AGENDA

PLANNING AND ZONING COMMISSION MEETING

CITY OF CREVE COEUR, MISSOURI

MONDAY, MARCH 19, 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. **March 5, 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

1. **Capital Improvement Program Update – FY2019-2023**
   City staff reviewed the proposed Capital Improvement Program for Fiscal Years 2019 through 2023, www.creve-coeur.org/cip with the Commission on March 5 and then the matter was deferred to the next meeting for further discussion.

NEW BUSINESS

1. **#18-009: 12767 Mason Manor Road Boundary Adjustment Plat and Vacation of 25 Foot Former Right-Of-Way**
   David Welton, of Frontenac Engineering, on behalf of the property owner of 12767 Mason Manor Road, Steve Lieber, has submitted an application to incorporate the 25 foot strip of to-be vacated right-of-way that runs the length of the west property line to create one 1.57 acre parcel. The subject property is zoned A Single Family Residential.

2. **PUBLIC HEARING. Application #18-010: Text Amendment to the Zoning Ordinance to Allow and Provide Development Standards for Attached Townhouses and Multi-Family Dwellings as a Conditional Use in the General Commercial (GC) District**
   George Stock, of Stock & Associates Consulting Engineers, Inc., on behalf of Matt Segal, of Payne Family Homes, has submitted an application for a text amendment to Section 405.360(C) and Table A: Permitted and Conditional Uses to allow attached townhouses and multi-family dwellings as a conditional use within the GC-General Commercial District and to provide development standards for such uses within Section 405.470 Conditional Uses of the Zoning Ordinance. The proposed text amendment would be in furtherance of a proposed development at 611 N. Lindbergh Boulevard.

WORK AGENDA

None

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
MONDAY, MARCH 5, 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	(Absent)
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 accept the agenda, Mr. Magruder seconded. All voted in favor.

APPROVAL OF MINUTES

1. **Tuesday, February 20, 2018 Planning and Zoning Commission Draft Meeting Minutes**

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

PUBLIC COMMENT

Ms. Patti Trout said she had an issue with applications that were merged in review and the residents were only allowed to speak for 3 minutes instead 6 minutes to cover both issues.

UNFINISHED BUSINESS

None

NEW BUSINESS

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

Those speaking to the request were sworn in.

Mr. Jaggi said the application was made by staff and went through the reasons why. He gave a history of the subdivision and went over aspects of the Comprehensive Plan 2030. Mr. Jaggi said should this go forward it would align with the Comprehensive Plan Creve Coeur and the character of development. He showed the current zoning standards and development characteristics. He said most recent development happened in the 1980's and there are non-conformities as well as inconsistencies with the zoning map for the area.
He said some homes back up to a 15 ft green alley which is owned by the city. He said other homes back up to the park.
He went over how it would work if rezoned to "D". He said the "D" district was not established when Malcolm Terrace zoning was put in place.
He said he believed this was a good place for "D" zoning. He said there are residents who support this, and also some who don't.

Mr. Jaggi said it would not affect the park. He covered the points that would change in the zoning and said the significant changes included a reduction in rear and side yard setbacks and site coverage.
Mr. Jaggi said staff supported the change.

Mr. Magruder asked what the change would be to impervious space.

Mr. Jaggi said it would increase to 45%.

Mr. Carney asked if the rear setbacks were figured from the alley.

Mr. Jaggi said they were figured from the property line, not the alley.

Ms. Kistner asked if it was possible to amend the RDD.

Mr. Jaggi said it was an option, but rezoning to "D" was the easiest option.

Mr. Gary Muck said he had been there 28 years and the zoning had never been an issue. He said the 2030 plan says to continue to diversify lot sizes. He said more lot coverage would create more stormwater problems. He said the bottom line is they don't want people living closer.

Ms. Linda Maniscalco said she is for the rezoning. She said not everyone is going to want to rebuild. She said she has been there 34 years. She said she would like to be able to have the option to build if she likes. She said the variance would be 8 ft., not 6 ft. She asked if any other neighborhood had gone through rezoning.

Ms. Patti Trout said she has been in Malcolm Terrace for 38 years. She said the non-conformities were grand-fathered in. She gave a history of the park and area. She said she didn't want to share a cocktail with a neighbor 8 feet away. She said rezoning must benefit the residents. She said there have been 31 variance requests the past 10 years.

Mr. Matt Stoldrier said he opposes this rezoning request. He said by reducing the lot setbacks they are reducing the greenspace. He said he doesn't oppose a variance request but opposes the rezoning of the entire neighborhood based on the request of one resident.

Dr. Stephen Spurgeon said he spoke to a lot of residents and received no push back. He said he received 28 signatures of those in favor of rezoning opportunities. He said he would like to see the Malcolm Terrace subdivision move forward and improve. He said the playing field would be level for all. Those who don't want to take advantage of the changes wouldn't have to. He said it would increase property values. He said his addition would not take any green space.

Mr. Richard Mock said the restrictions on the lot coverage would be 4,500 sq. feet. He said he didn't think the site coverage calculations worked and would like some one to address that.

Mr. Jaggi addressed some questions. He said Woodshire considered changing zoning, but ultimately decided not to. He said Country Forest is also considering a rezoning. He said most zones are appropriate, but they do receive a lot of variances in certain areas.
He said there are a combination of development standards for a home. He said just because a house can cover the space doesn't mean it would cover that entire area. But that it would expand the buildable area.

Ms. Kistner asked him to talk about variance requests and hardships.

Mr. Jaggi said the Board of Adjustment examines the hardship of the applicants request. He said there has to be practical difficulty as to why the ordinance doesn't apply. He said the uniqueness of the property often determines the outcome. He said the Board of Adjustment and Planning and Zoning have different procedures and goals.

Mr. Stohldrier asked if the Variance was on a case by case basis.

Mr. Jaggi said it was, but it does run with the property.

Mr. Jaggi addressed the alleyways behind the homes. He said the city would be willing to vacate the alleys. He suggested the property owners who back up to and maintain the alleys would be given the opportunity to take over the property and would receive 7 1/2 feet per property. They would need to bear survey costs to adjust the lots.

Mr. Lumley offered the exhibits to the record and the public hearing was closed.

Mr. Rovak asked about the number of non-conforming lots.

Mr. Jaggi said he didn't have an exact number. Mr. Jaggi said recent ordinances are in place to further help homeowners regarding stormwater. He said a new home would need to have an engineered site plan regarding stormwater.

Mr. Magruder asked about the amount of impervious space and the advantage to the homeowner.

Mr. Jaggi said it was a max of 40% coverage by zoning currently.

Mr. Magruder asked if it would be an advantage to the homeowner to go up.

Mr. Jaggi said if rezoning occurred it would go up to 45%, but site coverage is still limited. He said the front yard setback would remain the same, but the side and rear yard would decrease.

Ms. Silverman said it would basically be an additional 500 square feet.

Ms. Silverman asked how many variances had been done in this area in the last 10 years. Ms. Kelly reviewed a few that staff could recall.

Ms. Kistner said that if this was zoned today it would be zoned D. She said there are positives which would allow renovations. She said the resident petitions seem to be relatively equal. She said the bigger difference to her was the rear setback. She said she would like to see if a revised RDD would be a better option. She said no one is ever going to be able to get a variance. She said she would also like to see about the vacation of the alleys.

Mr. Rovak asked if the alleys were really part of this issue.

Mr. Jaggi said it would help with the objective of this issue. He said there is expense and easements as well as an effort to vacate the area by the city. He said it would not achieve all the things a rezoning would. He said it wouldn't help all the residents. He said he had spoken to the chief building official and there have been a number of inquiries by residents over the years in this area to make changes to their homes which have been problematic due to zoning.

Mr. Magruder asked what the advantage of the D district would be over the RDD.

Mr. Jaggi said it was already established and wouldn't need to be custom made. He said you don't run the risk of interpretation inconsistences with a set zoning code district.

Ms. Kistner asked how they could get feedback from residents.

Mr. Jaggi said they could send a survey or hold a neighborhood meeting.

RESULT:	**TABLED [UNANIMOUS]**
AYES:	Kistner, Carney, Rovak, Magruder, Silverman, Schuh
ABSENT:	Hall

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

Those speaking to the request were sworn in.

Mr. Ed Griesedieck said he was before the commission to request approval for a Master Sign Plan and for a LED scoreboard. He said they are only asking for one new sign which is part of the scoreboard. He said the scoreboard would be on the baseball field. He said it is internally lit and faces out. He said there is no sound and it would only be used during the day.

Mr. Schuh asked what color the back of the sign was.

Mr. Griesedieck said it was gray.

Ms. Kistner asked about the origin of the art in the front.

Mr. Griesedieck said they were by Brother Mell who created the pieces at Vianney.

Ms. Kelly said Brother Mell also has some pieces with HBE.

Mr. Lumley entered the exhibits for the record and the public hearing was closed.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Don Magruder, Commission Member
SECONDER:	Gene Rovak, Commission Member
AYES:	Kistner, Carney, Rovak, Magruder, Silverman, Schuh
ABSENT:	Hall

3. Capital Improvement Program Update – FY2019-2023

Ms. Sharon Stott went over the goals of the CIP.

She showed the revenues for FY 19-23. She said they weren't expecting any growth in revenue.

She went over Building and Park Development Projects.

Ms. Kistner asked when the signs were last redone.

Mr. Heines said 12-15 years ago.

Ms. Stott said the recent discussion was to add important info to the park signs.

She continued with Stormwater projects. and Street and Sidewalk projects. She said most of the projects were guided by infrastructure. She said there would be a number of grants that staff would apply for.

She moved on to Capital Equipment.

She showed the Administration slide.

She showed CIP projects at the Dielmann Recreation Complex.

She went over potential future projects.

Mr. Rovak said in years past they had been given the CIP well in advance to review. He said this review feels like a formality. He said an administrative salary position seems questionable as a Capital Investment.

Mr. Lumley said an internal management is a capital investment just like external professional services and ultimately saves the city money.

Ms. Stott said the data is due to various committees by the second week of February.

Mr. Lumley said it goes to City Council at that time, and other committees and boards receive it after. He said the Commission has taken extra time in the past and can do so again.

Ms. Kistner said they are seeking the Commission's approval and input.

Mr. Jaggi said the Committee could review it longer if more time was needed.

Mr. Carney asked if the reconstruction of Ladue was paid for from the CIP fund.

Ms. Stott said it came from reserves.

Mr. Carney asked about dam reconstruction on the golf course.

Mr. Matt Wohlberg said the dam stabilization is complete.

Mr. Carney said staff did a good job using the allotted monies.

Ms. Kistner asked to see the Dielmann expenditures. She asked about emergency HVAC.

Ms. Stott said emergency HVAC was from FY18.

Ms. Kistner asked about the cost of Parks from year to year.

Ms. Stott said much of what was applied for was dependent on what grants were available.

RESULT:	**CONTINUED [UNANIMOUS]**
MOVER:	Gene Rovak, Commission Member
SECONDER:	Matthew Schuh, Commission Member
AYES:	Kistner, Carney, Rovak, Magruder, Silverman, Schuh
ABSENT:	Hall

WORK AGENDA

DEPARTMENT REPORTS

Mr. Jaggi gave an update on the Santino Ct. property.
He said Waterway now owns their current location and will likely be coming before the commission.

Mr. Jaggi said HBE will go before Council at their next meeting. He said there is a proposal for a Text Amendment coming before the Commission for attached town homes in the General Commercial district..

Some discussion was held about town homes.

Mr. Carney asked about Balmoral subdivision.

Mr. Jaggi said there was some discussion about an office development moving in to the area.

ADJOURNMENT

Mr. Rovak made a motion to adjourn.
Meeting adjourned at 8:30 pm.

City of Creve Coeur

To: City Council, Planning & Zoning Commission, Finance Committee
Cc: Mark Perkins, City Administrator
From: Sharon Stott, Assistant City Administrator
Date: March 14, 2018
Re: Capital Improvement Program Update – FY2019-2023

Staff discovered a math error on the project description sheet for Public Works Capital Equipment for FY19. The estimated expense for capital equipment purchases was originally listed as $318,545. The correct amount is $312,372. While the decrease in expenses to the CIP is slight ($6,173), the correction impacted several exhibits in the CIP FY2019-2023 which have now been updated to reflect the correction.

Updated documents include:

Memo FY19-23 Proposed CIP from the City Administrator to Mayor and City Council
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 D – CIP FY14-FY23 Overview Spreadsheet

All CIP documents are available on the city website at www.creve-coeur.org/cip.

Please let me know if you have any questions.

City of Creve Coeur

To: Mayor and City Council
From: Mark Perkins, City Administrator
Date: February 26, 2018; updated March 14, 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 CO_2, 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; $312,372/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

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 (2018-03-14) (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	312,372	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**	**440,372**	**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**	**3,205,380**	**2,623,869**	**3,050,731**	**2,236,721**	**2,627,965**
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**	**3,205,380**	**2,623,869**	**3,050,731**	**2,236,721**	**2,627,965**

Possible adoption by City Council on April 9, 2018, Resolution No. ____

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	875,349	1,176,236	856,260	700,294
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**	**3,205,380**	**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**	**875,349**	**1,176,236**	**856,260**	**700,294**	**153,085**

ESTIMATED ADDITIONAL CAPITAL FUND REVENUE (FUNDING SOURCES)	FY2017 BUDGETED	FY2017 ACTUAL	FY2018 BUDGETED	FY2018 PROJECTED	FY2019 PROJECTED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED
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. ___

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	9,577,003	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**	**1,998,316**	**2,384,673**	**1,628,482**	**1,551,160**	**1,081,244**

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

Attachment: Exhibit A CIP FY19-23 Spreadsheet (2018-03-14) (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.

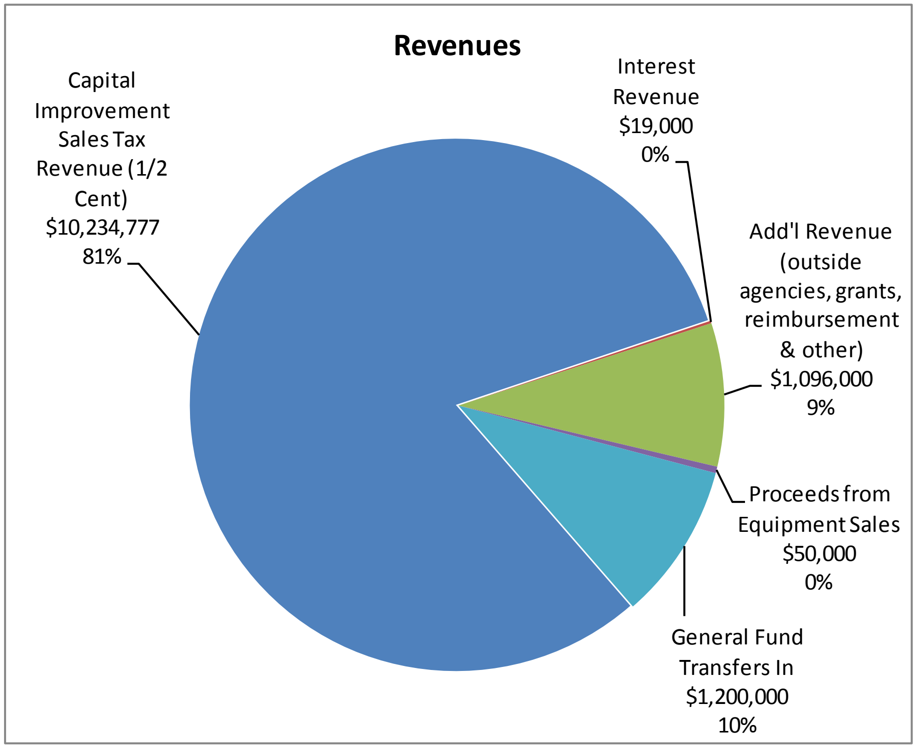
The CIP includes a description of each project with details regarding justification, cost estimate, operating and maintenance budget impact, and funding sources.

