



AGENDA
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
MONDAY, MARCH 5, 2018
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. Jessica Stutte, Planning Assistant/Recording Secretary

ACCEPTANCE OF THE AGENDA

APPROVAL OF MINUTES

- 1. Tuesday, February 20, 2018 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

NEW BUSINESS

1. PUBLIC HEARING. Application #18-007: Rezoning of the Malcolm Terrace Subdivision from C-RDD to D Single Family Residential District

Jason Jaggi, Director of Community Development, on behalf of the City of Creve Coeur, and in consultation with residents of the Malcolm Terrace subdivision, has submitted an application to rezone the Malcolm Terrace Subdivision, generally located on S. Mosley Road south of St. Paul Drive, and north of Von Speigel Street, from C Single Family Residential with Residential Designed Development (C-RDD) to D Single Family Residential, to more accurately reflect the existing development in the area.

2. PUBLIC HEARING. Application #18-008: Master Sign Plan for Chaminade College Preparatory School Located at 425 S Lindbergh Boulevard, Zoned a Single Family Residential

Bob Schnur, Director of Finance and Operations, has submitted an application for a master sign plan for the Chaminade College Preparatory School, located at 425 S. Lindbergh Blvd. Section 405.950.J. Master Sign Plans, allows the City Council the flexibility to approve additional signs for planned developments and large residentially zoned institutional campus developments of three or more buildings with a minimum of ten acres, subject to certain requirements and conditions. The application would allow for a 216 square foot LED Scoreboard displaying game time information for the new baseball field, as well as memorialize all existing signage on the Campus.

3. Capital Improvement Program Update – FY2019-2023

City staff will review the proposed Capital Improvement Program for Fiscal Years 2019 through 2023, www.creve-coeur.org/cip

WORK AGENDA

DEPARTMENT REPORTS

Director of Community Development

ADJOURNMENT

Posted: _____
 Jason W. Jaggi
 Director of Community Development



DRAFT MINUTES
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
TUESDAY, FEBRUARY 20, 2018
6:30 PM

CALL TO ORDER

ROLL CALL

Beth Kistner	Commission Chair
Tim Carney	Commission Member
Gene Rovak	Commission Member
Muriel Hall	Commission Member
Don Magruder	Commission Member
Heather Silverman	Commission Member
Matthew Schuh	Commission Member

The following staff were also present: Carl Lumley, City Attorney; Jason Jaggi, Director of Community Development; Whitney Kelly, City Planner; and, Jessica Stutte, Planning Assistant/ Recording Secretary.

ACCEPTANCE OF THE AGENDA

Ms. Silverman made a motion to approve, Mr. Schuh seconded. All voted in favor.

APPROVAL OF MINUTES

1. February 5, 2018 Planning and Zoning Commission Draft Meeting Minutes

Mr. Rovak made a motion to approve, Ms. Silverman seconded. All voted in favor.

PUBLIC COMMENT

None

UNFINISHED BUSINESS

NEW BUSINESS

- 1. Public Hearing. Application #18-005: Conditional Use Permit for Poké Munch Restaurant Within Kings Landing Mixed-Use Apartment Complex at 630 N. New Ballas Road**

As the applicant had not arrived, the commission moved on to the next item on the agenda.

2. Application #18-006: MINOR SITE PLAN APPROVAL FOR THE RENOVATION OF THE BUILDING AT 641 N. NEW BALLAS ROAD

Mr. Robert Koenig gave a brief history of the building. He went over the site and said they are removing the play area and putting in a trash enclosure.

He said they would replace all windows and doors. He said they examined the building for ways to improve the structure. He said they would continue to be ADA compliant. He said some of the parking has been moved to the back to provide privacy to the clients as well as to provide additional screening and safety.

Mr. Lance White went over the materials in more detail. He said the EIFS would be replaced.

Ms. Kistner asked what the true color of the metal screen would be.

Mr. Koenig said it would be more silver.

Mr. Carney asked how big the screens would be.

Mr. White said they would be 4x5 feet.

Mr. Magruder asked about the trellis.

Mr. Koenig showed a sample of the trellis material.

Ms. Siverman asked where the EIFS would be.

Mr. White pointed out where it would go.

Mr. Schuh asked if the material labeled as #4 was wood.

Mr. Koenig said it was a composite.

Ms. Kistner asked about the wood wall and the signage.

Mr. Koenig said the signage would likely be a wood or die cut, he said there was no intent for other signage.

Mr. Carney asked if they intended to change the chain link fence.

Mr. Koenig said they do.

Ms. Kistner asked if they have any objections to staff recommendations.

Mr. Koenig indicated there are no objections.

Ms. Kelly said this is a significant improvement and any signage would be a separate application.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Heather Silverman, Commission Member
SECONDER:	Tim Carney, Commission Member
AYES:	Kistner, Carney, Rovak, Hall, Magruder, Silverman, Schuh

3. Application #18-005: Poké Munch CUP

Those speaking to the request were sworn in.

Mr. Nadeem Housseini explained what Poke' is and why they want to be in Creve Coeur.

Mr. Housseini said they would like to have some outdoor seating and a fence.

Mr. Schuh asked if the soy sauce would be gluten free.

Mr. Housseini said they hope to make everything gluten free.

Mr. Housseini indicated all recommended conditions were fine.

Ms. Kelly said they don't perceive any parking issues.

Mr. Lumley offered the exhibits for the record and the hearing was closed.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Heather Silverman, Commission Member
SECONDER:	Matthew Schuh, Commission Member
AYES:	Kistner, Carney, Rovak, Hall, Magruder, Silverman, Schuh

WORK AGENDA

Mr. Jaggi discussed the citizen's survey. He asked if anyone had any thoughts.

Mr. Rovak said he would like to know if residents had heard of the newly adopted Comprehensive Plan.

Ms. Kistner said she would like to know if people are happy with the level of development in the city using a scale.

Ms. Silverman asked what Mr. Jaggi had in mind.

Mr. Jaggi said he would like to explore thoughts on utility rights of way and trail development.

Mr. Carney said he would like to discuss housing options as diversity and expansion.

Mr. Jaggi said he agreed.

Ms. Kister said it was a good issue to explore but needed to be in depth.

Mr. Jaggi said there is a lot of need for diverse housing and gave some examples.

Mr. Magruder suggested asking about downtown Creve Coeur.

Mr. Schuh asked who was creating the survey.

Mr. Jaggi said it was a firm from KC who has experience in this type of thing.

Mr. Magruder suggested asking about the balance of residential and commercial.

Mr. Jaggi brought up the golf course and the future of it as a public park.

Ms. Kistner suggested the question be framed so there are several options.

Mr. Rovak asked how they would survey.

Mr. Jaggi said it would be done by phone.

Mr. Jaggi briefly explained the projects that would be coming before the Commission at the next meeting.

DEPARTMENT REPORTS

None

ADJOURNMENT

A motion was made to adjourn at 7:20pm.



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

**APPLICATION TO PLANNING AND ZONING COMMISSION
#18-007 FOR THE REZONING OF THE MALCOLM TERRACE SUBDIVISION
FROM C-RDD TO D SINGLE FAMILY RESIDENTIAL**

FOR THE MEETING OF: Monday, March 5, 2018

LOCATION: Malcolm Terrace Subdivision

REQUEST: Jason Jaggi, Director of Community Development, on behalf of the City of Creve Coeur, and in consultation with residents of the Malcolm Terrace subdivision, has submitted an application to rezone the Malcolm Terrace Subdivision, generally located on S. Mosley Road south of St. Paul Drive, and north of Von Spiegel Street, from C Single Family Residential with Residential Designed Development (C-RDD) to D Single Family Residential, to more accurately reflect the existing development in the area.

ADDITIONAL INFORMATION: Created as a “railroad town,” the original subdivision lots were platted in 1895. The City annexed the Subdivision in 1960 from unincorporated St. Louis County. In 1975, the city proactively acquired properties to develop the Malcolm Terrace Park and encouraged the consolidation and redevelopment of the lots and rezoned the properties to C Single Family District with Residential Designed Development (C-RDD) in 1977 (Ordinance 0801) that established a 20 foot front yard (or 40 feet to the centerline of the street), 12 foot side yard and 30 foot rear yard, with a minimum lot area of 10,000 square feet. The D Single Family District was created when Ward IV on the west end of town was annexed into the City in 1997.

APPLICANT: Jason Jaggi
Director of Community Development
City of Creve Coeur
300 N. New Ballas Road
Creve Coeur, MO 63141

Key Issues:

- Does the request integrate with the existing surrounding uses?
- Does the request further the goals and/or implement the Comprehensive Plan?

Comprehensive Plan References

- Estate Neighborhood 1 (ER-1)

Zoning Code References

- Section 405.270: C Single Family Residential, with RDD Residential Designed Designation.
- Section 405.280: D Single Family Residential
- Section 405.1060 Zoning Changes and Text Amendments



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner

DATE: 2/27/2018

ATTACHMENTS: Malcolm Terrace Rezoning Information Sheet and Resident Signatures in Support
Malcolm Terrace Residents Signature Sheet in Opposition
Ordinance 0801

BACKGROUND

Over the years, the City has received inquiries from homeowners who have contemplated adding on decks, sunrooms, and other types of building additions within Malcolm Terrace. While the City has not tracked these inquiries, and therefore cannot quantify them, it has not been uncommon that the proposed additions initially proposed by the homeowner have not been allowed due to the zoning requirements for setbacks or site coverage. A recent instance occurred this past summer when a homeowner was seeking to add a sunroom onto the rear of the home and was not allowed to do so based on the rear yard setbacks. The Board of Adjustment ultimately denied the request; however, the need to revisit the existing development standards for Malcolm Terrace based on today's expectations for residential development and to allow homeowners the opportunity for reinvestment remains. Based upon the issues raised during the variance discussion, several homeowners requested the City to pursue other options.

Staff has submitted a rezoning request to consider changing the zoning of the entire Malcolm Terrace subdivision from C-RDD to the D district which would provide reduced setbacks and increased site coverage. An information sheet and signatures of residents indicating support for the changes is attached to this staff report. However, Staff has also recently received a petition indicating opposition from residents in the neighborhood which is attached as well.

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Residence	A Single Family Residential	St. Paul Street
South	Malcom Terrace Park	NA	NA
East	Residence	A Single Family Residential	S. Mosley Road
West	Malcolm Terrace Park	NA	NA

COMPREHENSIVE PLAN ANALYSIS

The *Creve Coeur 2030* Comprehensive Plan included the subject properties within Estate Neighborhood 1 (ER-1) place type that is of medium-sized lots (15,000 sq. ft. to 1 acre) with stately homes in quiet enclaves. This place type designation includes neighborhoods that are currently within the B and C single family residential zoning districts. The Suburban Neighborhood 2 (SR-2) consists of compact lots (minimum 10,000 sq. ft.) with single-family or attached townhome residential neighborhoods with an interconnected street grid and on-street, parallel parking. Wooded common ground should be used to accommodate natural features. The SR-2 place type is coterminous with the current D district.

The Residential Neighborhoods Recommendations discusses the challenges facing the City's residential neighborhoods that include projected changes to the market demographics and the continued aging/market obsolescence of existing housing. The Plan was intended to provide guidelines that preserve the character and property values of existing neighborhoods while allowing for incremental evolution of redevelopment. The residential place type districts largely identified the existing zoning districts, but foresaw the evolution of these areas.

While the Malcolm Terrace subdivision was placed within the ER-1 place type, the vision and development characteristics of the SR-2 place type seem to align with the characteristics of the Malcolm Terrace subdivision. The characteristics of the SR-2 place type which are found in the Malcolm Terrace subdivision include gridded streets with multiple intersections, 10,000 square foot lots, and Malcolm Terrace Park serving as open space directly benefiting the residents of the neighborhood.

As stated on page 64 "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

MALCOLM TERRACE

ON SECTION 11-45-5

Scale 200 feet to one inch.

At that time, the D Single Family zoning district was not a category within the City's Zoning Ordinance. The D zoning district was created with the adoption of the 1997 Zoning Ordinance when Ward IV was annexed into the City.

Packet Pg. 9

Development Characteristics

Many of the existing homes were developed within the C-RDD Standards in the 80's and 90's. However, the adopted Zoning Maps never indicated the RDD Designation within the C District for this area. Further, maximum site coverage was then introduced into the Zoning Code in 1983. The maximum site coverage for the C District is 40%, thus many of the homes in the Malcolm Terrace Subdivision are non-conforming with regard to site coverage. Although not the current practice, there have also been various past interpretations that have allowed site coverage based on the standard of the D District. Confusion in the Zoning Map that didn't properly indicate the RDD Designation in 1983, nor on more recently adopted Zoning Maps, have led to inconsistencies and the need for variance requests for the area.



Figure 3: Close-up of the Zoning Map showing the C District of Malcolm Terrace Subdivision, the public land of Malcolm Terrace Park is un-zoned. This request will not create any new lots or effect any of the City-owned properties within Malcolm Terrace Park

Further, with respect to the rear yard setbacks, most of the lots are adjacent to a 15-foot wide unimproved alley to the rear of the home which is maintained but not owned by the residents and does not contribute to the lot area or setbacks from the property or are adjacent to park or open spaces as illustrated below:

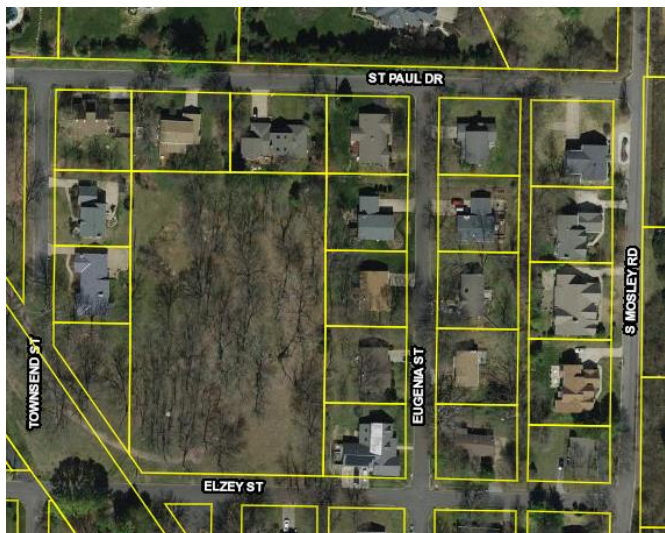


Figure 4: Close-up of GIS image of a block within the Malcolm Terrace Subdivision showing unimproved alleys and lots backing up to park space.

However over time, many properties have purchased available adjacent properties or completed land swaps with the City to allow for larger homes in the area, as shown in the area south of the former railroad easement:



Figure 5: Close-up of GIS image of the larger homes in the area have purchased adjacent land to allow for redevelopment.

As housing styles have changed and residents wishing to expand the existing structure, there has been little room for the homes in the subdivision to “grow” and variances are difficult to obtain based upon the personal nature of the request and not the unique nature of the lot within the subdivision. The rezoning request only effects the existing residential properties and is not in support for any new development in the area, nor will create any new lots, but is meant to more accurately reflect the existing development patterns and to allow for minor additions and/or redevelopment of existing homes.

PROPOSED REZONING

Rezoning

Section 405.1060.E offers the following guidance regarding rezonings:

Zoning regulations should be changed if the public welfare is not served by the zoning or if the public interest served by the zoning is greatly outweighed by the detriment to private interests. In making this determination, the City should consider the adaptability of the subject property to its zoned use and the effect of zoning on property value in assessing private detriment. The character of the neighborhood, the zoning and uses of nearby property, and the detrimental effect that a change in zoning would have on other property in the area are relevant to the determination of public benefit.

Below is a table that compares the D Single Family District to the C District, with that of the Malcolm Terrace Subdivision C-RDD regulations:

	D SINGLE FAMILY ZONING DISTRICT	MALCOLM TERRACE SUBDIVISION ZONED C-RDD (APPROVED IN 1977)	C SINGLE FAMILY ZONING DISTRICT
Min Lot Size (sq.ft.)	10,000 (min) 15,000 (max)	10,000 (min.)	15,000 (min.)
Lot Frontage	70 ft. (min)	100 ft. (min.)	75 ft. (min.)
Lot Depth	100 ft. (min)	100 ft.	100 ft.
Front Yard Setback	20 ft.	20 ft.	45 ft.
Side Yard Setback	8 ft.	12 ft.	15 ft.
Rear Yard Setback	15 ft.	30 ft. (or 37.5 feet from the center line of the alley)	30 ft.
Maximum Site Coverage	45%	40% * (most homes in area were built prior to site coverage and may be non- conforming.)	40%

Table 1: Zoning Comparison Table

The most significant changes with the rezoning would be the reduced rear yard setback from 30-feet to 15 feet. The side yard setback would also be reduced from 12-feet to 8 feet. A smaller increase in site coverage (5%) would also be permitted as well as a reduction in the minimum lot frontage from 100 to 70 feet. The minimum front yard setbacks and lot depths would not change. It should be noted that the minimum lot width for Malcolm Terrace is greater than the standard C district (100 feet compared to 75 feet).

CONCLUSION AND MOTION

The D District provides the development standards associated with lots of 10,000 square feet as found elsewhere in the City. Therefore, it would seem reasonable that these standards should also be applied to the Malcolm Terrace Subdivision. Staff has not prepared a draft ordinance at this time and would recommend that the Commission conduct a public hearing to consider comments from the residents of the neighborhood to ascertain the desire to adjust the development standards through a rezoning to the D District. After its deliberations, staff would request direction from the Commission.

“I move to continue the rezoning of the Malcolm Terrace subdivision from C-RDD to D Single Family Residential as submitted with Application #18-005 to the meeting of March 19th (or to a later date).”

APPENDIX 1: COMPREHENSIVE PLAN

Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE (CHAPTER 405 OF THE CREVE COEUR MUNICIPAL CODE)

Included and attached by reference. See body of report for specific excerpts.

APPENDIX 3: AERIAL MAP

Malcolm Terrace Subdivision



Malcolm Terrace Rezoning Information Sheet

November 20, 2017

Jason W. Jaggi, AICP, Director of Community Development

Background

The Malcolm Terrace subdivision occupies a unique place in Creve Coeur history. Created as a “railroad town,” the original subdivision lots were platted in 1895. The City annexed the subdivision in 1960 from unincorporated St. Louis County. Around 1975, the city proactively acquired properties to develop the Malcolm Terrace Park and encouraged the consolidation and redevelopment of the lots and rezoned the properties to C-Single Family District with Residential Designed Development (C-RDD) that established a 20 foot front yard, 12 foot side yard and 30 foot rear yard, with a minimum lot area of 10,000 square feet for the Malcolm Terrace Subdivision. Later, a revised adopted Zoning Map shows the zoning for the Malcolm Terrace Subdivision as C-Single Family District, without the RDD designation. In 1983, lot coverage standards were added as a new regulation for all residential zoning districts. In 1997, the “D” residential zoning district was created in response to the annexed area, comprised of Ward 4.

Many of the lots in Malcolm Terrace were platted with lot dimensions of 100-feet wide by 100-feet in depth for a total lot area of 10,000 square feet. Over time, several of the lots have been adjusted to different proportions; however, many of them remain at the originally platted size of 10,000 square feet. A 15-foot wide right-of-way between the rear yards of some lots was a feature of the Malcolm Terrace subdivision which remains today. This 15-foot wide area is not part of each lot but does provide additional separation between the rear yards of residential properties.

A former railroad right-of-way bisects the subdivision and is now owned by Ameren for utility purposes and includes trails as part of the Malcolm Terrace Park. Further, several of the original lots have been acquired by the City for public open space, including Malcolm Terrace Park.

Current Zoning Requirements (C-RDD)

The properties in Malcolm Terrace are zoned C-Single Family Residential with a Residential Design District designation which provides for the following development standards on each residential lot:

Minimum Lot Size

- 10,000 square feet

Building Setbacks (minimum distance of building from the property line)

- Front: 20-feet
- Side: 12-feet

- Rear: 30-feet

Site Coverage (includes all structures, driveways, and patios/sidewalks over 4-feet in width)

- 40 percent

Proposed Zoning Requirements (D-Single Family Residential District)

If the residential properties (excluding park and other properties owned by the City of Creve Coeur) were to be rezoned to the D-Single Family District, the following development standards would apply to each lot:

Minimum Lot Size

- 10,000 square feet

Building Setbacks (minimum distance of building from the property line)

- Front: 20-feet
- **Side: 8-feet**
- **Rear: 15-feet**

Site Coverage (includes all structures, driveways, and patios/sidewalks over 4-feet in width)

- **45 percent**

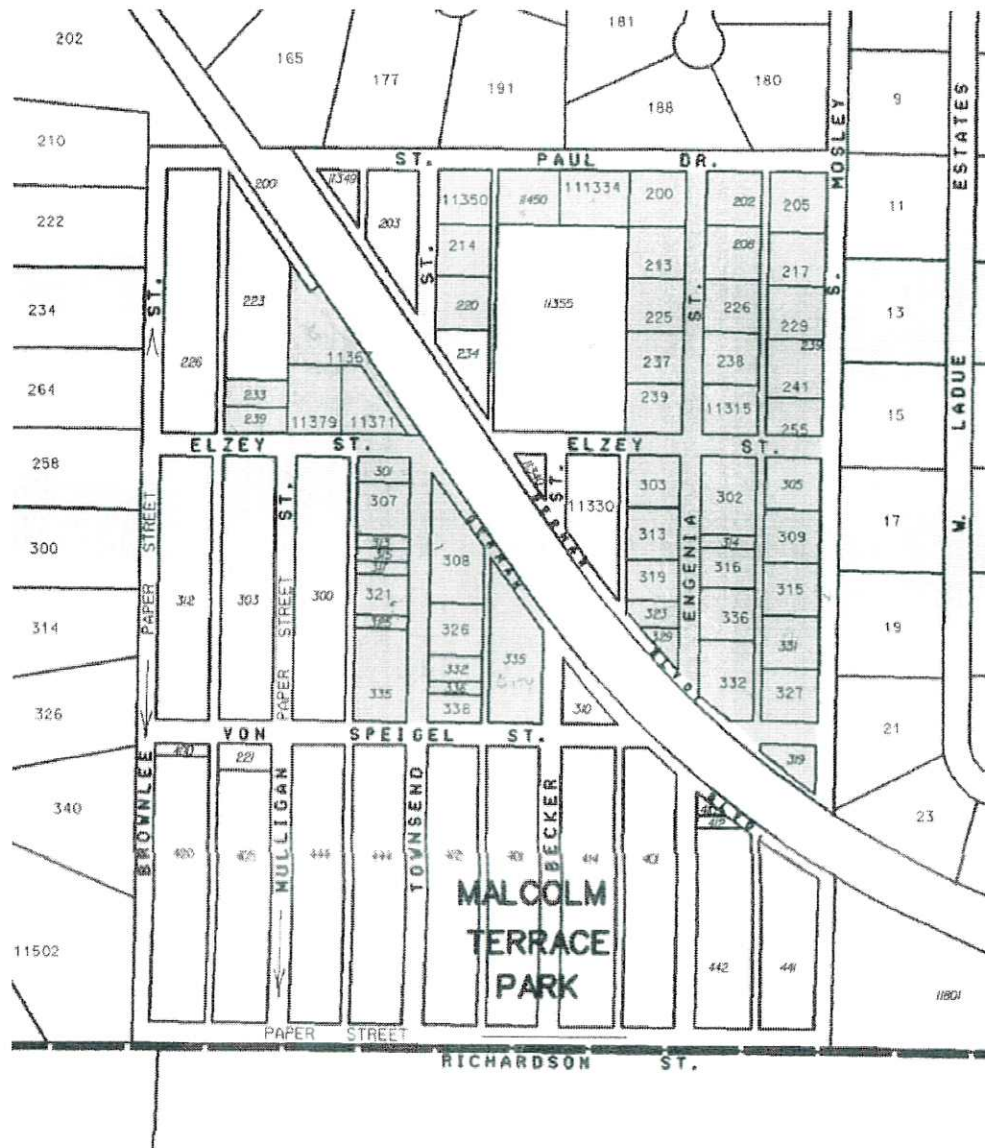
Rezoning Process

Should there be support from the property owners in Malcolm Terrace, the City will serve as the applicant to rezone all of the residential properties in Malcom Terrace from the “C-RDD” district to the “D” district.

