



AGENDA
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
MONDAY, MARCH 16, 2020
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. James Myers
Mr. Gene Rovak
Mr. Larry Potashnick
Mr. Todd Streiler
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. February 18, 2020 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

None

NEW BUSINESS

1. Application #20-004: Site Concept Plan Amendment for West Park Center Office Development for Two Structured Parking Decks for Edge @ West Park Office Building, at 12645 Olive Boulevard

George Stock, Stock & Associates Consulting engineers, Inc, on behalf of Edge @ West, LLC, has submitted an application for approval of an amendment to the Site Concept Plan to include two, one-level structured parking decks for the recently approved four story office building that is under construction within the West Park Development at 12645 Olive Boulevard. A site development plan review at the Planning and Zoning Commission on the specific design of the parking structures will be required and submitted at a future date. City Council Action is not required.

2. Application #20-005: Site Concept Plan Amendment and Site Development Plan Approval for an Addition to the Pratt Cancer Center on the Mercy Healthcare Campus

George Stock, Stock and Associates Consulting Engineers, Inc, behalf of Mercy Health East Communities at 615 S. New Ballas Road, has submitted a request for an amendment to the site concept plan for the Mercy Campus and site development plan for a 17,230 square foot addition to the Pratt Cancer Center. Site concept and site development plan approval by the Planning and Zoning Commission and the City Council is required for the total area comprised by the PH-Planned Hospital District for all proposed developments or revisions to existing site concept or site development plans within the PH Planned Hospital District, as provided for in Section 405.1080. The current proposal includes a shared parking agreement with the Temple Emanuel, zoned A Single Family Residential.

3. Application #20-008: Designation of Right of Way and Easements from City's Property at 523 Emerson Road

Public Works staff recommends that the City designate 153 square feet of right of way, 369 square feet of permanent drainage easement, and 9,682 square feet of permanent utility easement along the City's property at 523 Emerson Road. The City plans to widen Emerson Road in 2021, and this widening will effectively eliminate space within the existing right of way for several utilities. The easements and right of way are recommended in order to give the utilities new space and to allow the drainage structures to be maintained by MSD in the future. Granting the easements will also expedite the utility relocation that is needed before the City's project can begin.

4. Application #20-009: FY2021-FY2025 Capital Improvement Program

Staff will review the draft of the five-year Capital Improvement Program with the Planning and Zoning Commission. The goal will be to review the draft CIP with the Commission

on March 16 and then to seek the Commission's recommendation regarding the CIP on April 6.

WORK AGENDA

None

DEPARTMENT REPORTS

Director of Community Development

1. East Olive Corridor Public Meetings Scheduled for March 25 & March 26

Staff will provide an update on the scheduled meetings.

ADJOURNMENT

Posted: _____
Jason W. Jaggi
Director of Community Development



DRAFT MINUTES
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
TUESDAY, FEBRUARY 18, 2020
6:30 PM

CALL TO ORDER

Ms. Kistner, Chair, called the meeting to order at 6:30pm.

ROLL CALL

Beth Kistner	Commission Chair	
Gene Rovak	Commission Member	
Tim Carney	Commission Member	
Muriel Hall	Commission Member	(Absent)
Larry Potashnick	Commission Member	
James Myers	Commission Member	
Todd Streiler	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

Mr. Rovak made a motion to accept the agenda. Mr. Carney seconded. All in favor.

APPROVAL OF MINUTES

1. February 3, 2020 Planning and Zoning Commission Draft Meeting Minutes

Mr. Rovak made a motion to accept the minutes for February 3, 2020. Mr. Streiler seconded. All in favor.

PUBLIC COMMENT

None

UNFINISHED BUSINESS

None

NEW BUSINESS

1. PUBLIC HEARING. Application #20-001: AMEND THE CONDITIONAL USE PERMIT AND SITE CONCEPT PLAN, AND APPROVE a SITE DEVELOPMENT PLAN FOR a NEW 28,000 SQUARE FOOT BASKETBALL ARENA AT CHAMINADE COLLEGE PREPARATORY SCHOOL

Those speaking to the request were sworn in.

Mr. Edward Griesedieck, of EJG Legal Consulting LLC, said Chaminade was gifted a large donation for a new basketball arena. He said it would be placed on vacant land in the center of the campus not visible outside the campus.

He said there would be no increase in noise or traffic. He said the land is 56.7 acres and is zoned A single family residential. He showed where the arena would go on the map. He said the new arena would be 413 feet from Whitebridge Subdivision and 854 feet south, 500 feet to our Lady of Pillar, 936 feet to Lindbergh, and 690 feet to Chaminade Park. He said it would not be visible off campus.

He showed the material board. He said the new facility would allow more practice and game times. He said the materials match the colors of the other buildings on campus. He went over the landscaping and said it would be irrigated and consistent with the existing campus. He said the lighting would be low-light and safety lighting. He said there would be no change in parking.

Mr. Griesedieck said they are happy to comply with the staff comments. He said they would meet or exceed the MSD requirements. He said the signage would meet with code.

He said they had spoken with neighbors and trustees and had received no negative feedback.

Mr. Rovak said it looks like a zero-impact facility. He asked if they would have games at both facilities at the same time.

Mr. Griesedieck said they had no plans to have multiple games going at once.

Mr. Myers asked about the screen materials and color for the rooftop.

Mr. Griesedieck said the lighter color was their preference as it blended better with the sky.

Mr. Carney asked if the terra cotta was cement fiber board.

Mr. Griesedieck said it was not. He said it was similar to brick .

Mr. Streiler asked if there were any issues with fire access.

Mr. Griesedieck said the fire department would have access.

Ms. Kistner asked what the common elements were that tied this facility in to the rest of the campus.

Mr. Griesedieck said the building was intended to stand out, while blending in by color.

Ms. Kelly gave a brief history of the site. She said they would be amending the CUP they have currently. She said the design is more modern and interesting. She said the terra cotta does match the brick almost exactly, but is a bit brighter than the orange buildings closer to the road. She said they have included a condition that staff can approve the interior lighting at staff level.

Mr. Griesedieck said they are in agreement with the conditions in the staff report.

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

Mr. Rovak made a motion to approve subject to the conditions contained in the draft ordinance. Mr. Myers seconded. All in favor.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Gene Rovak, Commission Member
SECONDER:	James Myers, Commission Member
AYES:	Kistner, Rovak, Carney, Potashnick, Myers, Streiler
ABSENT:	Hall

2. Olive-Lindbergh Interchange Enhancements--Revised Design

Mr. Rovak disclosed that Horner & Shifrin had some role in this project, but not in the design at issue.

Mr. Jaggi gave a brief overview of why this project was back before the Commission. He said the last time they had approved the fence, lighting and the design. Mr. Jaggi said the designer had some changes in the design regarding the exterior bridge facing for the Commission to review.

Ms. Laurel Harrington, of Christner, showed the different views of the bridge as it exists now and the proposed changes. She said they really want to integrate the fencing and the lighting. She said they are trying to represent the prairie in a vertical, non-geometric way.

Ms. Kistner asked if the bookend pieces would continue on the interior of the path.

Ms. Harrington said they would not. She said the interior area would be smooth and the bookend would taper out.

She said that vertical aspect could be continued into other projects that have not been determined yet.

Mr. Streiler asked if the area under the lights was recessed or jutted out.

Ms. Harrington said it created a shadow.

Mr. Carney asked if they planned to embellish the smooth square area on the bridge.

Ms. Harrington said that due to brands changing all the time they decided to leave them blank.

Mr. Jaggi said that additional landscaping will be considered as a secondary phase. He said the city engineer would be coming back to discuss landscaping as part of the CIP budget. He said he would like the two to work together.

Mr. James C. Graham, on behalf of the Horticulture, Ecology, and Beautification (HEB) Committee said they voted at their last meeting against the design. They said they did not feel it added any value. He said the committee would like to see the Creve Coeur logo or nothing.

Mr. Streiler asked if they had reviewed the waves design.

Mr. Graham said they had not.

Mr. Streiler asked if the explanation about the design intent changed his perspective at all.

Mr. Graham said it did not.

Mr. Myers asked why they preferred the bridge at the 270 interchange.

Mr. Graham said it created identity. He said he liked the banners there as well.

Ms. Claire Chosid of HEB said the lines looked more like barcodes than grass. She said it didn't evoke movement like prairie grass. She said they thought the broken heart logo would look nice in the open areas and add continuity to the bridges in the city.

Ms. Sara Friedman of the Arts Committee said the original bridge had horizontal lines and this version had vertical lines. She said she liked the vertical lines and would be ok with the broken heart logo incorporated in somewhere. Ms. Friedman clarified she was not speaking on behalf of the Arts Committee, but just for herself.

Mr. Myers asked if the material used in the second design was the same as what was proposed in the first approved design.

Ms. Harrington said it was.

Mr. Streiler said he had not seen the design as a barcode until the HEB committee had mentioned it. He said he thought it felt fluid.

Ms. Harrington said it wouldn't have a repeating pattern throughout the bridge as each piece is unique. She said the liner would have some depth and movement. She showed a side view of the concrete to show the variation in depth.

Mr. Rovak said he didn't want to clutter the design.

Ms. Harrington said they wanted the bridge to have longevity and not have civic architectural branding. She said they wanted it to reflect the district.

There was some discussion as to whether branding for Creve Coeur or 39N was necessary.

Mr. Rovak questioned whether there was any value in branding the bridge with the Creve Coeur logo.

Ms. Kistner argued it was important for drivers to know they were in Creve Coeur.

Mr. Streiler asked if they had considered doing the organic movement in the fence.

Ms. Harrington said the fence was being provided by MoDOT and as a result they had not considered a more complicated fence design.

Ms. Fran Cantor, HBE member, asked if the concrete would remain clear of mud and debris.

Mr. Potashnik asked if an alternate design could be considered.

Ms. Harrington said it was an open pattern and it wouldn't collect dirt. She said it would have a coating and could be washed if needed.

Mr. Myers said he liked both designs. He said he would be ok with a high quality broken heart logo.

Mr. Rovak said he didn't know if the broken heart needed to be in each blank area. He suggested either in the center or one in each direction.

Mr. Streiler asked if the fleur de lis could be separated from the broken heart.

Mr. Jaggi said the fleur de lis and the broken heart are not on the outside panels of the 270 bridge. He said the bridge has red diamonds. He said it adds clutter in his opinion and likely cost. He said if they are wanting the bridges to be the same then the place-making and branding should occur off the bridge.

Mr. Carney suggested a relief that can be removed and replaced as needed.

Mr. Streiler said he likes the lines and the modern feel. He said the areas where the embellishments would go would take away from the design. He said it differentiates this overpass from all others. He said the branding could occur elsewhere and a clean simple design is important. He said the prairie grass is a difficult concept, but it has been done well. He said the variation in light would play with the shadows creating interest.

Ms. Kistner said she didn't think this was the best design to create an identity for 39 N. She said she likes the idea of the Creve Coeur broken heart as a unifying element, but said it could get cluttered. She said she didn't love either design, but they were better than flat concrete.

There was discussion about the form liner.

Mr. Jaggi said the form liner was already approved. The only thing up for review was the change in the design of the form liner.

Mr. Streiler made a motion to approve the liner as proposed and that the applicant provide an additional rendering that includes the City logo for the City Council to consider. Mr. Rovak seconded. All in favor.

RESULT:	APPROVED [UNANIMOUS]
AYES:	Kistner, Rovak, Carney, Potashnick, Myers, Streiler
ABSENT:	Hall

WORK AGENDA

None

DEPARTMENT REPORTS

Mr. Jaggi reported that no items had been submitted for the next meeting and an email will follow as to whether it would be canceled.

He said that City Council would like them to review and create a tree preservation ordinance.

He gave an update on QuikTrip's progress. He said they had not done a full staff review just yet.

ADJOURNMENT

Mr. Potashnik made a motion to adjourn. All in favor.

The meeting adjourned at 8pm.



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**APPLICATION TO PLANNING AND ZONING COMMISSION
#20-004 FOR SITE CONCEPT PLAN AMENDMENT FOR WEST PARK CENTER
OFFICE DEVELOPMENT FOR TWO STRUCTURED PARKING DECKS FOR
EDGE @ WEST PARK OFFICE BUILDING, AT 12645 OLIVE BOULEVARD**

FOR THE MEETING OF: Monday, March 16, 2020

LOCATION: 12645 Olive Boulevard within the West Park Development. The subject property is zoned CB-Core Business District.

REQUEST: George Stock, Stock & Associates Consulting engineers, Inc, on behalf of Edge @ West, LLC, has submitted an application for approval of an amendment to the Site Concept Plan to include two, one-level structured parking decks for the recently approved four story office building that is under construction within the West Park Development at 12645 Olive Boulevard. The proposal includes a Phase I parking structure for 64 spaces and a Phase II parking structure for 76 spaces. A site development plan review at the Planning and Zoning Commission on the specific design of the parking structures will be required and submitted at a future date.

ADDITIONAL INFORMATION: The West Park Development was originally developed in phases in the late 80's and 90's. The office buildings and retail center were built in 1987 & 1988, and therefore there are pre-existing, non-conformities throughout the site. The AMC Movie Theater received initial approval in 1993. The last site plan for the area in 1997 included a future office building behind the retail center and a structured parking garage on the property addressed as 12645 Olive Boulevard. The Site Concept Plan and Site Development Plan for the office building under construction were approved by the Planning and Zoning Commission on Monday May 20, 2019, utilizing shared surface parking within the entire center.

Key Issues:

- Does the request integrate with the approved concept plan?
- Does the request further the goals and/or implement the Comprehensive Plan?

Comprehensive Plan References

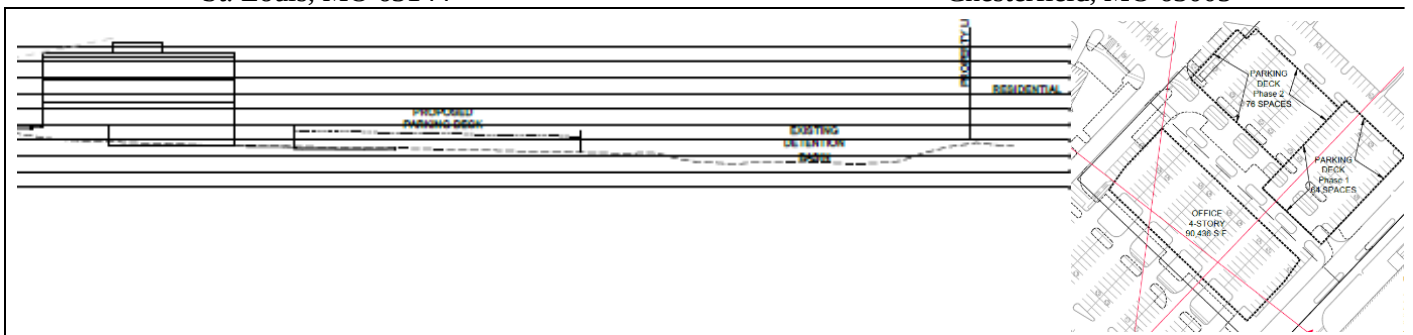
- West Olive & Large Commercial Property Mixed-Use Place Type
- Design Guidelines

Zoning Code References

- Section 405.370 "CB" Core Business District
- Section 405.1080 Site Concept, Site Development and Minor Site Plan Approval

APPLICANT: Edge @ West, LLC
c/o Lawrence R Chapman, Manager
1600 S. Brentwood Boulevard,
Suite 770
St. Louis, MO 63144

APPLICANT'S REPRESENTATIVE: George Stock
Stock & Associates Consulting
Engineers, Inc.
257 Chesterfield Business Parkway
Chesterfield, MO 63005



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner

DATE: 03/10/2020

ATTACHMENTS: Applicant's Materials received February 12, 2020

Staff Report from May 20, 2019 Planning and Zoning Commission Meeting

PROPOSAL

In 1996, the Planning and Zoning Commission approved the site development plan for a 5-story office building and a 3-level parking garage adjacent to the existing office building. However, the project never moved forward. At the time, Site Concept Plans were not required for properties in the CB-Core Business District.

In May 2019, the Applicant established a new Site Concept Plan for the West Park Development to allow the construction of a new 121,771 sq. ft. or 90,436 sq. ft. of usable space office building known as EDGE @ West Park office building, and a boundary adjustment for the property addressed as 12645 Olive Boulevard. The entire West Park Office Development had a pre-existing non-conforming site coverage of 63.76%, and utilized the shared parking for the entire development, which indicated an excess of 306 parking spaces. The office building is currently under construction.

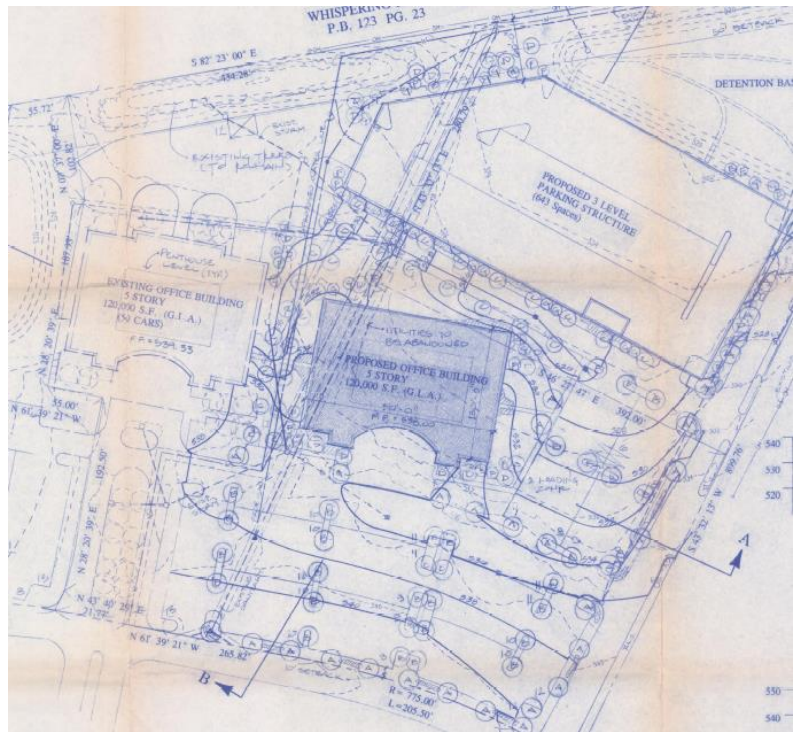


Figure 1: Close-up of the 1996 Site Concept Plan

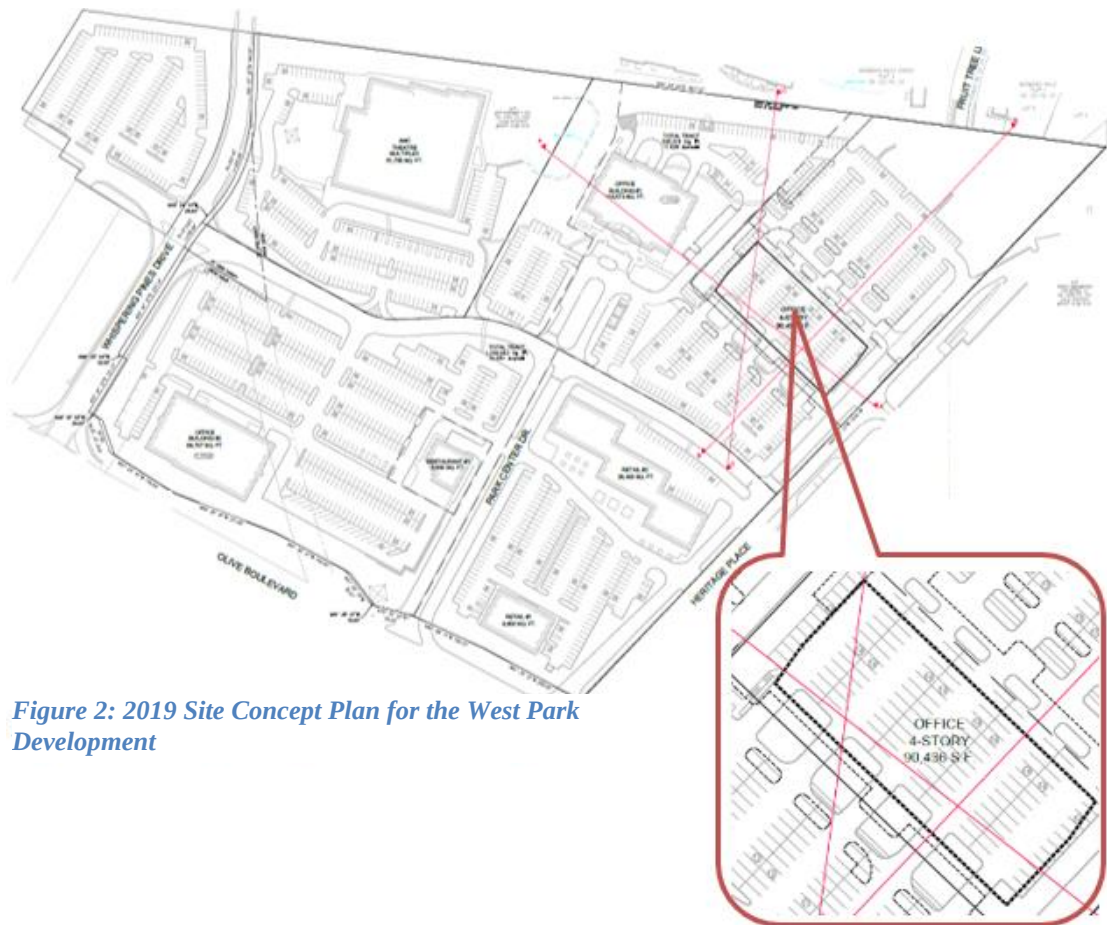


Figure 2: 2019 Site Concept Plan for the West Park Development

The Phase I parking deck will have 64 spaces, and Phase II will have an additional 76 spaces for a total 140 additional spaces. Both parking structures are one level above grade, and are placed over the existing surface parking lot.