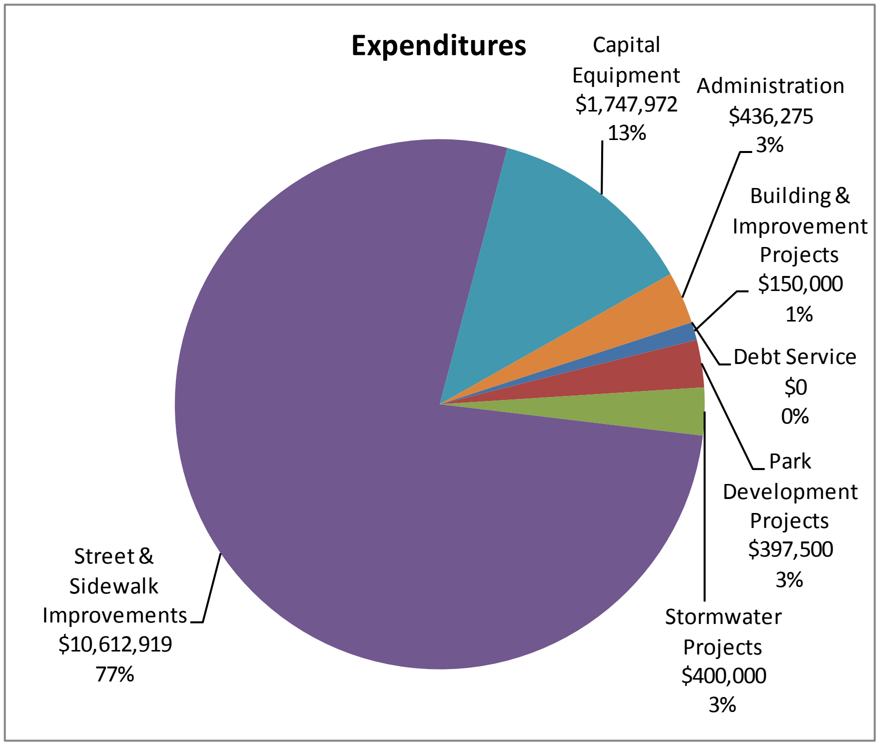
2019-2023 CIP Overview

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





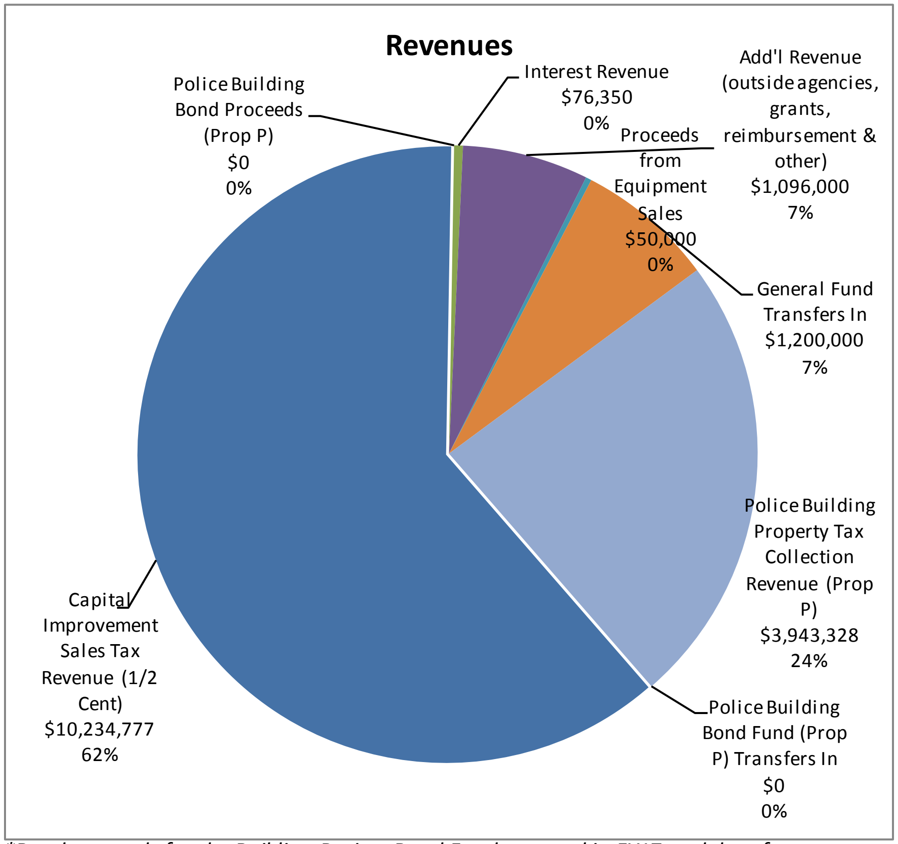
Building Project Bond Fund (Prop P)

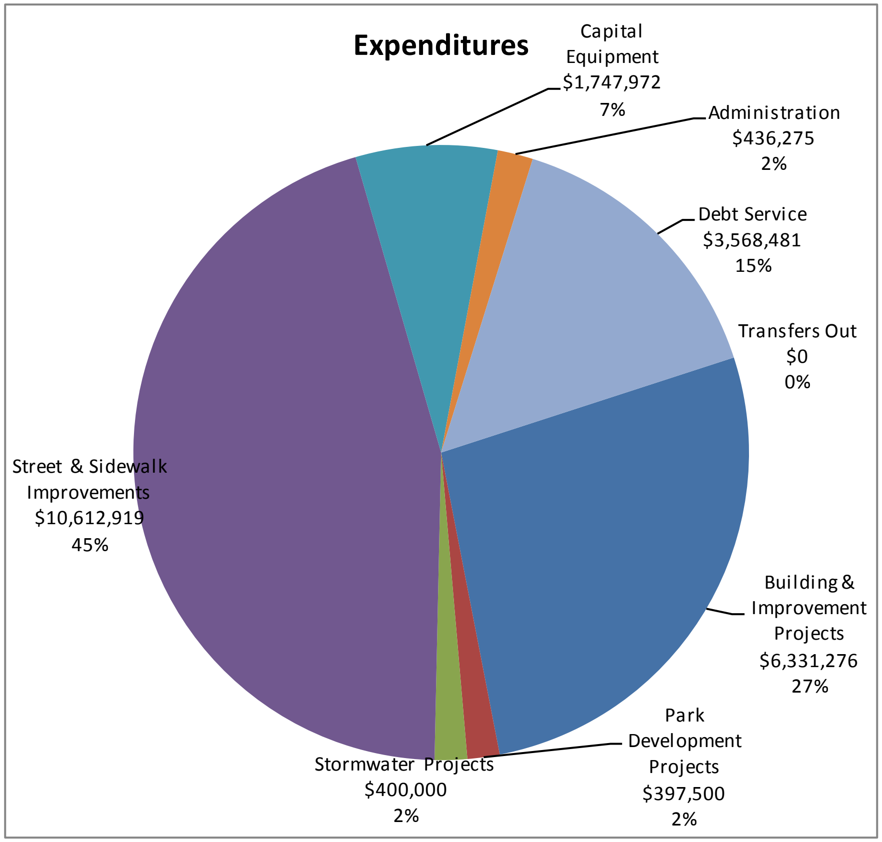
In November 2016, Creve Coeur voters approved a ballot measure authorizing the issuance of general obligation bonds of $10.69 million for the purpose of constructing, furnishing and equipping a new police station on the existing government center property and making safety, security and accessibility 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

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**

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 CO_2. 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**

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): ***(see comments)***	**$ 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**

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

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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

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Phase 3 Project Description:

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

Staff plans to apply for federal grant assistance for this project in 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	Future
$392,739	$254,400	$138,339	$107,739	$285,000	$0	$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**

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	$312,372	$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

$ 312,372

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	$ 312,372
Other	$
Total (FY2019)	**$ 312,372**

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**

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**

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 word as an integral part of learning.

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

Comments:
None.

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

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: STUDT 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 Studt Avenue be extended east beyond Old Ballas Road, to Craig Road. This will require the purchase of the office building at 677 Craig Road prior to construction of the road.

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

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

Operating Budget Impact:
Unknown.

Comments:
None.

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

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

9501 – BUILDING & IMPROVEMENT PROJECTS

BUILDING PROJECT BOND FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2019-2023

9501 BUILDING & IMPROVEMENT PROJECTS – 02

PROFESSIONAL SERVICES

PROPOSITION P

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

GOVERNMENT CENTER ACCESSIBILITY AND SECURITY IMPROVEMENTS

PROPOSITION P

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	1,998,316	2,384,673	1,628,482	1,551,160
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	440,372	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**	**9,577,003**	**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**	**1,998,316**	**2,384,673**	**1,628,482**	**1,551,160**	**1,081,244**

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. $25,000)	Transferred from CIP FY17-FY21 to Future Project List
City Entrance Signage Updgrade/Replacement ($ unknown)	Per 39 North branding/marketing plan; included Master Plan in FY19-FY23.
Creekside/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 CI 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**

city of CREVE COEUR

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

APPLICATION TO PLANNING AND ZONING COMMISSION #18-009: 12767 MASON MANOR ROAD BOUNDARY ADJUSTMENT PLAT AND VACATION OF 25 FOOT RIGHT-OF-WAY

FOR THE MEETING OF: Monday, March 19, 2018, 6:30 PM

LOCATION: 12767 Mason Manor Road.

REQUEST: David Welton, of Frontenac Engineering, on behalf of the property owner of 12767 Mason Manor Road, Steve Lieber, has submitted an application to incorporate the 25-foot strip of to-be vacated right-of-way that runs the length of the west property line to create one 1.57 acre parcel. The subject property is zoned A Single Family Residential.

ADDITIONAL INFORMATION: The sale or transfer of small parcels of land to or between adjoining property owners, where such sale does not create additional lots is a discretionary act; if the drawings are technically accurate and do not raise issues of concern, they can be approved by the Planning and Zoning Commission.

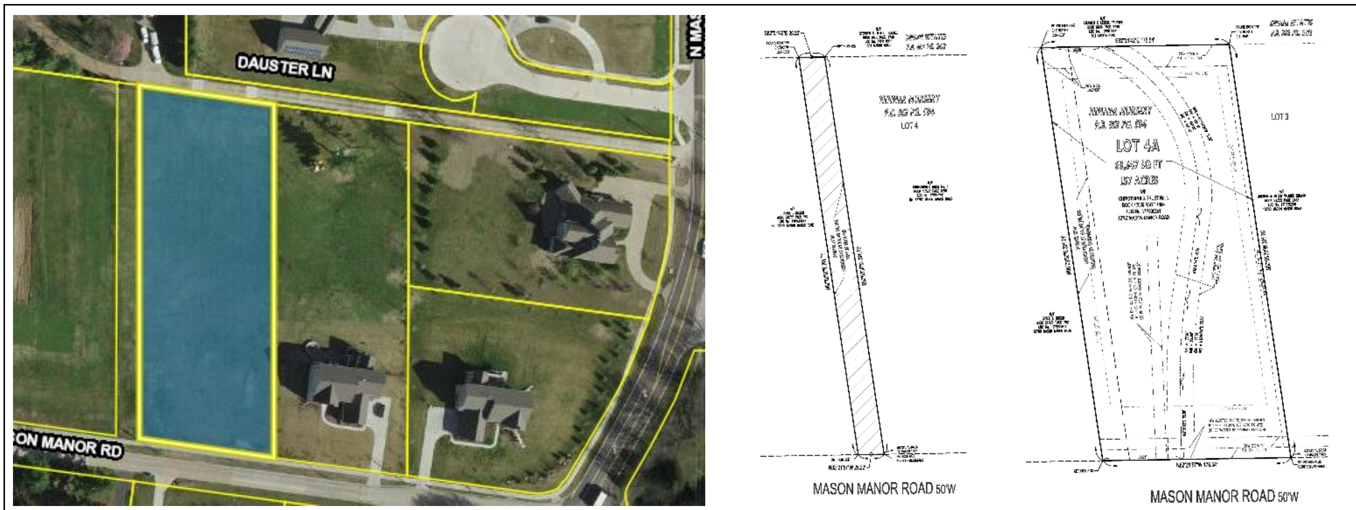
Key Issues:
- Does the adjustment create non-conformities on the lot?

Subdivision Code References
- Section 410.030(D)

Zoning Code References
- Section 405.250 A Single Family Residential

APPLICANT: Steve Lieber
The Christopher Trust No. 1
801 N. Mason Road
Creve Coeur, MO 63141

APPLICANT'S REPRESENTATIVE: David Welton
Frontenac Engineering
2725 Sutton Blvd.
St. Louis, MO 63143



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner
DATE: 3/15/18
ATTACHMENTS: Applicant's Materials submitted on February 16, 2018

DISCUSSION

The property owner of 12767 Mason Manor Road is requesting the City to vacate the 25-foot strip of right-of-way adjacent to the property, so that it can be combined with the property at 12767 Mason Manor Road to create one 1.57-acre lot. The property is used as the driveway to the property to the north all owned by Mr. Leiber. The right-of-way was established when the area was thought to be redeveloped differently than is currently developed and is no longer needed. The City's Public Works Department and utility companies have reviewed and approve of the vacation.

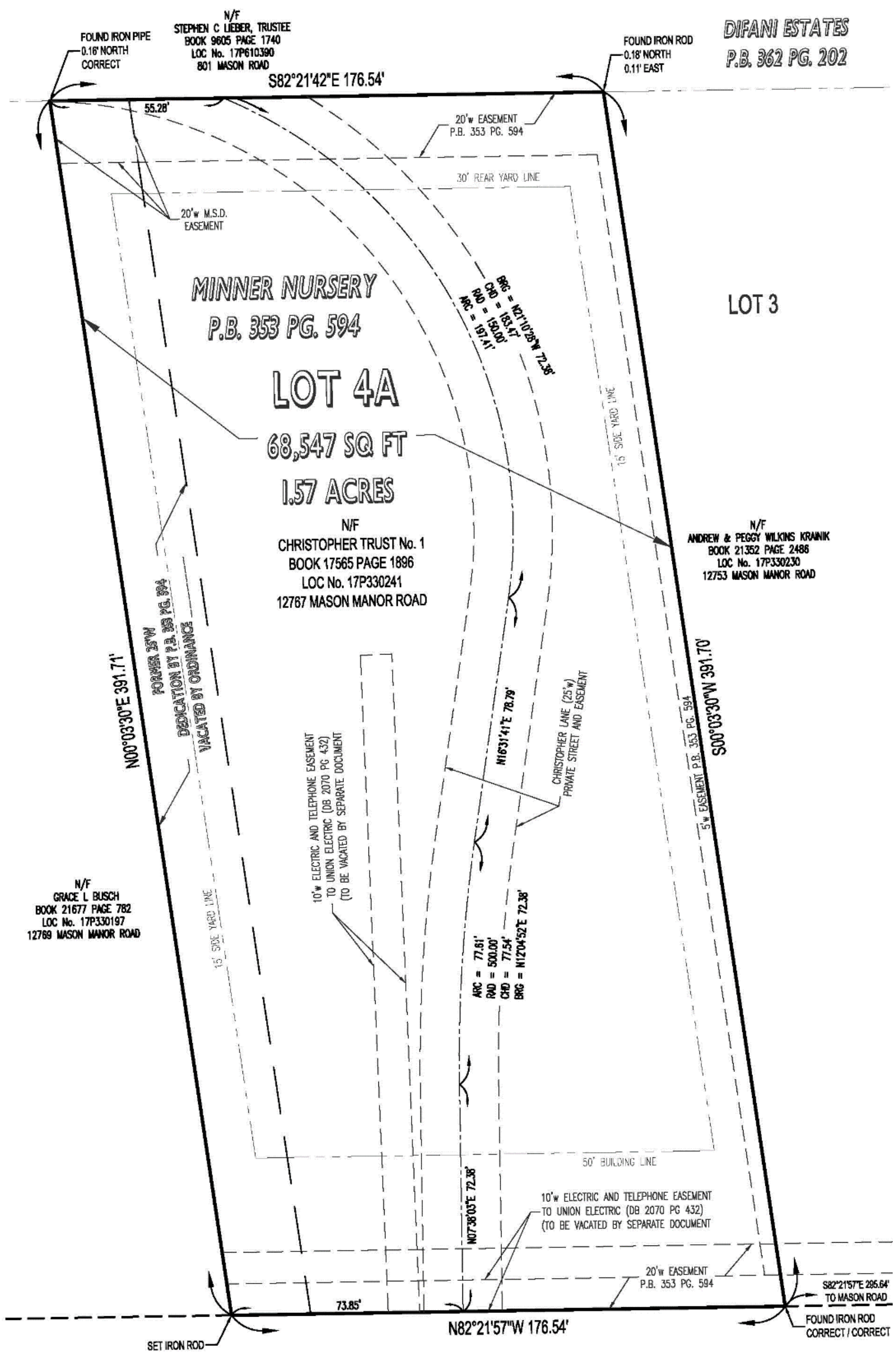


Figure 1: Close-up of the proposed Boundary Adjustment Plat

Technical Review
A boundary adjustment, which is not a subdivision plat, is possible when the following regulation from the Subdivision Code is satisfied:

> *410.030(D) Sale or transfer of small parcels of land to or between adjoining property owners, where such sale does not create additional lots, is exempt from the requirement of recording by plat; provided, however, that certification by the Planning and Zoning Commission shall be required prior to such sale or transfer. This certification shall be recorded with the title of the property by the St. Louis County Recorder of Deeds.*

This appears to be the case with the current application. The drawings are technically accurate and the adjustment will not create any additional non-conformities. However, the cross access is incorrectly identified as a private street, and the motion includes the condition that it be properly labeled as access. Also, the plat for the City should be revised to state the following (and is included as a condition in the motion):

Boundary Adjustment Plat Script

> It is hereby certified that this Boundary Adjustment Plat was approved on the _____ day of ___________, ______, pursuant to the Subdivision Regulations of the City of Creve Coeur, Missouri, as outlined in said regulations in Section 410.030 of Ordinance Number 5123.
>
> Planning and Zoning Commission
> City of Creve Coeur, Missouri
>
> _______________________
> Planning and Zoning Chair
>
> I, Deborah Ryan, City Clerk for and within the City of Creve Coeur, Missouri, do hereby certify that this Boundary Adjustment Plat is in complete compliance with Ordinance No. 5123 approved on the 22nd day of February, 2010, as approved by the City Council of the City of Creve Coeur.
>
> ______________________
> Deborah Ryan, MPCC
> City Clerk

Staff concludes that the adjustment should be approved by the Planning Commission, subject to the conditions in the example motion. The City Council will need to vacate the right-of-way by ordinance prior to the recording of the boundary adjustment.

ACTION
If the members of the Planning Commission are satisfied that the requested boundary adjustment meets the applicable requirements of the Subdivision Code and is otherwise appropriate, the Planning Department staff request that a final decision be voted upon; no action by the City Council is required.

MOTION
The following are examples of a motion for this application: attached to the staff report on application #18-009 received February 16, 2018:

> "I move to approve the boundary adjustment and vacation of the former right-of-way for the property at 12767 Mason Manor Road attached to the staff report on application #18-009 received February 16, 2018 subject to the conditions that the City's script be updated, the cross access not be designated as private street, the Council approves the vacation of the right-of-way prior to the

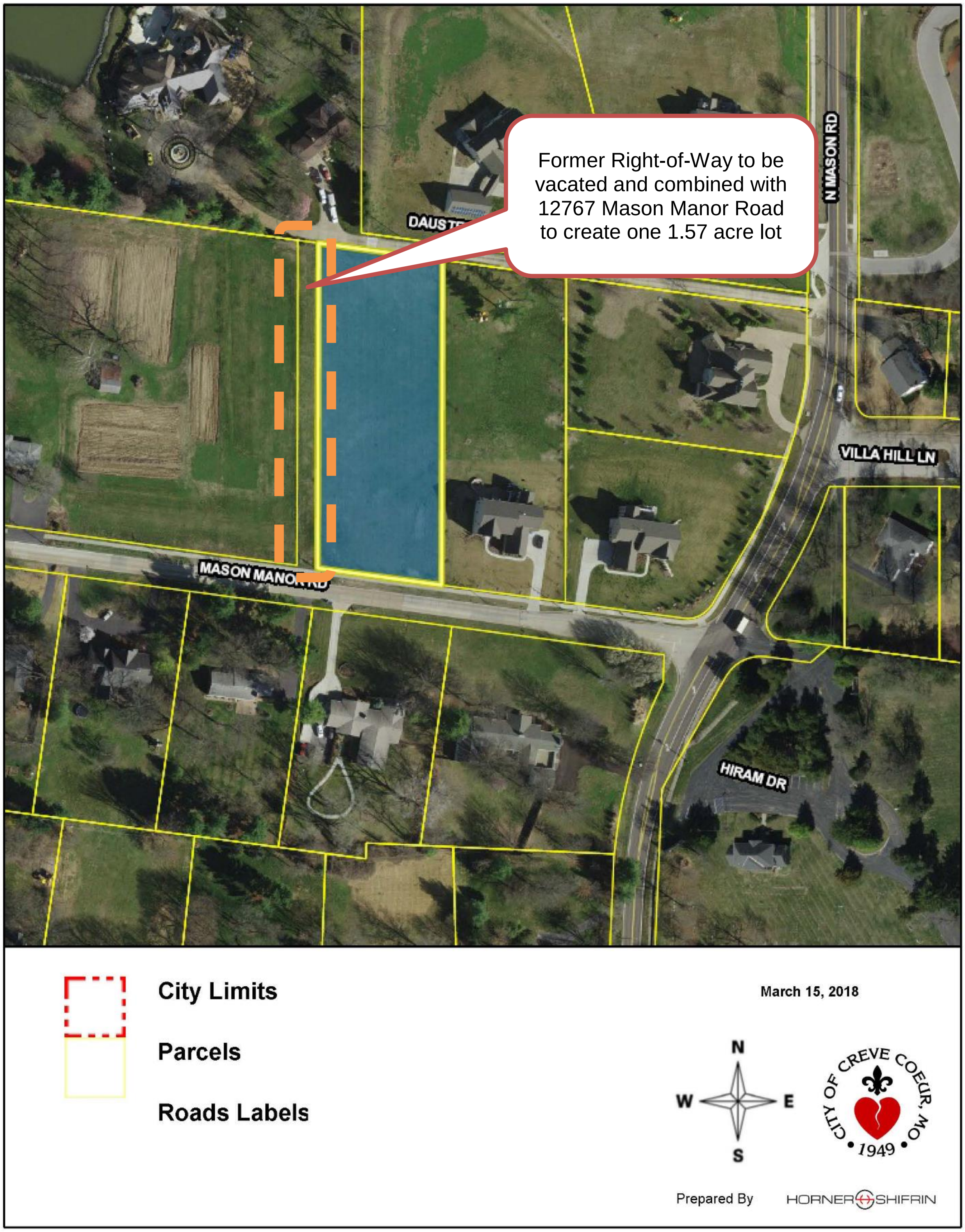
recording of the boundary adjustment, that a final drawing be prepared for signature and recording, a CAD drawing on CD be provided to the City, and a recorded electronic copy of the plat be provided to the City." (Conditions may be added, eliminated, or modified by preceding motion).