The rezoning process requires a public hearing by the Creve Coeur Planning and Zoning Commission after the City has properly advertised the public hearing, including notifying all affected property owners by mail and placing a notice in the City’s monthly resident newsletter. The public hearing and possible vote to recommend approval is made by the Planning and Zoning Commission with final approval by ordinance of the City Council at two meetings. Upon passage of the ordinance by the City Council, the new zoning regulations under the “D” residential district would become effective.

Attached is a map showing the properties currently zoned “C-RDD” that would be rezoned to “D” single family district if supported by the residents and approved by the City Council. Also provided is a table comparing the development standards for both districts and a signature page for property owners in the Malcolm Terrace subdivision to express their support for the contemplated rezoning application.

Existing Zoning for Malcolm Terrace



Orange-shaded properties in Malcolm Terrace zoned C-RDD

Comparison of C-RDD to D Single Family Residential Zoning District Standards

	Front Yard Setback	Side Yard Setback	Rear Yard Setback	Lot Coverage	Min. Lot Size
C-RDD	20-feet	12-feet	30-feet	40%	10,000 SF
D	20-feet	8-feet	15-feet	45%	10,000 SF

RECEIVED

DEC 18 2017.

PLANNING DEPT.

7.1.b

Support for Malcolm Terrace Rezoning Initiative

As a property owner in Malcolm Terrace, I am in support of the request to rezone to all residential properties in the Malcolm Terrace subdivision within the City of Creve Coeur from C-Single Family Residential with a Residential Design Development designation (C-RDD) to a D-Single Family Residential District.

Property Owner(s) Print	Signature(s)	Street Address	Date
Erick Koschner	Erick Koschner	11342 St. Paul	11/21/17
Theresa Koschner	Theresa Koschner	11342 St. Paul	11/21/17
Stephen & STAN DARR Spurgeon	Stephen & Stan DARR Spurgeon	11334 ST. PAUL	11/24/17
NED MANISCALCO	Ned Maniscalco	202 EUGENIA ST.	11/25/17
LINDA MANISCALCO	Linda Maniscalco	202 EUGENIA ST.	11/25/17
Mye S. Lavarani	Mye S. Lavarani	214 EUGENIA ST	11/25/17
Vera Lavarani	Vera Lavarani	200 Eugenia St	11/25/17
Elizabeth CALIE	Elizabeth	213 Eugenia St	11/25/17
Johann Joo	Johann Joo	225 EUGENIA	11/25/17
Mine & Pat Miller	Mine & Pat Miller	237 Eugenia	12-9-17
Greg & Pat Yang	Greg & Pat Yang	303 Eugenia St	12-9-17
BRYAN ARD	Bryan Ard	302 Eugenia St	12-9-17
Boa 25th W	Boa 25th W	311 Eugenia St	12-9-17
Tom Werle	Tom Werle	311 Eugenia St	12-9-17
Tina Werle	Tina Werle	217 S. Mosley Rd	12/16/17
Ally I. Schrey	Ally I. Schrey	217 S. Mosley Rd.	12-16-17
Patty L. Schrey	Patty L. Schrey	332 Eugenia St.	12-16-17
John Taylor	John Taylor	332 Eugenia	12-16-17
Paula Miller	Paula Miller		

Attachment: Rezoning Information Sheet for Residents, with Signatures in Support (#18-007: Malcolm Terrace Subdivision RZG)

[illegible]

Attachment: Rezoning Information Sheet for Residents, with Signatures in Support (#18-007: Malcolm Terrace Subdivision RZG)

RECEIVED
MAR 01 2018
PLANNING DEPT.

(GZR unisiviqbns eacraeJ malcolM : 200-81#) 8102T030 pccR searutauSig uonitsoDdd Attachment: Oposi

Creve Coeur Citizens OPPOSING Rezoning from "C-RDD" Single Family Residential with a Residential Design Development Designation to "D" Single Family Residential, specifically all properties currently zoned "C-RDD" within the Malcolm Terrace area

We, the undersigned property owners and residents, OPPOSE the rezoning request, submitted by City Staff, for the above referenced property(ies) bounded by St. Paul Street on the North, South Mosley Road on the east, Westwood Country Club Grounds on the South and Westchester Estates on the West; all within the Creve Coeur City limits and designated as Malcolm Terrace, including the two City parks designated as Malcolm Terrace Park and Serenity Grove.

PRINTED NAME	SIGNATURE	ADDRESS	EMAIL	PHONE	DATE
Gray Muck		220 Townsend	gsmuck@stcglobal.net	314-991-9666	2-8-2018
Gregory		237 Eugenia	greg.young.greg@gmail.com	314 548 4963	2-8-18
Diane Taylor		11323 Eley	diane@LRCD.com	314 497-4716	2-8-18
Alfred Schaefer		2415 Alameda Rd		314 910-7572	2/8/18
Patty Schaefer		2195 MOORE RD			2/8/18
Pam Miller		225 E. Deloria	malcolms14@aol.com	314-568-2935	2/8/18
Marie Muller		225 E. Deloria	"	"	2/8/18
Isiah Kinsuff		226 E. Deloria St	tosuimachutwall.com		2/8/18
Richard Moeck		232 Eugenia	richard.moeck76@gmail.com	314-567-6353	2/9/18
Carol E. Moeck		232 Eugenia St.		314-567-6353	2/19/18
Charles McKenna		307 Townsend St.	mskennaschools@gmail.com	314-991-9666	2/9/18
Charles McKenna		307 Townsend St.		314-991-9666	2/9/18
Chris Thompson		308 Townsend St.	stipathompson@netscape.net	314-991-9666	2/9/18
Pat Trout		305 S. Mosley	T.trout@pro.com	314-695-9750	2/9/18
Ted Goetz		11342 E. Deloria St	"	"	"
Mary Goetz		11342 E. Deloria St	"	"	"
Nick Alcala		11379 E. Deloria St	NickAlcala@gmail.com	314-422-5564	2/10/18
Alma Lawrence		11379 E. Deloria St	almlawrence@gmail.com	618-725-2804	2/10/18
Matt Stoldner		315 South Mosley Rd	mstoldner@gmail.com	314-609-3491	2/10/18
Dana Stoldner		315 South Mosley Rd			
Auril Greene		308 S. Mosley Rd		314-567-0120	2/10/18

When I signed
the petition
for the Rezoning
I was not aware
of what would
happen! After studying
the situation I'm
no longer okay
with this
Boaz Steiner

2-28-2018 7.1.d

To whom it may concern,
Boaz and Linda
Steiner are
against Rezoning
Malcolm Terrace park
neighborhood!
Thank you,
Sincerely
Boaz and Linda
Steiner
302 Eugenia St.



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Malcolm Terrace

1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov>
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Thu, Mar 1, 2018 at 4:58 PM

----- Forwarded message -----

From: **Diana Sprich** <franks129@sbcglobal.net>
Date: Thu, Mar 1, 2018 at 4:56 PM
Subject: Malcolm Terrace
To: jjaggi@crevecoeurmo.gov

Hello Mr. Jaggi,

We oppose the proposed rezoning in Malcolm Terrace.

These issues should be viewed by the City on a case by case basis. The zoning change would affect the entire neighborhood and change the character of the area. Residents purchased homes there because of the way it is zoned. Protect those residents by leaving the zoning as is.

Please add our comments to the record.

Thank you,

Diana and Frank Sprich
[417 N Mosley Rd](#)
63141

Sent from my iPhone

--
Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
314-872-2504

www.creve-coeur.org

Attachment: Public Comment (#18-007: Malcolm Terrace Subdivision RZG)

BILL NUMBER 819ORDINANCE NUMBER 801

AN ORDINANCE AMENDING SECTION 2 OF ORDINANCE NO. 752 WHICH AMENDED ORDINANCE NO. 531 TO PROVIDE FOR RESIDENTIAL DESIGN DEVELOPMENT PERMITS IN "A", "B", AND "C" SINGLE FAMILY DISTRICTS, AND SPECIFICALLY REZONING PARTS OF MALCOLM TERRACE SUBDIVISION TO "C" SINGLE FAMILY DISTRICT AND GRANTING A RESIDENTIAL DESIGN DEVELOPMENT PERMIT THEREFOR.

BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI, AS FOLLOWS:

SECTION 1: PARAGRAPH 1 OF SECTION 2 OF ORDINANCE NO. 752 IS HEREBY AMENDED TO READ AS FOLLOWS:

SECTION 2: THE FOLLOWING DESCRIBED PROPERTY IS HEREBY REZONED TO "C" SINGLE FAMILY DISTRICT AND THE ZONING MAP OF THE CITY SHALL BE AMENDED ACCORDINGLY; FURTHER, A RESIDENTIAL DESIGNED DEVELOPMENT PERMIT IS HEREBY GRANTED FOR THE FOLLOWING DESCRIBED TRACT OF LAND SUBJECT TO THE CONDITIONS AND RESTRICTIONS, INCLUDING THOSE AS TO FRONT YARDS AND SIDE YARDS, SHOWN ON THE FINAL DEVELOPMENT PLAN (INCLUDING ANY DEVIATIONS FROM STANDARD DEVELOPMENT PLANS AND ZONING REQUIREMENTS) FOR THE FOLLOWING DESCRIBED TRACT OF LAND, ALL IN ACCORDANCE WITH THE PROVISIONS OF SECTION 15.19 OF ORDINANCE NO. 225, AS AMENDED HEREIN, SUCH PLAN BEING IDENTIFIED BY THE SIGNATURE OF THE CHAIRMAN OF THE PLANNING AND ZONING COMMISSION AND THE MAYOR AS OF THE DATE OF ADOPTION OF THIS ORDINANCE AND ATTESTED BY THE CITY CLERK; DESCRIPTION, TO-WIT:

A TRACT OF LAND WITHIN THE SUBDIVISION OF MALCOLM TERRACE, AS RECORDED IN PLAT BOOK 4, PAGE 92, IN THE YEAR OF 1895, DESCRIBED AS BLOCKS OF LAND AND PORTIONS THEREOF IN THE SOUTHWEST ONE-FOURTH OF SECTION 11, TOWNSHIP 45 NORTH, RANGE 5 EAST, COUNTY OF ST LOUIS, STATE OF MISSOURI, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE EASTERN LINE OF SAID SUBDIVISION AT THE EASTERN PROLONGATION OF THE NORTH LINE OF ST. PAUL STREET, ALL AS SHOWN ON SAID PLAT; THENCE SOUTH AND ALONG SAID EASTERN LINE OF SAID SUBDIVISION, BEING ALSO ALONG THE EAST LINE OF MOSLEY ROAD, TO A POINT IN THE EAST PROLONGATION OF THE NORTH LINE OF VON SPEIGEL STREET, SAID LAST MENTIONED NORTH LINE BEING ALSO THE SOUTH LINE OF BLOCK 10; THENCE WEST AND ALONG THE SOUTH LINE OF BLOCK 10, AND ITS CONTINUATION TO THE MOST WESTERN LINE OF GERMAN BOULEVARD (EAST), 20 FEET WIDE; THENCE NORTHWESTWARDLY AND ALONG THE WESTERN LINE OF SAID GERMAN BOULEVARD (EAST) TO

Attachment: Ordinance 0801 (#18-007: Malcolm Terrace Subdivision RZG)

ITS INTERSECTION WITH THE WESTWARDLY PROLONGATION OF THE SOUTH LINE OF LOT 13 OF BLOCK 9; THENCE CONTINUING ALONG SAID WEST PROLONGATION TO A POINT IN THE WEST LINE OF FRANKLIN AVENUE OF SAID MALCOLM TERRACE SUBDIVISION, BEING ALSO THE EAST LINE OF BLOCK 8; THENCE SOUTH AND ALONG THE EAST LINE OF SAID BLOCK 8 TO A POINT IN THE SOUTH LINE OF SAID BLOCK 8; THENCE WEST AND ALONG THE SOUTH LINE OF SAID BLOCK 8 AND BLOCK 7, TO A POINT IN THE WEST LINE OF AN ALLEY DIVIDING SAID BLOCK 7; THENCE NORTH AND ALONG THE WEST LINE SAID ALLEY AND ITS PROLONGATION, ACROSS ELZEY STREET TO A POINT IN THE NORTH LINE OF ELZEY STREET, BEING ALSO THE SOUTH LINE OF BLOCK 4; THENCE WEST AND ALONG THE SOUTH LINE OF SAID BLOCK 4 TO A POINT IN THE EAST LINE OF MULLIGAN STREET, BEING ALSO THE WEST LINE OF SAID BLOCK 4; THENCE NORTH AND ALONG THE WEST LINE OF SAID BLOCK 4 TO THE MOST NORTHERN CORNER OF LOT 17 IN SAID BLOCK 4; THENCE PERPENDICULAR WITH THE WEST LINE OF GERMAN BOULEVARD (WEST), AS SHOWN ON SAID PLAT OF MALCOLM TERRACE AS BEING 20.0 FEET WIDE, TO A POINT IN THE EASTERN LINE OF GERMAN BOULEVARD (WEST); THENCE SOUTHEASTWARDLY AND ALONG THE EASTERN LINE OF SAID GERMAN BOULEVARD (WEST), 20.0 FEET WIDE, TO ITS INTERSECTION WITH THE NORTH LINE OF SAID ELZEY STREET; THENCE EAST AND ALONG THE NORTH LINE OF SAID ELZEY STREET, ACROSS THE ABANDONED RAILROAD RIGHT-OF-WAY, 100.00 FEET WIDE, AND ACROSS GERMAN BOULEVARD (EAST) AND CONTINUING ALONG THE NORTH LINE OF ELZEY STREET TO A POINT IN THE WEST LINE OF AN ALLEY, 15.00 FEET WIDE, DIVIDING SAID BLOCK 2 OF SAID SUBDIVISION; THENCE NORTH AND ALONG THE WEST LINE OF SAID ALLEY DIVIDING BLOCK 2, TO A POINT IN THE SOUTH LINE OF LOT 24 OF SAID BLOCK 2; THENCE WESTWARDLY ALONG THE SOUTH LINE OF SAID LOT 24, ACROSS FRANKLIN STREET, 40.00 FEET WIDE, CONTINUING WESTWARDLY ALONG THE SOUTH LINE OF LOT 4 IN BLOCK 3, AND ACROSS AN ALLEY 15.00 FEET WIDE, DIVIDING SAID BLOCK 3, TO A POINT IN THE WEST LINE OF SAID ALLEY; THENCE SOUTH ALONG THE WEST LINE OF SAID LAST MENTIONED ALLEY, TO THE SOUTH LINE OF LOT 30 IN SAID BLOCK 3; THENCE WESTWARDLY ALONG THE SOUTH LINE OF SAID LOT 30, TO THE WEST LINE OF BLOCK 3 AS SHOWN ON SAID SUBDIVISION PLAT; THENCE NORTHWARDLY ALONG THE WEST LINE OF SAID BLOCK 3, 125 FEET, MORE OR LESS, TO THE SOUTH LINE OF LOT 25 IN SAID BLOCK 3; THENCE WESTWARDLY

ACROSS TOWNSEND STREET, 40 FEET WIDE, ALONG THE DIRECT PROLONGA-
TION WESTWARDLY OF THE SOUTH LINE OF SAID LOT 25, 40.00 FEET TO
THE WEST LINE OF SAID TOWNSEND STREET; THENCE NORTHWARDLY AND ALONG
THE WEST LINE OF SAID TOWNSEND STREET AND CONTINUING NORTHWARDLY
ACROSS ST. PAUL STREET TO THE NORTH LINE OF ST. PAUL STREET;
THENCE EASTWARDLY AND ALONG THE NORTH LINE OF ST. PAUL STREET AND
ITS CONTINUATION EASTWARDLY TO THE EAST LINE OF MOSLEY ROAD, AND
THE POINT OF BEGINNING. EXCEPTING THAT PORTION OF LAND LYING
BETWEEN THE EXISTING EASTERN BANK OF A CREEK AND THE WEST LINE
OF THE ALLEY DIVIDING SAID BLOCK 7, ALL BEING NORTH OF VON SPEIGEL
STREET. CONTAINING 17.60 ACRES, MORE OR LESS.

SECTION 3: THIS ORDINANCE SHALL BE IN FULL FORCE AND
EFFECT UPON THE EXPIRATION OF FIFTEEN (15) DAYS AFTER ADOPTION
BY THE BOARD OF ALDERMEN AND THE SIGNING THEREOF BY THE MAYOR
OR UPON APPROVAL OF THE FINAL DEVELOPMENT PLAN BY THE BOARD OF
ALDERMEN, WHICHEVER SHALL OCCUR LAST.

PASSED THIS 13TH DAY OF JUNE 1977.

HAROLD L. DIELMANN, MAYOR

APPROVED THIS 13TH DAY OF JUNE 1977.

Harold L. Dielmann
HAROLD L. DIELMANN, MAYOR

ATTEST:

Laverne Collins
LAVERNE COLLINS, CITY CLERK



city of

CREVE COEUR

7.2.a

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

APPLICATION TO PLANNING AND ZONING COMMISSION #18-008 FOR A MASTER SIGN PLAN FOR CHAMINADE COLLEGE PREPARATORY SCHOOL

FOR THE MEETING OF: Monday, March 5, 2018, 6:30 PM

LOCATION: 425 S. Lindbergh Boulevard, zoned A Single Family Residential District

REQUEST: Bob Schnur, Director of Finance and Operations, has submitted an application for a master sign plan for the Chaminade College Preparatory School, located at 425 S. Lindbergh Blvd. Section 405.950.J. Master Sign Plans, allows the City Council the flexibility to approve additional signs for planned developments and large residentially zoned institutional campus developments of three or more buildings with a minimum of ten acres, subject to certain requirements and conditions. The application would allow for a 216 square foot LED Scoreboard displaying game time information for the new baseball field, as well as memorialize all existing signage on the Campus.

ADDITIONAL INFORMATION: The City's Sign Regulations allow institutions such as schools in residential districts, 1 permanent sign not exceeding 12 square feet in size, and 1 low monument sign not more than 12 square feet of sign area per face with not more than two faces, 6 feet in total height above the elevation of the adjacent finish grade, and with only manually changeable signs. No digital signs are allowed. However, residentially-zoned institutions with a minimum tract area of 20 acres may seek approval of a comprehensive plan of signage subject to the recommendation of the Planning and Zoning Commission and approval of the City Council. The school property is 57.12 acres and was established prior to the incorporation of the City, and is therefore pre-existing, with possible non-conforming elements elsewhere on the site.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request follow the Design Guidelines?
- Does the request meet the requirements for a Master Sign Plan approval?

Creve Coeur 2030 Plan References

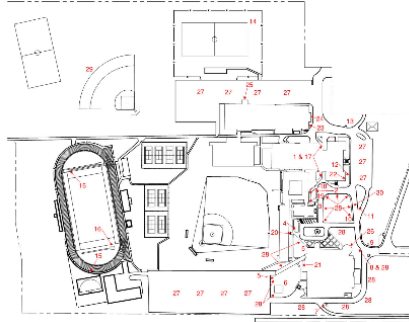
- Campus & Institutional Districts
 - Campus (CV) Place Type

Zoning Code References

- Section 405.250 A Single Family Residential
- Article VIII Sign Regulations

APPLICANT: Robert Schnur
Director of Finance and Operations
Chaminade College Preparatory School
425 S. Lindbergh Boulevard
St. Louis, Mo 63141

APPLICANT'S REPRESENTATIVE: Edward Griesedieck
EJG Legal Consulting LLC
5 Indian Creek Lane
St. Louis, MO 63131



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner
DATE: 3/1/2018
ATTACHMENTS: Applicants materials submitted February 9, 2018
Draft Ordinance

On May 1, 2017, The Planning and Zoning Commission reviewed and recommended approval of a revised ordinance to the school's conditional use permit to convert the existing artificial turf soccer field into an artificial turf baseball stadium with 300 seats. All games are during the day, usually between 4PM to 6:30 PM, with 5-10 games for the varsity team and the lower level teams play 15-20 games per year. The field will also be used in the fall for middle school practices (soccer and football) – from 3pm-5pm. In the review of the Stadium, Staff identified that the scoreboard and “Chaminade” and “Flyers” names painted on the stadium were incidental signs as they would not be legible from a position off the premise. Incidental signs under 2 sq. ft. do not require a permit. Further, Section 405.930(D)(21) of Prohibited Signs states that except as may otherwise be expressly authorized by this Article VIII, signs exceeding fifty (50) square feet in gross sign area, and subsection (14) of Prohibited signs Changeable copy (manual or automated) except for manually changeable bulletin board signs as allowed for schools limited to 12 square feet under as allowed by Section 405.940(E). The City does not have a specific category for scoreboards for school facilities. Staff indicated at that time that the school may seek approval for other options through the Master Sign Plan process for the entire campus. However, until such time of that approval a condition of the ordinance included that all signs shall be in conformance with Article VIII Sign Regulations. Therefore, the Applicant is now seeking approval for a new scoreboard, as well as document all of the existing signs throughout the campus, as well as to address any previous non-conforming signs. All of the signs are consistent in design and scale for the campus.

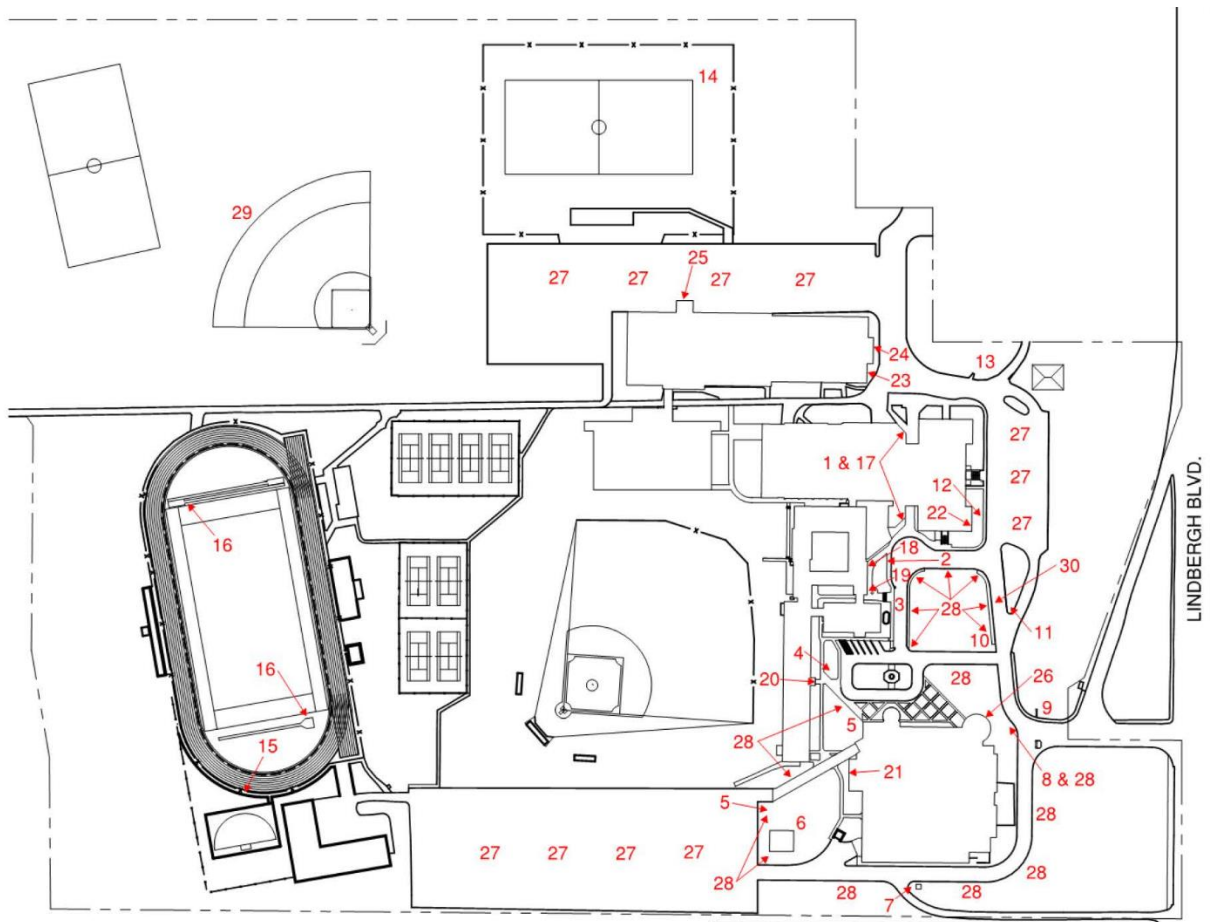


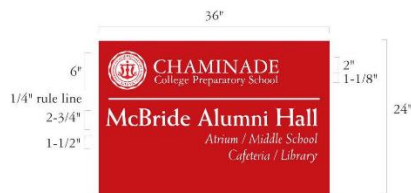
Figure 1: Campus Sign Plan

Campus Signs

Several of the existing signs include directional or building identification signs throughout the campus.