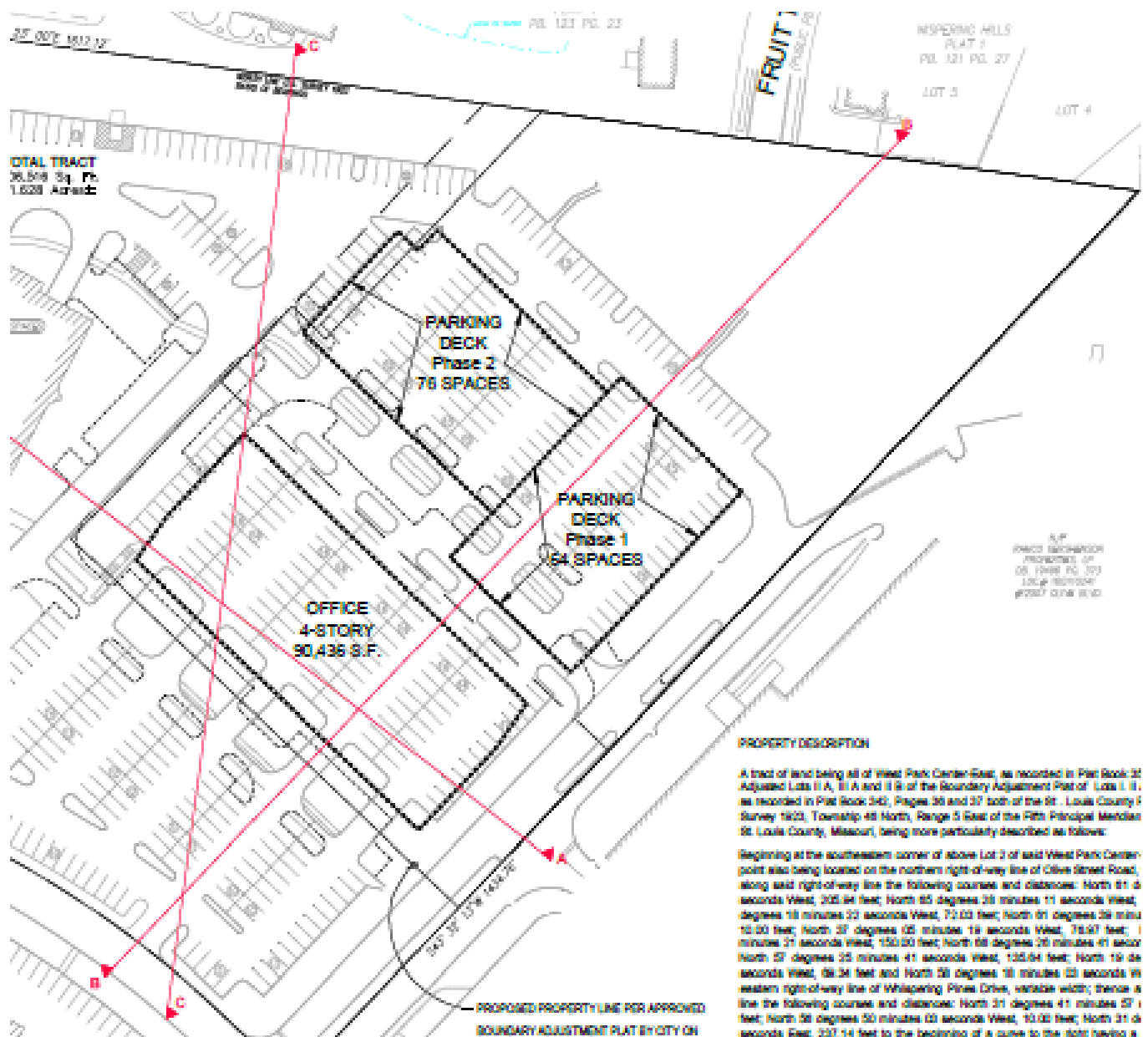


Figure 3: Close-up of the proposed Site Concept Plan showing the parking decks

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Single Family and Multi-Family Residential	R3 and R4 District, Unincorporated St. Louis County	N/A
South	BJC-West County Hospital	PH-Planned Hospital District	Olive Boulevard
East	Heritage Place Shopping Center	CB-Core Business District / Unincorporated St. Louis County	NA
West	Retail	St. Louis County	Whispering Pines Drive

COMPREHENSIVE PLAN AND DESIGN GUIDELINES REVIEW

The subject property is located in the West Olive corridor that composed of the Mixed-Use District (MU) place type that calls for large development sites with central, shared-use surface parking lots; comprehensive pedestrian connections between the street, parking areas, and buildings, and plentiful outdoor public space amenities within a beautifully-landscaped site environment, as well as encourage public site amenities, including outdoor dining, plazas, fountains, bicycle parking, “parklets”, and other elements to promote district vibrancy. Parking can be located in front of buildings, but parking behind building and/or shared facilities is encouraged. The Creve Coeur 2030 Plan also discourages large areas of surface parking lots; breaking up large parking lots with significant outdoor public space amenities, landscape treatment, and /or buildings. (p.86). The City’s Design Guidelines further recommend that parking areas located to the side or rear of commercial buildings are encouraged, and the use of parking structures to replace large open asphalt parking in commercial areas are strongly encouraged. Further, parking structure/lot design should not interfere with pedestrian circulation nor obstruct direct access to and front the principle building and the street. Where parking structures are utilized, they should be designed as an extension of the overall design concept incorporating similar materials and architectural detailing, and the opening should be limited to 50% of the exterior wall. (P. 19-20).

The garage structure is appropriately placed on the site behind the building and in keeping with the recommendations of the Comprehensive Plan and the Design Guidelines. Review of the architectural details and design of the structure will be completed with the site development plan in the future.

ZONING REVIEW

Per the stated purpose in Section 405.370, the "CB" Core Business District is intended by site concept and site development plan approval (see Section 405.1080) to guide and control private development and redevelopment of the major business districts of the City of Creve Coeur in coordination with related public improvements and services. Specifically, the district is intended to:

1. Relate the development of retail, office and multi-family residential uses servicing both a City-wide and sub regional service area to an adopted development plan for the major business areas including land use, phasing and public improvement elements.
2. Encourage site consolidation and an orderly, phased pattern of redevelopment.
3. Accommodate the use of existing residential structures for offices in the interim period between their present occupancy and ultimate redevelopment.
4. Induce and ensure high quality future development through the use of site development plan approval procedures which provide for the specific consideration of access, parking, drainage, landscaping and design factors.

All development within the CB District requires Planning and Zoning Commission approval, as follows:

Section 405.337(D) *Site Concept and Site Development Plan Required.* Site concept and site development plan approval by the Planning and Zoning Commission shall be required for all proposed developments within the "CB" District as provided for in Section 405.1080.

A site concept plan is intended to provide a basis for reviewing future site development plans which will include items such as landscaping, tree preservation, site grading, and stormwater management. The applicant is required to submit site development plans for each phase of the concept plan. The individual site plans will provide more detailed information including architectural elevations, landscape plans, and specific information on the parking structures. The site concept plan review is limited to the general review of the location and general size of buildings on the site, land use, access, coverage of buildings and parking areas, topography and drainage.

The Applicant's Site Concept Plan includes a breakdown of the existing, and proposed site development plans. The overall site coverage is pre-existing, non-conforming at 63.76%, where the maximum site coverage is 63%, with bonus options up to 70%. The proposed new office building decreased the overall site coverage to 63.52%. The addition of the parking structure would not increase this coverage.

The bulk building regulations under Section 405.370(E)(3) Maximum Structure Height state that "Developments on lots of three (3) or more acres shall have no height limitations, provided that buildings exceeding six (6) stories or ninety (90) feet in height receive a conditional use permit in accordance with Section 405.1070. In addition, non-residential development adjacent to any single-family residential zoning district shall meet a sky exposure plane requirement. The sky exposure plane will be measured from a line located forty-five (45) feet above grade and one hundred (100) feet from the property line on the non-residential site and will have a slope of thirty degrees (30°) rising towards the center of the site. No portion of the building or structure shall penetrate this sky exposure plane". These parking decks comply with these regulations, as they are only one level above grade.

Section 405.370(E)(4)(d) *Buffer yards* requires that any non-residential development abutting a single-family residential zoning district shall provide a buffer yard of fifty (50) feet on all sides that abut or adjoin the single-family district. The setback for non-residential buildings exceeding three (3) stories or forty-five (45) feet in height shall be increased to two hundred (200) feet. An additional two (2) feet of buffer yard shall be provided for every foot of building height exceeding forty-five (45) feet. The buffer area resulting from these setback requirements 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. Thus, the resulting buffer yard for this development is 80 feet. Further, Section 405.830(B) Parking Garages states that every part of a parking garage situated above ground level shall comply with the building setback requirements of the specific zoning district in which it is located.

As discussed in the prior Staff Report, the building is 4 floors and 60 feet, or 70 feet to the top of the roof screening, and was setback well beyond the 200 foot building setback from the residential development to the north zoned R4, and R3 by St. Louis County. The site has a pre-existing, non-conforming surface parking lot that will largely remain unchanged, with the stormwater basin between the parking lot and the north property line adjacent to residents, with existing evergreen landscaping provided for sufficient screening of the building. The proposed parking decks are to be located behind the building, and are one story structures, in compliance with Section 405.460(D)(4) where Accessory uses and structure cannot be in front of the primary building, be a minimum of 10 feet from the building, and shall meet with the same side yard requirements as the principal structure.

The Phase I of the parking deck is showing that it is 256.68 feet from the rear property line, where the existing surface lot is 212.5 feet from the rear property line, on the east and 184.13 feet from the rear property line on the west corner, and is 58.56 feet from the side yard, and approximately 10 feet from the edge of pavement for the internal drive and is in general line with the building under construction. Phase II of the parking structure would have the parking deck 95.37 feet from the rear property line. As the structures are only one level, below the 3 story or 45 feet, then the setback for these structures are met, and are located out of the required buffer yard area.

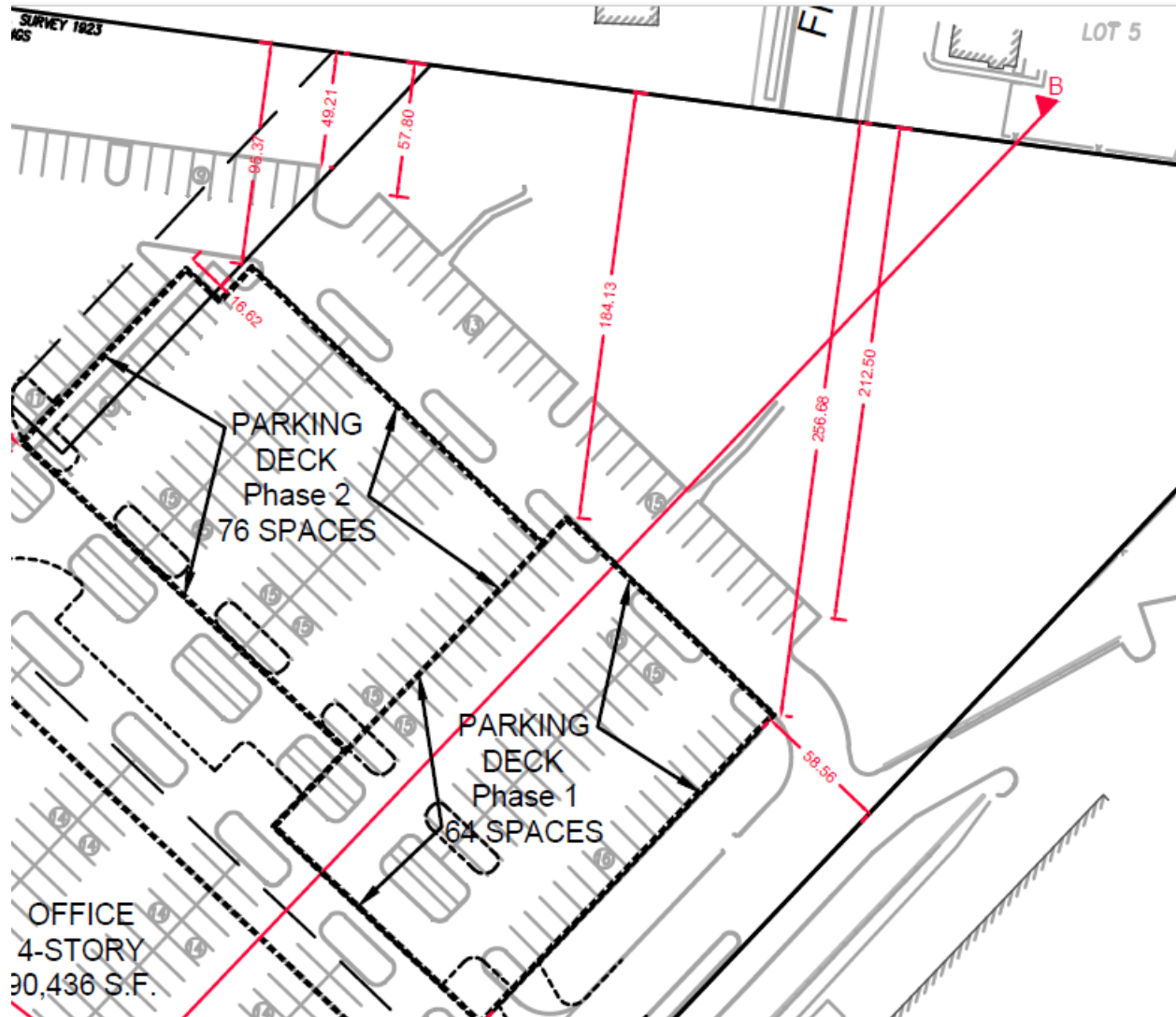


Figure 4: Close up of the proposed parking decks with the measurements from the rear and side yard property line.

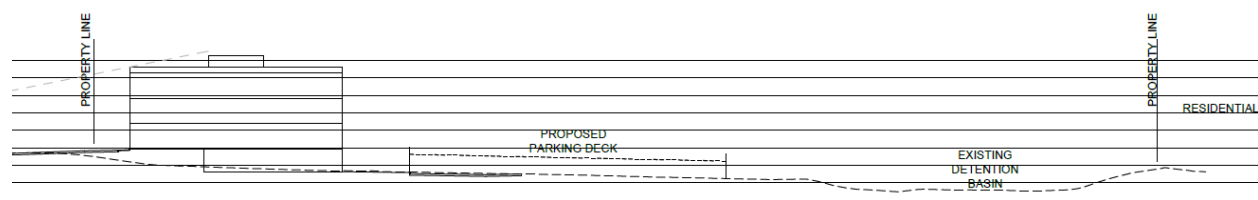


Figure 5: Close-up of Cross Section BB showing the building and proposed parking deck to the property line to the St. Louis County residential development.

Parking

The parking was reviewed with the approval of the site development plan for the office building. Section 405.820(A)(1) of the Required Off-Street Parking Spaces, allows for office developments (including general offices, banks and savings and loans and other finance-related services and medical and dental offices), the gross leasable floor area shall be interpreted as eighty-five percent (85%) of the gross floor area of the entire building. Section 405.820(B)(4) states that general offices including professional, governmental or institutional except as specifically enumerated in this Article: For buildings less than fifteen thousand (15,000) square feet, four (4) stalls per one thousand (1,000) square feet of gross leasable floor area. For buildings greater than fifteen thousand (15,000) square feet, three and three-tenths (3.3) stalls per one thousand (1,000) square feet of gross leasable floor area. The gross floor area of the Edge at West Park building is 90,436 square feet. The Applicant's Site Concept Plan includes a parking table for the entire West Park Development, as the parking is shared between all of the properties. The amended site concept plan now increases the overall parking to a total of 1,960 spaces. As discussed in the prior Staff Report for the site development plan for the building, the total required parking for the development is 1,561 spaces.

CONCLUSION AND MOTION

Staff finds that the proposal meets with the recommendations of the Comprehensive Plan and the Zoning Ordinance regarding the placement of the accessory parking structures. The proposal appropriately places these structures behind the building in the least visible area, in a manner consistent with the original 1997 Site Concept Plan, and outside of the buffer area. The design and landscaping around the structure will be further refined and will require approval of a site development plan by the Planning and Zoning Commission, upon the receipt of an application from the developer at a later date.

ACTION AND MOTION

If the Commission agrees with the proposal and finds that it is consistent with the Comprehensive Plan and the Zoning Ordinance in as far as this proposal can, the Commission should vote on the proposed Site Concept Plan. Action by the City Council is not required. The following is an example motion for this application that includes the condition of a further review of the site development plan

“I move to approve Application #20-004 for Site Concept Plan for the West Park Development to allow for the two, single level parking structures behind the Edge at West Park Building at 12645 Olive Boulevard, as presented at the March 16, 2020 meeting, with the condition that a site development plan will reviewed by the Planning and Zoning Commission for design consistency with the office building and landscaping, prior to the issuance of a building permit for the parking structures.” (conditions may be added, eliminated, or modified).

APPENDIX 1: COMPREHENSIVE PLAN

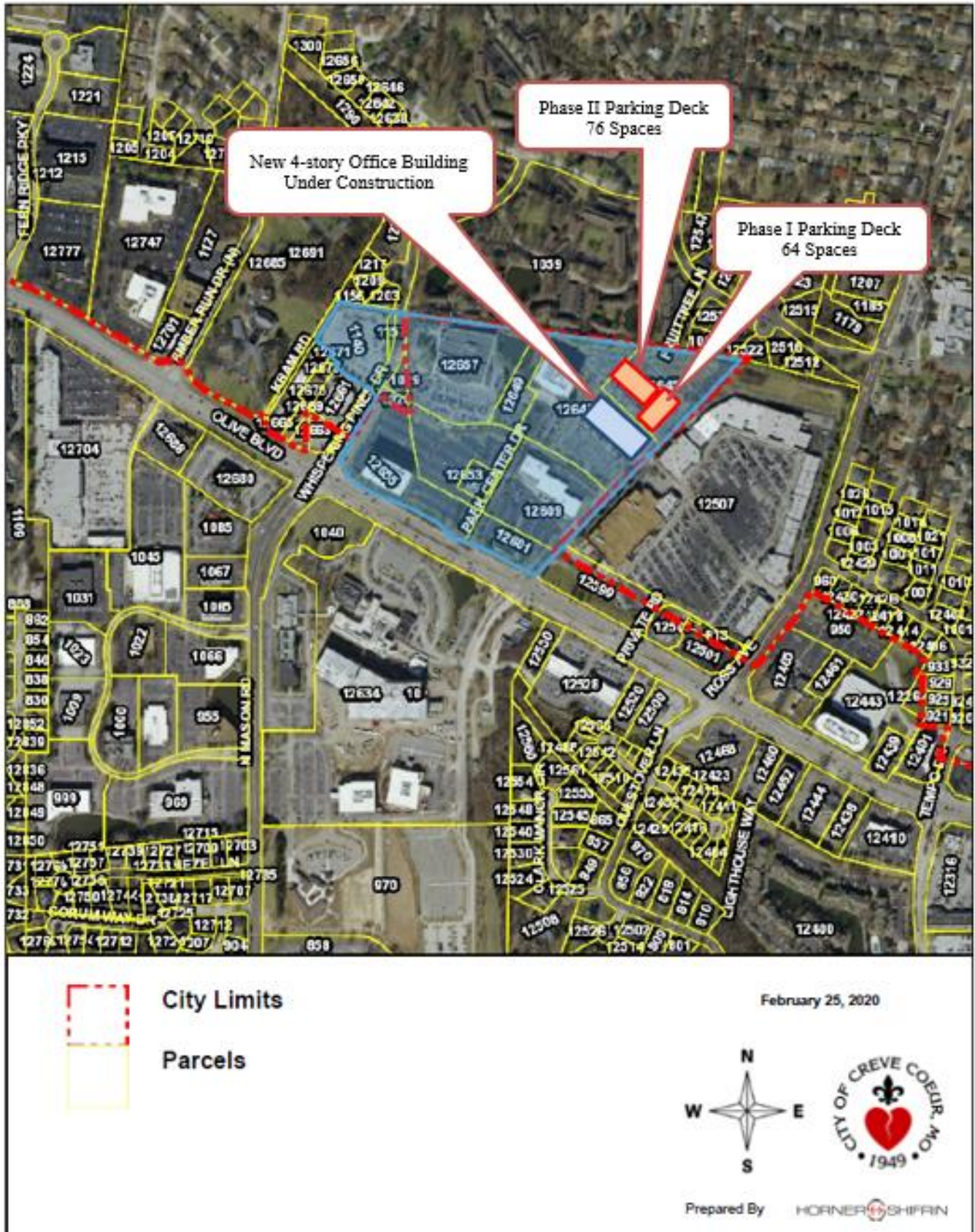
Included and attached by reference. See body of report for specific excerpts.

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

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

APPENDIX 3: AERIAL MAP

West Park Center Office Development



APPENDIX 4: SITE PHOTOGRAPHS

Date: 3/10/2020



Description: View looking west from the internal drive of the existing area with the building under construction.



Description: View looking south from the parking lot. The staging area for the construction on the building is the approximate area of the future one level parking deck.



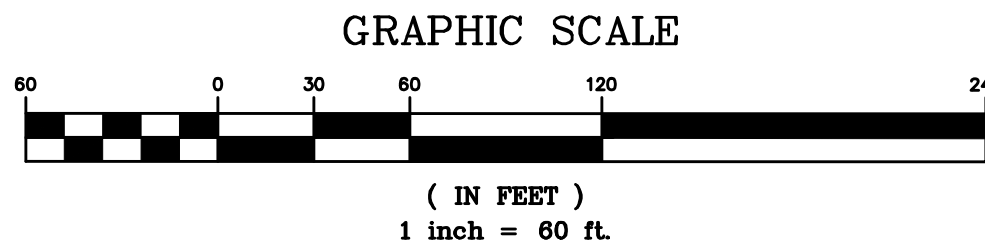
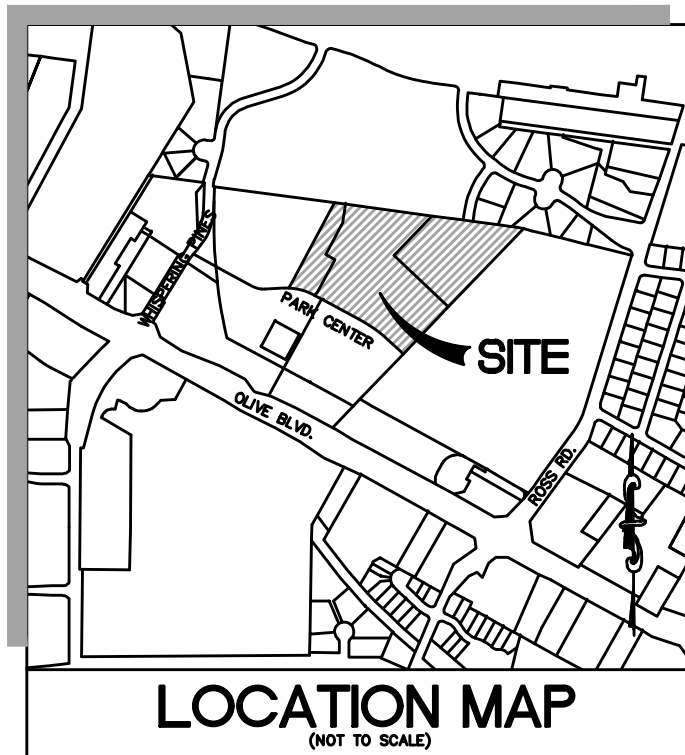
Description: Description:
View looking north from
the parking lot at the
existing stormwater
basin, and residential
development to the north
beyond the landscaping.