APPENDIX 1: ZONING CODE (CHAPTER 405 OF THE CREVE COEUR MUNICIPAL CODE)
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: CREVE COEUR SUBDIVISION AND LAND DEVELOPMENT REGULATIONS (CHAPTER 410 OF THE CREVE COEUR MUNICIPAL CODE)
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 3: AERIAL PHOTO

12767 Mason Manor Road



IT IS HEREBY CERTIFIED THAT THIS BOUNDARY ADJUSTMENT PLAT WAS APPROVED ON THE ___ DAY OF ______________, 2018, PURSUANT TO THE SUBDIVISION REGULATIONS OF THE CITY OF CREVE COEUR, MISSOURI, AS OUTLINED IN SECTION 410.030D OF ORDINANCE 5123.

PLANNING AND ZONING COMMISSION
CITY OF CREVE COEUR, MISSOURI

____
CHAIR

I, DEBORAH RYAN, CITY CLERK FOR AND WITHIN THE CITY OF CREVE COEUR, MISSOURI, DO HEREBY CERTIFY THAT THIS FINAL BOUNDARY ADJUSTMENT PLAT IS IN COMPLETE COMPLIANCE WITH ORDINANCE No. 5123 APPROVED THE 22ND DAY OF FEBRUARY, 2010 AND WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF CREVE COEUR ON THE ___ DAY OF ______________, 2018, PURSUANT TO ORDINANCE _________.

____
DEBORAH RYAN, MRCC
CITY CLERK

THE UNDERSIGNED OWNER OF THE PARCEL OF GROUND DESCRIBED IN THE FOREGOING SURVEYORS CERTIFICATE, HAS CAUSED SAID PARCEL TO BE SURVEYED IN THE MANNER AS SHOWN ON THIS PLAT, AND THE BOUNDARY ADJUSTMENT IS HEREAFTER TO BE KNOWN AS:

"BOUNDARY ADJUSTMENT PLAT OF LOT 4 OF MINNER NURSERY SUBDIVISION"

CERTIFICATION THAT THE REAL ESTATE TAXES ARE PAID SHALL BE FURNISHED IN THE FORM OF PAID REAL ESTATE TAX BILLS ON THE LAND WITHIN THE PROPOSED SUBDIVISION.

CHRISTOPHER LANE SHOWN HEREON, IS A PRIVATE STREET FOR THE USE AND BENEFIT OF THE PRESENT ANF FUTURE OWNERS OR RESIDENTS OF THIS LOT, AND MAY BE USED FOR INGRESS AND EGRESS.

ALL EASEMENTS LABELED AS "MSD ESM'T" SHALL GIVE, GRANT, EXTEND, AND CONFER ON THE METROPOLITAN ST. LOUIS SEWER DISTRICT THE EXCLUSIVE RIGHT TO BUILD AND MAINTAIN A SEWER OR SEWERS, INCLUDING STORMWATER IMPROVEMENTS, ON THE STRIP OR STRIPS OF GROUND DESCRIBED AS SHOWN ON THIS PLAT AND MADE A PART HEREOF, AND TO USE SUCH ADDITIONAL SPACE ADJACENT TO THE EASEMENT(S) SO GRANTED AS MAY BE REQUIRED FOR WORKING ROOM DURING THE CONSTRUCTION, RECONSTRUCTION, MAINTENANCE, OR REPAIR OF THE AFOREMENTIONED SEWER OR SEWERS, INCLUDING STORMWATER IMPROVEMENTS. THE METROPOLITAN ST. LOUIS SEWER DISTRICT MAY FROM TIME TO TIME ENTER UPON SAID PREMISES TO CONSTRUCT, RECONSTRUCT, REPLACE, MAINTAIN, OR REPAIR THE AFORESAID SEWER OR SEWERS, INCLUDING STORMWATER IMPROVEMENTS, AND MAY ASSIGN ITS RIGHTS HEREIN TO THE STATE, COUNTY, CITY, OR OTHER POLITICAL SUBDIVISIONS OF THE STATE.THE EASEMENTS HEREBY GRANTED ARE IRREVOCABLE AND SHALL CONTINUE FOREVER.

BY: ______________________________
NAME: ______________________________
TITLE: ______________________________

STATE OF MISSOURI }
}S.S.
CITY/COUNTY OF ST. LOUIS }

ON THIS__________DAY OF____________ 2018, BEFORE ME APPEARED ____________________________________ WHO, BEING BY ME DULY SWORN, DID SAY THAT ______ IS A TRUSTEE OF THE CHRISTOPHER TRUST No. 1, A MISSOURI LIMITED LIABILITY COMPANY, AND THAT THE FOREGOING INSTRUMENT WAS SIGNED ON BEHALF OF SAID TRUST BY THE AUTHORITY OF THE TRUSTEE AND THAT SAID TRUSTEE DECLARED SAID INSTRUMENT TO BE THE FREE ACT AND DEED OF SAID TRUST.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL AT MY OFFICE IN THE COUNTY AND STATE AFORESAID, THE DAY AND YEAR FIRST ABOVE WRITTEN.

___________________________ ______________________________
MY TERM EXPIRES NOTARY PUBLIC

SURVEYORS NOTES:

1. SOURCE OF TITLE: NO TITLE WAS PROVIDED AT TIME OF THE SURVEY.
2. BEARING BASIS: MISSOURI STATE PLANE GRID NORTH
   STATION SL-24 DATE: 1991
   NORTH=1,037,446.68 (F) EAST=825,739.50
3. ZONING DISTRICT: "A" - SINGLE FAMILY RESIDENTIAL DISTRICT, PER THE CITY OF CREVE COEUR ZONING MAP.
4. ADJOINING OWNERSHIPS SHOWN HEREON, ARE BASED UPON PUBLIC RECORD RESEARCH COMPLETED ON FEBRUARY 02, 2017.
5. MONUMENTS TO BE SET AFTER PLAT HAS BEEN APPROVED.

PETITIONER:

CHRISTOPHER TRUST NO. 1
C/O STEPHEN C. LIEBER
801 N. MASON ROAD
SAINT LOUIS, MO 63141
PH. (314) 422-7708

LEGAL DESCRIPTION:

A PARCEL OF GROUND BEING ALL OF LOT 4 OF MINNER NURSERY, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 353 PAGE 594, OF THE ST. LOUIS COUNTY RECORDER'S OFFICE AND THE 25 FEET, RIGHT OF WAY VACATED BY ORDINANCE _________, RECORDED IN BOOK _______ PAGE _______, ST. LOUIS COUNTY RECORDER'S OFFICE, IN THE CITY OF CREVE COEUR, MISSOURI, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHERN LINE OF MASON MANOR ROAD, 50 FEET WIDE AND THE SOUTHEASTERN CORNER OF SAID LOT 4;
THENCE NORTH 82 DEGREES 21 MINUTES 57 SECONDS WEST 176.54 FEET, ALONG THE NORTHERN OF SAID MASON MANOR ROAD, TO THE SOUTHWESTERN CORNER OF SAID VACATED RIGHT OF WAY, TO A POINT;
THENCE NORTH 00 DEGREES 03 MINUTES 30 SECONDS EAST 391.71 FEET, ALONG THE WESTERN LINE OF SAID VACATED RIGHT OF WAY, TO THE NORTHWESTERN CORNER OF SAID VACATED RIGHT OF WAY, TO A POINT;
THENCE SOUTH 82 DEGREES 21 MINUTES 42 SECONDS EAST 176.54 FEET, ALONG THE NORTHERN OF SAID VACATED RIGHT OF WAY AND THE NORTHERN LINE OF SAID LOT 4, TO THE NORTHEASTERN CORNER OF SAID LOT 4, TO A POINT;
THENCE SOUTH 00 DEGREES 03 MINUTES 30 SECONDS WEST 391.70 FEET, ALONG THE EASTERN LINE OF SAID LOT 4, TO THE NORTHERN LINE OF SAID MASON MANOR ROAD TO THE POINT OF BEGINNING AND CONTAINING 68,547 SQUARE FEET OR 1.57 ACRES AS PREPARED BY PITZMAN'S COMPANY.

TO: CHRISTOPHER TRUST NO. 1, C/O STEPHEN C. LIEBER:

THIS IS TO CERTIFY THAT WE HAVE COMPLETED A BOUNDARY ADJUSTMENT PLAT OF THE PROPERTY SHOWN HEREON, AND THAT THE RESULTS ARE CORRECTLY SHOWN ON THIS PLAT. THIS SURVEY WAS PERFORMED IN ACCORDANCE WITH THE MISSOURI MINIMUM STANDARDS FOR PROPERTY BOUNDARY FOR "URBAN" SURVEYS. (10 CSR 30-2.070)

THE FIELD WORK WAS COMPLETED ON JANUARY 10, 2017.

STATE OF MISSOURI
WILLIAM K. BERTHOLD
NUMBER
LS-2619
REGISTERED LAND SURVEYOR

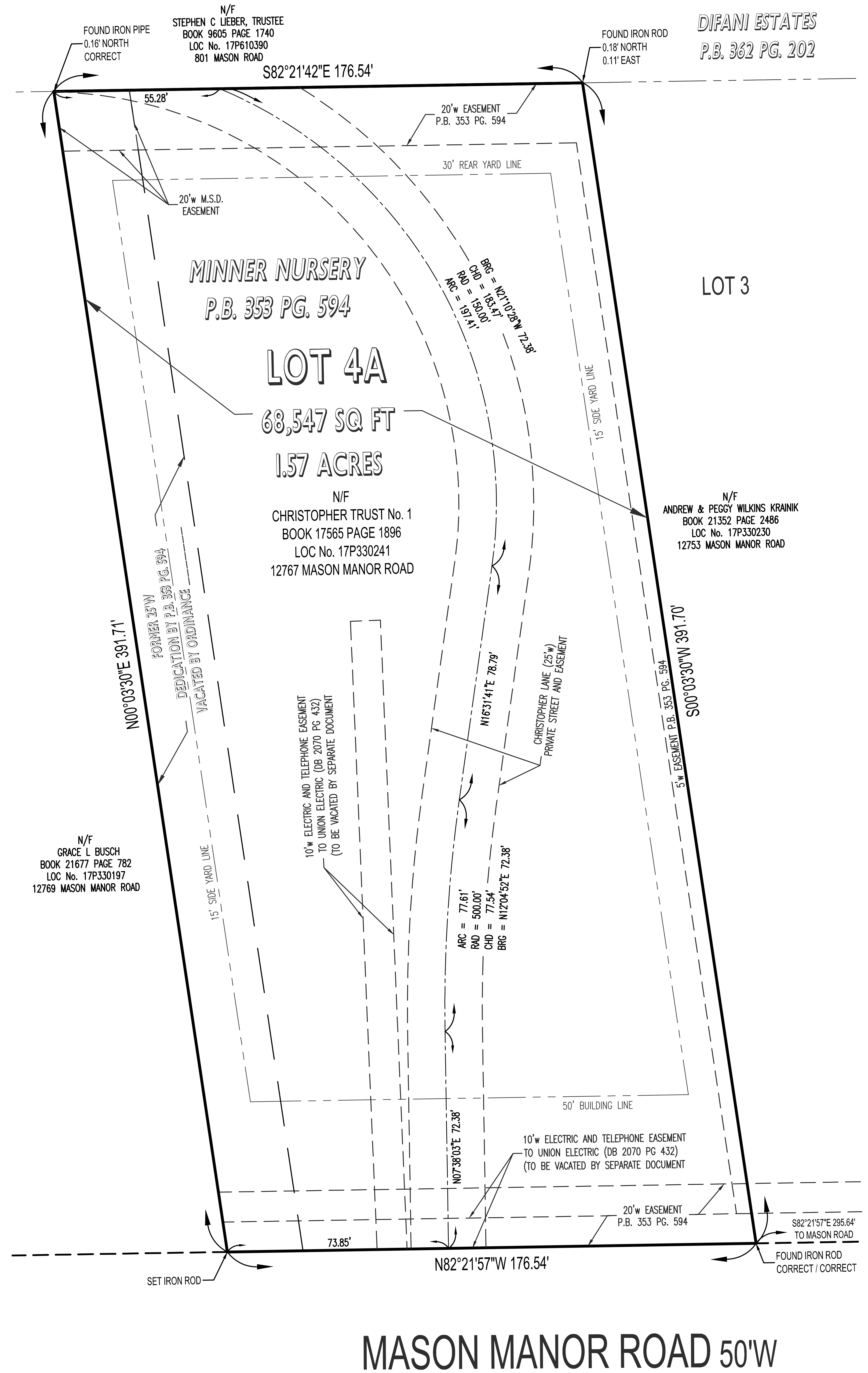
PITZMAN'S CO.
MISSOURI
CORPORATE
PROFESSIONAL
SURVEYOR
NO. 10-D
SURVEYORS & ENGINEERS

SEAL VALID ONLY WITH SIGNATURE.
WILLIAM K. BERTHOLD, REGISTERED LAND SURVEYOR
LICENSE #: LS-2619

FEBRUARY 14, 2018

WILLIAM K. BERTHOLD, MoPLS 2619
PITZMAN'S COMPANY OF SURVEYORS AND ENGINEERS 10-D

#2725-R SUTTON BOULEVARD
ST. LOUIS, MISSOURI 63143
PH: 314-781-5665
FAX: 314-781-1801



BOUNDARY ADJUSTMENT PLAT
LOT 4 AND A PRIVATE STREET OF
MINNER NURSERY IN P.B. 353 PG. 594
CITY OF CREVE COEUR , MISSOURI

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W E
S

30 0 30
Scale: 1" = 30'

Pitzman's Co.
of Surveyors & Engineers
2725 Sutton Blvd.
St. Louis, MO 63143
p (314) 781-5665 f (314) 781-1801
www.pitzmans.com
est. 1859

ORDER#:	17-008 SUB
C.B. OR F.P.#:	
DRAWN BY:	A K B
DEPUTY:	S T P
REVIEWED BY:	W K B
DATE:	FEB 14, 2018

LOCATOR #
17P330241

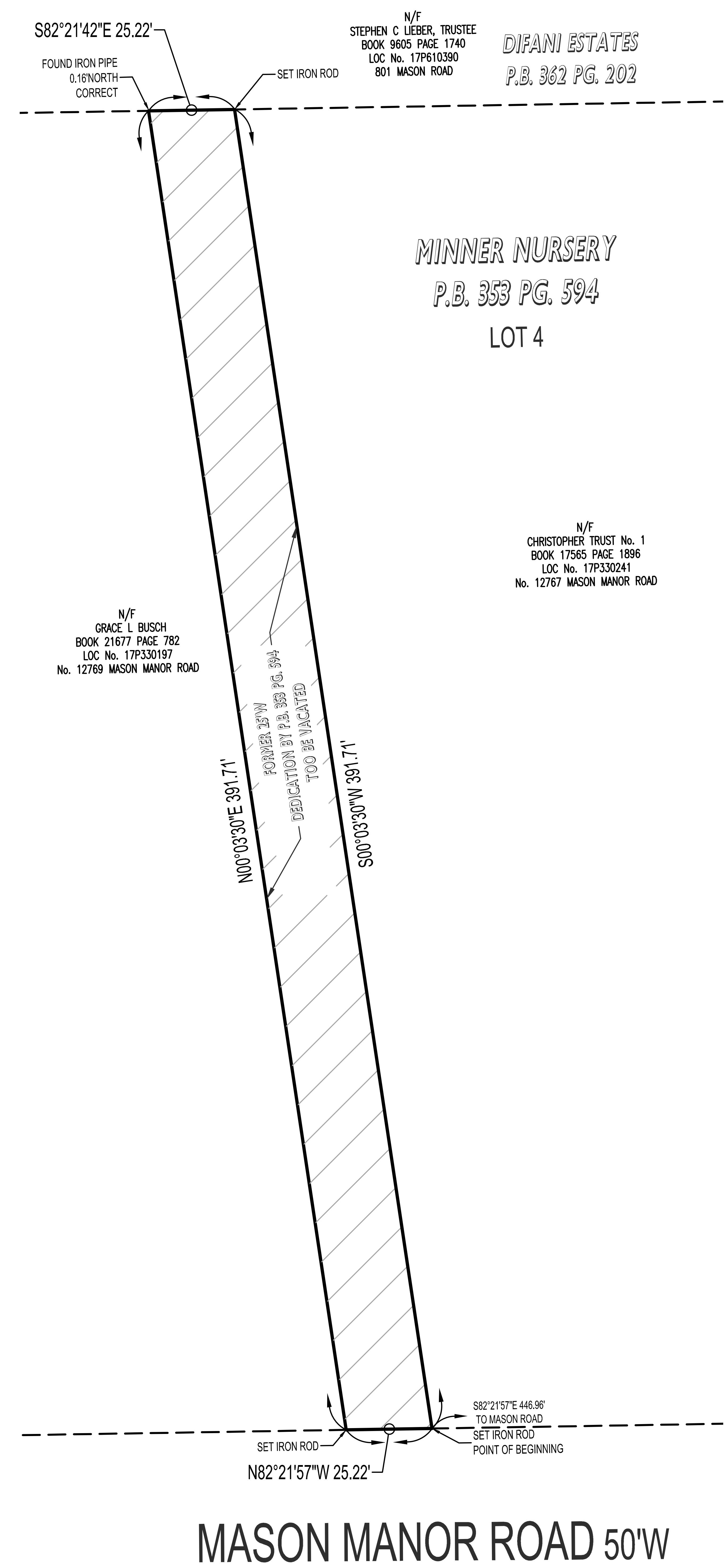
SHEET
1 of 1

P:\2017 PITZMAN'S\17-008 LIEBER - MASON MANOR\3-Survey\17-008SUB.dwg Plotted Date: 2/16/18 Time: 8:56 AM

Attachment: 17-008SUB-2-16-2018 (#18-009: 12767 Mason Manor Rd Boundary Adjustment)

THE FOREGOING PLAT IS APPROVED AS A VACATION OF A RIGHT OF WAY, AS SHOWN CROSS-HATCHED AND DESCRIBED HEREON WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF CREVE COEUR ON THE ___ DAY OF ______________, 2018, PURSUANT TO ORDINANCE _________.

