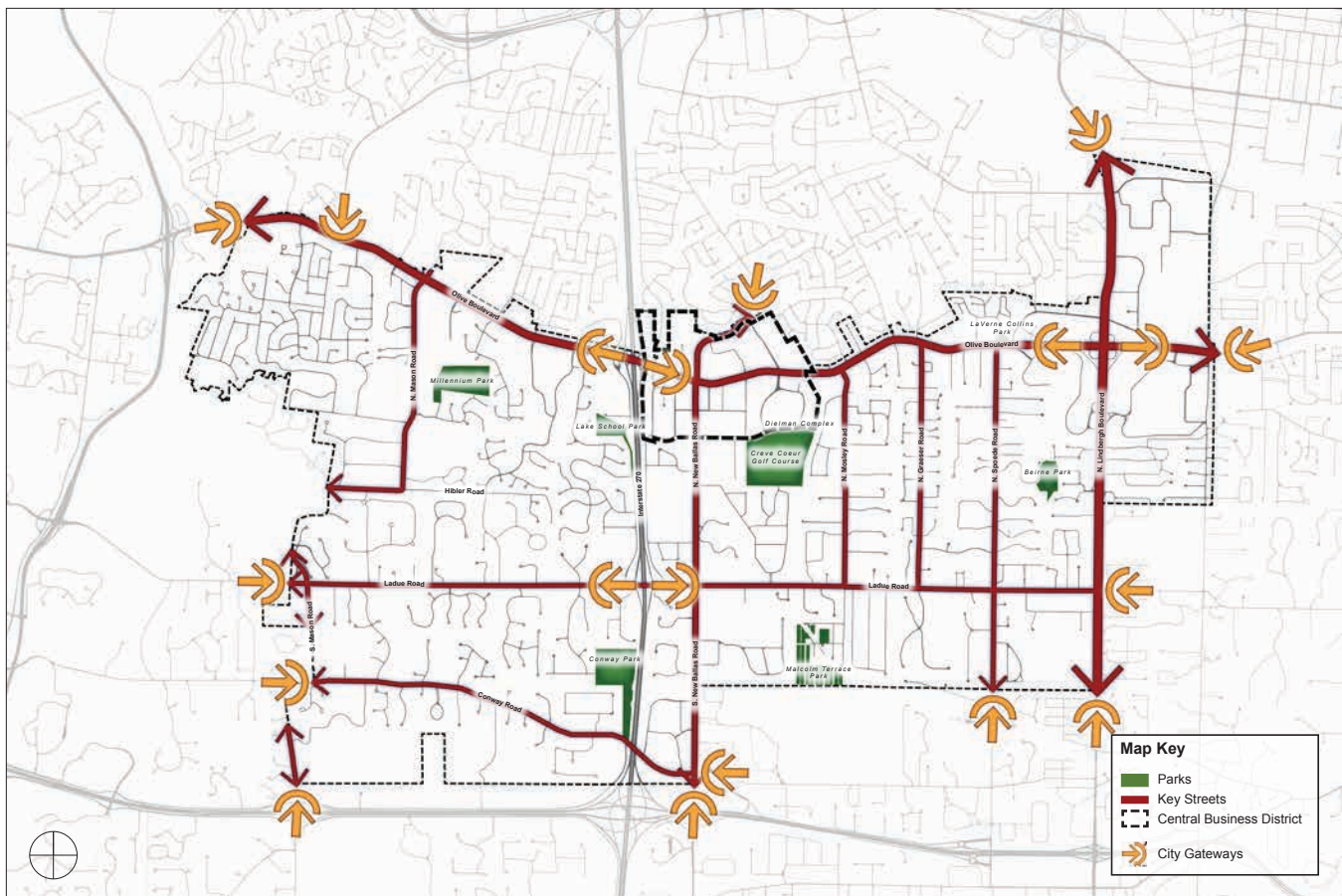
Like many communities in St. Louis County, the boundaries of Creve Coeur are generally not readily-recognizable. Implementing signature gateways on key streets is an important component in establishing the identity of Creve Coeur. Gateways are recommended to be located at:

- » Olive Boulevard @ east and west City limits
- » Olive Boulevard @ I-270 (complete)
- » Olive Boulevard @ N. Lindbergh Boulevard
- » Ladue Road @ east and west City limits
- » Ladue Road @ I-270
- » Conway Road @ east and west City limits
- » Lindbergh Boulevard @ north and south City limits
- » N. New Ballas Road @ north and south City limits
- » Mason Road @ south City limits
- » Spoeede Road @ south City limits
- » Fee Fee Road @ Olive Boulevard

PARKS AND PUBLIC SPACE

Creve Coeur should develop and enhance public art installations and signature landscapes in all City parks—including an expansion of the Arts Committee's program of developing a standard public art platform for the installation of rotating art exhibits.

In addition to City parks, Creve Coeur should establish a "public arts district" comprising Creve Coeur's central business district for the enhancement of the public realm.



4.13. PUBLIC ART, GATEWAYS & WAYFINDING RECOMMENDATIONS

SIGNATURE STREETSCAPES

Creve Coeur should develop and enhance signature streetscapes on key city streets. Streetscape amenities will work in concert with city gateways to establish an identifiable physical identity for travelers through and visitors to Creve Coeur.

Streetscape amenities should include signature light fixtures; banners; bus shelters; street trees; planters; and ground landscaping and horticulture. Key streets for improvements include:

- » Olive Boulevard
- » Ladue Road
- » Conway Road
- » N. New Ballas Road
- » Mosely Road
- » Graeser Road
- » Spoele Road
- » Lindbergh Boulevard

PROGRAMS AND PARTNERSHIPS

The City, in cooperation with the Arts Committee, Parks and Recreation Department; Public Works Department; and Horticulture, Environment, and Beautification Committee, should continue existing and develop new public art and beautification initiatives. These should include, but not be limited to:

- » An “art on loan” program of revolving outdoor and indoor art exhibits or installations, to be installed in public facilities and public spaces.
- » A “percent for art” program for commercial and mixed-use development, to fund the installation of permanent public art features.
- » Involving local artists in the design and creation of public realm fixtures; “street furniture”; and City branding, wayfinding, and signage.
- » Establishing an ongoing public performing and visual arts program, including concerts, plays, film festivals, and community movie nights.
- » Partnerships with local arts organizations, including COCA and the Regional Arts Commission, to host events in Creve Coeur.
- » Zoning incentives to encourage installation of public art as part of the redevelopment of properties.

10.

Annexation Potential

North of the Creve Coeur corporate boundary is an isolated pocket of unincorporated St. Louis County, located between Creve Coeur and Maryland Heights to the north. Should the City wish, this is one of the few remaining opportunities for annexation and expansion for Creve Coeur.

Annexation provides both key benefits as well as challenges to Creve Coeur. Benefits include:

- » An increase in St. Louis County sales tax pool allocation, due to an increase in households;
- » Increased property tax revenue;
- » Diversification of housing stock (particularly smaller homes suited for younger population demographics—the segment that Creve Coeur currently lacks) through the annexation of existing neighborhoods;
- » Direct connection to the regional Centennial Greenway;
- » Increased control over the development of the Olive Boulevard corridor, due to both the north and south sides of Olive being located under the same jurisdiction; and

- » A more logical urban development pattern with Olive Boulevard—Creve Coeur's major commercial corridor—located in the middle, rather than on the edge of, Creve Coeur.

These benefits are not without particular challenges, however, including:

- » An increase in City administrative costs, including building inspection and code enforcement activities;
- » An increase in the cost of police services;
- » An increase in resident service costs, particularly trash pickup;
- » Increased capital improvement costs over time, dictated by the current conditions of existing infrastructure in the annexation area; and
- » Local opposition to annexation, both within the current boundaries of Creve Coeur and within the proposed annexation area.

In order for any annexation activities to proceed, a municipality must submit an annexation plan to the St. Louis County Boundary Commission. If a proposed annexation is not on file with the Boundary Commission, annexation of that area (or a portion of that area) cannot occur. Boundary Commission proposals are updated on a five (5) year basis. Therefore, to preserve options, it is beneficial to continue to submit such a proposal to St. Louis County.



This annexation area comprises 2,348 acres (approximately 3.67 square miles) and approximately 4,300 housing units. Additionally, this area includes the Jewish Federation of St. Louis Millstone Campus as well as Craig Elementary School, Ross Elementary School, and Fern Ridge High School. It is the recommendation of this Plan that, regardless of whether annexation is pursued, this annexation area be filed with the St. Louis County Boundary Commission in order to allow for potential annexation in the future.

This annexation area comprises approximately half of the area of unincorporated St. Louis County that is located between Creve Coeur and Maryland Heights, to the north. Extending this annexation area farther north is another potential option. While this Plan proposed a smaller area, this Plan would not oppose a larger annexation area if there were reasons to do so in the future.



05

IMPLEMENTATION PLAN

Implementation Principles

A critical element of any effective Comprehensive Plan is successful implementation. The Creve Coeur 2030 Comprehensive Plan Update is a 20-year, community-based vision for the City of Creve Coeur, and builds upon Creve Coeur's fundamental shift in planning that occurred with the adoption of the 2002 Comprehensive Plan. At the same time, Creve Coeur 2030 has been developed to address key challenges with the 2002 Comprehensive Plan, especially as they relate to implementation.

The 2002 Comprehensive Plan articulated five (5) major implementation goals:

1. Manage traffic and enhance movement, especially on Olive Boulevard;
2. Creating a town center;
3. Connecting neighborhoods and parks;
4. Enhancing community character and the quality of development, and;
5. Building on the Life Sciences node in the Commerce Center to enhance economic development and improve the existing Lindbergh-Warson Industrial Park.

With the exception of managing traffic on Olive Boulevard and the 39 North plant science and agricultural technology district master plan (a separate initiative of the St. Louis Economic Development Partnership), these goals have largely not been achieved. This is due to a number of factors, including:

1. The national economic downturn of 2008;
2. A Comprehensive Plan which is highly-prescriptive;
3. The Plan's reliance on property acquisition and large-scale development projects for implementation (e.g. creating a town center); and
4. A lack of existing City-controlled mechanisms for implementation.

This is not intended as a criticism of either the City of Creve Coeur or the 2002 Comprehensive Plan. On the contrary, Creve Coeur is one of the most successful municipalities in the region, with a strong employment base, major retail amenities, high and stable property values, high median incomes, low property taxes, and high standards for municipal services. Likewise, the 2002 Comprehensive Plan has served the City well over the past 14 years. Nevertheless, the Creve Coeur 2030 Plan incorporates lessons learned from the past to enhance the "actionability" of the Comprehensive Plan and set the City up for greater levels of success.

The Creve Coeur 2030 Implementation Plan is based upon the following principles:

- » **Facilitate Incremental Action:** The City's primary control over future land use and development is through the regulatory environment—specifically, the Code of Ordinances. As part of implementation, Creve Coeur should update its Zoning Code and other ordinances to reflect the Vision of the Plan and allow—by right—for development that incrementally builds toward that Vision.

This means that major community development initiatives like the town center will not necessarily rely on a single large development, as is currently the case, in order to occur. Rather, incremental redevelopment over time will build toward the full implementation of the town center on a lot-by-lot, project-by-project basis.
- » **Provide Specific Direction:** The Comprehensive Plan needs to provide geographically-specific recommendations for capital improvements, zoning and regulatory districts, and new amenities and infrastructure. This provides needed direction to future City staff, commissioners, and elected officials to streamline the implementation of the projects over the Plan's 10- to 15-year lifespan.
- » **Maintain Flexibility:** At the same time, the Comprehensive Plan cannot be too prescriptive (one of the challenges and criticisms of the 2002 Plan). If it were, the City would risk setting itself up for failure by “biting off more than it can chew”, putting in place processes that cannot be sustained and adhered to long-term, and/or relying on activities over which the City has no direct control. A successful

Comprehensive Plan clearly: 1) outlines and the City's activities; 2) prioritizes initiatives that are both achievable and leverage other activities and investments for maximum positive impact; and 3) builds in a level of flexibility to allow for unforeseen circumstances, both positive and negative.

- » **Diversification of Funding:** While the primary public funding source of Plan implementation will be from the City's funds, the Comprehensive Plan should leverage City funding with grant opportunities and other partnerships. Many of the initiatives and recommendations of the Creve Coeur 2030 Plan have been developed to overlap with activities of regional and statewide partners, including Great Rivers Greenway, the East-West Gateway Council of Governments, and MoDOT. This will help to ensure eligibility for existing and future funding opportunities.
- » **Evaluate Success:** Actively reviewing and evaluating the relevance and efficacy of the Plan is important to long-term, successful implementation. The 2002 Comprehensive Plan calls for an annual review of the Plan by the Planning and Zoning Commission (including public engagement), with a five-year reassessment of the entire document. This recommendation proved to be too prescriptive and onerous, and as a result was never undertaken. However, an ongoing outcome management process is recommended and important for successful implementation.

Early Action Items

Identification and successful completion of several early action items will be key to setting the stage for on-going implementation. First, it will establish essential regulatory frameworks for continued, ongoing implementation efforts. Second, it will initiate several key catalytic projects to leverage future investment. Lastly, it will build critical momentum and excitement about the City's future.

In order to successfully begin implementation of the Creve Coeur 2030 Plan, the following eight (8) early action items should be completed by the City of Creve Coeur:

1. **Establish an ongoing outcome reporting and management system to track progress:** While the ongoing evaluation process specified in the 2002 Comprehensive Plan was too prescriptive and intensive to be successful, tracking progress of the Comprehensive Plan is an important part of successful implementation. In order to achieve this, Creve Coeur should develop and establish an Outcome Measurement Reporting system to track implementation progress. The City should also consider developing a web-based, Community Dashboard to publish outcome measurement reports. This system should also include a five (5) year assessment interval, with the potential to update tracking measures, targets, and/or benchmarks to reflect current implementation status.
2. **Develop and adopt a Stormwater Ordinance for lots less than one (1) acre in area:** Currently, stormwater runoff resulting from land disturbance one (1) acre and greater in size is regulated by Metropolitan Sewer District (MSD) under the U.S. Environmental Protection Agency's (EPA's) MS4 (Small Municipality Stormwater) regulations. These

regulations require that any net increase in stormwater runoff resulting from development or redevelopment be detained and recharged on site. These regulations do not apply to land disturbance of less than one (1) acre. In Creve Coeur, disturbances of less than one acre has resulted in similar stormwater runoff issues that MS4 is designed to mitigate.

In order to address this issue, the City's Planning and Community Development and Public Works Departments have been working with the City's Stormwater Committee to develop a local stormwater ordinance. Completion and adoption of this ordinance will have a positive effect on land use, development, and environmental protection in Creve Coeur. The Creve Coeur 2030 Plan recommends that this ordinance be finalized and adopted as soon as possible.

3. **Develop and adopt updates to the City's Zoning Ordinance for residential districts:** Creve Coeur has faced numerous issues with teardowns and redevelopment of infill lots in existing residential neighborhoods. As presented herein, this is due primarily to the current zoning regulations for residential zoning districts in the City's Zoning Ordinance.

As detailed on page 71 in recommendations for residential neighborhoods, a variety of development standards for residential neighborhoods should be adopted. These standards should be written as updates to the current City Zoning Ordinance for residential districts and subsequently adopted by the Planning and Zoning Commission and City Council.

4. Adopt the 39 North plant science and agricultural technology district master plan and facilitate development of the project:

The regional 39 North plant science and agricultural technology district initiative of the St. Louis Economic Development Partnership (SLEDP) is likely Creve Coeur's and the region's largest economic development project and job creator for the next 20 years. Upon completion of the SLEDP-led master plan, the City of Creve Coeur should consider adoption of the master plan as an addendum to this Comprehensive Plan. Thereafter, the City should actively facilitate the implementation of the master plan and physical development of the 39 North plant science and agricultural technology district.

5. Complete and adopt substantial revisions to Creve Coeur's regulatory ordinances:

As detailed herein, the Community Place Type Districts have been developed and are intended to serve as the basis for a wholesale, City-wide Zoning Ordinance revision. While this is a major undertaking, completing this revision will bring the new Comprehensive Plan and Zoning Ordinance into complete coordination and will ensure that the two documents will work together as intended.

This Comprehensive Plan recommends that the following regulatory ordinances be revised and/or created and adopted:

- » City of Creve Coeur Zoning Ordinance (to be revised per the Community Place Type Districts and recommendations outlined herein);
- » Downtown Form-Based Code (to be completed from the existing draft to guide the development of the Downtown Creve

Coeur—the core of the Central Business District); and

- » Sustainability Ordinance (to be developed in conjunction with the Energy and Environment; Horticulture, Ecology, and Beautification; and Stormwater Committees with Public Works and Planning and Community Development Department staff.)

Creation and adoption of these ordinances will require additional community engagement to be completed by the City, including public workshops and a public hearing process.

6. Complete the City's new police station and enhancements to the Government Center:

The City of Creve Coeur has planned for two (2) major public facility capital improvement projects: 1) the construction of a new police station building on the northwest corner of the property at 300 N. New Ballas Road, and 2) the rehabilitation of the Creve Coeur Government Center. These projects should be fully funded and completed as implementation priorities of this Comprehensive Plan.

7. Support implementation of the Gateway Bike Plan in Creve Coeur by completing key facility deployments:

As presented on pages 116-117 in the Bicycle and Pedestrian Connectivity Recommendations, there are a number of bicycle and pedestrian facility improvements recommended for Creve Coeur. These recommendations address key priorities identified by the residents of Creve Coeur, and many of these recommendations align with the regional recommendations of the Gateway Bike Plan. Several of these facilities are identified as implementation priorities:

» **Bike Lanes**

- Olive Boulevard, from east City limits to west City limits; and
- Conway Road, from N. New Ballas Road to N. Outer 40 Road.

» **Shared Lanes (“Sharrows” and signage)**

- Mason Road, from south City limits to Olive Boulevard;
- N. New Ballas Road, from south City limits to Craig Road (outside lanes only); and
- Conway Road, from N. Outer 40 Road to west City limits.

» **Designated Bike Routes (signage and enforcement)**

- Spoede Road, from south City limits to Olive Boulevard

8. Construct greenways to improve pedestrian and bicycle connectivity and provide enhanced recreational opportunities:

Similar to Early Action Item #6, the Parks, Recreation, and Open Space Recommendations (presented on pages 115-116) contains recommendations for numerous off-street greenways throughout Creve Coeur. Two (2) of these greenways are identified as implementation priorities:

- » **“Deer Creek Greenway”:** Connecting Malcolm Terrace Park to N. New Ballas Road, this greenway crosses Ladue Road and roughly follows Deer Creek along the historic railroad right-of-way (ROW) now owned by Union Electric Company, including the following parcels:

- 337 Carlyle Lake Drive
- 11535 Ladue Road
- 400 S. Mosely Road
- 11380 St. Paul Street
- 66 Villa Coublay Drive

- » **“Western Greenway”:** Connecting Conway Road to Olive Boulevard west of I-270, this greenway would follow the existing Ameren utility easement and cross the Conway Downs, Ladue Downs, Country Forest, and Lac Du Bois subdivisions. Despite the presence of this utility easement, however, all property under consideration for this greenway is under private ownership, and utilizing any easement for a greenway would necessitate negotiating use and obtaining support from all private property owners. Nevertheless, the Western Greenway represents an important north-south connection in a part of Creve Coeur that currently lacks north-south walkability. Therefore, pursuit of this project should be prioritized.

Successful completion of these early action items will achieve important milestones in the implementation of the Creve Coeur 2030 Comprehensive Plan Update. Furthermore, these actions will begin to address key issues identified by the Creve Coeur community, mostly utilizing resources (including City staff capacity) that are already available.

Capital Improvement Plan

The Capital Improvement Plan (CIP) is intended to ensure that policymakers are responsible to the residents and businesses of Creve Coeur with respect to the expenditure of City funds for capital improvements. The goals of the CIP are to provide planned replacement and repair of deteriorating infrastructure and to add new facilities that enhance the quality of life in Creve Coeur. A Capital Improvement Plan is a tool to assess the long-term capital needs of a city and to establish funding of high-priority projects in a timely and cost-effective fashion.

The CIP lists projects, describes them, offers cost estimates, and outlines the funding method to be utilized. Projects in the CIP were identified by citizens and business representatives, standing committees of the City, and operating departments. A multi-month process is established to solicit project ideas, gather information, ascertain public input, and prepare the CIP document. The Planning and Zoning Commission's responsibility is an integral element of the CIP process. Prior to forwarding a recommendation to the Creve Coeur City Council, the Commission reviews the document and suggests project prioritization. The City Council is the governing body responsible for final prioritization and adoption of the CIP.

The Capital Improvement Plan spans a five-year period. It is intended that in each subsequent fiscal year a new CIP will be prepared that updates the first four years of the plan, adds a fifth year to the plan, and integrates the capital projects and acquisitions for the then current fiscal year in the City's annual budget.

Revenues are comprised of reserves (fund balance) of the Capital Improvement Fund, revenues from the City's capital improvement sales tax, revenue bonds, certificates of participation, grants, and other intergovernmental revenue, and other funding sources, as opportunities occur in the future.

Within the Creve Coeur 2030 Comprehensive Plan Update, 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.

Implementation Matrix

As detailed herein, implementation of the Creve Coeur 2030 Comprehensive Plan Update will be driven by 65 measurable community development *Strategies*, organized according to seven (7) community Goals and Objectives. These Strategies address the 10 Community Issues and Priorities, detailed on page 13.

The Implementation Matrix, presented on the following pages, describes the interrelation of the Community Issues and Priorities with the Strategies. Collective impact of the Creve Coeur 2030 Comprehensive Plan Recommendations is illustrated by the Primary and Secondary Contributing Strategies for each Issue and Priority. The Matrix also indicates the recommended timeframe in which each Strategy is to be completed. Implementation of these Strategies will be achieved, in part, by the *Plan Recommendations* detailed in Chapter 4.

IMPLEMENTATION MATRIX KEY

- | | |
|---|--|
|  Primary Action & Effect |  Short-Term Implementation Action (0-5 Years) |
|  Secondary Action & Effect |  Medium-Term Implementation Action (5-10 Years) |
|  Indirect Effect |  Long-Term Implementation Action (10+ Years) |

Implementation Matrix

		1. Business Preservation	2. Residential and Neighborhood Protection	3. Community Sustainability	4. Parks, Trails & Greenways	5. A Walkable and Bikable Community	6. Traffic Congestion	7. Housing and Community Diversity	8. Community Identity	9. Community Facilities and Amenities	10. Effective Implementation	IMPLEMENTATION TIMEFRAME
1. Placemaking & Community Identity												
1.1	Create mixed-use, walkable districts.											
1.2	Improve Creve Coeur's walkability and bikeability.											
1.3	Improve the City's streetscapes and continue public realm enhancements.											
1.4	Celebrate the community with identifiable gateways and public art.											
1.5	Preserve high-quality existing neighborhoods and community assets.											
1.6	Ensure cultural, arts, and entertainment opportunities throughout the community.											
1.7	Update the City's zoning code to facilitate and promote development that matches the community's vision for Creve Coeur.											
1.8	Ensure that adjacent non-residential and residential development is compatible with each other.											
1.9	Improve the quality of new development by revising architectural design guidelines and establishing lot development standards, including illustrations of desired development patterns.											
1.10	Promote the City's historically-significant structures through educational awareness programs and encourage their preservation.											
1.11	Provide an increased number of community events and programs											
1.12	Develop a "central gathering place" that is the heart of the community.											

Implementation Matrix

	1. Business Preservation	2. Residential and Neighborhood Protection	3. Community Sustainability	4. Parks, Trails & Greenways	5. A Walkable and Bikable Community	6. Traffic Congestion	7. Housing and Community Diversity	8. Community Identity	9. Community Facilities and Amenities	10. Effective Implementation	IMPLEMENTATION TIMEFRAME
2. Residential Development & Preservation											
2.1 Provide opportunities for a greater diversity of housing options throughout the City to attract changing market demographics—including seniors, young professionals, and families.											
2.2 Guide the rebuilding of outdated housing stock in selected areas to improve housing diversity and maintain a competitive residential market.											
2.3 Improve neighborhood walkability and connectivity.											
2.4 Incentivize stormwater and green infrastructure best management practices (BMPs) for existing homeowners; new developments and infill development; and significant additions to existing homes.											
2.5 Update Creve Coeur's building code to promote green building best practices and adopt the latest International Energy Conservation Code.											
2.6 Review the Zoning Code and land development regulations to ensure new infill residential construction takes into account existing conditions to minimize the impacts of new construction.											

IMPLEMENTATION MATRIX KEY

- Primary Action & Effect
- Secondary Action & Effect
- Indirect Effect
- Short-Term Implementation Action (0-5 Years)
- Medium-Term Implementation Action (5-10 Years)
- Long-Term Implementation Action (10+ Years)

	1. Business Preservation	2. Residential and Neighborhood Protection	3. Community Sustainability	4. Parks, Trails & Greenways	5. A Walkable and Bikable Community	6. Traffic Congestion	7. Housing and Community Diversity	8. Community Identity	9. Community Facilities and Amenities	10. Effective Implementation	IMPLEMENTATION TIMEFRAME
2. Residential Development & Preservation (Continued)											
2.7 Establish a limit for the amount of pervious pavement that does not count toward site coverage for											
2.8 Mitigate the impact of non-residential uses such as lighting, noise, and trash on residential uses where they are adjacent.											
2.9 Protect residential areas from negative encroachment of non-residential uses.											
3. Economic Growth & Community Services											
3.1 Ensure future economic growth is responsive to the changing economy and captures the "place-making dividend".											
3.2 Provide the community services, amenities, and experience necessary to leverage and capture these changing consumer preferences.											
3.3 Transform the Olive Boulevard corridor with a Central Business District and supporting mixed-use districts.											
3.4 Collaborate with regional transportation agencies, including Metro (Bi-State Development Agency) to improve regional transportation and mobility on Olive Boulevard.											
3.5 Embrace public/private partnerships for redevelopment.											
3.6 Work with the business community to develop recommendations for broadband, electrical, and other infrastructure as it impacts economic development.											