CONCEPT PLAN FOR WEST PARK CENTER

A TRACT OF LAND BEING LOTS IIB, AND IIIB OF WEST PARK AS RECORDED IN PLAT BOOK 284, PAGES 1 AND 2 AND ADJUSTED LOT IIIA OF BOUNDARY ADJUSTMENT PLAT OF LOTS I, IIA, AND IIIA WEST PARK AS RECORDED IN PLAT BOOK 342 PAGE 36, LOCATED IN TOWNSHIP 45 AND 46 NORTH, RANGE 5 EAST OF THE 5TH PRINCIPAL MERIDIAN, CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI

SITE INFORMATION:

PERTINENT DATA:	=	30.991 AC.
SITE ACREAGE	=	OLIVE MASON, LLC
OWNER	=	*PO* PLANNED OFFICE DISTRICT
ZONING	=	CREVE COEUR FIRE DISTRICT
FIRE DISTRICT	=	PARKWAY SCHOOL DISTRICT
SCHOOL DISTRICT	=	METROPOLITAN SEWER DISTRICT
SEWER DISTRICT	=	MISSOURI-AMERICAN WATER CO
WATER SERVICE	=	SPIRE
GAS SERVICE	=	AMEREN UE ELECTRIC
ELECTRIC SERVICE	=	AT&T
PHONE SERVICE	=	63141
ZIP CODE	=	PG. 23 GRID 17-X
WUNNENBURG MAP	=	



- CONCEPT PLAN NOTES:
- UNLESS OTHERWISE NOTED ON THE CONCEPT PLAN THE DEVELOPMENT SHALL BE IN ACCORDANCE WITH THE PLANNED CORE BUSINESS DISTRICT REQUIREMENTS OF THE CITY ZONING ORDINANCES IN EFFECT AS OF THE DATE OF APPROVAL OF THE CONCEPT PLAN.
 - RETENTION/DETENTION FOR THE DEVELOPMENT IS PROVIDED BY THE RETENTION LAKE LOCATED WITHIN THE WET POND IN THE NORTHWEST CORNER OF LOT II B AND THE DRY DETENTION BASIN IN LOT III B.
 - SUBJECT PROPERTY LIES WITHIN ZONE "X" (AREAS DETERMINED TO BE OUTSIDE 500-YEAR FLOODPLAIN) AS INDICATED ON FLOOD MAPS 29189C0161H AND 29189C162H, EFFECTIVE DATE OF AUGUST 2, 1995.
 - BOUNDARY AND TOPOGRAPHIC SURVEY INFORMATION BY STOCK & ASSOCIATES, INC.
 - ALL EXISTING STRUCTURES AND PAVEMENTS THAT ARE TO BE REMOVED FROM THE SITE SHALL BE INDICATED ON CONSTRUCTION DOCUMENTS.
 - GRADING AND DRAINAGE PER CITY OF CREVE COEUR, ST. LOUIS CO. AND M.S.D. STANDARDS AND SPECIFICATIONS.
 - NO SLOPE SHALL EXCEED 3:1 FOR EARTH SLOPES. STEEPER SLOPES SHALL BE QUALIFIED BY A PROFESSIONAL GEOTECHNICAL ENGINEER.
 - ALL EASEMENTS AND UNDERGROUND UTILITIES NOT SHOWN FOR CLARITY.
 - EXISTING COVERAGE: = 63.76%
BUILDING = 145,341 s.f. (10.76%)
PAVEMENT = 715,429 s.f. (52.99%)
PROPOSED COVERAGE: = 63.52%
BUILDING = 180,618 s.f. (13.38%)
PAVEMENT = 676,891 s.f. (50.14%)
 - PROPOSED F.A.R. = 28

PREPARED FOR:
SENECA & CHAPMAN VENTURES, LLC
C/O LAWRENCE CHAPMAN
1401 S. BRENTWOOD BLVD, SUITE 625
ST. LOUIS, MO 63144
314-952-7790
314-961-5903

PARKING SPACES

PROPOSED USE	BUILDING SQUARE FOOTAGE	PARKING REQUIREMENTS	PARKING BASIS	PARKING REQUIRED	PARKING PROVIDED
OFFICE BLDG #2	89,707	3.33 SPACES PER 1000 S.F.	85% OF THE GROSS LEASEABLE FLOOR AREA.	254	297
THEATRE MULTIPLEX	51,755	1.0 SPACE PER 4 SEATS	980 SEATS	245	387
SALON	3,000	1.0 SPACE PER 100 S.F. OR 3.5 PER CHAIR	9 CHAIRS	32	32
DRY CLEANER	1,500	1.0 SPACE PER 150 S.F.	SQUARE FOOTAGE	10	10
RETAIL/MEDICAL	28,125	4.0 SPACES PER 1000 S.F.	SQUARE FOOTAGE	112	126
RESTAURANTS	3,375	20.0 SPACES PER 1000 S.F. PLUS 1.0 SPACE PER 8 OUTDOOR SEATS	SQUARE FOOTAGE PLUS 44 SEATS	73	78
	5,600		SQUARE FOOTAGE PLUS 154 SEATS	132	148
OFFICE BLDG #1	116,574	3.33 SPACES PER 1000 S.F.	85% OF THE GROSS LEASEABLE FLOOR AREA.	327	370
NEW OFFICE BLDG	90,436	3.33 SPACES PER 1000 S.F.	85% OF THE GROSS LEASEABLE FLOOR AREA.	256	436
					76 (PHASE 2)
PARKING TOTALS			TOTALS	1441	1884
					1960

PROPERTY DESCRIPTION

A tract of land being all of West Park Center-East, as recorded in Plat Book 350, Page 460 and 461, Adjusted Lots II A, III A and II B of the Boundary Adjustment Plat of Lots I, II A and III A West Park, as recorded in Plat Book 342, Pages 36 and 37 both of the St. Louis County Records, located in US Survey 1923, Township 46 North, Range 5 East of the Fifth Principal Meridian, City of Creve Coeur, St. Louis County, Missouri, being more particularly described as follows:

Beginning at the southeastern corner of above Lot 2 of said West Park Center-East Subdivision, said point also being located on the northern right-of-way line of Olive Street Road, variable width; thence along said right-of-way line the following courses and distances: North 61 degrees 39 minutes 21 seconds West, 205.94 feet; North 65 degrees 28 minutes 11 seconds West, 150.33 feet; North 75 degrees 18 minutes 22 seconds West, 72.03 feet; North 61 degrees 39 minutes 21 seconds West, 10.00 feet; North 37 degrees 05 minutes 19 seconds West, 76.97 feet; North 61 degrees 39 minutes 21 seconds West, 150.00 feet; North 68 degrees 26 minutes 41 seconds West, 211.48 feet; North 57 degrees 25 minutes 41 seconds West, 135.64 feet; North 19 degrees 07 minutes 53 seconds West, 69.34 feet and North 58 degrees 18 minutes 03 seconds West, 20.00 feet to the eastern right-of-way line of Whispering Pines Drive, variable width; thence along said right-of-way line the following courses and distances: North 31 degrees 41 minutes 57 seconds East, 121.37 feet; North 56 degrees 50 minutes 03 seconds West, 10.00 feet; North 31 degrees 41 minutes 57 seconds East, 237.14 feet to the beginning of a curve to the right having a radius of 373.63 feet; along said curve with an arc length of 56.84 feet and a chord which bears North 36 degrees 02 minutes 32 seconds East, 56.79 feet; North 40 degrees 24 minutes 57 seconds East, 29.83 feet to a point of curvature to the left having a radius of 307.43 feet, an arc length of 205.86 feet to a point of tangency at North 02 degrees 03 minutes 00 seconds East, 144.53 feet to the northwestern corner of above said Boundary Adjustment Plat of West Park; thence along said northern line of said plat, South 82 degrees 23 minutes 00 seconds East, 1,617.12 feet to the northeastern corner thereof; thence along the eastern line of said Boundary Adjustment Plat of West Park, South 43 degrees 32 minutes 13 seconds West, 1,434.76 feet to the POINT OF BEGINNING.

Containing 1,349,963.09 square feet or 30.991 acres, more or less.

EDGE @ WEST

OLIVE BOULEVARD, CREVE COEUR, MO 63141

DEVELOPER:
EDGE @ WEST, LLC

DRAWING ISSUE	
DESCRIPTION	DATE
SITE CONCEPT PLAN	02-11-2020
DRAWING TITLE SITE CONCEPT PLAN	
DRAWING NO. CP-1	
Forum #	Project #
Consult.#	218-6397

DRAWN BY:	C.M.S.
CHECKED BY:	C.M.S.
DATE:	02-11-2020
JOB NO:	218-6397
W.S.D. #	19MSD-00249
BASE MAP #	160
S.L.C. HAT #	HAT S.U.P. #
M.D.N.R. #	

FIRE PROTECTION ENGINEER

PLUMBING ENGINEER

ELECTRICAL ENGINEER

MECHANICAL ENGINEER

ALPER AUDI, INC.

STRUCTURAL ENGINEERS

CONSULTING ENGINEERS, INC.

STOCK & ASSOCIATES

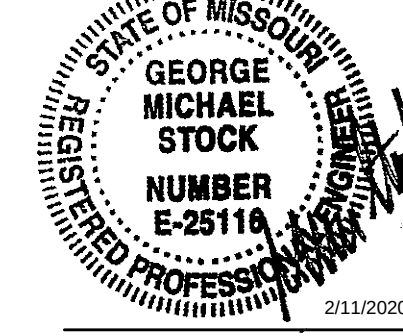
CIVIL ENGINEER

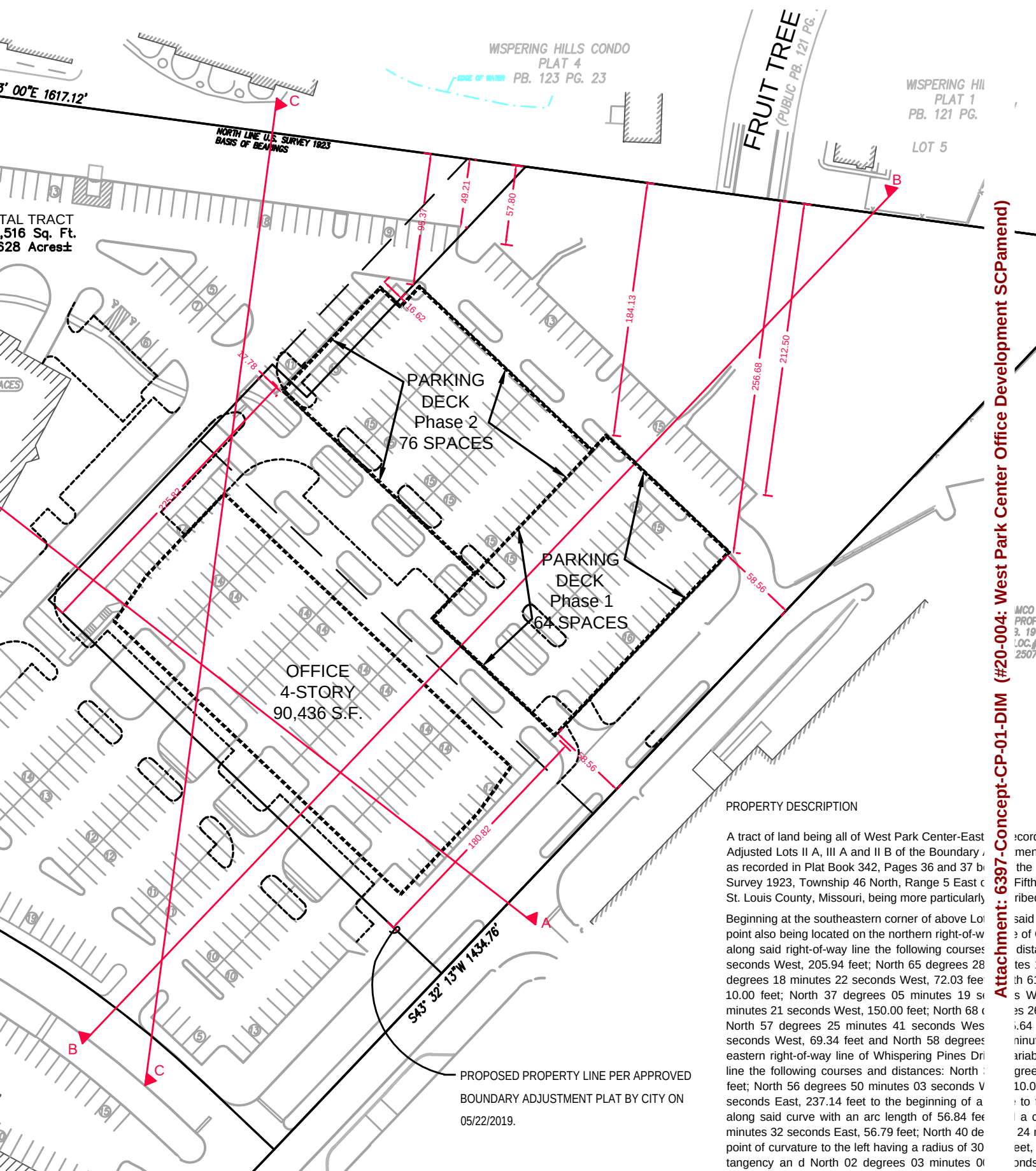
2189 INHERRELL BUSINESS CENTER DRIVE
ST. LOUIS, MISSOURI 63144
PH 314.429.5500 FX 314.429.5137

CONTRACTOR

ARCHITECT
batesforum

GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY
NUMBER: 00096







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
#19-018 FOR SITE CONCEPT PLAN, BOUNDARY ADJUSTMENT, AND
SITE DEVELOPMENT PLAN APPROVAL FOR EDGE @ WEST PARK OFFICE
BUILDING, AT 12645 OLIVE BOULEVARD**

FOR THE MEETING OF: Monday, May 20, 2019

LOCATION: 12645 Olive Boulevard within the West Park Development The subject property is zoned CB-Core Business District.

REQUEST: George Stock, Stock & Associates Consulting Engineers, Inc., on behalf of Edge @ West, LLC, has submitted an application for a new four story, 121,771 square foot office building within the West Park Development at 12645 Olive Boulevard. Boundary Adjustment Plats, Site Concept and Site Development Plan approval by the Planning and Zoning Commission are required for all proposed developments within the CB District. City Council action is not required.

ADDITIONAL INFORMATION: The West Park Development was originally developed in phases in the late 80's and 90's. The office buildings and retail center was built in 1987 & 1988, and therefore contains pre-existing, non-conformities throughout the site. The AMC Movie Theater received initial approval in 1993. The last site plan for the area in 1997 included a future office building behind the retail center and a structured parking garage on the property addressed as 12645 Olive Boulevard. All parking within the West Park Development is shared between the properties. The proposal includes a boundary adjustment to include the entire building on the property addresses as 12645 Olive Boulevard.

Key Issues:

- Does the request integrate with the approved concept plan?
- Does the request further the goals and/or implement the Comprehensive Plan?

Comprehensive Plan References

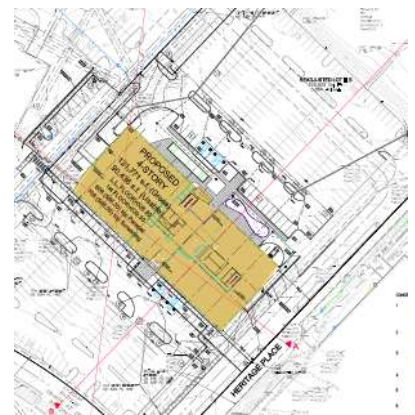
- West Olive & Large Commercial Property Mixed-Use Place Type
- Design Guidelines

Zoning Code References

- Section 405.370 "CB" Core Business District
- Section 405.1080 Site Concept, Site Development and Minor Site Plan Approval

APPLICANT: Edge @ West, LLC
c/o Lawrence R Chapman, Manager
1600 S. Brentwood Boulevard,
Suite 770
St. Louis, MO 63144

APPLICANT'S REPRESENTATIVE: George Stock
Stock & Associates Consulting Engineers, Inc.
257 Chesterfield Business Parkway
Chesterfield, MO 63005



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner

DATE: 05/17/2019

ATTACHMENTS: Applicant's Materials received May 10, 2019; revised elevations and site development plan emailed on May 16, 2019 and received on May 17, 2019; 1996 Parking Agreement

PROPOSAL

The Applicants are seeking to establish a new site concept plan for the West Park Development to allow the construction of a new 121,771 square foot EDGE @ West Park office building, and a boundary adjustment for the property addressed as 12645 Olive Boulevard. The center was originally developed in the late 80's, and the site is pre-existing non-conforming, with the entire development showing a site coverage of 63.76%.

In 1996, the Planning and Zoning Commission approved the site development plan for a 5 story office building and a 3 level parking garage adjacent to the existing office building. However, the project never moved forward. At the time Site Concept Plans were not required for properties in the CB-Core Business District.

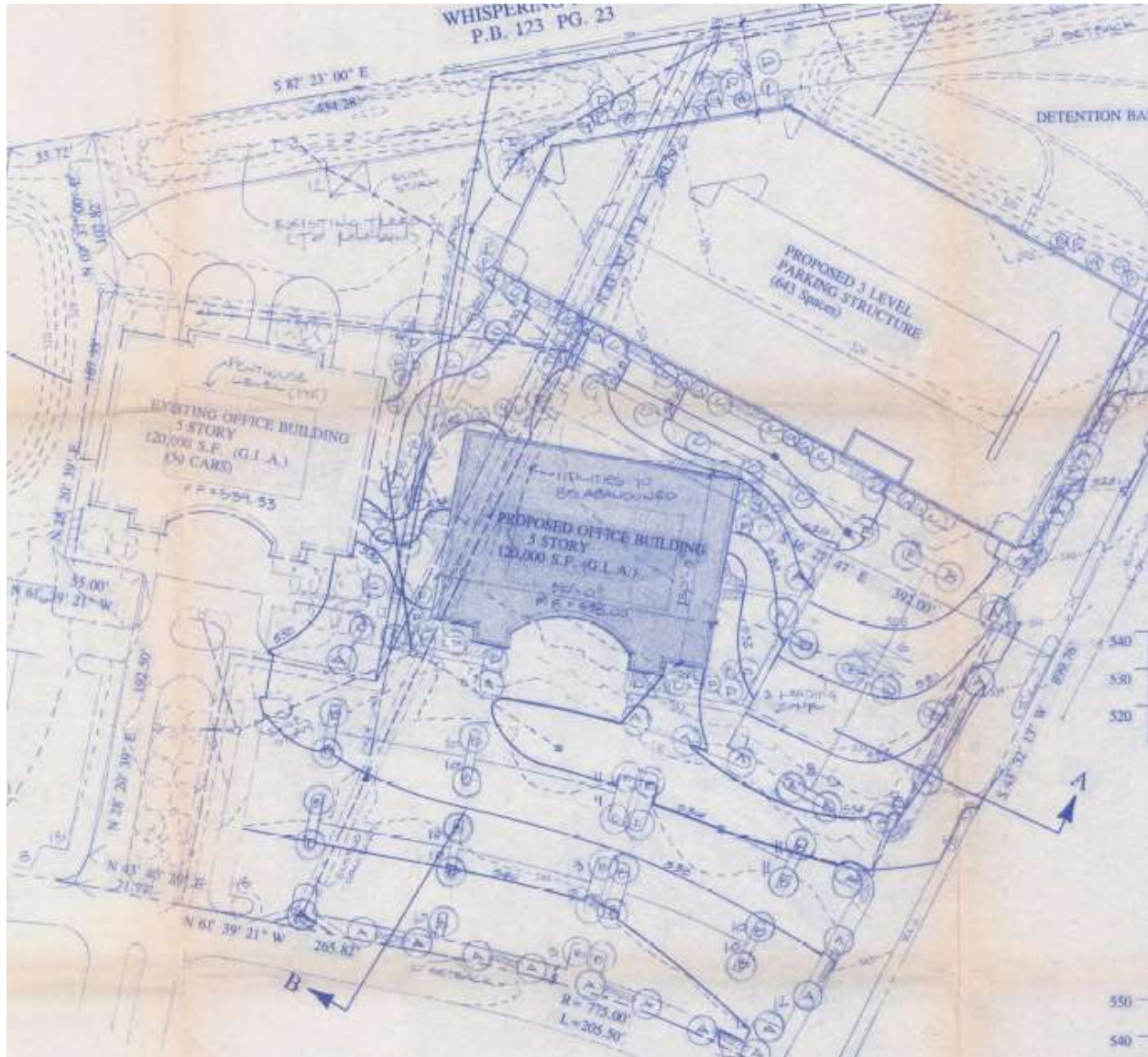


Figure 1: Close-up of the Site Development Plan from 1996

Site Concept Plan

The Applicant has submitted a new Site Concept Plan for the West Park Development to show the proposed four story, 121,771 square foot, office building and the adjusted lot, along with the other buildings within the Center.