1 - WALL MOUNTED VINYL
3'-0" x 2'-0" = 6 SF
7'-4" ABOVE GRADE



2 - FREE STANDING VINYL
4'-0" x 2'-0" = 8 SF
3'-6" ABOVE GRADE

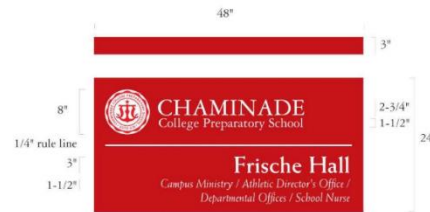


Figure 2: Example wall mounted vinyl signs and free standing directionals signs.

Existing Ground Monument Sign

The pre-existing, non-conforming, low monument sign along Lindbergh Boulevard that is approximately 86 square feet.



Figure 3: Close-up of the existing ground monument sign

Building Signs

Without the master sign plan provision, institutional uses in residential districts such as schools and places of worship are allowed one wall sign not exceeding twelve square-feet in size. The proposed sign package includes various building signs. The largest building sign is for the Arts center building (identified as #21) with a sign area of 132 square feet.



21 - RAISED METAL LETTERS
10" & 12" TALL = 132 SF
TOP = 14'-6" ABOVE GRADE



26 - RAISED METAL LETTERS
1'-8" TALL = 80 SF
TOP = 35'-0" ABOVE GRADE

Figure 4: Applicants example building signage

Light Pole Banner Signs

The proposal also includes light pole banners within the parking lots (22 double light banners of type #27, and approximately 17 one sides banner type #28) that also would not normally be allowed under the standard Sign Regulations. In 2012, during the re-writing of the Sign Ordinance, light pole banners were removed from the general regulations where at that time the regulation allowed for holiday graphic displays but prohibited any text. Such an allowance for large campus was thought to be appropriate, such as Mercy Hospital, where banners could be changed out for events, etc. such as Heart Health Awareness Month, Cancer Awareness, etc., or part of a singular campus design, that needed to be considered as part of an overall sign package under the master sign plan provision.



27 - VINYL BANNER
2'-6" x 4'-0" = 10 SF
TOP = 16'-0" ABOVE PAVEMENT

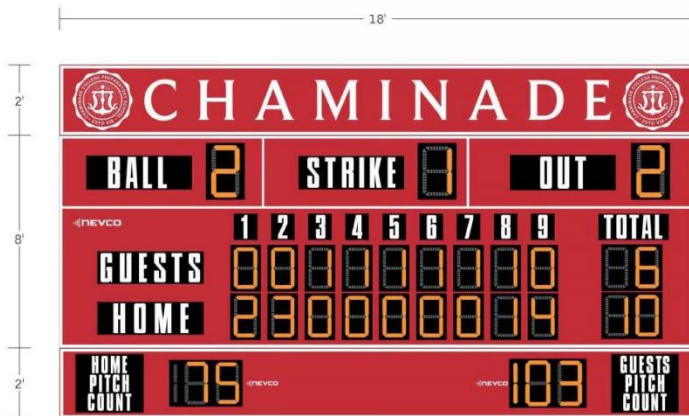


28 - VINYL BANNER
2'-0" x 3'-0" = 6 SF
TOP = 11'-6" ABOVE PAVEMENT

Figure 5: Applicants Light pole Banner Types

Scoreboard and Various Field Signs

The remaining signs include various field scoreboards that are also LED signs, and a new 216 sq. ft. scoreboard for the baseball field under construction that will be facing the baseball stadium and not facing toward the residential homes to the north. There are no other lights associated with the field and the games are all played during the day. The LED portion are for the numbers that designate the score, balls, strikes, outs, etc. The sign will be placed above the field fence in a similar manner as that of the football field scoreboard identified as #15 below.



PROPOSED

29 – METAL SCOREBOARD

18'-0" x 12'-0" = 216 SF

TOP = 22'-0" ABOVE FIELD

Figure 6: Close-up of the proposed new Baseball Field Scoreboard

Existing field LED Scoreboard and Field Signs on the campus.



14 – METAL SCOREBOARD

12'-0" x 7'-0" = 84 SF

TOP = 17'-0" ABOVE GRADE



15 – METAL SCOREBOARD

24'-0" x 14'-6" = 348 SF

TOP = 20'-0" ABOVE FIELD



16 – METAL PLAY CLOCK

4'-0" x 4'-0" = 16 SF

TOP = 12'-0" ABOVE FIELD



Figure 7: Close-up of the existing scoreboards/play clock found on the campus

Below is the total sign schedule for the campus that indicate the total number of signs and the combined sign area of all the signs.

Chaminade College Preparatory School Hastings+Chivetta Architects
Campus Signage Plan 2/1/2018

SIGN SCHEDULE

Sign #	Description	Dimensions		Quantity	Area (square feet)
		WIDTH (inches)	HEIGHT (inches)		
1	wall mounted vinyl	36	24	2	12
2	free standing vinyl	48	24	1	8
3	free standing vinyl	48	24	1	8
4	free standing vinyl	48	24	1	8
5	free standing vinyl	48	24	2	16
6	free standing vinyl	48	24	1	8
7	free standing vinyl	48	24	1	8
8	free standing vinyl	60	60	1	25
9	brick monument	154	80	1	86
10	free standing vinyl	48	24	1	8
11	free standing vinyl	60	60	1	25
12	free standing vinyl	48	24	1	8
13	free standing vinyl	48	24	1	8
14	metal scoreboard-soccer	144	84	1	84
15	metal scoreboard-football	288	174	1	348
16	metal play clock-football	48	48	2	32
17	raised metal letters	144	40	2	80
18	raised metal letters	84	8	1	5
19	raised metal letters	76	30	1	16
20	recessed letters	84	8	1	5
21	raised metal letters	288	66	1	132
22	raised metal letters	100	8	1	6
23	raised metal letters	96	8	1	5
24	recessed letters	108	16	1	12
25	raised metal letters	60	8	1	3
26	raised metal letters	576	20	1	80
27	vinyl banner	30	48	22	220
28	vinyl banner	24	36	17	102
29	metal scoreboard-baseball	216	144	1	216
TOTAL AREA (existing)					1357
TOTAL AREA (proposed)					216

Table 1: Applicants Sign Schedule Table

Below is a Google image of the existing monument sign the directional signs and some of the light pole banners



Figure 8: Google Earth image of the existing monument sign, with the directional signs and light pole banners at the entrance along Lindbergh Boulevard.

ARTWORK

Chaminade has several sculptures throughout the property, and a recent donation for a new sculpture to be commissioned and placed in a garden area in front of the chapel is being contemplated at some point in the future. This request is limited to the a review of the typical forms of signage for a campus setting, but also includes the three sculptures in front as they directly relay a message along the public right-of-way that relates to the commercial/institutional use of the property. The proposed future plaza space and sculpture will need to be reviewed as a minor site plan amendment by the Planning and Zoning Commission when the School has further developed the plans.



Figure 9: Close-up of a future sculpture and garden area



Figure 10: Google Image of the existing sculptures in the front lawn area next the monument sign on Lindbergh Blvd.

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

Direction	Use	Zoning District	Separated by
North	Single-family residences	C Single-family Residential	N/A
South	Single-family residences	City of Frontenac zoning	Donoho Place
East	Single-family residences	City of Ladue zoning	Lindbergh Boulevard
West	Single-family residences	C Single-family Residential	N/A

CREVE COEUR 2030 COMPREHENSIVE PLAN REVIEW

The subject property is included as a Campus District within the Campus & Institutional Place Type Districts that is for the development of large multi-building office structures, institutional facilities, research building, educational, and healthcare facilities, deeply setback from site edges and surrounded by beautiful landscape buffers, that are compatible with the neighboring residential districts with an established “green edge” landscape zone to protect from potential negative impacts of non-residential land uses while allowing flexibility on the interior of the site (p.109-110).

The Design Guidelines offer further guidance in reviewing signs, by recommending that sign plans include a consistency of materials, siting, and design. Specifically, all signs are to be architecturally integrated and complement their surroundings in terms of size, shape, color, texture and lighting. Signs are to complement the overall design of the building and are not to be designed to be in visual competition with other signs in the area. New signs proposed for existing buildings should provide a compatible appearance with other building signage. Where no sign program exists there should be an attempt to bring in a unifying element (such as size). (Chapter 5, page 17). The Chaminade signs are well-designed in similar style and use of materials, and limited to within the campus and away from the residential areas. The scoreboards while large, are in scale given the purpose and setting. The only portion of the sign that is the proposed LED changeable copy is to indicate the score, innings, etc. where it is appropriate to have this information. Therefore, Staff finds that the proposed signage is in keeping with the Design Guidelines and the Comprehensive Plan, and the LED portion should not have a negative impact to the adjacent residents.

ZONING CODE REVIEW

All signs within the City are regulated under Article VIII of the Zoning Ordinance. The purpose of the Sign Regulations are to encourage the effective use of signs as a means of communication, to maintain and enhance the aesthetic appearance of the City and to facilitate and improve pedestrian and vehicular traffic safety, and to lessen confusion and visual clutter caused by a proliferation of signs competing for attention.

As discussed above, Section 405.930(D) Prohibited Signs include:

14. Changeable copy signs (manual or automated). Exempted from this provision are: manually changeable bulletin board signs as allowed by Section 405.940(E); marquee signs, if approved pursuant to Section 405.950(H)(2); signs defined in Section 405.930(E)(1) (governmental and official signs); illuminated devices as allowed by Section 405.930(F)(2); and signs in Section 405.950(I)(6) (gasoline price signs).
21. Except as may otherwise be expressly authorized by this Article VIII, signs exceeding fifty (50) square feet in gross sign area.

Section 405.940(E) Institutional Uses In Residential Districts, provides that only manually changeable copy signs are allowed with a maximum sign area of 12 sq. ft., and that campus monument signs area limited to 24 square feet, per the subsections below:

2. Low monument signs. An institutional use in a residential district occupying a site of at least thirty thousand (30,000) square feet may also be permitted a single, low monument sign, which

can include a manually changeable bulletin board sign, provided such sign contains not more than twelve (12) square feet of sign area per face with not more than two (2) faces, is not more than six (6) feet in total height above the elevation of the adjacent finish grade, is set back at least ten (10) feet from the right-of-way of said fronting street or highway, is not located within the site distance triangle described in Section 405.670 of this Chapter and the site meets one (1) of the following criteria:

- a. The site has at least three hundred (300) feet of lot frontage on a street or highway other than Lindbergh Boulevard; or
- b. The site has at least two hundred (200) feet of lot frontage on Lindbergh Boulevard.
3. Campus low monument sign. An institutional use in a residential district occupying a site in excess of five (5) acres may, by filing a plan with the Zoning Administrator, have a single, freestanding, permanent sign in accordance with the following standards:
 - a. Maximum sign area. Sixty (60) square feet.
 - b. Maximum area per sign face. Twenty-four (24) square feet.
 - c. Maximum height. Six (6) feet above prevailing base grade.
 - d. Setback on right-of-way. Fifteen (15) feet.

For campuses, the Sign Regulations allow for flexibility through the approval of a comprehensive sign package that creates an overall identity for the campus, where all signs are compatible in theme, quality, and character with the surrounding area, per the Master Sign Plan provision below:

Section 405.950.J. Master Signage Plans. In keeping with the intent to allow flexibility in the design of planned developments and large campus development of contiguous multi-acre areas, not separated by major highways or public right-of-ways (i.e., Olive Boulevard), the following options may be available for signs accessory to uses in non-residential district properties of campus developments of three (3) or more multiple buildings with a minimum of ten (10) acres and residentially zoned institutions (schools and places of worship with a minimum tract area of twenty (20) acres) subject to:

1. *As an alternative to what would otherwise be allowed, signs may be permitted in accordance with a Comprehensive Plan of signage subject to the recommendation of the Planning and Zoning Commission and approval of the City Council following a public hearing conducted in accordance with the provisions of Sections 405.1060(D)(3) and 405.1120 of the Zoning Code. The Comprehensive Plan of signage shall show the location, size, height and extent of all proposed signs. In addition, the geographic limits of the area to be covered by the Comprehensive Plan of signage must be shown.*
2. *Any application submitted pursuant to Subsection (J)(1) above may be made by any property owner, owner of an easement, lessee, contract purchaser or their agent. Such application shall be accompanied by a statement setting forth the names of the record owners of the properties upon which such signs are proposed to be located and the notarized agreement of each record owner to the placement of such signs on their property. When an application requests permission to erect a sign on property owned by someone other than the applicant, then such application shall be accompanied by a written and notarized statement signed by the record owners of such properties which indicates their endorsement of the application.*
3. *The above-cited signage options shall be exercised in accordance with the standards for all planned developments as set forth in Section 405.1080. All proposed signs shall be reviewed based on the following criteria:*
 - a. *Proposed signs are consistent with the purpose of this Article.*
 - b. *Proposed signs are compatible with the theme, visual quality, and overall character of the surrounding area.*
 - c. *Proposed signs are in scale and harmonious with the development and shall be so located and sized as to ensure convenience to the visitor, user or occupant of the development while not adding to street clutter or otherwise detracting from*

the planned unit nature of the development and the purposes of architectural and urban design elements.

The proposed Master Sign Plan for Chaminade is largely consistent with the intent of the Sign Regulations provision for master sign plans and with prior action, where LED Scoreboards for Whitfield School were approved under a similar sign plan, and where the purpose of such signs are limited to the specific uses of the field and are commonly found in school settings. All of the signs represent a similar style and design, and are mostly limited to the interior of the campus. Because the sign regulations does not have a specific category for scoreboards, and that is it internal to the site and incidental to the use of the fields, Staff finds that the signs are in keeping with the Zoning Regulations in that it is not intended to attract customers from Lindbergh Boulevard or add to visual clutter, for which the general prohibition is intended to prevent in regards typical flashing LED Changeable signs.

FORM OF THE DRAFT ORDINANCE

The draft ordinance contains the following customary conditions that primarily ensure adherence to proposed plan:

- The Applicant shall follow the Master Signage Plan received February 9, 2018 for all new or altered signage on the campus, as approved by the City of Creve Coeur, except as modified below. The location, size, shape, color, type, and design of each sign shall not substantively depart from the Master Sign Plan, unless approved by the City of Creve Coeur.
- The Applicant shall submit sign permit and/or building permit application for proposed new scoreboard sign referred to in the Master Sign Plan.
- The approval of the plan includes the three existing sculptures along S. Lindbergh Boulevard. The proposed future plaza and sculpture shall be reviewed by the Planning and Zoning Commission as a minor site plan.
- No additional permanent signage is allowed for the campus. Permitted temporary banners are allowed as provided under Section 405.940(E)(5).

CONCLUSION AND ACTION

If the Planning and Zoning Commission finds that the Chaminade Master Signage Plan is consistent with the purpose and requirements of Article VIII, a recommendation to the City Council for approval is necessary. Action on the proposal will come in the form of a recommendation of approval, approval with conditions, or denial. The following is an example of an appropriate motion for this application:

“I move to recommend approval of the Chaminade College Preparatory School Master Signage Plan, including a new 216 sq. ft. scoreboard for the baseball field subject to the conditions contained in the draft ordinance attached to the staff report for the meeting of March 5, 2018” (conditions may be added, eliminated, or modified by preceding motion).

APPENDIX 1: COMPREHENSIVE PLAN

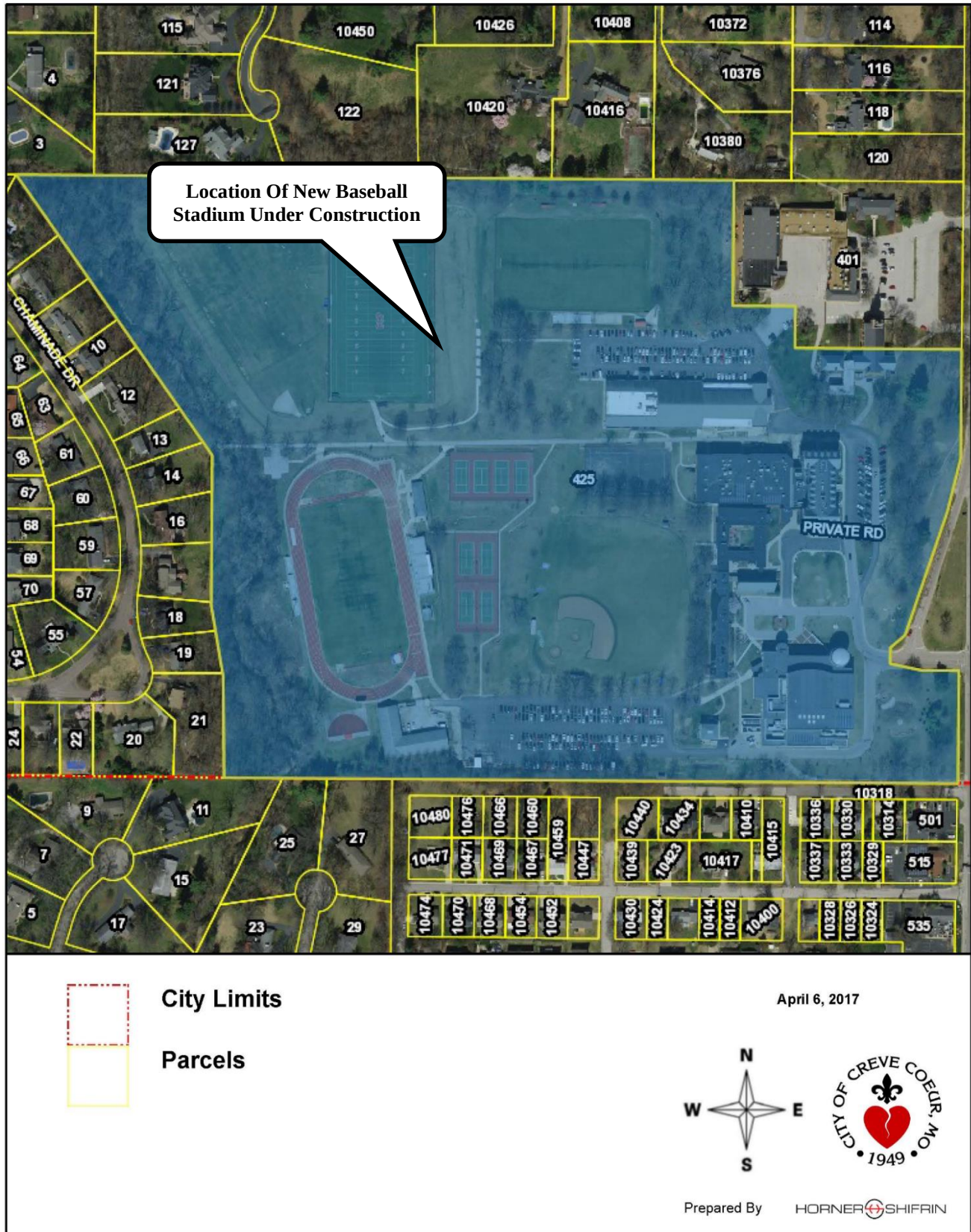
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE

Included and attached by reference. See body of report for specific excerpts.

APPENDIX 3: AERIAL PHOTO

Chaminade College Preparatory School



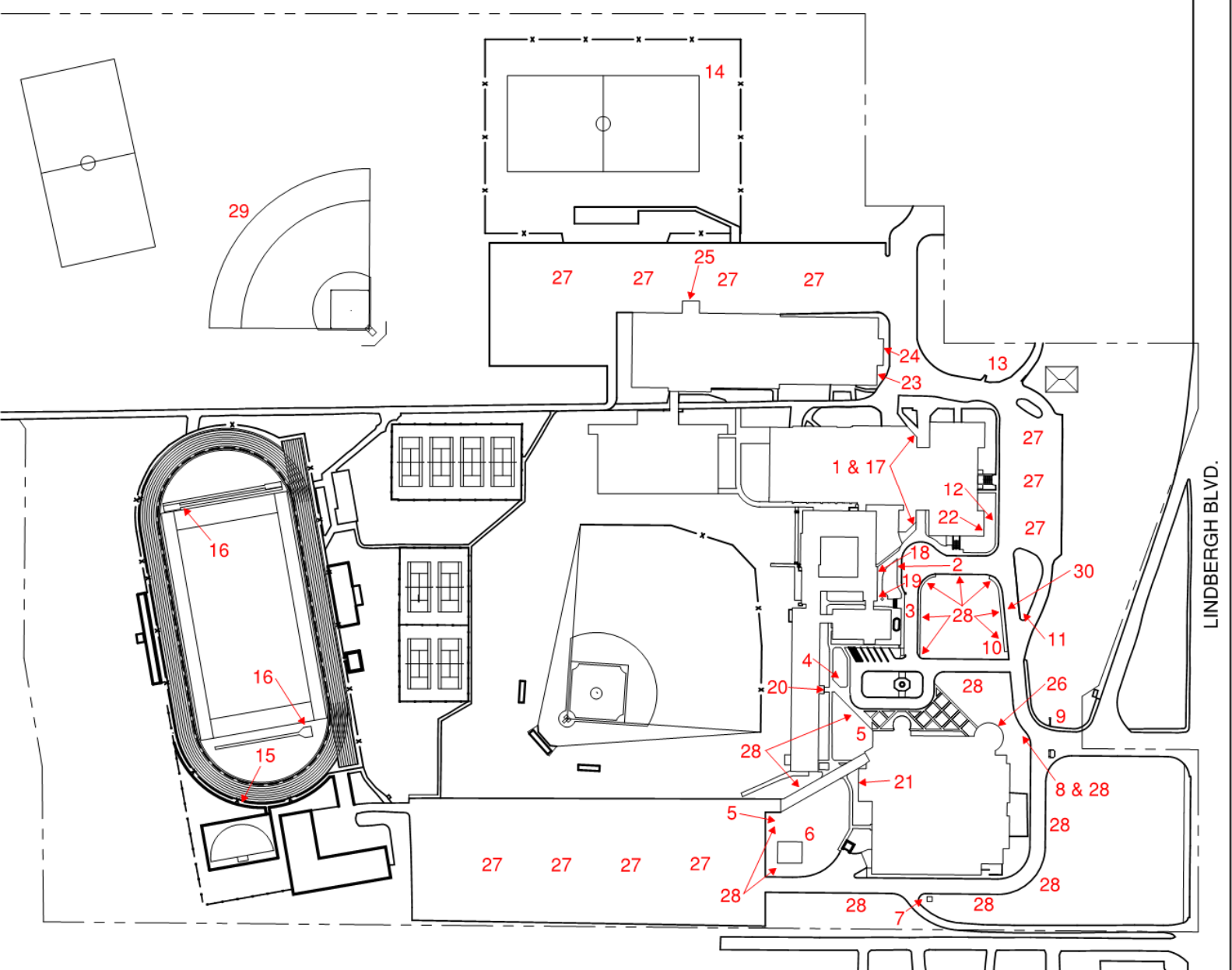


CHAMINADE COLLEGE PREPARATORY SCHOOL

Master Plan – Signage Survey
February 1, 2018

Prepared by: **Hastings+Chivetta**
ARCHITECTURE • PLANNING • ENGINEERING

CHAMINADE CAMPUS SIGNAGE



CAMPUS SITE PLAN
(NOT TO SCALE)