Implementation Matrix

		1. Business Preservation	2. Residential and Neighborhood Protection	3. Community Sustainability	4. Parks, Trails & Greenways	5. A Walkable and Bikable Community	6. Traffic Congestion	7. Housing and Community Diversity	8. Community Identity	9. Community Facilities and Amenities	10. Effective Implementation	IMPLEMENTATION TIMEFRAME
3. Economic Growth & Community Services (Continued)												
3.7	Guide regional retail and services to the Community Center District area.	●	○	○	○	○	○	○	●	○	●	●
3.8	Preserve the long-term economic strength of Creve Coeur by actively working with the St. Louis Economic Development Partnership and St. Louis County to establish the 39 North plant science and agricultural technology district; promote its implementation; and support the district's long-term sustainability.	●	○	●	○	○	○	○	●	●	●	●
3.9	Foster development of a town center, which would include the design and construction of a public gathering place or places.	●	○	●	○	●	○	○	●	●	○	●
3.10	Become an active and integral participant with the St. Louis Regional Chamber and other organizations to promote Creve Coeur's interests in regional and statewide economic development.	●	○	●	○	○	○	○	○	○	●	●

IMPLEMENTATION MATRIX KEY

- Primary Action & Effect
- Short-Term Implementation Action (0-5 Years)
- Secondary Action & Effect
- Medium-Term Implementation Action (5-10 Years)
- Indirect Effect
- Long-Term Implementation Action (10+ Years)

	1. Business Preservation	2. Residential and Neighborhood Protection	3. Community Sustainability	4. Parks, Trails & Greenways	5. A Walkable and Bikable Community	6. Traffic Congestion	7. Housing and Community Diversity	8. Community Identity	9. Community Facilities and Amenities	10. Effective Implementation	IMPLEMENTATION TIMEFRAME
4. Community Amenities & Facilities											
4.1 Improve City facilities, including the police department headquarters, Government Center, and the Dielmann Complex.											
4.2 Continue to improve the quality and responsiveness of City services, including recycling; limb, leaf, and trash pickup; and maintenance of medians and public landscaping.											
4.3 Continue to actively develop and implement the Capital Improvement Program that addresses the needs and desires of the community.											
4.4 Continue the City's strong level of police and other municipal services.											
4.5 Actively engage with utility providers, fire protection districts, neighboring governments, and other community service providers to ensure that Creve Coeur continues to be served by high-quality, efficient, and effective community services.											
4.6 Maintain existing and develop new cooperative and reciprocal agreements and partnerships to share community facilities with surrounding municipalities and public and private institutions.											

Implementation Matrix

	1. Business Preservation	2. Residential and Neighborhood Protection	3. Community Sustainability	4. Parks, Trails & Greenways	5. A Walkable and Bikable Community	6. Traffic Congestion	7. Housing and Community Diversity	8. Community Identity	9. Community Facilities and Amenities	10. Effective Implementation	IMPLEMENTATION TIMEFRAME
5. Parks, Open Space & Environment											
5.1 Actively pursue the integration of trails and bikeways 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.											
5.2 Require new development or redevelopment to include public amenities such as pedestrian connections, bicycle facilities, public sitting/gathering areas, and open space, as appropriate.											
5.3 Engage in regular assessments of the recreation needs of Creve Coeur residents and enhance park facilities as necessary to ensure that those needs are met.											
5.4 Explore the development of a central urban park or plaza, community recreation center, youth center, library, or community center.											
5.5 Identify and designate parcels for possible future purchase by the City and redevelopment as public park space.											
5.6 Expand the use of cooperative agreements with local schools and private recreational amenities to provide access to recreational facilities for City residents.											
5.7 Enhance Creve Coeur's existing parks and open spaces to establish greater plant and wildlife diversity.											
5.8 Mitigate flooding and waterway impacts from adjacent development and improve water quality.											

6. Transportation, Connectivity & Mobility

	1. Business Preservation	2. Residential and Neighborhood Protection	3. Community Sustainability	4. Parks, Trails & Greenways	5. A Walkable and Bikable Community	6. Traffic Congestion	7. Housing and Community Diversity	8. Community Identity	9. Community Facilities and Amenities	10. Effective Implementation	IMPLEMENTATION TIMEFRAME
6.1 Encourage creation of a comprehensive network of pedestrian and bicycle infrastructure and facilities to become a premier walkable and bikeable community											
6.2 Enhance the safety of bicycle and pedestrian facilities, including safe pedestrian crossings of major roads.											
6.3 Improve access to public transit opportunities to ensure an equity of mobility for all residents and visitors.											
6.4 Use environmental design, operations, and management to reduce vehicular congestion on Olive Boulevard.											
6.4 Manage traffic impacts in residential neighborhoods.											
6.5 Improve connectivity in the Western half of the City with new bike and pedestrian facilities											
6.6 Promote vehicular cross-access between commercial parking lots to facilitate shared parking, reduce access points along commercial thoroughfares, improve traffic flow, and provide access to secondary streets.											

IMPLEMENTATION MATRIX KEY

- Primary Action & Effect
- Secondary Action & Effect
- Indirect Effect
- Short-Term Implementation Action (0-5 Years)
- Medium-Term Implementation Action (5-10 Years)
- Long-Term Implementation Action (10+ Years)

Implementation Matrix

	1. Business Preservation	2. Residential and Neighborhood Protection	3. Community Sustainability	4. Parks, Trails & Greenways	5. A Walkable and Bikable Community	6. Traffic Congestion	7. Housing and Community Diversity	8. Community Identity	9. Community Facilities and Amenities	10. Effective Implementation	IMPLEMENTATION TIMEFRAME
6. Transportation, Connectivity & Mobility (Continued)											
6.7 Improve coordination with East-West Gateway Council of Governments (EWGCOG) to increase the City's role in regional transportation planning and transportation initiatives.											
6.8 Utilize Complete Streets principles when conducting major roadway improvements; consider adoption of a City-wide Complete Streets policy.											
6.10 Increase local connectivity to the Great Rivers Greenway District's (GRG) regional "River Ring" greenway network; endorse, enhance, and facilitate implementation of GRG projects in Creve Coeur.											
7. Community Sustainability & Resilience											
7.1 Facilitate the development of community-supportive retail and services to ensure long-term community vibrancy and resilience.											
7.2 Achieve a sustainable jobs/housing balance within Creve Coeur.											
7.3 Establish a regular schedule for future updates of the Climate Action Plan with new benchmarks, a new planning horizon with updated strategies, and updated targets.											
7.4 Develop a Community Resilience Plan to provide for enhanced emergency service access, alternative transportation options, and energy security in the event of natural disasters and social unrest.											

	1. Business Preservation	2. Residential and Neighborhood Protection	3. Community Sustainability	4. Parks, Trails & Greenways	5. A Walkable and Bikable Community	6. Traffic Congestion	7. Housing and Community Diversity	8. Community Identity	9. Community Facilities and Amenities	10. Effective Implementation	IMPLEMENTATION TIMEFRAME
7. Community Sustainability & Resilience (Continued)											
7.5 Expand the use of renewable energy in City-owned public facilities and promote energy efficiency, renewable energy use, and recycling by all Creve Coeur residents, businesses, and organizations.											
7.6 Establish city-wide targets for the ratio both public-accessible and private open space, taking into account nearby recreation areas outside of the City limits.											
7.7 Address high-priority storm water and erosion problems related to public infrastructure, proactively mitigate stormwater runoff, and improve water quality using stormwater and green infrastructure best management practices											
7.8 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.											
7.9 Update the City's landscape guidelines to encourage the use of Missouri native plantings and discourage planting of known invasive species.											
7.10 Review regional sustainability initiatives and work with regional groups to enhance Creve Coeur's sustainability efforts.											

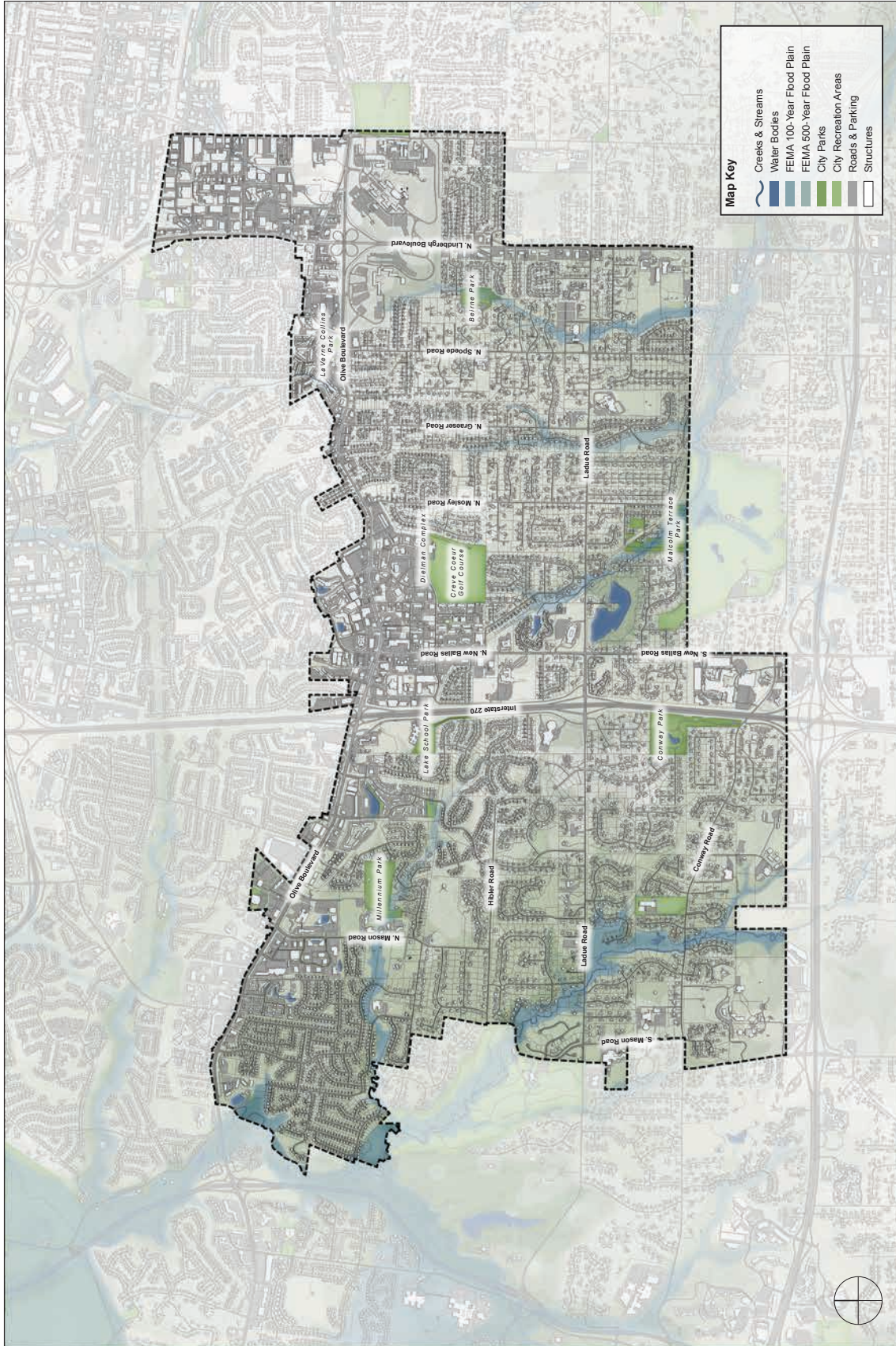
IMPLEMENTATION MATRIX KEY

- Primary Action & Effect
- Short-Term Implementation Action (0-5 Years)
- Secondary Action & Effect
- Medium-Term Implementation Action (5-10 Years)
- Indirect Effect
- Long-Term Implementation Action (10+ Years)

A

APPENDIX A: PLAN MAPS

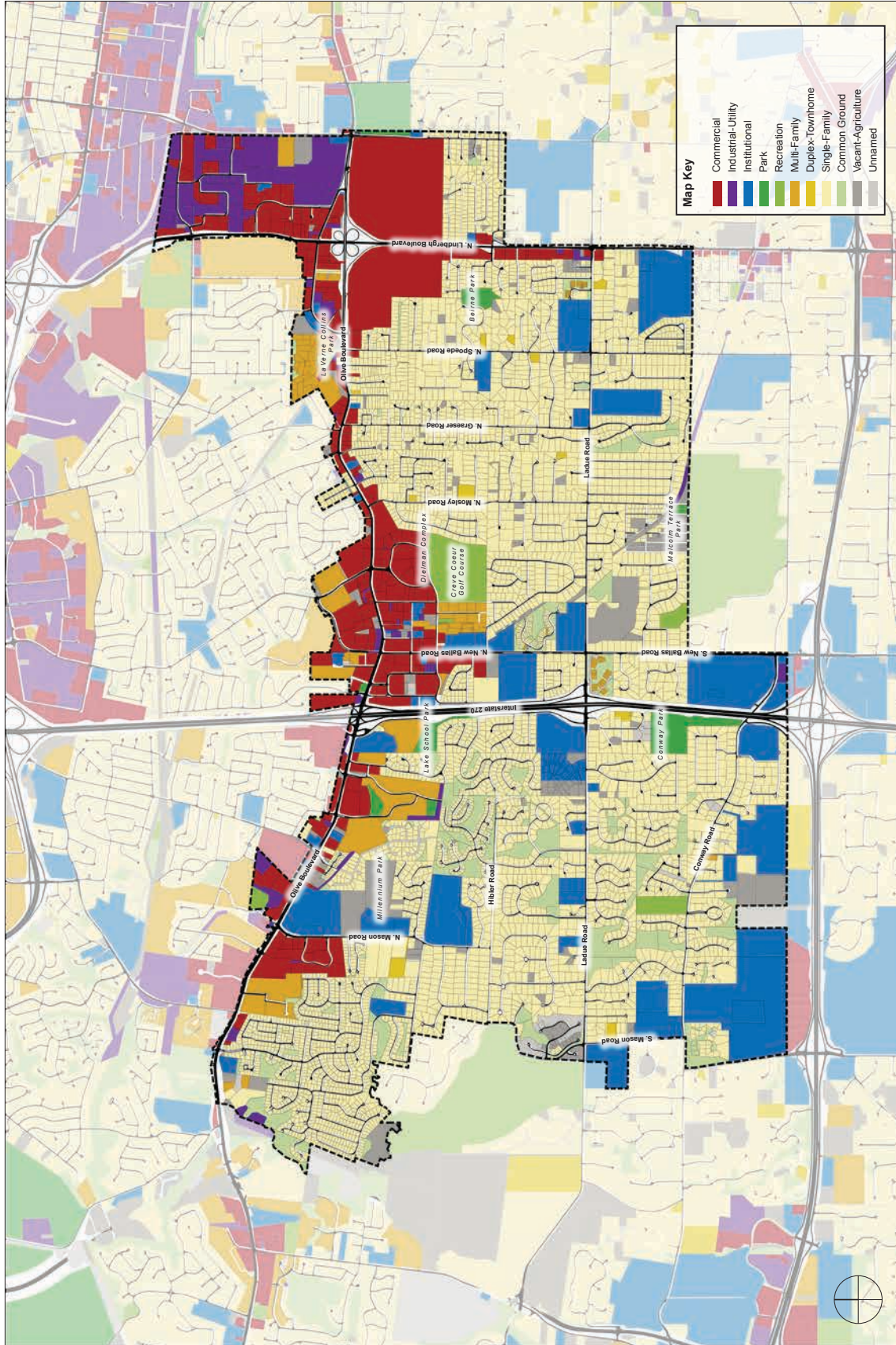
Plan Maps



Attachment: CreveCoeur2030_FINAL-DRAFT_2017-03-01 (2359 : #16-028 Comp Plan Adoption)

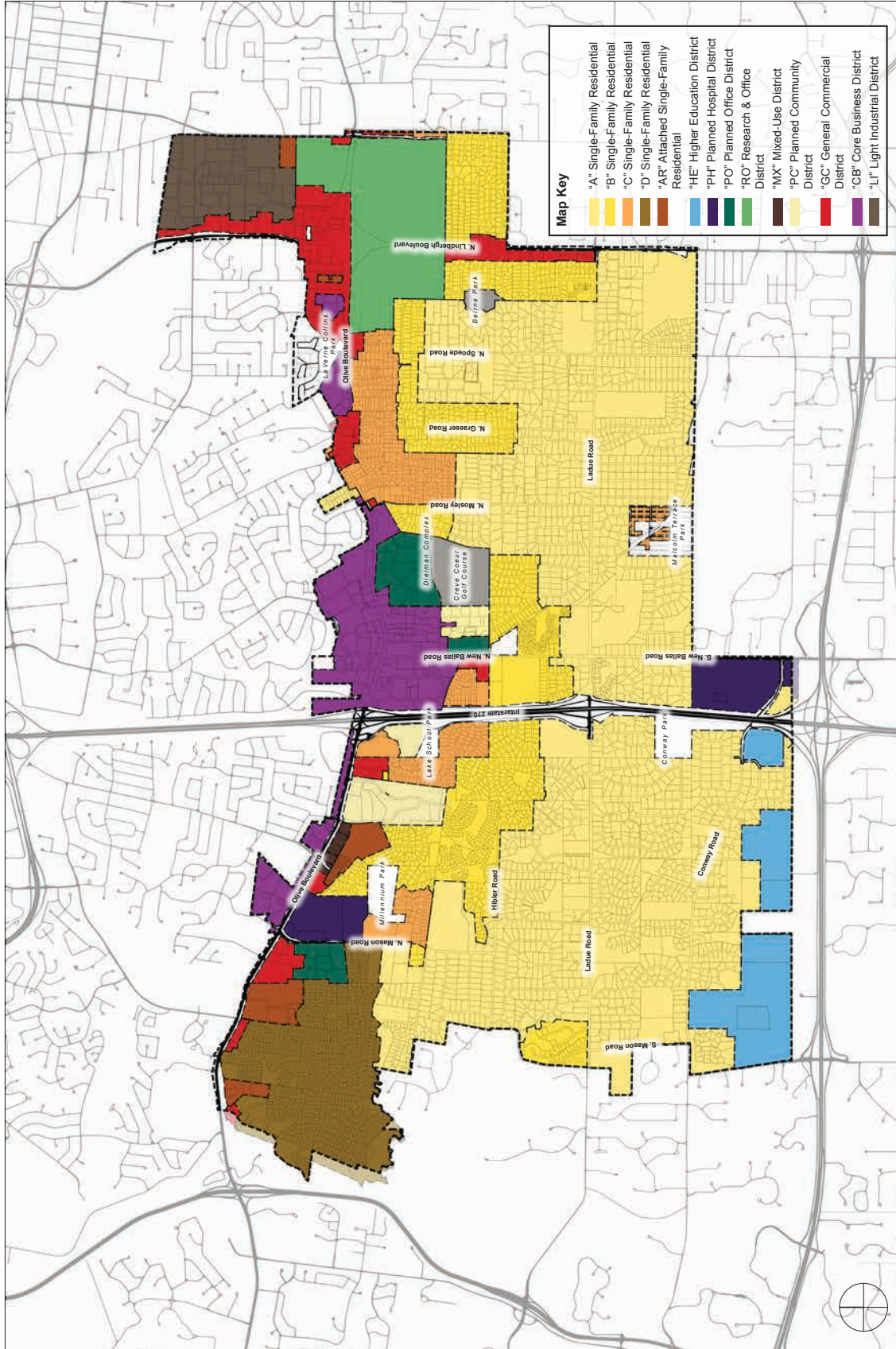


Plan Maps



A.3. EXISTING LAND-USE CLASSIFICATION

Attachment: CreveCoeur2030_FINAL-DRAFT_2017-03-01 (2359 : #16-028 Comp Plan Adoption)

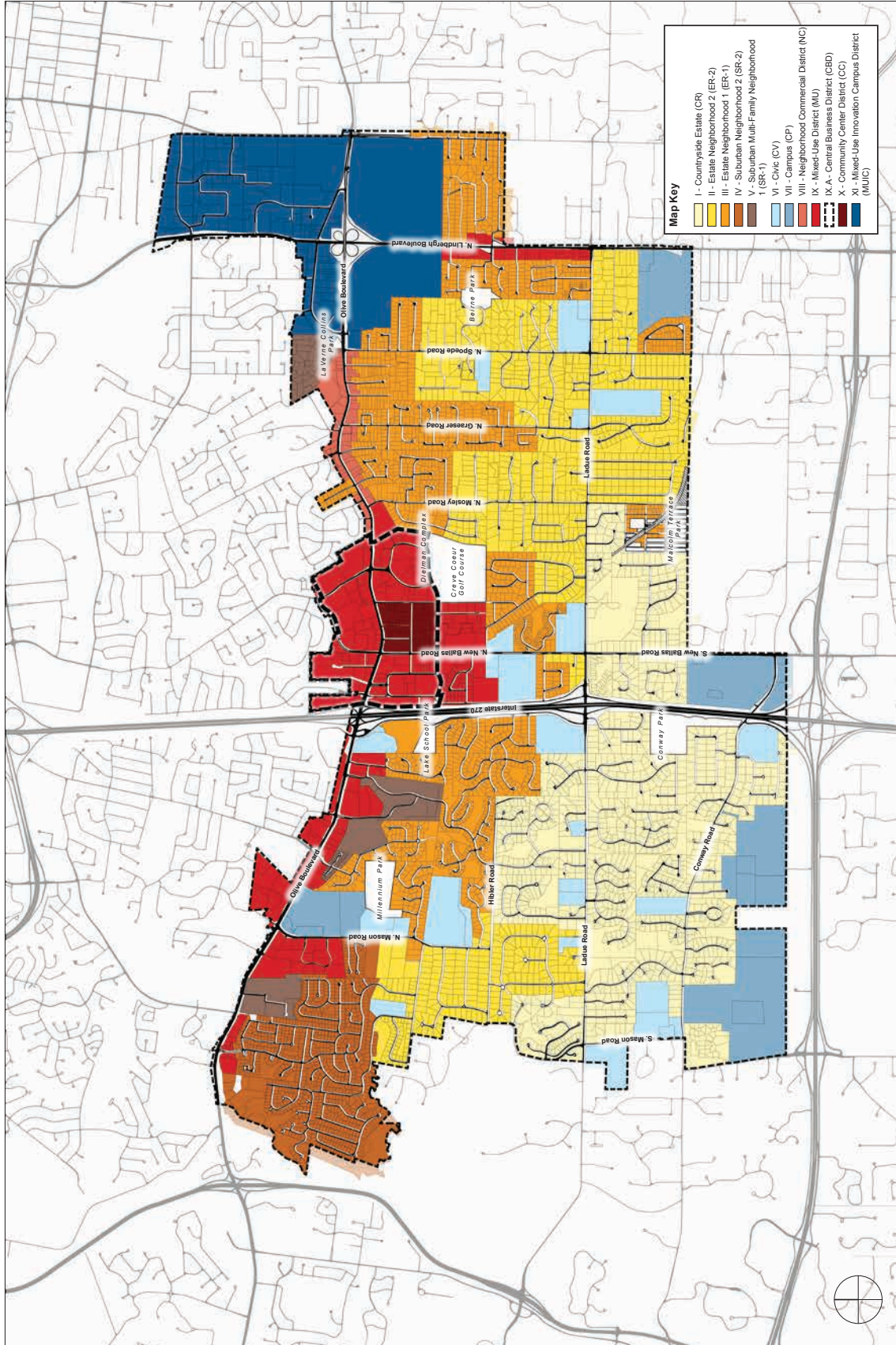


A.4. EXISTING ZONING DISTRICTS

131 | Appenaix A

Attachment: CreveCoeur2030_FINAL-DRAFT_2017-03-01 (2359 : #16-028 Comp Plan Adoption)

Plan Maps

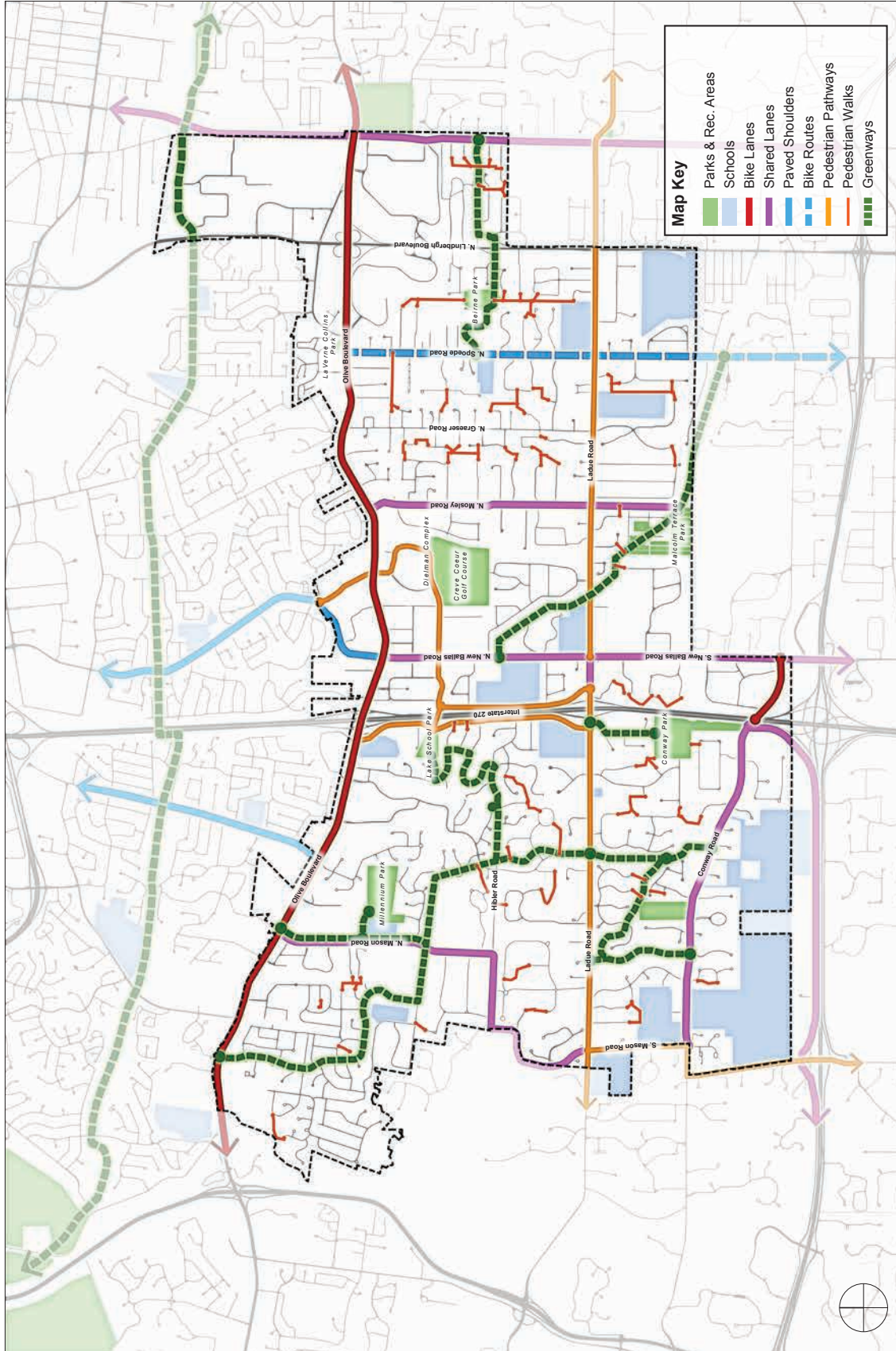


A.5. COMMUNITY PLACE TYPE DISTRICTS

Attachment: CreveCoeur2030_FINAL-DRAFT_2017-03-01 (2359 : #16-028 Comp Plan Adoption)