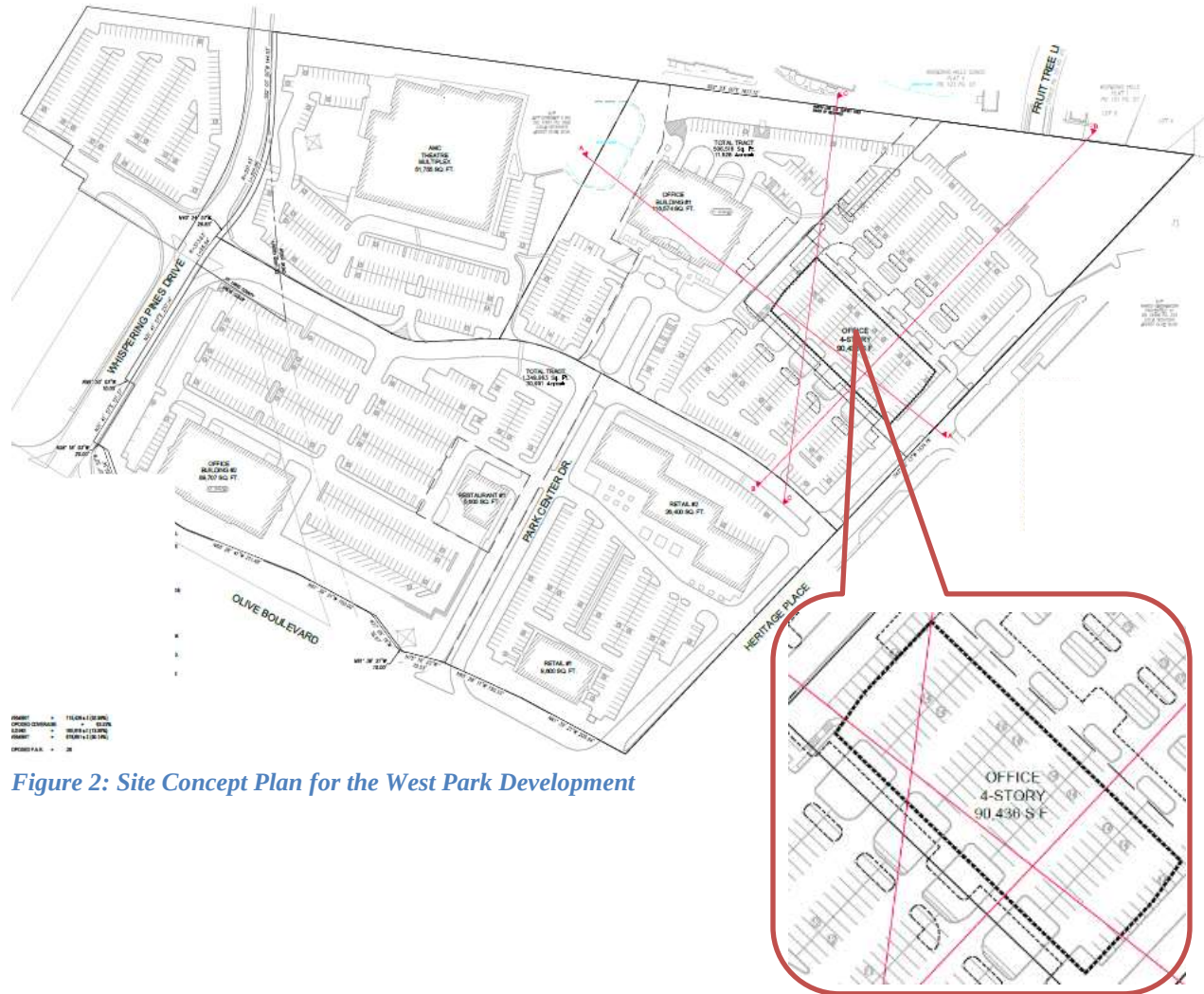


Figure 2: Site Concept Plan for the West Park Development

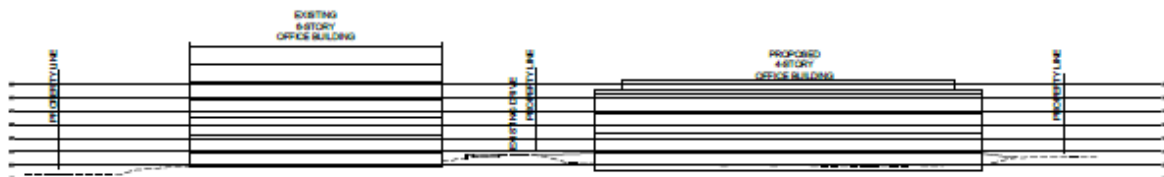


Figure 3: Cross Section A-A of the proposed building with the existing office building

Boundary Adjustment

The boundary adjustment will move the south property line southward to create a 5.604 acre lot for the new building. The existing lot is approximately 3.81 acres. The consolidating the lot addressed as 12649 Olive Boulevard with the modified lot at 12647 Olive Boulevard to create a lot of 6.564 acres. The total tract of both properties is 11.628 acres.

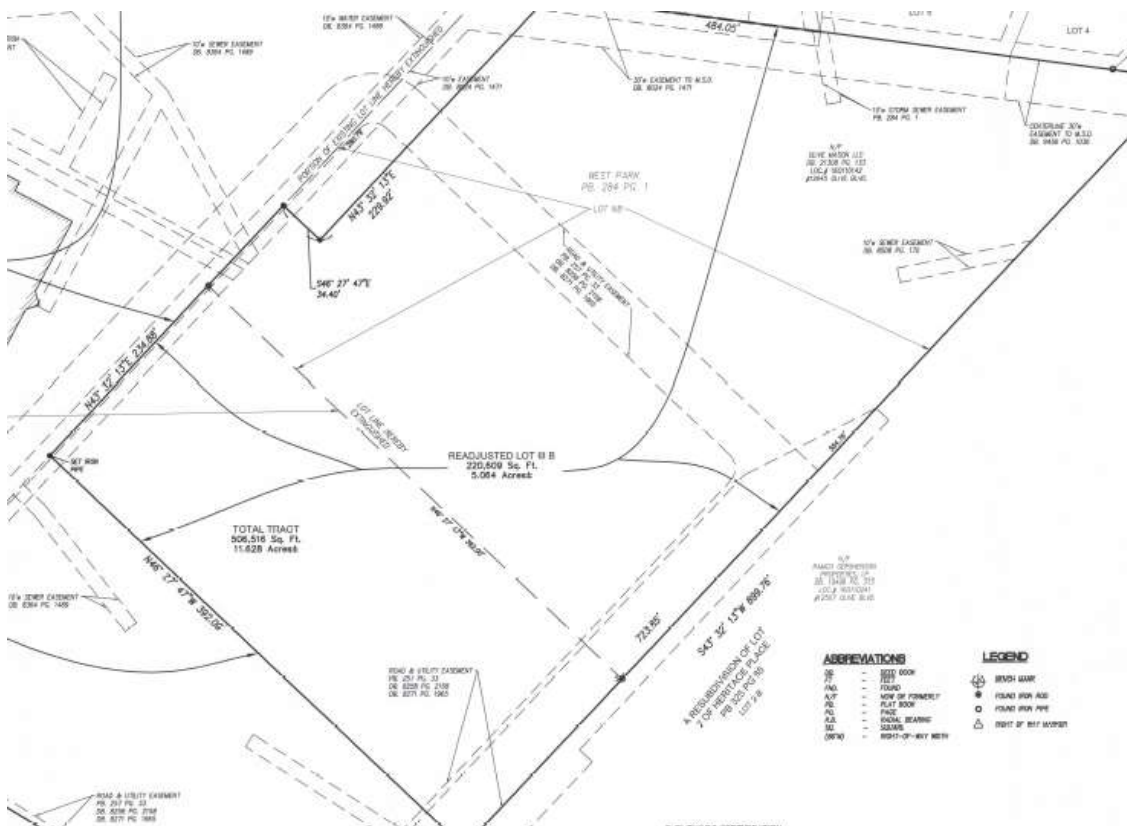


Figure 4: GIS image of the existing property at 12645 Olive Boulevard and a close-up of the proposed boundary adjustment plat.

Proposed Edge @ West Park Site Development Plan

The proposed building materials include an architectural load bearing concrete panel, with a thin brick inlay on the lower levels on the portion of the building that will be a red tone to match the existing color scheme of the adjacent buildings. The proposal includes an IPE wood finish on the inside face of the fin and underside of cornice, and accent colors in yellow and orange around the windows, and a red color on the lower level to tie the accent colors on the adjacent building in an effort to unify the proposal within the West Park development. Additionally the brick will be a similar color of the brick on the adjacent building. The roof screen metal panels will have a minimal profile that is mostly flat rather than the corrugated indicated.



Figure 5: Proposed South Elevations received May 16th with material call-outs



Figure 6: Proposed North Elevation



Figure 7: Proposed East Elevation



Figure 8: Proposed West Elevation



Figure 9: Close-up of the proposed site development plan

The Lower level includes outdoor amenities for the tenants of the building



Figure 10: Close-up of the lower level floor plan with the outdoor amenities

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Single Family and Multi-Family Residential	Unincorporated St. Louis County	N/A
South	BJC-West County Hospital	PH-Planned Hospital District	Olive Boulevard
East	Heritage Place Shopping Center	CB-Core Business District / Unincorporated St. Louis County	NA
West	Retail	St. Louis County	Whispering Pines Drive

COMPREHENSIVE PLAN REVIEW

The subject property is located in the West Olive corridor that composed of the Mixed-Use District (MU) place type that suppose large development site with central, shared-use surface parking lots; comprehensive pedestrian connections between the street, parking areas, and buildings, and plentiful outdoor public space amenities within a beautifully-landscaped site environment, as well as encourage public site amenities, including outdoor dining, plazas, fountains, bicycle parking, “parklets”, and other elements to promote district vibrancy. The proposal will in-fill an existing parking lot with a new office development within the established West Park Development that provides for cross access, shared parking, and a mix of uses. Pedestrian connections are provided to the adjacent buildings within the center. Additional amenities for the building are included such as the outdoor recreation areas on the north side of the building. Therefore, the proposal meets with the recommendations of the Comprehensive Plan.

DESIGN GUIDELINES REVIEW

The City’s Design Guidelines recommend that architectural design should be compatible with the development character of the neighborhood area. Design compatibility includes complementary building style, form, size, color and materials. Multiple building on the same site are to be designed to create a cohesive visual relationship between building and building color should reinforce the visual character of the environment of the proposed buildings, (p. 9, Relationship to Neighboring Development). While not seeking to mimic/ or replicate the design of the existing buildings, the proposed building should seek to provide for design elements that are carried over to create a cohesive design within the West Park Development. Additionally, the Design Guidelines recommend a diversity of high quality architectural design, where the priory building entrance should be clearly defined and provide a sense of entry, and should be oriented to the street. Special detail should be given to the design of buildings at street level against the use of “corporate” or franchise style. (p.8).

The Applicant has proposed the similar design for the BRDG Park/Danforth Plant Science Center, but has modified the proposal for the West Park to provide some consistency with the rest of West Park. In the effort to tie the building with the existing buildings on the campus and to distinguish it from the BRDG development, the Applicants are proposing the following:

- While used on both building, the IPE Wood under the soffit at building Fin will bring natural and warm reddish color as the red granite that has been used on adjacent buildings.
- In addition, the brick color was revised to more brown with reddish ironspot that will also look similar to the granite on the adjacent building,
- The concrete panels will be a similar light color as the existing offices buildings as well.
- As well as the use red color accent found on the window mullions and the pillars on the existing building, to be on ground level mullion extensions, to bring a cohesive design between the buildings.
- Roof screen metal panel will be proposed with minimal profile and a dark black color to match the proposed fin profile on the building.

Staff finds that the existing buildings reflect the design trends at the time, while the more modern design of the proposed building would add greater interest to the area, while at the same time provide for details that are carried over to create a cohesive design.

Additionally, the Design Guidelines state that building equipment and utilities are to be located, designed, and/or screened to minimize visual impact on public streets, surface parking lots and neighboring properties. In large commercial developments, service and loading areas should be separated from main circulation and parking areas and away from public streets. (Ch. 2, F. Building Services, p. 10). Also, accessory buildings or facilities such as trash enclosures, as well as retaining walls are to be designed to directly relate in material, character and detail to the primary building(s) on the site. [Ch. 3, E. Accessory Buildings and Facilities, p. 14, and Ch.5/F. Screening (Fences and Walls), p. 18.]

The Applicant has appropriately placed the loading areas to comply with these recommendations. They will also be completing some parking improvements on the adjacent property that will have a retaining wall. Details of these have not been submitted, however they have indicated that they will utilize the same material and color as the other retaining walls behind the retail center at West Park. Staff has included a condition of approval that the retaining walls and trash enclosures be of a material consistent with the existing similar elements in West Park Development.



Figure 11: Close-up of the SDP showing the modular block walls on the west side of the building and on the adjacent property.



Figure 12: Google Image of the retaining wall to the south of the proposed development behind the retail center.

Landscaping

The City's Design Guidelines strongly encourage high quality landscaping that accentuates the building and site, softens the effects of parking area and enhances the quality of life of the City. All landscape plans should exhibit a clear design concept. The building should be incorporated into the landscape design. Landscaping is more than an arrangement of plant material with irrigation. Spatial organization, incorporation of site elements, and relationship to building area should be considered. Further that the sale and nature of the landscape materials are to be appropriate to the site and/or the structure. Large-scale landscaping generally should complete large-scale buildings. (Chapter 4/Landscape Design).

Based on Staff's request, the Applicant's pushed the building back 4.5 feet to provide for additional landscaping adjacent to the building to meet with is recommendation and to soften the building, as well as to create greater design cohesion with the other buildings within the center that provides for large areas of landscaping to the front of the building, as well as the landscaping around the out-door amenities on the north side of the building. However a revised landscape plan was not submitted to show new plantings adjacent to the building on the front. Staff has included a condition of approval that the final landscape plan shall be revised to included additional plantings adjacent to the building that meet with the recommendations of the Design Guidelines, that include upright planting to soften to scale of the building. The landscape plan submitted on May 10th, indicates that the parking lot trees includes a variety of trees that are more in line with current landscaping design and sustainable practices, where the existing trees elsewhere on the West Park site are a Bradford Pear, which is considered no longer desirable. The proposal includes five main varieties of trees to provide a diversity of tree type with varying fall color, canopy type and form, and where a majority of the trees and shrubs are native to the region. Additional evergreens have been provided along the north within the pre-existing buffer area. With the exception of the missing plantings at the front of the building, Staff finds that the overall proposal is in keeping with the landscaping recommendations and the Design Guidelines. Staff has included a recommendation that should any of the other trees and landscaping need to be replaced, that the replacement of any plant material and design should be consistent with this new Landscape plan to create a consistent design.

ZONING REVIEW

Per the stated purpose in Section 405.370, the "CB" Core Business District is intended by site concept and site development plan approval (see Section 405.1080) to guide and control private development and redevelopment of the major business districts of the City of Creve Coeur in coordination with related public improvements and services. Specifically, the district is intended to:

1. Relate the development of retail, office and multi-family residential uses servicing both a City-wide and sub regional service area to an adopted development plan for the major business areas including land use, phasing and public improvement elements.
2. Encourage site consolidation and an orderly, phased pattern of redevelopment.
3. Accommodate the use of existing residential structures for offices in the interim period between their present occupancy and ultimate redevelopment.
4. Induce and ensure high quality future development through the use of site development plan approval procedures which provide for the specific consideration of access, parking, drainage, landscaping and design factors.

All development within the CB District requires Planning and Zoning Commission approval, as follows:

Section 405.337(D) *Site Concept and Site Development Plan Required.* Site concept and site development plan approval by the Planning and Zoning Commission shall be required for all proposed developments within the "CB" District as provided for in Section 405.1080.

A site concept plan is intended to provide a basis for reviewing future site development plans which will include items such as landscaping, tree preservation, site grading, and stormwater management. The applicant is required to submit site development plans for each phase of the concept plan. The individual site plans will provide more detailed information including architectural elevations, landscape plans, and

specific information on the building's use, bulk, and placement. The site concept plan review is limited to the review of the location and general size of buildings on the site, land use, access, coverage of buildings and parking areas, topography and drainage.

The Applicant's Site Concept Plan includes a breakdown of the existing, and proposed site development plans. As stated above the overall site coverage is pre-existing, non-conforming at 63.76%, where the maximum site coverage is 63%, with bonus options up to 70%. The proposed new office building will decrease the overall site coverage to 63.52%. The building is largely consistent in regards to the location with the prior 1997 Site Development Plan.

The bulk building regulations under Section 405.370(E)(3) Maximum Structure Height states that "Developments on lots of three (3) or more acres shall have no height limitations, provided that buildings exceeding six (6) stories or ninety (90) feet in height receive a conditional use permit in accordance with Section 405.1070. In addition, non-residential development adjacent to any single-family residential zoning district shall meet a sky exposure plane requirement. The sky exposure plane will be measured from a line located forty-five (45) feet above grade and one hundred (100) feet from the property line on the non-residential site and will have a slope of thirty degrees (30°) rising towards the center of the site. No portion of the building or structure shall penetrate this sky exposure plane"

The proposed building has four floors on the north elevation and, three floors on the south, and approximately 70 feet in total height to the top of the rooftop screening. The gross floor area is 121,771 square feet, where the useable space, excluding common areas, hallways, etc. is 90,436. The property to the north is in unincorporated St. Louis County and includes multi-family and single family residential. The Applicant has provided a cross section of the building showing that it will meet with the sky exposure plane.

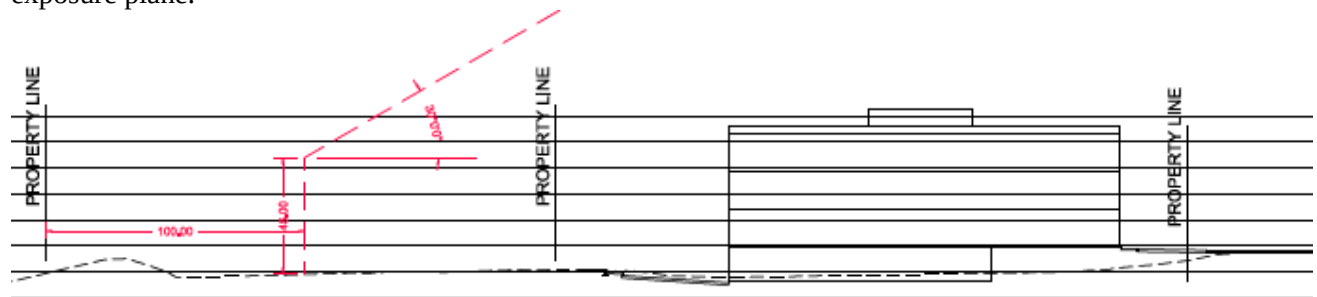


Figure 13: Close-up of Cross Section C-C showing the sky exposure plane.

The setback as required under Section 405.370(E)(4)(a)(2) Maximum front yard for parcels fronting Olive Boulevard. A building or structure shall be located a maximum of eighty (80) feet from established right-of-way. The provisions of Section 405.240 shall prevail if they are stricter than the requirements of this district. In every instance, the first ten (10) feet of the front yard setback from the right-of-way, excluding building placement, 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. However, as this is a pre-existing lot, and within the overall West Park Development that is accessed through internal drives, such standard does not apply in this instance. The building is 20.08 feet from the property line, and 196 feet from the internal cross access drive.

The minimum side and rear yard is 10 feet, where the building is 76.0 feet from the east property line and 39.16 feet to the adjusted west property line.

Section 405.370(E)(4)(d) *Buffer yards* requires that any non-residential development any non-residential development abutting a single-family residential zoning district shall provide a buffer yard of fifty (50) feet on all sides that abut or adjoin the single-family district. The setback for non-residential buildings exceeding three (3) stories or forty-five (45) feet in height shall be increased to two hundred (200) feet.

An additional two (2) feet of buffer yard shall be provided for every foot of building height exceeding forty-five (45) feet. The buffer area resulting from these setback requirements 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.

The existing site has a pre-existing, non-conforming surface parking lot that will largely remain unchanged, with the stormwater basin between the parking lot and the north property line adjacent to residents. The setback of the existing parking lot at the northeast corner to the property line is approximately 260 feet. At the midpoint of the parking lot to the property line where the adjacent residences transitions to a multi-family development, is approximately 149 feet at the mid-point of the road. The boundary adjustment will move the building further from the residents. The existing landscaping provides for a thick screening along the property line, and the proposed landscape plan includes additional evergreens and deciduous trees. With these consideration in mind, Staff finds that the new building will be appropriately screened from residents to the north.



Figure 14: Close-up of the existing parking lot and the distance to the adjacent residents in Unincorporated St. Louis County.



Figure 15: Close-up of the May 10th site development plan of the proposed building, revised drawings received May 16th, included a 5 foot strip to provide additional landscaping adjacent to the buildings.

Landscaping

In addition to the landscaping discussion above, Section 405.540 Landscaping requires that in addition to any landscaped front, back or side yard areas required by this or any other Section, a minimum of ten square feet of interior landscaped area shall be provided within the parking lot for each 350 square feet of paved area within the parking lot including parking spaces and driving aisles. The landscaping shall be in one (1) or more areas so as to minimize and reduce the apparent size of parking areas. Additionally, a minimum of 1 street tree every lineal feet, and one deciduous shade tree for each separated interior landscaped area, with a minimum of two trees for every 100 lineal feet for each parking row. As discussed above the proposal meets with the Zoning requirements for the Code, without accounting for the additional five foot landscape area adjacent to the front of the building that was provided for in the revised drawings emailed on May 16th. The interior landscaped area provided is 13,085 square feet, where 3,290 square feet is the minimum required. 46 deciduous shade trees are required and provided (in addition to the 20 existing trees)

Lighting

The Applicant submitted a photometric plan indicating that lighting will not be cast upon adjacent property or public right-of-way in compliance with Section 405.680. The Applicant has indicated that the light fixture is a GLEON LED style fixture that meets with the Zoning Code requirements for being down cast. A color of the fixture was not indicated. The cut-sheet indicates that the standard housing colors include black, bronze, grey, white, dark platinum and graphite metallic, as well as custom color matches available. The existing parking lot lighting is a red fixture type. Staff recommends that the Applicant utilize the same red tone color as already found on the throughout the campus to create a more cohesive design, or other coordinating color so that should the remaining center switch to LED that they utilize the same style and color.



**GLEON
GALLEON LED**



Figure 16: Proposed Gleon Parking Lot Light Fixture, and a google image of the existing light fixtures on the campus.