CHAMINADE CAMPUS SIGNAGE



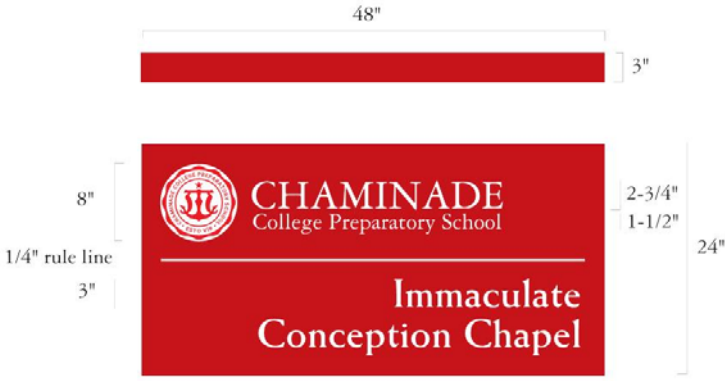
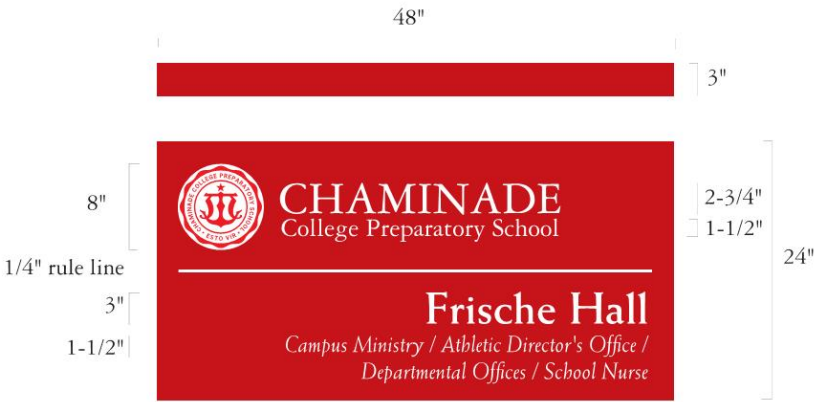
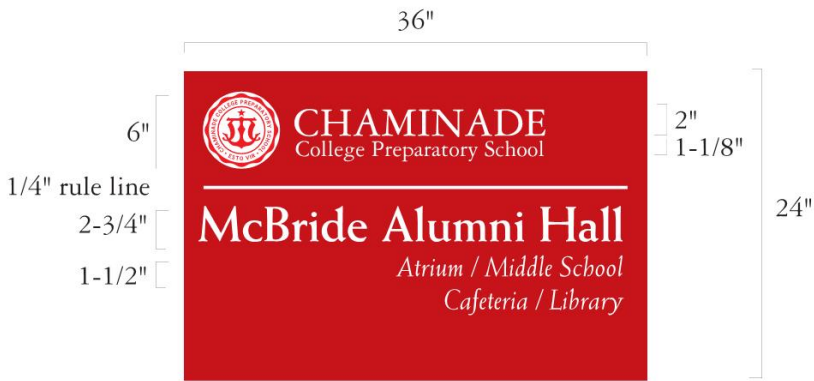
1 - WALL MOUNTED VINYL
3'-0" x 2'-0" = 6 SF
7'-4" ABOVE GRADE



2 - FREE STANDING VINYL
4'-0" x 2'-0" = 8 SF
3'-6" ABOVE GRADE



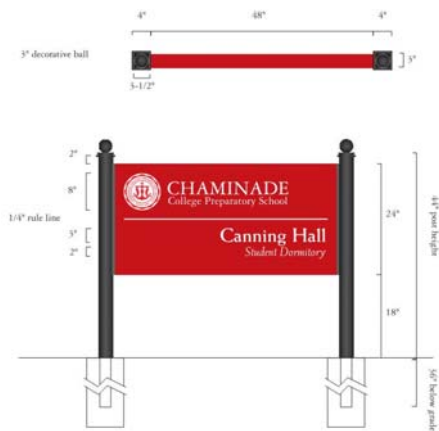
3 - FREE STANDING VINYL
4'-0" x 2'-0" = 8 SF
3'-6" ABOVE GRADE



CHAMINADE CAMPUS SIGNAGE



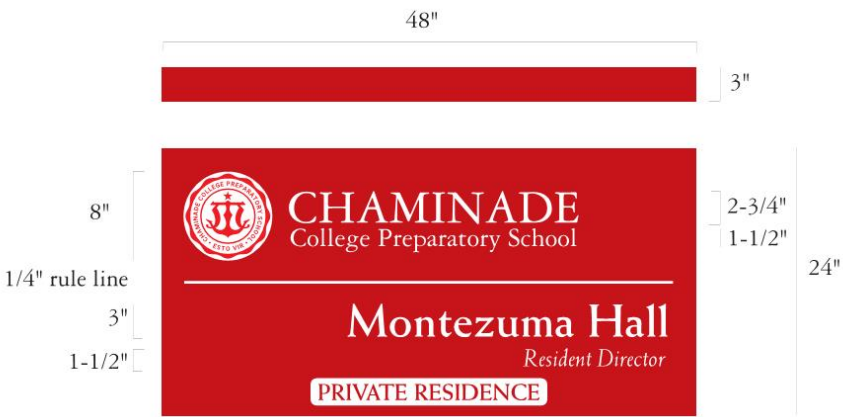
4 - FREE STANDING VINYL
4'-0" x 2'-0" = 8 SF
3'-10" ABOVE GRADE



5 - FREE STANDING VINYL
4'-0" x 2'-0" = 8 SF
3'-10" & 4'-6" ABOVE GRADE



6 - FREE STANDING VINYL
4'-0" x 2'-0" = 8 SF
2'-10" ABOVE GRADE



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Attachment: Chaminade Master Plan Signage Study (#18-008 Chaminade Master Sign Plan)

CHAMINADE CAMPUS SIGNAGE



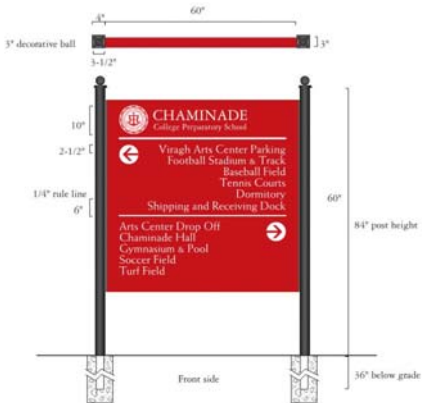
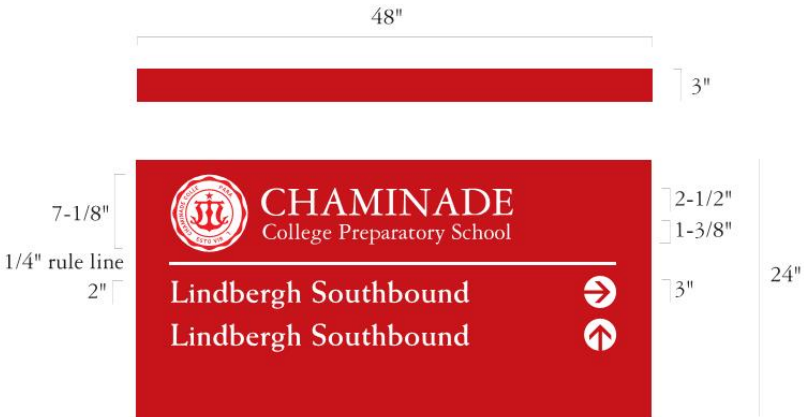
7 - FREE STANDING VINYL
4'-0" x 2'-0" = 8 SF
4'-8" ABOVE GRADE



8 - FREE STANDING VINYL
5'-0" x 5'-0" = 25 SF
7'-0" ABOVE GRADE



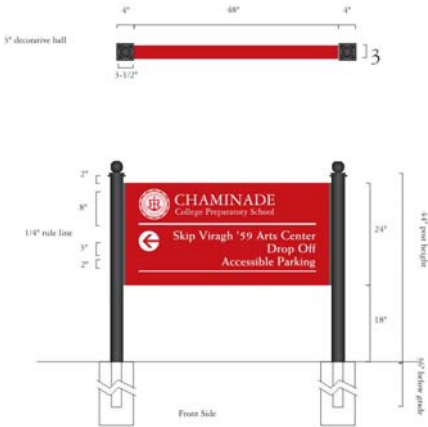
9 - BRICK MONUMENT
12'-10" x 6'-8" = 86 SF
6'-8" ABOVE GRADE



CHAMINADE CAMPUS SIGNAGE



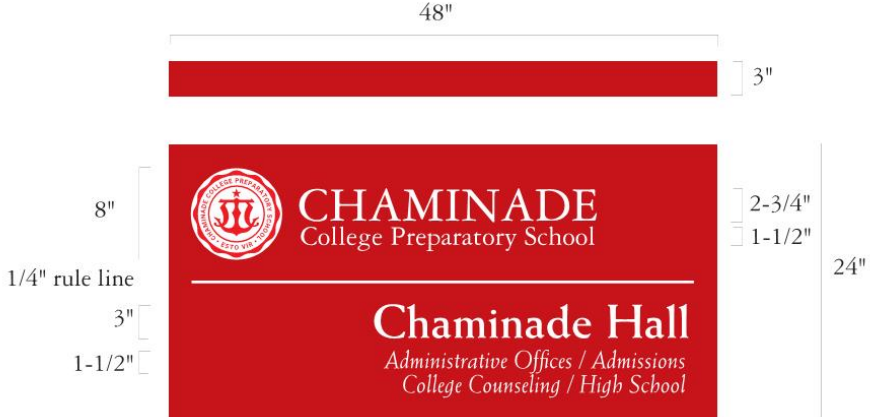
10 - FREE STANDING VINYL
4'-0" x 2'-0" = 8 SF
3'-6" ABOVE GRADE



11 - FREE STANDING VINYL
5'-0" x 5'-0" = 25 SF
7'-0" ABOVE GRADE



12 - FREE STANDING VINYL
4'-0" x 2'-0" = 8 SF
4'-3" ABOVE GRADE



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Attachment: Chaminade Master Plan Signage Study (#18-008 Chaminade Master Sign Plan)

CHAMINADE CAMPUS SIGNAGE



13 – FREE STANDING VINYL
4'-0" x 2'-0" = 8 SF
3'-4" ABOVE GRADE



14 – METAL SCOREBOARD
12'-0" x 7'-0" = 84 SF
TOP = 17'-0" ABOVE GRADE



15 – METAL SCOREBOARD
24'-0" x 14'-6" = 348 SF
TOP = 20'-0" ABOVE FIELD



Hastings+Chivetta
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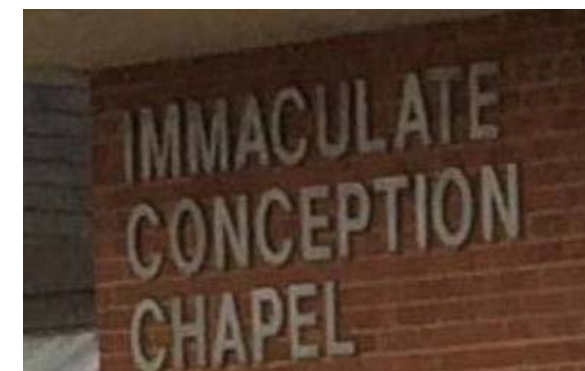
CHAMINADE CAMPUS SIGNAGE



16 – METAL PLAY CLOCK
4'-0" x 4'-0" = 16 SF
TOP = 12'-0" ABOVE FIELD



17 – RAISED METAL LETTERS
16" TALL = 40 SF
TOP = 22'-0" ABOVE GRADE



19 – RAISED METAL LETTERS
8" TALL = 16 SF
TOP = 9'-0" ABOVE GRADE



18 – RAISED METAL LETTERS
8" TALL = 5 SF
TOP = 8'-0" ABOVE GRADE



20 – RECESSED LETTERS
8" TALL = 5 SF
TOP = 11'-4" ABOVE GRADE

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CHAMINADE CAMPUS SIGNAGE



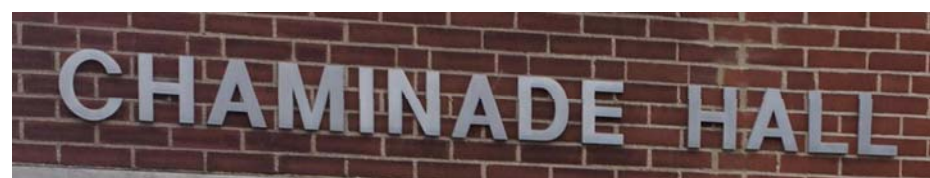
21 - RAISED METAL LETTERS
10" & 12" TALL = 132 SF
TOP = 14'-6" ABOVE GRADE



23 - RAISED METAL LETTERS
8" TALL = 5 SF
TOP = 12'-6" ABOVE GRADE



25 - RAISED METAL LETTERS
8" TALL = 3 SF
TOP = 11'-6" ABOVE GRADE



22 - RAISED METAL LETTERS
8" TALL = 6 SF
TOP = 9'-6" ABOVE GRADE



24 - RECESSED LETTERS
16" TALL = 6 SF
TOP = 19'-0" ABOVE GRADE



26 - RAISED METAL LETTERS
1'-8" TALL = 80 SF
TOP = 35'-0" ABOVE GRADE

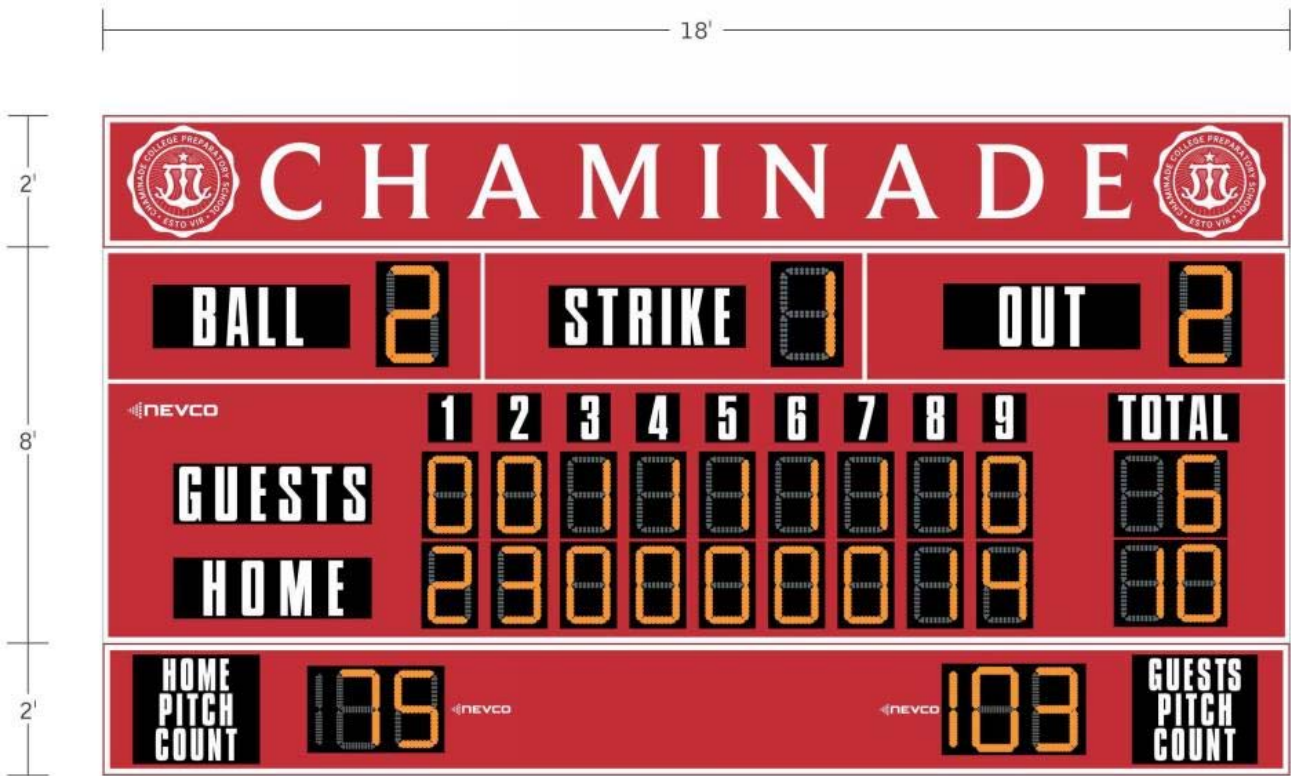
CHAMINADE CAMPUS SIGNAGE



27 – VINYL BANNER
2’-6” x 4’-0” = 10 SF
TOP = 16’-0” ABOVE PAVEMENT



28 – VINYL BANNER
2’-0” x 3’-0” = 6 SF
TOP = 11’-6” ABOVE PAVEMENT



PROPOSED

29 – METAL SCOREBOARD
18’-0” x 12’-0” = 216 SF
TOP = 22’-0” ABOVE FIELD

CHAMINADE CAMPUS SIGNAGE



FUTURE COMMISSION

30 – SCULPTURE

APPROXIMATE HEIGHT = 10'-15' ABOVE BASE

Chaminade College Preparatory School
Campus Signage Plan
Hastings+Chivetta Architects
2/1/2018

SIGN SCHEDULE

Sign #	Description	Dimensions		Quantity	Area (square feet)
		WIDTH (inches)	HEIGHT (inches)		
1	wall mounted vinyl	36	24	2	12
2	free standing vinyl	48	24	1	8
3	free standing vinyl	48	24	1	8
4	free standing vinyl	48	24	1	8
5	free standing vinyl	48	24	2	16
6	free standing vinyl	48	24	1	8
7	free standing vinyl	48	24	1	8
8	free standing vinyl	60	60	1	25
9	brick monument	154	80	1	86
10	free standing vinyl	48	24	1	8
11	free standing vinyl	60	60	1	25
12	free standing vinyl	48	24	1	8
13	free standing vinyl	48	24	1	8
14	metal scoreboard-soccer	144	84	1	84
15	metal scoreboard-football	288	174	1	348
16	metal play clock-football	48	48	2	32
17	raised metal letters	144	40	2	80
18	raised metal letters	84	8	1	5
19	raised metal letters	76	30	1	16
20	recessed letters	84	8	1	5
21	raised metal letters	288	66	1	132
22	raised metal letters	100	8	1	6
23	raised metal letters	96	8	1	5
24	recessed letters	108	16	1	12
25	raised metal letters	60	8	1	3
26	raised metal letters	576	20	1	80
27	vinyl banner	30	48	22	220
28	vinyl banner	24	36	17	102
29	metal scoreboard-baseball	216	144	1	216

TOTAL AREA (existing)	1357
TOTAL AREA (proposed)	216

Hastings+Chivetta
ARCHITECTURE • PLANNING • ENGINEERING

Attachment: Chaminade Master Plan Signage Study (#18-008 Chaminade Master Sign Plan)

BILL NO. _____

ORDINANCE NO. _____

**AN ORDINANCE AUTHORIZING A MASTER SIGN PLAN FOR
CHAMINADE COLLEGE PREPARATORY SCHOOL LOCATED AT 425 S LINDBERGH
BOULEVARD, ZONED A SINGLE FAMILY RESIDENTIAL**

WHEREAS, Bob Schnur, Director of Finance and Operations, has submitted an application for a master sign plan for the Chaminade College Preparatory School, located at 425 S. Lindbergh Blvd, pursuant to Section 405.950.J of the City of Creve Coeur's Code of Ordinances, to include allow for a 216 square foot LED Scoreboard displaying game time information for the new baseball field, as well as memorialize all existing signage on the Campus; and

WHEREAS, the boundaries of the Master Signage Plan will be for the entire school campus including all existing and proposed signage, except as modified herein, as demonstrated in the "Master Plan – Signage Survey dated February 1 2018 and attached as Exhibit 1; 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 5, 2018, beginning at 6:30 p.m., or immediately following the close of the previous public hearing; 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

WHEREAS, all persons who presented themselves at said meeting and desiring to be heard were given an opportunity to be heard; and

WHEREAS, the Planning and Zoning Commission reviewed and, by _____ vote, recommended approval of the master sign plan, subject to the conditions contained herein, at its meeting on March 5, 2018; and

WHEREAS, the City Council being fully informed finds that approving the Plan, subject to certain conditions, 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 is in the public interest; and

WHEREAS, all parties desiring to be heard, either for or against said application, 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 Council; and this Bill having been read by title in open meeting two times before final passage by the City Council, and

NOW, THEREFORE, be it ordained by the City Council of the City of Creve Coeur, St. Louis County, Missouri, as follows:

SECTION 1: A Master Sign Plan is approved for the Chaminade College Preparatory School campus, generally located at 425 S. Lindbergh Boulevard, in the A Single Family Residential zoning district whose legal description is as follows:

A tract of land in the Southwest quarter of Section 12, Township 45 North, Range 5 East in St. Louis County, Missouri being more particularly described as follows:

Beginning at a point, said point being the Southeast corner of a tract of land conveyed to John H. Glennon, Archbishop, by instrument recorded in Book 1646 page 367, said point being the POINT

Attachment: 18-008.Chaminade Master Sign Plan.Draft Ordinance.3-5-2018 (#18-008 Chaminade Master Sign Plan)

BILL NO. _____

ORDINANCE NO. _____

OF BEGINNING; thence South 0 degrees 32 minutes 00 seconds West a distance of 259.71 feet to a point; thence south 14 degrees 01 minutes 45 seconds West a distance of 128.55 feet to a point; thence South 18 degrees 58 minutes 06 seconds West a distance of 316.23 feet to a point; thence south 49 degrees 55 minutes 56 seconds West a distance of 46.10 feet to a point; thence South 0 degrees 32 minutes 00 seconds West a distance of 40.00 feet to a point; thence South 89 degrees 28 minutes 00 seconds East a distance of 166.00 feet to a point; thence South 00 degrees 32 minutes 00 seconds West a distance of 203.67 feet to a point; thence North 89 degrees 30 minutes 00 seconds West a distance of 1761.36 to a point; thence North 0 degrees 26 minutes 00 seconds West a distance of 242.32 feet to a point; thence North 9 degrees 34 minutes 00 seconds West a distance of 172.64 feet to a point; thence North 0 degrees 26 minutes 00 seconds East a distance of 350.93 feet to a point; thence North 35 degrees 00 minutes 00 seconds West a distance of 819.61 feet to a point; thence South 89 degrees 30 minutes 00 seconds East a distance of 1,722.63 feet to a point; thence South 0 degrees 32 minutes 00 seconds West a distance of 300.00 feet to a point; thence South 89 degrees 30 minutes 00 seconds East a distance of 150.00 feet to a point; thence South 0 degrees 32 minutes 00 seconds West a distance of 100.00 feet to a point; thence South 89 degrees 30 minutes 00 seconds East a distance of 400.00 feet to the POINT OF BEGINNING; containing 57.0 acres more or less. As set forth on the Legal Description prepared by Volz Engineers, Land Planners and Land Surveyors, dated February 13, 2001.

SECTION 2: Such approval of the Master Signage Plan for the DeSmet Jesuit campus shall be subject to the following conditions:

1. The Applicant shall follow the Master Signage Plan received February 9, 2018 for all new or altered signage on the campus, as approved by the City of Creve Coeur, except as modified below. The location, size, shape, color, type, and design of each sign shall not substantively depart from the Master Sign Plan, unless approved by the City of Creve Coeur.
2. The Applicant shall submit sign permit and/or building permit application for proposed new scoreboard sign referred to in the Master Sign Plan.
3. The approval of the plan includes the three existing sculptures along S. Lindbergh Boulevard. The proposed future plaza and sculpture shall be reviewed by the Planning and Zoning Commission as a minor site plan.
4. No additional permanent signage is allowed for the campus. Permitted temporary banners are allowed as provided under Section 405.940(E)(5).