____
DEBORAH RYAN, MRCC
CITY CLERK



SURVEYORS NOTES:

1. SOURCE OF TITLE: NO TITLE WAS PROVIDED AT TIME OF THE SURVEY.
2. BEARING BASIS: MISSOURI STATE PLANE GRID NORTH
   STATION SL-24 DATE: 1991
   NORTH=1,037,446.68 (F) EAST=825,739.50 (F)
3. ZONING DISTRICT: "A" - SINGLE FAMILY RESIDENTIAL DISTRICT, PER THE CITY OF CREVE COEUR ZONING MAP.
4. ADJOINING OWNERSHIPS SHOWN HEREON, ARE BASED UPON PUBLIC RECORD RESEARCH COMPLETED ON FEBRUARY 02, 2017.
5. MONUMENTS TO BE SET AFTER PLAT HAS BEEN APPROVED.

PETITIONER:

CHRISTOPHER TRUST NO. 1
STEPHEN C. LIEBER
801 N. MASON ROAD
SAINT LOUIS, MO 63141
PH: (314) 422-7708

LEGAL DESCRIPTION:

A PARCEL OF GROUND IN MINNER NURSERY, RECORDED IN PLAT BOOK 353 PAGE 594, IN THE ST. LOUIS COUNTY RECORDER'S OFFICE, IN THE CITY OF CREVE COEUR, MISSOURI, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHERN LINE OF MASON MANOR ROAD, 50 FEET WIDE, WITH THE SOUTHWESTERN CORNER OF LOT 4, OF SAID MINNER NURSERY SUBDIVISION;
THENCE NORTH 82 DEGREES 21 MINUTES 57 SECONDS WEST 25.22 FEET, ALONG THE NORTHERN LINE OF SAID MASON MANOR ROAD, TO THE SOUTHWESTERN CORNER OF SAID MINNER NURSERY SUBDIVISION, TO A POINT;
THENCE NORTH 00 DEGREES 03 MINUTES 30 SECONDS EAST 391.71 FEET, ALONG THE WESTERN LINE OF SAID MINNER NURSERY SUBDIVISION, TO THE NORTHWESTERN CORNER OF SAID MINNER NURSERY SUBDIVISION, TO A POINT;
THENCE SOUTH 82 DEGREES 21 MINUTES 42 SECONDS EAST 25.22 FEET, ALONG THE NORTHERN LINE OF SAID MINNER NURSERY SUBDIVISION, TO THE NORTHWESTERN CORNER OF SAID LOT 4, TO A POINT;
THENCE NORTH 00 DEGREES 03 MINUTES 30 SECONDS WEST 391.71 FEET, ALONG THE WESTERN LINE OF SAID LOT 4 TO THE NORTHERN LINE OF SAID MASON MANOR ROAD TO THE POINT OF BEGINNING AND CONTAINING 9,793 SQUARE FEET OR 0.22 ACRES AS PREPARED BY PITZMAN'S COMPANY.

TO: CHRISTOPHER TRUST NO. 1, C/O STEPHEN C. LIEBER:

THIS IS TO CERTIFY THAT WE HAVE COMPLETED A BOUNDARY AND VACATION SURVEY OF THE PROPERTY SHOWN HEREON, AND THAT THE RESULTS ARE CORRECTLY SHOWN ON THIS PLAT. THIS SURVEY WAS PERFORMED IN ACCORDANCE WITH THE MISSOURI MINIMUM STANDARDS FOR PROPERTY BOUNDARY FOR "URBAN" SURVEYS (10 CSR 30-2.070).

THE FIELD WORK WAS COMPLETED ON JANUARY 10, 2017.

FEBRUARY 14, 2018

WILLIAM K. BERTHOLD, MoPLS 2619
PITZMAN'S COMPANY OF SURVEYORS AND ENGINEERS 10-D

#2725-R SUTTON BOULEVARD
ST. LOUIS, MISSOURI 63143
TEL: 314-781-5665
FAX: 314-781-1801

STATE OF MISSOURI
WILLIAM K. BERTHOLD
NUMBER LS-2619
REGISTERED LAND SURVEYOR

SEAL VALID ONLY WITH SIGNATURE.
WILLIAM K. BERTHOLD, REGISTERED LAND SURVEYOR
LICENSE #: LS-2619

PITZMAN'S CO.
MISSOURI CORPORATE PROFESSIONAL SURVEYOR NO. 10-D
SURVEYORS & ENGINEERS

STREET VACATION PLAT
MINNER NURSERY
PLAT BOOK 353 PAGE 594
CITY OF CREVE COEUR, MISSOURI

N E S W

30 0 30
Scale: 1" = 30'

Pitzman's Co.
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est. 1859

ORDER#:	17-008 VAC
C.B. OR F.P.#:	
DRAWN BY:	A K B
DEPUTY:	S T P
REVIEWED BY:	W K B
DATE:	FEB 14, 2018

LOCATOR #
17P330241

SHEET
1 of 1

P:\2017 PITZMAN'S\17-008 LIEBER - MASON MANOR\3-Survey\17-008VAC.dwg Plotted Date: 2/16/18 Time: 8:58 AM

Attachment: 17-008VAC-2-16-2018 (#18-009: 12767 Mason Manor Rd Boundary Adjustment)

Ameren
MISSOURI

February 10, 2017

Dave Welton, Project Engineer
Frontenac Engineering Group, Inc
2725 Sutton Blvd.
St. Louis, MO 63143

Dear Mr. Welton,

This is in response to a request for Ameren Missouri to vacate a portion of twenty five (25) foot wide right of way dedicated on Minner Nursery, a subdivision in St. Louis County, Missouri; as per plat thereof recorded in Plat Book 353, Page 594 of the St. Louis County, Missouri, Records.

Our Dorsett District Engineering Department has reviewed your request and determined that Ameren Missouri has no objection to the vacation of the street right of way, provided new easements are secured to cover existing and/or future facilities associated with this development.

If you require any additional information concerning this matter, please contact me at 314-992-8671.

Sincerely,

Roxanne Willi

Roxanne Williams
Real Estate Representative

RRW/rst

at&t

Right of Way
12851 Manchester Rd.
Rm 2-E-310
Des Peres, MO 63131
314-288-1278

February 6, 2016

Frontenac Engineering Group, Inc.
Attn: Dave Welton
2725 Sutton Blvd.
St. Louis, MO 63143

RE: Vacation of a 25' wide Right of Way, in Lot 4 of Minner Nursery, recorded in Plat Book 353, Page 594, Creve Coeur, Missouri. Also known as 12767 Mason Manor Rd.

After a review of our records, Southwestern Bell Telephone Company (d/b/a AT&T Missouri), has **no** objection to vacating the above referenced Right-of-Way easement as shown on the attached Exhibit "A", depicted with hachured lines. AT&T has no facilities within the requested right-of-way area. Please send a copy of the Ordinance *when* available.

If you should have any questions, please feel free to contact me on 636.479.0058 or via email at john.j.arnold@att.com.

Respectfully,

John Arnold

JA/jr

Enclosure

PROJECT NAME:
M.S.D. P#:

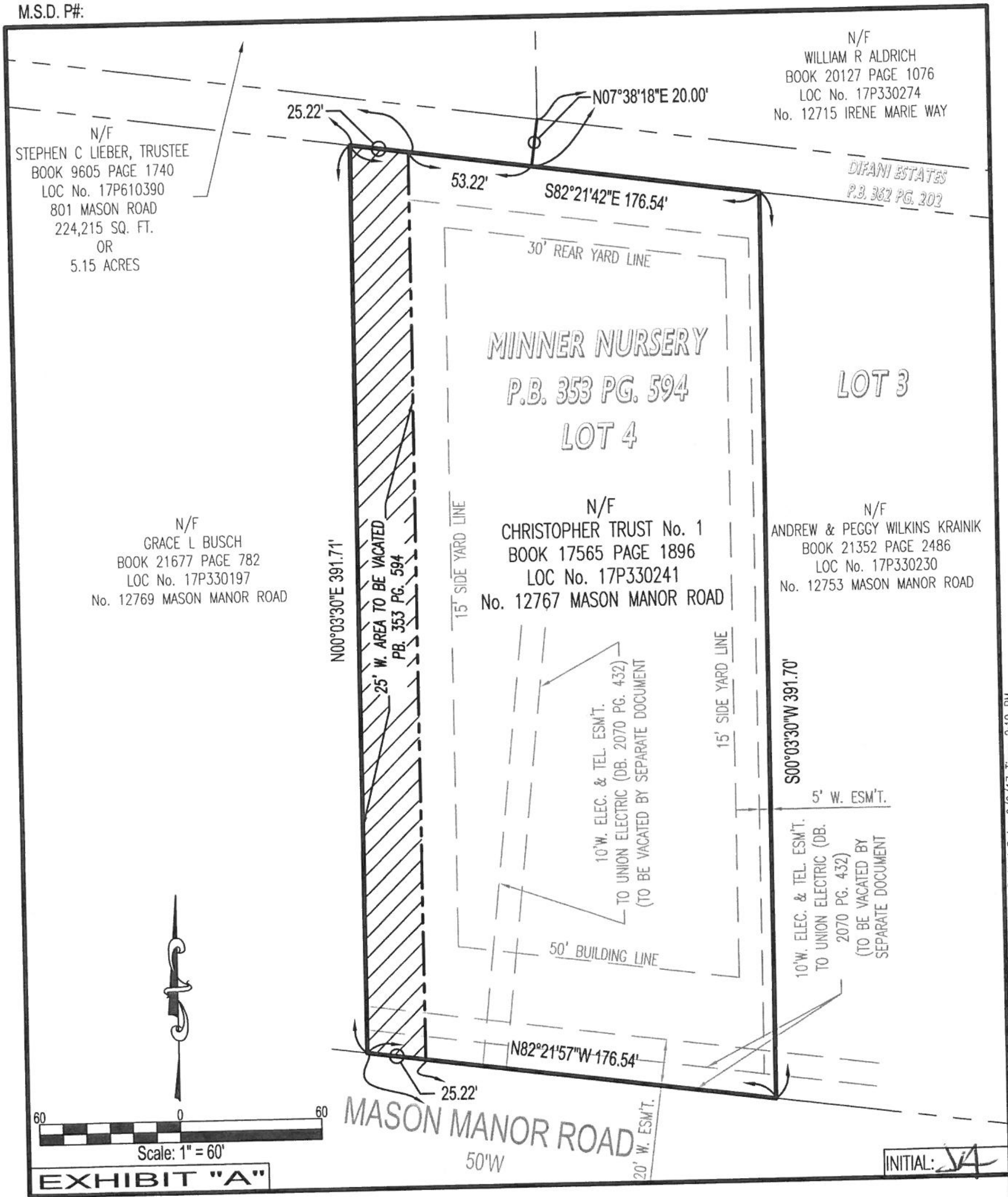

EXHIBIT "A"

STREET VACATION PLAT
LOT 4 OF MINOR NURSERY P.B. 353 PG. 594
CREVE COEUR, MISSOURI.

DATE: 1/26/17

Attachment: Utility Vacations 140924 (#18-009: 12767 Mason Manor Rd Boundary Adjustment)

VACATION OF EASEMENT

WHEREAS, an easement for broadband cable communications placement within the dedicated utility easement has been granted to Charter Communications Entertainment I, LLC ("Charter"), **The Grantor** located at 941 Charter Commons Town & Country, MO 63017 by St. Louis County, Missouri within Lot 4 of Minner Nursery, as recorded in Plat Book 353, Page 594 in the records of the St. Louis County Recorder of Deeds Office; and it is the purpose and intent of Charter to release a portion of such easement rights.

NOW THEREFORE, Charter does hereby relinquish and release that portion of its easement rights to **Grantee** Frontenac Engineering Group, Inc. 2725 Sutton Blvd. St. Louis, MO 63143 to place or maintain permanent facilities within the hatched area of the easement shown on **Exhibit A**. Except for the release of the hatched area described herein, the remaining easement rights and interests granted to Charter pursuant to the aforementioned plat shall remain in full force and effect.

IN WITNESS THEREOF, Charter has caused this document to be executed as of the 3rd day of April, 2017.

Charter Communications Entertainment I, LLC, a Delaware limited liability company
By its Manager: Charter Communications, Inc., a Delaware corporation

By:____
Sean C. O'Donnell

Title: VP/GM Charter Communications Entertainment I, LLC

STATE OF MISSOURI)
COUNTY OF ST. LOUIS)

On this 3rd day of April, 2017, before me appeared Sean O'Donnell, who being by me duly sworn, did say that he is an Area Vice President of Charter Communications Inc., a Delaware corporation, that this instrument was signed on behalf of said company by authority of its board of directors, and that Sean O'Donnell declared that his signature placed hereon was the free act and deed of said company.

IN TESTIMONY WHEREOF, I have hereunto set my hand on the day and year and in the County and State last written above.

Lisa M Ward
Lisa M. Ward Notary Public

My Commission Expires: 8/18/19

LISA M. WARD
Notary Public, Notary Seal
State of Missouri
Lincoln County
Commission # 15637467
My Commission Expires August 18, 2019

PROJECT NAME:
M.S.D. P#:

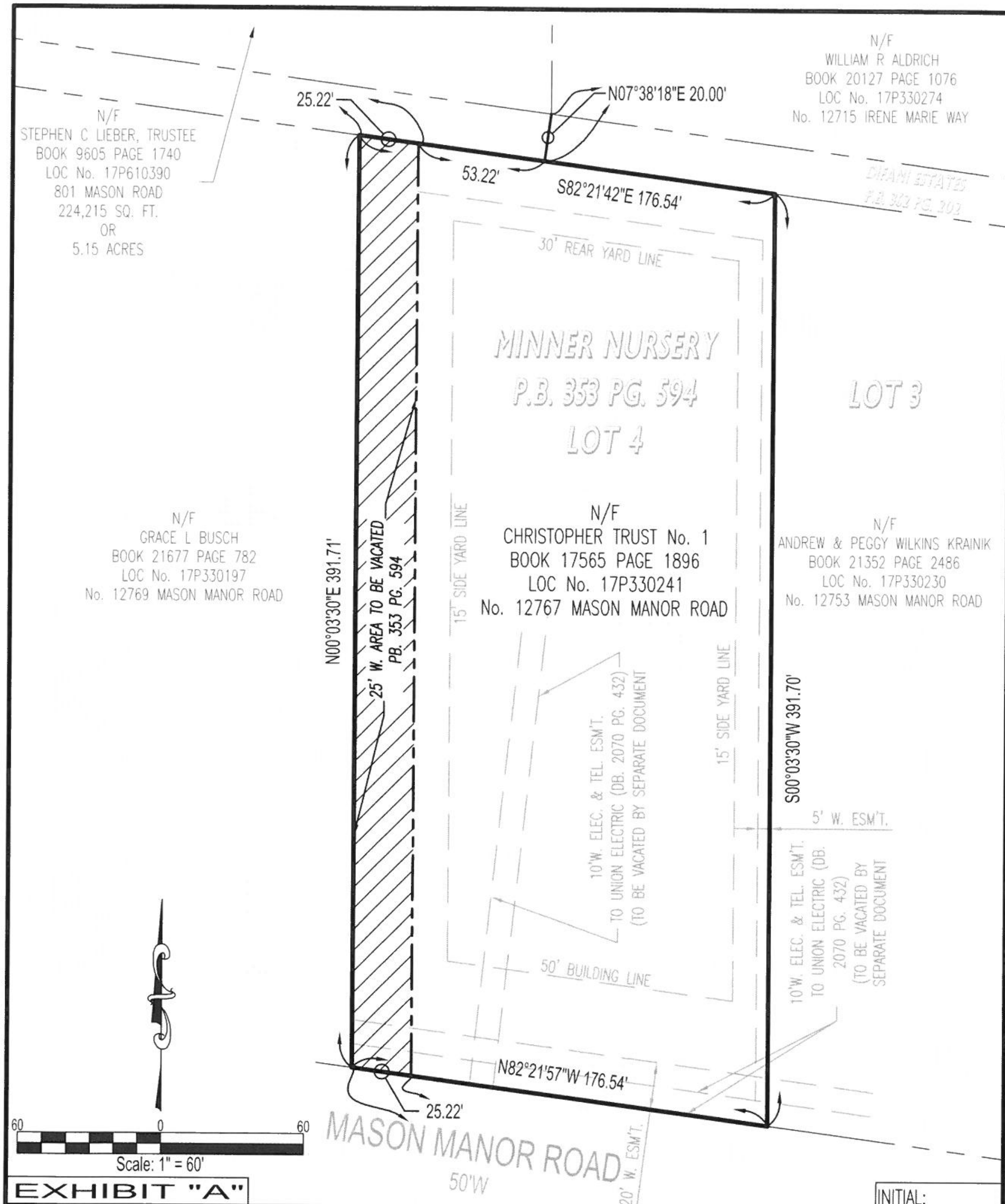

EXHIBIT "A"

INITIAL:

STREET VACATION PLAT
LOT 4 OF MINOR NURSERY P.B. 353 PG. 594
CREVE COEUR, MISSOURI.