Parking

Section 405.820(A)(1) of the Required Off-Street Parking Spaces, allows for office developments (including general offices, banks and savings and loans and other finance-related services and medical and dental offices), the gross leasable floor area shall be interpreted as eighty-five percent (85%) of the gross floor area of the entire building. Section 405.820(B)(4) states that general offices including professional, governmental or institutional except as specifically enumerated in this Article: For buildings less than fifteen thousand (15,000) square feet, four (4) stalls per one thousand (1,000) square feet of gross leasable floor area. For buildings greater than fifteen thousand (15,000) square feet, three and three-tenths (3.3) stalls per one thousand (1,000) square feet of gross leasable floor area. The gross floor area of the proposed building is 90,436 square feet. The Applicant's Site Concept Plan includes a parking table for the entire West Park Development. The West Park Development has an agreement that all parking is to be shared. With the proposed new development the total parking provided is 1,661 spaces.

However, the parking for the AMC Theater is incorrect, in 2012, the conditional use permit for the theater was revised to include the full service dining. A hybrid of the theater seating and restaurant seating was approved, as these functions overlap and thus the calculations of the parking needed for both restaurant and theatre seating does not represent an accurate accounting for the proposed concept. The applicant has indicated that the number of employees working during its peak shift will be 60 people, which is not accounted for in the theater requirement and grossly overestimated by the restaurant requirement. Therefore, the parking required is based on a hybrid of the seating and number of employees, for the movie theater in the revised ordinance was 1 space for every 3 seats; and 1 space for each employee at time of busiest shift. Thus the total number of parking spaces required is 412 spaces for the theater, instead of the 245 indicated in the table. Further, shopping centers designed for restaurant, retail uses and personal service establishments shall provide the combined total parking spaces for each use, less a fifteen percent (15%) reduction in the total number of parking spaces required. Below is the parking table from the Anis Indian Restaurant amended CUP request from 2015, along with the additional building information for the entire West Park Development

Tenant	Use	Size (sq.ft.)	Parking Regulations	# of spaces
Cobalt Smoke & Sea (former Gas House Grill)	restaurant	3,281(+144 indoor seats + 32 outdoor seats)	1 per 3 seats in C.U.P. + 1/250 sf + 1 per 8 patio seats	66
Anis Indian Restaurant	restaurant	2,368+ new 1,865= 4,233(+113 indoor seats, 24 outdoor seats)	1 per 3 seats in C.U.P. + 1/250 sf + 1 per 8 patio seats	58
QT Care	medical	1,450	4/1000	6
West Park Cleaners	retail	1,500	4/1000	6
Studio Branca	retail	5,578	4/1000	23
Painting with a Twist	retail	1,922	4/1000	8
Functional Elements	Fitness Studio	1,840	4/1000	8
Pastries of Denmark	retail	2,315 (+47 indoor seats + 24 outdoor seats)	1 per 3 seats in C.U.P. + 1/250 sf + 1 per 8 patio seats	28
Dental Office	medical	1,618	4/1000	7
Dyson	retail	1,791	4/1000	8
Total Building:		22,247	Total	218
			15% Reduction	-32.7
			Subtotal Required:	186

Tenant	Use	Size (sq.ft.)	Parking Regulations	# of spaces
Office Building 1	Office	116,574	3.33 spaces per 1000 sq. ft. > 15,000 sq. ft. Bldg	327
Office Building 2	Office	89,707	3.33 spaces per 1000 sq. ft. > 15,000 sq. ft. Bldg	254
Advantage Vision at 12601 Olive	Medical/Office	8,400	4/1000	29
Buffalo Wild Wings*	Restaurant	5,600 (+190 indoor and 80 seats)	1 per 3 seats in C.U.P. + 1/250 sf + 1 per 8 patio seats	97
AMC Dine-In Theater	Movie Theater	55,000 square foot, 16 screen theater, 1035 seats	1 per 3 seats; and 1 space for each employee at time of busiest shift	412
Proposed Office Building	Office	90,438	3.33 spaces per 1000 sq. ft. > 15,000 sq. ft. Bldg	256
			Total Required:	1561

* Original and Amended CUP issued for the Buffalo Wild Wings are prior to 2000 and did not include seating count. At that time restaurant parking was based square on footage of the space at 1 per 50 square feet of floor area plus 1 space per 8 outdoor seats. The number provided here is based upon information from the Buffalo Wild Wings accounting of seats.

The West Park Center has an agreement that all of the parking is shared throughout the center, and open and available in the evening hours. However, this has not been reviewed or recorded by the City Attorney, as it was completed in 1996 when such review was not required. If the agreement is taken into consideration the parking for the theater may be reduced by 50% from 412 to 206, then the surplus of parking increases to 306 spaces. Additional surplus could be accounted for the evening restaurant uses, as well. Therefore, staff does not anticipate a parking issue with this development.

CONCLUSION AND RECOMMENDED CONDITIONS OF APPROVAL

With a few minor exceptions Staff finds that the proposal meet with the recommendations of the Comprehensive Plan and the Zoning Ordinance. Staff has provided the following conditions of approval for the site development plan below:

1. The Applicant shall submit Grading Plans, showing all exterior improvements, for all new construction to the Division of Planning for review, as required by Section 410.380 of the Subdivision and Land Development Regulations (Subdivision Code). The Grading Plans shall be in substantial conformance with the "Site Development Plans," and the Landscape Plan received May 10, 2019, and the drawings emailed on May 16, 2019 as bound together and submitted in conjunction with Application #19-018 by Stock and Associates, except as modified below.
2. The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code. Exterior elevations shall be in substantial conformance with the Elevations emailed on May 16th, and received May 17, 2019, as bound together and submitted in conjunction with Application #19-019 by Stock and Associates.
3. Landscape plans shall be revised to provide additional plantings adjacent to the building to meet with the recommendation of the Design Guidelines and as discussed in this Staff Report for the Zoning Administrator's approval.
4. Any future plantings for the West Park Development shall utilize the similar deciduous trees and native plant material and to bring the overall site further into compliance with the recommendations of the Design Guidelines.
5. An underground irrigation system shall be installed as required under Section 405.540(10). All landscaping shall be maintained per the approved Landscape Plan and any vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt and workmanlike manner as dictated by accepted horticultural standards.
6. The retaining walls shall be a similar color to that found within the West Park Development for the Zoning Administrator's approval. Any safety barrier fencing at the top of the retaining walls shall be a maximum four-foot tall open slatted, black, wrought iron style fence/safety barrier to meet with Building Code requirements.
7. All lighting shall be installed to be in conformance with Section 405.680, Lighting, of the Zoning Ordinance. The light fixtures shall be a similar color as the existing red fixtures or coordinating color on the campus, as discussed in the Staff Report to create a cohesive design for the entire development.
8. All internal sidewalks shall comply with Section 405.730 of the City's Zoning Ordinance.
9. Accessory structures such as trash enclosures and fencing and similar site elements are to be compatible with the architecture of the main buildings and should use similar materials, and as discussed in the Staff Report for this proposal, subject to the Zoning Administrator's approval.
10. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code.
11. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation of said permit by the City Council, provided, however, no permit shall be revoked without prior notice to the owner of the intention of the City Council to revoke this permit and reasonable time granted to the owner to correct or remedy any such breach of conditions, except for repeated breaches or violations.
12. A site development plan granted by the City Council shall be valid only for a period of one year from the date it grants approval thereof, unless within such period: (1) a building permit is obtained and construction is begun and pursued to completion; or (2) if a building permit is not

required, an occupancy permit is obtained and the use of the building commenced. The City Council may grant extensions to the one (1) year period of not more than one hundred and eighty (180) days each, without notice or hearing, provided that a written request for such extension is filed by the original applicant and approved by the City Council prior to the date the permit is scheduled to expire.

ACTION AND MOTION

The proposal will require three different motions for approval; one for the site concept plan for the West Park Development; the boundary adjustment plat; and, the site development plan approval for the Edge @ West Park Office Building. Action by the City Council is not required. The following are examples of motions for this application, in the appropriate order:

“I move to approve Application #19-018 for Site Concept Plan for the West Park Development.”;

“I move to approve Application #19-018 for a boundary adjustment of lots 12645 and 12647 Olive Boulevard within the West Park Development, subject to the condition that that a final drawing be prepared for review by staff and signature and recording.” (Conditions may be added, eliminated, or modified by preceding motion);

And,

“I move to approve the site development plan for the 121,771 square foot office building within the West Park Development at 12645 Olive Boulevard, as submitted with Application #19-018 subject to the conditions contained in the staf report for the meeting of May 20, 2019” (conditions may be added, eliminated, or modified by preceding motion).

APPENDIX 1: COMPREHENSIVE PLAN

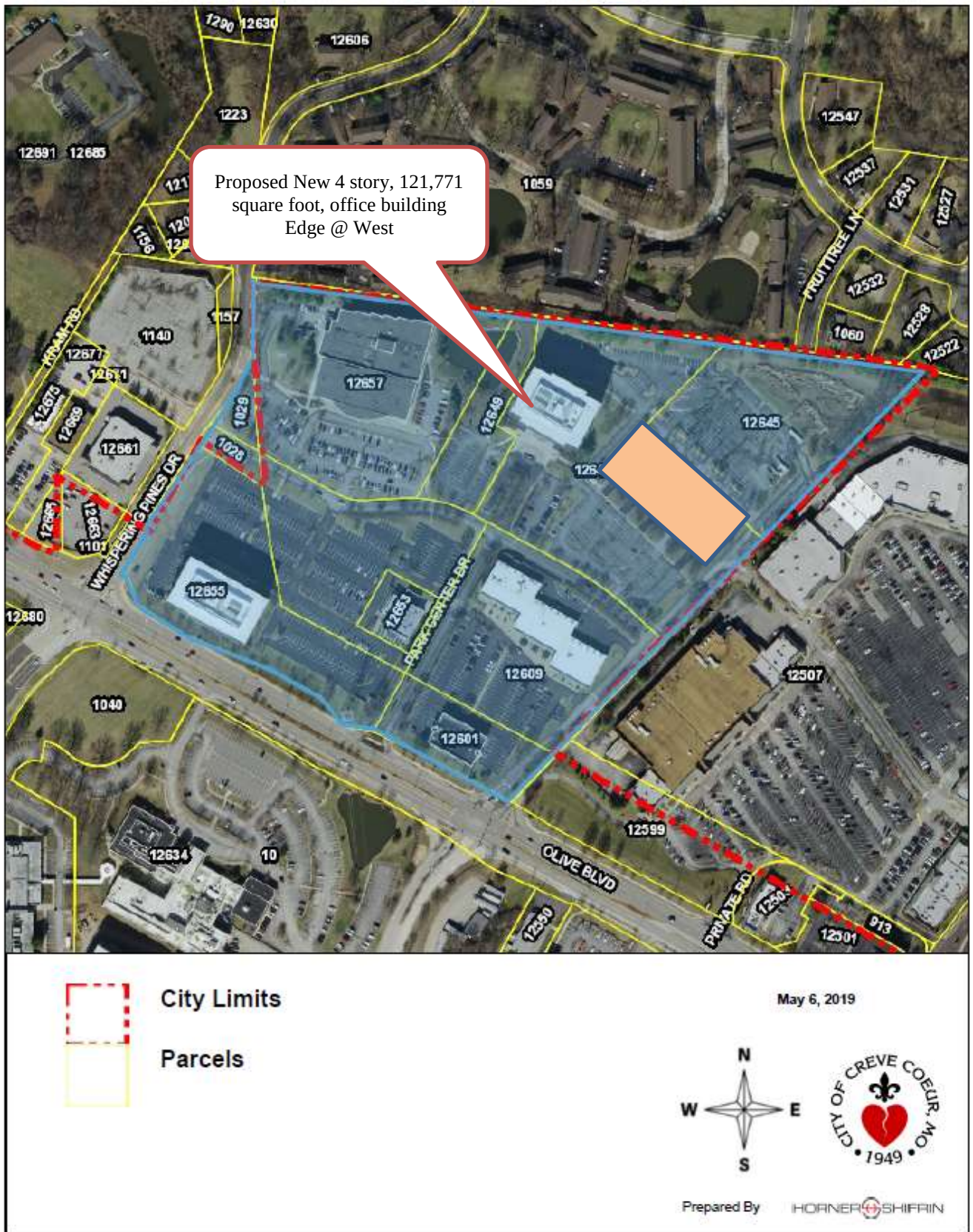
Included and attached by reference. See body of report for specific excerpts.

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

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

APPENDIX 3: AERIAL MAP

West Park Office Development



APPENDIX 4: SITE PHOTOGRAPHS

Date: 5/17/2019



Description: View of the existing parking lot at the approximate location of the proposed building looking north.



Description: View looking south from the back of the existing parking lot.



Description: View looking east from the back of the existing parking lot at the existing detention basin and landscaping.

	Description: View looking south at the retailing walls behind the retail building. The proposed new retaining walls will match these.
	Description: Description: View of the adjacent office building at 12647 Olive Boulevard. The red tones in the columns, brick, and mullions in the windows will be carried over to the proposed building in the effort to create some consistency within the campus.
	Description: View looking southwest at the office building at 12655 Olive Boulevard. The red tones in the columns, brick, and mullions in the windows will be carried over to the proposed building in the effort to create some consistency within the campus.



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APPLICATION TO PLANNING AND ZONING COMMISSION
#20-005: SITE CONCEPT PLAN AMENDMENT AND SITE DEVELOPMENT PLAN
APPROVAL FOR AN ADDITION TO THE PRATT CANCER CENTER ON THE
MERCY HEALTHCARE CAMPUS

FOR THE MEETING OF: Monday, March 16, 2020, 6:30 PM.

LOCATION: 615 S. New Ballas. Zoned PH Planned Hospital District

REQUEST: George Stock, Stock and Associates Consulting Engineers, Inc, on behalf of Mercy Health East Communities at 615 S. New Ballas Road, has submitted a request for an amendment to the site concept plan for the Mercy Campus and site development plan for a 17,230 square foot addition to the Pratt Cancer Center. Site concept and site development plan approval by the Planning and Zoning Commission and the City Council is required for the total area comprised by the PH-Planned Hospital District for all proposed developments or revisions to existing site concept or site development plans within the PH Planned Hospital District, as provided for in Section 405.1080. The current proposal includes a shared parking agreement with the Temple Emanuel, zoned A Single Family Residential.

ADDITIONAL INFORMATION: The Mercy Campus is located at the northwest and southwest corners of S. New Ballas Road and Ladue Road, extending southward to Town and Country. The north campus area is 70.42 acres, and the area of the south campus within the City of Creve Coeur is approximately 9.95 acres. On February 26, 2018 (Ordinance No. 5573), the City Council approved the site concept plan for Mercy Hospital campus and the site development plans for a new 260,100 square foot outpatient center located on the south campus at 12130 Conway Road and 2011 Ballas Road. Extensions have been granted and the project has not commenced construction at this time. Construction is anticipated to begin in the fall and will likely require an additional extension before then.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request follow the Design Guidelines?

Creve Coeur 2030 Plan References

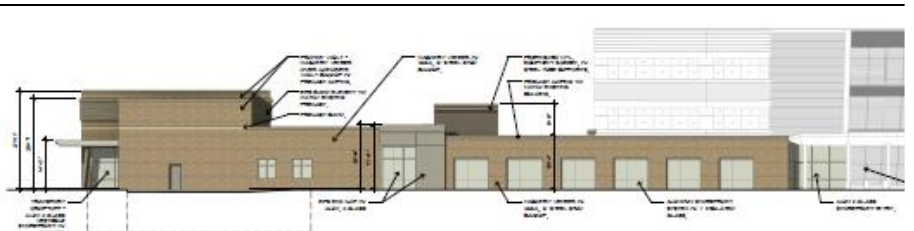
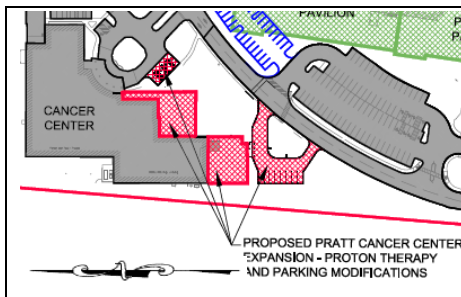
- Campus (CP) District

Zoning Code References

- Section 405.310 "PH" Planned Hospital District
- Article VII: Off-Street Parking and Loading Regulations
- Section 405.1080: Site Concept, Site Development and Minor Site Plan Approval

APPLICANT: Mercy Hospital – St. Louis
615 S. New Ballas Road
Creve Coeur, MO 63141

APPLICANT'S REPRESENTATIVE: George Stock
Stock & Assoc. Consulting Engineers, Inc.
257 Chesterfield Business Pkwy
Chesterfield, MO 63005



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner

DATE: 3/13/2020

ATTACHMENTS: Applicant's Materials submitted March 4, 2020
Parking Agreement with Temple Emmanuel
Draft Ordinance
Ordinance No. 5573

PROPOSAL

SITE CONCEPT PLAN

The Site Concept Plan was reviewed in 2018 to include the Outpatient Center and the revisions to the access on the Town and Country side from S. New Ballas Road, and the relocation of the Ameren Substation. At that time, the Future North Patient Pavilion and West Patient Pavilion are shown, along with the East Parking Garage Expansion along S. New Ballas Road are included, but there are no plans to pursue those for the foreseeable future. The prior Site Concept Plan also indicated the Behavioral Health Center was to be removed. However, there are no current plans to remove this building within the next 8 years, for which the Site Concept Plan is reviewed. At that time a condition of the approval of the Site Concept Plan and the Site Development Plan required that the access drive in front of the Ronald McDonald House to Conway Road shall be removed, and the median extended, with improved wayfinding signage and pavement marking for eastbound traffic on Conway Road.



Figure 1: The 2018 Site Concept Plan for the Mercy Campus including the South campus areas, along with the Close-up of the area indicated in the prior plan of the pavement and building that had been designated for removal, and proposed future buildings in green.

The proposed new site concept plan, is largely in keeping with the prior approved Plan, however, the Behavioral Health Center is remaining along with the VonGontard Drive surface lot that was to be removed. The proposal will keep this surface lot, and have dry detention basin modifications adjacent to the south parking garage to meet with MSD requirements. Also shown is the new proposed Pratt Cancer Center Expansion and parking modifications, and a future interim parking lot new configuration until the North and West Patient Pavilion is built, which could occur in the next 5 years.



Figure 2: Proposed new Site Concept Plan for the Campus showing the proposed Pratt Cancer Center Addition, and maintaining the existing surface parking lot and Behavioral Health Center. Red X marks the access drive that should be removed.

The Ordinance authorizing the Site Concept Plan and Site Development Plan in 2019 required that the access drive in front of the Ronald McDonald House to Conway Road shall be removed. This area was to be landscaped and new curb restored at the entrance. The proposed site concept plan is showing that the access drive will be blocked but largely kept as is. Staff has included a condition of approval that the concrete drive shall be removed and the area restored to a green lawn to the entrances of the Ronald McDonald House, as shown with a red X in the image above. The proposal also includes the leasing of 110 parking spaces with Temple Emmanuel, discussed further below under the Parking Section.

SITE DEVELOPMENT PLAN PROPOSAL

Site Development Plan approval is also being sought for a 17,230 square foot building addition to the Pratt Cancer Center at the northwest corner of the campus, and modification to the existing parking lot (shown in red above). The materials include brick to match the existing building, precast stone, and introduces EIFS on the building not found elsewhere to imitate the existing cast stone band on the building, and the southeast corner of the building.

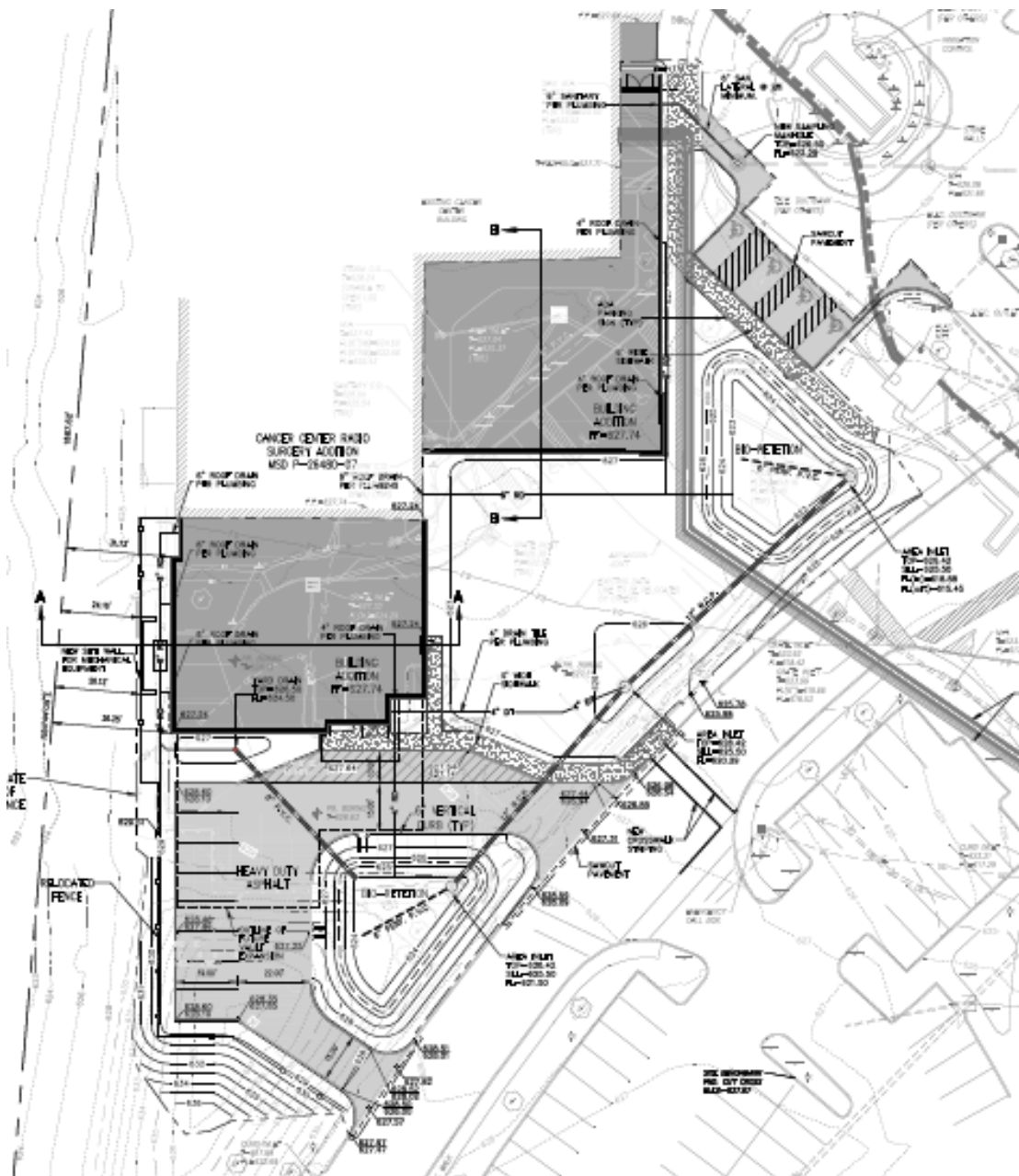


Figure 3: Close-up of the Site Development Plan for the Pratt Cancer Center Addition.