SECTION 3: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS _____ DAY OF _____, 2018

DR. ROBERT HOFFMAN
PRESIDENT OF CITY COUNCIL

Attachment: 18-008.Chaminade Master Sign Plan.Draft Ordinance.3-5-2018 (#18-008 Chaminade Master Sign Plan)

BILL NO. _____

ORDINANCE NO. _____

APPROVED THIS _____ DAY OF _____, 2018

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN, MPCC
CITY CLERK

JOHN K. WALLACE JR.
10420 WHITEBRIDGE LANE
ST. LOUIS, MISSOURI 63141

FEBRUARY 26, 2018

MRS. WHITNEY KELLY
CITY OF CREVE COEUR
200 NORTH NEW BOLLS ROAD
CREVE COEUR, MO. 63141

RECEIVED
FEB 26 2018
PLANNING DEPT.

Dear Ms. Kelly:

THIS LETTER IS IN RESPONSE TO CHAMINADE
CUISE PREPARATORY SCHOOL'S APPLICATION TO PUT IN
A NEW 216 sq.ft. LED SCOREBOARD. ETAL.

WE AND A NUMBER OF OUR NEIGHBORS DID NOT
OPOSIT CHAMINADE'S PLAN TO BUILD A NEW BASEBALL FIELD
ADJACENT TO OUR PROPERTIES WHEN THE SCHOOL
ASSURED US THAT THEY HAD NO PRESENT OR FUTURE
PLANS TO PUT IN LIGHTS ON THE FIELD TO ENABLE
NIGHT GAMES.

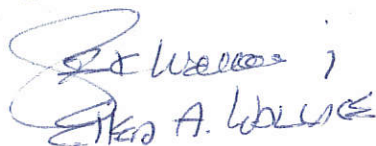
WE ARE NOT SURE WHY THEY WOULD NEED
A LED SCOREBOARD IF THEY DID NOT INTEND TO INSTALL
LIGHTS AT A FUTURE DATE.

Attachment: Public Comment (#18-008 Chaminaade Master Sign Plan)

WE WOULD AGAIN NOT COUNTER THE
APPLICATION IF WE GET FURTHER ASSURANCE THAT
THERE WERE NO FUTURE PLANS TO INSTALL LIGHTS
FOR THE FIELD

THANK YOU AND THE ZONING BOARD FOR
YOUR INTEREST IN THIS MATTER. WE FEEL AS ALWAYS
THAT A LIGHTED FIELD WOULD GREATLY HARM THE
QUITE RESIDENTIAL NEIGHBORHOOD WE SO ENJOY

SINCERELY


ERIK A. WALLACE

10426 WHITTIER AVE
ST. LOUIS, MO. 63141



City of Creve Coeur

To: Mayor and City Council
 From: Mark Perkins, City Administrator
 Date: February 26, 2018
 Re: Capital Improvement Program Update – FY2019-2023

The proposed Capital Improvement Program (CIP) for the five-year period beginning July 1, 2018 is provided herein. This year, the overview of the five-year capital plan includes the Capital Fund, as well as the 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 comment. A public hearing before the City Council is scheduled for Monday, April 9. 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 \$2,046,955 at the end of the current fiscal year compared to last year's total of \$2,057,326, or a decrease of approximately .5%. Sales tax revenue is projected to remain flat in fiscal years 2019 through 2023, consistent with a decade-long trend.

A General Fund transfer of \$400,000 is proposed for fiscal years FY19-FY21. These transfers provide an important supplemental funding source for the City's street program. 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; however, as a result of stagnant General Fund sales revenues, no transfers to the Capital Fund are scheduled for FY22-FY23.

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 \$2.23 million to \$3.21 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 expense.

Status updates for FY18 projects and CIP FY19-23 highlights for each major category follow:

9501 Building & Improvement Projects

Americans with Disabilities Act Improvement (ADA) / Community Development Block Grant (CDBG) (\$20,000/FY18; \$20,000 FY19-FY23) – FY18 Funds were used for ADA accessibility improvements to the pedestrian signals at two intersections: North New Ballas Road at Studt Avenue and Ladue Road at Spoede Road. In FY19, improvements to the pedestrian signal on North New Ballas Road north of Rocky Drive and south of Old Ballas Road are planned. Staff continue to research suitable uses for federal CDBG funds in FY20 and beyond. The 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.

Government Center Renovations Design (\$50,000/FY20; \$200,000/future) – In FY17, 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 existing Government Center building. This project involves designing renovations to the Creve Coeur Government Center to include modification to the City Council chamber, employee work spaces, and building equipment, such as the electrical service switchgear. Costs associated with the accessibility and safety improvements to the Government Center will be paid from the Building Project Bond Fund as outlined in Prop P.

Police Firing Range Improvements (\$100,000/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 \$100,000 project cost will be offset with \$15,000 in proceeds from the Police Department drug seizures and \$30,000 in City Council-approved donations.

9506 Park Development Projects

Park Improvements Grant Match (\$25,000/FY23) – Funds listed in this account represent the City's anticipated matching funds for projects funded through Municipal Park Grants, for which the City can apply ever two years. The CIP includes specific project descriptions for FY19 and FY21 and are highlighted below. The project for FY23 has not yet been determined.

Golf Course Cart Path/Bridge/Fence Replacement (\$50,953/prior; \$518,114/FY18) – 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/FY21) – 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, such as Ammonia or CO₂, is estimated to be \$550,000. An application for a Municipal Park Grant is anticipated in FY21.

Playground Safety Surface Replacement (\$56,508/prior; \$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 because it was the most urgent need. Staff will continue to assess the park with the most-needed surface repairs for the funds slated in FY21; however, other playgrounds will require replacement in the future.

Golf Course Irrigation System Replacement Design and Grant Match (\$12,000/FY18; \$22,500/FY19) – This project includes the design of a new irrigation system and the 5% grant match required to replace the existing irrigation system at the Creve Coeur Golf Course estimated to cost \$450,000. The existing system is 42 years old and is becoming unserviceable because of its age. Staff will pursue a grant through the St. Louis Municipal Park Grant Commission in FY19, and construction would be planned for FY19.

Park Bridge Replacement (\$75,007/prior; \$30,000/FY19) – This project includes 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. The design that began in FY17 found the bridge at Malcolm Terrace Park to be structurally sound, although substantial stream bank protection is required. The maintenance bridge at the Creve Coeur Golf Course must be replaced. Evaluation of the replacement options for the Creve Coeur Golf Course bridge is planned for FY19, but the stream and bridge stabilization required for the Malcolm Terrace Park bridge has been moved to a “future project.”

Ice Arena Office Area Improvements (\$10,000/FY18) – This project involves replacement of a large office window with severe water damage and is not energy efficient.

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; \$50,000/FY23) – 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.

Park Trail Improvements Grant Match (\$15,000/FY20) – 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 FY18, and, if successful, construction would be expected in FY20.

Dielmann Recreation Complex Parking Lot Retaining Wall (\$1,050/prior; \$24,663/FY18) – This project included replacement of a deteriorating railroad tie wall and adjacent concrete block wall at the Dielmann Recreation Complex’s east parking lot. These walls were damaged by a tree that fell in the parking lot in FY17. The new wall is a modular block wall. Cost was partially offset from an insurance payment in FY17.

Dielmann Recreation Complex Emergency HVAC Replacement (\$130,000/FY18) – This project included the emergency replacement of critical elements to the HVAC system at the Dielmann Recreation Complex which failed in late spring FY17. Replacement of failed elements included the boiler, condenser and air handler which affected all common areas of the complex including the offices, concession area and warming area outside the skating rink.

City Entrance and Park Identification Signage Master Plan (\$20,000/FY19) – This project includes contracting with a consultant to design new City entrance signs/monuments, park identification signs/monuments, and directional signs leading visitors to City facilities per the City’s Strategic Plan FY18-21.

Parks Master Plan (\$50,000/FY19) – This project includes a study to provide the City with a guiding document to assist with planning for the future of City parks. The study will include an inventory and assessment of the parks, current maintenance needs, status of amenities compared to local and national standards, and recommendations for future improvements. The plan will provide clear direction for planning of maintenance and capital improvements and assist with securing outside funding to supplement the CIP.

9509 Stormwater Projects

Stormwater Master Plan Projects (\$150,000/FY21) – 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 Stormwater Improvements (\$34,975/prior; \$7,100/FY18; \$250,000/FY19) – 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 & FY18, the project’s plans and easement documents were updated. The project has been identified as a high priority by the Stormwater Committee.

Alden Lane Culvert Improvements (\$37,599/prior; \$141,936/FY18) – Project included the design (FY16) and construction (FY17-FY18) 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, because a part of the culvert had begun to collapse.

9510 Street & Sidewalk Projects

Street and Sidewalk Maintenance Program (\$1,125,000/FY18; \$1,250,000/FY19) – 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.

Street Reconstruction (\$300,000/FY18-FY22) – Several of the City’s streets are in poor condition and require extensive rehabilitation or reconstruction. Among these are ‘composite’ streets – asphalt over concrete – that are beyond their useful lives. In FY18, the City started work in the Ladue Estates subdivision, and work will continue in this subdivision in FY19. The FY23 budget has been reduced to zero in order to compensate for the work expected on Mosley Road that year.

Coeur De Ville Drive Improvements – (\$761,122/prior; \$80,000/FY19) – An engineering design began in FY14 through FY16 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 were installed between Coeur De Ville and I-270 including around the MoDOT equipment storage area to create a visual barrier. The scope of the project expanded in FY17 to include additional sidewalk replacement, prompting the need for a second phase of design and construction (FY18 & FY19).

Warson Road Improvement Project (\$78,673/prior; \$664,000/FY18) – The City was successful in obtaining a federal grant (\$428,800) for an asphalt resurfacing and sidewalk accessibility improvement project from the City's southern city limits to Olive Boulevard. Prior years reflect design and engineering fees with construction in FY18.

Emerson Road Improvement Project (\$40,000/FY18; \$34,508/FY19; \$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-FY19 cost is for design and engineering, and the FY19-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 Projects – North and South Phases (\$86,768/prior; \$150,000/FY19; \$20,000/FY21; \$155,000/FY22; \$400,000/FY23) – 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 "North Phase" would be from Olive Boulevard to Mosley Acres Drive, and the "South Phase" would be from Mosley Acres Drive to Ladue Road. The roadway work will include minor widening, slight vertical and horizontal alignment changes where necessary, utility relocation, stormwater improvements, sidewalk accessibility improvements, and pavement resurfacing. A conceptual design was completed in FY14-16 (\$86,768). City staff plans to apply for a federal grant in FY18 to assist with 80% of the cost of the right of way and construction portions of the "North Phase." Another grant application may be made for the "South Phase" project, but it appears that the City may need to pay the entire cost of this project. The FY23 Roadway Reconstruction/Rehabilitation budget has been tentatively designated for Mosley Road.

New Ballas Improvement Project Grant Match Phase 1, Phase 2 and Phase 3 (\$250,000/FY21; \$50,000/FY22; \$300,000/FY23; \$525,000/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. The grant match includes 100% of the cost of design and 20% of the construction cost. The city initially applied for Phase 1 grant in FY15, but was unsuccessful. Staff will reapply in FY18.

Fernview Drive Resurfacing Project (\$50,000/FY19; \$336,000/FY21) – The project involves asphalt pavement resurfacing along Fernview Drive from Gallagher Road to Olive Boulevard. The City was awarded a federal grant which will reimburse up to \$250,000 of the construction cost. The design phase for this project is scheduled for FY19 and construction in FY21. 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. The total resurfacing project cost is anticipated to be \$386,000 with the city share to be \$136,000.

North New Ballas Road Sidewalk Phase 2A (\$20,131/prior; \$87,070/FY18; \$285,000/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. The City was awarded a federal Transportation Alternatives Program grant to fund \$254,400, or approximately 70% of the estimated cost of land acquisition and construction.

Craig Road Concept Improvement Plan (\$40,000/FY19) – 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.

Old Olive Street Road Great Streets Study Grant Match (\$50,000/FY18) – The project involves a “Great Streets” planning study for Old Olive Street Road that will be run by the East-West Gateway Council of Governments in partnership with St. Louis County and the City of Creve Coeur. A Great Streets study provides guidance for how to best use the public right of way to support different modes of transportation and current and future uses in a practical and attractive way. The recent development of the 39 North Master Plan has brought new focus to this portion of the City. The one-year effort will include significant public involvement. The partnership included contributions of \$50,000 (10%) from each St. Louis County and the City for what is anticipated to be a \$500,000 planning study.

Ladue Road Emergency Repair (\$19,180/prior; \$771,860/FY18) – The project included emergency roadway stabilization and pavement repair work along Ladue Road just east of New Ballas Road. The hillside that supports the south side of Ladue Road failed due to a combination of its steep slope and soil saturation following heavy rains. The project cost of \$791,040 was paid for by city reserves established several years ago to fund a roadway emergency such as this.

Signal Enhancement Projects (\$121,268/FY18; \$100,000/FY19) – The Missouri Department of Transportation (MoDOT) plans to replace several traffic signals along Lindbergh Boulevard and Olive Boulevard in FY18. The City and the Olive Boulevard Transportation Development District (Olive TDD) have entered into a partnership with MoDOT to add illuminated street name signs and black powder coating to these new signals. Additional lighting and signal enhancements are planned for North New Ballas Road in FY19. The City’s share of this project is anticipated to be \$131,268 of the total \$221,268 cost.

9516 Capital Equipment

Proposed funding for capital equipment ranges from \$280,544 to \$446,545 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 (\$225,265/FY18; \$318,545/FY19) – All capital equipment approved in FY18 was purchased under budget. Costs and equipment purchases vary and are described in-depth in the 5-year Fleet Replacement Report FY19-23.

Ice Resurfacing Vehicle Replacement (\$74,500/FY18) – The City purchased a 2014 Olympia for the Ice Arena at the Dielmann Recreation Complex to replace a 15-year-old Olympia that was at the end of its useful life.

Comprehensive Hardware and Software System Phase 2 (\$65,000/FY18; \$98,000/FY19) – This project includes Phase 2 of a comprehensive software system purchase with Tyler Technologies to improve city processes pertaining to applicant tracking, miscellaneous accounts receivable, asset management, permitting and land management, code enforcement and a customer portal for permitting and inspections. In FY18, the hardware necessary to host Phase 1, Phase 2 software and all city data was purchased (\$65,000). Also in FY18, the software modules for Phase 1 including general ledger, budgeting and payroll/human resources and was purchased from the General Fund.

Police Investigations Vehicle Replacement (\$30,000/FY19) – This project includes the purchase of a 2018 Dodge Durango Special Service Package AWD Sport Utility vehicle for investigative and surveillance purposes for the Police Department. The 10-year-old Chevrolet TrailBlazer may be sold at auction and is anticipated to offset expenses by \$10,000.

Golf Course Sprayer Replacement (\$30,000/FY21) – This project is to purchase a new spray system and chassis for turf maintenance and treatment. The new sprayer would replace the current 1997 Toro 3100 workman and the 2004 Toro spray system used by the Creve Coeur Golf Course. The chassis is 21 years old with a life expectancy of 12 to 14 years, and the current spray system is 14 years old with a life expectancy of a 12 to 14 years.

Administration

Project Manager (\$436,275/FY19-FY23 total) – Project Manager costs associated with the salary and benefits for a full-time employee to oversee the Capital Improvement Program in the field. City staff have been successful in obtaining grants to offset costs associated with capital improvements. Grant administration requires oversight by Public Works staff in-house to monitor costs and schedules associated with large grant projects as well as staff to oversee construction of those projects in the field.

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.

BUILDING PROJECT FUND (PROP P)

Building Project Fund Revenues

In November 2016, Creve Coeur residents voted to approve a \$10.69 million bond measure to provide funding to build a new building for the Police Department and to make accessibility and security improvements to the existing Government Center building at 300 N. New Ballas Road. The bonds were publically sold and the revenue was received by the City in FY17.

Building Project Fund Expenses

9501 – Building & Improvement Projects

Professional Services (\$950,000/prior; \$200,000/FY19). Professional services are necessary for the construction of the new Police Department building and include site survey, building design, site layout, permitting, bidding, and construction inspection. These services also include the consultant hired as the

City's representative and project manager for the project. A majority of the design was completed in FY17-FY18. Construction-related professional services began in FY18 and are expected to be finished with the anticipated completion of the building in FY19.

Site Work and Building Construction (\$3,290,703/prior; \$5,460,217/FY19) – This phase of the project includes the site work, building construction, finishes and furnishing of the new building for the Police Department. Site work is expected to be complete in FY18, and the building is expected to be complete, fully functional and occupied in FY19.

Bond Financing (\$151,631/prior) – This aspect of the project included the necessary service costs associated with issuing and managing the bonds for the project which were incurred in FY17.

Government Center Accessibility and Security Improvements (\$521,059/FY21) – This project involves assessment of and improvements to various aspects of the Creve Coeur Government Center building in order to bring the building into better compliance with current accessibility and security standards and expectations. These improvements were specifically outlined in the bond referendum.

DEBT SERVICE

Debt Service Revenues

The debt service revenues associated with the Building Project 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 \$3.94 million for FY19-FY23.

Debt Service Expenses

The debt service expenses associated with the Building Project 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 \$3.56 million for FY19-FY23.

ALL PROJECT DESCRIPTIONS

Detailed project description sheets for CIP FY19-FY23 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 FY19-FY23 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 FY19-FY23 Spreadsheet (Capital Fund & Building Project Fund)

Exhibit B – CIP FY19-FY23 Capital Fund Project Descriptions & Future Project Descriptions; Building Project Fund Project Descriptions

Exhibit C – CIP FY19-FY23 Citizen Recommendations & Staff Responses

Exhibit D – CIP FY14-FY23 Overview Spreadsheet
 Exhibit E – Capital Fund Future Project List

**CAPITAL IMPROVEMENT PROGRAM
 FY 2019-2023 SCHEDULE FOR ANNUAL UPDATE**

December 1, 2017 – January 8, 2018	Solicit input from citizens, City committees, and City staff
January-February 2018	Staff research, analysis and compilation
February 26, 2018	Proposed CIP submitted to City Council, P&Z and Finance Possible initial City Council Work Session
March 5, 2018	Planning & Zoning Commission Review
March 6 & 20, 2018	Finance Committee Review
March 12 & 26, 2017	Possible City Council Work Sessions
April 9, 2018	Public Hearing before City Council Possible City Council Approval

Attachment: Memo FY19-23 Proposed CIP (2018-02-23) (Capital Improvement Program Update – FY2019-2023)

Exhibit A

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FY2019-FY2023	FY2017 BUDGETED	FY2017 ACTUAL	FY2018 BUDGETED	FY2018 PROJECTED	FY2019 PROJECTED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED
CAPITAL FUND									
9501 BUILDING & IMPROVEMENT PROJECTS									
02 Accessibility Improvements (CDBG)	20,000	12,124	20,000	20,000	20,000	20,000	20,000	20,000	20,000
13 Public Art - Danforth Plant Science Center Bus Shelter	49,000	13,740	-	-	-	-	-	-	-
15 Police & Government Center Space Needs/Prelim Design/Owner Rep	200,000	(403)	-	-	-	-	-	-	-
21 Public Works Auxiliary Salt Storage Roof	60,000	24,936	-	-	-	-	-	-	-
22 Government Center Renovations (Design)	-	-	-	-	-	50,000	-	-	-
23 Public Works Facility Security Fence	50,000	29,294	-	-	-	-	-	-	-
24 Police Firing Range Improvements			75,000	100,000	-	-	-	-	-
Subtotal	379,000	103,551	95,000	120,000	20,000	70,000	20,000	20,000	20,000
% of Total Capital Fund Outlay	9%	3%	3%	3%	1%	3%	1%	1%	0
9506 PARK DEVELOPMENT PROJECTS									
01 Park Improvements (Grant Match)	-	-	-	-	-	-	-	-	25,000
10 Golf Course Cart Path, Bridge & Fence Replacement (Muni Park Grant)	21,000	50,953	-	518,114	-	-			
14 Ice Arena Refrigerant Switch Over (Grant Match)	-	-	-	-	-	-	75,000	-	-
15 Playground Safety Surface Replacement	75,000	56,508	-	-	-	-	75,000	-	-
16 Golf Course Irrigation Replacement (Design and Grant Match)	-	-	-	12,000	22,500	-	-	-	-
17 Park Bridge Replacement	75,000	40,064	200,000	34,943	30,000	-	-	-	-
18 Park and Dielmann Recreation Complex Parking Lot Repairs	25,000	14,428	-	-	-	-	-	-	-
19 Ice Arena Office Area Improvements	-	-	25,000	10,000	-	-	-	-	-
20 Historic Building Rehabilitation and Preservation	-	-	30,000	30,000	-	-	-	-	-
21 Tennis Court Repairs	-	-	50,000	50,000	-	-	35,000	-	50,000
22 Park Trail Improvements (Grant Match)	-	-	-	-	-	15,000	-	-	-
23 Dielmann Recreation Complex Parking Lot Retaining Wall	-	1,050	25,000	24,663	-	-	-	-	-
24 Dielmann Recreation Complex HVAC Replacement	-	-	-	130,000	-	-	-	-	-
25 City Entrance & Park Identification Signage Master Plan	-	-	-	-	20,000	-	-	-	-
26 Parks Master Plan	-	-	-	-	50,000	-	-	-	-
Subtotal	196,000	163,003	330,000	809,720	122,500	15,000	185,000	-	75,000
% of Total Capital Fund Outlay	5%	5%	10%	18%	4%	1%	6%	0%	3%
9509 STORMWATER PROJECTS									
01 Stormwater Improvements Per Master Plan	-	-	-	-	-	-	150,000	-	-
04 Middlebrook Drive Stormwater Improvements	5,000	-	250,000	7,100	250,000	-	-	-	-
10 Golf Course Dam Stabilization, Pond Siltation Removal Phase I	225,000	191,463	70,000	-	-	-	-	-	-
11 Alden Lane Culvert Improvements	210,000	6,994	-	141,936	-	-	-	-	-
Subtotal	460,000	198,457	320,000	149,036	250,000	-	150,000	-	-
% of Total Capital Fund Outlay	11%	5%	9%	3%	8%	0%	5%	0%	0%

Public Hearing and possible adoption by City Council on April 9, 2018, Resolution No. ____

Attachment: Exhibit A CIP FY19-23 Spreadsheet (2018-02-22) (Capital Improvement Program Update – FY2019-2023)

Exhibit A

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FY2019-FY2023	FY2017 BUDGETED	FY2017 ACTUAL	FY2018 BUDGETED	FY2018 PROJECTED	FY2019 PROJECTED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED
9510 STREET & SIDEWALK IMPROVEMENTS									
01 Street and Sidewalk Maintenance Program	1,133,000	1,485,313	1,125,000	1,125,000	1,250,000	1,281,250	1,313,281	1,346,113	1,379,766
02 Street Reconstruction/Rehabilitation Program	350,000	328,436	300,000	300,000	300,000	300,000	300,000	300,000	-
20 Coeur De Ville Drive Improvements (STP Grant)	675,000	667,605	20,000	16,875	80,000	-	-	-	-
21 Warson Road Improvement Project (STP Grant)	258,194	23,633	588,000	664,000	-	-	-	-	-
25 Emerson Sidewalk Improvement Project (TAP Grant)	292,000	356,294	-	-	-	-	-	-	-
26 Emerson Road Improvement Project (STP Grant)	-	-	65,000	40,000	34,508	592,000	-	-	-
27 Mosley Road Improvement Projects - North & South Phases (Design & Grant Match)	-	-	-	-	150,000	-	20,000	155,000	400,000
28 New Ballas Road Improvement Project - Phase 1, 2 & 3 (Design & Grant Match)	-	-	-	-	-	-	250,000	50,000	300,000
29 Fernview Drive Resurfacing (STP Grant)	-	-	-	-	50,000	-	336,000	-	-
30 North New Ballas Sidewalk Phase 2A (TAP Grant)		20,131	25,000	87,607	285,000	-	-	-	-
31 Craig Road Concept Plan		-	40,000	-	40,000	-	-	-	-
32 Old Olive Street Road Great Streets Study		-	50,000	50,000	-	-	-	-	-
33 Ladue Road Emergency Repair	-	19,180	-	771,860	-	-	-	-	-
34 Signal Enhancement Projects	-	-	-	121,268	100,000	-	-	-	-
Subtotal	2,708,194	2,900,591	2,213,000	3,176,610	2,289,508	2,173,250	2,219,281	1,851,113	2,079,766
% of Total Capital Fund Outlay	66%	80%	64%	69%	71%	83%	73%	83%	79%