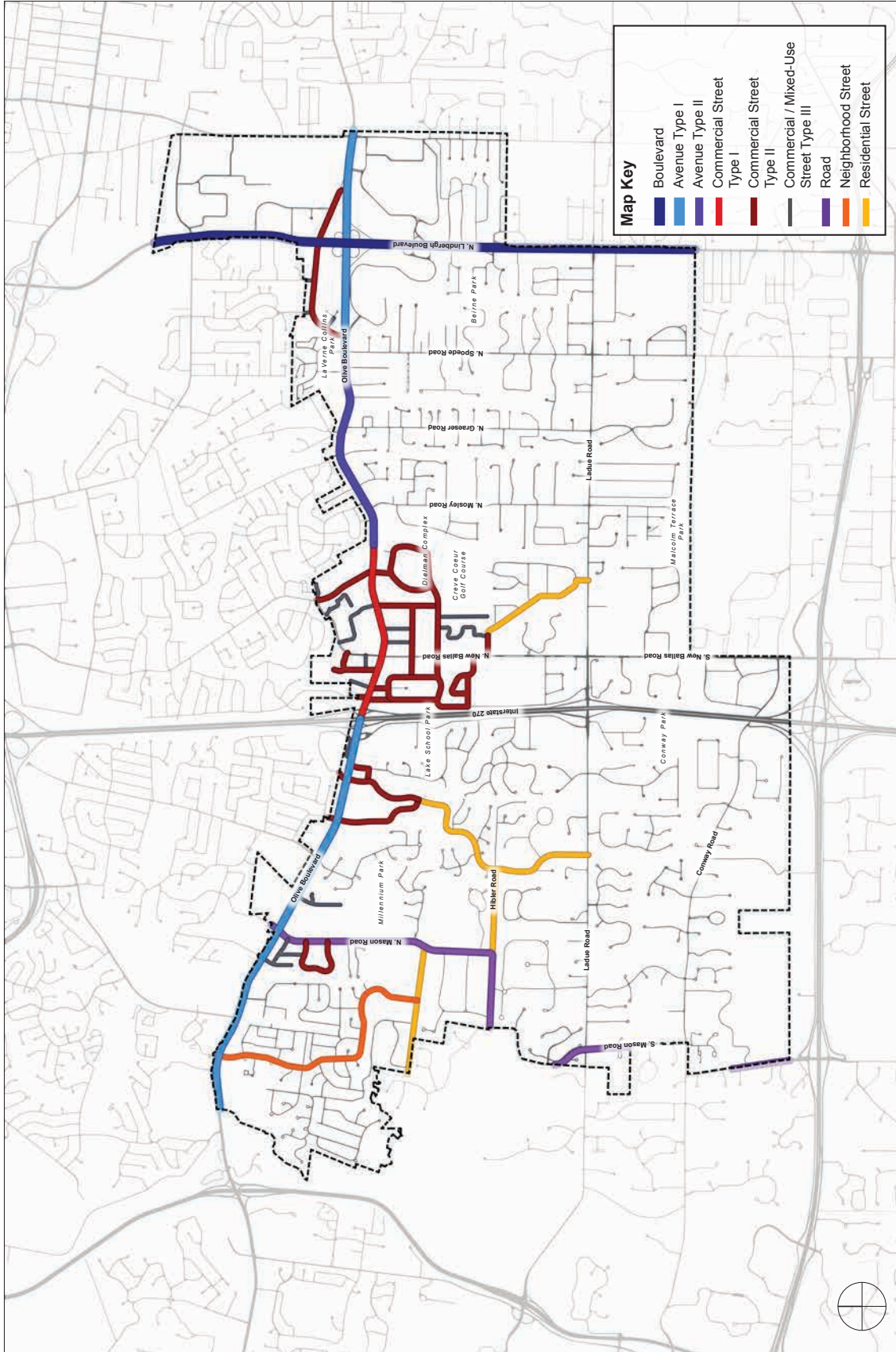


Plan Maps



A.7. BICYCLE & PEDESTRIAN CONNECTIVITY RECOMMENDATIONS

Attachment: CreveCoeur2030_FINAL-DRAFT_2017-03-01 (2359 : #16-028 Comp Plan Adoption)

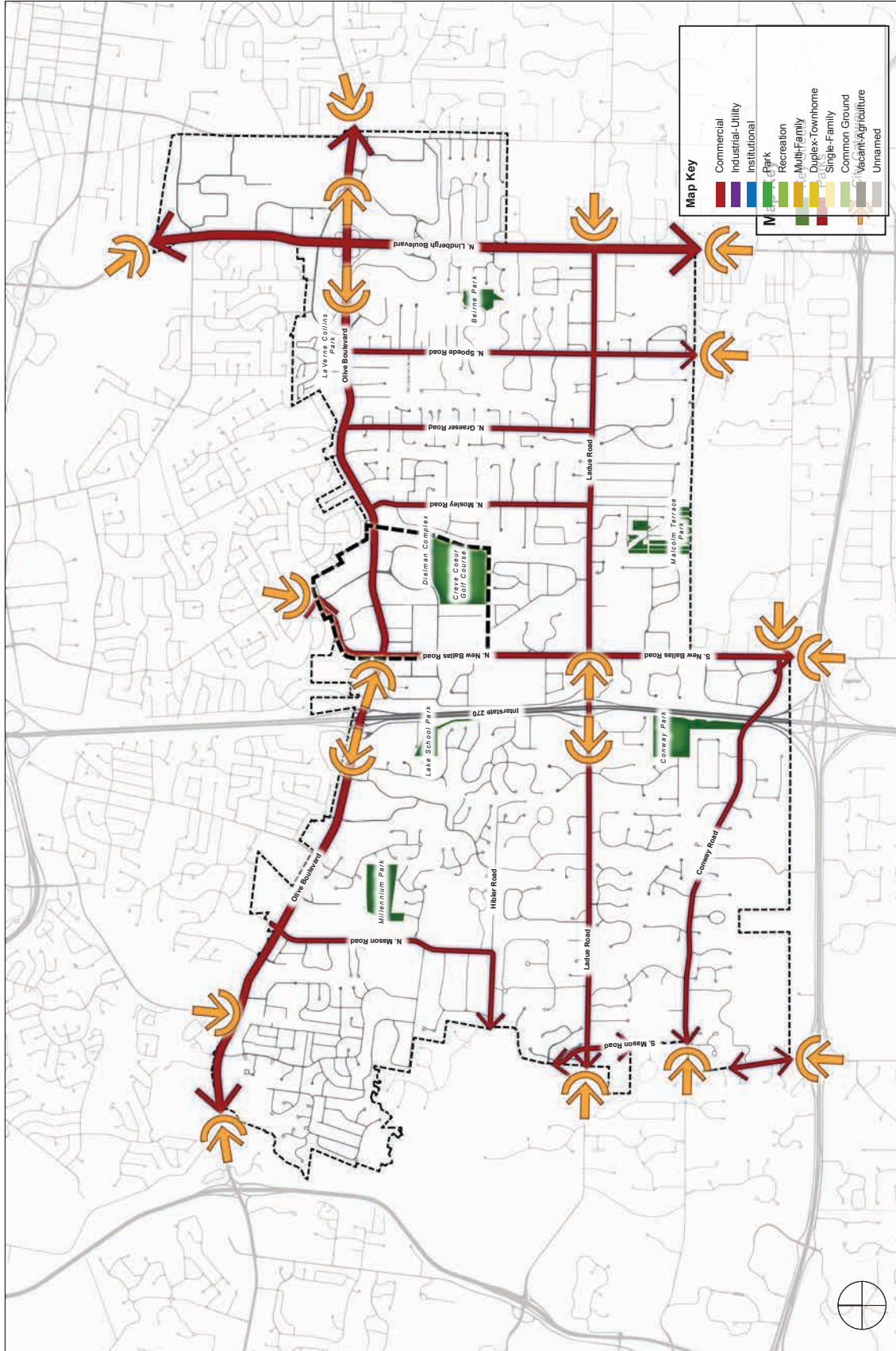


A.8. STREETS RECOMMENDATIONS

W X I N U A D D V I C C I

Attachment: CreveCoeur2030_FINAL-DRAFT_2017-03-01 (2359 : #16-028 Comp Plan Adoption)

Plan Maps





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Goals of the CIP

- Plan for replacement and major repair of city 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

CIP Criteria

- Public Safety
- Condition of Existing Facility
- Operating Efficiency
- Citizen Demand
- Economic Growth
- Protection & Conservation
- Beautification
- Coordination (projects, regulations, City-adopted plans)
- Availability of Outside Funding

Timeline & Process

December 2016 -January 2017

- Solicit input from citizens, City Committees and City staff
- Staff respond to citizen input

January-February

- Staff research, analysis and compilation

February 27

- Proposed CIP submitted to City Council, P&Z and Finance
- City Council Work Session #1

Timeline & Process *continued...*

March 6

- Planning & Zoning Commission Review

March 7 & 21

- Finance Committee Review

March 27

- City Council Work Session #2

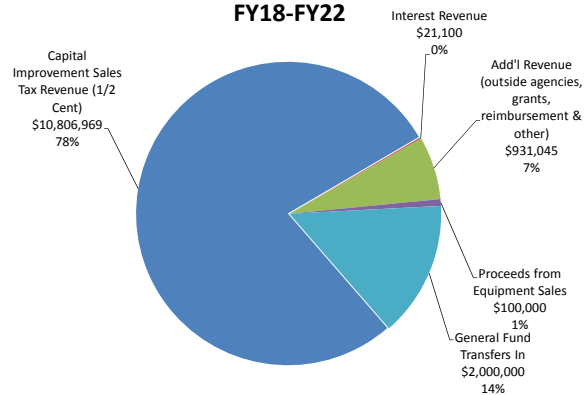
April 13

- Public Hearing
- Possible City Council approval

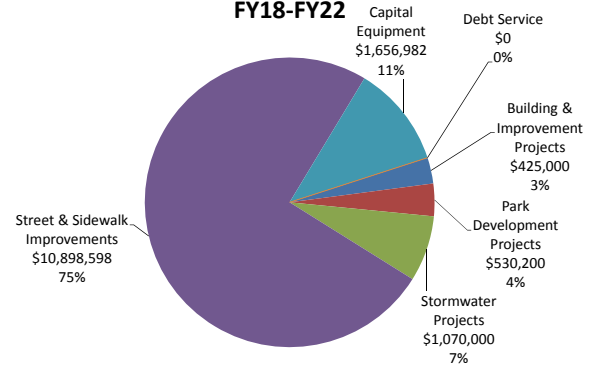
CIP Revenues & Expenditures

CAPITAL FUND

Capital Fund 5-Year Revenues FY18-FY22



Capital Fund 5-Year Expenditures FY18-FY22



CIP Projects FY18-FY22

CAPITAL FUND

Building & Improvements

- FY18-22 – Americans with Disabilities Act Improvement (\$20,000 annually; CDBG grant)
- FY19 – Government Center Renovations Design (\$250,000)
- FY18 – Police Firing Range Improvements (\$75,000)

Park Development Projects *(1 of 2)*

- FY19 – Ice Arena Refrigerant Switch Over **Grant Match** (\$75,000)
- FY21 – Playground Safety Surface Replacement (\$75,000)
- FY21 – Golf Course Irrigation Replacement **Grant Match** (\$25,200)
- FY18 – Park Bridge Replacement (\$200,000)
- FY19 – Ice Arena Office Area Improvements (\$25,000)

Park Development Projects *(2 of 2)*

- FY18 – Historic Building Rehabilitation and Preservation (\$30,000)
- FY18 & FY21 – Tennis Court Repairs (\$50,000/FY18; \$35,000/FY21)
- FY19 – Park Trail Improvements **Grant Match** (\$15,000)

Stormwater Projects

- FY20 & FY22 – Stormwater Master Plan Projects (\$150,000 per year)
- FY18 – Middlebrook Drive Stormwater Improvement (prior \$41,075; FY18 \$250,000)
- FY18-FY19 – Golf Course Dam Stabilization & Pond Siltation Removal/Control Phase 2 (\$70,000/FY18; \$450,000/FY19)

Street & Sidewalk Projects *(1 of 4)*

- **Street & Sidewalk Resurfacing/Replacement**
 - FY18-22 total \$6.6 million
- **Street Reconstruction Projects**
 - FY18-22 total \$1.5 million
- **Grant-Funded Projects and Applications**
 - FY17-FY19 – Coeur De Ville Drive Improvements (total cost \$816,641; city share \$397,108)
 - FY17-FY18 – Warson Road Improvement Project (total cost \$675,194; city share \$246,394)

Street & Sidewalk Projects *(2 of 4)*

- **Grant-Funded Projects and Applications *continued...***
 - FY18 & FY20 – Emerson Road Improvement Project (total cost \$657,000; city share \$213,000)
 - FY19-FY22 – Mosley Road Improvement Project Phases 1 & 2 Design & **Grant Match** (prior \$86,768; \$627,000/FY19-FY22)
 - FY19 & FY21 – Fernview Drive Resurfacing Design and **Grant Match** (\$115,000)

Street & Sidewalk Projects *(3 of 4)*

- New Ballas Improvement Project **Grant Match** (3 Phases)
 - FY20 & FY22 Phase 1: Design for 3 phases and 30% **Grant Match** Conway to Ladue (\$550,000)
 - FY21 & FY23 (Future) Phase 2: **Grant Match** Ladue to Magna Carta (\$355,000)
 - FY22 & FY24 (Future) Phase 3: **Grant Match** Magna Carta to Olive Blvd. (\$395,000)

Street & Sidewalk Projects *(4 of 4)*

- FY18-FY19 – North New Ballas Road Sidewalk Phase 2A Design & **Grant Match** (prior \$20,669; \$77,500/FY18-FY19)
- FY18 – Craig Road Concept Improvement Plan (\$40,000)

Capital Equipment Program *(1 of 2)*

- Assess and plan for long-term capital equipment needs
- Capital equipment defined as expenditures above \$20,000 and having a useful life of five or more years
- FY18-FY22 – \$1.65 million for five-year plan

Capital Equipment *(2 of 2)*

- Public Works Equipment
 - Replaces equipment typically 10 to 15 years old
 - FY18-FY22 cost ranges from \$258,642 to \$354,821 (trade-in value est. \$20,000/annually)
- Other Miscellaneous Equipment
 - FY18 – Ice Resurfacing Vehicle Replacement (\$156,000)
 - Replaces 14-year-old propane powered vehicle equipment

CIP Projects FY18-FY22

POLICE BUILDING FUND
(PROP P)

Police Building Fund (Prop P) Overview

- November 2016 – Voters approved \$10.69 million general obligation bond measure to provide funding to build a new police station
- Bonds will be publically sold and revenue received in FY17
- Debt will be paid off through real estate and property tax (\$0.080) annually for 20 years (sunset 2037)
- Construction anticipated to be complete in December 2018 (FY19)

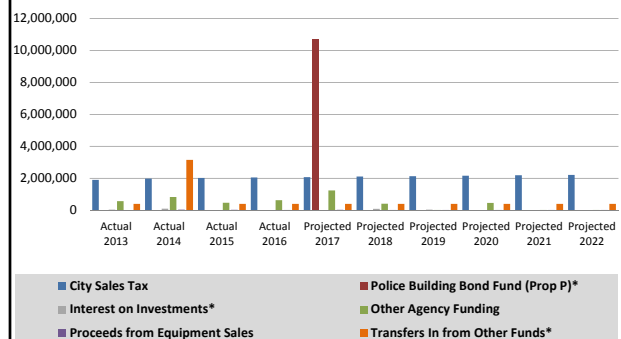
Police Building Fund (Prop P) Overview

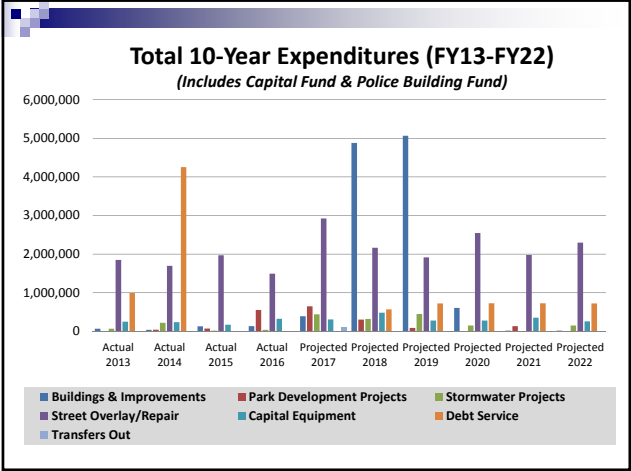
- FY18-FY22 – Owner's Representative (prior \$120,000; \$192,846/FY18-FY20)
- FY18-FY19 – Professional Services (\$1.18 million)
- FY18-FY20 – Sitework and Construction (\$8.79 million)

10-Year Overview CIP Projects FY13-FY22

COMBINED CAPITAL FUND
& POLICE BUILDING FUND

Total 10-Year Revenues (FY13-FY22) (Includes Capital Fund & Police Building Fund)





Questions & Comments

www.creve-coeur.or/CIP



City of Creve Coeur

To: Mayor and City Council
 From: Mark Perkins, City Administrator
 Date: February 21, 2017
 Re: Capital Improvement Program Update – FY2018-2022

The proposed Capital Improvement Program (CIP) for the five-year period beginning July 1, 2017 is provided herein. This year, the overview of the five-year capital plan includes the Capital Fund, as well as the Police Building Project Fund and its associated Debt Service.

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 10. 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.

CAPITAL FUND

Capital Fund Revenues

The ½ cent capital improvement sales tax is the major funding source for the CIP. Capital sales tax revenues are projected to be \$2,075,000 at the end of the current fiscal year compared to last year's total of \$2,056,301, or an increase of approximately 0.91%. A conservative 1.25% annual increase in sales tax revenue is projected in fiscal years 2018 through 2022.

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.

Capital Fund Expenditures

Capital outlay for the next five years ranges from approximately \$2.4 million to \$3.3 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 (\$4,250,897), the city saved a considerable amount in interest.

Status updates for FY17 projects and CIP FY18-22 highlights for each major category follow:

9501 Building & Improvement Projects

Americans with Disabilities Act Improvement (ADA) / Community Development Block Grant (CDBG) (\$11,875/FY17; \$20,000 FY18-FY22) – FY17 Funds were used for ADA accessibility improvements to sidewalk ramps at the intersection of North New Ballas Road at Old Ballas Road. In FY18, funds have been committed to providing accessibility improvements to the pedestrian signals at two intersections: North New Ballas Road at Studt Avenue and Ladue Road at Spoeede Road. Staff continue to research suitable uses for federal CDBG funds in FY19 and beyond. Application for these funds and commitment to a particular project typically occurs one year prior to the fiscal year in which the funds are spent.

Public Art – Danforth Plant Science Center Bus Shelter (\$4,000/FY16; \$13,740/FY17) – the project was to include 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. Planning, engineering and began in FY16 & FY17. The project was terminated in FY17 following the development of the “39 North” planning study and science district and possible conflicts between the projects.

Police & Government Center Space Needs/Preliminary Design/Owner Representative (\$31,493/FY16; \$120,000/FY17) – In FY14 (\$17,574) and FY15 (\$43,538), a space analysis and a needs assessment were completed for the Creve Coeur Government Center. In FY17, the City contracted with an owner representative to manage the building project approved by voters with the passage of a bond measure (Prop P) to construct a new Police Department building and to provide security and accessibility improvements to the Government Center building. As a result of the bond passage, a separate Police Building Fund and related debt has been established and discussed separately in this memo.

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 of salt to treat road pavements during winter months. In FY17, an auxiliary structure will be installed to serve as a canopy for the block storage structure to protect the salt from weather.

Government Center Renovations Design (\$250,000/FY19) – Project involves designing renovations to the Creve Coeur Government Center following the Police Department’s move to the new Police Building in December 2018. The project will include the extensive renovations throughout the building, as well as replacement of the electrical service switchgear.

Public Works Facility Security Fence (\$50,000/FY17) – Project includes the construction of a vinyl coated, chain-link fence around the City’s Public Works maintenance facility located at 996 East Rue de la Banque for security.

Police Firing Range Improvements (\$75,000/FY18) – Projects includes the demolition, disposal, and removal of the current target-retrieval system and bullet trap system in the firing range. The existing range was built in 1974 with a shelf life of 15 years. The \$75,000 project cost will be offset with \$20,000 in proceeds from the Police Department drug seizures.

9506 Park Development Projects

Park Improvements Grant Match (\$0/FY17-FY22) – In FY16, a Golf Course Needs Assessment was conducted (\$10,418). 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 projects highlighted below.

Golf Course Cart Path/Bridge/Fence Replacement (\$484,350/FY17) – The City was successful in receiving a St. Louis Municipal Park Grant to resurface the asphalt cart paths, replace two of the cart bridges, and replace a portion of the fence at the Creve Coeur Golf Course per the Golf Course Needs Assessment. The project cost will be offset by \$455,150 in grant funding.

Ice Arena Refrigerant Switch-Over Grant Match (\$75,000/FY19) – The Ice Arena cooling system currently uses R-22 refrigerant. 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. An application for a Municipal Park Grant is anticipated in FY18 for implementation in FY19.

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

Golf Course Irrigation System Replacement Grant Match (\$25,200/FY21) – This project includes a 6% grant match to replace existing irrigation system at the Creve Coeur Golf Course estimated to cost \$420,000. The existing system is 41 years old and is becoming unserviceable because of its age. Staff will pursue a grant through the St. Louis Municipal Park Grant Commission in FY21.

Park Bridge Replacement (\$75,007/FY17; \$200,000/FY18) – This project includes the design relating to stream bank protection for a vehicular bridge at Malcom Terrace Park which has significant erosion around its foundation. Construction of the stream bank improvements is planned for FY18.

Park and Dielmann Recreation Complex Parking Lot Repairs (\$13,846/FY17) – Completed in FY17, this project came in under budget (originally budgeted \$25,000) and included the patching, crack sealing, sealing and painting of parking lots at the Dielmann Recreation Complex and Beirne Park.

Ice Arena Office Area Improvements (\$25,000/FY18) – This project involves replacement of a large office window with severe water damage and is not energy efficient, replacing the old office carpet, replacing old florescent light fixtures with LED lights, and replacing the ceiling tile in the Dielmann Recreation Complex Ice Arena office area.

Historic Building Renovation and Preservation (\$30,000/FY18) – This project involves an architectural assessment of the current conditions of two historical log cabins in Conway Park and one historic school house in Lake School Park, as well as recommendations and design specifications for improving and maintaining these buildings in a historically conscious manner. All three buildings have structural and deterioration issues that have progressed beyond routine maintenance.

Tennis Court Repairs (\$50,000/FY18; \$35,000/FY21) – This project involves the repairs to and resurfacing of the tennis courts in the City’s parks in order to maintain the quality necessary for safe and enjoyable play. Improvements are planned for Beirne Park in FY18, Conway Park in FY21 and Lake School Park in FY23 (Future).

Park Trail Improvements Grant Match (\$15,000/FY19) – This project involves resurfacing two asphalt trails and the parking lot at Malcolm Terrace Park. The cost reflects the City’s portion (20%) of a \$75,000 project funded by a federal grant through the Recreational Trails Program. City staff will apply for the grant in FY17 and, if successful, construction would be expected in FY19.

9509 Stormwater Projects

Stormwater Master Plan Projects (\$150,000/FY20; \$150,000/FY22) – The Stormwater Master Plan update 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 afford, therefore these projects are listed separately below.

Middlebrook Drive Storm Water Improvements (\$1,673/FY16; \$5,000/FY17; \$250,000/FY18) – Project includes replacing the culvert pipes under Middlebrook Drive and making associated repairs to the roadway. In FY13, \$31,075 was spent for the design for this project. In FY16 & FY17, the project’s plans and easement documents were updated. The project has been identified as a high priority by the Stormwater Committee.

Golf Course Dam Stabilization, Pond Siltation Removal & Control Phase 1 & 2 (Phase 1: \$8,127/FY16; \$225,000/FY17; Phase 2: \$70,000/FY18; \$450,000/FY19) – Phase 1 project included repairing the dam which failed in June 2013, de-silting south pond, and installing a bubbler system into the pond to promote a healthier lake system. The repairs for Phase 1 will be completed in FY17. 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 (\$30,605/FY16; \$210,000/FY17) – Project included the design (FY16) and construction (FY17) of an extension to an existing drainage culvert that carries Alden Lane over a creek. The project had been identified as urgent by the Stormwater Committee.

Emerson Road Culvert and Headwall Improvements (project now included in the scope of Emerson Road Improvement Project) – This 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 City was recently approved a federal grant for the Emerson Road Improvement Project which includes the culvert and headwall improvements. Design of the project is expected in FY18 with construction in FY20. The project has been identified as a high priority by the Stormwater Committee.

9510 Street & Sidewalk Projects

Street and Sidewalk Maintenance Program (\$1,518,000/FY17; \$1,125,000/FY18) – 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 is used to further assist in prioritization of repairs. \$150,000 in funds planned for FY18 were moved to FY17 in order to condense multiple phases for the Laduemont road work, thereby completing the project more efficiently and timely.

Street Reconstruction (\$326,261/FY17; \$300,000/FY18) – The City maintains a large number of ‘composite’ streets – asphalt over concrete – and these projects often result in extensive reconstruction. In FY17, the City completed the reconstruction of Lakeshore Drive. Several subdivisions are being considered for FY18.

Coeur De Ville Drive Improvements – (\$11,288/FY16; \$666,444/FY17; \$20,000/FY18; \$50,000/FY19) – An engineering design began in FY14 through FY16 (\$66,661 total) with construction beginning in FY17 with completion in FY19. The City secured a federal grant to cover \$419,533 of the project cost. The project involved the partial reconstruction of the City-owned portion of Coeur de Ville between Parc Provence and Royal Valley Drive, as well as sidewalk repairs and accessibility ramps from Olive Boulevard to Ladue Road. Additional plantings would be installed between Coeur De Ville and I-270 including around the MoDOT equipment storage area to expand the visual barrier. The scope of the project expanded in FY17 to include additional sidewalk replacement, prompting the need for a second phase of construction (FY18 & FY19).

Warson Road Improvement Project (\$55,040/FY16; \$32,154/FY17; \$588,000/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 FY18.

Mason Rd. Sidewalk Infill/Conway Rd. to Olive Blvd. Grant Match (\$10,000/FY17) – The project included a conceptual design for a sidewalk to create a continuous pedestrian route along Mason Road between Clayton Road and Olive Boulevard. Creve Coeur is partnering with St. Louis County and the City of Town & Country on this project, with the intent of pursuing grant funding jointly with these two entities. The grant match has not been included in this five-year CIP plan until the timeline and phasing for this project is better defined.

Emerson Sidewalk Improvement Project (\$43,804/FY16; \$348,542/FY17) –The project includes 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% (\$233,600) 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 (\$15,069), and 100% of the design cost (\$36,594).

Emerson Road Improvement Project (\$65,000/FY18; \$592,000/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 Road to DeSmet Jesuit High School. FY18 cost is for design and engineering, and the FY20 cost represents construction of the project. The City was successful in receiving a federal grant which will fund up to \$444,000 of the construction costs.

Mosley Road Improvement Project – Phases 1 & 2 Design & Grant Match (\$150,000/FY19; \$50,000/FY20; \$193,000/FY21; \$234,000/FY22) – 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. A conceptual design was completed for \$84,768 in FY14-16. Costs associated in FY19-22 reflect a grant match (approx. 35%) of the construction and easement cost, plus 100% of the design cost. Staff applied for federal grant in FY17 to assist with the cost for phase 1. The project is phased into two projects in order to be more favorably considered for the grant. The total project cost is estimated to be \$1,477,000.