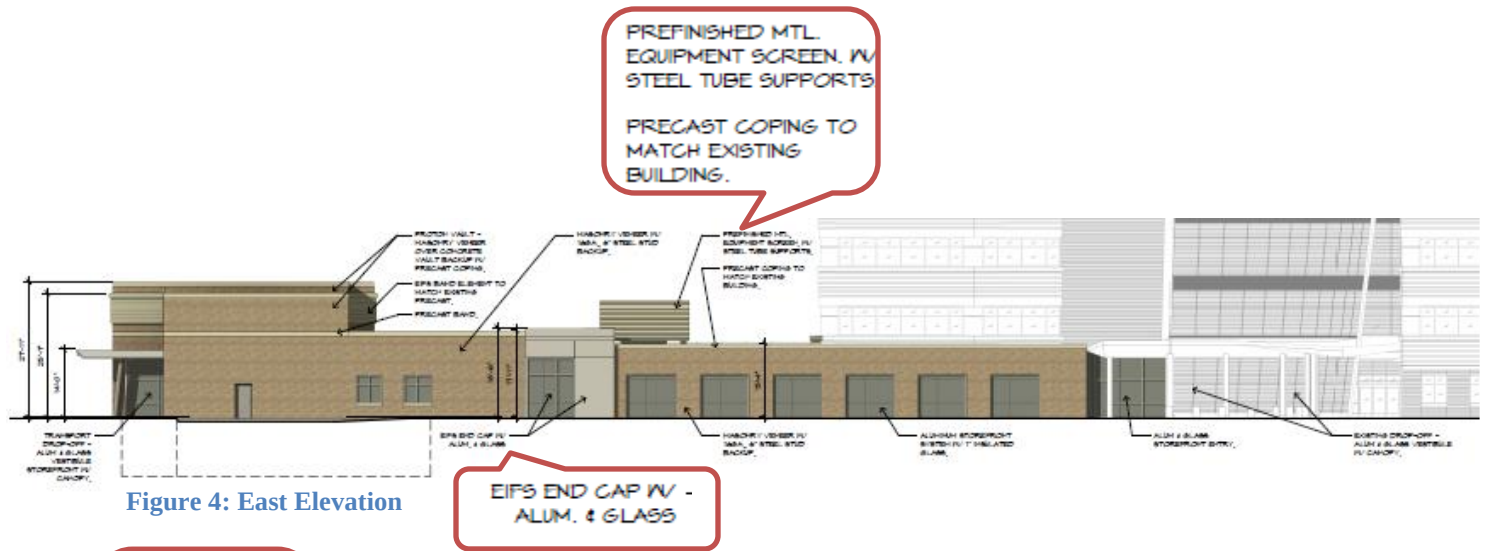


Figure 4: East Elevation

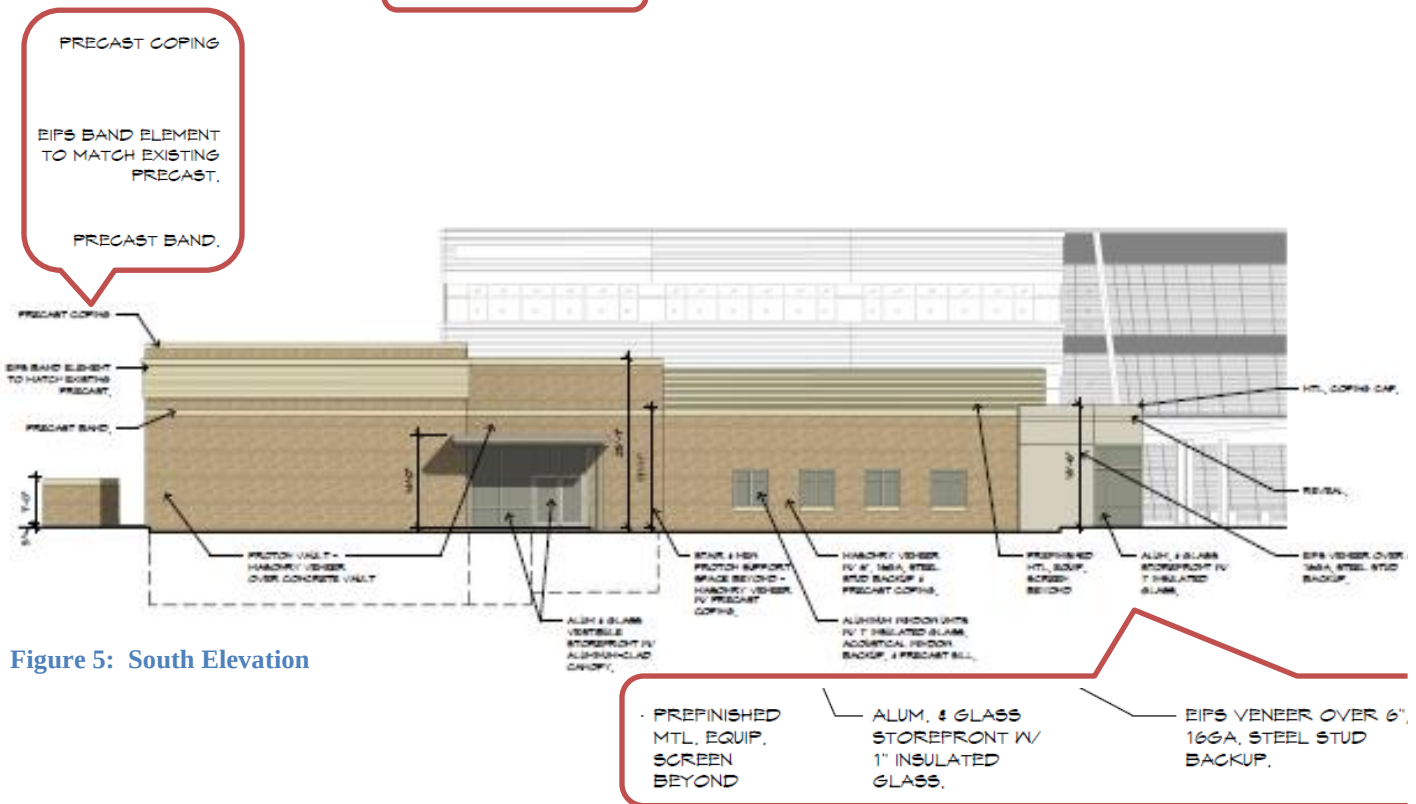


Figure 5: South Elevation

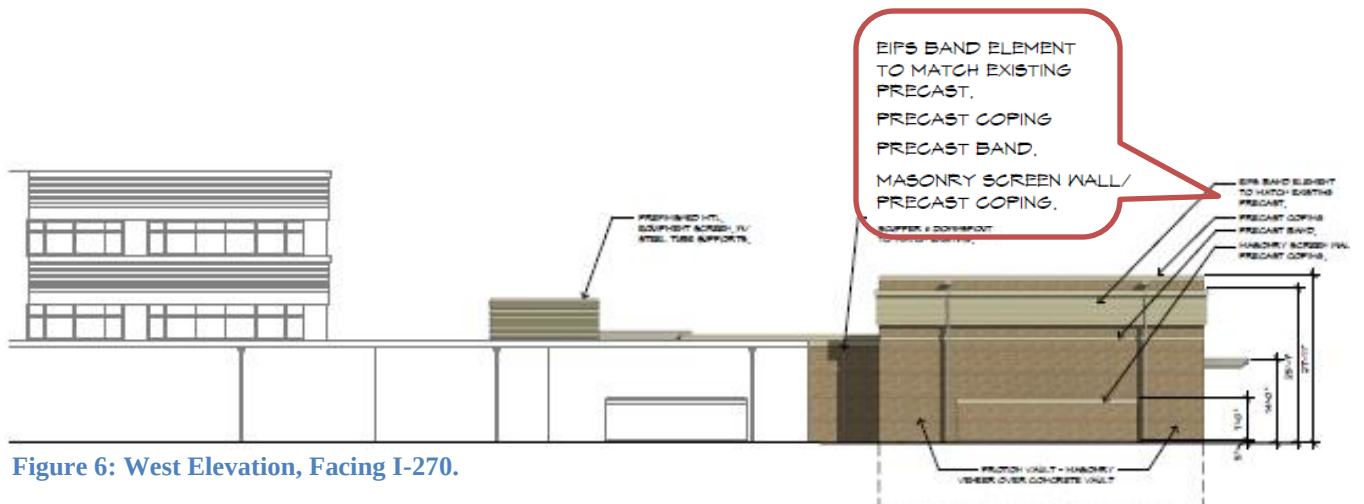


Figure 6: West Elevation, Facing I-270.

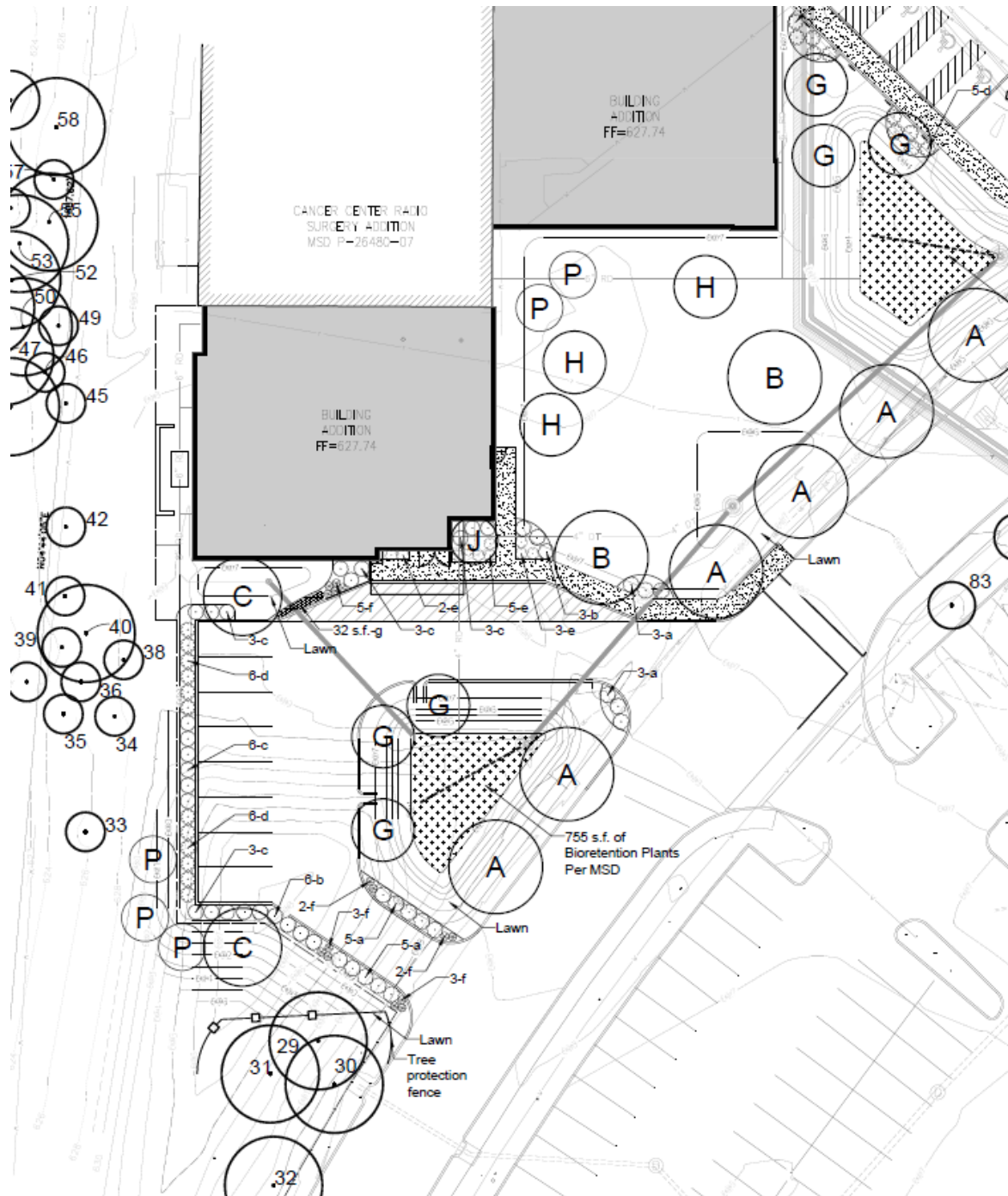


Figure 7: Close-up of the Landscape Plan

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

Direction	Use	Zoning District	Separated by
North	Single-family residences	A Single-family Residential	N/A
South	Future Mercy South Campus Expansion	City of Town and Country	I-270/I-64
East	Single-family residences	Westwood Village residential	S. New Ballas Road
West	Temple Emanuel	A-Single Family Residential	NA

COMPREHENSIVE PLAN REVIEW

The Mercy Hospital is included in the Campus (CP) Place Type district that is intended for the development of large, multi-building office structures, institutional facilities, research buildings, educational, and healthcare facilities, deeply set back from site edges and surrounded by beautiful landscaped buffers. Campuses, by definition, consist of multiple primary buildings on a single site. Recommendations include Establish Primary Street and Secondary Street setbacks that are compatible with neighboring residential and commercial place type districts; setbacks should be developed separately for each civic and institutional place type, to reflect each place type's articulated vision.

The Site Concept Plan is largely the same as that of the prior approved plan with the exception of maintaining the Behavioral Health Center and the surface parking lot that is between the existing structured garage and the Ronald McDonald House, and includes the new addition of the Pratt Cancer Center, at the northeast corner. The detention basin is also now being included just south of the parking garage, and north of the Behavioral Health Center, for future modifications. As discussed above, the prior condition of approval included a condition that the access drive in front of the Ronald McDonald House to Conway Road shall be removed. This area was to be landscaped and new curb restored at the entrance. The proposed site concept plan is showing that the access drive will be blocked but largely kept as is. Therefore, Staff has included a condition of approval that the concrete drive shall be removed and the area restored to a green lawn to the entrance of the Ronald McDonald House, as shown with a red X in the image below to be consistent with the prior approval, and to meet with recommendation for developments to be surrounded by beautiful landscape buffers.

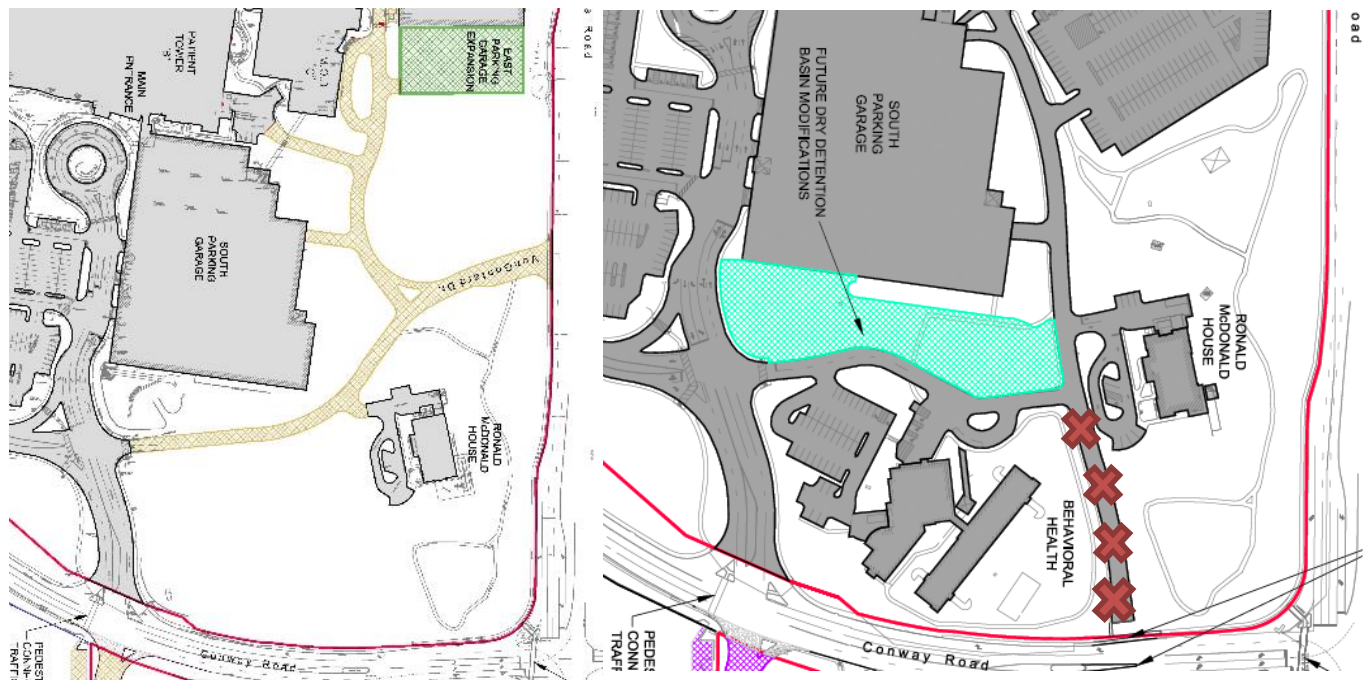


Figure 8: Close-up of the Site Concept from 2019 and the proposed amended Site Concept Plan.

The Pratt Cancer Center addition is largely in line with the existing building along I-270, and additional landscaping is provided to provide for screening of the new parking lot area to meet with the Comprehensive Plan recommendations for a landscape buffer surrounding the campus.

DESIGN GUIDELINES ANALYSIS

Structures:

The City's Design Guidelines encourage interesting, articulated and high quality structures, that are designed with an architectural and urban scale compatible with the neighboring developments, primary building entrances should be clearly defined and provide a sense of entry, oriented to the street and provide protection from the elements, such as recesses, roof overhangs, projecting canopies and other similar features. Further, materials are to be of good architectural character, where natural, traditional building materials are encouraged, and architectural consistency of colors, materials and detailing are to be provided between all building elevations. False or decorative façade treatment, where one or more unrelated materials are placed upon the building should be avoided, and where there is more than one building on the site, coordination in the design of the structures should be provided. Material or color changes should occur at a change of plane and changes at the outside corners of structures that give the impression of "thinness" and artificiality of the material are discouraged. Inconsistent adornment and frequent changes in material should be avoided.

The proposal will utilize the same brick color and detail of the existing building, but does introduce new Exterior Insulating Finishing Systems (EIFS) on the building where there currently is not any. The EIFS is intended to match the existing precast concrete masonry on the existing building, and is located at the southwest corner of the building. The existing building also has a brick banding relief detail at the base of the structure that is not showing up on the drawings for the addition. Therefore, Staff recommends that the Applicant utilize the precast stone building element, instead of the proposed EIFS that it is to mimic the design, and to provide the brick detail around the base of the building to match the existing, to further the proposal towards the recommendations of the Design Guidelines.



Figure 9: Close-up of the existing building with the brick relief banding along the base.

The Design Guidelines also recommend that building elements, such as parapet walls, penthouses or screen walls should be treated as an integral part of the architecture, incorporating similar design, detail and materials as the primary structure. All rooftop equipment, including, but not limited to, satellite and other telecommunication equipment, air handling units, elevator equipment, cooling towers and exhaust fans are to be screened from view. Building screens should be part of the architectural design with similar detailing and materials and not appear as add-ons. (p.8). The east elevation is showing a large metal screen with steel tube supports that will be particularly visible along the east elevation. The screen sits up higher with the bottom of the equipment shown. While visiting the site, the existing mechanical screening is more limited in view and with the parapet high enough to screen the bottom portion. The screening is also a flat material that matches the metal on the building adjacent to the windows. Therefore, Staff has included a recommendation that the screening should be lowered to fully screen the equipment and not appear as just stuck on the drawing, and to raise the parapet to limit the visibility of the screening, and screen the bottom opening, the color and style should match the existing screening on the building.

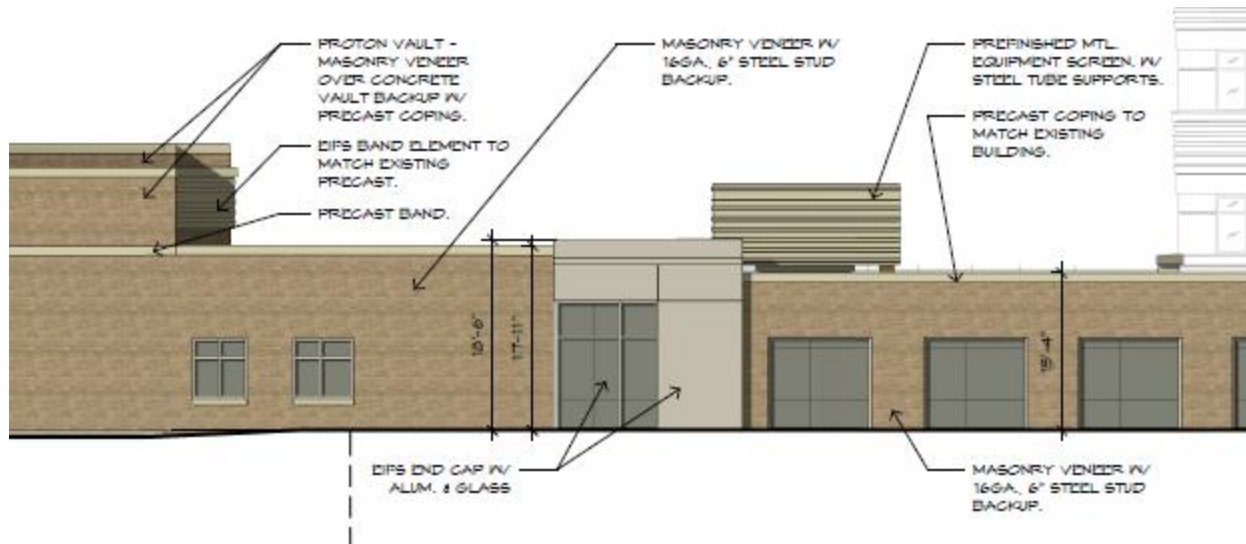


Figure 10: Close-up of the East Elevation of the mechanical screening.