New Projects in Bold

9516 CAPITAL EQUIPMENT									
01 Public Works Capital Equipment	273,955	193,596	328,638	225,265	318,545	280,544	359,248	276,226	361,582
03 Ice Resurfacing Vehicle Replacement	-	-	156,000	74,500	-	-	-	-	-
04 Police Emergency Command Vehicle Replacement	28,000	27,995	-	-	-	-	-	-	-
06 Golf Course Fairway Mower	35,000	30,530	-	-	-	-	-	-	-
07 Police LiveScan Fingerprint Scanner	38,000	-	-	-	-	-	-	-	-
09 Comprehensive Hardware and Software System - Phase 2	-	-	-	65,000	98,000	-	-	-	-
10 Police Investigations Vehicle Replacement	-	-	-	-	30,000	-	-	-	-
11 Golf Course Sprayer Replacement	-	-	-	-	-	-	30,000	-	-
Subtotal	374,955	252,121	484,638	364,765	446,545	280,544	389,248	276,226	361,582
% of Total Capital Fund Outlay	9%	7%	14%	8%	14%	11%	13%	12%	14%

ADMINISTRATION

Project Manager	-	-	-	-	83,000	85,075	87,202	89,382	91,616
Subtotal	-	-	-	-	83,000	85,075	87,202	89,382	91,616
% of Total Capital Fund Outlay	0%	0%	0%	0%	3%	3%	3%	4%	3%

TOTAL CAPITAL FUND OUTLAY	4,118,149	3,617,723	3,442,638	4,620,131	3,211,553	2,623,869	3,050,731	2,236,721	2,627,965
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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	4,118,149	3,617,723	3,442,638	4,620,131	3,211,553	2,623,869	3,050,731	2,236,721	2,627,965
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Possible adoption by City Council on April 9, 2018, Resolution No. _____

Attachment: Exhibit A CIP FY19-23 Spreadsheet (2018-02-22) (Capital Improvement Program Update – FY2019-2023)

Exhibit A

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FY2019-FY2023	FY2017 BUDGETED	FY2017 ACTUAL	FY2018 BUDGETED	FY2018 PROJECTED	FY2019 PROJECTED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED
CAPITAL FUND REVENUES									
Beginning Fund Balance (estimated Cash Basis as of July 1)	1,677,657	2,188,311	1,053,493	1,702,929	1,297,974	869,176	1,170,063	850,087	694,121
Estimated Capital Improvement Sales Tax Revenue (1/2 Cent)	2,082,005	2,057,326	2,108,030	2,046,955	2,046,955	2,046,955	2,046,955	2,046,955	2,046,955
Estimated Interest Revenue	1,500	1,744	7,500	3,760	3,800	3,800	3,800	3,800	3,800
Est. Addtnl Revenue (Outside agencies, grants, reimbursement & other)	823,764	662,851	904,595	954,461	322,000	464,000	270,000	20,000	20,000
Proceeds from Equipment Sales	20,000	10,420	20,000	10,000	10,000	10,000	10,000	10,000	10,000
General Fund Transfers In	400,000	400,000	400,000	1,200,000	400,000	400,000	400,000	-	-
Public Safety Transfer In			-	-					
Total Revenues & General Fund Transfers In - Capital Fund	3,327,269	3,132,341	3,440,125	4,215,176	2,782,755	2,924,755	2,730,755	2,080,755	2,080,755
Total Anticipated Year End Expenditures	4,118,149	3,617,723	3,442,638	4,620,131	3,211,553	2,623,869	3,050,731	2,236,721	2,627,965
Ending Fund Balance (Cash Basis) - Capital Fund	886,777	1,702,929	1,050,980	1,297,974	869,176	1,170,063	850,087	694,121	146,912

ESTIMATED ADDITIONAL CAPITAL FUND REVENUE (FUNDING SOURCES)									
Community Development Block Grants for ADA Improvements	20,000	11,875	20,000	20,000	20,000	20,000	20,000	20,000	20,000
Coeur de Ville Drive Resurface (STP Grant)	363,609	363,261	-	-	-	-	-	-	-
Warson Road Improvement Project (STP Grant)	206,555	54,116	367,045	374,685	-	-	-	-	-
Emerson Sidewalk Improvement Project (TAP Grant)	233,600	233,600	-	-	-	-	-	-	-
STL County Muni Park Grant / Cart Path and Bridge Improvements	-	-	455,150	455,150	-	-	-	-	-
Capital Fund Reimbursement from Police Building Project Fund (Prop P)	120,000	-	-	-	-	-	-	-	-
Emerson Road Improvement Project (STP Grant)	-	-	-	-	-	444,000	-	-	-
Proceeds from Police Department Drug Seizures	-	-	20,000	15,000	-	-	-	-	-
Donations for Police Firing Range Improvements			-	30,000	-	-	-	-	-
North New Ballas Sidewalk Improvement Project (TAP Grant)	-	-	42,400	42,400	212,000	-	-	-	-
Fernview Drive Improvement Project (STP Grant)	-	-	-	-	-	-	250,000	-	-
North New Ballas Lighting and Signal Enhancements - Olive TDD	-	-	-	-	60,000	-	-	-	-
North New Ballas Signal Enhancements - Development Escrow	-	-	-	-	30,000	-	-	-	-
Ladue Court Escrow Reimbursement	-	-	-	17,226					
Subtotal	943,764	662,851	904,595	954,461	322,000	464,000	270,000	20,000	20,000

New projects in bold
Public Hearing and possible adoption by City Council on April 9, 2018, Resolution No. ____

Attachment: Exhibit A CIP FY19-23 Spreadsheet (2018-02-22) (Capital Improvement Program Update – FY2019-2023)

Exhibit A

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FY2019-FY2023	FY2017 BUDGETED	FY2017 ACTUAL	FY2018 BUDGETED	FY2018 PROJECTED	FY2019 PROJECTED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED
BUILDING PROJECT BOND FUND (PROP P)									
Beginning Fund Balance (estimated Cash Basis as of July 1)	-	-	10,465,433	10,465,433	6,467,225	840,608	847,508	330,399	334,349
Estimated Bond Proceeds	-	10,843,381		-	-	-	-	-	-
Estimated Interest Revenue	-	1,179	80,500	15,000	33,600	6,900	3,950	3,950	3,950
Transfers In	-	-	-		-	-	-	-	-
Total Revenues & Transfers In	-	10,844,559	80,500		33,600	6,900	3,950	3,950	3,950
9501 BUILDING & IMPROVEMENT PROJECTS									
02 Professional Services		227,495	781,320	722,505	200,000		-	-	-
03 Site Work and Building Construction		-	3,935,384	3,290,703	5,460,217	-	-	-	-
04 Bond Financing	-	151,631	-	-	-	-	-	-	-
05 Government Center Assessibility & Security Improvements	-	-	-	-	-	-	521,059	-	-
Transfers Out	-	-	-	-	-	-	-	-	-
Total Anticipated Year End Expenditures & Transfers	-	379,126	4,716,704	4,013,208	5,660,217	-	521,059	-	-
Ending Fund Balance (Cash Basis) - Building Project Bond Fund (Prop P)	-	10,465,433	5,829,229	6,467,225	840,608	847,508	330,399	334,349	338,299
9514 DEBT SERVICE (PROP P) REVENUES									
Beginning Fund Balance (estimated Cash Basis as of July 1)	-	-	-	-	210,014	282,358	360,929	441,823	516,517
Estimated Property Tax Collection Revenue	-	-	769,471	775,000	782,750	790,578	790,000	790,000	790,000
Estimated Interest Revenue	-	-	400	-	1,000	1,000	1,000	1,000	1,000
Total Anticipated Revenues	-	-	769,871	775,000	783,750	791,578	791,000	791,000	791,000
9514 DEBT SERVICE (PROP P) EXPENSES									
Estimated Expenditures	-	-	-	-	-	-	-	-	-
Estimated Interest Expenses	-	-	259,206	244,986	291,406	283,006	270,106	261,306	247,656
Estimated Principal Expenses	-	-	310,000	320,000	420,000	430,000	440,000	455,000	470,000
Total Anticipated Expenditures	-	-	569,206	564,986	711,406	713,006	710,106	716,306	717,656
Ending Cash Balance	-	-	200,665	210,014	282,358	360,929	441,823	516,517	589,861
TOTAL COMBINED CAPITAL PROGRAM (CAPITAL FUND & BUILDING PROJECT BOND FUND)	FY2017 BUDGETED	FY2017 ACTUAL	FY2018 BUDGETED	FY2018 PROJECTED	FY2019 PROJECTED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED
Total Combined Revenues & Transfers In	3,327,269	13,976,901	4,290,496	4,990,176	3,600,105	3,723,233	3,525,705	2,875,705	2,875,705
Total Combined Anticipated Year End Expenditures & Transfers	4,118,149	3,996,849	8,728,548	9,198,325	9,583,176	3,336,875	4,281,896	2,953,027	3,345,621
Ending Fund Balance (Cash Basis) - All Capital Funds	886,777	12,168,363	7,080,874	7,975,213	1,992,143	2,378,500	1,622,309	1,544,987	1,075,071
<i>Public Hearing and possible adoption by City Council on April 9, 2018, Resolution No. ____</i>									

Attachment: Exhibit A CIP FY19-23 Spreadsheet (2018-02-22) (Capital Improvement Program Update – FY2019-2023)

CITY OF CREVE COEUR

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

CAPITAL FUND

BUILDING PROJECT BOND FUND

FISCAL YEARS 2019-2023



EXECUTIVE SUMMARY

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

CAPITAL FUND

BUILDING PROJECT BOND FUND

FISCAL YEARS 2019-2023



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 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.

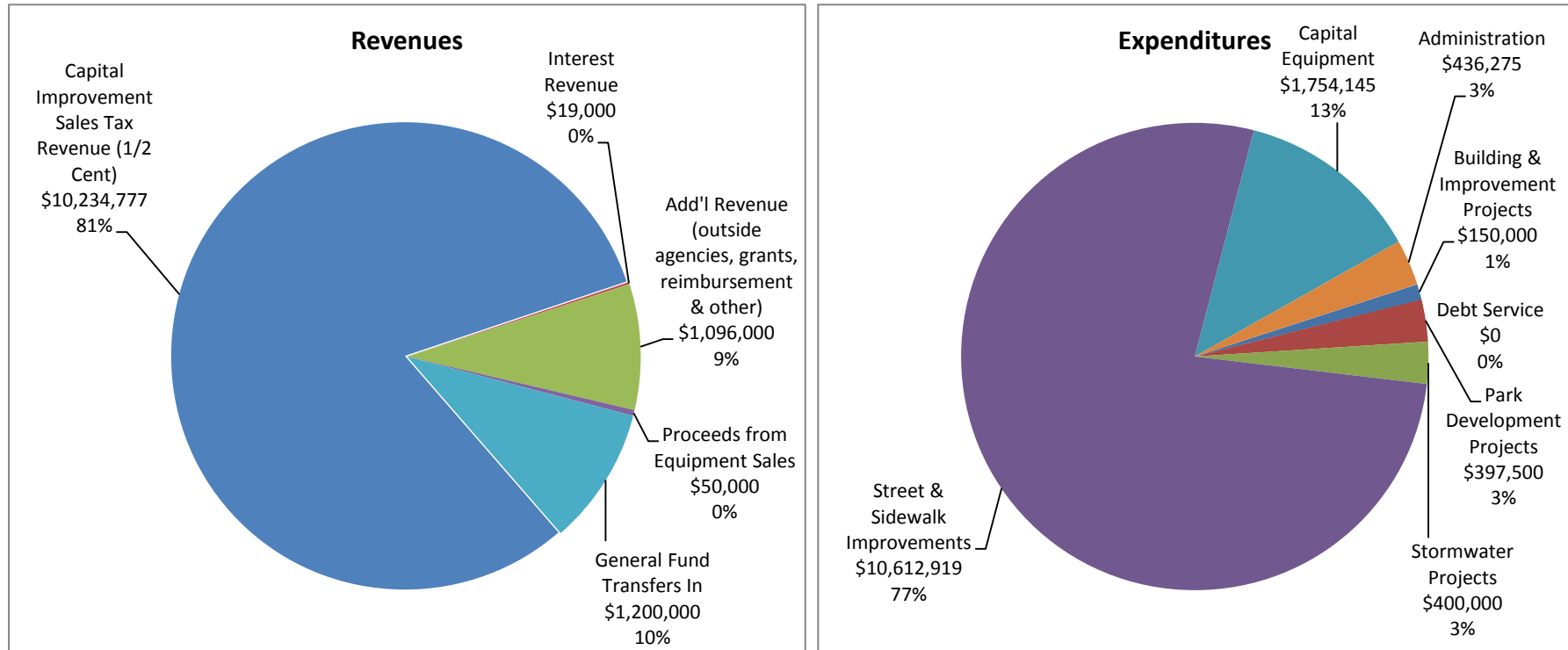
The CIP includes a description of each project with details regarding justification, cost estimate, operating and maintenance budget impact, and funding sources.

2019-2023 CIP Overview

Capital Fund

Over the next five years, the projected revenues for capital projects total approximately \$12.6 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 \$13.7 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 FY2019 - FY2023



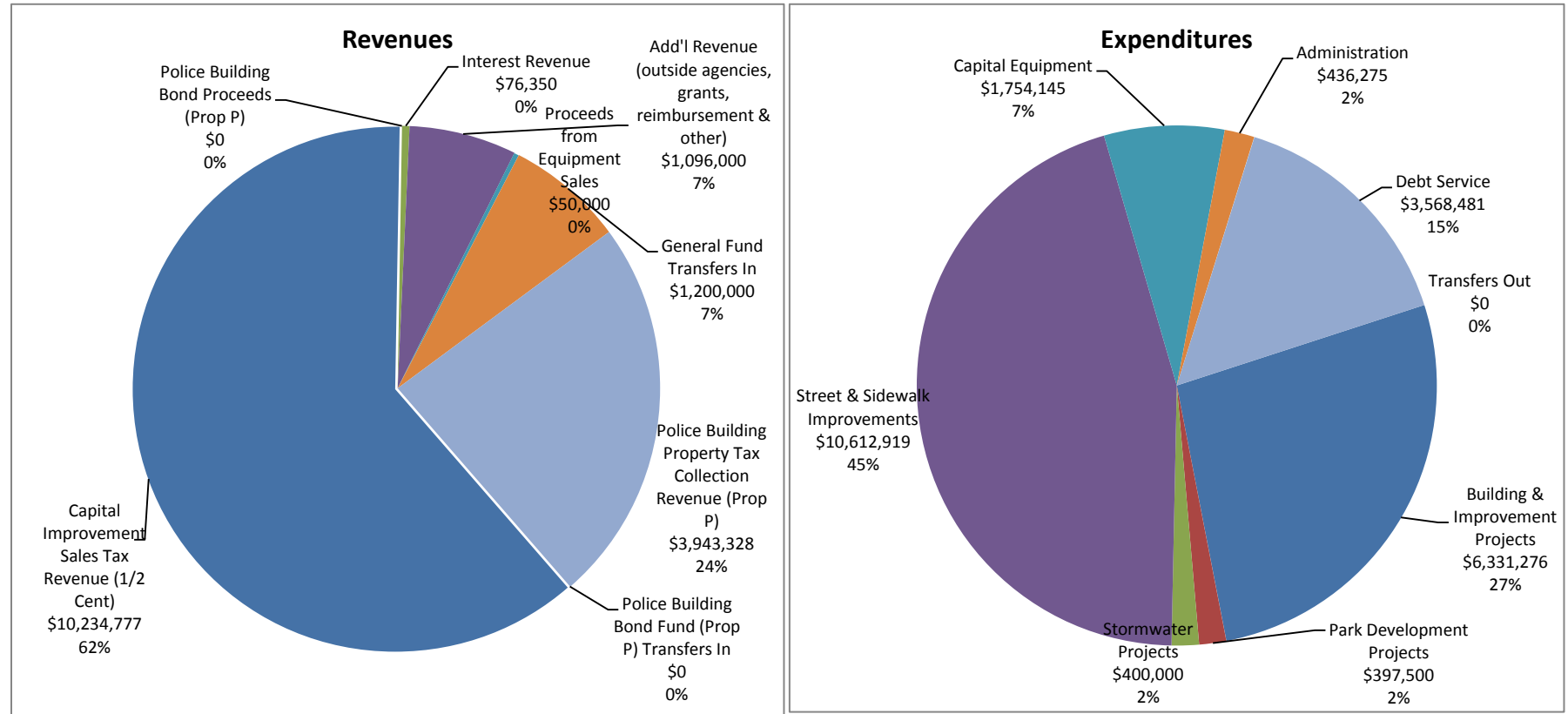
Building Project Bond Fund (Prop P)

In November 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. The expenses for the police building began in FY18 and will continue through FY21 with accessibility and security improvements to the existing Government Center building in FY21. 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 Building Project Bond Fund

Over the next five years, the total projected revenues for capital projects in both the Capital and the Building Project Bond funds are estimated to be approximately \$16.6 million. The 1/2 cent Capital Improvement Sales Tax and the Building Project Bond Property Tax Collection serve as the primary funding sources for FY19-FY23. The total combined projected expenses for capital projects over the next five years is estimated at \$23.5 million.

Combined Capital Fund & Building Project Bond Fund Revenues and Expenses by Category for FY2019 - FY2023



*Bond proceeds for the Building Project Bond Fund occurred in FY17 and therefore are not reflected in FY19-FY23 total revenues.

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

CAPITAL FUND PROJECTS

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2019-2023



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

CAPITAL FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2019-2023**

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 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$20,000	\$20,000	\$0	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	

Project Description:

In FY2019, approximately \$20,000 of Community Development Block Grant (CDBG) funds have been committed to providing accessibility improvements to the pedestrian signal on North New Ballas Road north of Rocky Drive and south of Old Ballas Road. This project follows recent efforts to improve pedestrian accessibility along North New Ballas 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 Studt Avenue and the intersection of Ladue Road at Spoede Road in FY2018.

Expenditure Type:

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

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 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$250,000	\$0	\$250,000	\$0	\$0	\$50,000	\$0	\$0	\$0	\$200,000

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

CAPITAL FUND**9506 – PARK DEVELOPMENT PROJECTS**

CAPITAL FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2019-2023**

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 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
TBD	TBD	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	TBD

Project Description:

Funds listed in this account represent the City's anticipated matching funds for projects funded through Municipal Park Grants, for which the City can apply every two years. The CIP includes specific project descriptions for FY2019 and FY2021, but the project for FY2023 has not yet been determined. 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. Please refer to those specific project sheets for more information.

Existing Condition:

Numerous aspects of the City's parks (including tennis courts, playgrounds, walking paths, pavilions, ball fields, and other amenities) require maintenance, improvements, or replacement.

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 5% 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 \$25,000 for a project that receives the maximum grant funding.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	25,000
Equipment	\$	
Other	\$	
Total (FY2023)	\$	25,000

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 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$75,000	TBD	\$75,000	\$0	\$0	\$0	\$75,000	\$0	\$0	\$0

Project Description:

The current system that cools the ice operates using R-22 (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, through retrofit or replacement of the existing equipment, to an alternative coolant such as Ammonia or CO₂. The total cost of this project is estimated to be \$550,000. The City Share reflects the remaining \$75,000 if the City is awarded a \$475,000 Municipal Park 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, but the three compressors in this system have required frequent maintenance. 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 public safety issue and directly affects operational efficiency. Under the U.S. 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. Starting on January 1, 2020, the U.S. 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: A grant will be applied for in FY2021 and, if approved, the switchover will take place in FY2021.

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 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$75,000	TBD	\$75,000	\$56,508	\$0	\$0	\$75,000	\$0	\$0	\$75,000

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 edges of the newer playground surface at Millennium Park were repaired in FY2017, but this surface 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 (FY2021)	\$	75,000

9506 PARK DEVELOPMENT PROJECTS - 16

GOLF COURSE IRRIGATION SYSTEM REPLACEMENT (DESIGN AND GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$34,500	TBD	\$34,500	\$12,000	\$22,500	\$0	\$0	\$0	\$0	\$0

Project Description:

This project includes replacing the current irrigation system with an updated system that will use less water and will allow better control over irrigation. The cost shown above represents the design of a new irrigation system and a 5% grant match for the construction of the new system. The anticipated construction cost is \$450,000. 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 42 years old. Required repairs have been increasing annually. The current setup is very limited in its ability 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, 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 FY2019 and, if approved, construction would begin in FY2019. 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 5% of the project total.

Expenditure Type:

Planning, Design & Engineering	\$ 15,000
Land Acquisition	\$
Construction	\$ 19,500
Equipment	\$
Other	\$
Total	\$ 34,500

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 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$105,007	\$0	\$105,007	\$75,007	\$30,000	\$0	\$0	\$0	\$0	TBD

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. The design that began in FY2017 found the bridge at Malcolm Terrace Park to be structurally sound and that this bridge could remain in place, although substantial stream bank protection is required. The maintenance bridge at the Creve Coeur Golf Course must be replaced. Evaluation of replacement options for the Creve Coeur Golf Course bridge is planned for FY2019, but the Malcolm Terrace Park stream and bridge stabilization project has been moved to a "future project."

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 failing and is well 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:

When functional, both bridges aid in the efficient maintenance of the adjacent park or golf course. When they are not, staff must use longer routes to maintain these properties. Further, these alternate routes can result in damage to the park or golf course that must be fixed.

Comments:

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. This review found that the existing bridge can be used in place.

Expenditure Type:

Planning, Design & Engineering	\$ 105,007
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ 105,007

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 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$135,000	\$0	\$135,000	\$50,000	\$0	\$0	\$35,000	\$0	\$50,000	\$0

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.

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 2019	FY 2020	FY 2021	FY 2022	FY 2023	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's FY2017 application for this grant was not successful, but another attempt will be made in FY2018. Should a grant be awarded for this project, the City would have three years to complete the project. Construction would be expected in FY2020.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	15,000
Equipment	\$	
Other	\$	
Total (City Share)	\$	15,000

9506 PARK DEVELOPMENT PROJECTS - 25

CITY ENTRANCE AND PARK IDENTIFICATION SIGNAGE MASTER PLAN

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$20,000	\$0	\$20,000	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project includes the City contracting with a consultant to design new City Entrance signs/monuments, Park Identification signs/monuments, and directional sign leading visitors to City Facilities.

Existing Condition:

City entrance signs are about 15 years old and some are damaged and in need of replacement. We have the same issue with the directional signs leading visitors to City facilities. There has been an interest expressed by the Park and Historical Preservation Committee to construct new signage/monuments at the entrance of each City Park.

Justification: *Condition of Existing Equipment; Beautification; Coordination*

Existing signs are old and in need of replacement. Some signs are missing and others are damaged beyond repair. The park identification signs are extremely old and require replacement, however, a couple of parks have brick monument signs that are fairly new. Development of a Sign Masterplan was included as an action item in the FY2018-2021 Strategic Plan.

Operating Budget Impact:

This is a design and cost estimate for the purchase and construction new signage. There is no effect on the operating budget. Once designed, we can obtain cost estimates and budget funding in future years for the manufacturing and installation of the new signs/monuments.