New Ballas Improvement Project Grant Match Phase 1, Phase 2 and Phase 3 (\$250,000/FY20; \$25,000/FY21; 330,000/FY22; \$695,000/Future) – 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 Boulevard. Costs for FY20-22 reflect a grant match. The grant match includes 100% of the cost of design in FY20 and 30% of the construction cost (FY21-FY23).

Fernview Drive Resurfacing Design and Grant Match (\$50,000/FY19; \$65,000/FY21) – The project represents a grant match for asphalt pavement resurfacing along Fernview Drive from Gallagher Road to Olive Boulevard. Fernview Drive qualifies for federal grant assistance, which the City is pursuing in FY17 in order to qualify for reimbursement of up to 80% of the construction cost. Sidewalks were not included as part of this project, because further study and public outreach is required to determine the feasibility of adding sidewalks. A separate “future project” has been included in the CIP for Fernview and Bellerive Estates sidewalks.

North New Ballas Road Sidewalk Phase 2A Design & Grant Match (\$20,669/FY17; \$25,000/FY18; \$52,500/FY19) – This project includes the design and construction of a sidewalk along the west side of North New Ballas Road from Ladue Road to DeSmet Jesuit High School. Staff plans to apply for a federal Transportation Alternatives Program grant to fund 70% of the easement acquisition and construction cost of the project.

Craig Road Concept Improvement Plan (\$40,000/FY18) – This project involves engineering design services to develop concept-level improvement plans for Craig Road between Olde Cabin Road and Olive Boulevard. A concept improvement plan provides better understanding of options for roadway and sidewalk improvements and provides a basis for pursuing federal grant assistance.

9516 Capital Equipment

Proposed funding for capital equipment ranges from \$258,642 to \$354,821 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 (\$235,000/FY17) – All capital equipment approved in FY17 was purchased under budget (\$38,955). Costs and equipment purchases vary and are described in-depth in the 5-year Fleet Replacement Report FY18-22.

Ice Resurfacing Vehicle Replacement (\$156,000/FY18) – Cost to purchase a new electric ice resurfacing vehicle for the Ice Arena. The current, propane-powered Olympia resurfacers is approximately 14 years old and will be used as a back-up for resurfacing in emergencies.

Police Emergency Command Vehicle Replacement (\$27,955/FY17) – Replaced 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 received approximately \$10,000 trade-in value for the existing vehicle.

Fairway Mower Replacement (\$30,530/FY17) – Purchased a used fairway mower to replace the 13-year old Jacobsen fairway mower for the Creve Coeur Golf Course.

Police LiveScan Biometric Fingerprint Scanner (\$17,000/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. The purchase will occur in FY17.

Capital Fund - 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.

POLICE BUILDING FUND (PROP P)

Police Building Fund Revenues

In November 2016, Creve Coeur residents voted to approve a \$10.69 million bond measure to provide funding to build a new police station on the existing property of the Government Center at 300 N. New Ballas Road. The bonds will be publically sold and revenue received by the City in FY17.

Police Building Fund Expenses

9501 – Building & Improvement Projects

Owner's Representative and Project Manager (\$64,282/FY18; \$64,282/FY19; \$64,282/FY20). In FY17, the City retained Paric (Navigate Building Solutions is the subcontractor) to assist with managing the project for the new police building. In FY17, \$120,000 was allocated from the Capital Fund and reimbursement for this cost is projected to be transferred to the Capital Fund from the Police Building Project Fund in FY17. Owner representative fees for the Police Building are set at a total of \$312,846.

Professional Services (\$781,320/FY18; \$405,070/FY19) – This project includes the professional services required for the Police Building Project, including site survey, building design, site layout, permitting, bidding and construction inspection. Design is expected to be completed in FY18 with most of the testing and construction-related consulting in FY19.

Sitework and Building Construction (\$3,935,384/FY18; \$4,325,384/FY19; \$521,059/FY20) – This phase of the project includes the sitework and building construction of the Police Building Project and various accessibility and security improvement to the existing Government Center. Sitework is expected to be

complete in FY18, building construction is expected to complete in FY19; and accessibility, safety and security improvements to the Government Center are anticipated to be in FY20.

Bond Financing (\$135,000/FY17) – Aspects of this project include the necessary service costs associated with issuing and managing the bonds for the project.

DEBT SERVICE

Debt Service Revenues

The debt service revenues associated with the Police Building Fund will be collected from real estate and property taxes for the next 20 years (sunset in 2037). The tax collection revenue and interest from the estimated \$0.08 tax levy is estimated to generate approximately \$3.9 million for FY18-FY22.

Debt Service Expenses

The debt service expenses associated with the Police Building Fund will be paid through the real and property taxes for the next 20 years (sunset in 2037). The debt service expenditures, including interest and principal expenses, are estimated to be approximately \$3.5 million for FY18-FY22.

ALL PROJECT DESCRIPTIONS

Detailed project description sheets for CIP FY18-FY22 description sheets for Future Projects, as well as the information included herein, are available on the City's website www.creve-coeur.org/cip.

SCHEDULE

The CIP FY18-FY22 Schedule is located on the following page.

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 FY18-FY22 Spreadsheet (Capital Fund & Police Building Fund)

Exhibit B – CIP FY18-FY22 Capital Fund Project Descriptions & Future Project Descriptions; Police Building Fund Project Descriptions

Exhibit C – CIP FY18-FY22 Citizen Recommendations & Staff Responses

Exhibit D – CIP FY13-FY22 Overview Spreadsheet

Exhibit E – Capital Fund Future Project List

**CAPITAL IMPROVEMENT PROGRAM
FY 2018-2022 SCHEDULE FOR ANNUAL UPDATE**

December 1, 2016 – January 17, 2017	Solicit input from citizens, City committees, and City staff
January-February 2017	Staff research, analysis and compilation
February 27, 2017	Proposed CIP submitted to City Council, P&Z and Finance City Council Work Session
March 6, 2017	Planning & Zoning Commission Review
March 7 & 21, 2017	Finance Committee Review
March 27, 2016	City Council Work Session
April 10, 2017	Public Hearing before City Council Possible City Council Approval

Exhibit A

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FY2018-FY2022	FY2016 BUDGETED	FY2016 ACTUAL	FY2017 BUDGETED	FY2017 PROJECTED	FY2018 PROJECTED	FY2019 PROJECTED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED
CAPITAL FUND									
9501 BUILDING & IMPROVEMENT PROJECTS									
02 Accessibility Improvements (CDBG)	20,000	35,698	20,000	11,875	20,000	20,000	20,000	20,000	20,000
13 Public Art - Danforth Plant Science Center Bus Shelter	55,500	4,000	49,000	13,740	-	-	-	-	-
15 Police & Government Center Space Needs/Prelim Design/Owner Rep	55,000	31,493	200,000	120,000	-	-	-	-	-
18 Public Art - CVS Bus Shelter	30,765	62,795	-	-	-	-	-	-	-
21 Public Works Auxiliary Salt Storage Roof	-	-	60,000	60,000	-	-	-	-	-
22 Government Center Renovations (Design)	-	-	-	-	-	250,000	-	-	-
23 Public Works Facility Security Fence	-	-	50,000	50,000	-	-	-	-	-
24 Police Firing Range Improvements					75,000				
Subtotal	161,265	133,986	379,000	255,615	95,000	270,000	20,000	20,000	20,000
% of Total Capital Fund Outlay	5%	5%	9%	6%	3%	9%	1%	1%	1%
9506 PARK DEVELOPMENT PROJECTS									
01 Misc. Park Improvements (Grant Match)	-	10,418	-	-	-	-	-	-	-
06 Golf Course Needs Assessment	-	7,570							
07 Tappmeyer House Exterior Renovation	-	52,687	-	-	-	-	-	-	-
10 Golf Course Cart Path Replacement (Grant Match)	-	-	21,000	484,350	-	-	-		
13 Dielmann Recreation Complex Renovations - Phase 1	-	480,878	-	-	-	-	-		
14 Ice Arena Refrigerant Switch Over (Grant Match)	-	-	-	-	-	75,000	-	-	-
15 Playground Safety Surface Replacement	-	-	75,000	75,000	-	-	-	75,000	-
16 Golf Course Irrigation Replacement (Grant Match)	-	-	-	-	-	-	-	25,200	-
17 Park Bridge Replacement	-	-	75,000	75,007	200,000	-	-	-	-
18 Park and Dielmann Recreation Complex Parking Lot Repairs	-	-	25,000	13,846	-	-	-	-	-
19 Ice Arena Office Area Improvements					25,000	-	-	-	-
20 Historic Building Rehabilitation and Preservation					30,000	-	-	-	-
21 Tennis Court Repairs					50,000	-	-	35,000	-
22 Park Trail Improvements (Grant Match)					-	15,000	-	-	-
Subtotal	-	551,553	196,000	648,203	305,000	90,000	-	135,200	-
% of Total Capital Fund Outlay	0%	22%	5%	14%	9%	3%	0%	5%	0%
9509 STORMWATER PROJECTS									
01 Stormwater Improvements Per Master Plan	-	-	-	-	-	-	150,000	-	150,000
04 Middlebrook Drive Stormwater Improvements	-	1,673	5,000	5,000	250,000	-	-	-	-
10 Golf Course Dam Stabilization, Pond Siltation Removal & Control (Phase I & II)	500,000	8,127	225,000	225,000	70,000	450,000	-	-	-
11 Alden Lane Culvert Improvements	-	30,605	210,000	210,000	-	-	-	-	-
12 Emerson Road Culvert and Headwall Improvements	-	-	20,000	-	-	-	-	-	-
Subtotal	500,000	40,405	460,000	440,000	320,000	450,000	150,000	-	150,000
% of Total Capital Fund Outlay	16%	2%	11%	10%	10%	15%	5%	0%	5%

Attachment: Exhibit A CIP FY18-22 Spreadsheet as of 2017-02-22 (2346 : Capital Improvement Program Update ? FY2018-2022)

Exhibit A

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FY2018-FY2022	FY2016 BUDGETED	FY2016 ACTUAL	FY2017 BUDGETED	FY2017 PROJECTED	FY2018 PROJECTED	FY2019 PROJECTED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED
9510 STREET & SIDEWALK IMPROVEMENTS									
01 Street and Sidewalk Maintenance Program	1,100,000	934,077	1,133,000	1,518,000	1,125,000	1,313,250	1,352,648	1,393,200	1,435,000
02 Street Reconstruction Program	350,000	428,471	350,000	326,261	300,000	300,000	300,000	300,000	300,000
15 Graeser Road Resurfacing	-	12,304	-	-	-	-	-	-	-
19 Olive Blvd. Sidewalk - Mason West Engineering	80,000	-	-	-	-	-	-	-	-
20 Coeur De Ville Drive Improvements	655,000	11,288	675,000	666,444	20,000	50,000	-	-	-
21 Warson Road Improvement Project	55,000	55,040	258,194	32,154	588,000	-	-	-	-
23 Mason Rd Sidewalk Infill/Conway to Olive (Design)	-	-	-	10,000	-	-	-	-	-
25 Emerson Sidewalk Improvement Project (Grant 80% of Construction)	20,178	43,804	292,000	348,542	-	-	-	-	-
26 Emerson Road Improvement Project	-	-	-	-	65,000	-	592,000	-	-
27 Mosley Road Improvement Project - (Design & Grant Match)	-	7,549	-	-	-	150,000	50,000	193,000	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)	-	-	-	-	-	50,000	-	65,000	-
30 North New Ballas Road Phase 2A (Design and Grant Match)				20,669	25,000	52,500	-	-	-
31 Craig Road Concept Plan				-	40,000	-	-	-	-
Subtotal	2,260,178	1,492,533	2,708,194	2,922,070	2,163,000	1,915,750	2,544,648	1,976,200	2,299,000
% of Total Capital Fund Outlay	71%	59%	66%	64%	64%	64%	85%	79%	84%
New Projects in Bold									
9516 CAPITAL EQUIPMENT									
01 Public Works Capital Equipment	251,905	259,948	273,955	235,000	328,638	279,186	279,695	354,821	258,642
02 Telephone/Voice Recording System	-	65,762	-	-	-	-	-	-	-
03 Ice Resurfacing Vehicle Replacement	-	-	-	-	156,000	-	-	-	-
04 Police Emergency Command Vehicle Replacement	-	-	28,000	27,995	-	-	-	-	-
06 Fairway Mower	-	-	35,000	30,530	-	-	-	-	-
07 Police LiveScan Fingerprint Scanner	-	-	38,000	17,000	-	-	-	-	-
Subtotal	251,905	325,710	374,955	310,525	484,638	279,186	279,695	354,821	258,642
% of Total Capital Fund Outlay	8%	13%	9%	7%	14%	9%	9%	14%	9%
TOTAL CAPITAL FUND OUTLAY	3,173,348	2,544,187	4,118,149	4,576,413	3,367,638	3,004,936	2,994,343	2,486,221	2,727,642
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) - CAPITAL FUND	3,173,348	2,544,187	4,118,149	4,576,413	3,367,638	3,004,936	2,994,343	2,486,221	2,727,642

Attachment: Exhibit A CIP FY18-22 Spreadsheet as of 2017-02-22 (2346 : Capital Improvement Program Update ? FY2018-2022)

Exhibit A

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FY2018-FY2022	FY2016 BUDGETED	FY2016 ACTUAL	FY2017 BUDGETED	FY2017 PROJECTED	FY2018 PROJECTED	FY2019 PROJECTED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED
CAPITAL FUND REVENUES									
Beginning Fund Balance (estimated Cash Basis as of July 1)	1,281,621	1,326,656	1,677,657	1,882,607	1,054,543	629,480	202,925	256,042	401,294
Estimated Capital Improvement Sales Tax Revenue (1/2 Cent)	2,100,938	2,056,301	2,082,005	2,075,000	2,108,030	2,134,380	2,161,060	2,188,073	2,215,424
Estimated Interest Revenue	4,000	1,092	1,500	1,500	7,500	4,000	2,400	3,400	3,800
Est. Addtnl Revenue (Outside agencies, grants, reimbursement & other)	906,533	627,305	823,764	1,245,989	407,045	20,000	464,000	20,000	20,000
Proceeds from Equipment Sales	24,000	15,440	20,000	25,860	20,000	20,000	20,000	20,000	20,000
General Fund Transfers In	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000
Total Revenues & General Fund Transfers In - Capital Fund	3,435,471	3,100,138	3,327,269	3,748,349	2,942,575	2,578,380	3,047,460	2,631,473	2,659,224
Total Anticipated Year End Expenditures	3,173,348	2,544,187	4,118,149	4,576,413	3,367,638	3,004,936	2,994,343	2,486,221	2,727,642
Ending Fund Balance (Cash Basis) - Capital Fund	1,543,744	1,882,607	886,777	1,054,543	629,480	202,925	256,042	401,294	332,877

ESTIMATED ADDITIONAL CAPITAL FUND REVENUE (FUNDING SOURCES)									
Community Development Block Grants for ADA Improvements	20,000	35,337	20,000	11,875	20,000	20,000	20,000	20,000	20,000
STL County Muni Parks Grant / Dielmann Recreation Complex Renovations	475,000	458,137	-	-	-	-	-	-	-
STL County Muni Parks Grant / Golf Course Needs Assessment	-	6,056							
Public Art Bus Shelter - Developer Contribution	-	34,500							
Coeur de Ville Drive Resurface STP-S Grant	367,533	3,642	363,609	363,609	-	-	-	-	-
Warson Road Improvement Project STP-S Grant	44,000	-	206,555	61,755	367,045	-	-	-	-
Emerson Sidewalk Improvement Project TAP Grant	-	-	233,600	233,600	-	-	-	-	-
Credit Missouri American Water Reimbursement	-	89,633	-	-	-	-	-	-	-
STL County Muni Park Grant / Cart Path and Bridge Improvements				455,150	-	-	-	-	-
Capital Fund Reimbursement from Police Building Project Fund (Prop P)				120,000	-	-	-	-	-
Emerson Road Improvement Project STP-S Grant					-	-	444,000	-	-
Proceeds from Police Department Drug Seizures				-	20,000	-	-	-	-
Subtotal	906,533	627,305	823,764	1,245,989	407,045	20,000	464,000	20,000	20,000

New projects in bold

Attachment: Exhibit A CIP FY18-22 Spreadsheet as of 2017-02-22 (2346 : Capital Improvement Program Update ? FY2018-2022)

Exhibit A

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FY2018-FY2022	FY2016 BUDGETED	FY2016 ACTUAL	FY2017 BUDGETED	FY2017 PROJECTED	FY2018 PROJECTED	FY2019 PROJECTED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED
POLICE BUILDING PROJECT FUND (PROP P)									
Beginning Fund Balance (estimated Cash Basis as of July 1)			-	-	10,435,000	5,734,514	973,378	394,937	398,887
Estimated Bond Proceeds			-	10,690,000		-	-	-	-
Estimated Interest Revenue			-	-	80,500	33,600	6,900	3,950	3,950
Transfers In			-	-	-	-	-	-	-
Total Revenues & Transfers In			-	10,690,000	80,500	33,600	6,900	3,950	3,950
9501 BUILDING & IMPROVEMENT PROJECTS									
01 Owner's Representative and Project Manager			-	-	64,282	64,282	64,282	-	-
02 Professional Services				-	781,320	405,070			
03 Sitework and Building Construction				-	3,935,384	4,325,384	521,059		
04 Bond Financing			-	135,000	-	-	-	-	-
Transfers Out			-	120,000	-	-	-	-	-
Total Anticipated Year End Expenditures & Transfers			-	255,000	4,780,986	4,794,736	585,341	-	-
Ending Fund Balance (Cash Basis) - Police Building Project Fund (Prop P)			-	10,435,000	5,734,514	973,378	394,937	398,887	402,837
9514 DEBT SERVICE (PROP P) REVENUES									
Beginning Fund Balance (estimated Cash Basis as of July 1)				-	-	200,665	251,121	305,072	360,233
Estimated Property Tax Collection Revenue				-	769,471	769,471	777,166	777,166	784,937
Estimated Interest Revenue				-	400	2,500	3,100	3,750	4,200
Total Anticipated Revenues				-	769,871	771,971	780,266	780,916	789,137
9514 DEBT SERVICE (PROP P) EXPENSES									
Estimated Expenditures				-	-	-	-	-	-
Estimated Interest Expenses				-	259,206	296,515	286,315	275,755	264,955
Estimated Principal Expenses				-	310,000	425,000	440,000	450,000	460,000
Total Anticipated Expenditures				-	569,206	721,515	726,315	725,755	724,955
Ending Cash Balance				-	200,665	251,121	305,072	360,233	424,415
TOTAL COMBINED CAPITAL PROGRAM (CAPITAL FUND & POLICE BUILDING PROJECT FUND)	FY2016 BUDGETED	FY2016 ACTUAL	FY2017 BUDGETED	FY2017 PROJECTED	FY2018 PROJECTED	FY2019 PROJECTED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED
Total Combined Revenues & Transfers In	3,435,471	3,100,138	3,327,269	14,438,349	3,792,946	3,383,951	3,834,626	3,416,339	3,452,311
Total Combined Anticipated Year End Expenditures & Transfers	3,173,348	2,544,187	4,118,149	4,831,413	8,717,830	8,521,187	4,305,999	3,211,976	3,452,597
Ending Fund Balance (Cash Basis) - All Capital Funds	1,543,744	1,882,607	886,777	11,489,543	6,564,659	1,427,424	956,051	1,160,414	1,160,129

Attachment: Exhibit A CIP FY18-22 Spreadsheet as of 2017-02-22 (2346 : Capital Improvement Program Update ? FY2018-2022)

CITY OF CREVE COEUR

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

CAPITAL FUND

POLICE BUILDING PROJECT FUND

FISCAL YEARS 2018-2022



EXECUTIVE SUMMARY

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

CAPITAL FUND

POLICE BUILDING PROJECT FUND

FISCAL YEARS 2018-2022



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 proposed 2030 Comprehensive Plan

Text from the proposed 2030 Comprehensive Plan: *"Within the Creve Coeur 2030 Comprehensive Plan Update, 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."*

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 review, approval, and adoption. A public hearing is held by the City Council annually in March or April, prior to adoption.

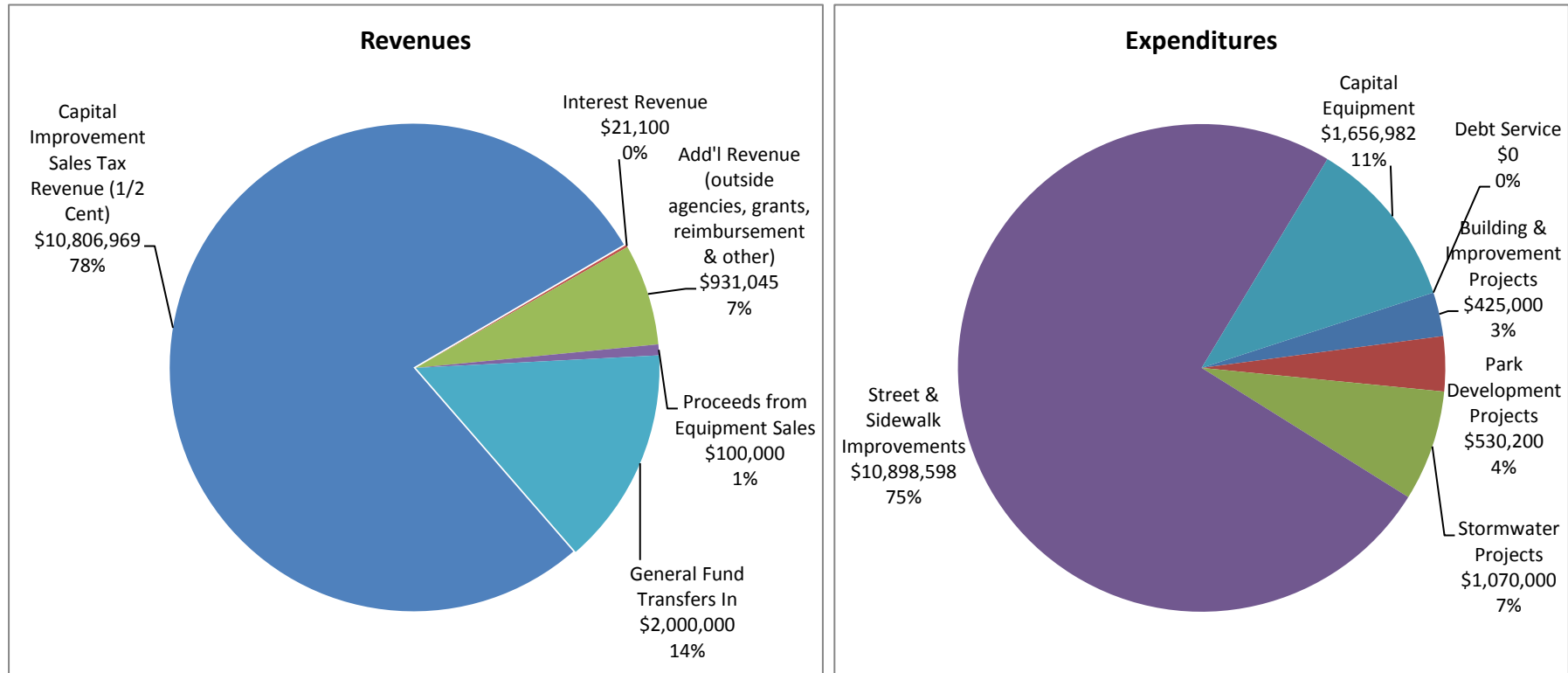
The CIP includes a description of each project with details regarding justification, cost estimate, operating and maintenance budget impact, and funding sources.

2018-2022 CIP Overview

Capital Fund

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 primary funding 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 \$14.5 million. Several projects in the five-year CIP include grant matches and are noted accordingly on project sheets. If the City receives approval for a specified grant, the total associated expenses and revenues will be reflected in future applicable CIP years.

Capital Fund Revenues and Expenses by Category for FY2018 - FY2022



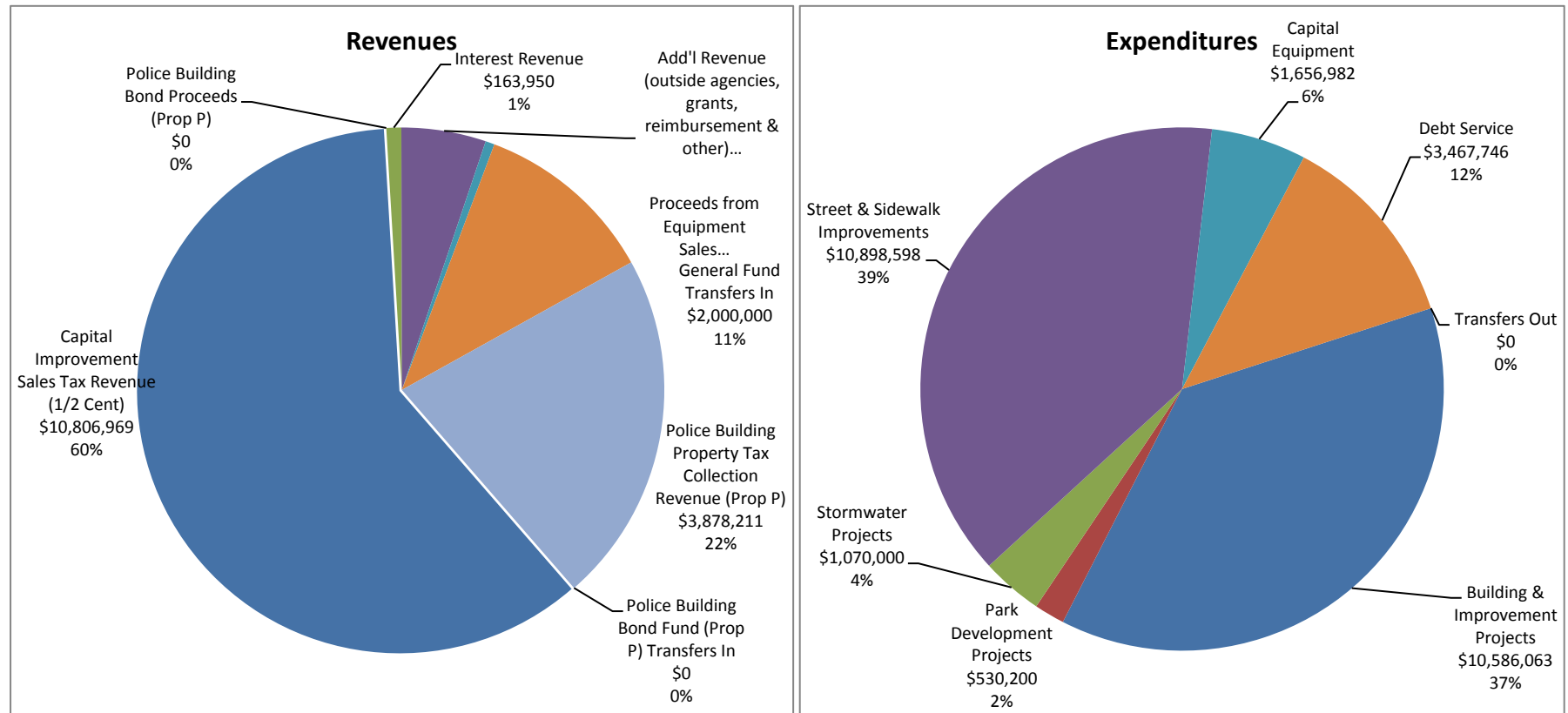
Police Building Fund (Prop P)

On November 8, 2016, Creve Coeur voters approved a ballot measure authorizing the issuance of general obligation bonds of \$10.69 million for the purpose of constructing, furnishing and equipping a new police station on the existing government center property and making safety, security and accessibility renovations to the existing government center. At this writing, the sale of the bonds and revenue to the City is anticipated to occur in FY17. The expenses for the police station and improvements to the existing government center will occur in FY18-FY22. The debt service for Prop P will be paid through a real estate and personal property tax levy for the next 20 years and is anticipated to sunset in 2037.