DATE: 1/26/17

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Attachment: Utility Vacations 140924 (#18-009: 12767 Mason Manor Rd Boundary Adjustment)

Metropolitan
St. Louis Sewer
District

2350 Market Street
St. Louis, MO 63103-2555
(314) 768-6200

MSD

March 8, 2017

Dave Welton, P.E.
Frontenac Engineering Group, Inc.
2725 Sutton Blvd.,
St. Louis, MO 63143

Re: Street Vacation: Right-Of-Way adjacent to 12767 Mason Manor Road in City of Creve Coeur, St. Louis County, Missouri.
MSD Ref. No. M-0306001-17

Dear Mr. Welton:

I refer to your request letter dated February 2, 2017 regarding the above subject.

The Metropolitan St. Louis Sewer District has public sewers in the proposed vacated area shown hachured on the attached Exhibit "A" in the Street right-of-way in the City of Creve Coeur, St. Louis County, Missouri.

The District has no objection to this Street Vacation, as long as MSD's easement rights are reserved over the right-of-way area.

MSD looks forward to receiving project plans for review and approval if any improvements are proposed anytime in the future.

Future encroachments should not be created on or over MSD's sewers or easements.

If you should have any questions, please contact me.

Sincerely,

MPatel

Mike Patel, P.E.
Senior Engineer
Engineering / Planning – Development Review

Enclosure

cc: John Alexander
File

Ref: vacation street 17-03-mason manor rd 12767 M-0306001-17

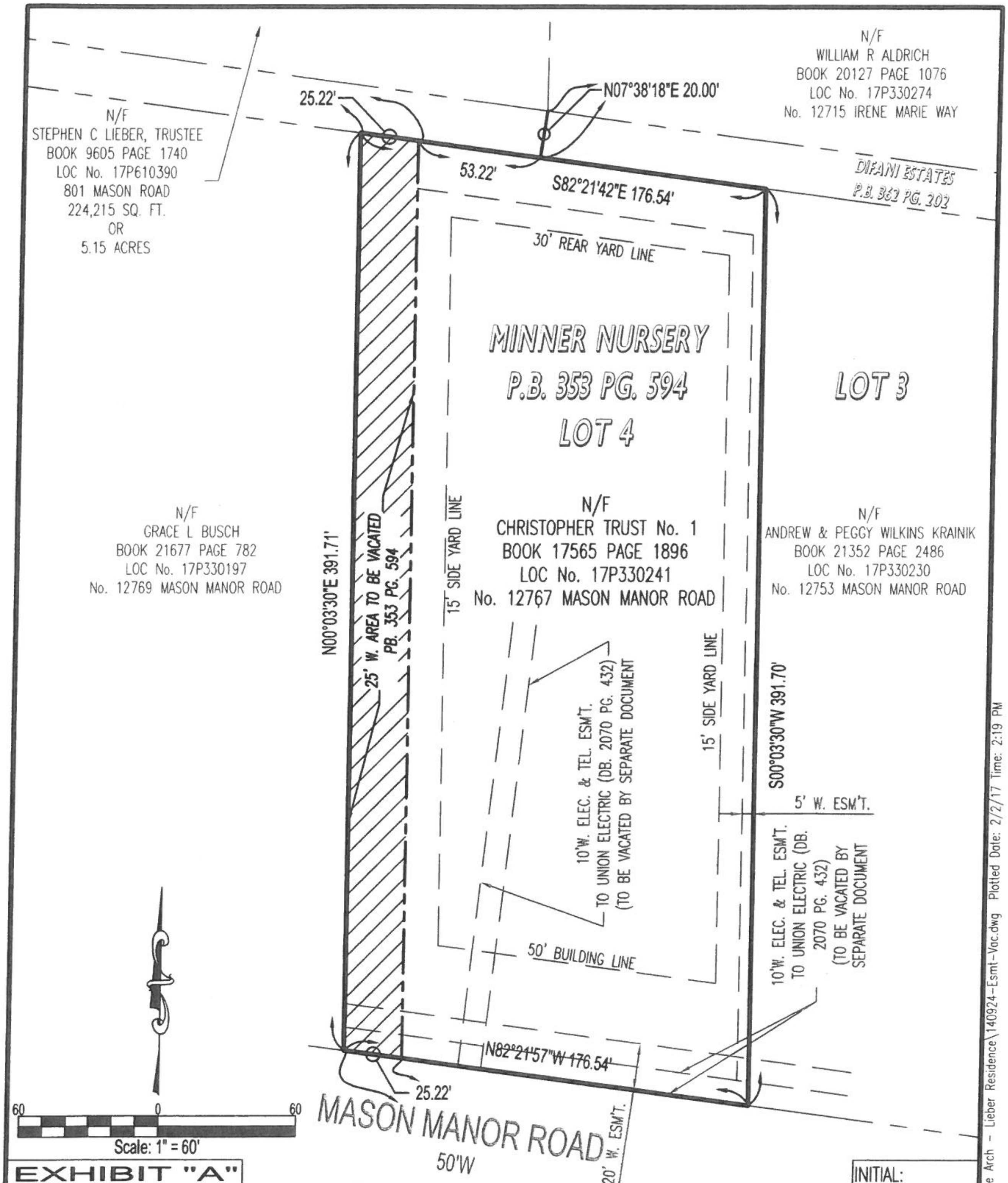


EXHIBIT "A"

INITIAL:

STREET VACATION PLAT
LOT 4 OF MINOR NURSERY P.B. 353 PG. 594
CREVE COEUR, MISSOURI.

DATE: 1/26/17

Attachment: Utility Vacations 140924 (#18-009: 12767 Mason Manor Rd Boundary Adjustment)

MISSOURI
AMERICAN WATER

727 Craig Road
Creve Coeur, MO. 63141

www.amwater.com

March 22, 2017

Dave Welton, P.E.
Frontenac Engineering
2725 Sutton Boulevard
St. Louis, MO 63143

RE: **Right of Way Vacation – Minner Nursery**

Dear Mr. Welton:

We are in receipt of your letter request concerning the vacation of a portion of the 25' wide rights of way as dedicated on the **Minner Nursery Subdivision** plat. **Missouri American Water** has no objection to the proposed vacation of said rights of way, as shown highlighted on the attached drawing because we have no water main installed within the area of the proposed vacation of said rights of way.

Should you have any questions, please contact me at (314) 996 -2324.

Sincerely,

Terrance Green
Engineering Specialist
Right of Way and Developer Services

Missouri-American Water

727 Craig Road
St. Louis, MO 63141
USA

T +1 314 996 2324
F +1 314 569 3972
E terrancegreen@mawc.com
I www.amwater.com

PROJECT NAME:
M.S.D. P#:

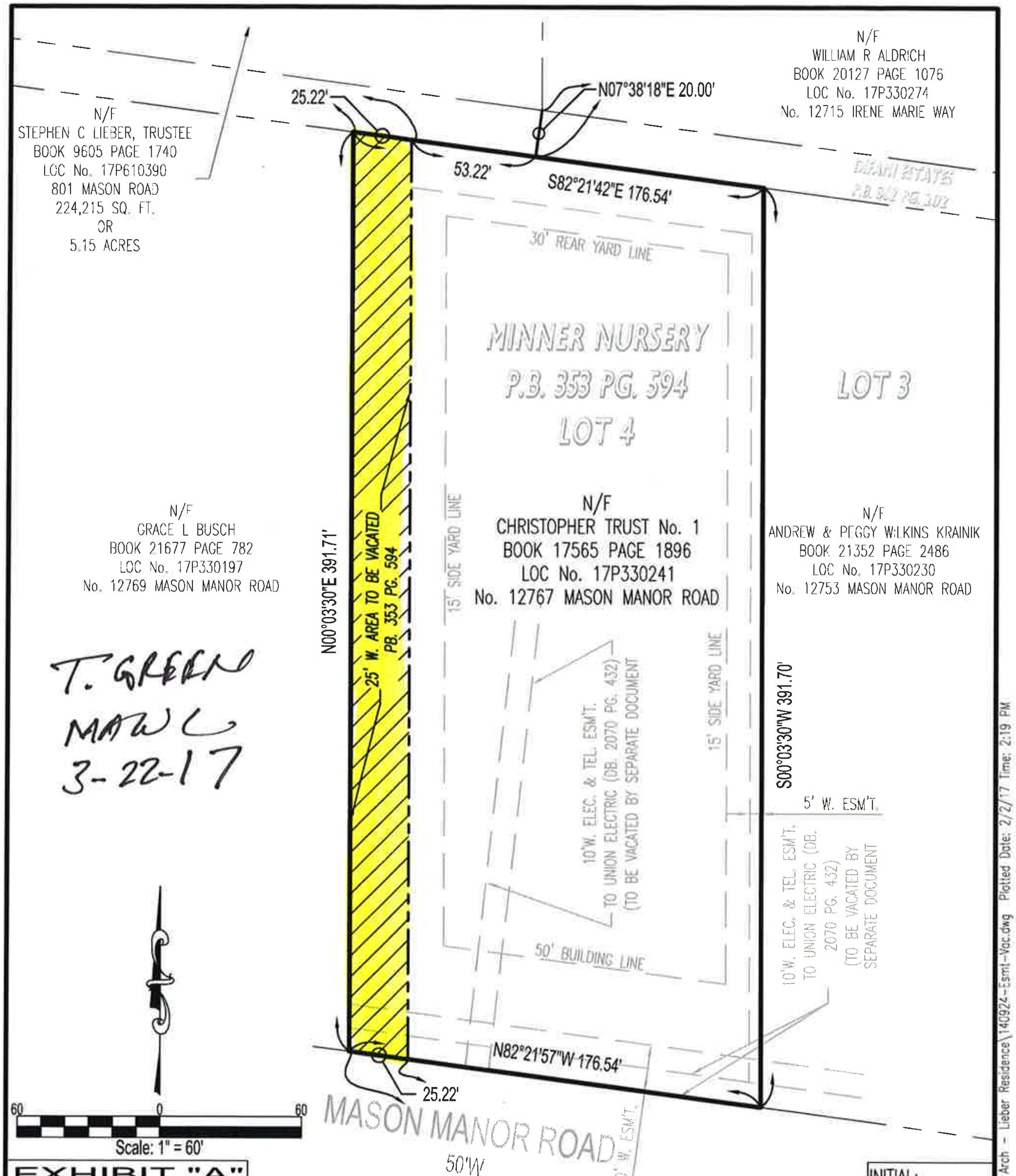


EXHIBIT "A"

INITIAL:

STREET VACATION PLAT
LOT 4 OF MINOR NURSERY P.B. 353 PG. 594
CREVE COEUR, MISSOURI.

DATE: 1/26/17

Attachment: Utility Vacations 140924 (#18-009: 12767 Mason Manor Rd Boundary Adjustment)

Laclede Gas

Laclede Gas Company
700 Market St.
St. Louis, MO 63101

LacledeGas.com

February 6, 2017

Dave Welton
Frontenac Engineering
2725 Sutton Blvd.
St. louis, MO 63143

Re: Street Vacation – 25' wide paper street adjacent to 12767 Mason Manor Rd.
Laclede File: 176-31

Laclede Gas Company has no facilities within the portion of the 25' wide paper street proposed to be vacated. Therefore Laclede Gas Company has no objection to this proposed street vacation.

If you have any questions, please contact me at (314) 349-2963 or robby.shackles@spireenergy.com

Sincerely,

Robby Shackles
GIS Department

RDS/

city of CREVE COEUR

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

Application To Planning And Zoning Commission #18-010: Text Amendment To The Zoning Ordinance To Allow And Provide Development Standards For Attached Townhouses And Multi-Family Dwellings As A Conditional Use In The General Commercial (GC) District

For The Planning and Zoning Commission Meeting of: Monday, March 19, 2018 at 6:30 P.M.

Location: GC- General Commercial District

Request: George Stock, of Stock & Associates Consulting Engineers, Inc., on behalf of Matt Segal, of Payne Family Homes, has submitted an application for a text amendment to Section 405.360(C) and Table A: Permitted and Conditional Uses to allow attached townhouses and multi-family dwellings as a conditional use within the GC-General Commercial District and to provide development standards for such uses within Section 405.470 Conditional Uses of the Zoning Ordinance. The proposed text amendment would be in furtherance of a proposed development at 611 N. Lindbergh Boulevard.

Additional Information: Currently, the GC- General Commercial District does not allow for residential development. Attached Single-Family Residential (townhouses or duplexes) are permitted and Low Density Multi-Family Residential is a conditional use in the AR Single Family District, which requires a minimum of 5 acres. Medium Density Multi-Family (20 units per acres) is permitted and High Density Multi-Family (more than 20 units per acre) is a conditional use in the CB Core Business District. The proposal would provide for a type of housing development between the lower density within the single family residential districts, and the higher density of the CB-District, as a conditional use with review and approval by the Planning and Zoning Commission and City Council.

Key Issues:
- Are the changes consistent with the purposes of the Zoning Code?
- Are the changes consistent with the purposes of the Comprehensive Plan?

Comp. Plan References
- Residential Development & Preservation
- Neighborhood Commercial District (NC)
- Mixed-Use District (MU)

Zoning Code References
- Table A: Permitted and Conditional Uses
- Section 405.120: Definition of Terms
- Section 405.360: GC-General Commercial
- Section 405.470: Conditional Uses

Applicant:	Matt Segal Manager of Land Acquisition Payne Family Homes 10411 Baur Blvd. St. Louis, MO 63132	**Applicant's Representative:**	George Stock Stock & Associates Consulting Engineers, Inc. 257 Chesterfield Business Pkwy Chesterfield, MO 63005

Report Prepared by:	Whitney Kelly, AICP, City Planner
Date:	3/15/2018
Attachments:	Applicant's Materials received February 22, 2018

BACKGROUND

Payne Family Homes is seeking a text amendment to allow for the removal of the dilapidated commercial (former KC Masterpiece restaurant) building at 611 N. Lindbergh and replacement by a development with up to 20 townhouses. The property is zoned GC-General Commercial District and is approximately 1.75 acres. Due to the site constraints of the N. Lindbergh Corridor, commercial development has languished in the area, and this site has been vacant for over 10 years. The proposal is to allow for Townhouses and Low to Medium Density housing in the GC-District as a conditional use, and to establish the minimum standards for review of such developments as conditional uses. The text amendment would be in anticipation of a development similar to the development of Center Park Townes in Richmond Heights.

Figure 1: Image of the Center Park Townes project in Richmond Heights, from https://www.pulte.com/homes/missouri/st-louis/richmond-heights/central-park-townes-209675.

COMPREHENSIVE PLAN ANALYSIS

The area of the East Olive Corridor and Lindbergh Boulevard has struggled in redevelopment due to the specific site constraints and high land values in both areas, and it was a key discussion in the development of the *Creve Coeur 2030* Comprehensive Plan. The Plan includes providing opportunities for a greater diversity of housing options throughout the City as an objective and strategy in the Residential Development and Preservation. More specifically, the Neighborhood Commercial District, includes creating a walkable corridor of destination retail boutiques, small-scale restaurants, attached townhomes, and low-density multi-family homes and single-family homes in the East Olive Corridor.

The Lindbergh Boulevard vision is to create a visually-distinctive mixed-use and office corridor that provides enhanced bicycle and pedestrian infrastructure for improved City-wide connectivity and supports adjacent institutions and future development. The Lindbergh corridor is part of the Mixed-Use (MU) place type that supports the development of a variety of medium-density commercial, retail, office institutional, dining community services, and multi-family residential within a suburban context. These land uses are primarily supported through vehicular access with improved walkability, pedestrian connections to adjacent neighborhoods, and beautifully landscaped streets.

The stated purpose of "GC" General Commercial District under Section 405.360(A) is to accommodate by site development plan approval (see Section 405.1080) convenience retail shopping and services and offices which are freestanding, or part of small scale planned commercial developments, and which are compatible in scale and intensity of use with adjacent residential uses. However, during the Comprehensive Plan, it was foreseen that this purpose of the GC District would need to be revised to provide for specific direction in the various GC areas in the City, to include residential development types along the commercial corridors. Therefore, the allowance of medium density housing that includes Townhouses, and multi-family development within the GC District would implement recommendations of the Comprehensive Plan.