Figure 11: Photo of the existing south portion of the building showing the existing mechanical screening on the roof.

The Design Guidelines also provide recommendations on landscaping and screening of parking lots that include high quality landscaping that accentuates the building and site, softens the effects of parking areas, and a consistency of landscape design throughout a development. Setbacks should be landscaped in order to act as a buffer between buildings, between the building and the street, and to create a more pleasing view to and front the building. The building addition and the parking lot modification will require cutting into the existing large berm to the south, and remove the existing invasive plants that along the front of the building. Additional plantings, including additional trees along I-270, and a variety of shrubs along the parking lot for headlight screening, that include boxwood and Wine and Roses Weigela. Interior plantings have been added, along with the Bioretention plants per MSD requirements, are provided that meet with the City's design recommendations.

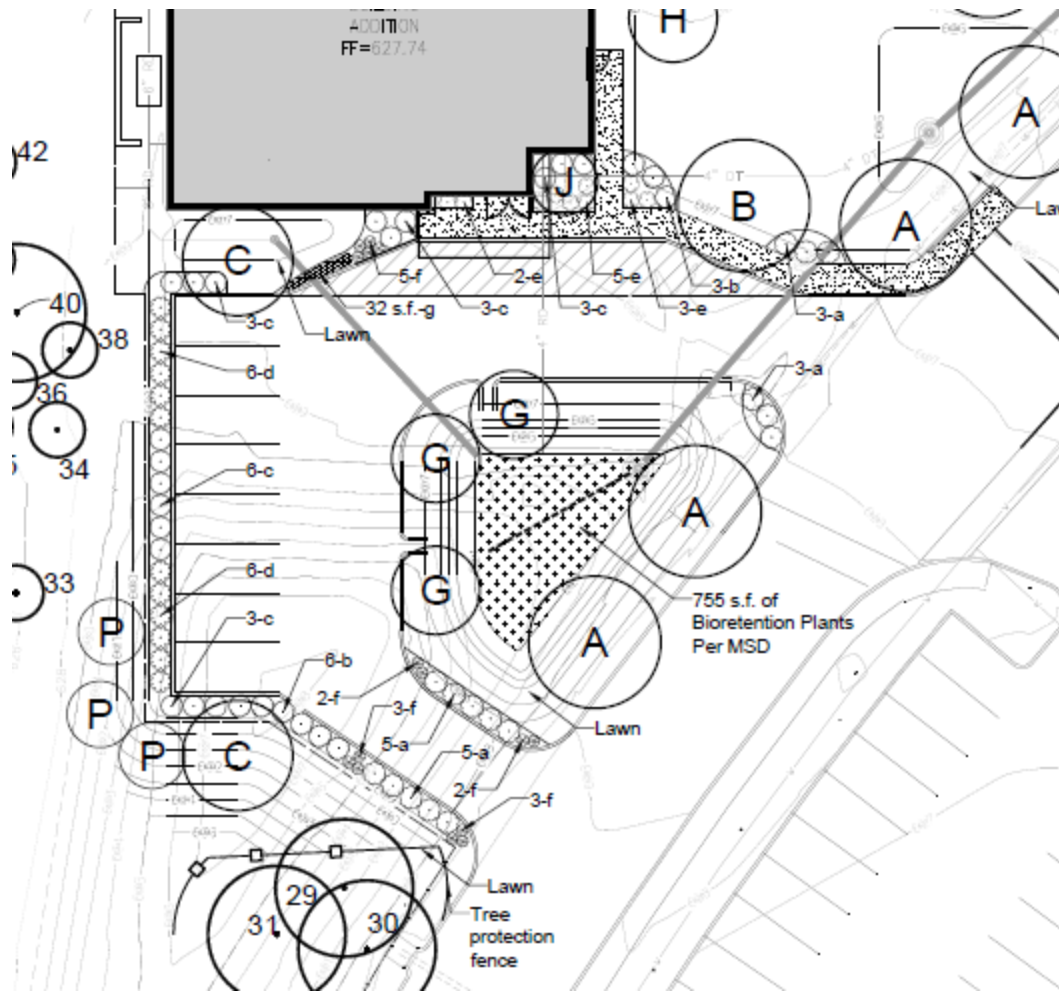


Figure 12: Close-up of the Landscape Plan for the new parking area.

Additionally, the ground mounted mechanical screen wall on the west side of the building is designed to match the existing building in a similar manner as that is existing further north on the building.

With a few exceptions, the proposal is in keeping with the recommendations of the Comprehensive Plan and the Design Guidelines. As discussed above, Staff has included conditions to address these concerns that are: the EIFS element that is to be replaced to match the existing the precast stone elements; that the brick detail on the base of the building should be carried around to the new addition; and that roof parapet should be increased, and the mechanical screening lowered to fully screen the equipment and limit the visibility of the screening, and the design of the screening should match the existing screening to be more flat to better blend with the existing building.

ZONING REVIEW

SITE CONCEPT PLAN/SITE DEVELOPMENT PLAN

A site concept plan is intended to provide a basis for reviewing future site development plans which will include items such as landscaping, tree preservation, site grading, and stormwater management. Individual site development plans are intended to provide more detailed information including architectural elevations, landscape plans, and specific information on the building's use, bulk, and placement.

As discussed earlier, Section 405.310(D) of the Zoning Code states that site concept and site development plan approval by the Planning and Zoning Commission and the City Council shall be required for the total area comprised by the PH-Planned Hospital District for all proposed developments or revisions to existing site concept or site development plans within the PH District.

Section 405.310(E)(2)(a)(2) of the Planned Hospital District, states: Sites Fifty-Five and One-Hundredth (55.01) Acres or More. On sites in excess of fifty-five (55) acres, no building or structure shall exceed seven (7) stories nor exceed one hundred five (105) feet. However, no building or structure located within four hundred (400) feet of residentially zoned property shall exceed three (3) stories or forty-five (45) feet in height, except that this additional limitation shall not apply if the adjacent property is devoted to an institutional use. The text amendment in 2017 removed the requirement of the buffer yard when adjacent to a residentially zoned institution, to allow for the six story building to be pushed to the southwest corner of the site to comply with the 400 foot buffer requirement from the residential homes to the east, and thereby relocating the garage in front of the building.

Maximum site coverage for the PH District is 63% and the proposed new outpatient building will increase the total site coverage of the entire campus of 57.73% for the entire Mercy Campus. The prior conditions of approval for the site development plan will remain in effect for the south campus outpatient center. However, Staff has included a condition associated with this amendment that the access drive shall be removed and area restored as discussed above.

The PH-District has a minimum front yard of 10 feet from the right-of-way, in the event that parking is to be located in front of a building, then the front yard setback a minimum of 50 feet from the right-of-way, per Section 405.310(E)(3)(a). The building addition along I-270 is at 31.73", with the existing wrought iron style fence and mechanical screen wall in front of the building at approximately 24 feet, shown and discussed further below.

Fences and Walls

Section 405.640 Fences and Walls required that any fence or wall within a front yard setback, or over 6 feet in height shall be approved by the Planning and Zoning Commission. The existing wrought iron style fence will be relocated to around the building addition along I-270 and to the new parking lot area. Additionally, the wall to screen the ground mounted mechanical equipment is designed to be 7 feet in height, faxed with the brick with a precast stone cap to match the building, in compliance with the Design Guidelines as discussed above. Given the design, location in this setting, and the landscaping provided, Staff does not have a concern with the proposed location of the screen wall at 7 feet in height.

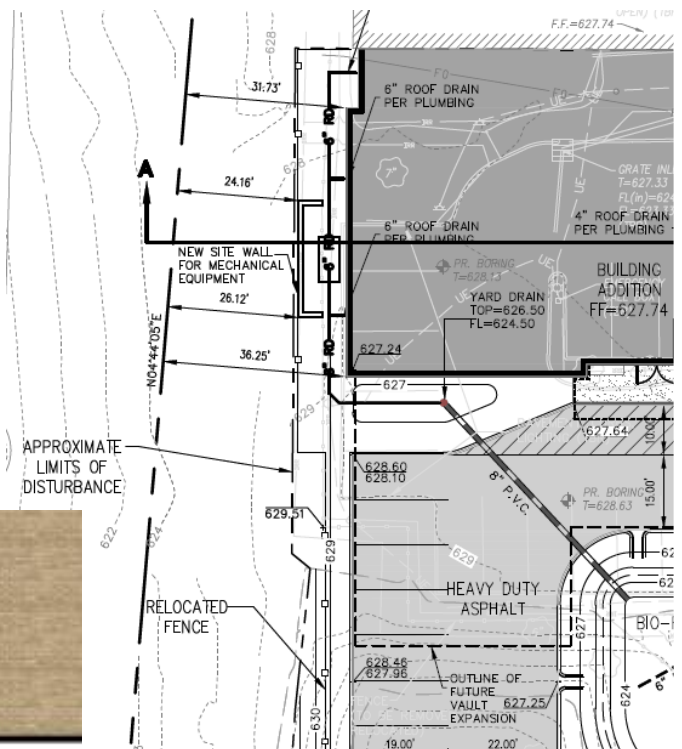
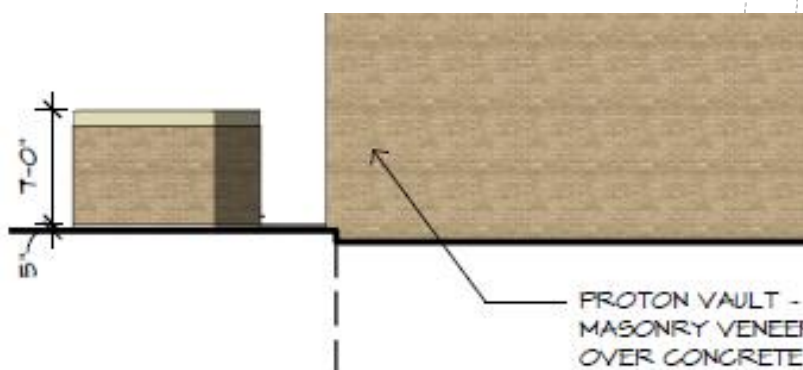


Figure 13: Close-up of the South Elevation showing the screen wall and the Site Plan.

Landscaping

As discussed above, the new addition will require the removal of the existing invasive plant, burning bush, in front of the building, and the reworking of the parking lot, and cutting into the existing landscaped berm that currently screens the area from views along I-270. However, additional trees that include canopy-shade tree, understory-ornamental trees, and evergreen trees (with a minimum caliper of 3") and shrubs have been provided to provide headlight screening as required in Section 405.540(F) Landscaping, and with Section 405.810(A)(5) Screening and landscaping of the Off-Street Parking and Loading Regulations.

Sidewalks

Section 405.730 Sidewalks requires that all sidewalks shall be safe, clearly defined and direct, buffered from the street vehicular traffic and parking areas by a minimum of 3 foot greenspace or landscape area, provide safe clearly defined and direct access between buildings from the principal building's entrance to the public side walk, and all internal sidewalks in non-residential developments shall be at least 6 feet in width or 8 feet if used as a curb stop, and the use of textured or tinted materials for pedestrian crossings shall be utilized where pedestrian circulation paths cross a vehicular route. All of the new sidewalks are showing a width of 6 feet. However, at the new ADA parking spaces, it is showing that the sidewalk is also a curb stop. Therefore, Staff has included a condition that a wheel stop be provided or that the sidewalk should be expanded to 8 feet if it is to be a used as curb stop.

Lighting

The Applicant's photometric plan indicate that the light fixtures are existing and being relocated to coordinate with the new parking lot site configuration, and have LED standards. The Plan also shows some low-level sidewalk lighting; however, detail cutsheet of the light fixture was not provided. They are also existing and are being relocated for the new site configuration.

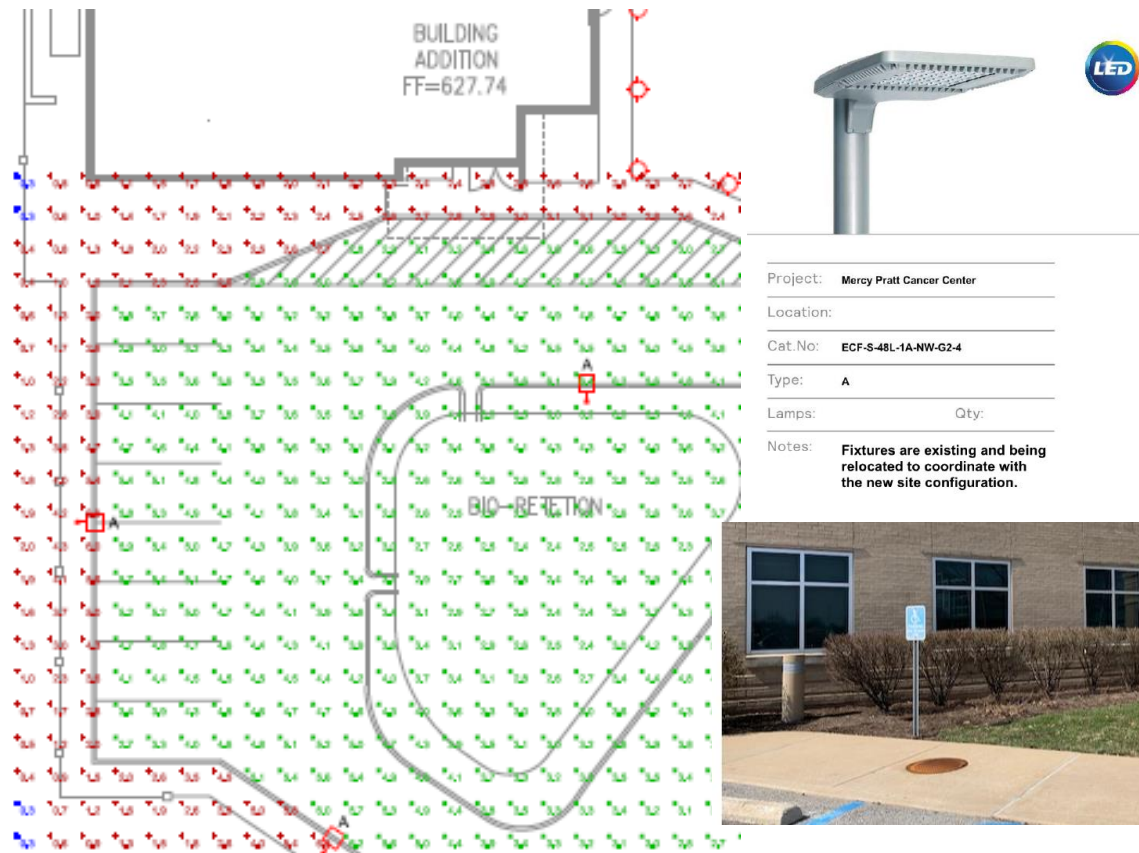


Figure 14: Close-up of the photometric plan and the light fixture, and a photo of the existing low bollard style sidewalk lighting that will be relocated.

Stormwater

The Applicant has stated that with the proposed addition, MSD is requiring that the disturbed area associated with this project area to be taken back to grass as it relates to stormwater runoff and is required to provide Water Quality, Channel Protection and 2-year/100-yr stormwater detention for the disturbed area, prior to discharging into the adjacent private storm system shown on the plans. The bio-retention basins have been sized to stack these volumes within, to meet these criteria. The majority of the campus drains east and south underground to below the existing garage along Ballas Road, prior to discharging from the campus via a pipe below Ballas. MSD is also requiring that Mercy commit to a schedule outlining the future plans for the upgrading of the detention basin that is now shown on the Site Concept Plan in blue. Preliminary review of the detention basin modifications required to meet MSD standards that would include modifications of the existing dry detention basin, outfall structure and retaining walls shown south of the parking Conway parking garage. This work will not require review at the Planning or Zoning Commission, but a Site Improvement Permit will be required to coincide with the MSD permit.

Traffic Impacts

In the prior approval in 2018, the Staff Report included the discussion regarding the Traffic Impacts to include the installation of video detection cameras on the traffic signal located at their northern entrance on Ballas (Muckerman entrance) and any necessary controller cabinet modifications to allow the signal timing to be more efficient. However, this specific condition was not included in the Ordinance, but was assumed to be part of the requirement that the Applicant shall comply with MoDOT requirements for any improvements. Therefore, Staff would like to include a specific condition at this time. The condition would allow Mercy to defer installation of the cameras until the Outpatient Center is under construction, or near the end of construction as part of the final occupancy permit if necessary and when other traffic improvements are being completed under the direction of the City's Public Works Director. The Director of Public Works is also asking them to illuminated street name signs for Muckerman entrance and illuminated hospital H with arrows on the mast arms, as a benefit to the traffic looking for the Hospital. It will also complete the directional path started by the City with the illuminated H with arrows at Ladue/Ballas.

Parking

The City's Zoning regulations requires that the off-site parking agreements should be reviewed by the Planning and Zoning Commission under Section 405.800(G)(4) of Joint Parking Facilities that which provides that it can clearly demonstrate the ability to successfully provide joint parking facilities to the satisfaction of the Planning and Zoning Commission, with review and approval of the agreement by the City Attorney as part of the building permit. Section 405.800(F) states that all accessory off-site parking facilities, whether provided in fulfillment of or in excess of the requirements of this Article and whether located on the same or on a different lot from the principal use as provided in the preceding paragraph, shall be located on non-residentially zoned property (non-residential zoning districts do not include the "A", "B", "C", "D", "AR" or "MR" Districts).

The Site Concept Plan is showing that the existing total parking required is 5,426 spaces, where north campus has a total of 5,344 spaces, and that the Hospital is leasing 110 spaces from Temple Emmanuel, and 110 spaces on the remaining surface lot on the South Campus for a total of 5,564 spaces. Once the Outpatient Center and structure is completed, the required parking for the entire campus is 6,209 spaces and the total provided on the site is 6,308 spaces. However, this would include the 110 spaces shared with Temple Emanuel, therefore the overall parking is short by 11 spaces.

Temple Emmanuel is zoned A Single Family Residential, however it is not utilized as a residential development and is largely isolated from any surrounding residences. Therefore, Staff does not have a concern with Mercy temporarily utilizing the parking at Temple Emmanuel until the parking structure on the south campus is completed, and the majority of the parking for the Temple is only utilized on Saturday. However, as the Church is zoned A Single Family Residential, once final occupancy is completed for the new building, other options or a more permanent arrangements will need to be considered. Therefore, Staff has included a condition of approval that the parking agreement with

Temple will only be authorized on a temporary basis until the new Outpatient Center and Parking facilities are completed. Additionally, any gravel parking shall be restored to a green lawn, and/or landscaped and developed as a parking lot.



Figure 15: GIS Image of the South area and Temple Emmanuel Parking.

SUMMARY AND RECOMMENDATION

The amended Site Concept Plan and Site Development Plan for the Pratt Cancer Center Addition are consistent with the City's Comprehensive Plan, and the PH-Planned Hospital District, with a few minor exceptions as highlighted in this Staff Report. Below are the conditions discussed in the Staff Report along with the standard conditions for a site development plan:

The Site Concept Plan:

1. The Site Concept Plan is amended to include the proposed additions as presented in the revised drawings received March 4, 2020, and as amended below.
2. The access drive between the Behavioral Health Center and the Ronald McDonald House shall be removed and the area restored and landscaped as discussed the Staff Report for the March 16, 2020 Planning and Zoning Commission Meeting.
3. Shared parking with Temple Emmanuel is approved on a temporary basis until the Outpatient Center and parking structure are completed, and once completed, any gravel parking areas will need to be restored and landscaped to a green lawn, and/or landscaped and developed as a parking lot meeting the requirements of the Zoning Ordinance
4. All other conditions of Ordinance 5573 shall remain in effect

The Site Development Plan

The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code. Exterior elevations shall be in substantial conformance with the building elevations as received on March 4, 2020, as bound together and submitted in conjunction with Application #20-005 by Stock and Associates, and as amended below.

1. The Applicant is required to submit Site Improvement Plans, showing all exterior site improvements, for all new construction the City for review, as required by Section 410.380 of the Subdivision and Land Development Regulations (Subdivision Code). The Site

- Improvement Plans shall be in substantial conformance with the “Site Development Plans,” and the “Landscape Plan” received on March 4, 2020, as bound together and submitted in conjunction with Application #20-005 by Stock and Associates, and as amended below.
2. The Elevations shall be revised to replace the EIFS material with precast stone, and provide the brick banding along the base of the addition to match the existing building. The roof parapet should be increased, and the mechanical screening lowered to fully screen the equipment and limit the visibility of the screening. The design of the screening should match the existing screening which is a flat material to better blend with the existing building. and in furtherance of the City’s Design Guidelines.
 3. Video detection cameras on the traffic signal located at the northern entrance on Ballas and any necessary controller cabinet modifications shall be provided to allow the signal timing. Illuminated street name sign for Muckerman entrance and illuminated hospital H with arrows on the mast arms shall be installed. The placement and coordination of the installation of these may be coordinated with the construction of the Outpatient Center on the South Campus and in conjunction with the other traffic improvements that will be undertaken in Ordinance 5573, under the direction of the City’s Public Work’s Director, and prior to the final occupancy of the Outpatient Center.
 4. All internal sidewalks shall have a minimum width of 6 feet, or 8 feet if used as a curb, in compliance with Section 405.730
 5. All landscaping shall be permanently maintained in good condition with at least the same quality and quantity of landscaping as initially approved. Vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt manner.
 6. An underground irrigation system shall be installed as required under Section 405.540(10). All landscaping shall be maintained per the approved Landscape Plan and any vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt and workmanlike manner as dictated by accepted horticultural standards.
 7. All lighting shall be installed or modified to be in conformance with Section 405.680, Lighting, of the Zoning Ordinance.
 8. Any additional ground mounted mechanical equipment installed for the site shall be properly screened with approved materials.
 9. All new signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code, and in substantial compliance with the amended Master Sign Plan discussed above to be submitted for review by the Planning and Zoning Commission and approved by City Council prior to any sign permits being issued.
 10. A site development plan granted by the City Council shall be valid only for a period of one year from the date it grants approval thereof, unless within such period: (1) a building permit is obtained and construction is begun and pursued to completion; or (2) if a building permit is not required, an occupancy permit is obtained and the use of the building commenced. The City Council may grant extensions to the one (1) year period of not more than one hundred and eighty (180) days each, without notice or hearing, provided that a written request for such extension is filed by the original applicant and approved by the City Council prior to the date the permit is scheduled to expire.