Comments:

By reviewing the entire signage needs of the city, we will have an opportunity to evaluate the current sign types and locations. Although the signs for Parks may be different than the City Entrance signs, we can create a signage theme so that there are similarities with all City signs thus creating sign branding unique to Creve Coeur.

Expenditure Type:

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

9506 PARK DEVELOPMENT PROJECTS - 26

PARKS MASTER PLAN

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$50,000	\$0	\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0

Project Description:

The goal of this study would be to provide the City with a guiding document to assist with planning for the future of City parks. The study will involve the inventory and assessment of City parks to provide details regarding current maintenance needs, status of City parks and amenities compared to local and national standards, recommendations for future improvements, and prioritization of those improvements. Public meetings and input from residents would be a significant portion of this study.

Existing Condition:

The most recent assessment of City parks was completed in 2008. Many of the recommendations from the 2008 assessment have been implemented, and a re-assessment of the parks is now recommended to ensure that the projects undertaken by the City are those that best meet the needs of the community.

Justification: *Condition of Existing Equipment; Beautification; Coordination*

A parks master plan will provide clear direction for the planning of maintenance and capital improvements for the parks system. Such studies assist with securing outside funding, such as Municipal Park Grants, to supplement the Capital Improvement Fund.

Operating Budget Impact:

This study should have no immediate impact on the operating budget, but operating efficiency would be a factor in the recommendations of the study.

Comments:

None.

Expenditure Type:

Planning, Design & Engineering	\$ 50,000
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ 50,000

CAPITAL FUND**9509 – STORMWATER PROJECTS**

CAPITAL FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2019-2023**

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 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$0	\$0	\$0	\$	\$0	\$0	\$150,000	\$0	\$0	\$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-FY2018 (\$150,000/year) were used to offset the expense of the Golf Course Dam Stabilization and Siltation Removal project (FY2017) and the Alden Lane Culvert Repair Project (FY2018). Funding for FY2019 and FY2020 will be used to offset the cost of the Middlebrook Drive Stormwater Improvements.

Expenditure Type:

Planning, Design & Engineering	\$ 50,000
Land Acquisition	\$
Construction	\$ 100,000
Equipment	\$
Other	\$
Annual Total (FY21): <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 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$292,075	\$0	\$292,075	\$42,075	\$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 FY2019 and FY2020 Stormwater Master Plan projects.

Expenditure Type:

Planning, Design & Engineering	\$ 10,000
Land Acquisition	\$ 1,000
Construction	\$ 250,000
Equipment	\$
Other (Design FY2013)	\$ 31,075
Total	\$ 292,075

CAPITAL FUND**9510 – STREET & SIDEWALK IMPROVEMENTS**

CAPITAL FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2019-2023**

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 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$1,250,000	\$0	\$1,250,000	\$1,125,000	\$1,250,000	\$1,281,250	\$1,313,281	\$1,346,113	\$1,379,766	\$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. Larger projects, such as grant-funded improvements, are described in separate project sheets.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	1,250,000
Equipment	\$	
Other	\$	
Total (FY2019)	\$	1,250,000

9510 STREET & SIDEWALK IMPROVEMENTS - 02

STREET RECONSTRUCTION/REHABILITATION

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$300,000	\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$0	\$0

Project Description:

The City plans to fully or substantially 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. The FY2018 and FY2019 projects involve rehabilitation of the Ladue Estates subdivision. Projects in FY2020 and beyond will be determined after future reviews of pavement conditions.

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. The funds that were originally designated for FY23 in this fund will be used to offset costs for the "South Phase" improvements to Mosley Road.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	300,000
Equipment	\$	
Other	\$	
Annual Total (FY19-FY22)	\$	300,000

Street Reconstruction/Rehabilitation Candidate Examples (in Alphabetical Order)

Street Name	Pavement Condition Index (0 – 100)
Country Fair Lane (Interior Loop)	85
Ladue Estates Drive	34
Ladue Estates Drive East	60
Ladue Estates Drive South	39
Ladue Estates Drive West	50
Ladue Meadows Drive	80
Magna Carta Drive	58
Mosley Road	54
Sackston Woods Drive	38
Sherwyn Drive	49
Winrock Drive	52

9510 STREET & SIDEWALK IMPROVEMENTS - 20

COEUR DE VILLE DRIVE IMPROVEMENTS (FEDERAL STP GRANT)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$841,122	\$419,533	\$421,589	\$761,122	\$80,000	\$0	\$0	\$0	\$0	\$0

Project Description:

The City was awarded a federal grant that provided \$419,533 in funding for the design and construction of roadway and sidewalk improvements to Coeur de Ville Drive. A condition of this grant extended the scope of the sidewalk improvements beyond the original project limits. The sidewalk construction scheduled for FY2019 will satisfy these requirements.

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 conditions of the grant in FY2017 made the City responsible for upgrades to sidewalks within the MoDOT sections of Coeur de Ville Drive, and three areas remain to be corrected in FY2019.

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 construction proposed for 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 most 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	\$ 93,517
Land Acquisition	\$
Construction	\$ 747,605
Equipment	\$
Other	\$
Total	\$ 841,122

9510 STREET & SIDEWALK IMPROVEMENTS - 26

EMERSON ROAD IMPROVEMENT PROJECT (FEDERAL STP GRANT)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$666,508	\$444,000	\$222,508	\$40,000	\$34,508	\$592,000	\$0	\$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 (75%) 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	\$ 71,508
Land Acquisition	\$ 3,000
Construction	\$ 592,000
Equipment	\$
Other	\$
Total	\$ 666,508

9510 STREET & SIDEWALK IMPROVEMENTS - 27

MOSLEY ROAD IMPROVEMENT PROJECTS – NORTH PHASE (DESIGN AND GRANT MATCH) CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs (North and South Phases)						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$811,768	TBD	\$811,768	\$86,768	\$150,000	\$0	\$20,000	\$155,000	\$400,000	\$0

North Phase Project Description:

Improvements to Mosley Road are divided into two phases. The “North Phase” project involves roadway resurfacing, localized roadway reconstruction adjust the vertical alignment, and sidewalk improvements from Olive Boulevard to Mosley Acres Drive. The City plans to apply for a federal grant to assist with the cost of this project. The amounts shown to the right reflect 100% of the design cost for this phase, plus the required 20% matching funds for the right-of-way and construction phases of the project. 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:

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 Ex. 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 design completed in FY2015 for Mosley Road also found several areas where the vertical or horizontal alignments do not meet design standards.

Operating Budget Impact:

The City completes significant pavement patching along Mosley Road nearly every year. Completing this project would eliminate this need and expense.

Comments:

A conceptual design for Mosley Road was completed for \$86,768 in FY2014-FY2016. Half of that cost (\$43,384) is applied to each proposed phase. Staff applied for a federal grant in FY2017 to assist with the costs for the “South Phase” of the Mosley Road improvements, but this grant application was not successful. Staff plans to apply for a federal grant for the “North Phase” in FY2018.

North Phase Expenditure Type:

Planning, Design & Engineering	\$ 143,384
Land Acquisition	\$ 20,000
Construction	\$ 155,000
Equipment	\$
Other	\$
Total – North Phase (Design and Grant Match)	\$ 318,384

9510 STREET & SIDEWALK IMPROVEMENTS - 27

MOSLEY ROAD IMPROVEMENT PROJECTS – SOUTH PHASE

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs (North and South Phases)						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$811,768	TBD	\$811,768	\$86,768	\$150,000	\$0	\$20,000	\$155,000	\$400,000	\$0

South Phase Project Description:

Improvements to Mosley Road are divided into two phases. The “South Phase” project involves roadway resurfacing and sidewalk improvements from Mosley Acres Drive to Ladue Road. The costs shown for this phase include design in FY2019, which will indicate the City’s options for roadway improvements in this section of Mosley Road. The estimated construction cost for this phase may change according to this evaluation.

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 Ex. 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 design completed in FY2015 for Mosley Road also found several areas where the vertical or horizontal alignments do not meet design standards.

Operating Budget Impact:

The City completes significant pavement patching along Mosley Road nearly every year. Completing this project would eliminate this need and expense.

Comments:

A conceptual design for Mosley Road was completed for \$86,768 in FY2014-FY2016. Half of that cost (\$43,384) is applied to each proposed phase. Staff applied for a federal grant in FY2017 to assist with the costs for the “South Phase” of the Mosley Road improvements, but this grant application was not successful. Staff plans to apply for a federal grant for the “North Phase” in FY2018. Another application for the “South Phase” could be made in the future, but the plan as shown assumes that the City will pay the full price for the “South Phase” improvements.

South Phase Expenditure Type:

Planning, Design & Engineering	\$ 93,384
Land Acquisition	\$
Construction	\$ 400,000
Equipment	\$
Other	\$
Total – South Phase	\$ 493,384

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)						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$1,125,000	TBD	\$1,125,000	\$0	\$0	\$0	\$250,000	\$50,000	\$300,000	\$525,000

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 maximum grant recommended to be sought for Phase 1 is \$800,000. The grant match for Phase 1 (\$525,000) includes 100% of the design and land acquisition costs and 20% of the estimated 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 an appropriate candidate for pavement preservation, such as the proposed thin overlay.

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

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

Operating Budget Impact:

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

Comments:

The City applied for federal grant assistance for the Phase 1 project in FY2015, but the application was unsuccessful. 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 (FY2021)	\$ 250,000
Land Acquisition (FY2022)	\$ 25,000
Construction (FY2023)	\$ 250,000
Equipment	\$
Other	\$
Phase 1 Total FY2021 - FY2023 (Design and Grant Match)	\$ 525,000

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)						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$1,125,000	TBD	\$1,125,000	\$0	\$0	\$0	\$250,000	\$50,000	\$300,000	\$525,000

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 FY2021. The maximum grant amount recommended to be sought for this phase is \$800,000. The grant match for Phase 2 includes 100% of the design update, permitting, and land acquisition costs and 20% 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 an appropriate 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 2022. **Continued – Phase 3 next page...**

Phase 2 Expenditure Type:

Planning & Design (FY2022)	\$ 25,000
Land Acquisition (FY2023)	\$ 25,000
Construction (Future - FY2024)	\$ 200,000
Equipment	\$
Other	\$
Phase 2 Total FY2022 - FY2024 (Grant Match)	\$ 250,000

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)						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$1,125,000	TBD	\$1,125,000	\$0	\$0	\$0	\$250,000	\$50,000	\$300,000	\$525,000

Continued from previous page...

Phase 3 Project Description:

The project includes pavement resurfacing, concrete curb and sidewalk replacement, traffic signal painting, illuminated street name signs, and accessibility improvements along New Ballas Road from Magna Carta Drive to Olive Boulevard. Construction for this project would be the third and final phase, with the ultimate limits of work extending from Conway Road to Olive Boulevard. Staff plans to apply for federal grant assistance for this project in FY2022. The maximum grant amount recommended to be sought for this phase is \$800,000. The grant match for Phase 3 includes 100% of the design update, permitting, and land acquisition costs and 27% 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 (FY2023)	\$ 25,000
Land Acquisition (FY2024)	\$ 25,000
Construction (FY2025)	\$ 300,000
Equipment	\$
Other	\$
Phase 3 Total FY2023 - FY2025 (Grant Match)	\$ 350,000

9510 STREET & SIDEWALK IMPROVEMENTS - 29

FERNVIEW DRIVE RESURFACING (FEDERAL STP GRANT)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$386,000	\$250,000	\$136,000	\$0	\$50,000	\$0	\$336,000	\$0	\$0	\$0

Project Description:

This project involves asphalt pavement resurfacing along Fernview Drive from Gallagher Road to Olive Boulevard. The City was awarded a federal grant that will reimburse up to \$250,000 (approximately 74%) of the construction cost for this project.

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 is needed to maintain the pavement along Fernview Drive before more substantial rehabilitation becomes necessary. 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 will result in less need for City staff to patch Fernview Drive. Future maintenance expenses are expected to be lower due to this project.

Comments:

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	\$ 336,000
Equipment	\$
Other	\$
Total	\$ 386,000

9510 STREET & SIDEWALK IMPROVEMENTS – 30

NORTH NEW BALLAS SIDEWALK PHASE 2A (FEDERAL TAP GRANT)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs					
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
\$392,739	\$254,400	\$138,339	\$107,739	\$285,000	\$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. The City was awarded a federal grant that will fund up to \$254,400 for the acquisition of right of way and easements for the project and for construction of the project. The grant represents approximately 70% of the estimated cost of land acquisition and construction.

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 will 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:

Temporary and/or permanent property rights are required from all seven properties along the 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	\$	30,369
Land Acquisition	\$	77,370
Construction	\$	285,000
Equipment	\$	
Other	\$	
Total	\$	392,739

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 2019	FY 2020	FY 2021	FY 2022	FY 2023	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. This concept plan was originally planned for FY2018 but was postponed due to the development of the Signal Enhancement Project.

Expenditure Type:

Planning, Design & Engineering	\$ 40,000
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ 40,000

9510 STREET & SIDEWALK IMPROVEMENTS – 34

SIGNAL ENHANCEMENT PROJECTS

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$221,268	\$90,000	\$131,268	\$121,268	\$100,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project involves a partnership with the Missouri Department of Transportation (MoDOT) and the Olive Boulevard Transportation Development District (Olive TDD) to add black powder coat and illuminated street name signs to several traffic signals along Olive Boulevard, Lindbergh Boulevard, and North New Ballas Road. MoDOT offered the partnership with the City and the Olive TDD as part of the MoDOT projects to replace the traffic signals at six intersections along Olive Boulevard and Lindbergh Boulevard. The City will also partner with the Olive TDD to add illuminated street name signs to two intersections along North New Ballas Road and to complete the Olive TDD's North New Ballas sidewalk lighting near Olive Boulevard.

Existing Condition:

The traffic signals are old and deteriorated at the intersections of Olive at North New Ballas Road, Craig Road, and Mosley Road, and the intersections of Lindbergh Boulevard at the Chaminade entrance, Ladue Road, and Quailways Drive/Tealbrook Drive.

Justification: *Coordination; Cond. of Existing Facility; Availability of Outside Funding; Beautification*
Including these enhancements to the new traffic signals as part of the MoDOT project will be much more cost effective than one or more independent projects to add these enhancements once the traffic signals are in place.

Operating Budget Impact:

The City will be responsible to maintain the illuminated street name signs and the black powder coating on the signal equipment, and the City will be responsible to pay the electric bills for the signs. These costs are expected to be minimal.

Comments:

The outside funding sources include construction reimbursement from the Olive TDD (estimated at \$60,000) for the lighting work along North New Ballas Road and a development escrow (estimated at \$30,000) for illuminated street name signs at the intersections of North New Ballas Road at Studt Avenue and at Old Ballas Road.

Expenditure Type:

Planning, Design & Engineering	\$ 28,868
Land Acquisition	\$
Construction	\$ 192,400
Equipment	\$
Other	\$
Total	\$ 221,268

CAPITAL FUND**9516 – CAPITAL EQUIPMENT**

CAPITAL FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2019-2023**

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 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$318,545	\$0	\$318,545	\$225,265	\$318,545	\$280,544	\$359,248	\$276,226	\$361,582	\$0

Project Description:

Capital equipment includes City equipment costing greater than \$20,000 and having a useful life of at least five years based on replacement schedule. The Public works equipment listed below is for the replacement of existing equipment that is 8-14 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 FY2019 as replacements for older equipment:

- Two-ton Dump Truck with Plow and Spreader\$ 129,574
- One-ton Dump Truck with Plow and Spreader\$ 86,358
- ¾-ton Pickup Truck with Plow\$ 40,000
- Leaf Vacuum (Diesel Powered)\$ 56,440
- \$ 318,545**

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	\$	318,545
Other	\$	
Total (FY2019)	\$	318,545

9516 CAPITAL EQUIPMENT - 09

COMPREHENSIVE HARDWARE & SOFTWARE SYSTEM – PHASE 2

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$98,000*	\$0	\$98,000*	\$65,000*	\$98,000	\$0	\$0	\$0	\$0	\$0

Project Description:

Phase 2 of this project involves the purchase of additional software modules and data conversion to improve city processes including applicant tracking, miscellaneous accounts receivable, asset management, permitting and land management, code enforcement, and a customer portal for permitting and inspections.

Existing Condition:

In FY18, the city purchased Phase 1 of a comprehensive software system with Tyler Technologies to replace a 10-year-old obsolete financial software system. Phase 1 included the purchase of modules necessary for core financial transactions, personnel management, time and attendance, credit card transactions, and document record keeping. Phase 1 also included the purchase of all necessary hardware to support Phase 1 and Phase 2 software, as well as host all city data currently held in-house on stand-alone servers.

Justification: *Condition of Existing Facility; Operating Efficiency; Coordination*

Historically department staff have relied extensively on individual software programs, paper documentation, and/or Excel spreadsheets to track day-to-day activities because the former financial software did not support the needs of most other city departments. Phase 2 will conclude the software transition by streamlining financials and other data primarily benefitting Public Works and Police (asset management), and Community Development/Building Division (code enforcement, building permits, and inspections).

Operating Budget Impact:

Annual maintenance fees including updates and customer support (\$46,466) will be incurred and budgeted in the General Fund beginning in FY19.

Comments:

*In FY18, Phase 1 (\$211,929) of the software was budgeted in the General Fund. Also in FY18, the purchase of hardware was necessary for both phases and was approved by City Council with a budget amendment to the Capital Fund (\$65,000). Governmental accounting practices permit Phase 2 software expenses (\$98,000) to be allocated to the Capital Fund in FY19. The total project cost is in line with original cost estimates in FY17 of \$375,000.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	
Equipment	\$	65,000
Other (software/data conversion)	\$	98,000
Total	\$	163,000

9516 CAPITAL EQUIPMENT - 10

POLICE INVESTIGATIONS VEHICLE REPLACEMENT

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$30,000	\$0	\$30,000	\$0	\$30,000	\$0	\$0	\$0	\$0	\$0

Project Description:

The replacement of a 10-year-old Police Department (PD)—Investigations covert vehicle with a 2018 Dodge Durango Special Service Package AWD Sport Utility. The PD would utilize this vehicle for plain/covert vehicle for investigative purposes, surveillances and arrest situations requiring a low profile approach.

Existing Condition:

The PD currently utilizes a 2008 Chevrolet TrailBlazer, with 41,000 miles, for investigatory purposes and surveillances. In the last two fiscal years, the PD has spent approximately \$1,000 in repairs.

Justification: *Public Safety; Condition of Existing Facility; Operating Efficiency*

Based on its age, a replacement is requested to ensure the continued reliability of its use for public safety. If the vehicle were to be sold at auction, resale is anticipated to be approximately \$10,000. An alternative to sale at auction is to retain the 2008 Chevrolet TrailBlazer in the fleet for use by the PD or other departments for out-of-town travel.

Operating Budget Impact:

The anticipated maintenance cost would be approximately \$400.

Comments:

Replacement of this vehicle would allow PD to continue to operate efficiently and use it in a variety of ways for the PD and other departments as well. State Contract: 2018 Dodge Durango Special Service Package AWD Sport Utility.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	
Equipment	\$	30,000
Other	\$	
Total	\$	30,000

9516 CAPITAL EQUIPMENT - 11

GOLF COURSE SPRAYER REPLACEMENT

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$30,000	\$0	\$30,000	\$0	\$0	\$0	\$30,000	\$0	\$0	\$0

Project Description:

Purchase a new sprayer to replace the current combination of a 1997 Toro 3100 workman and 2004 Toro Spray system.

Existing Condition:

The current spray system and chassis are aging, and replacement should occur in FY21. The current chassis is 21 years old and has 3394 hours operating time, with an average of approximately 130 hours per year. The life expectancy of the chassis is 12 to 14 years. The current spray system is 14 years old, with an average life expectancy of 10 to 12 years.

Justification: *Condition of Existing Unit; Operating Efficiency*

The current chassis and sprayer combination has passed its useful life and is becoming costly and time-consuming to maintain. The operating efficiency of the course would increase by use of new sprayer technologies such as speed and turn control, spraying accuracy as well as reduced emissions.

Operating Budget Impact:

Maintenance and repair costs are approximately \$750 annually; however, as the unit ages the cost of maintenance can substantially increase. The anticipated annual maintenance costs for a newer unit for the first 5 years is less than \$200 per year.

Comments:

The city only has one sprayer and the downtime caused by maintenance repairs can impact pesticide control on all turf areas. Increased pressure from disease and weeds will have a negative impact on turf conditions and can deter golfers from play. Greens are sprayed every 10 to 14 days throughout the growing season to prevent disease pathogens from infecting play areas, as well as foliar fertilizer application. Greens are sprayed around 10 times annually to apply pre and post emergence weed and insect control. Fairways, tees, and rough areas are sprayed as much as 10 times annually to prevent and cure disease, insects, and weeds. A new sprayer is preferred to a used one due to lack of quality used sprayers available to purchase. Upon arrival of purchased sprayer, the old spray system would be traded in or sent to auction to help offset cost. The current chassis would be used by golf maintenance staff as a material handler.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	
Equipment	\$	30,000
Other	\$	
Total	\$	30,000

CAPITAL FUND**ADMINISTRATION**

CAPITAL FUND

CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2019-2023**

ADMINISTRATION

PROJECT MANAGER

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$83,000	N/A	\$83,000	* \$0	\$83,000	\$85,075	\$87,202	\$89,382	\$91,616	\$0

Description:

This item includes the costs associated with full-time salary and benefits for a Project Manager to oversee projects in the Capital Improvement Fund.

Existing Condition:

The project manager assists the Public Works Department-Administration Division with monitoring construction activity, preparing contract documents, performing design surveys, and developing review processes in order to ensure compliance with codes and specifications for capital improvement projects for the City of Creve Coeur.

Justification: *Operating Efficiency*

The responsible and effective administration of the City's capital improvement projects, and grant-related projects in particular, requires significant staff time. Projects often have similar schedules, and multiple projects often require immediate attention at the same time. The City's Public Works Administration staff is too small to consistently accommodate the demands of these projects while also meeting the expectations for the various other services provided by the Department of Public Works.

Operating Budget Impact:

Annual costs for this position may include ongoing employee training, city equipment, cell phone, and general supplies anticipated to be approximately \$1,000 per year.

Comments:

*This position was formerly funded through the General Fund – Public Works/Administration operating budget.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	
Equipment	\$	
Other	\$	83,000
Total (FY19)	\$	83,000

CAPITAL FUND**FUTURE PROJECTS**

CAPITAL FUND

CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS UNKNOWN**

FUTURE PROJECT LIST

FUTURE PROJECT: BRIDGE AND CULVERT REHABILITATION

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	\$0	UNKNOWN	\$0	\$0	\$0	\$0	\$0	\$0	UNKNOWN

Project Description:

The City is responsible for the maintenance of several drainage culverts that carry creeks and streams beneath the City's roadways. This project involves the design and construction needed to address maintenance, repair, or replacement of these culverts as they become necessary.

Existing Condition:

Four of the City's culverts appear on the State of Missouri's state-wide register and are inspected annually by both City and State staff. These culverts are currently in good condition.

Justification: *Public Safety*

Past projects to repair culverts at Chilton Lane, Alden Lane, and Middlebrook Lane were undertaken after the failures of these culverts and when those failures threatened the roadway above. Effective and structurally sound culverts are required to keep stormwater from becoming a hazard to the driving public.

Operating Budget Impact:

Regular inspections will require some staff time to undertake. Consultants may be required to specific issues.

Comments:

None.

Expenditure Type:

Planning, Design & Engineering	\$	TBD
Land Acquisition	\$	TBD
Construction	\$	TBD
Equipment	\$	
Other	\$	
Total	\$	TBD

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 included updates to the lobby, creation of a centralized check-in desk for the building, and updated and expanded meeting room space, as well as energy efficiency upgrades. Future phases could include additional energy efficiency upgrades such as interior and exterior lighting, parking lot modifications for better traffic flow, additional 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 FY2019-FY2023.