Combined Capital Fund and Police Building Fund

Over the next five years, the total projected revenues for capital projects in both the Capital and the Police Building funds are estimated to be approximately \$17.8 million. The 1/2 cent Capital Improvement Sales Tax and the Police Building Property Tax Collection serve as the primary funding sources for FY18-FY22. The total combined projected expenses for capital projects over the next five years is estimated at \$28.2 million.

Combined Capital Fund & Police Building Fund Revenues and Expenses by Category for FY2018 - FY2022



*Bond proceeds for the Police Building Fund are anticipated to occur in FY17 and therefore are not reflected in FY18-FY22 total revenues.

For more information about the CIP, contact Sharon Stott, Assistant to the City Administrator at sscott@crevecoeurmo.gov or (314) 872-2516.

CAPITAL FUND PROJECTS

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2018-2022



CAPITAL FUND**9501 – BUILDING & IMPROVEMENT PROJECTS**

CAPITAL FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2018-2022**

9501 BUILDING & IMPROVEMENT PROJECTS – 02

ACCESSIBILITY IMPROVEMENTS (CDBG)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$20,000	\$20,000	\$0	\$11,875	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	

Project Description:

In FY2018, 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 Studt Avenue and Ladue Road at Spoede Road. This project follows recent efforts to improve pedestrian accessibility along North New Ballas Road and Ladue Road.

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 North New Ballas Road and Old Ballas Road. Not all of the FY2017 grant was used, because the planned improvements to the intersection of Olive Boulevard and Tempo Drive became a project that was beyond the scope of this grant. The fund balance from FY2017 will be available for work in FY2018.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	20,000
Equipment	\$	
Other	\$	
Annual Total	\$	20,000

9501 BUILDING & IMPROVEMENT PROJECTS - 15

POLICE AND GOVERNMENT CENTER FACILITIES

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$212,605	\$0	\$212,605	\$212,605	\$0	\$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. These studies resulted in "Proposition P" to fund a new Police Department building that voters approved in November 2016 (FY2017). Improvements associated with Proposition P are included as the "Police Building Project Fund" in the Capital Improvement Plan.

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 evaluated the condition of the existing Government Center facility, including public safety, accessibility, use of space, functionality, ergonomics, use of technology, aesthetic appeal, and operating efficiency.

Operating Budget Impact:

This project involved studies and designs which have had no impact on the operating budget. However, when that actual construction takes place following the relocation of the Police Department to their new building, these studies will influence improvements that will include energy efficiency elements as well as helping to reduce day-to-day maintenance costs.

Comments:

This project involved the Space Analysis, Needs Assessment, and Preliminary Designs based on those studies. \$120,000 in design funds from FY2017 were spent to hire the Owner's Representative for the Police Building Project. These funds will be refunded to the Capital Fund from the Police Building Project Fund in FY2017.

Expenditure Type:

Planning, Design & Engineering	\$ 212,605
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ 212,605

9501 BUILDING & IMPROVEMENTS - 22

GOVERNMENT CENTER RENOVATIONS (DESIGN)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$250,000	\$0	\$250,000	\$0	\$0	\$250,000	\$0	\$0	\$0	\$0

Project Description:

This project involves designing renovations to the Creve Coeur Government Center following the Police Department's move to the new Police Building. The design is expected to include modifications to the City Council chamber, employee work spaces, and building equipment, such as the electrical service switchgear.

Existing Condition:

The Creve Coeur Government Center has inadequate space for staff, meetings, archives, and storage. The existing Police Department and the rest of the Government Center will require extensive renovations to move departments to more accessible locations and to make the Government Center more helpful and useful.

Justification: Operating Efficiency; Condition of Existing Facility

Renovation of the Government Center will require careful design in order to create a building layout that promotes efficient and effective service to the City's residents.

Operating Budget Impact:

None.

Comments:

Construction funds will be programmed in the appropriate fiscal years as the renovation plans become more clearly defined.

Expenditure Type:

Planning, Design & Engineering	\$ 250,000
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ 250,000

9501 BUILDING & IMPROVEMENTS - 24

POLICE FIRING RANGE IMPROVEMENTS

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$75,000	\$20,000	\$55,000	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0

Project Description:

The project includes the demolition, disposal, and removal of the current target-retrieval system and bullet trap system in the firing range. The project includes the replacement of three (3) shooting lane target retrieval systems, as well as the replacement of the old bullet trap system with a new version. The \$75,000 project cost will be offset with \$20,000 with proceeds from Police Department drug seizures.

Existing Condition:

The existing target retrieval system and the bullet trap system are in need of replacement. The target retrieval system is operated manually, and its design allows it to become inoperable when debris from the range to get stuck inside of it. The bullet trap system accommodates only small arms, and the Police Department needs to use private facilities to train with its rifles.

Justification: *Public Safety, Condition of Existing Facility, Operation Efficiency*

The existing range was purchased in 1974 with a shelf life of 15 years. In 2008, the police department replaced the target retrieval system; however, all other components of the range are original and are in need of updates.

Operating Budget Impact:

Travel time will be reduced for rifle training when officers can train at the Government Center rather than at an off-site range.

Comments:

The improvement of the current range will ensure a more efficient and effective operation for the police firing range. It is also more economically feasible rather than building a new firing range.

Expenditure Type:

Planning, Design & Engineering	\$
Land Acquisition	\$
Construction	\$
Equipment	\$ 75,000
Other	\$
Total	\$ 75,000

CAPITAL FUND**9506 – PARK DEVELOPMENT PROJECTS**

CAPITAL FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2018-2022**

9506 PARK DEVELOPMENT PROJECTS - 01

PARK IMPROVEMENTS (GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	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 Municipal Park Grant applications, for which the scope and cost are yet to be determined. The CIP includes specific project descriptions for FY2019 and FY2021 for which the City will pursue these grants. It is anticipated that the grant in FY2019 will be for Ice Arena Refrigerant Switch Over and that the grant in FY2021 will be for updating the Golf Course Irrigation System. See the specific project sheets for more information.

Existing Condition:

None.

Justification: *Availability of Outside Funding; others depend upon the project*

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. These grants are competitive, and the City's contribution to the project affects the project application score and likelihood of a funding award. The City plans to provide a 6% grant match for its projects in order to maximize the number of points related to the City's contribution, which would make the grant match about \$30,500 for a project that receives the maximum grant funding.

Expenditure Type:

Planning, Design & Engineering	\$
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ 0

9506 PARK DEVELOPMENT PROJECTS - 14

ICE ARENA REFRIGERANT SWITCH-OVER (GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$75,000	TBD	\$75,000	\$0	\$0	\$75,000	\$0	\$0	\$0	\$0

Project Description:

The current system that cools the ice operates using R-22 (Freon), 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 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:

The existing equipment is currently operational. However, even small repairs to the system can 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 result of a public safety issue and will be necessary for the future operation of the ice rink. Under the US Clean Air Act & the Montreal Protocol on Substances that Deplete the Ozone Layer, use of R-22 refrigerant is being phased out of use because of the damage these types of substances can cause to the earth's ozone layer. 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 after that date, the City would likely be unable to recharge the system to maintain cooling.

Operating Budget Impact:

Once the switch over occurs, the cost of maintaining the system will be included in the preventive maintenance contract. The real savings will be seen when the system moves away from the expensive R-22 cost, simply due to the lack of supply for R-22 coolant.

Comments:

The grant will be applied for in FY2019 and, if approved, the switchover will take place in FY2019.

Expenditure Type:

Planning, Design & Engineering	\$ 25,000
Land Acquisition	\$
Construction	\$
Equipment	\$ 50,000
Other	\$
Total (Grant Match)	\$ 75,000

9506 PARK DEVELOPMENT PROJECTS - 15

PLAYGROUND SAFETY SURFACE REPLACEMENT

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$75,000	TBD	\$75,000	\$65,000	\$0	\$0	\$0	\$75,000	\$0	\$0

Project Description:

This project involves the replacement of damaged areas and rejuvenation or replacement of the rubberized safety surface beneath the City's playgrounds. The surface of the original playground at Millennium Park was replaced in FY2017, because it was the most urgent need. 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 for children and other users against injury from a fall off of the playground or swing set. The newer playground surface at Millennium Park was repaired in 2016, but it may need to be replaced 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.

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	\$	75,000
Equipment	\$	
Other	\$	
Total	\$	75,000

9506 PARK DEVELOPMENT PROJECTS - 10

GOLF COURSE IRRIGATION SYSTEM REPLACEMENT (GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$25,200	TBD	\$25,200	\$0	\$0	\$0	\$0	\$25,200	\$0	\$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 cost shown above represents a 6% grant match for the anticipated total project cost of \$420,000. 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 41 years old. Required repairs have been increasing annually. The current setup 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. Not only does this result in water waste, but it also endangers the health of the turf, resulting in additional watering, chemical, and labor costs to bring that area back to health.

Justification: *Cond. of Ex. Facility; Operating Efficiency; Conservation; 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 FY2021 and, if approved, construction would begin in FY2021. Grant funding will likely be available through the St. Louis Municipal Park Grant Commission. This grant has a maximum award of \$475,000 per project requiring the City to match at least 6% of the project total.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	25,200
Equipment	\$	
Other	\$	
Total	\$	25,200

9506 PARK DEVELOPMENT PROJECTS - 17

PARK BRIDGE REPLACEMENT

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$275,007	\$0	\$275,007	\$75,007	\$200,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project involves the review of replacement or rehabilitation options for two existing vehicular bridges: the bridge at Malcolm Terrace Park near the end of Townsend Street and the maintenance bridge at the Creve Coeur Golf Course.

Existing Condition:

Both bridges are 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; Operating Efficiency*

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 fully known.

The City received a Bridge Engineering Assistance Program (BEAP) grant from the Missouri Department of Transportation (MoDOT) in FY2017 that fully funded a preliminary review of the Malcolm Terrace Park bridge. From this review, it appears that the existing bridge can be used in place.

Expenditure Type:

Planning, Design & Engineering	\$ 75,007
Land Acquisition	\$
Construction	\$ 200,000
Equipment	\$
Other	\$
Total	\$ 275,007

9506 PARK DEVELOPMENT PROJECTS – 19

ICE ARENA OFFICE AREA IMPROVEMENTS

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$25,000	\$0	\$25,000	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project involves replacing the office window that has severe water damage and is not energy efficient, replacing the old office carpet, replacing the old florescent light fixtures with LED ones, and replacing the ceiling tile in the Dielmann Recreation Complex Ice Arena office area.

Existing Condition:

The window's wood frame is deteriorating and is now allowing water to penetrate to the inside. The office carpet is soiled and failing in several places. The light fixture ballasts are starting to fail and do not provide even light, and the ceiling tiles are stained and failing.

Justification: *Protection & Conservation; Beautification*

Minor repairs have been done to the window over the past few years, but are becoming ineffective. The new window will be aluminum, not wood, which will hold up the weather better and will be energy efficient. The carpet will be replaced with the same carpet added to Dielmann West meeting room during the renovation project in FY2015, along with the same LED light fixtures and ceiling tile from that renovation.

Operating Budget Impact:

The window in the ice rink office area forms most of one of the walls there, and replacing it should improve the energy efficiency of that space. In addition, the LED lights should decrease the amount of electricity used. A more energy-efficient office should have lower energy bills.

Comments:

None.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	25,000
Equipment	\$	
Other	\$	
Total	\$	25,000

9506 PARK DEVELOPMENT PROJECTS – 20

HISTORIC BUILDING REHABILITATION AND PRESERVATION

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$30,000	\$0	\$30,000	\$0	\$30,000	\$0	\$0	\$0	\$0	UNKNOWN

Project Description:

This project involves an architectural assessment of the current conditions of several historic buildings in the City's parks, as well as recommendations and design specifications for improving and maintaining these buildings in a historically conscious manner.

Existing Condition:

Two historic log cabins are located in Conway Park, and a historic school house is located at Lake School Park. All three of these buildings are in need of interior and exterior repairs in order to preserve them from the elements, animals, and time. Tours that once passed through these buildings have been halted due to structural concerns.

Justification: *Protection & Conservation; Beautification*

These buildings were placed in the City's parks and are displayed on the City's website to foster an appreciation of the history in Creve Coeur. Specialized attention is required for these buildings to be maintained as local historical locations.

Operating Budget Impact:

Maintenance of the Conway Park cabins and the Lake School house has become increasingly difficult and costly over the past few years. The structural and deterioration issues facing these buildings has progressed beyond routine maintenance activities that staff are capable of performing.

Comments:

This assessment is intended to provide the City with reliable estimates for maintenance and improvements to these structures. Staff anticipates that the costs of such work will be expensive due to the historic nature of the buildings.

Expenditure Type:

Planning, Design & Engineering	\$ 30,000
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ 30,000

9506 PARK DEVELOPMENT PROJECTS – 21

TENNIS COURT REPAIRS

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$135,000	\$0	\$135,000	\$0	\$50,000	\$0	\$0	\$35,000	\$0	\$50,000

Project Description:

This project involves the repairs to and resurfacing of the tennis courts in the City's parks in order to maintain the quality of courts necessary for safe and enjoyable play. Improvements are planned for the courts at Beirne Park in FY2018, Conway Park in FY2021, and Lake School Park in FY2023 (future).

Existing Condition:

The tennis courts are in various states, depending on their age, but three locations have cracks and other deterioration that require repairs. The courts at Beirne Park have begun to ravel, making the surface uneven. The courts at Conway Park have held up well to recent park improvements, but these courts are in need of rejuvenation. The courts at Lake School Park are the City's newest, having been resurfaced in FY2010, but even these courts have begun to crack. While cracks have been sealed and patches installed on the courts, these repairs are only temporary fixes.

Justification: *Protection & Conservation; Beautification; Citizen Demand; Public Safety*

Tennis courts need to be meticulously maintained in order to make them suitable for play. Cracks, divots, and other defects can influence the bounce of the ball or cause players to trip, and neither condition encourages use of the courts.

Operating Budget Impact:

Maintenance of the tennis courts has increasingly become the job of the City's Public Works staff. Such work is time consuming. New tennis court surfaces would eliminate the need for significant repair efforts in the near future.

Comments:

Tennis court improvements would qualify for funding through the Municipal Park Grant program, but these funds are being used for other City projects.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	135,000
Equipment	\$	
Other	\$	
Total	\$	135,000

9506 PARK DEVELOPMENT PROJECTS – 22

PARK TRAIL IMPROVEMENTS (GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$15,000	TBD	\$15,000	\$0	\$0	\$15,000	\$0	\$0	\$0	\$0

Project Description:

The project involves resurfacing two asphalt trails and the parking lot at Malcolm Terrace Park. The amount of \$15,000 represents the City's portion of the cost for a \$75,000 project that is funded by a federal grant through the Recreational Trails Program. The actual cost of the project will be programmed into the Capital Improvement Plan if the City is awarded the grant.

Existing Condition:

Asphalt paths are in use at Beirne Park, Conway Park, Malcolm Terrace Park, and Millennium Park. Most of these trails are in good condition and need preventative maintenance to preserve their condition. The paths at Malcolm Terrace Park and an access path to Beirne Park, however, are in poor condition and require resurfacing and localized replacement.

Justification: *Public Safety; Cond. of Existing Facility; Availability of Outside Funding; Citizen Request*

The City's parks are a sense of pride for Creve Coeur, and the City is obligated to provide adequate and safe access to the parks. Pursuit of grant funding to assist with maintaining this access allows the City to meet its obligations at a reduced cost.

Operating Budget Impact:

None.

Comments:

The Recreational Trails Program provides up to 80% reimbursement of construction costs for projects totaling up to \$125,000. The City will apply for the Recreational Trails Program grant in FY2017. Should a grant be awarded for this project, the City would have three years to complete the project. Construction would be expected in FY2019.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	15,000
Equipment	\$	
Other	\$	
Total (City Share)	\$	15,000

CAPITAL FUND**9509 – STORMWATER PROJECTS**

CAPITAL FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2018-2022**

9509 STORMWATER PROJECTS - 01

STORMWATER IMPROVEMENTS PER MASTER PLAN

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$0	\$0	\$0	\$92,836	\$0	\$0	\$150,000	\$0	\$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 Capital Improvement Plan, 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:

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 Alden Lane Culvert Repair Project (FY2017), the Middlebrook Drive Stormwater Improvements (FY2017-FY2018), and the Golf Course Siltation Control and Removal (FY2018-FY2019).

Expenditure Type:

Planning, Design & Engineering	\$ 50,000
Land Acquisition	\$
Construction	\$ 100,000
Equipment	\$
Other	\$
Annual Total (FY20 & FY22): <i>(see comments)</i>	\$ 150,000

9509 STORMWATER PROJECTS - 04

MIDDLEBROOK DRIVE STORMWATER IMPROVEMENTS

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$291,075	\$0	\$291,075	\$41,075	\$250,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project involves replacing a 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 in 2016, 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's (MSD) planned sanitary sewer replacement for this area began in 2016. The City's project was scheduled for 2017 (FY2018) to allow adequate time for MSD to complete its project. This project replaces 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

9509 STORMWATER PROJECTS - 10

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

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs (Phases 1, 2 and Future)						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$765,874	\$0	\$765,874	\$245,874	\$70,000	\$450,000	\$0	\$0	\$0	\$1,200,000

Project Description:

The Phase 2 project 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 fore bay, 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 \$5,000-\$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:

Phase 1 of this project was completed in FY2017 and involved the fortification and partial reconstruction of the dam at the south end of the lake system, including silt removal from the adjacent lake. 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).

Expenditure Type:

Planning & Design	\$ 70,000
Land Acquisition	\$
Construction	\$ 450,000
Equipment	\$
Other	\$
Total (FY2018-2019)	\$ 520,000

CAPITAL FUND**9510 – STREET & SIDEWALK IMPROVEMENTS**

CAPITAL FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2018-2022**

9510 STREET & SIDEWALK IMPROVEMENTS - 01

STREET AND SIDEWALK MAINTENANCE PROGRAM

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$1,125,000	\$0	\$1,125,000	\$1,518,000	\$1,125,000	\$1,313,250	\$1,352,648	\$1,393,200	\$1,435,000	\$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:

Approximately 10% of the annual street and sidewalk improvements are directed toward accessibility improvements to the City's sidewalk network in support of the accessibility transition plan. Specific projects, such as grant-funded improvements, are specifically described in separate project sheets. Additional funds have been requested to substantially increase the scope of the micro-surfacing program so that a standard rotation of streets can be established. \$150,000 in funds that were planned for FY2018 were moved to FY2017 to finish work in a subdivision in fewer seasons than if the funds remained in separate fiscal years.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	1,125,000
Equipment	\$	
Other	\$	
Total (FY2018)	\$	1,125,000

9510 STREET & SIDEWALK IMPROVEMENTS - 02

STREET RECONSTRUCTION

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$300,000	\$0	\$300,000	\$326,261	\$300,000	\$300,000	\$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. This evaluation was supported by an independent review and recommendation for the priority of repairs in FY2017.

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	\$	300,000
Equipment	\$	
Other	\$	
Annual Total (FY2018-FY2022)	\$	300,000

Street Reconstruction Candidate Examples
(in Alphabetical Order)

Street Name	Pavement Condition Index (0 – 100)
Country Fair Lane (Interior Loop)	52
Ladue Estates Drive	40
Ladue Estates Drive East	56
Ladue Estates Drive South	45
Ladue Estates Drive West	63
Magna Carta Drive	58
Sackston Woods Drive	48
Sherwyn Drive	55
Winrock Drive	58

9510 STREET & SIDEWALK IMPROVEMENTS - 20

COEUR DE VILLE DRIVE IMPROVEMENTS

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$816,641	\$419,533	\$397,108	\$746,641	\$20,000	\$50,000	\$0	\$0	\$0	\$0

Project Description:

The project involves 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 and decorative plantings near Ladue Road. 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. As part of the conditions of this grant, the City needs to extend the project to design and construct sidewalk improvements for portions of Coeur de Ville that were not included in the original 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, and the original project focused on this area. The City learned that it would be responsible for upgrades to sidewalks within the MoDOT section of Coeur de Ville Drive that are outside of pedestrian accessibility standards in the running slope of the sidewalk.

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

The pavement rehabilitation provided a new driving surface, improve drainage, and slightly improved the alignment of the street. The sidewalk design and construction proposed for FY2018 and FY2019 will bring the City within better compliance with the applicable pedestrian accessibility standards.

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.

Expenditure Type:

Planning, Design & Engineering	\$ 96,641
Land Acquisition	\$
Construction	\$ 720,000
Equipment	\$
Other	\$
Total	\$ 816,641

9510 STREET & SIDEWALK IMPROVEMENTS - 21

WARSON ROAD IMPROVEMENT PROJECT

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$675,194	\$428,800	\$246,394	\$87,194	\$588,000	\$0	\$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 64% of the estimated total cost of \$675,194. The City's share is estimated to be \$246,394 of these costs.

Existing Condition:

The existing roadway pavement has deteriorated and is in need of resurfacing. The sidewalks along Warson Road typically appear to be in good condition, but replacement of the sidewalk is recommended to address accessibility shortcomings. Warson Road was found to have an average pavement condition index (PCI) of 43 in 2016, 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 and may continue through FY2017. Land Acquisition costs include the title work, appraisals, and estimated compensation for the easements needed for the project. Staff expects that construction for the project will begin in the spring of 2018 (FY2018).

Expenditure Type:

Planning, Design & Engineering	\$ 77,194
Land Acquisition	\$ 10,000
Construction	\$ 588,000
Equipment	\$
Other	\$
Total	\$ 675,194

9510 STREET & SIDEWALK IMPROVEMENTS - 26

EMERSON ROAD IMPROVEMENT PROJECT

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$657,000	\$444,000	\$213,000	\$0	\$65,000	\$0	\$592,000	\$0	\$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. In FY2016, the City was awarded a federal grant that will fund up to \$444,000 of the construction costs for the project.

Existing Condition:

The existing roadway pavement is in marginal condition: 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 44 in 2016, which indicates that the pavement is in need of improvements.

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:

Fixing the street and the failing headwall will reduce the number of maintenance calls to fix Emerson.

Comments:

The Emerson Road Improvement Project follows a concept plan that was developed for Emerson Road in FY2011. The sidewalk improvements that were part of this concept plan will be completed through the Emerson Road Sidewalk Improvement Project in FY2017, 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	\$ 592,000
Equipment	\$
Other	\$
Total	\$ 657,000

9510 STREET & SIDEWALK IMPROVEMENTS - 27

MOSLEY ROAD IMPROVEMENT PROJECT – PHASES 1 AND 2 (DESIGN AND GRANT MATCH) CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs (Phases 1 and 2)						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$713,768	TBD	\$713,768	\$86,768	\$0	\$150,000	\$50,000	\$193,000	\$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 share shown reflects a grant match of about 35% of the anticipated \$1,302,000 cost for construction and easements, plus 100% of the design cost. The total project cost is estimated to be \$1,477,000.

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 54 in 2016, 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 FY2015 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 nearly annual basis. Completing this project would eliminate this need and expense.

Comments:

A conceptual design for Mosley Road was completed for \$86,768 in FY2014-FY2016. Staff applied for a federal grant in FY2017 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 this grant.

Expenditure Type:

Planning, Design & Engineering	\$ 261,768
Land Acquisition	\$ 50,000
Construction	\$ 402,000
Equipment	\$
Other	\$
Total (Grant Match + Design)	\$ 713,768

9510 STREET & SIDEWALK IMPROVEMENTS - 28

NEW BALLAS ROAD IMPROVEMENT PROJECT – PHASES 1 - 3 (DESIGN & GRANT MATCH) CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs (Phases 1, 2, 3 & Future)						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	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 FY2015, 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 70 in 2016, which indicates that the pavement is generally 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 (FY2020)	\$ 250,000
Land Acquisition	\$
Construction (FY2022)	\$ 300,000
Equipment	\$
Other	\$
Phase 1 Total FY2020 & FY2022 (Grant Match)	\$ 550,000

9510 STREET & SIDEWALK IMPROVEMENTS – 28 (CONTINUED)

NEW BALLAS ROAD IMPROVEMENT PROJECT – PHASES 1 - 3 (DESIGN & GRANT MATCH) CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs (Phases 1, 2, 3 & Future)						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	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 FY2019. 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 68 in 2016, which indicates that the pavement is generally in “good” condition and that is a good candidate for pavement preservation, such as a thin overlay or resurfacing.

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 2020. **Continued – Phase 3 next page...**

Phase 2 Expenditure Type:

Planning & Design (FY2021)	\$ 25,000
Land Acquisition	\$
Construction (Future - FY2023)	\$ 330,000
Equipment	\$
Other	\$
Phase 2 Total FY2021 & FY2023 (Grant Match)	\$ 355,000

9510 STREET & SIDEWALK IMPROVEMENTS – 28 (CONTINUED)

NEW BALLAS ROAD IMPROVEMENT PROJECT – PHASES 1 - 3 (DESIGN & GRANT MATCH) CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs (Phases 1, 2, 3 & Future)						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$1,300,000	TBD	\$1,300,000	\$0	\$0	\$0	\$250,000	\$25,000	\$330,000	\$695,000

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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 FY2020. 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 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 72 in 2016, indicating the pavement is generally in “very good” condition and that is a good candidate for pavement preservation, such as the proposed thin overlay or resurfacing.

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 (FY2022)	\$ 30,000
Land Acquisition	\$
Construction (FY2024)	\$ 365,000
Equipment	\$
Other	\$
Phase 3 Total FY2022 & FY2024 (Grant Match)	\$ 395,000

9510 STREET & SIDEWALK IMPROVEMENTS - 31

FERNVIEW DRIVE RESURFACING (DESIGN AND GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$115,000	TBD	\$115,000	\$0	\$0	\$50,000	\$0	\$65,000	\$0	\$0

Project Description:

This project involves asphalt pavement resurfacing along Fernview Drive from Gallagher Road to Olive Boulevard. The City share represents approximately 30% of the design and construction phases for what is anticipated to be a \$365,000 project. The full project cost will be included in the appropriate fiscal years if the City successfully obtains a grant for this work.