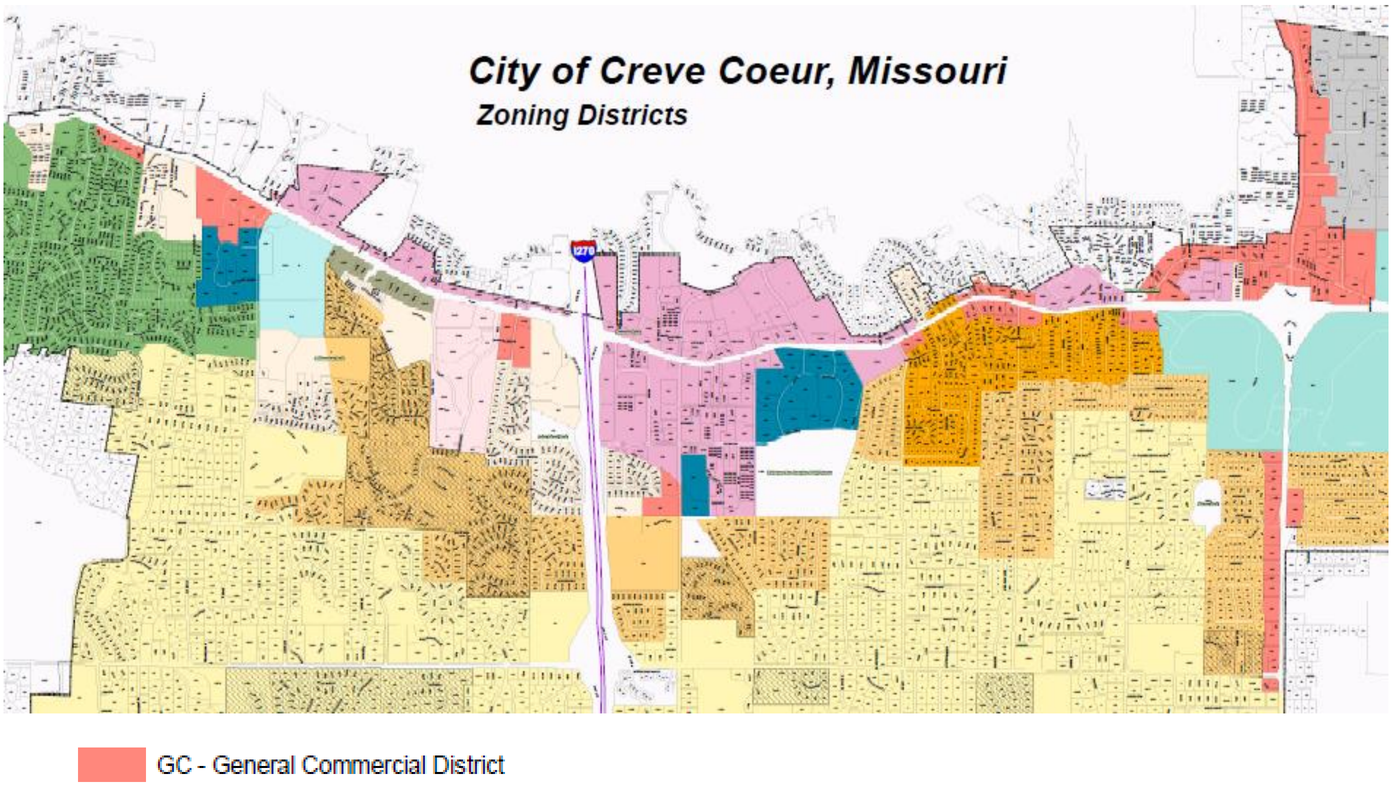


Figure 2: Close-up of the Creve Coeur Zoning District, the orange/red color indicates the GC District

ZONING ANALYSIS

The Table A: Permitted and Conditional Uses would be amended to include townhouses and Low- and Medium Density Multi-Family Development within the GC District as a conditional use, as shown in the following table:

Chapter 405, Table A, Permitted and Conditional Uses

P=Permitted Use; C=Conditional Use Permit Required

		ZONING DISTRICTS													
Use Code	**2012 NAICS Title**	**A**	**B**	**C**	**D**	**AR**	**HE**	**PH**	**PO**	**RO**	**MX**	**PC**	**GC**	**CB**	**LI**
814110	Private Households, Single-Family Residential	P	P	P	P		P								
CC814111	Attached Single-Family Residential (townhouses or duplexes)					P									
CC814112	**Attached Single-Family Residential - Townhouses**												**C**		
CC814120	Low Density Multi-Family Residential (6 units per acre)					C							**C**		
CC814130	Medium Density Multi-Family Residential (20 units per acre)												**C**	P	
CC814140	High-Density Multifamily Residential (more than 20 single family units per acre)													C	

Staff is making the distinction between the AR District which allows for townhouses and duplexes as a permitted use, and Low Density Multi-Family Residential (6 Units per acre) as a conditional use. The GC District would not permit duplexes, but development would need to be at a more intense level than would be allowed within the Single-Family Districts, and at a less intense level than that which is allowed in the CB-Core Business District, to create a natural progression in the types of development. The lower density duplex housing would not be in character along the Commercial Corridors, of Olive and Lindbergh Boulevards.

Including this use as a conditional use, requires the Planning and Zoning Commission review and approval at the City Council of the site development plans, and requires that the entire development would still maintain the bulk building standards required for that district including providing a buffer yard where adjacent to the single-family district, maximum height of three floors or 45 feet, and overall site coverage, etc. However, Staff has included specific regulations that would limit the overall development to 63% site coverage as a pre-condition under the Conditional Use Permit requirements. The Applicants are also seeking a greater allowance of the Maximum Floor Area Ratio (FAR) to 0.65, than the 0.4 allowed in the GC District.

Section 405.360 GC-General Commercial

3. Building bulk regulations.

a. *Maximum structure height. No building or structure shall exceed three (3) stories or forty-five (45) feet.*

b. *Maximum site coverage. Sixty-three percent (63%). The Planning and Zoning Commission may, in its discretion, allow the permitted coverage to be increased as a bonus by an additional factor (not to exceed a total of seventy percent (70%) site coverage) in consideration of special or outstanding landscape and site planning features as demonstrated by a site development plan submitted in accordance with Section 405.1080. The features to be considered in the granting of any bonus coverage may include, but not be limited to, the provisions of:*

(1) Special pedestrian facilities and features such as gardens, fountains, seating areas and outdoor recreation amenities;
(2) Objects of art or beautification; statuary or other unique visual features;
(3) Burial of overhead transmission lines and removal of utility poles.

c. Maximum floor area ratio. Four-tenths (0.4).

4. Yard and setback requirements.

a. Minimum front yard. No building or structure shall be located closer than ten (10) feet from a public right-of-way. In the event that parking is to be located in front of a building or structure, said building or structure shall be set back a minimum of fifty (50) feet from the right-of-way. The provisions of Section 405.240 shall prevail where applicable on major streets and highways. In every instance, the first ten (10) feet of the front yard setback from the right-of-way shall be provided with and maintained with sidewalks, unless improved sidewalks exist in the abutting public right-of-way, and with landscaping including, but not limited to, deciduous street trees at regular intervals.

b. Minimum side yard. Twelve (12) feet.

c. Minimum rear yard. Twenty (20) feet.

d. Buffer yards. Notwithstanding the provisions of Sections 405.360(E)(4)(b) and 405.360(E)(4)(c) above, any tract or site abutting or adjoining a single-family residential zoning district shall provide a buffer yard of twenty (20) feet on all sides that abut the single-family district. The minimum required buffer yard shall be increased in five (5) foot increments, up to a maximum of forty (40) feet, for each acre of the subject property over two (2) acres in area. All acreage shall be rounded up to the next whole number for buffer yard calculation purposes. The buffer yard shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.

Section 405.120 Definition of Terms would be modified to include the definition for duplexes and townhomes to state as follows:

Duplex: A single-family dwelling unit constructed in a group of two attached units in which each unit extends from foundation to roof and with a yard or public way on at least two sides.

Townhouse: A single-family dwelling unit constructed in a group of three or more attached units in which each unit extends from foundation to roof and with a yard or public way on at least two sides.

In review of Clayton MO regulations for townhomes, and the City's Design Guidelines for Multiple-Family / Attached Residential Developments, as well as combining some of the minimum lot areas and dwelling size that are required in the AR Single Family District, Staff has included minimum design standards as part of the requirements for a conditional use permit.

As discussed above, the Applicants are seeking a greater allowance for Floor Area Ratio (FAR) for the development than would normally be allowed under the GC District. Their position is that the residential uses create less impacts and overall represents a less intense use than normal commercial uses allowed in the district. And, that the 0.4 could not allow for a level of units appropriate for this site. If the 0.4 FAR is maintained, this would only allow for 12 units on a 1.75 acre site instead of the 20 units on the same site with an FAR of 0.65.

Section 405.120 defines the Dwelling Floor

DWELLING UNIT FLOOR AREA
The total interior floor area of a dwelling measured at the inside face of the exterior walls but excluding cellars, basements, garages and balconies. For two-story homes, the dwelling unit size includes the first (1st) and second (2nd) story floor areas. For split foyer or split level homes, the dwelling unit size includes the floor area of each level that contains full size windows and/or

exterior doors not requiring ladders nor more than three (3) steps to reach ground level. Full-size windows must be at least five (5) square feet in size, at least twenty-four (24) inches high, at least twenty (20) inches wide and must have a sill height not more than forty-four (44) inches above the floor. For one and one-half (1½) or two and one-half (2½) story houses, the dwelling unit size includes the floor area for each full floor plus the floor area for that portion of the half story that has a ceiling height of at least five (5) feet.

FLOOR AREA RATIO
The sum of the gross leasable floor area of all commercial buildings and of all multifamily dwellings, and the dwelling unit floor area of all other residential buildings on any lot divided by the land area of such lots.

Therefore, the proposed text amendment would include the following regulations for Townhouses as a Conditional Uses:

Article IV. Standards For Permitted, Accessory and Conditional Uses
Section 405.470. Conditional Uses.
A. Conditional uses allowed in zoning districts are as follows:
New:
31. Townhouses Dwellings (conditional use in in the GC District) (NAICS CC814112).
- a. Approval of townhouse dwellings occupying more than one (1) platted lot shall require a subdivision plat in accordance with the requirements of Chapter 410 Subdivision and Development of Land to be reviewed in conjunction with the Conditional Use permit. Each lot must meet the following standards:
  - i. Minimum Lot Area: 1,400 square feet/unit
  - ii. Minimum Lot Width: 20 feet
  - iii. Minimum Lot Depth: 70 feet
  - iv. Maximum individual site coverage per lot: 85%, provided that the overall maximum site coverage of the subdivision is 63%
- b. Townhouse dwellings may be constructed on adjacent separate lots (fee simple) with a party wall connecting the units and, in such cases, each individual lot shall meet the minimum lot width and lot area requirements provided in this Article, but the side yard setback requirement at the common wall between units shall not apply.
- c. No row of townhouse dwellings shall contain more than five (5) connected dwelling units.
- d. Minimum dwelling unit size: 1,500 square feet.
- **e. Maximum Floor Area Ratio (FAR) for entire development: 0.65**
- f. The combined side yard distance between groups of townhouses shall be a minimum of 8 feet.
- g. Garages shall be to the side or rear and interior to the site, and be architecturally integrated into each unit.
- h. In addition, each dwelling unit shall be provided with outdoor living area in the form of individual patios, balconies, yards or terraces equal to at least twenty percent (20%) of the floor area of each dwelling unit.
- i. Pedestrian connections shall be provided between all buildings and to the public sidewalk along the street frontages, if any.
- j. Predominant building materials shall be brick, stone, glass, or cement fiber lap siding, wood-look accents, and carried around to all elevations, with each individual dwelling unit architecturally articulated to avoid monotony, which may include bay windows, balconies, offsets, changes in material color, etc.
- k. Front yard masonry garden walls, planting boxes, retaining walls, plantings or ornamental or decorative fences may be erected as part of new construction, up to four (4) feet above the grade level in the front yard, provided such structure is an

integral part of the architectural feature of the principal structure, is in compliance with sight distance standards, and as approved by the Planning and Zoning Commission and City Council for the Conditional Use Permit.

l. The City Attorney shall review and approve the trust indentures to ensure proper maintenance of private streets, common ground, and landscaping, as approved by the Conditional Use Permit.

32. Low and Medium Density Multi-Family Residential (conditional uses in the GC District) (NAICS CC814120 & CC814130).
    a. The average dwelling unit size shall not be less than eight hundred sixty (860) square feet per unit, and no unit shall be less than six hundred fifty (650) square feet.
    b. At a minimum, fifty percent (50%) of the required vehicular parking shall be provided within a parking garage or structure that is aesthetically integrated into and incorporates architectural features of the principal structure.

33 ~~31.~~ Multi-family dwellings (conditional use in the "CB" district).
    a. Shall be located on sites of at least three (3) acres.
    b. The average dwelling unit size shall not be less than eight hundred sixty (860) square feet per unit, and no unit shall be less than six hundred fifty (650) square feet.
    c. At a minimum, seventy percent (70%) of the required vehicular parking shall be provided within a parking garage or structure that is aesthetically integrated into and incorporates architectural features of the principal structure.

The specific details on how compliance will be met with these standards is best left to the determination of the Planning and Zoning Commission through the site development plan and conditional use review process for individual proposals.

Conclusion and Motion

The proposed text amendment is in furtherance of the City's Comprehensive Plan, that was a significant item of discussion for the Neighborhood Commercial District (East Olive Corridor) and the Lindbergh Boulevard Corridor that generally corresponds to the GC Districts. Until Staff is able to complete a re-write of the Zoning Ordinance, to have specific district standards for each area, the revision to the GC District is the appropriate section. 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 Applicant, and the public comments regarding the recommended changes, and provide direction to the Staff for the development of an ordinance. If the Commission members are sufficiently satisfied with the proposed changes, they can make a motion to recommend approval to the City Council, and Staff will then prepare a draft ordinance for City Council based upon the Commission's decision.

Action

The following is an example of an appropriate motion for this application:

> "I move to continue Application #18-010 for the text amendment to allow for Townhomes and Low and Medium Density Multi- Family Dwellings as a conditional use in the GC-General Commercial District to the next meeting to allow staff to address any desired changes and to provide additional information based upon the discussion and direction from the Commission." (Specific conditions may be added, eliminated, or modified by preceding motion).

Should the Commission wish to move the project forward to City Council for review, the following is an example of an appropriate motion:

> "I move to recommend approval of Application #18-010 for the text amendment to allow for Townhomes and Low and Medium Density Multi- Family Dwellings as a conditional use in the

GC-General Commercial District and direct Staff to prepare a draft ordinance based upon the discussion from the meeting of March 19, 2018, including all conditions recommended in Staff's report." (Specific conditions discussed and approved 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.

STOCK & ASSOCIATES
Consulting Engineers, Inc.

Memorandum

(Regarding Proposed "Text Amendment" To the Chapter 405. Zoning Ordinance Article III. Zoning District Regulations Section 405.360 "GC" General Commercial District.)

Date: 1/2/18

Re: Payne Family Homes, Applicant Stock & Associates Consulting Engineers, Inc. (Stock Project No. 6144)

I.) **PROPOSED TEXT AMENDMENTS:**

A.) Purpose and Intent.

Add "Attached Residential Town Homes and Villas", Adjacent to State Highway (Lindbergh Boulevard, 140)

B.) Permitted Uses.

Add "Attached Townhomes and Villas".

C.) Lot Size Requirements: (Residential)

a.) Min. Lot Area. = 1,000 Square Feet

b.) Min. Lot Width = 20 Feet

c.) Min. Lot Depth = 50 Feet

3. **BUILDING BULK REGULATIONS:**

B.) Maximum Site Coverage (Residential)
- 70 %

C.) Maximum Floor Area Ratio
- 3

257 Chesterfield Business Parkway, St. Louis, MO 63005
636.530.9100 – Main | 636.530.9130 – Fax
www.stockassoc.com | general@stockassoc.com

4. **YARD AND SETBACK REQUIREMENTS (RESIDENTIAL):**

A.) "Add" – Setback from Private Street Right-Of-Way and Access Easements. Five (5) Feet for Residential Only.

B.) Min. Side Yard. – Zero (0) Feet.

C.) Min Rear Yard. – Ten (10) Feet.

6144

City of Creve Coeur, MO
Friday, November 17, 2017

Chapter 405. Zoning Ordinance

Article III. Zoning District Regulations

Section 405.360. "GC" General Commercial District.

[R.O. 2008 §26-42; Ord. No. 1903 §1, 11-24-1997; Ord. No. 1985 §1, 2-22-1999; Ord. No. 2091 §3, 11-27-2000; Ord. No. 4043 §1, 11-13-2006; Ord. No. 5087 §3, 6-8-2009; Ord. No. 5164 §3, 12-13-2010; Ord. No. 5173 §1, 1-24-2011; Ord. No. 5185 §5, 3-28-2011; Ord. No. 5300 §13, 4-22-2013]

A. *Purpose And Intent.* The "GC" General Commercial District is intended to accommodate by site development plan approval (see Section **405.1080)** convenience retail shopping and services and offices which are freestanding or part of small scale planned commercial developments and which are compatible in scale and intensity of use with adjacent residential uses.

B. *Permitted Uses.* Structures or land in the "GC" General Commercial District may be used only for the purposes enumerated for that district in Table A of this Zoning Ordinance and are subject to the provisions and limitations of Section **405.210** and to all of the other provisions and limitations of this Chapter and other applicable regulations, ordinances and Statutes of the City of Creve Coeur, St. Louis County or the State of Missouri.

C. *Conditional Uses.* The City Council may authorize the uses identified as conditional uses for the district in Table A of this Zoning Ordinance by conditional use permit as provided in Section **405.1070**, based on the criteria in Section **405.470**, after receipt of the recommendation of the Planning and Zoning Commission and subject to such other restrictions and conditions as are deemed necessary.

D. *Site Development Plan Required.* Site development plan approval by the Planning and Zoning Commission shall be required for all proposed developments within the "GC" District as provided for in Section **405.1080**.

E. *Dimensional Regulations.* The following area and yard regulations apply in the "GC" General Commercial District.

1. *Minimum district size.* The minimum district size shall be five (5) acres. Such a district may consist of a single tract of land or two (2) or more contiguous tracts of land that are at least five (5) acres combined. In addition, a tract of land that is less than five (5) acres may be zoned "GC" General Commercial District when it is contiguous to an existing "GC" District.

2. *Lot size requirements.*

   a. *Minimum lot area.* One-half (½) acre (twenty-one thousand seven hundred eighty (21,780) square feet).

   b. *Minimum lot width.* Seventy-five (75) feet.

c. *Minimum lot depth.* One hundred fifty (150) feet.

3. *Building bulk regulations.*

a. *Maximum structure height.* No building or structure shall exceed three (3) stories or forty-five (45) feet.

b. *Maximum site coverage.* Sixty-three percent (63%). The Planning and Zoning Commission may, in its discretion, allow the permitted coverage to be increased as a bonus by an additional factor (not to exceed a total of seventy percent (70%) site coverage) in consideration of special or outstanding landscape and site planning features as demonstrated by a site development plan submitted in accordance with Section **405.1080**. The features to be considered in the granting of any bonus coverage may include, but not be limited to, the provisions of:

(1) Special pedestrian facilities and features such as gardens, fountains, seating areas and outdoor recreation amenities;

(2) Objects of art or beautification; statuary or other unique visual features;

(3) Burial of overhead transmission lines and removal of utility poles.

c. *Maximum floor area ratio.* Four-tenths (0.4).

4. *Yard and setback requirements.*

a. *Minimum front yard.* No building or structure shall be located closer than ten (10) feet from a public right-of-way. In the event that parking is to be located in front of a building or structure, said building or structure shall be set back a minimum of fifty (50) feet from the right-of-way. The provisions of Section **405.240** shall prevail where applicable on major streets and highways. In every instance, the first ten (10) feet of the front yard setback from the right-of-way shall be provided with and maintained with sidewalks, unless improved sidewalks exist in the abutting public right-of-way, and with landscaping including, but not limited to, deciduous street trees at regular intervals.

b. *Minimum side yard.* Twelve (12) feet.

c. *Minimum rear yard.* Twenty (20) feet.

d. *Buffer yards.* Notwithstanding the provisions of Sections **405.360(E)(4)(b)** and **405.360(E)(4)(c)** above, any tract or site abutting or adjoining a single-family residential zoning district shall provide a buffer yard of twenty (20) feet on all sides that abut the single-family district. The minimum required buffer yard shall be increased in five (5) foot increments, up to a maximum of forty (40) feet, for each acre of the subject property over two (2) acres in area. All acreage shall be rounded up to the next whole number for buffer yard calculation purposes. The buffer yard shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.