Operating Budget Impact:

TBD

Comments:

CIP grant matches for FY2019-FY2023 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
\$1,050,000	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	\$1,050,000

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	\$ 150,000
Land Acquisition	\$ 150,000
Construction	\$ 750,000
Equipment	\$
Other	\$
Total	\$ 1,050,000

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 SOUTH FENCE REPLACEMENT

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:

This project involves the replacement of a deteriorated fence along the south property line of the Creve Coeur Golf Course. This fence is in two sections, one on each side of Marford Drive.

Existing Condition:

All of the existing fence is old and in some state of disrepair. The fence on the east side of Marford Drive no longer reaches the ground, as the hillside below has eroded over time to the point where some of the fence footings are exposed. The fence on the west side of Marford Drive is overgrown with dense brush, and its condition has not been determined.

Justification: *Public Safety; Condition of Existing Facility; Citizen Demand*

Several residents on the east side of Marford Drive whose properties share the fence line with the Golf Course have requested that this fence be replaced. The fence is necessary to separate residential areas from areas of active play on the course.

Operating Budget Impact:

None.

Comments:

The replacement of the fence on the east side of Marford Drive is estimated to cost approximately \$25,000, and the fence on the west side of Marford Drive would be \$50,000 or more.

Expenditure Type:

Planning, Design & Engineering	\$ 5,000
Land Acquisition	\$ 0
Construction	\$ 70,000
Equipment	\$
Other	\$
Total	\$ 75,000

FUTURE PROJECT LIST

FUTURE PROJECT: GOLF COURSE MAINTENANCE BRIDGE

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	\$0	TBD	\$0	\$0	\$0	\$0	\$0	\$0	TBD

Project Description:

This project involves the replacement of the vehicular maintenance bridge at the Creve Coeur Golf Course.

Existing Condition:

The existing bridge consists of old utility poles laid across the channel with wooden planks attached to the top to create a driving surface. The bridge is sinking on one side, the wood is rotting, and the planks often break and need to be replaced.

Justification: *Public Safety; Condition of Existing Facility; Operating Efficiency*

The existing bridge is used on a limited basis due to its condition. It is closed to heavy vehicles.

Operating Budget Impact:

This maintenance bridge serves as the most direct access to the southeastern corner of the Golf Course. Using alternate routes takes longer and can cause damage to the course.

Comments:

The City will review its options for replacing this bridge, including the cost of these options, through a study in FY2019.

Expenditure Type:

Planning, Design & Engineering	\$	TBD
Land Acquisition	\$	
Construction	\$	TBD
Equipment	\$	
Other	\$	
Total	\$	TBD

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
\$1,700,000	\$0	\$1,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700,000

Project Description:

The scope of this project includes improvements to the lakes, dam, and drainage channels at the Creve Coeur Golf Course. Future projects include: dam replacement, south channel improvements, silt removal of the northern three 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 failed in 2013, and a temporary repair was made to the dam in FY2017. The lakes have accumulated silt, and the lakes 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:

The City has invested approximately \$250,000 in studies, design, and repairs to this system from FY2013-FY2017. The most significant of these costs came in FY2017 for a project to remove silt from the southern-most lake and to stabilize the dam.

Expenditure Type:

Planning, Design & Engineering	\$ 150,000
Land Acquisition	\$
Construction	\$ 1,500,000
Equipment	\$ 50,000
Other	\$
Total	\$ 1,700,000

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: MALCOLM TERRACE PARK BRIDGE AND STREAM REHABILITATION

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
\$500,000	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000

Project Description:

This project involves the rehabilitation of a section of Deer Creek in Malcolm Terrace Park that has eroded its banks and threatens a vehicular bridge at the end of Townsend Drive. This bridge is currently closed due to the erosion around its foundations. The creek bank stabilization would extend around and upstream from this bridge.

Existing Condition:

A structural review in FY2017 found that the bridge remains structurally sound. The concern is the erosion around the bridge's foundations. There is little vegetation or armoring along the stream banks to limit further erosion of the stream banks in this area.

Justification: *Public Safety; Operating Efficiency*

The bridge provides the best vehicular access to the south portion of Malcolm Terrace Park, and this access is the most convenient and efficient to use for maintenance and emergency vehicles.

Operating Budget Impact:

There is a nominal additional cost for maintenance staff to use the low-water crossing upstream of this bridge, but this bridge is not always accessible. When it is not accessible, maintenance is postponed.

Comments:

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. This review found that the existing bridge can be used in place.

Expenditure Type:

Planning, Design & Engineering	\$ 50,000
Land Acquisition	\$ 0
Construction	\$ 450,000
Equipment	\$
Other	\$
Total	\$ 500,000

FUTURE PROJECT LIST

FUTURE PROJECT: MASON ROAD SIDEWALK INFILL

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
\$1,435,000	TBD	TBD	\$10,000	\$0	\$0	\$0	\$0	\$0	\$1,425,000

Project Description:

The project involves the City's participation in a joint, five-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 \$1,435,000 represents the estimated cost to the City for its portion of three phases of the 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 one or more federal grants for the various phases of the project. These projects are envisioned to be added onto future St. Louis County projects to improve Mason Road.

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 in FY2017. 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 Surface Transportation Program (if with a St. Louis County roadway project) or the Transportation Alternatives Program (if as stand-alone projects).

Expenditure Type:

Planning, Design & Engineering	\$ 235,000
Land Acquisition	\$ 250,000
Construction	\$ 950,000
Equipment	\$
Other	\$
Total	\$ 1,435,000

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
\$80,000	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000

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	\$ 10,000
Land Acquisition	\$
Construction	\$
Equipment	\$ 70,000
Other	\$
Total	\$ 80,000

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
\$1,850,000	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	\$1,850,000

Project Description:

This project will improve the geometry of the intersection by re-aligning the through lanes and extending turn lanes. The traffic signals (to be installed in FY2018 or FY2019) will need to be relocated for this project.

Existing Condition:

The New Ballas Road lane alignment is offset between the north and south sides of Olive Boulevard. 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 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	\$ 150,000
Construction	\$ 1,500,000
Equipment	\$
Other	\$
Total	\$ 1,850,000

FUTURE PROJECT LIST

FUTURE PROJECT: NEW BALLAS SIDEWALK IMPROVEMENTS PHASE 2B

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
\$425,000	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	\$425,000

Project Description:

This project is designed to fill in the gap in the pedestrian network on the west side of New Ballas Road between Magna Carta Drive and Rocky Drive. This project would involve removing and replacing a retaining wall and landscaping within the project limits.

Existing Condition:

Following the completion of the North New Ballas Sidewalk Improvements Phase 2A Project, there will be a continuous sidewalk along both sides of North New Ballas Road from Ladue Road to Magna Carta Drive. No sidewalk exists between Magna Carta Drive and Rocky Drive on the west side of 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. 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.

The City was awarded a federal Transportation Alternatives Program grant in FY2018 for the “Phase 2A” sidewalk improvements. “Phase 2A” involves creating a new sidewalk from Ladue Road to the existing sidewalk at DeSmet High School. Construction of this project is expected to be complete in late FY2019.

Expenditure Type:

Planning, Design & Engineering	\$	50,000
Land Acquisition	\$	75,000
Construction	\$	300,000
Equipment	\$	
Other	\$	
Total	\$	425,000

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
\$1,350,000	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	\$1,350,000

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. Roadway improvements would include the changes to several intersections along Craig Road that will be recommended through a concept study in FY2019.

Existing Condition:

The pavement within the Creve Coeur Executive Office Park is generally in good condition, although the micro-surfacing from 2011 is wearing. 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	\$ 50,000
Construction	\$ 1,200,000
Equipment	\$
Other	\$
Total	\$ 1,350,000

FUTURE PROJECT LIST

FUTURE PROJECT: OLD OLIVE STREET ROAD 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
TBD	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	TBD

Project Description:

This project involves the transformation of Old Olive Street Road from part of the state-maintained Olive/Lindbergh interchange to a City-maintained street that incorporates a new intersection at Old Olive Street Road and Lindbergh Boulevard, improved pedestrian access, street lighting, and other “great streets” elements into its design. The City entered into a partnership with the St. Louis Economic Development Partnership (SLEDP) and St. Louis County in FY2018 to begin a study into what this project would entail.

Existing Condition:

Old Olive Street Road is currently owned and maintained by the Missouri Department of Transportation. Old Olive is on the state’s roadway network, because its two halves serve as two ramps for the interchange of Olive Boulevard and Lindbergh Boulevard. An upcoming project by St. Louis County will overhaul this interchange, which will end the State’s need for Old Olive Street Road. Current discussions involve transitioning Old Olive Street Road from the State network to the City’s network.

Justification: *Beautification; Citizen Demand; Condition of Existing Facility; Availability of Outside Funding*
Improvements to Old Olive Street Road would be consistent with the Comprehensive Plan Creve Coeur 2030 and the 39 North Master Plan. The Creve Coeur Pedestrian Plan lists sidewalks along Old Olive Street Road as “second priority.”

Operating Budget Impact:

Adding Old Olive Street Road to the City’s network will increase operations and maintenance costs. However, Old Olive should be provided to the City in good condition, so initial maintenance costs are expected to be low.

Comments:

Old Olive Street Road qualifies for federal grant assistance.

Expenditure Type:

Planning, Design & Engineering	\$
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ TBD

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	\$0	\$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	\$2,200,000	\$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
\$95,600	\$0	\$95,600	\$5,600	\$0	\$0	\$0	\$0	\$0	\$95,600

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. The intent would be to provide a continuous sidewalk through both Creve Coeur and the City of Chesterfield. 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, and this design would need to be approved by MoDOT. A portion of this concept design (from Fernview west to Mill Crossing) was developed in FY2013-FY2014, but this study was postponed indefinitely and was moved to a future project.

Expenditure Type:

Planning, Design & Engineering	\$ 95,600
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ 95,600

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.

BUILDING PROJECT BOND FUND PROJECTS

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2019-2023



BUILDING PROJECT BOND FUND (PROPOSITION P)**9501 – BUILDING & IMPROVEMENT PROJECTS**

BUILDING PROJECT BOND FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2019-2023**

9501 BUILDING & IMPROVEMENT PROJECTS – 02

PROPOSITION P

PROFESSIONAL SERVICES

BUILDING PROJECT BOND FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$1,150,000	\$0	\$1,150,000	\$950,000	\$200,000	\$0	\$0	\$0	\$0	

Project Description:

Professional services for the construction of the new Police Department building are required for site survey, building design, site layout, permitting, bidding, and construction inspection. These services include the consultant hired as the City's representative and project manager for the project. A majority of the design was completed in in FY2017 and FY2018. Construction-related services will begin in FY2018 and are expected to be finished with the anticipated completion of the building 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 residents of Creve Coeur passed Proposition P in FY17 to provide funding for a new police station and accessibility, safety, and security improvements to the Creve Coeur Government Center.

Expenditure Type:

Police Building Design Services	\$ 712,322
Owner Rep/Project Manager	\$ 312,846
Survey & Other Design Services	\$ 62,500
Land Acquisition	\$
Construction	\$
Equipment	\$
Other (Contingency)	\$ 62,332
Total	\$ 1,150,000

9501 BUILDING & IMPROVEMENT PROJECTS – 03

PROPOSITION P

SITE WORK AND BUILDING CONSTRUCTION

BUILDING PROJECT BOND FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$8,750,920	\$0	\$8,750,920	\$3,290,703	\$5,460,217	\$0	\$0	\$0	\$0	\$0

Project Description:

This phase of the project includes all aspects of the site work, building construction, finishes, and furnishing of the new building for the Police Department. The City has hired United Construction to complete the majority of these construction services. Site work is expected to be complete in FY2018, and the building is expected to be complete, fully functional, and occupied in FY2019.

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:

None.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	7,423,300
Equipment	\$	385,000
Other (Contingency)	\$	942,620
Total	\$	8,750,920

9501 BUILDING & IMPROVEMENT PROJECTS – 04

PROPOSITION P

BOND FINANCING

BUILDING PROJECT BOND FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$151,631	\$0	\$151,631	\$151,631	\$0	\$0	\$0	\$0	\$0	

Project Description:

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 were necessary to manage the bond measure that was approved by Proposition P.

Operating Budget Impact:

None.

Comments:

The residents of Creve Coeur passed Proposition P in FY17 to provide funding for a new police station and accessibility, safety, and security improvements to the Creve Coeur Government Center.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	
Equipment	\$	
Other (Financing)	\$	151,631
Total (FY2017)	\$	151,631

9501 BUILDING & IMPROVEMENT PROJECTS – 05

PROPOSITION P

GOVERNMENT CENTER ACCESSIBILITY AND SECURITY IMPROVEMENTS

BUILDING PROJECT BOND FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$521,059	\$0	\$521,059	\$0	\$0	\$0	\$521,059	\$0	\$0	

Project Description:

This project involves assessment of and improvements to various aspects of the Creve Coeur Government Center building in order to bring the building into better compliance with current accessibility and security standards and expectations.

Existing Condition:

The Creve Coeur Government Center is a renovated elementary school. Several aspects of the layout and features of the building do not meet the current standards for accessibility or security.

Justification: *Public Safety; Citizen Demand; Coordination*

These improvements were specifically outlined in the bond referendum. As a public building, the Creve Coeur Government Center is expected to be accessible and secure, both for visitors and City staff.

Operating Budget Impact:

Accessibility and security renovations are expected to have minimal impact on the operating budget. These renovations may replace ageing equipment or facilities, which should decrease the maintenance costs associated with them.

Comments:

The residents of Creve Coeur passed Proposition P in FY17 to provide funding for a new police station and accessibility, safety, and security improvements to the Creve Coeur Government Center.

Expenditure Type:

Planning, Design & Engineering	\$ 50,000
Land Acquisition	\$
Construction	\$ 396,059
Equipment	\$ 75,000
Other	\$
Total	\$ 521,059

**CAPITAL IMPROVEMENT PROGRAM FISCAL YEARS 2019-2023
CITIZEN RECOMMENDATIONS & STAFF RESPONSES**

Chris Martin, 474 Runnymede Drive (received 10/17/2017)

Jessica Connick, 488 Runnymede Drive (received 12/05/2017)

- Mr. Martin and Ms. Connick request that the City replace the fence along the south border of the Creve Coeur Golf Course. Both of their properties back to the golf course. Both claim that the fence is in poor condition and needs to be replaced.
 - **Staff Comments (submitted on 10/19/2017 and 12/18/2017):** Staff agrees with the residents that this fence is in poor condition. The City replaced most of the failing fence along the east side of the golf course in 2017, which was funded through a Municipal Park Grant. The City would consider doing the same for the fence along the south side of the golf course if the residents there expressed support for the project. The yards of the two residents cited above account for about 75% of the length of the fence.

Arnold Block, 18 Sherwyn Lane (received 12/23/17)

- Requests Sherwyn Lane cul-de-sac be reengineered to eliminate runoff into his basement and resurface the street in 2018. In 2017, he met with Stormwater Committee which passed a motion for the City to spend the necessary money to engineer the solution to the problem in the cul-de-sac in preparation for resurfacing. The resurfacing was delayed two years due to the MSD project affecting the street, which is now complete.
 - **Staff Comments (submitted 12/27/2017):** When the city renovates Sherwyn Lane, the pavement work will be included in the much larger Capital Improvement Plan (CIP) Pavement Maintenance Program. As for the stormwater improvements in the cul-de-sac, the cost to construct those improvements will most likely cost less than \$20,000 and, therefore, do not qualify as a CIP project. The city does not typically identify individual street improvements that are part of the Pavement Maintenance program.

Heather Silverman, 11007 Martin Grove Lane (received 1/25/2018)

- A few roads that could use maintenance in Ward 1:
 1. Resurface Tealwood Drive.
 2. Resurface Tealbrook Drive.
 3. Resurface Chaminade Drive.
 4. Resurface and regrade Notre Dame Drive. Areas of the street collect water which freezes in the winter.
- Also, I suggest that bids or RFPs are requested from contractors with education programs as I've noticed and heard that recent resurfacing projects have not been completed to satisfaction of the residents. While these contractors might be more expensive short term. I believe it could save money on change requests and maintenance down the road.
 - **Staff Comments (submitted 1/30/2018):** All four of the streets that listed above are included in the near-term projections for microsurfacing. City staff will be re-evaluating the street conditions in early 2018 in order to update these projections.

Microsurfacing is a thin application intended to help preserve asphalt streets that are in good condition, and the City has found some recent success using this product to improve streets that are in poor condition. This application (\$4.25 per square yard) is less expensive than asphalt resurfacing (\$12.65 per square yard), meaning that the City can preserve or

improve about three times as many streets with microsurfacing as with resurfacing. This is one form of pavement maintenance that the City has at its disposal, and it helps limit the number of streets that need to be resurfaced each year. There is more roadway work required along City streets than the City can afford in any given year, so stretching the City's maintenance funds is important.

The City has pretty clear standards regarding what is expected for roadway resurfacing projects. It seems, however, is that the residents who have expressed disappointment are people who live on streets that have been recently microsurfaced, because that program involved several streets in Ward 1 last year. Despite the City's letters that try to explain what to expect, residents often expect to see new asphalt through the microsurfacing project. Microsurfacing is not as smooth as new asphalt, and that can be disappointing to residents if they are expecting more. Staff will continue to inform the community about the City's street program and micro-surfacing in particular.

Exhibit D
TEN-YEAR CAPITAL IMPROVEMENT PROGRAM
(COMBINED CAPTIAL FUND AND BUILDING PROJECT FUND)
REVENUE AND EXPENDITURES SUMMARY FY2014-FY2023

REVENUES	Actual 2014	Actual 2015	Actual 2016	Actual 2017	Projected 2018	Projected 2019	Projected 2020	Projected 2021	Projected 2022	Projected 2023
Beginning Fund Balance (est. Cash Basis as of July 1)	1,250,169	720,228	1,326,656	2,188,311	12,168,363	7,975,213	1,992,143	2,378,500	1,622,309	1,544,987
City Sales Tax	1,984,134	2,026,656	2,056,301	2,057,326	2,046,955	2,046,955	2,046,955	2,046,955	2,046,955	2,046,955
Building Project Bond Fund (Prop P)				10,843,381	0	0	0	0	0	0
Interest on Investments	95,664	1,326	1,092	2,923	18,760	38,400	11,700	8,750	8,750	8,750
Building Project Property Tax Collection				0	775,000	782,750	790,578	790,000	790,000	790,000
Other Agency Funding	826,191	465,735	627,305	662,851	954,461	322,000	464,000	270,000	20,000	20,000
Proceeds from Equipment Sales	36,279	29,963	15,440	10,420	10,000	10,000	10,000	10,000	10,000	10,000
Transfers In from Other Funds	3,150,000	400,000	400,000	400,000	1,200,000	400,000	400,000	400,000	0	0
TOTAL REVENUES	6,092,268	2,923,680	3,100,138	13,976,901	4,990,176	3,600,105	3,723,233	3,525,705	2,875,705	2,875,705
EXPENDITURES	Actual 2014	Actual 2015	Actual 2016	Actual 2017	Projected 2018	Projected 2019	Projected 2020	Projected 2021	Projected 2022	Projected 2023
Buildings & Improvements	37,573	131,123	133,986	482,677	4,133,208	5,680,217	70,000	20,000	20,000	20,000
Park Development Projects	42,118	70,698	551,553	163,003	809,720	122,500	15,000	185,000	0	75,000
Stormwater Projects	223,496	17,313	40,405	198,457	149,036	250,000	0	150,000	0	0
Street Overlay/Repair	1,698,043	1,971,768	1,492,533	2,900,591	3,176,610	2,289,508	2,173,250	2,219,281	1,851,113	2,079,766
Capital Equipment	238,843	171,385	325,710	252,121	364,765	446,545	280,544	389,248	276,226	361,582
Administration	0	0	0	0	0	83,000	85,075	87,202	89,382	91,616
Debt Service	4,250,897	0	0	0	564,986	711,406	713,006	710,106	716,306	717,656
Transfers Out	0	0	0	0	0	0	0	0	0	0
TOTAL CAPITAL EXPENDITURES	6,490,970	2,362,287	2,544,187	3,996,849	9,198,325	9,583,176	3,336,875	4,281,896	2,953,027	3,345,621
ENDING FUND BALANCE (CASH BASIS)	851,467	1,281,621	1,882,607	12,168,363	7,975,213	1,992,143	2,378,500	1,622,309	1,544,987	1,075,071

FUTURE PROJECT LIST (in alphabetical order) as of 2/22/2018	NOTES
Bridge and Culvert Rehabilitation (\$ unknown)	New project intended to help plan for projects similar to the recent culvert failures on Alden, Chilton, and Middlebrook.
Certified Nature Explorer Classroom (est. \$25,000)	Transferred from CIP FY17-FY21 to Future Project List
City Entrance Signage Upgrade/Replacement (\$ unknown)	Per 39 North branding/marketing plan; included Master Plan in FY19-FY23.
Creskide/Bellerive Estates Trail	Grant match est. to be \$25,000
Dielmann Complex Renovations - Phase II (\$ unknown)	Phase I in CIP FY15/FY16 - completed
(\$ unknown)Downtown Streetscape & Infrastructure	Per Business District / Downtown Area Implementation Strategy Plan
Fernview Drive/Bellerive Estates Drive Sidewalk Project (est. \$1,050,000)	Per Pedestrian Plan; Fernview Resurfacing in CIP FY19-FY22; Cost updated FY2018
Fernview at Olive Intersection Improvements (est. \$850,000)	
Golf Course South Fence Replacement (est. \$75,000)	Replacement of the fence along the south side of the Golf Course. Adjacent residents requested this fence to be replaced.
Golf Course Maintenance Bridge	Removed from five-year CIP in FY18. Formerly "Parks Bridge Replacement Project."
Golf Course Stormwater Improvements (est. \$1.7 million)	Phase 1 Improvements FY16-FY17 of CIP; Phase 2 moved to Future
Hibler Road Reconstruction - East of Falaise (est. \$800,000)	Easements and/or right of way required
Ladue Road Improvements at I-270 (\$ unknown)	Per Pedestrian Plan
Lindbergh Blvd. Flyover at Old Olive/Light Industrial District Infrastructure Improvements (est. >\$3 million)	Project revised to be "Old Olive Street Road Improvements" (below)
Lindbergh Blvd. Streetscape Enhancement Project (est. \$1.6 million)	Signal Enhancements Project on Lindbergh in FY2018 reduces this project scope; Phase I - transferred from CIP FY19 to Future Project List pending implementation of "39 North"
Mason Road Sidwalk Infill (est. \$1.4 million)	Project in coordination with St. Louis County, with possible grant funding; transferred from CIP FY17-FY21 to Future Project List
Malcolm Terrace Park Bridge and Stream Rehabilitation (est. \$500,000)	Removed from five-year CIP in FY18. Formerly "Parks Bridge Replacement Project." Stream bank stabilization and protection for a vehicular bridge in Malcolm Terrace Park
Millennium Park Parking Lot Lighting (est. \$80,000)	
New Ballas & Olive Intersection Improvements (est. \$1.85 million)	Cost estimate updated FY2018; Signal Enhancements Project on Olive in FY2018 includes this intersection
New Ballas Sidewalk Phase 2B - Magna Carta Drive to Rocky Drive (\$425,000)	Easements required; grant funding possible; Cost estimate updated FY2018; Federal grant awarded for Phase 2A project (Ladue to DeSmet), with construction in FY2019
Office Park Roadway and Sidewalk Improvements (est. \$1,350,000)	Project includes both sidewalk improvements and roadway improvements; cost updated F2018
Old Olive Street Road Improvements	Planning study with St. Louis County and St. Louis Economic Development Partnership in FY2018 to shape the scope of this project; possible future federal grant application
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 (\$ unknown)	
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 Irrigation Control (est. \$40,000)	
West Olive Median Enhancements, Phase II - Mason to Fernview (est. \$2.2 million)	
West Olive Sidewalk Concept Study - Mason to West City Limit (est. \$95,600)	Cost includes \$5,600 from FY2014; 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 projects in bold**