Existing Condition:

Fernview Drive consists of an asphalt street with concrete curbs and gutters between Gallagher Road and Olive Boulevard. Fernview Drive has sections that are currently in good condition, but some sections have deteriorated. Fernview has an average pavement condition index (PCI) of 59, meaning that it is in "fair" condition with the need for a resurfacing soon. This average PCI balances very good sections with PCI in the 80's with poor sections with PCI in the 40's.

Justification: *Public Safety; Availability of Outside Funding; Citizen Demand*

The roadway resurfacing will eventually be necessary to maintain the pavement along Fernview Drive. Fernview is used by about 4,300 vehicles per day, making it one of the most heavily traveled City streets.

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, and the City will make an application for a grant for this project in FY2017. Staff estimates that the City could receive up to 70% reimbursement for costs related to this project if such a grant were awarded. Sidewalks were not included as part of this project, because further study and public outreach is required to determine the feasibility of adding sidewalks to Fernview Drive. A separate "future project" has been included in this Capital Improvement Plan for Fernview and Bellerive Estates sidewalks.

Expenditure Type:

Planning, Design & Engineering	\$ 50,000
Land Acquisition	\$
Construction	\$ 65,000
Equipment	\$
Other	\$
Total (Grant Match)	\$ 115,000

9510 STREET & SIDEWALK IMPROVEMENTS – 30

NORTH NEW BALLAS ROAD SIDEWALK PHASE 2A (DESIGN & GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$98,169	TBD	\$98,169	\$20,669	\$25,000	\$52,500	\$0	\$0	\$0	\$0

Project Description:

This project involves the design and construction of a sidewalk along the west side of North New Ballas Road from Ladue Road to DeSmet Jesuit High School. This project is a portion of the larger effort to create continuous sidewalks along both sides of North New Ballas Road from Ladue Road to Olive Boulevard.

Staff plans to apply for a federal Transportation Alternatives Program (TAP) grant to fund 70% of the easement acquisition and construction costs of the project. The full project cost will be included in the appropriate fiscal years if the City successfully obtains a grant for this work.

Existing Condition:

No sidewalk currently exists along the west side of North New Ballas Road from Ladue Road to DeSmet Jesuit High School. Four homes along North New Ballas Road, Santino Court, and the Emerald Green subdivision have no access to pedestrian facilities on North New Ballas 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. North 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	\$	30,669
Land Acquisition	\$	15,000
Construction	\$	52,500
Equipment	\$	
Other	\$	
Total (Design & Grant Match)	\$	98,169

9510 STREET & SIDEWALK IMPROVEMENTS – 31

CRAIG ROAD CONCEPT IMPROVEMENT PLAN

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$40,000	\$0	\$40,000	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0

Project Description:

The project involves engineering design services to develop concept-level improvement plans for Craig Road between Olde Cabin Road and Olive Boulevard. Such plans allow the City to better understand its options for roadway and sidewalk improvements and provide a firm basis for pursuing federal grant assistance for those improvements.

Existing Condition:

Craig Road is currently in fair condition, but its traffic flow is hampered by non-standard intersections with Olde Cabin Road and Office Parkway.

Justification: *Public Safety; Cond. of Existing Facility; Availability of Outside Funding; Citizen Request*

Craig Road receives significant traffic from the Creve Coeur Executive Office Park and from those traveling between Olive Boulevard and New Ballas Road. Improvements to the intersections along Craig Road are recommended to improve the flow and safety of this traffic and to provide better sidewalk crossings at these intersections.

Operating Budget Impact:

None.

Comments:

Craig Road was recently reclassified to become eligible for federal roadway grants. Improvements to the sidewalk system in the Creve Coeur Executive Office Park are being pursued through the Transportation Alternatives Program grant, which may coincide with or incorporate this plan.

Expenditure Type:

Planning, Design & Engineering	\$ 40,000
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ 40,000

CAPITAL FUND**9516 – CAPITAL EQUIPMENT**

CAPITAL FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2018-2022**

9516 CAPITAL EQUIPMENT - 01

PUBLIC WORKS CAPITAL EQUIPMENT

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$328,638	\$0	\$328,638	\$235,000	\$328,638	\$279,186	\$279,695	\$354,821	\$258,642	\$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 useful 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 FY2018 as replacements for older equipment:

- Two-ton Dump Truck with Plow and Spreader\$ 125,000
- One-ton Dump Truck with Plow and Spreader\$ 83,842
- Skid Steer.....\$ 65,000
- Leaf Vacuum (Diesel Powered)\$ 54,796
- \$ 328,638**

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	\$	328,638
Other	\$	
Total	\$	328,638

9516 CAPITAL EQUIPMENT - 03

ICE RESURFACING VEHICLE REPLACEMENT

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$156,000	\$0	\$156,000	\$0	\$156,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project involves purchasing a new electric ice-resurfacing vehicle to replace the current propane 2003 Olympia Ice Resurfacer.

Existing Condition:

The current Olympia vehicle is about 14 years old, and replacement is recommended for FY18. The actual usage is figured in hours with each hour equating to about 35 miles. The current machine has 5,776 hours (210,000 miles) with an average of approximately 450 hours per year. The life of this machine is expected to be 12 to 14 years.

Justification: *Condition of existing facility; Operating efficiency; Protection and Conservation*

Without a properly functioning ice resurfacer, operations at the ice arena would have to be suspended. This is critical, because the ice is used daily throughout the entire year, and there is little to no time available for extensive repairs. The City collects about \$15,000 in ice rental fees in a typical week. An electric resurfacer is proposed because it would produce zero emissions, which is important in an indoor facility. The proposed electric resurfacer is projected to have the same operational and equipment costs over its life as a new propane resurfacer would.

Operating Budget Impact:

Maintenance and repair costs are approximately \$2,000/annually; however, as a unit ages, its cost of maintenance can substantially increase. A new ice resurfacer would be expected to have minimal initial maintenance.

Comments:

The current Olympia resurfacer will become the back-up resurfacer for use in emergencies, replacing the current back-up resurfacer that is a 1970's model that few know how to operate.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	
Equipment	\$	156,000
Other	\$	
Total	\$	156,000

CAPITAL FUND**FUTURE PROJECTS**

CAPITAL FUND

CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS UNKNOWN**

FUTURE PROJECTS LIST

FUTURE PROJECT: CERTIFIED NATURE EXPLORER CLASSROOM

CAPITAL FUND

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
\$25,000	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000

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 world 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

FUTURE PROJECTS LIST

FUTURE PROJECT: CREEKSIDE/BELLERIVE TRAIL (GRANT MATCH)

CAPITAL FUND

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
\$25,000	TBD	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000

Project Description:

The project involves the creation of a new asphalt trail to extend from the Creekside at Mason subdivision to Bellerive Elementary School, which would provide a pedestrian connection from Rue de Fleur and Bellerive Estates Drive to Mason Road. The amount of \$25,000 represents the City's portion of the cost for a \$125,000 project that is funded by a federal grant through the Recreational Trails Program (RTP). The actual cost of the project will be programmed into the appropriate years of the Capital Improvement Plan if the City is awarded the grant.

Existing Condition:

Several parcels of common ground connect along the south side of the creek and provide the opportunity for a pedestrian and bicycle pathway.

Justification: *Public Safety; Availability of Outside Funding; Citizen Request*

The City's parks are a sense of pride for Creve Coeur, and the City is obligated to provide adequate and safe access to the parks. Pursuit of grant funding to assist with maintaining this access allows the City to meet its obligations at a reduced cost.

Operating Budget Impact:

The City may assume responsibility to mow and otherwise maintain the common ground areas where the paths would be installed. Mowing costs are estimated to be approximately \$2,000/year.

Comments:

Support from the Parkway School District and the subdivision trustees will be sought before the City pursues a grant for this project. Easements will be required to construct the project.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	25,000
Equipment	\$	
Other	\$	
Total (Grant Match)	\$	25,000

FUTURE PROJECT LIST

FUTURE PROJECT: DIELMANN RECREATION COMPLEX RENOVATIONS - PHASE 2

CAPITAL FUND

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 Park Grant Commission construction grant awarded in 2015. Phase I renovations include 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 the addition of a catering kitchen, 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 FY2018-FY2022.

Operating Budget Impact:

TBD

Comments:

CIP grant matches for FY2018-FY2022 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

FUTURE PROJECT LIST

FUTURE PROJECT: DOWNTOWN STREETScape AND INFRASTRUCTURE

CAPITAL FUND

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

FUTURE PROJECT LIST

FUTURE PROJECT: FERNVIEW DRIVE / BELLERIVE ESTATES DRIVE SIDEWALK

CAPITAL FUND

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, which is the only current 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, but maintaining the sidewalk as an accessible pedestrian route would eventually become part of the capital improvement program.

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

FUTURE PROJECT LIST

FUTURE PROJECT: FERNVIEW AT OLIVE INTERSECTION IMPROVEMENTS

CAPITAL FUND

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

FUTURE PROJECT LIST

FUTURE PROJECT: GOLF COURSE STORMWATER SYSTEM IMPROVEMENTS

CAPITAL FUND

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 FY2017-FY2019, including a stabilization repair for the dam, silt removal from the southern-most and northern-most lakes, fore bay 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

FUTURE PROJECT LIST

FUTURE PROJECT: HIBLER ROAD RECONSTRUCTION – EAST OF FALAISE

CAPITAL FUND

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

FUTURE PROJECT LIST

FUTURE PROJECT: LADUE ROAD IMPROVEMENTS AT I-270

CAPITAL FUND

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

FUTURE PROJECT LIST

FUTURE PROJECT: LINDBERGH PEDESTRIAN BRIDGE/LIGHT INDUSTRIAL DISTRICT STREETScape CAPITAL FUND

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

FUTURE PROJECT LIST

FUTURE PROJECT: LINDBERGH STREETScape ENHANCEMENT PROJECT

CAPITAL FUND

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. These efforts would likely be in conjunction with the envisioned "39 North" plant science district.

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 and partnerships 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

FUTURE PROJECT LIST

FUTURE PROJECT: MASON ROAD SIDEWALK INFILL (GRANT MATCH)

CAPITAL FUND

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
\$460,000	TBD	\$460,000	\$0	\$0	\$0	\$0	\$0	\$0	\$450,000

Project Description:

The project involves the City's participation in a joint, four-phase project with Saint Louis County and the City of Town and Country to create a continuous pedestrian route along Mason Road between Clayton Road and Olive Boulevard. The amount of \$450,000 represents the estimated Creve Coeur portion of the grant match for a St. Louis County project, plus \$10,000 for the City's share of the cost to develop a concept plan for the sidewalk. The actual contributions to the project will be programmed into the appropriate fiscal years if the partnership is successful in obtaining a federal grant for the various phases of 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 and the City of Town and Country developed a conceptual design plan for a continuous pedestrian route along Mason Road from Clayton Road to Olive Boulevard. The City may become involved in three of the four phases of the Mason Road pedestrian improvements. 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	\$ 10,000
Land Acquisition	\$
Construction	\$ 450,000
Equipment	\$
Other	\$
Total (Grant Match)	\$ 460,000

FUTURE PROJECT LIST

FUTURE PROJECT: MILLENNIUM PARK PARKING LOT LIGHTING

CAPITAL FUND

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	\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000

Project Description:

The project would involve adding lights to the parking lot at Millennium Park. These lights would be of the same style and would resemble the layout of the parking lot lights of the new Barnes Jewish Hospital parking lots adjacent to the Millennium Park lot.

Existing Condition:

The Millennium Park parking lot is currently not lit.

Justification: *Public Safety; Coordination*

Parking lot lighting will improve public safety for the lot in the evenings and will make the lighting consistent between the new and existing parking lots.

Operating Budget Impact:

There will be an on-going electrical bill for the lights, but this cost is expected to be low.

Comments:

None.

Expenditure Type:

Planning, Design & Engineering	\$ 5,000
Land Acquisition	\$
Construction	\$
Equipment	\$ 70,000
Other	\$
Total	\$ 75,000

FUTURE PROJECT LIST

FUTURE PROJECT: OFFICE PARK SIDEWALK IMPROVEMENTS (DESIGN + GRANT MATCH)

CAPITAL FUND

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
\$335,000	TBD	\$335,000	\$0	\$0	\$0	\$0	\$0	\$0	\$335,000

Project Description:

The project will involve sidewalk and curb 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. The City intends to pursue a federal Transportation Alternatives Program grant for this project. The amounts shown represent the City's portion of the project, which are anticipated to be approximately 35% of the total project cost. The actual costs of the project will be included in future years if the grant is awarded.

Existing Condition:

The sidewalks within the Office Park are generally structurally sound, but these sidewalks are not technically accessible and are not as would be required by the City's current sidewalk standards. Few pedestrian crossings exist in this area.

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 any further roadway improvements to the streets in the Office Park would require that the City address the accessibility issues along the sidewalks at the same time. 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:

These sidewalk improvements qualify for federal grant assistance, but an application failed in FY2016. Staff estimates that this project would qualify for approximately \$500,000 - \$600,000 in grant assistance.

Expenditure Type:

Planning, Design & Engineering	\$ 75,000
Land Acquisition	\$ 20,000
Construction	\$ 240,000
Equipment	\$
Other	\$
Total (Design + Grant Match)	\$ 335,000

FUTURE PROJECT LIST

FUTURE PROJECT: NEW BALLAS ROAD/OLIVE BOULEVARD INTERSECTION IMPROVEMENTS

CAPITAL FUND

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 result from 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

FUTURE PROJECT LIST

FUTURE PROJECT: NEW BALLAS ROAD SIDEWALK PHASE II

CAPITAL FUND

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.

Phase "2A" is included as a design and grant application in FY2017. If successful, this project would involve creating a portion of this sidewalk from Ladue Road to the existing sidewalk at DeSmet High School.

Expenditure Type:

Planning, Design & Engineering	\$ 40,000
Land Acquisition	\$
Construction	\$ 300,000
Equipment	\$
Other	\$
Total	\$ 340,000

FUTURE PROJECT LIST

FUTURE PROJECT: OFFICE PARK ROADWAY AND SIDEWALK IMPROVEMENTS

CAPITAL FUND

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 \$500,000 - \$600,000 in grant assistance.

Expenditure Type:

Planning, Design & Engineering	\$ 100,000
Land Acquisition	\$
Construction	\$ 1,150,000
Equipment	\$
Other	\$
Total	\$ 1,250,000

FUTURE PROJECT LIST

FUTURE PROJECT: PARK PLAYGROUND SAFETY SURFACE REPAIRS

CAPITAL FUND

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

FUTURE PROJECT LIST

FUTURE PROJECT: PUBLIC ART IN CITY PARKS AND PROPERTIES

CAPITAL FUND

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
TBD	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project Description:

This project would involve commissioning, installing, and/or renting art pieces to be displayed on City properties and in the City's parks.

Existing Condition:

Several art pieces are currently on display at the Creve Coeur Government Center, Millennium Park, Conway Park, and Malcolm Terrace Park.

Justification: *Beautification; Citizen Demand*

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:

City staff will encourage the artists to incorporate ease of maintenance into his design. Ongoing maintenance of the art pieces may be required, but these costs are anticipated to be minimal.

Comments:

The art projects will require reviews from the Parks and Historic Preservation Committee (if located in a park) and the Arts Committee.

Expenditure Type:

Planning, Design & Engineering	\$
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ TBD

FUTURE PROJECT LIST

FUTURE PROJECT: PUBLIC WORKS EQUIPMENT STORAGE BUILDING

CAPITAL FUND

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

FUTURE PROJECT LIST

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

CAPITAL FUND

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 Studdt 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 Studdt 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 Studdt 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

FUTURE PROJECT LIST

FUTURE PROJECT: WEST OLIVE MEDIAN IRRIGATION CONTROL

CAPITAL FUND

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
\$40,000	TBD	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000

Project Description:

This project will involve evaluating the City's existing irrigation control system for the landscaped medians along Olive Boulevard from Cross Creek Drive to Mason Road. Following the evaluation, the project would include making adjustments or replacements to the system to make it function properly and efficiently.

Existing Condition:

The plants in the landscaped medians of Olive Boulevard rely upon an irrigation system to survive. The median irrigation control system is not fully connected to the irrigation system and does not function as it was intended. The system is currently running off of batteries and is often operated manually, which can be daily, on-site operation of the system at certain times of the year.

Justification: *Condition of Existing Facility; Economic Development; Beautification*

The City has invested in and takes pride in its landscaped medians. A functional irrigation system is vital to keeping the plants in the medians alive and thriving. .

Operating Budget Impact:

On-site staff operation of the irrigation system, and the staff time needed for the traffic control and the safety concerns about working in the Olive medians, could be avoided with a wireless operational system that allows for controlling the system from an office.

Comments:

Proper functionality of the irrigation system is recommended prior to implementing any new, long-term planting plans for the Olive medians.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	
Equipment	\$	40,000
Other	\$	
Total	\$	40,000

FUTURE PROJECT LIST

FUTURE PROJECT: WEST OLIVE MEDIAN ENHANCEMENTS PHASE II (MASON TO FERNVIEW) CAPITAL FUND

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

FUTURE PROJECT LIST

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

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 of 2015 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.

POLICE BUILDING PROJECT FUND PROJECTS

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2018-2022



POLICE BUILDING PROJECT FUND**9501 – BUILDING & IMPROVEMENT PROJECTS**

POLICE BUILDING PROJECT FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2018-2022**

9501 BUILDING & IMPROVEMENT PROJECTS – 01

OWNER'S REPRESENTATIVE AND PROJECT MANAGER

POLICE BUILDING PROJECT FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$192,846	\$0	\$192,846	\$0 **	\$64,282	\$64,282	\$64,282	\$0	\$0	

Project Description:

The residents of Creve Coeur passed Proposition P in FY2017 to provide funding for a new police station. The City has retained the services of Navigate Building Solutions to assist with managing the project for the new police building. Navigate will manage and coordinate the day-to-day activities of the design, bidding, and construction phases of the project.

Existing Condition:

City staff does not have the capacity to manage this project in addition to its existing responsibilities.

Justification: *Public Safety; Citizen Demand; Coordination; Operating Efficiency*

Hiring a consultant to assist with the new police building project will allow staff to maintain its current level of service for the City's other programs and services.

Operating Budget Impact:

The consultant will help limit the number of staff hours required for this project.

Comments:

** The total contract with the Navigate Building Solutions is \$312,846. The City hired Navigate in FY2017 through the Capital Fund immediately following the passage of Proposition P to assist with initiating the architectural services for the project. \$120,000 was allocated from the Capital Fund in FY2017, and reimbursement for this cost is projected to be transferred to the Capital Fund from the Police Building Project Fund in FY2017.

Expenditure Type:

Planning, Design & Engineering	\$ 192,846
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total ** (See Comments)	\$ 192,846

9501 BUILDING & IMPROVEMENT PROJECTS – 02

PROFESSIONAL SERVICES

POLICE BUILDING PROJECT FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$1,186,390	\$0	\$1,186,390	\$0	\$781,320	\$405,070	\$0	\$0	\$0	

Project Description:

The residents of Creve Coeur passed Proposition P in FY2017 to provide funding for a new police station. Professional services will be required for the Police Building Project, including site survey, building design, site layout, permitting, bidding, and construction inspection. A majority of the design is expected to be completed in FY2018 with most of the testing and construction-related consulting in FY2019.

Existing Condition:

None.

Justification: *Public Safety; Citizen Demand; Coordination; Operating Efficiency*

These services are necessary for the Police Building Project, and staff does not have the capacity to provide these services.

Operating Budget Impact:

None.

Comments:

The estimate for these services includes a design contingency of approximately 5% of the estimated construction cost. This contingency would provide for services that are needed to evaluate and resolve additional or unforeseen issues with the project.

Expenditure Type:

Planning, Design & Engineering	\$ 792,500
Land Acquisition	\$
Construction	\$
Equipment	\$
Other (Contingency)	\$ 393,890
Total	\$ 1,186,390

9501 BUILDING & IMPROVEMENT PROJECTS – 03

SITEWORK AND BUILDING CONSTRUCTION

POLICE BUILDING PROJECT FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$8,781,827	\$0	\$8,781,827	\$0	\$3,935,384	\$4,325,384	\$521,059	\$0	\$0	

Project Description:

The residents of Creve Coeur passed Proposition P in FY2017 to provide funding for a new police station. This phase of the project includes the sitework and building construction for the Police Building Project and various accessibility and security improvements to the Creve Coeur Government Center. Sitework is expected to be complete in FY2018, building construction is expected to be complete in FY2019, and accessibility, safety, and security improvements to the Government Center are expected in FY2020.

Existing Condition:

The existing Police Department is housed in the Creve Coeur Government Center building, and the existing facilities were found to be inadequate and inefficient to renovate.

Justification: *Public Safety; Citizen Demand; Coordination; Operating Efficiency*

A new police building was found to be the most appropriate means to provide for the current and future needs of the Police Department, which will allow the Police Department to continue to provide excellent services to the residents of Creve Coeur.

Operating Budget Impact:

None.

Comments:

The construction costs include the following major aspects:

• Sitework.....	\$ 1,334,209
• Building Construction	\$ 6,142,669
• Construction Contingency (5%)	\$ 393,890
• Equipment, Furniture, and Technology	\$ 390,000
• Accessibility, Safety, and Security Improvements	\$ 521,059
	\$ 8,781,827

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	7,476,878
Access., Safety, Security Imp.	\$	521,059
Equipment	\$	390,000
Other (Contingency)	\$	393,890
Total	\$	8,781,827

9501 BUILDING & IMPROVEMENT PROJECTS – 04

BOND FINANCING

POLICE BUILDING PROJECT FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future
\$135,000	\$0	\$135,000	\$135,000	\$0	\$0	\$0	\$0	\$0	

Project Description:

The residents of Creve Coeur passed Proposition P in FY2017 to provide funding for a new police station. This aspect of the project includes the costs associated with issuing and managing the bonds for the project.

Existing Condition:

None.

Justification: *Public Safety; Citizen Demand; Coordination; Operating Efficiency*

These services are necessary to manage the bond measure that was approved by Proposition P.

Operating Budget Impact:

None.

Comments:

\$135,000 is estimated to be needed for the underwriting and issuance of the bonds in FY2017.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	
Equipment	\$	
Other (Financing)	\$	135,000
Total (FY2017)	\$	135,000

Exhibit C
CAPITAL IMPROVEMENT PROGRAM FISCAL YEARS 2018-2022
CITIZEN RECOMMENDATIONS & STAFF RESPONSES

12 Property Owners on Fairways Circle (received 6/2016)

- The fence along Fairways Circle and adjacent to the Creve Coeur golf course is beyond repairs due to aging, rust and overgrowth. The only solution is to replace the fence with a new one.
 - **Staff Response (submitted 1/2017):** The fence along the east side of the Creve Coeur Golf Course will be replaced in early 2017. The City was successful in obtaining a Municipal Park Grant to make this and other improvements to the golf course. The fence replacement was a known need for the golf course, but the subdivision's support for the work encouraged the City to include it as part of the project.

Peter Wittenberg, 124 Bellington Lane (received 6/12/2016)

- No pedestrian crosswalk at Olive and Old Olive, Unsafe intersection - there is no crosswalk marking from the southeast corner across Olive and no walk light. Add a pedestrian crosswalk and protected walk light across Olive from the mall to Schnucks.
 - **Staff Response (submitted 1/3/2017)** - This intersection is owned and maintained by MoDOT, and we will forward this request to them for review. A new crosswalk across Olive is not planned through the current project, and City staff understands that this would be due to the combination of the width of Olive at this location and the lack of a wide enough median to provide a refuge island for the crosswalk. The nearest pedestrian crossing would be at Olive and Spoede.
- Missing pedestrian crosswalk at Olive and Spoede - No crosswalk across Olive on west side. Add a pedestrian crosswalk and protected walk light across Olive from the sidewalk on Spoede
 - **Staff Response (submitted 1/3/2017)** - This intersection is owned and maintained by MoDOT, and we will forward this request for their review. The current MoDOT project will include improvements to the Olive/Spoede intersection. A new crosswalk across the west side of this intersection is not planned. Pedestrians are encouraged to use the crosswalk on the east side of the intersection. MoDOT's project includes cutting back the median at the entrance to the Briarcliff subdivision on the north side of this intersection to accommodate the pedestrian path there.
- Missing pedestrian crosswalk at Olive & Mosley - No crosswalk across Mosley. Add a pedestrian crosswalk and protected walk light across Mosley on the south side of Olive.
 - **Staff Response (submitted 1/3/2017)** - This intersection is owned and maintained by MoDOT, and we will forward this request to them for review. The current MoDOT project on Olive will construct new ramps at this intersection and will create a crosswalk across Mosley Road. The crosswalk across Olive will remain.
- Plaza Land Rover on Olive - The sidewalk is shared with a display of cars. Unfortunately, the dealer sometimes parks cars blocking wheelchair access and access ramps. Teach the car dealer to be careful to leave a path sufficient for wheelchair access on the sidewalk
 - **Staff Response (submitted 1/3/2017)** - City staff will notify Plaza Motors that they are required to keep the pedestrian path open. If this problem persists, then enforcement actions may need to be taken.
- Walk lights at 270 & Olive - Walk lights not on enough. It is possible to have the walk lights on for several times as long as currently without any problem for cars. Completely rethink when the

walk lights should be on. They need to be off when a car can drive across the crosswalk, but on otherwise.

- **Staff Response (submitted 1/3/2017)** - This intersection is owned and maintained by MoDOT, and we will forward this request to them for review. The timing and sequence of the signals is developed by MoDOT traffic engineers and would need to meet specific requirements. This intersection is owned and maintained by MoDOT, and we will forward this request to them for review. This appears to be an enforcement issue, and we will pass this on to the Police Department for their review.
- 270 N to Olive East - Cars often do not stop at the red light for right turn on red. This is particularly dangerous for one walking west as the view of the off-ramp is impeded. Mount a mirror on a pole so that a pedestrian can view the cars coming up the onramp.
 - **Staff Response (submitted 1/3/2017)** - This intersection is owned and maintained by MoDOT, and we will forward this request to them for review. We will ask that MoDOT consider painting crosswalk lines here.
- Coeur de Ville near Saint Monica Church - There is not a marked crosswalk near Olive. There is one somewhat further down Coeur de Ville. Add a marked crosswalk across Coeur de Ville for those walking on Olive.
 - **Staff Response (submitted 1/3/2017)** - This intersection is owned and maintained by MoDOT. The current phase of the City's Coeur de Ville Rehabilitation Project is now substantially complete. This project included moving the crosswalk that was located next to one of the St. Monica entrances to the intersection of Olive and Coeur de Ville. This provided a straighter and more intuitive pedestrian path for those walking along Olive. The new crossing includes new ramps, crosswalks, and a pedestrian pushbutton to alert motorists of the presence of pedestrians.
- 270 S to Olive W - Just as with 270 N to Olive E, pedestrians cannot see the cars coming on the off-ramp. Mount a mirror on a pole so that a pedestrian can view the cars coming up the onramp.
 - **Staff Response (submitted 1/3/2017)** - This intersection is owned and maintained by MoDOT, and we will forward this request to them for review. We will ask that MoDOT consider painting crosswalk lines here. This crossing appears to be oriented to provide the shortest distance possible at this on-ramp. The design of the ramp on the west side of this crossing forces pedestrians to stop and turn perpendicular to the on-ramp, and this has been found to encourage pedestrians to look for on-coming vehicles
- Missing sidewalk Olive - Missing sidewalk from Saint Monica Church to Pulaski Bank. Add a sidewalk
 - **Staff Response (submitted 1/3/2017)** – This intersection is owned and maintained by MoDOT, and we will forward this request to them for review. We will ask that MoDOT consider painting crosswalk lines here. This crossing appears to be oriented to provide the shortest distance possible at this on-ramp. The design of the ramp on the west side of this crossing forces pedestrians to stop and turn perpendicular to the on-ramp, and this has been found to encourage pedestrians to look for on-coming vehicles
- Landscaping blockage Olive - Several businesses along Olive are not trimming vegetation to allow easy access to pedestrians. Teach landscapers to leave an 8 foot high window over sidewalks - no tree branches, no bushes blocking pedestrian access to the whole sidewalk.
 - **Staff Response (submitted 1/3/2017)** - The public right of way at this location is owned and maintained by MoDOT. We will forward this request to them for review. City staff will watch for landscaping encroachments into the pedestrian path and will contact business owners to correct any issues that are found or reported.