F. *General Requirements.*

1. Off-street parking and loading. See Article **VII**.

2. *Environmental controls.* All development shall conform with the environmental performance standards provided in Section **405.550** and with all other appropriate environmental controls including those relating to landscaping, tree conservation, flood hazard control and stormwater retention and erosion control provided in this Code.

3. *Landscaping.* See Section **405.540**.

4. *Lighting.* See Section **405.680**.

5. *Signs.* See Article **VIII**.

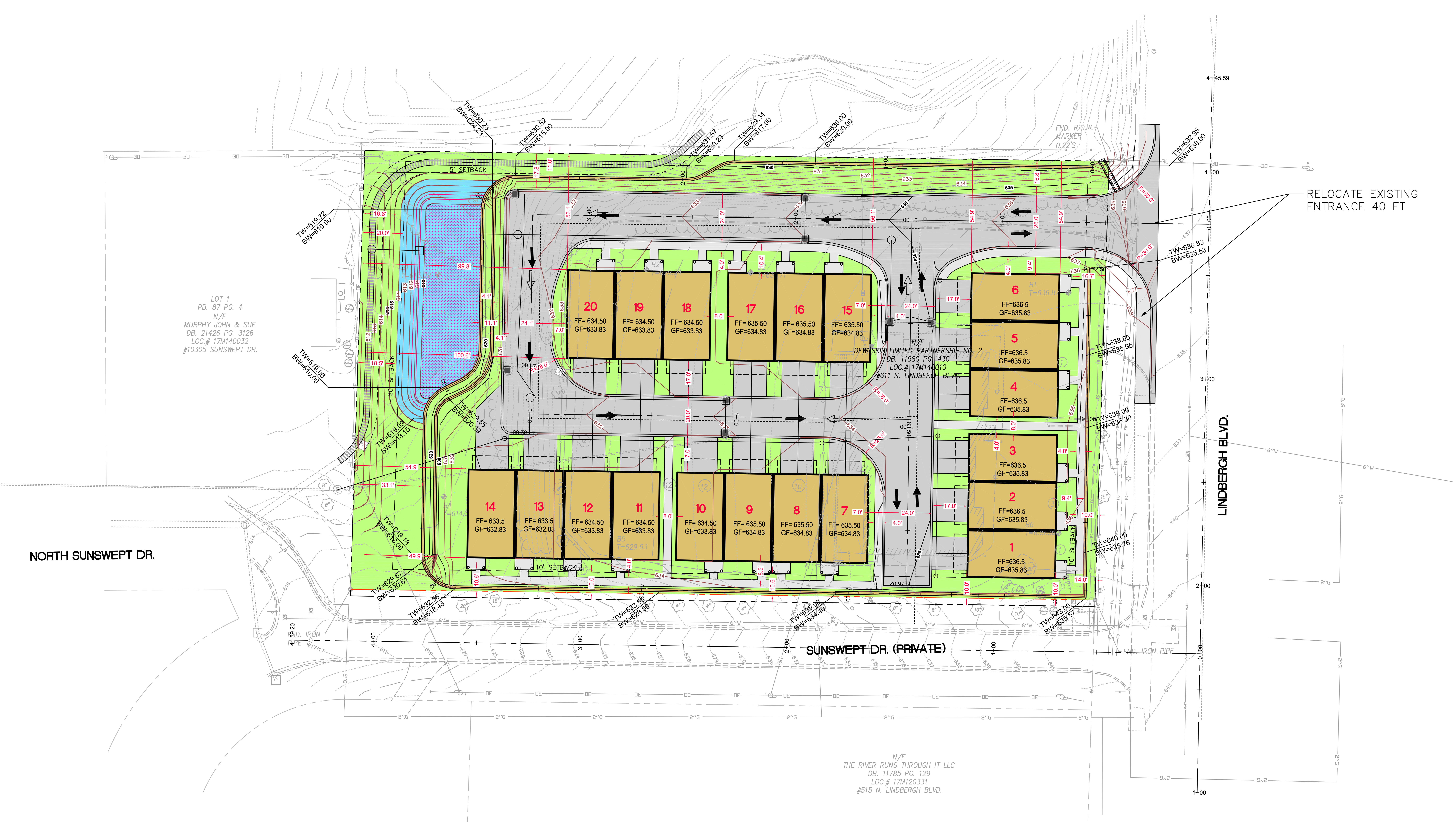
G. *Additional District Regulations.*

1. (Reserved)

2. Except for existing residential uses, no structure shall be used for residential purposes except for the occupancy of the owner or operator of the business located on the premises.

CONCEPTUAL SITE PLAN

A TRACT OF LAND BEING PART OF THE SOUTHEAST ¼ OF THE SOUTHWEST ¼ OF SECTION 1,
TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE 5TH PRINCIPAL MERIDIAN,
CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI



20 - 23'x43' UNITS
SITE COVERAGE = 49.0%
SITE = 1.75 ac
GREEN = 0.85 ac

GRAPHIC SCALE
(IN FEET)
1 inch = 20 ft.

PREPARED FOR:
Payne Family Homes
10407 Baur Blvd. Suite B
Saint Louis, MO 63132

PREPARED BY:
STOCK & ASSOCIATES Consulting Engineers, Inc.
257 Chesterfield Business Parkway
St. Louis, MO 63005 PH. (636)
530-9100 FAX (636) 530-9130
e-mail: general@stockassoc.com
Web: www.stockassoc.com

CONCEPTUAL SITE PLAN FOR:
ESCALA
611 N. LINDBERGH BLVD.
CREVE COEUR, MISSOURI 63141

DATE:

GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY
NUMBER: 000996

REVISIONS:
1

DRAWN BY: T.M.E.	CHECKED BY: G.M.S.
DATE: 03/16/2018	JOB NO: 217-6144
M.S.D. P #: P-	BASE MAP #: -
S.L.C. H&T #: XXXX	H&T S.U.P. # XX-XXX-XX
M.D.N.R. #: MO-	

SHEET TITLE: CONCEPTUAL SITE PLAN

SHEET NO.: C1

Jason Jaggi <jjaggi@crevecoeurmo.gov>

Old KC Masterpiece property

1 message

William Green <radford1@sbcglobal.net> Wed, Mar 14, 2018 at 5:32 PM
To: jjaggi@crevecoeurmo.gov

Dear Mr Jaggi,

I have lived at 10311 N Sun Swept Drive (second house behind the KC Masterpiece site) since 1962 and raised a family of three children there.

The proposed high density housing project proposed for the KC Masterpiece site would cause the Sun Swept residents a dangerous traffic nightmare and is totally inappropriate for our residential area. It will result in a drastic decrease in the value of our homes. No one will want to buy a nice house when they have to pass by the proposed 3 story monstrosities to get to their house. Therefore, I am opposed to the proposed project!

Sincerely,
William R Green, MD

Whitney Kelly <wkelly@crevecoeurmo.gov>

QUESTIONS AND CONCERNS AND RESPECTFUL INPUT - AND REQUEST CAUSED BY NOTICE OF PUBLIC HEARING

7 messages

T. J. Birkenmeier <tbirkenmeier22@hotmail.com> Sat, Mar 10, 2018 at 9:30 AM
To: "Segal, Matthew" <mhs@paynefamilyhomes.com>, Jennifer Svoboda <jen.svoboda@yahoo.com>, "elturno@aol.com" <elturno@aol.com>, Scott Schrader <scott.schrader@equifax.com>
Cc: "tracy.mccreery@house.mo.gov" <tracy.mccreery@house.mo.gov>, Michael R Holloway <Michael.Holloway@amwater.com>, "npatterson@stlouisco.com" <npatterson@stlouisco.com>, Jim Heines <jheines@ci.creve-coeur.mo.us>, "wkelly@crevecoeurmo.gov" <wkelly@crevecoeurmo.gov>, "jfaron@crevecoeurmo.gov" <jfaron@crevecoeurmo.gov>, "atravers@crevecoeurmo.gov" <atravers@crevecoeurmo.gov>, "Oscar C. Berryman" <oscar.c.berryman@monsanto.com>

TO MR. MATT SEGAL
Manager of Land Acquisitions
The Payne Family Homes
10411 Baur Boulevard
St. Louis, Missouri 63132

COPIES TO:
Corporate Citizen Neighbor,
Elected State, County and City Officials,
Water Provider, Family, Friends,
News Media Professionals, private attorneys
and Creve Coeur City Law firm :

RE: THE TOWNES AT SUN SWEPT
PROPERTY USE ZONING CODE
PUBLIC HEARING ON MARCH, 19, 2018

____

Mr. Segal: I'm terribly confused.

In our past correspondence you first offered to personally meet with me to show me the plans for your development at my home AFTER the plans were presented publicly.

Then you told me that you would NOT meet with me because The Payne Family of Homes has decided NOT to come in via Sun Swept but to come in another way.

You were not specific about *"the other way."*
So **no information whatsoever has come my way**.
I have your emails from you to me if you need them for reference.

So why is a **PUBLIC HEARING** being held without any information being provided as I requested?

Am I just regarded as a Senior Citizen
nuisance and/or am I the only Sun Swept resident
who has been left clueless, in the dark and
totally out of the loop on your plans
past or present or future??

Can that be true? Of course not!
I'm sure it is just a little error.

I have some reasonable questions:

Foremost among them is BAYER-MONSANTO
now in active cooperation based on planning meetings held
with The Payne Family of Homes or any municipal official
well prior to any zoning change approvals .

Is BAYER-MONSANTO now performing easement preparatory clearance work for your proposed development through their property in order to speed its completion upon approval?

Is this a "rubber stamp done deal" and the Public Hearing a mere formality?? I'm sincerely hoping that isn't the case?

I notice that they are doing a lot of land remediation work from the **MONSANTO-SUBSECTION OF DEER CREEK** all along their southern most property line to Lindbergh Boulevard that adjoins the property The Payne Family of Homes is planning to develop.

I'm copying **Mr. Oscar Berryman** on this to find out if BAYER-MONSANTO is clearing the property line for the mitigation of pests and varmints and/or if the corporation is actively involved with THE PAYNE FAMILY OF HOMES in the development of the property you propose to develop?

I'm sure he'll get me a prompt straight and truthful answer from the BAYER-MONSANTO legal department.

I am also copying our State Representative Tracy McCreary and members of Missouri American Water, Creve Coeur Aldermen and Whitney Kelly at Creve Coeur is the Creve Coeur AICP City Planner and other interested parties to learn more.

I hope that answers will be quickly forthcoming from:

- **THE PAYNE FAMILY OF HOMES**
- **BAYER-MONSANTO LEGAL DEPARTMENT**
- **CREVE COEUR PLANNING AND ZONING**
- **ST. LOUIS COUNTY GOVERNMENT**
- **MoDOT**
- **FEMA**
- **EPA**

I am also attaching as an FYI my serious concerns about water-related HEALTH DANGERS that can result from major water-run off and drainage and water pooling issues that will most certainly be impacted by major construction and investigation.

I shared this with my TRUSTEES, Neighbors, Friends and News Media Professionals. I hope it will be helpful to THE PAYNE FAMILY OF HOMES as well.

Has an EPA environmental impact study and official finding been requested by either

BAYER-MONSANTO or by The Payne Family of homes or by the City of Creve Coeur?

And if not...*why not?*

I sure a company of the international stature of BAYER-MONSANTO would not want to risk major legal exposure and needless interactions from normally peaceful and serene Sun Swept home owners who are located downhill from where water and other effluents have historically run along with disease bearing varmints.

I look forward to receiving answers to these questions before the March 19, 2018 PUBLIC HEARING and am asking and by copy of this email I am encouraging the TRUSTEES of Sun Swept Subdivision to request 100 copies of all supporting documents for our residents to share with our individual attorneys, as well as, with the EPA and FEMA officials.

I'm reasonably sure that everyone will need a reasonable amount of time to do that review and a period of six (6) months to twelve (12) months should be adequate to accomplish those reviews without having lot of expensive litigation and injunction filings that might take place in an emotionally-charged ...*God forbid!*

I hope that this reasonable request does not place any undue burden on the staffs of BAYER-MONSANTO, Creve Coeur Planning and Zoning or on THE PAYNE FAMILY OF HOMES.

Thanks very much for your forthcoming help and co-operation.

Have a great weekend!!

Kindest personal regards,

Birk

T. J. Birkenmeier
17 Sun Swept
Creve Coeur, Missouri 63141

PS: I am assuming that you will also be providing
a TRAFFIC IMPACT STUDY from the appropriate
people in St. Louis County Government, MoDot
and any other authorities that may have some jurisdictional
pubic interests and oversight responsibilities
on construction egress work that will disrupt the landscape
and water run off from Lindbergh Boulevard
(Old US Highway 67 where your proposed
property now has the degraded building that
was a HOWARD JOHNSONS highway stop when originally
built) **at the March 19, 2018 meeting as well.**

I urge the TRUSTEES to request
100 copies of those documents as well.

Thanks again!

-
- **Naturally hard copies will be required**
- **for ease of reading and mark-up for**
- **Q&A review for those of us who not**
- **tech-savvy.**

---

2 attachments

WARNING DANGEROUS VIRAL HEALTH DANGERS ARE COMING NORTH FROM ZIKA MOSQUITOS.docx
22K

WARNING DANGEROUS VIRAL HEALTH DANGERS ARE COMING NORTH FROM ZIKA MOSQUITOS.docx
22K

Whitney Kelly <wkelly@crevecoeurmo.gov> Sat, Mar 10, 2018 at 11:18 AM
To: jjaggi@crevecoeurmo.gov

Sent from my iPhone

Begin forwarded message:

> **From:** "T. J. Birkenmeier" <tbirkenmeier22@hotmail.com>
> **Date:** March 10, 2018 at 9:30:16 AM CST
> **To:** "Segal, Matthew" <mhs@paynefamilyhomes.com>, Jennifer Svoboda <jen.svoboda@yahoo.com>, "elturno@aol.com" <elturno@aol.com>, Scott Schrader <scott.schrader@equifax.com>
> **Cc:** "tracy.mccreery@house.mo.gov" <tracy.mccreery@house.mo.gov>, "Michael R Holloway" <Michael.Holloway@amwater.com>, "npatterson@stlouisco.com" <npatterson@stlouisco.com>, Jim Heines <jheines@ci.creve-coeur.mo.us>, "wkelly@crevecoeurmo.gov" <wkelly@crevecoeurmo.gov>, "jfaron@crevecoeurmo.gov" <jfaron@crevecoeurmo.gov>, "atravers@crevecoeurmo.gov" <atravers@crevecoeurmo.gov>, "Oscar C. Berryman" <oscar.c.berryman@monsanto.com>
> **Subject: QUESTIONS AND CONCERNS AND RESPECTFUL INPUT - AND REQUEST CAUSED BY NOTICE OF PUBLIC HEARING**

[Quoted text hidden]

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2 attachments

WARNING DANGEROUS VIRAL HEALTH DANGERS ARE COMING NORTH FROM ZIKA MOSQUITOS.docx
22K

WARNING DANGEROUS VIRAL HEALTH DANGERS ARE COMING NORTH FROM ZIKA MOSQUITOS.docx
22K

Segal, Matthew <mhs@paynefamilyhomes.com> Sat, Mar 10, 2018 at 11:55 AM
To: "T. J. Birkenmeier" <tbirkenmeier22@hotmail.com>, Jennifer Svoboda <jen.svoboda@yahoo.com>, "elturno@aol.com" <elturno@aol.com>, Scott Schrader <scott.schrader@equifax.com>
Cc: "tracy.mccreery@house.mo.gov" <tracy.mccreery@house.mo.gov>, Michael R Holloway <Michael.Holloway@amwater.com>, "npatterson@stlouisco.com" <npatterson@stlouisco.com>, Jim Heines <jheines@ci.creve-coeur.mo.us>, "wkelly@crevecoeurmo.gov" <wkelly@crevecoeurmo.gov>, "jfaron@crevecoeurmo.gov" <jfaron@crevecoeurmo.gov>, "atravers@crevecoeurmo.gov" <atravers@crevecoeurmo.gov>, "Oscar C. Berryman" <oscar.c.berryman@monsanto.com>

TJ,

My responses to your email are below in "RED".

Kindest Regards,

Matt Segal

From: T. J. Birkenmeier [mailto:tbirkenmeier22@hotmail.com]
Sent: Saturday, March 10, 2018 9:30 AM
To: Segal, Matthew <mhs@paynefamilyhomes.com>; Jennifer Svoboda <jen.svoboda@yahoo.com>; elturno@aol.com; Scott Schrader <scott.schrader@equifax.com>
Cc: tracy.mccreery@house.mo.gov; Michael R Holloway <Michael.Holloway@amwater.com>; npatterson@stlouisco.com; Jim Heines <jheines@ci.creve-coeur.mo.us>; wkelly@crevecoeurmo.gov; jfaron@crevecoeurmo.gov; atravers@crevecoeurmo.gov; Oscar C. Berryman <oscar.c.berryman@monsanto.com>
Subject: QUESTIONS AND CONCERNS AND RESPECTFUL INPUT - AND REQUEST CAUSED BY NOTICE OF PUBLIC HEARING

TO MR. MATT SEGAL

Manager of Land Acquisitions

The Payne Family Homes

10411 Baur Boulevard

St. Louis, Missouri 63132

COPIES TO:

Corporate Citizen Neighbor,

Elected State, County and City Officials,

Water Provider, Family, Friends,

News Media Professionals, private attorneys

and Creve Coeur City Law firm :

RE: THE TOWNES AT SUN SWEPT

PROPERTY USE ZONING CODE

PUBLIC HEARING ON MARCH, 19, 2018

____

Mr. Segal: I'm terribly confused.

In our past correspondence you first offered to personally meet with me to show me the plans for your development at my home AFTER the plans were presented publicly.

Then you told me that you would NOT meet with me because The Payne Family of Homes has decided NOT to come in via Sun Swept but to come in another way.

I have met with your trustees and adjacent neighbors to the site atleast 3 times. Additionally, I had a townhall meeting that you and all of the subdivision were invited to. I believe we had 20-25 of your neighbors in attendance.

You were not specific about *"the other way."*

So **no information whatsoever has come my way**.

I have your emails from you to me if you need them for reference.

We were informed by the Trustees of Sunswept that they no longer wanted to work on a mutually beneficial agreement to grant curb cuts for our development on Sunswept. We will access the site from the approximate current curb cut on Lindbergh Blvd.