- Westgate lack of wheel chair ramps at Tempo - Several locations of curbs at the Westgate shopping center and Paragon building do not have wheelchair accessible curb ramps.
 - **Staff Response (submitted 1/3/2017)** - The pedestrian accommodations within the Westgate shopping center are the responsibility of that shopping center to maintain. Staff will notify the shopping center of this request.
- Landscaping blockage at Tempo - Apartments along Olive are not trimming vegetation to allow easy access to pedestrians. Teach landscapers to leave an 8 foot high window over sidewalks - no tree branches, no bushes blocking pedestrian access to the whole sidewalk.
 - **Staff Response (submitted 1/3/2017)** - City staff will review whether the tree branches along this sidewalk encroach upon the pedestrian path and will notify the apartment complexes to have the branches trimmed, if necessary. The sidewalk along the west side of Tempo is not continuous and has a dead end in the trees and honeysuckle that have overgrown it. We can add this section of sidewalk to our trimming schedule
- Missing sidewalk at Mason - There is no sidewalk along Mason from Bellerive Springs to Hibler. Add a sidewalk for the approximately 0.5 miles of Mason that still does not have a sidewalk.
 - **Staff Response (submitted 1/3/2017)**: Mason Road is owned and maintained by St. Louis County. The City is working with St. Louis County and Town and Country to develop a plan for a continuous sidewalk from Olive Boulevard to Clayton Road. This plan is nearly complete and may serve as a basis for future projects
- Ballas S to Ladue W - Drivers do not always stop for right turn on red and visibility is blocked because of a hill. Pedestrians travelling east cannot see cars. Add a mirror on the walk island to provide pedestrian visibility.
 - **Staff Response (submitted 1/3/2017)**: Staff will notify the Police Department of this report. The City has recently hired an engineer to develop plans to improve the sidewalk along the west side of New Ballas Road from Ladue to De Smet High School. The visibility concern should be addressed through the implementation of those plans. Construction of a section of this sidewalk is expected to occur in late 2017.
- Landscaping blockage Spoede - Several residences are not cutting back plants and debris that reduce the usable sidewalk. It is pretty landscaping, but prevents pedestrian access. Teach landscapers to leave an 8 foot high window over sidewalks - no tree branches, no bushes blocking pedestrian access to the whole sidewalk.
 - **Staff Response (submitted 1/3/2017)** - Staff will notify the adjacent property owners to remind them of their responsibility to maintain their vegetation as issues arise. The City has an annual trimming program that clears vegetation away from the street and sidewalk. This trimming is typically completed in the spring and summer of each year.
- Pedestrian Safety at Lindbergh & Olive - There is no safe way for pedestrians to cross Lindbergh. Because of the poor MoDOT design, there is no good way for pedestrians to cross. I don't see a cheap way, anything other than a pedestrian bridge.
 - **Staff Response (submitted 1/3/2017)** - This intersection is owned and maintained by MoDOT. We will forward this request to them for review. A planning study is currently underway for this section of Creve Coeur, and pedestrian connectivity is a significant portion of that study. The current version of that study calls for a fully redesigned intersection that provides a pedestrian crossing. This study can be found at <http://plantsciencemasterplan.com/#>

- Pedestrian Safety at Lindbergh & Ladue - There is no safe way for pedestrians to cross Lindbergh. Some traffic lights, walk lights, and crosswalks would help significantly. There is a further problem that Ladue doesn't seem to want to add sidewalk all the way to Lindbergh.
 - **Staff Response (submitted 1/3/2017):** This intersection is owned and maintained by MoDOT. We will forward this request to them for review. There is a crosswalk across the north side of this intersection, and all crosswalks at this intersection appear to have pedestrian buttons and signals. Ladue Road falls within the City of Ladue as it extends east of this intersection. We will notify Ladue of this request.

Ed and Mary Tokas, Country Forest Subdivision, 12395 Woodline Drive (received 12/6/2016)

- Strategic placement of gentle rolling speed bumps along Falaise as a deterrent to those who shortcut through our subdivision and to those who drive over 20 miles an hour. The gentle rolling speed bumps we are suggesting are not the large deep kind that would interfere with Firetrucks and other emergency vehicles. Instead, we are asking for similar speed bumps like those placed on Chasselle a nearby street off Mason.
 - **Staff Response (submitted 1/3/2017):** The request is for speed tables similar to those on Chasselle Lane rather than for speed bumps. The Creve Coeur Fire Department will not allow speed bumps on streets, because these will damage fire trucks responding to calls. The City has a Traffic Mitigation Plan that is managed by the Police Department. Residents may petition the Police Department and the City's Police and Safety Committee to investigate whether conditions warrant traffic-calming devices such as speed tables. More information regarding the Traffic Mitigation Plan can be found on the City's website at: <http://www.creve-coeur.org/index.aspx?NID=170> . We will also forward this request to the Police Department for their information.

Michael Grant, 12377 Falaise Drive (received 12/6/2016)

- Installation of a sidewalk for the Country Forest Subdivision on the east side of Falaise Drive where there is common ground on approximately 20% of the East side of the road with the roadway at its widest portion bordering this area. Hibler and Tempo only have sidewalks on one side of them and would keep Falaise Drive wide enough for resident use of on street parking when necessary as is the case on Tempo. A sidewalk along the East side makes sense economically, aesthetically and would provide added safety for pedestrians, car traffic and subdivision homeowners alike by keeping pedestrian traffic in front of homes along Falaise Drive.
 - **Staff Response (submitted 1/3/2017):** City staff has investigated this request in previous years and feels that this could be a good improvement project. However, the need for easements, meeting ADA requirements, and the cost to construct the sidewalk could be significant hurdles to overcome. The suggestion of putting the sidewalk on the east side of the street is a good one, particularly for the section of Falaise south of Country Glen. It appears that the most feasible location for the sidewalk north of Country Glen would be on the north/west side of Falaise due to the retaining wall on the opposite side of the street.

Tony & Joan Koester, 414 Briergreen Ct, County Forest Subdivision (received 12/6/2017)

- Include curbs on Briergreen Ct., in Country Forest Subdivision
 - **Staff Response (submitted 1/3/2017)** - Replacement of any damaged curbs on this street would probably not be a capital improvement project on its own. This work would be incorporated into the annual concrete pavement replacement programs. Pavement

evaluations are completed each year to determine the streets that will be repaired for the upcoming construction season. Staff will evaluate the curbs on Briergreen this winter, and these will be evaluated along with all of the repair needs in the City so that repairs can be prioritized. Ideally, we would schedule any curbing replacement on Briergreen to be completed within a year prior to the next microsurfacing application, which will probably be in a few years for Briergreen. Failed curbing may be addressed in the meantime through patching or isolated replacement.

Robert Kent, 13084 Ferntrails Lane (received 12/14/2016)

- Move engineering to complete the west Olive Boulevard sidewalk and Fernview Drive re-engineering from the Future Project status to the current Capital Improvement budget for installation in FY18. This request is consistent with a promise made by the City to accomplish this project and subsequently install the sidewalk in accordance with a legal settlement between the City and the Holy Cross Lutheran Church.
 - **Staff Response (submitted 1/3/2017):** Olive Boulevard is owned and maintained by MoDOT. MoDOT required that the City fully update the pedestrian accommodations at the intersection of Fernview and Olive as part of this project, and this requirement made the project cost much more than was anticipated. The City decided to focus its efforts on maintaining sidewalks within its right of way rather than to introduce new sidewalks within MoDOT's right of way. Staff is not aware of any standing agreements with Holy Cross Lutheran Church regarding this sidewalk or any related obligations. Staff understands that the City has refunded the funds deposited by Holy Cross Lutheran Church for the purposes of future sidewalk development along Olive.

Steve Becker (received 12/19/2016)

- Poor condition of pavement on Plantation Drive – repair requested in FY18. [Mr. Becker had submitted a similar request in summer 2016.]
 - **Staff Response (submitted 1/3/2017):** Repairs to Plantation Drive would probably not qualify as a capital improvement project as a stand-alone project. These repairs would be included in the City's annual concrete pavement replacement program. The approach outlined in the message that staff sent to Mr. Becker in the summer of 2016 has not changed. The projections for the City's concrete pavement replacement program can be found on the City's website at: <http://www.creve-coeur.org/DocumentCenter/View/6163>. Staff anticipates that the concrete program will include Plantation Drive in the next few years. Repairs to Plantation Drive - and every other street in Creve Coeur - will be considered for the upcoming construction season. While it remains likely that this plan will remain substantially the same, we will need to wait until the spring, after the pavement evaluations are complete, to prepare the updated repair projections.

Margie Jaffee (received 12/15/2016)

- Replacement of the Beirne Park in the summer of 2017. The courts are in serious in serious need of replacement, with their myriad of cracks throwing off the bounce and trajectory of balls, ruining the experience of playing tennis.
 - **Staff Response (submitted 12/15/2016):** Staff is receiving project requests for the 2018-2022 Capital Improvement Project list. Public Works staff planned to introduce this project to the 5-year plan and your support will help during the project evaluation process.

Yvonne Darrow (received 12/19/2017)

- Beirne Park courts there are in disrepair and basically unplayable.
 - **Staff Response (submitted 12/19/2016):** City staff plans to recommend this project for the 2018-2022 CIP Project list.

Richard Kutta (received 1/9/2017)

- Winterize rest rooms at 4 parks: Beirne, Malcom Terrace, Conway and Lake School. Capital cost \$100,000 to include furring walls, drywall walls and ceiling, insulation, exhaust fan, infrared heat, plumbing supply modifications. Justification make parks and playgrounds accessible year-around for walking, sports, fitness and enjoyment by all residents.
 - **Staff Response (submitted 1/9/2017):** Thank you for the suggested improvement to the City's parks. We have received a similar request from you before, and we will consider this among the other parks capital improvements projects.

Alexis Corrigan, 12384 Woodline Dr. (received 1/8/2017)

- Install a sidewalk on Falaise Drive, preferably on the east side where we mostly have common ground to make the community much more walkable, and safe as narrowing Falaise would naturally slow down traffic that runs through the sub-division. A floating sidewalk (similar to the one on Hibler) that does not encroach too much on resident's properties would be received much better. Add Falaise Drive on the re-paving list as a result of significant wear throughout the subdivision with more erosion happening in the cul-de-sac's. Along with the unsightliness of the erosion, there is gravel that can get tracked into yards and homes.
 - **Staff Response (submitted 1/9/2017):** City staff has investigated the request for a sidewalk along Falaise Drive in previous years and feels that this could be a good improvement project. However, the need for easements, meeting ADA requirements, and the cost to construct the sidewalk could be significant hurdles to overcome. City staff is currently reviewing the conditions of all of its streets to lay out the recommended street repairs for the next few years. The needs of the Country Forest subdivision will be included in this review. As you have noted, the microsurface application that was completed several years ago is wearing off. Staff anticipates that the subdivision will receive a similar application in the future, and staff will present its recommended schedule for the program to the City Council in the spring as part of the CIP process. In the meantime, potholes and other concerns will be addressed as typical street maintenance.

Trina Bremerkamp, 15 Falling Leaves Ct. (received 1/19/2017)

- I live in Ladue Lake Estates and the streets in the back part of the subdivision are really bad. Some sections are OK but then other sections are very broken up. And the continuous patching is really looking bad and doesn't last. Many sections need new concrete in lieu of more patching.
 - **Staff Response (submitted 1/23/2017):** Individual streets are not identified in the CIP, only the pavement maintenance program budget as a whole. Public Works staff has identified Ladue Lake as an area of focus for concrete slab replacement this year. As other subdivisions this will be a multi-year effort to replace damaged street and sidewalk slabs. We anticipate working in this subdivision as well as others between July and November 2017.

Exhibit D
TEN-YEAR CAPITAL IMPROVEMENT PROGRAM
(COMBINED CAPTIAL FUND AND POLICE BULIDING FUND)
REVENUE AND EXPENDITURES SUMMARY FY2013-FY2022

REVENUES	Actual 2013	Actual 2014	Actual 2015	Actual 2016	Projected 2017	Projected 2018	Projected 2019	Projected 2020	Projected 2021	Projected 2022
Beginning Fund Balance (est. Cash Basis as of July 1)	1,580,402	1,250,169	720,228	1,326,656	1,882,607	11,489,543	6,564,659	1,427,424	956,051	1,160,414
City Sales Tax	1,898,578	1,984,134	2,026,656	2,056,301	2,075,000	2,108,030	2,134,380	2,161,060	2,188,073	2,215,424
Police Building Bond Fund (Prop P)					10,690,000	0	0	0	0	0
Interest on Investments	38,836	95,664	1,326	1,092	1,500	88,400	40,100	12,400	11,100	11,950
Police Building Property Tax Collection					0	769,471	769,471	777,166	777,166	784,937
Other Agency Funding	571,725	826,191	465,735	627,305	1,245,989	407,045	20,000	464,000	20,000	20,000
Proceeds from Equipment Sales	0	36,279	29,963	15,440	25,860	20,000	20,000	20,000	20,000	20,000
Transfers In from Other Funds	400,000	3,150,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000
TOTAL REVENUES	2,909,139	6,092,268	2,923,680	3,100,138	14,438,349	3,792,946	3,383,951	3,834,626	3,416,339	3,452,311

EXPENDITURES	Actual 2013	Actual 2014	Actual 2015	Actual 2016	Projected 2017	Projected 2018	Projected 2019	Projected 2020	Projected 2021	Projected 2022
Buildings & Improvements	69,432	37,573	131,123	133,986	390,615	4,875,986	5,064,736	605,341	20,000	20,000
Park Development Projects	3,732	42,118	70,698	551,553	648,203	305,000	90,000	0	135,200	0
Stormwater Projects	70,308	223,496	17,313	40,405	440,000	320,000	450,000	150,000	0	150,000
Street Overlay/Repair	1,850,047	1,698,043	1,971,768	1,492,533	2,922,070	2,163,000	1,915,750	2,544,648	1,976,200	2,299,000
Capital Equipment	252,284	238,843	171,385	325,710	310,525	484,638	279,186	279,695	354,821	258,642
Debt Service	993,569	4,250,897	0	0	0	569,206	721,515	726,315	725,755	724,955
Transfers Out	0	0	0	0	120,000	0	0	0	0	0
TOTAL CAPITAL EXPENDITURES	3,239,372	6,490,970	2,362,287	2,544,187	4,831,413	8,717,830	8,521,187	4,305,999	3,211,976	3,452,597
ENDING FUND BALANCE (CASH BASIS)	1,250,169	851,467	1,281,621	1,882,607	11,489,543	6,564,659	1,427,424	956,051	1,160,414	1,160,129

**Bold=New or combined Items FY17-FY22 as a result of Police Building Prop P passage in November 2016.*

FUTURE PROJECT LIST <i>(in alphabetical order)</i>	NOTES
Certified Nature Explorer Classroom	Transferred from CIP FY17-FY21 to Future Project List
Creekside/Bellerive Estates Trail	Grant match est. to be \$25,000
Dielmann Complex Renovations - Phase II	Phase I in CIP FY15/FY16 - completed
Downtown Streetscape & Infrastructure	Per Business District / Downtown Area Implementation Strategy Plan
Fernview Drive/Bellerive Estates Drive Sidewalk Project (est. \$700,000)	Per Pedestrian Plan; Fernview Resurfacing in CIP FY19-FY22
Fernview at Olive Intersection Improvements (est. \$850,000)	
Golf Course Stormwater Improvements (est. \$1.2 million)	Phase 2 Improvements in FY18-FY19 of CIP
Hibler Road Reconstruction - East of Falaise (est. \$800,000)	Easements and/or right of way required
Ladue Road Improvements at I-270	Per Pedestrian Plan
Lindbergh Blvd. Flyover at Old Olive/Light Industrial District Infrastructure Improvements (est. >\$3 million)	Per Comp. Plan & Pedestrian Plan; private planning study underway
Lindbergh Blvd. Streetscape Enhancement Project (est. \$1.6 million)	Phase I - transferred from CIP FY19 to Future Project List pending implementation of "39 North"
Mason Road Sidwalk Infill (est. \$1.1 million)	Grant Match est. to be \$460,000; transferred from CIP FY17-FY21 to Future Project List
Millennium Park Parking Lot Lighting	
New Ballas & Olive Intersection Improvements (est. \$1.75 million)	
New Ballas Rd. - Phase II Sidewalk - Rocky Dr. to Ladue Rd. (\$340,000)	Easements required; Phase 2A is included as a FY2017 design and grant application
Office Park Roadway and Sidewalk Improvements (est. \$1,250,000)	Design & Grant Match (est. \$335,000)
Park Playground Safety Surface Repairs (est. \$75,000 each)	Included in CIP FY21; additional surfaces need repair in future
Public Art in City Parks and Properties	
Public Works Equipment Storage Building (est. \$270,000)	Tranferred from CIP FY16-FY20 to Future Project List
Studt Extension from Old Ballas to Craig (est. >\$1 million)	Per Central Business District Land Use Plan 2005
West Olive Median Enhancements, Phase II - Mason to Fernview (est. \$2.2 million)	
West Olive Sidewalk Concept Study - Mason to West City Limit (est. \$80,000)	Tranferred from CIP FY17-FY21 due to loss of interest by area cities for connections to this sidewalk

Future Projects are identified projects which either have no available funding or do not have a fully developed scope or estimate. See Future Project Sheets for more information.

***New/changes projects in bold**



city of CREVE COEUR

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APPLICATION TO PLANNING AND ZONING COMMISSION #17-008 TEXT AMENDMENT TO SECTION 405.310: PH- PLANNED HOSPITAL DISTRICT OF THE ZONING ORDINANCE

FOR THE MEETING OF: Monday, March 20, 2017, 6:30 P.M.

LOCATION: PH- Planned Hospital District

REQUEST: George Stock, of Stock and Associates, on behalf of Mercy Hospital, has submitted an application to amend Section 405.310: PH- Planned Hospital District of the Zoning Ordinance to reduce the required buffer yards and allow increased building height for properties within the PH District, when they are adjacent to non-residential uses within a residential zoning district under certain conditions and allow an increase in maximum site coverage from 55% to 63% for sites greater than 55.01 acres. These text amendments are in support of a proposed new outpatient center and parking garage for Mercy Hospital at the former Skilled Nursing Facility at 12120 Conway Road. The proposed amendment also clarifies the regulations within this section for all sites within the PH District.

ADDITIONAL INFORMATION: On January 17th, the Planning and Zoning Commission approved a boundary adjustment to move the northwest property line abutting Temple Emanuel west by approximately 155 feet, adding 0.968 acres to the site of the former Skilled Nursing Facility at 12120 Conway Road for the future redevelopment of the site for a medical outpatient building. Shared access with the Temple was required at the time of the boundary adjustment.

APPLICANT: Angie Warner
Mercy
615 S. New Ballas Road
Creve Coeur, MO 63141

**APPLICANT'S
REPRESENTATIVE:**

George Stock
Stock & Associates Consulting
Engineers, Inc.
257 Chesterfield Business Pkwy
Chesterfield, MO 63005

REPORT PREPARED BY: Jason Jaggi, AICP, Director of Community Development
DATE: March 16, 2017
ATTACHMENTS: Draft Ordinance
Applicant's Draft Site Plan and Elevations
Letter of support from Temple Emmanuel

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

- Residential Neighborhoods

Creve Coeur 2030

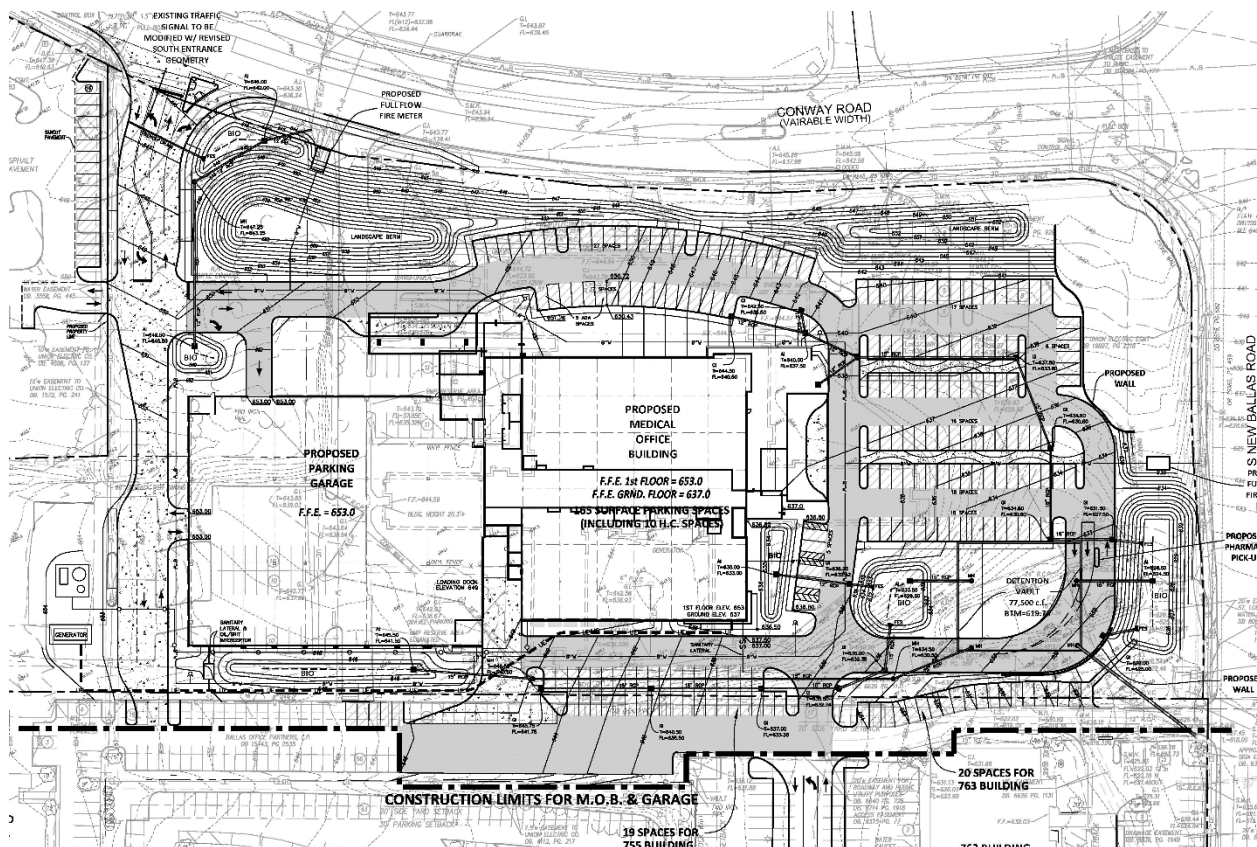
- Civic & Institutional Place Type Districts
 - Campus (CP) District

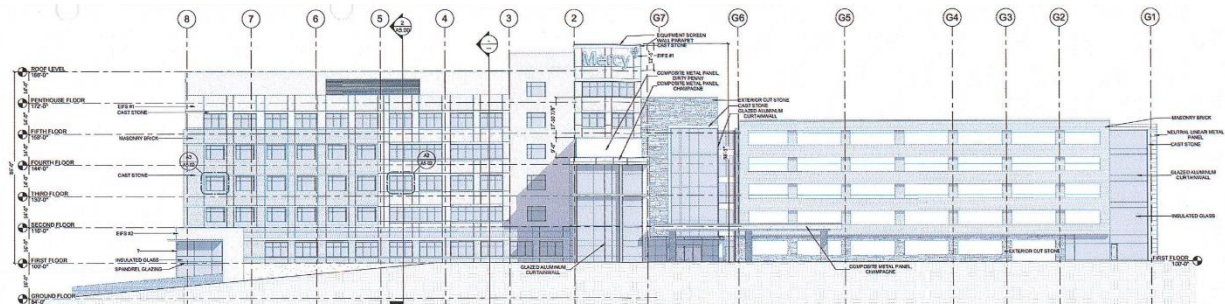
Zoning Code References

- Section 405.310: PH- Planned Hospital District

The applicant has submitted a text amendment request affecting the regulations of the PH-Planned Hospital District of the Zoning Ordinance, Section 405.310. The purpose of the text amendments is to eliminate and/or reduce the building and parking setbacks and required buffer yards for sites within the PH-Planned Hospital District that are adjacent to non-residential uses. Further, the amendment seeks to allow an increase for site coverage from 55 percent to 63 percent for the Mercy campus. While reviewing this section, planning staff and the City Attorney made further changes to clarify the requirements throughout Section 405.310. These clarifications are summarized in the Zoning Analysis section of this report.

The preliminary site layout and building elevations for the proposed outpatient building are shown below for reference.





COMPREHENSIVE PLAN ANALYSIS

The 2002 Comprehensive Plan Includes the Mercy Medical Center Campus in the Residential Neighborhoods section where in most cases such institutional uses coexist in a compatible way with the residential neighborhoods (p.43). Within the Residential Neighborhoods, the expansion of institutional uses beyond existing property boundaries will be permitted only as part of a City-approved master plan, and upon a demonstration that negative impacts on surrounding residential areas with regard to site planning, building design and materials, landscaping, buffering, access, signage, and other land use impacts will be mitigated (p.44-45).

The motivation for the text amendment is to modify the regulations as they pertain only to adjacent institutional uses. The guidance within the Comprehensive Plan focuses on the protection for surrounding residential areas which will not be impacted as a result of this amendment.

Creve Coeur 2030 Comprehensive Plan

Strategies 2.8 and 2.9 of the Creve Coeur 2030 Comprehensive Plan, for the Residential Development and Preservation Goals, currently under review, recommends mitigating the impact of non-residential uses such as lighting, noise, and trash on residential uses where they are adjacent; and, protect residential areas from negative encroachment of non-residential uses (p. 46).

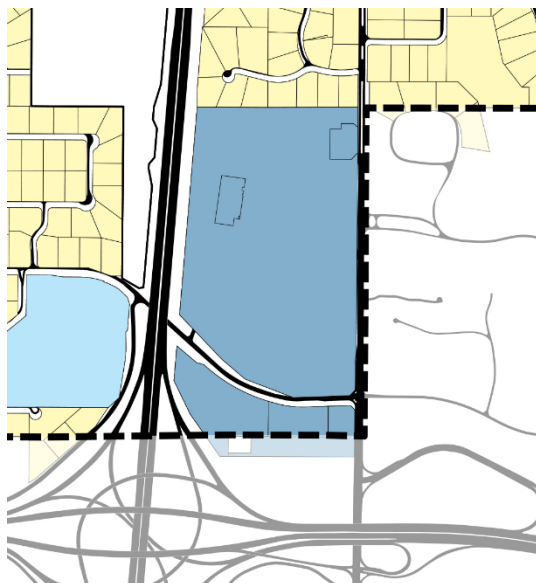


Figure 1: Close-up of the CP District Map of Creve Coeur 2030 Plan

Both the Mercy Campus and the Temple Emmanuel are included in the Campus (CP) District under the Civic & Institutional Place Type District. The Campus District is intended for the development of multiple large office structures, institutional facilities, research buildings, educational, and healthcare facilities. Campus districts have a minimum size of 10 acres, and are envisioned to regulate the outer “tier” of buildings, fronting perimeter streets, while ensuring maximum flexibility for inner “tiers” of buildings that are not adjacent to perimeter streets. When located in predominantly residential areas, campus districts should maintain low-intensity, landscape frontages. When located on Olive Boulevard or other high-intensity commercial streets, Campus districts should maintain a frontage type that matches the adjacent frontages on that commercial street.

The Lot Development Standards Recommendations for Civic & Institutional Place Types, include establishing Primary Street and Secondary Street setbacks that are compatible with neighboring residential and commercial place type districts; setbacks should be developed separately for each civic and institutional place type, to reflect each place type's articulated vision. The proposed text amendment will not affect the setbacks along the streets or landscaping and additional impacts to residential uses are reviewed with each site development plan application. This amendment is only to decrease the buffer yard requirements when the PH District is adjacent to a residentially zoned property that is used for an institutional use and to increase site coverage so that all sites within the PH zoning district are permitted a 63 percent site coverage.

As the proposed, the text amendment is intended to only address those regulations for the Mercy Campus adjacent to the Temple Emanuel property south of Conway Road. Given the isolated location, and that it is adjacent to I-270, surrounded by Mercy Hospital, and the office buildings to the south in Town & Country (also part of the Mercy Campus) it is unlikely that should the institutional use cease, it would convert to single-family residential. Any perceived negative impacts to the residence would be negligible.

ZONING ANALYSIS

There are only two sites in the City that are within the PH zoning district, the BJC and Mercy medical campuses. The PH zoning district consists of regulations that apply to both campuses and others that apply specifically to the Mercy campus and the BJC campus based upon the size of the site. The proposed text amendment would only apply to the Mercy Campus following the structure of zoning ordinance for the PH zoning district. The development of the property will be reviewed at a later meeting, along with a new master plan for the entire Mercy Campus.

Below is a summary of the proposed changes to the PH zoning district:

Building Bulk Regulations—Structure Height

This section has been re-worded to provide clarity to the regulations which govern structure height. The dimensional standards have not changed. For sites that are 30-55 acres (applies to BJC campus only) allowable building height can increase depending on how far away the building is placed from the parcel line as follows:

- 55 feet maximum building height within 100 feet of the parcel line of the PH district
- 85-feet maximum building height between 100 and 200 feet of the parcel line of the PH district
- 105-feet maximum building height if located further than 200 feet from the parcel line of the PH district.

For sites greater than 55 acres (applies only to the Mercy campus), the text has been clarified to include an exemption where the height limitation of 3 stories or 45-feet does not apply if the adjacent property is an institutional use.

Site Coverage

Maximum site coverage is currently limited to 63 percent for the BJC campus and 55 percent for the Mercy campus. The proposed amendment would treat both campuses the same by allowing 63 percent maximum site coverage for each site within the PH district.

Yard and Setback Requirements—Minimum Front Yard

This section has been revised to clarify the language. No substantive changes are proposed.

Yard and Setback Requirements—Buffer Yards

This section has been amended to provide an exemption to allow for a reduced setback and buffer for sites within the PH district that are adjacent to an institutional use within a residential zoning district. In these instances the building and height limitation of 3 stories or 45 feet has been removed while keeping the buffer yard requirement of 25-feet for parking and driveways and 60-feet for buildings. This section has also been revised to exempt building, parking and driveway setbacks for properties in the PH district when there is shared access controlled by an easement benefiting both properties. Staff has reviewed this specific provision and believes at this time it would only apply to the Mercy PH district that is adjacent to Temple Emanuel in which shared access will be provided.

The full redlined changes to the text are provided below:

Section 405.310

E. *Dimensional Regulations.* The following ~~area and yard~~ regulations apply in the "PH" Planned Hospital District.

2. *Building bulk regulations.*

a. *Maximum structure height.* Sites will be subject to the following maximum structure height based on the size of the site:

- (1) Sites thirty (30.0) to fifty-five (55.0) acres. On sites of 30 to 55 acres, B buildings and structures ~~located within two hundred (200) feet of residentially zoned property~~ shall be regulated by the following height limitations (subject to the below stated yard and setback requirements):
 - (1) ~~When the two hundred (200) foot buffer yard is applicable, building and structures located more than two hundred (200) feet from residentially zoned property shall not exceed one hundred five (105) feet in height.~~
 - (2) ~~When the two hundred (200) foot buffer yard does not apply, buildings and structures shall be regulated by the following height limitations:~~
 - (a) ~~No buildings and structures shall be located within fifty (50) feet of the "PH" parcel boundary line.~~
 - (a)(b) ~~Fifty-five (55) feet maximum height for buildings and structures located no closer than fifty (50)~~ within one hundred (100) feet from the "PH" parcel boundary line.
 - (b)(c) ~~Eighty-five (85) feet maximum height for buildings and structures located more no closer than one hundred (100) feet~~ but less than two hundred (200) feet from the "PH" parcel boundary line.
 - (c)(d) ~~One hundred five (105) feet maximum height for buildings and structures located more than two hundred (200) feet from "PH" parcel boundary line.~~
- (2) Sites fifty-five and one-hundredth (55.01) acres or more. On sites in excess of 55 acres, N no building or structure shall exceed seven (7) stories nor exceed one hundred five (105) feet. However, no building or structure located within four

hundred (400) feet of ~~property~~ residentially zoned property shall exceed three (3) stories or forty-five (45) feet in height, except that this additional limitation shall not apply if the adjacent property is devoted to an institutional use.

- b. *Maximum site coverage.* Sixty-three percent (63%). ~~Sites will be subject to the following maximum site coverage percentages based on the size of the site:~~

Acreage Range	Maximum Site Coverage
30.0 to 55.0 acres	63%
55.01 acres or more	55%

- c. *Maximum floor area ratio (FAR).* Sites will be subject to the following maximum floor area ratios based on the size of the site:

Acreage Range	Maximum Floor Area Ratio (FAR)
30.0 to 55.0 acres	0.45
55.01 acres or more	1.0

3. *Yard and setback requirements.*

- a. *Minimum front yard.* No building or structure shall be located closer than ten (10) feet from the right-of-way established by the adopted site concept plan for a "PH" Planned Hospital District. In the event that parking is to be located in front of a building or structure, said building or structure shall be set back a minimum of fifty (50) feet from the ~~planned~~ right-of-way. In the event the planned right-of-way is greater than the present right-of-way width, the required setback shall be measured from a line located a distance equal to one-half (1/2) of the planned present right-of-way. The provisions of Section 405.240 shall prevail where applicable on major streets and highways. In every instance, the first ten (10) feet of the front yard setback from the right-of-way shall be provided with and maintained with sidewalks, unless improved sidewalks exist in the abutting public right-of-way, and with landscaping including, but not limited to, deciduous street trees as required by Section 405.540.
- b. *Minimum side yard.* Twenty (20) feet.
- c. *Minimum rear yard.* Twenty (20) feet.
- d. *Buffer yards.* Any tract or site abutting a residential use within a single-family residential zoning district with no intervening right-of-way shall provide a buffer yard setback of not less than two hundred (200) feet for buildings, ~~both structures and parking surfaces~~ as to such residential use. However, for a tract or site when a property zoned "PH" is adjacent to a conditional use an institutional use within a residential zoning district, the setbacks are, ~~for buildings not exceeding three (3) stories or forty-five (45) feet in height~~ is reduced to not less than twenty-five (25) feet for parking or driveways and sixty (60) feet for buildings. However, provided further that the setback for parking and driveways shall be reduced to zero to the extent that, and for so long as, the planned hospital site or tract and the institutional use maintain an easement providing for shared access to both properties. The buffer yard setbacks resulting from these requirements shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.

CONCLUSION

The text amendments would allow for the continued expansion of the Mercy hospital campus to the area of the PH District owned by Mercy south of Conway Road (referred to as the Mercy South campus). Staff concurs with the applicant in that applying the current PH regulations to this portion of the Mercy campus creates difficulty that is not present in other locations. In particular, the adjacent institutional use (Temple Emanuel) is an isolated area that is located within a single family residential zoning district. When applying the current standards for adjacent residential districts, the development of this site is severely restricted. Staff believes the text amendment is limited in its scope to only apply where such unique conditions are present while not impacting the important development standards which are intended to protect adjacent residential uses as articulated in the comprehensive plan.

A letter submitted by the attorney representing Temple Emanuel in support of the text amendment has been provided.

The Draft Ordinance attached to this report provides a clean version of the entire district regulations.

ACTION AND EXAMPLE MOTION

If the Commission is supportive of the proposed changes regarding the revised language to Section 405.310: Planned Hospital District, they should recommend approval to the City Council. Such a motion would be similar to the following:

“I move to approve Application #17-008 for text amendments to the regulations in Section 405.310: Planned Hospital zoning district regulations regarding, yard and setback requirements, and site coverage as provided in the draft ordinance.”

APPENDIX 1: COMPREHENSIVE PLAN

Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE

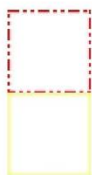
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APPENDIX 3: AERIAL PHOTO

Mercy Hospital Campus, Zoned PH-Planned Hospital District



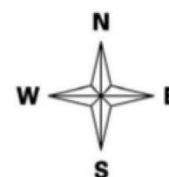
Possible New Outpatient Center,
at 12120 Conway Road



City Limits

Parcels

March 7, 2017



Prepared By

HORNER SHIFRIN

BILL NO. _____

ORDINANCE NO. _____

**AN ORDINANCE AMENDING SECTION 405.310, "PH" PLANNED HOSPITAL DISTRICT, OF THE
CODE OF ORDINANCES OF THE CITY OF CREVE COEUR.**

WHEREAS, Section 405.310 establishes regulations regarding the Planned Hospital (PH) district in the Zoning Code, Chapter 405 of the City Code of Ordinances; and

WHEREAS, an application was submitted by George Stock, of Stock and Associates, on behalf of Mercy Hospital - St. Louis at 615 S. New Ballas Road, for a text amendment regarding Section 405.310; and

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri has recognized the need for such changes as set forth herein, to more effectively implement the goals of the Comprehensive Plan and the purposes of the Planning Ordinance and the Zoning Ordinance; 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 20, 2017, beginning at 6:30 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 20, 2017; 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:

Section 1. Section 405.310 of the Creve Coeur Code of Ordinances is hereby amended to read as follows:

SECTION 405.310 "PH" Planned Hospital District

A. Purpose And Intent. The "PH" Planned Hospital District shall provide by site concept and site development plan approval by the Planning and Zoning Commission and City Council (see Section 405.1080) for the orderly planned development of major health

Attachment: Draft Ordinance 03-15-17 (2362 : #17-008 PH District Text Amendment)

care facilities consisting of hospitals, clinics, medical offices, extended care facilities and residences for medical center employees, research facilities, laboratories and other related ancillary or support facilities.

- B. *Permitted Uses.* Any structure or land in the "PH" Planned Hospital District may be used only for the purposes enumerated for that district in Table A of this Zoning Ordinance and are subject to the provisions and limitations of Section **405.210** and to all of the other provisions and limitations of this Chapter and other applicable regulations, ordinances and Statutes of the City of Creve Coeur, St. Louis County or the State of Missouri.
- C. *Conditional Uses.* The City Council may authorize the uses identified as conditional uses for the district in Table A of this Zoning Ordinance by conditional use permit as provided in Section **405.1070**, based on the criteria in Section **405.470**, after receipt of the recommendation of the Planning and Zoning Commission and subject to such other restrictions and conditions as are deemed necessary.
- D. *Site Concept And Site Development Plan Required.* Site concept and site development plan approval by the Planning and Zoning Commission and the City Council shall be required for the total area comprised by the "PH" Planned Hospital District for all proposed developments or revisions to existing site concept or site development plans within the "PH" Planned Hospital District, as provided for in Section **405.1080**.
- E. *Regulations.* The following regulations apply in the "PH" Planned Hospital District.
1. *Minimum district size.* The minimum tract or site to be developed and occupied in accordance with the standards and regulations of this district shall be thirty (30) acres. Such tract or site shall be and shall remain owned, leased or controlled by the primary not-for-profit hospital institutions occupying the tract or site.
 2. *Building bulk regulations.*
 - a. *Maximum structure height.* Sites will be subject to the following maximum structure height based on the size of the site:
 - (1) *Sites thirty (30.0) to fifty-five (55.0) acres.* On sites of 30 to 55 acres, buildings and structures shall be regulated by the following height limitations (subject to the below stated yard and setback requirements):
 - (a) Fifty-five (55) feet maximum height for buildings and structures located within one hundred (100) feet from the "PH" parcel boundary line.
 - (b) Eighty-five (85) feet maximum height for buildings and structures located more than one hundred (100) feet, but less than two hundred (200) feet from the "PH" parcel boundary line.
 - (c) One hundred five (105) feet maximum height for buildings and structures located more than two hundred (200) feet from "PH" parcel boundary line.
 - (2) *Sites fifty-five and one-hundredth (55.01) acres or more.* On sites in excess of 55 acres, no building or structure shall exceed seven

(7) stories nor exceed one hundred five (105) feet. However, no building or structure located within four hundred (400) feet of residentially zoned property shall exceed three (3) stories or forty-five (45) feet in height, except that this additional limitation shall not apply if the adjacent property is devoted to an institutional use.

b. *Maximum site coverage.* Sixty-three percent (63%).

c. *Maximum floor area ratio (FAR).* Sites will be subject to the following maximum floor area ratios based on the size of the site:

Acreage Range	Maximum Floor Area Ratio (FAR)
30.0 to 55.0 acres	0.45
55.01 acres or more	1.0

3. *Yard and setback requirements.*

a. *Minimum front yard.* No building or structure shall be located closer than ten (10) feet from the right-of-way established by the adopted site concept plan for a "PH" Planned Hospital District. In the event that parking is to be located in front of a building or structure, said building or structure shall be set back a minimum of fifty (50) feet from the right-of-way. In the event the planned right-of-way is greater than the present right-of-way width, the required setback shall be measured from the planned right-of-way. The provisions of Section **405.240** shall prevail where applicable on major streets and highways. In every instance, the first ten (10) feet of the front yard setback from the right-of-way shall be provided with and maintained with sidewalks, unless improved sidewalks exist in the abutting public right-of-way, and with landscaping including, but not limited to, deciduous street trees as required by Section **405.540**.

b. *Minimum side yard.* Twenty (20) feet.

c. *Minimum rear yard.* Twenty (20) feet.

d. *Buffer yards.* Any tract or site abutting a residential use within a single-family residential zoning district with no intervening right-of-way shall provide a buffer yard setback of not less than two hundred (200) feet for buildings, structures and parking surfaces as to such residential use. However, for a tract or site adjacent to an institutional use within a residential zoning district, the setbacks are reduced to not less than twenty-five (25) feet for parking or driveways and sixty (60) feet for buildings. However, provided further that the setback for parking and driveways shall be reduced to zero to the extent that, and for so long as, the planned hospital site or tract and the institutional use maintain an easement providing for shared access to both properties. The buffer yard setbacks resulting from these requirements shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.

F. *General Requirements.*

1. *Off-street parking and loading.* See Article VII.

2. *Environmental controls.* All development shall conform with the environmental performance standards provided in Section **405.550** and with all other appropriate environmental controls including those relating to landscaping, tree conservation, flood hazard control and stormwater retention and erosion control provided in this Code.
3. *Landscaping.* See Section **405.540**.
4. *Lighting.* See Section **405.680**.
5. *Signs.* See Article **VIII**.

Section 2. This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS ____ DAY OF _____, 2017.

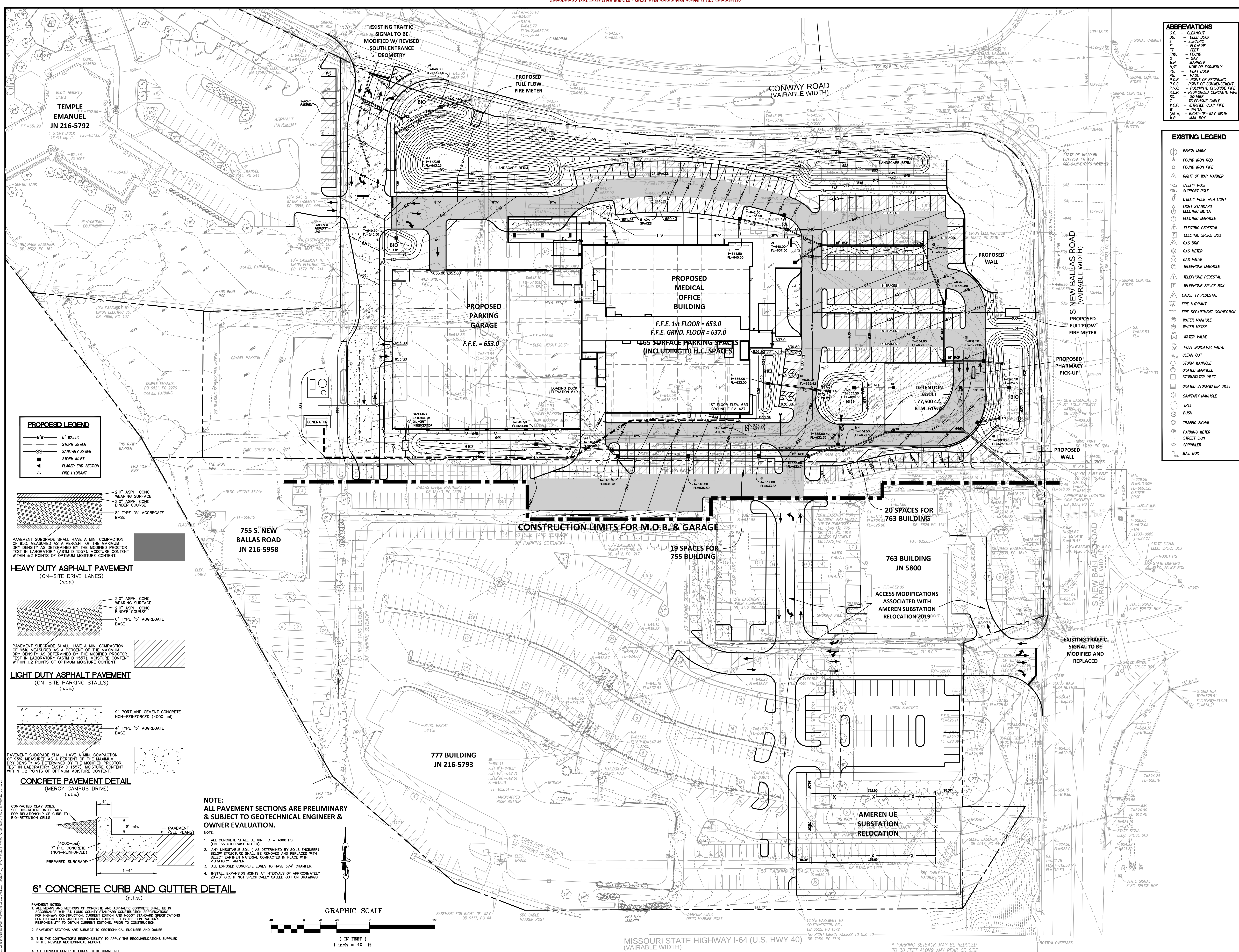
ELLEN LAWRENCE
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2017.

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN
CITY CLERK



PREPARED BY:

PRELIMINARY PLAN FOR:

MERCY MEDICAL

12150 CONWAY ROAD
CREVE COEUR, MO

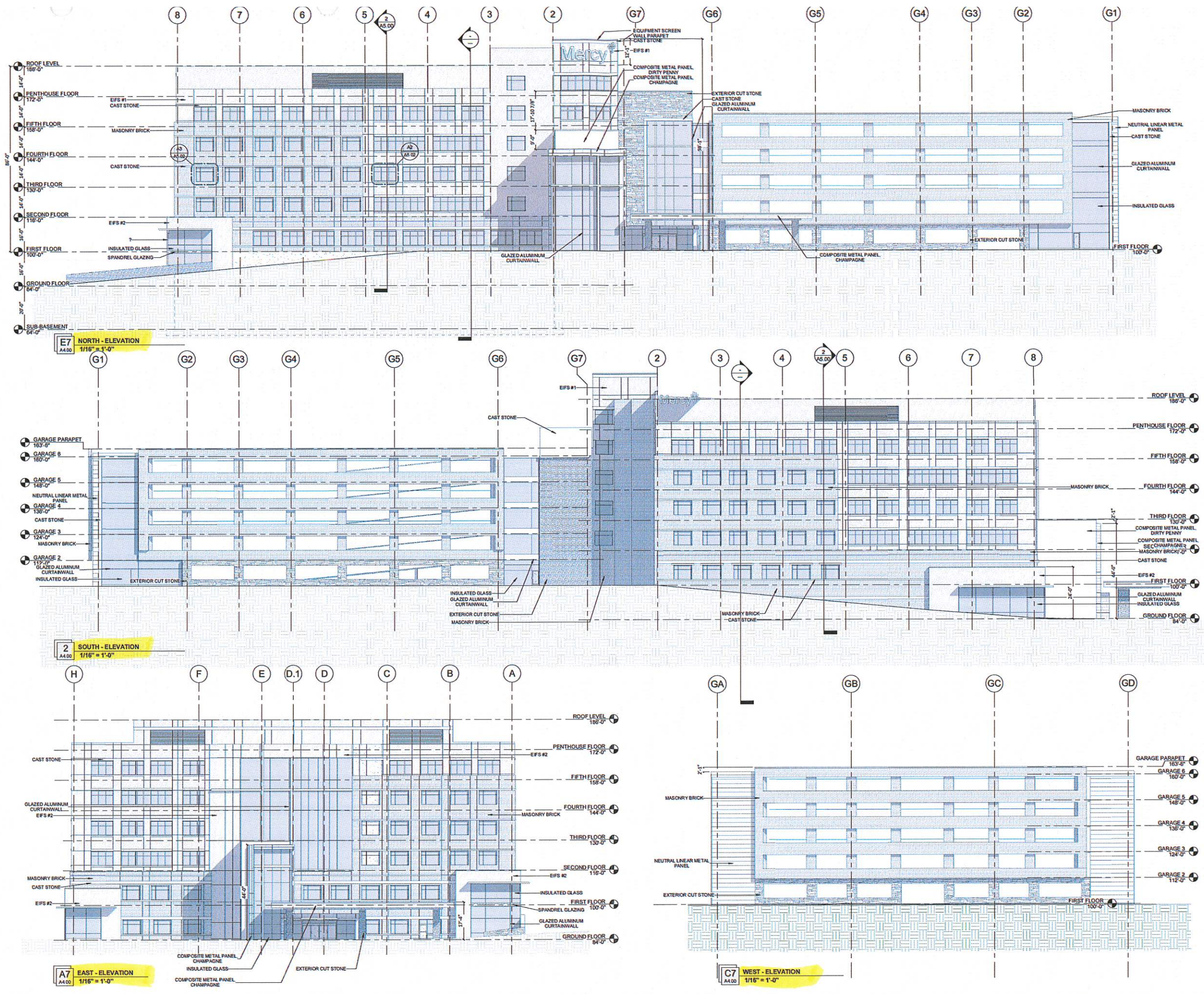
REVISIONS:

NO.	DATE	BY	CHKD.	REASON
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2	12/05/2016	T.S.J.E.B./K.M.S.	G.M.S.	ISSUED FOR PERMIT
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90	12/05/2016	T.S.J.E.B./K.M.S.	G.M.S.	ISSUED FOR PERMIT
91	12/05/2016	T.S.J.E.B./K.M.S.	G.M.S.	ISSUED FOR PERMIT
92	12/05/2016	T.S.J.E.B./K.M.S.	G.M.S.	ISSUED FOR PERMIT
93	12/05/2016	T.S.J.E.B./K.M.S.	G.M.S.	ISSUED FOR PERMIT
94	12/05/2016	T.S.J.E.B./K.M.S.	G.M.S.	ISSUED FOR PERMIT
95	12/05/2016	T.S.J.E.B./K.M.S.	G.M.S.	ISSUED FOR PERMIT
96	12/05/2016	T.S.J.E.B./K.M.S.	G.M.S.	ISSUED FOR PERMIT
97	12/05/2016	T.S.J.E.B./K.M.S.	G.M.S.	ISSUED FOR PERMIT
98	12/05/2016	T.S.J.E.B./K.M.S.	G.M.S.	ISSUED FOR PERMIT
99	12/05/2016	T.S.J.E.B./K.M.S.	G.M.S.	ISSUED FOR PERMIT
100	12/05/2016	T.S.J.E.B./K.M.S.	G.M.S.	ISSUED FOR PERMIT

C1.0

STOCK & ASSOCIATES
Consulting Engineers, Inc.

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St. Louis, MO 63005 PH: (636) 530-9000
5301-9001 FAX: (636) 530-9001
e-mail: general@stockinc.com
Web: www.stockinc.com



ROSENBLUM GOLDENHERSH

ATTORNEYS AT LAW

January 17, 2017

RECEIVED
JAN 19 2017
PLANNING DEPT.

City of Creve Coeur
300 N. New Ballas Road
Creve Coeur, MO 63141
Attention: Jason Jaggi, Director of Community Development

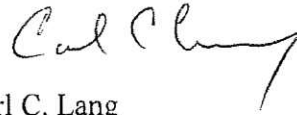
Dear Mr. Jaggi:

As counsel for Temple Emanuel ("the Temple"), I hereby authorize Mercy Health East Communities ("Mercy") and their authorized agent, Stock & Associates, to file a Text Amendment and Rezoning Application related to that portion of the Temple property at 12166 Conway Road, subject to Sale Contract dated October 19, 2016 by and between the Temple and Mercy, as amended by First Amendment dated January 4, 2017.

Should you have any questions or comments for the Temple, please contact the undersigned.

Thank you.

Very truly yours,



Carl C. Lang

CCL/ll
600767

Attachment: TempleSupportLetter (2362 : #17-008 PH District Text Amendment)