So why is a **PUBLIC HEARING** being held without any

information being provided as I requested?

We have met with your trustees and neighbors numerous times, more than almost any development I've worked on. This is a good thing, as we are aware of our the concerns and have been able to amend our site plan along the way to accommodate their requests, to the best of our abilities. We have yet to file a zoning application, the public hearing that the city is having is to amend their zoning code with a text amendment. It is accurate that the text amendment to the zoning code could impact this parcel adjacent to Sunswept.

Am I just regarded as a Senior Citizen

nuisance and/or am I the only Sun Swept resident

who has been left clueless, in the dark and

totally out of the loop on your plans

past or present or future?? We've collaborated with your neighbors, trustees, and elected officials on numerous occasions, more than most projects. You've been invited to one of these meetings, I'm sorry you could not attend. I've personally responded to numerous of your emails inquiring about the project.

Can that be true? Of course not!

I'm sure it is just a little error.

I have some reasonable questions:

Foremost among them is BAYER-MONSANTO

now in active cooperation based on planning meetings held

with The Payne Family of Homes or any municipal official

well prior to any zoning change approvals .

Is BAYER-MONSANTO now performing easement preparatory clearance work for your proposed development through their property in order to speed its completion upon approval? We are not seeking any easements from Monsanto, nor do we anticipate any.

Is this a "rubber stamp done deal" and the Public Hearing a mere

formality?? I'm sincerely hoping that isn't the case? We have yet to file our application. It will go through due process, just like any project in Creve Coeur. Public Hearings at Planning Commission and City Council. It will be a couple month process.

I notice that they are doing a lot of land remediation work

from the **MONSANTO-SUBSECTION OF DEER CREEK** all along their

southern most property line to Lindbergh Boulevard that adjoins the property The Payne Family of Homes is planning to develop.

I'm copying **Mr. Oscar Berryman** on this to find out if BAYER-MONSANTO is clearing the property line for the mitigation of pests and varmints and/or if the corporation is actively involved with THE PAYNE FAMILY OF HOMES in the development of the property you propose to develop? Payne has no intention of disturbing the creek or watershed. Additionally, I don't see a reason for Monsanto and Payne to collaborate at this time. If the need arises, I thank you for providing Oscar Berryman's contact information.

I'm sure he'll get me a prompt straight and truthful answer

from the BAYER-MONSANTO legal department.

I am also copying our State Representative Tracy McCreary and members of Missouri American Water, Creve Coeur Aldermen and Whitney Kelly at Creve Coeur is the Creve Coeur AICP City Planner

and other interested parties to learn more.

I hope that answers will be quickly forthcoming from:

- **THE PAYNE FAMILY OF HOMES**
- **BAYER-MONSANTO LEGAL DEPARTMENT**
- **CREVE COEUR PLANNING AND ZONING**
- **ST. LOUIS COUNTY GOVERNMENT**
- **MoDOT**
- **FEMA**
- **EPA**

I am also attaching as an FYI my serious concerns

about water-related HEALTH DANGERS that can result from

major water-run off and drainage and

water pooling issues that will most certainly

be impacted by major construction and investigation.

I shared this with my TRUSTEES, Neighbors, Friends

and News Media Professionals. I hope it will be

helpful to THE PAYNE FAMILY OF HOMES as well.

Has an EPA environmental impact study

and official finding been requested by either

BAYER-MONSANTO or by The Payne Family of

homes or by the City of Creve Coeur? Payne has procured a wetlands and jurisdictional water study. We will not be disturbing the tributary, and will not require a Nationwide or Individual Permit from the Army Corp of Engineers.

And if not...*why not?*

I sure a company of the international stature of BAYER-MONSANTO would not want to risk

major legal exposure and needless interactions

from normally peaceful and serene Sun Swept

home owners who are located downhill from where

water and other effluents have historically run

along with disease bearing varmints

questions before the March 19, 2018 PUBLIC HEARING

and am asking and by copy of this email

I am encouraging the TRUSTEES

of Sun Swept Subdivision to request

100 copies of all supporting documents for our

residents to share with our individual attorneys,

as well as, with the EPA and FEMA officials.

Our project has had a conceptual review by MSD, and have amended our detention basins to assist with the downstream issues that have been previously been reported by Sunswept and other residents over the years. Our development will have a positive impact on the downstream issues that currently exist. Without our project, those downstream issues will continue to occur.

[Quoted text hidden]
[Quoted text hidden]

We have had a preliminary traffic study done, and are confident our plan will not negatively impact the Sunswept residents. Keep in mind, this parcel is currently zoned commercial and could have a 3 story office building or Restaurant that would create 100's of trips a day. Our 20 home community is the least impactful use this parcel of land could have, from a traffic standpoint.

I urge the TRUSTEES to request

100 copies of those documents as well.

Thanks again!

-
- **Naturally hard copies will be required**
- **for ease of reading and mark-up for**
- **Q&A review for those of us who not**
- **tech-savvy.**

T. J. Birkenmeier <tbirkenmeier22@hotmail.com> Sat, Mar 10, 2018 at 12:23 PM
To: "Segal, Matthew" <mhs@paynefamilyhomes.com>
Cc: Jennifer Svoboda <jen.svoboda@yahoo.com>, "elturno@aol.com" <elturno@aol.com>, Scott Schrader <scott.schrader@equifax.com>, "tracy.mccreery@house.mo.gov" <tracy.mccreery@house.mo.gov>, Michael R Holloway <Michael.Holloway@amwater.com>, "npatterson@stlouisco.com" <npatterson@stlouisco.com>, Jim Heines <jheines@ci.creve-coeur.mo.us>, "wkelly@crevecoeurmo.gov" <wkelly@crevecoeurmo.gov>, "jfaron@crevecoeurmo.gov" <jfaron@crevecoeurmo.gov>, "atravers@crevecoeurmo.gov" <atravers@crevecoeurmo.gov>, "Oscar C. Berryman" <oscar.c.berryman@monsanto.com>

THANKS for you prompt partial response.

I'm still mystified by your refusal to
meet with me as you promised.

I guess I'm not worthy of the
Time or Trouble given the great
distance from Baur Boulevard to
my humble and apparently inconsequential abode.

Will documentation be
provided as requested at
The PUBLIC HEARING?

Thank you.

Kindest personal regards,

BIRK

Sent from my iPhone
[Quoted text hidden]

Attachment: Public Comment 2 (#18-010: Townhouses in GC District)

Segal, Matthew <mhs@paynefamilyhomes.com> Sat, Mar 10, 2018 at 12:28 PM
To: "T. J. Birkenmeier" <tbirkenmeier22@hotmail.com>
Cc: Jennifer Svoboda <jen.svoboda@yahoo.com>, "elturno@aol.com" <elturno@aol.com>, Scott Schrader <scott.schrader@equifax.com>, "tracy.mccreery@house.mo.gov" <tracy.mccreery@house.mo.gov>, Michael R Holloway <Michael.Holloway@amwater.com>, "npatterson@stlouisco.com" <npatterson@stlouisco.com>, Jim Heines <jheines@ci.creve-coeur.mo.us>, "wkelly@crevecoeurmo.gov" <wkelly@crevecoeurmo.gov>, "jfaron@crevecoeurmo.gov" <jfaron@crevecoeurmo.gov>, "atravers@crevecoeurmo.gov" <atravers@crevecoeurmo.gov>, "Oscar C. Berryman" <oscar.c.berryman@monsanto.com>

Birk,

I've attached an email below from you dated 10/26/17, where you tell me you don't like to meet in one on one settings. I offered to meet with you, and you declined the invite.

I wish you well, and hope you can attend our future public hearings.

Best,

Matt

From: T. J. Birkenmeier [mailto:tbirkenmeier22@hotmail.com]
Sent: Thursday, October 26, 2017 4:53 PM
To: Segal, Matthew <mhs@paynefamilyhomes.com>
Subject: Re: Payne-Sunswept Project - Thank You For your very prompt and kind response and very gracious offer

Dear Mr. Segal,

Sadly, as I previously stated,

I cannot attend your

"Town Hall" meeting.

It sounds like it will be very informative and ***perhaps even a lot of fun!***

Also with regard to your very kind

and most gracious offer

to personally meet with me

- ***while I greatly appreciate it*** -

to be perfectly candid,

I don't really do very well in a

one-on-one private meeting.

You see, at my advanced age,

I need to read things over and

then think quietly and objectively

about them.

Sometimes even *"sleep on them"*

I'm also getting slower on the uptake

these days and a also tad shy - especially

in an energized dynamic group setting

or one-on-one meeting.

My request to read over the

presentation was clearly-stated

in my message to your CEO -- ***but***

he or she may not have forwarded

all that detailed information on to you

along with my reasons why.

No problemo mi Amigo!!

I also really have a lot

on my plate these days

...***and so do you***.

So as Crocodile Dundee said,

"No worries Mate!"

I'll just wait until **The Creve Coeur**

Planning and Zoning Committee

meets to see your final detailed

proposal for development.

I hope the suspense

doesn't kill me!

Again, Thank You very much

for your prompt response and

very kind and most gracious offer!

In the meantime

I wish you only the

very best of luck!

The eyesore building should

have been razed years ago

but for some inexplicably reason

- ***at least to me***- Creve Coeur could

not bring themselves to condemn it.

You'll like all ***The SunSweptians***

they are a truly great bunch of

folks.

I hope **The Payne Family Homes**

Town Hall is extremely well-attended.

Kindest personal regards,

T. J. Birkenmeier

NO FUTHER RESPONSE

IS REQUESTED OR REQUIRED...

HAVE A HAPPY HALLOWEEN!.

From: T. J. Birkenmeier [mailto:tbirkenmeier22@hotmail.com]
Sent: Saturday, March 10, 2018 12:24 PM
To: Segal, Matthew <mhs@paynefamilyhomes.com>
Cc: Jennifer Svoboda <jen.svoboda@yahoo.com>; elturno@aol.com; Scott Schrader

<scott.schrader@equifax.com>; tracy.mccreery@house.mo.gov; Michael R Holloway <Michael.Holloway@amwater.com>; npatterson@stlouisco.com; Jim Heines <jheines@ci.creve-coeur.mo.us>; wkelly@crevecoeurmo.gov; jfaron@crevecoeurmo.gov; atravers@crevecoeurmo.gov; Oscar C. Berryman <oscar.c.berryman@monsanto.com>
Subject: Re: QUESTIONS AND CONCERNS AND RESPECTFUL INPUT - AND REQUEST CAUSED BY NOTICE OF PUBLIC HEARING

[Quoted text hidden]

T. J. Birkenmeier <tbirkenmeier22@hotmail.com> Sat, Mar 10, 2018 at 12:39 PM
To: "Segal, Matthew" <mhs@paynefamilyhomes.com>
Cc: Jennifer Svoboda <jen.svoboda@yahoo.com>, "elturno@aol.com" <elturno@aol.com>, Scott Schrader <scott.schrader@equifax.com>, "tracy.mccreery@house.mo.gov" <tracy.mccreery@house.mo.gov>, Michael R Holloway <Michael.Holloway@amwater.com>, "npatterson@stlouisco.com" <npatterson@stlouisco.com>, Jim Heines <jheines@ci.creve-coeur.mo.us>, "wkelly@crevecoeurmo.gov" <wkelly@crevecoeurmo.gov>, "jfaron@crevecoeurmo.gov" <jfaron@crevecoeurmo.gov>, "atravers@crevecoeurmo.gov" <atravers@crevecoeurmo.gov>, "Oscar C. Berryman" <oscar.c.berryman@monsanto.com>

I must have forgotten that.
Forgive me.

My memory is. not
What is was when
I was your age.

But I have another question
-- will there be 24/7 security presence
During construction to prevent
Equipment theft and children from
access?

What is that plan look like?

It may not be a problem
in safe and secure St. Louis
County as it is in JAMAICA.

Sorry to be such a
troublesome old coot.

BIRK

Sent from my iPhone
[Quoted text hidden]

T. J. Birkenmeier <tbirkenmeier22@hotmail.com> Sat, Mar 10, 2018 at 1:23 PM
To: "Segal, Matthew" <mhs@paynefamilyhomes.com>
Cc: Jennifer Svoboda <jen.svoboda@yahoo.com>, "elturno@aol.com" <elturno@aol.com>, Scott Schrader <scott.schrader@equifax.com>, "tracy.mccreery@house.mo.gov" <tracy.mccreery@house.mo.gov>, Michael R Holloway <Michael.Holloway@amwater.com>, "npatterson@stlouisco.com" <npatterson@stlouisco.com>, Jim Heines <jheines@ci.creve-coeur.mo.us>, "wkelly@crevecoeurmo.gov" <wkelly@crevecoeurmo.gov>, "jfaron@crevecoeurmo.gov" <jfaron@crevecoeurmo.gov>, "atravers@crevecoeurmo.gov" <atravers@crevecoeurmo.gov>, "Oscar C. Berryman" <oscar.c.berryman@monsanto.com>

Dear Mr. Segal:

Thanks - but my questions still remain - will the documentation be provided at least to me as requested before the March 29, 2018
Public Hearing - certainly you must have it handy?

How long will the public hearing last?

FYI: I still have not heard back from anyone but you?

I guess you and I maybe the
only ones working on weekends.

Let's hope that we don't have
any problems with ZIKA virus Mosquitos they are nasty
- or rain delays in muddy construction foundation holes.

WHAT COULD POSSIBLY
GO WRONG?????

Hahahahahaha

FYI: I'm not a "group thinker"
- I like to do my own firsthand recon,
in depth independent research and ask my own Questions.

And then ask detailed follow
up questions with multiple source
Verifications.

"The devil is in the details."

Please don't assume I'm the enemy.

BIRK

Sent from my iPhone

On Mar 10, 2018, at 12:29 PM, Segal, Matthew <mhs@paynefamilyhomes.com> wrote:

[Quoted text hidden]

Whitney Kelly <wkelly@crevecoeurmo.gov>

RESPONSE TO MISSOURI STATE REPRESENTATIOVE RE: DEER CREEK WATER FLOW WORRIES

1 message

T. J. Birkenmeier <tbirkenmeier22@hotmail.com> Tue, Mar 13, 2018 at 5:53 AM
To: Tracy McCreery <Tracy.McCreery@house.mo.gov>
Cc: Jennifer Svoboda <jen.svoboda@yahoo.com>, Scott Schrader <scott.schrader@equifax.com>, "elaturno@aol.com" <elaturno@aol.com>, "jfaron@crevecoeurmo.gov" <jfaron@crevecoeurmo.gov>, "atravers@crevecoeurmo.gov" <atravers@crevecoeurmo.gov>, Jim Heines <jheines@ci.creve-coeur.mo.us>, "wkelly@crevecoeurmo.gov" <wkelly@crevecoeurmo.gov>

Dear Ms. McCreery
88th District Missouri
State Representative

Thank you for your kind, thoughtful and prompt response.

Attached is an article about similar concerns in another Deer Creek area downstream from **THE MONSANTO-SUNSWEPT SUBSECTION** of Deer Creek.

Please share with your legislative counterparts in Rock Hill and Ladue and Frontenac.

For years I have been told that the following folks have ***no, some, partial or limited jurisdiction*** over water and other runoff effluents into Deer Creek.

Each body listed below has in the past pointed to the another one telling me essentially ***"that's it's not our job"*** or ***"it is not in our budget "*** or "***it is not our priority at this time."***

Creve Coeur officials told me that it

Attachment: Public Comment 3 (#18-010: Townhouses in GC District) "might be a **Corps Of Engineers"** issue.

Here is the overlapping web of
buck-passing or limited help
folks for you.

- **MSD**
- **Missouri American Water**
- **City of Creve Coeur**
- **St. Louis County**
- **Corps of Engineers**
- **Watershed Alliance**
- **Danforth Plant Science**
- **CORREX TECH SITE companies**

Missouri American Water is the **only**

utility that has been really and consistently

very helpful.

Bayer-Monsanto has also been very helpful

by addressing pest issues and overgrowth

nuisance-vegetation within their corporate HQ grounds**.**

MSD did send an Engineer out who met

with Scott Schrader, myself and former

resident and former resident and Trustee

Ms. Donna Meyer

He explained that there were 700+

miles of creeks in ST. LOUIS COUNTY.

Bottomline:

"SUCK IT UP!

You annoying old coot."

He actually was very PC-correct

but that was the net message.

Steve Nostine of QuadPro Properties

is also fully aware of the massive

Deer Creek Erosion issues due to

a property owned once by Gene Wojotowicz

that ran along both sides of Deer Creek.

Further, electrical and phone and Cable lines

cross over Deer Creek in SunSwept on

very very old and heavily-rotted **UTILITY POLES**

that were slated for removal with total wire

transfers to newer **AMEREN UE-ATT-shared**

utility poles 2-years ago.

That still has not happened.

Creve Coeur seems to be primarily

concerned with increasing the tax base

via new construction projects:

car dealers, mini-malls, new hotel,

new multi-housing developments

and seems to have little regard

for people with lifetime homes downstream

from Lindbergh Blvd., Mason Rd.

and Olive Street Road.

The Deer Creek Watershed Alliance

is also well aware of my concerns.

They view me as a nuisance too.

The Deer Creek solution needs to be

comprehensive and soon - otherwise

it will become a major health hazard

for miles - all the way to where it empties

into The River De Peres and the Mississippi.

The 1920 cholera epidemics from open

sewer-creek-effluent areas that plagued

The Mill Creek Valley will look like

a very MILD SUMMER COLD if the

Zika and Chic-V virus bearing mosquitos

take up residence in Deer Creek.

FYI: Municipal mosquito spraying efforts are intermittent and inadequate at best.

Again, thanks for any help

you can bring to bear with

your colleagues or with other

State of Missouri Departments

that may have jurisdictional responsibilities.

Kindest personal regards,

Birk

PS: If you find yourself

in the neighborhood stop

by and we can walk the creek

and I'll show you the issues firsthand.

From: T. J. Birkenmeier <tbirkenmeier22@hotmail.com>
Sent: Monday, March 12, 2018 12:33 PM
To: Jennifer Svoboda; Scott Schrader; elaturno@aol.com
Subject: DEER CREEK WATER FLOW WORRIES

FYI: new home construction water runoff and new effluents also troubles others to south of us.

Perhaps they too need to
know about similar plans
UPHILL from SUNSWEPT.

Just a thought...

---

2 attachments


Rock Hill

Residents Give Mixed Reviews About New Homes On Hudson

IMG_0172.JPG
132K

ATT00001.txt
1K