ACTION

After discussion with the applicant, if the Planning and Zoning Commission finds that the Application is in conformance with the purposes and regulations of the Comprehensive Plan and Zoning Code, it may vote on a recommendation to the City Council with any changes discussed and made by separate actions. The following is an example of an appropriate motion for this application:

“I move to recommend approval of Application #20-005 for the Site Concept Plan Amendment and Site Development Plan for an addition to the Pratt Cancer Center on the Mercy Healthcare campus based upon the information presented and subject to the conditions in the Draft

Ordinance for the March 16, 2020 Planning and Zoning Commission meeting, including all conditions recommended in Staff's report.” (Specific conditions discussed and approved by prior motion).

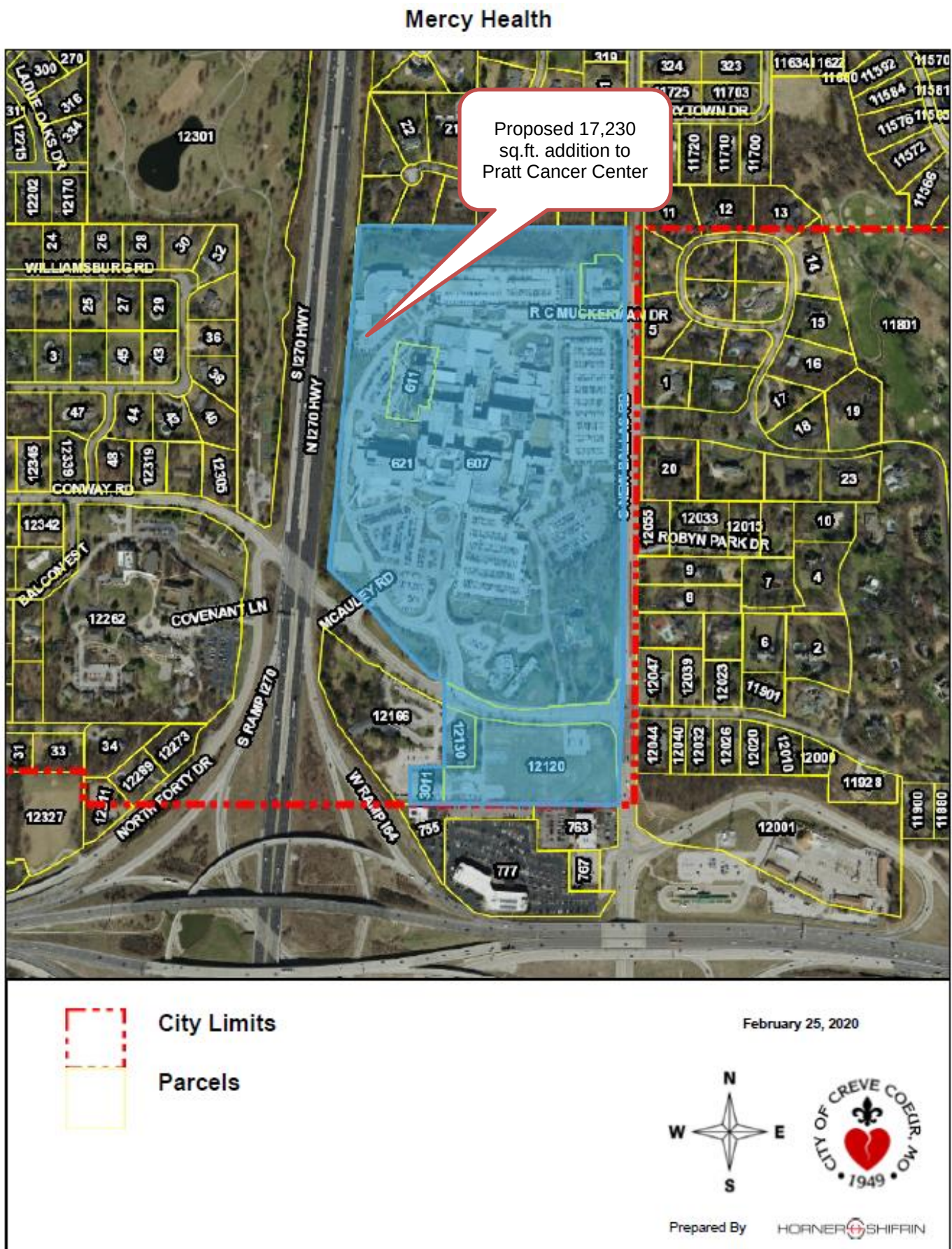
APPENDIX 1: COMPREHENSIVE PLAN

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

APPENDIX 2: ZONING CODE

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

APPENDIX 3: AERIAL PHOTO



APPENDIX 4: SITE PHOTOGRAPHS

Photo Date: 3/11/2020



Description: View of the existing front of the Pratt Cancer Center, looking north west from the internal drive.



Description: View of the existing single-story area on the south end of the existing building.



Description: Close-up view of the existing building showing the architectural details of the brick banding along the base of the building, the precast stone material and the metal panels between the windows.



Description: View looking south from the existing parking area at the berm and ornamental fencing that will be cut into for the new addition and parking lot configuration.

SITE DATA:

ZONING CLASSIFICATION: PH (PLANNED HOSPITAL)

DEVELOPMENT AREA

CAMPUS	70.42 Acres
*SKILLED NURSING FACILITY	8.70 Acres
OLD R.O.W. TAKINGS	1.25 Acres
TOTAL AREA	80.37 Acres (3,500,917 Sq. Ft.)

*SKILLED NURSING FACILITY (SOUTH SIDE OF CONWAY ROAD)

F.A.R. (FLOOR AREA RATIO):

EXISTING - 2,42,578 Sq. Ft.
3,500,917 Sq. Ft. = 0.69 FAR

(MAXIMUM ALLOWED BY ZONING = 1.0)

*GROSS BUILDING AREA

SITE COVERAGE:

EXISTING - 52.32% [42.05 Ac. - BASED ON 80.37 Ac]

(MAXIMUM SITE COVERAGE = 63%)

CAMPUS PARKING:

EXISTING PARKING (NORTH) = *5,344 SPACES
* 223 HC ACCESSIBLE

EXISTING PARKING (SOUTH) = 110 SPACES

TEMPLE SURFACE LOT (LEASED) = 110 SPACES

TOTAL = 5,344 + 110 + 110 = *5,564 SPACES
* 223 HC ACCESSIBLE

BOUNDARY DESCRIPTION (NORTH SIDE OF CONWAY ROAD)

THE FOLLOWING BOUNDARY DESCRIPTION WAS PREPARED BY HEIDEMAN | ASSOCIATES, INC. ON OCTOBER 20, 2021

A tract of land being part of the Northwest Quarter of Section 15, Township 45 North, Range 5 East St. Louis County, Missouri and being part of a larger tract conveyed to St. John's Hospital by a Deed recorded in Deed Book 4198 page 544, dated the 20th day of November, 1959, and being described as follows:

Beginning at the Southeast corner of Lot 17 Sackston Woods, a subdivision filed for record in Plat Book 53 page 15 of the St. Louis county land records, said point also being on the North line of Section 15 as previously described; thence South 00 degrees 17 minutes 23 seconds West along the Western Right of Way of State Highway JJ (also known as Ballas Road) a distance of 1948.50 feet to a point; thence South 04 degrees 08 minutes 14 seconds East a distance of 150.33 feet to a point; thence South 00 degrees 17 minutes 23 seconds West a distance of 180.02 feet to a point; thence South 45 degrees 44 minutes 39 seconds West a distance of 74.41 feet to a point on the Northern Right of Way line of Conway Road; thence leaving said State Highway JJ South 86 degrees 40 minutes 24 seconds West along the Northern Right of Way line of Conway Road a distance of 3054.41 feet to a point; thence South 03 degrees 19 minutes 36 seconds East a distance of 10.00 feet to a point; thence North 86 degrees 23 seconds 23 seconds West a distance of 133.17 feet to a point; thence North 82 degrees 15 minutes 37 seconds West a distance of 126.95 feet to a point; thence North 49 degrees 47 minutes 04 seconds West a distance of 103.54 feet to a point; thence North 71 degrees 35 minutes 09 seconds West a distance of 71.13 feet to a point; thence North 66 degrees 18 minutes 46 seconds West a distance of 165.61 feet to a point; thence North 48 degrees 41 minutes 22 seconds West a distance of 205.70 feet to a found iron pin; thence North 39 degrees 57 minutes 17 seconds West a distance of 228.02 feet to a found iron pin; thence North 47 degrees 30 minutes 53 seconds West a distance of 303.12 feet to a point on the Eastern Right of Way line of Interstate Highway I-270 (also known as 244); thence leaving the Northern Line of said Conway Road North 04 degrees 44 minutes 05 seconds East along said Eastern Right of Way line a distance of 1687.62 feet to a point, said point to be hereafter known as point "A" and being on the Southern line of Sackston Woods Plat 2 a subdivision filed for record in Plat Book 100 page 80 of the St. Louis County Land Records; thence leaving said Eastern Right of Way line South 89 degrees 50 minutes 00 seconds East a distance of 1325.29 feet to the point of beginning and containing 70.32 Acres

Less and Excepting a tract of and being part of the previously described larger tract and commencing at point "A" as previously described; thence South 04 degrees 44 minutes 05 seconds West along the Eastern Right of way line a distance of 634.95 feet; thence leaving said Right of Way line South 81 degrees 43 minutes 15 seconds East a distance of 244.80 feet to the point of beginning of the tract excepted; thence continuing South 81 degrees 43 minutes 15 seconds East a distance of 202.16 feet to a point on the Western wall of the Existing Hospital Building; thence South 08 degrees 09 minutes 44 seconds West along said Wall a distance of 51.07 feet; thence North 82 degrees 09 minutes 01 seconds West a distance of 15.14 feet; thence South 08 degrees 00 minutes 53 seconds West a distance of 27.32 feet to a point on a Party wall; thence South 82 degrees 08 minutes 49 seconds East along said Party wall a distance of 17.16 feet to a point; thence South 08 degrees 09 minutes 53 seconds West a distance of 32.96 feet to a point; thence North 86 degrees 26 minutes 35 seconds West a distance of 3.70 feet; thence South 09 degrees 06 minutes 32 seconds West a distance of 22.65 feet to a point; thence South 81 degrees 54 minutes 24 seconds East a distance of 3.72 feet to a point; thence South 07 degrees 54 minutes 53 seconds West a distance of 31.85 feet to a point; thence South 81 degrees 53 minutes 15 seconds East a distance of 2.45 feet to a point; thence South 08 degrees 06 minutes 45 seconds West a distance of 84.18 feet; thence North 81 degrees 55 minutes 58 seconds West a distance of 9.61 feet to a point; thence South 08 degrees 16 minutes 37 seconds West a distance of 27.98 feet to a point; thence South 81 degrees 37 minutes 30 seconds East a distance of 9.69 feet to a point; thence South 08 degrees 06 minutes 45 seconds West a distance of 15.96 feet to a point; thence North 81 degrees 40 minutes 49 seconds West a distance of 49.76 feet; thence leaving said Party wall and continuing on the Western wall of the Existing Hospital Building South 08 degrees 02 minutes 33 seconds West a distance of 78.57 feet to a corner of said Building; thence leaving said Building North 81 degrees 58 minutes 04 seconds West a distance of 156.35 feet to a point; thence North 08 degrees 21 minutes 52 seconds East a distance of 373.51 feet to the point of beginning and containing 71,712 square feet.

Subject to Easements Restrictions and Covenants of record if any

LOT 1 BOUNDARY DESCRIPTION (OUTPATIENT CENTER - SOUTH SIDE OF CONWAY ROAD)

A tract of land being located in Section 15, Township 45 North, Range 5 East of the Fifth Principal Meridian, City Of Creve Coeur, St. Louis County, Missouri, being more particularly described as follows:

Beginning at a found out cross located at the southeast corner of a tract of land as conveyed to St. John's Medical Center, by instrument recorded in Book 9011, Page 1010 of the St. Louis County records, said point also being located on the west right-of-way line of South New Ballas Road, variable width; thence along the south line of said St. John's Medical Center tract, North 89 degrees 38 minutes 42 seconds West, 1024.35 feet to a found iron pipe at the southeast corner of said St. John's Medical Center tract, said point also being the southeast corner of a tract of land as conveyed to Temple Emanuel, by instrument recorded in Book 4514, Page 244 of above said record; thence along the east and north lines of said Temple Emanuel tract the following courses and distances: North 00 degrees 15 minutes 26 seconds East, 178.65 feet, North 88 degrees 31 minutes 47 seconds East, 167.71 feet; thence North 00 degrees 25 minutes 35 seconds East, 304.15 feet to the southern right-of-way line of Conway Road, variable width; thence along said right-of-way line the following courses and distances: South 02 degrees 48 minutes 41 seconds East, 46.81 feet to the beginning of a curve to the left having a radius of 995.37 feet; along said curve with an arc length of 390.17 feet and a chord which bears South 70 degrees 43 minutes 32 seconds East, 30.17 feet; South 71 degrees 35 minutes 38 seconds East, 87.11 feet to a found iron rod; South 71 degrees 44 minutes 20 seconds East, 33.02 feet to a found spindle; South 64 degrees 14 minutes 28 seconds East, 51.85 feet; South 82 degrees 25 minutes 46 seconds East, 137.31 feet; South 87 degrees 41 minutes 36 seconds East, 142.40 feet; North 87 degrees 21 minutes 59 seconds East, 236.55 feet to the beginning of a curve to the right having a radius of 88.50 feet and along said curve with an arc length of 143.81 feet and a chord which bears South 46 degrees 09 minutes 02 seconds East, 128.36 feet to a point of tangency; said point also being located on the west right-of-way line of above said South New Ballas Road; thence along said right-of-way line, the following courses and distances: South 00 degrees 20 minutes 08 seconds West, 60.98 feet to a point of curvature to the left having a radius of 1196.00 feet; along said curve with an arc length of 134.15 feet, and a chord which bears South 02 degrees 52 minutes 38 seconds East, 134.09 feet to a point of reverse curvature to the right having a radius of 490.00 feet; along said curve with an arc length of 53.80 feet and a chord which bears South 02 degrees 57 minutes 01 seconds East, 53.57 feet and South 00 degrees 11 minutes 23 seconds West, 67.85 feet to the Point of Beginning, containing 379,050 square feet or 8.702 acres more or less.

ZONING NOTES:

"PH" PLANNED HOSPITAL BUILDING BULK REGULATIONS

(1)When the two hundred (200) foot buffer yard is applicable, building and structures located more than two hundred (200) feet from residentially zoned property shall not exceed one hundred five (105) feet in height.

(2)When the two hundred (200) foot buffer yard does not apply, buildings and structures shall be regulated by the following height limitations:

(a) No buildings and structures shall be located within fifty (50) feet of the "PH" parcel boundary line.

(b) Fifty-five (55) feet maximum height for buildings and structures located no closer than fifty (50) feet from the "PH" parcel boundary line.

(c) Eighty-five (85) feet maximum height for buildings and structures located no closer than one hundred (100) feet from the "PH" parcel boundary line.

(d) One hundred five (105) feet maximum height for buildings and structures located more than two hundred (200) feet from "PH" parcel boundary line.

ZONING NOTES:

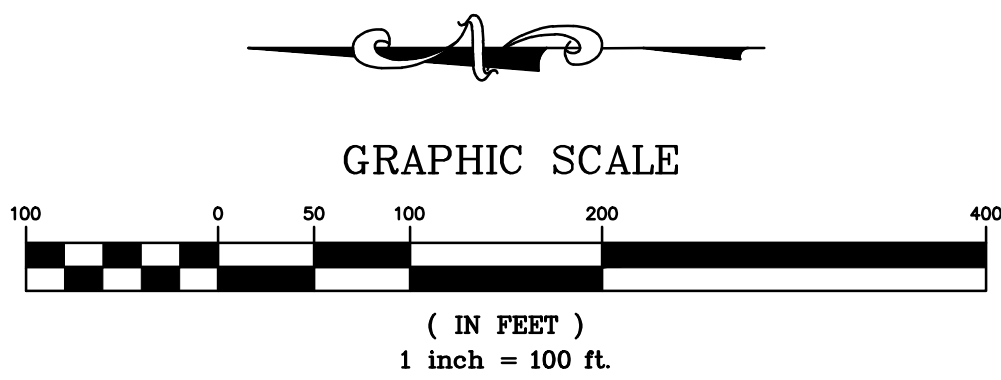
"PH" PLANNED HOSPITAL YARD AND SETBACK REQUIREMENTS

(3) (a) Minimum front yard. No building or structure shall be located closer than ten (10) feet from the right-of-way established by the adopted site concept plan for a "PH" Planned Hospital District. In the event that parking is to be located in front of a building or structure, said building or structure shall be set back a minimum of fifty (50) feet from the planned right-of-way. In the event the planned right-of-way is greater than the present right-of-way width, the required setback shall be measured from a line located a distance equal to one-half (1/2) of the present right-of-way. The provisions of Section 405.240 shall prevail where applicable on major streets and highways. In every instance, the first ten (10) feet of the front yard setback from the right-of-way shall be provided with and maintained with sidewalks, unless improved sidewalks exist in the abutting public right-of-way, and with landscaping including, but not limited to, deciduous street trees as required by Section 405.540.

(b) Minimum side yard. Twenty (20) feet.

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

(d) Buffer yards. Any tract or site abutting a single-family residential zoning district with no intervening right-of-way shall provide a buffer yard setback of not less than two hundred (200) feet for both structures and parking surfaces. However, when a property zoned "PH" is adjacent to a conditional use within a residential zoning district, the setback, for buildings not exceeding three (3) stories or forty-five (45) feet in height is reduced to not less than twenty-five (25) feet for parking or driveways and sixty (60) feet for buildings. The buffer yard setbacks resulting from these requirements shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.



LEGEND

- EXISTING BUILDINGS + PAVEMENT
- PLANNED HOSPITAL ZONING BOUNDARY

DRAWING INDEX

- SCP-1 - EXISTING CAMPUS PLAN
- SCP-2 - AMENDED MASTER CONCEPT PLAN

PARKING CALCULATIONS:

CANCER CENTER - 124,607 S.F.
MEDICAL OFFICE BUILDINGS - 360,143 S.F.
CONFERENCE CENTER - 17,520 S.F.

TOTAL = 502,270 S.F.

PARKING REQUIRED = (502,270)/(0.85)/(3.3/1000) = 1,409 SPACES

HOSPITAL BEDS = 859 BEDS

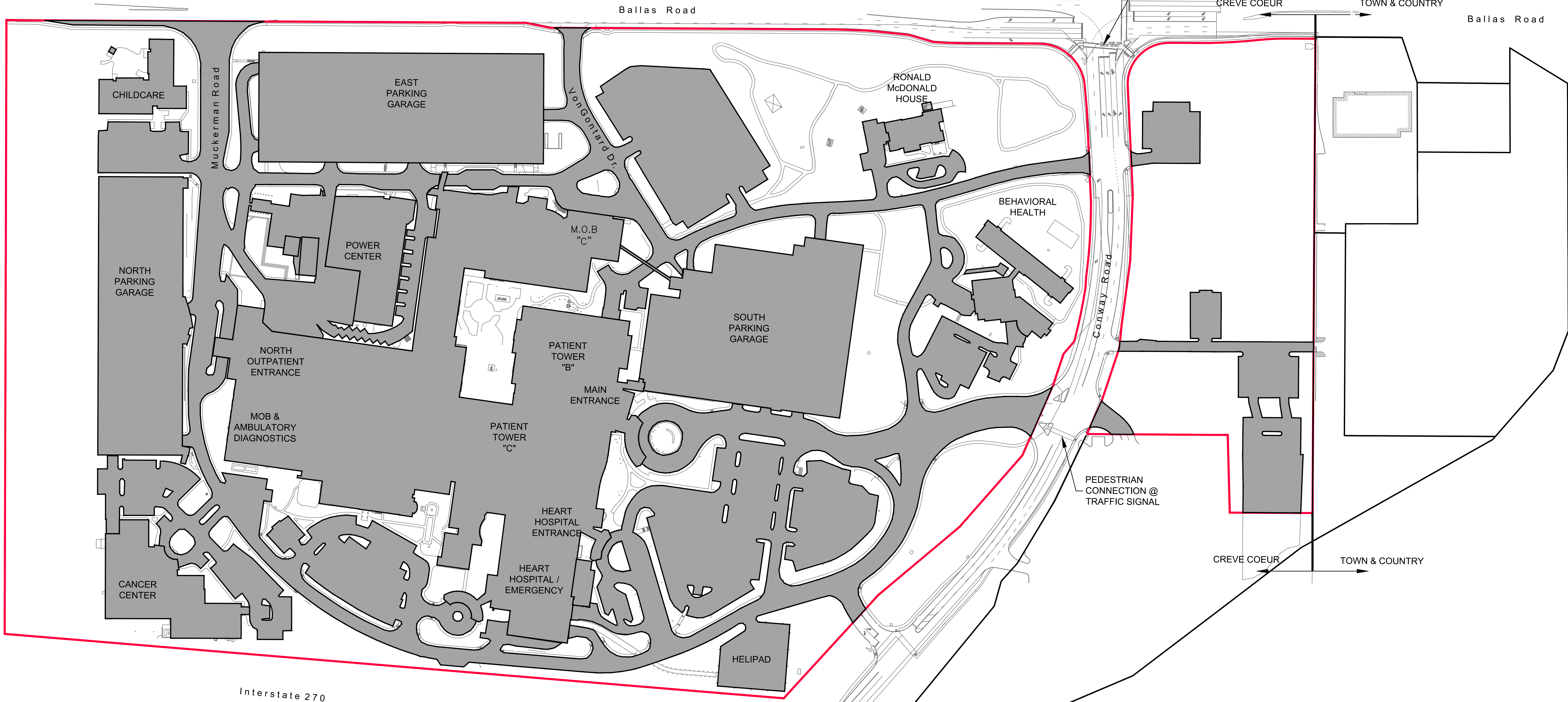
PARKING REQUIRED = (859)/(0.60) = 516 SPACES

EMPLOYEES = 5,389 FULL TIME EMPLOYEES

PARKING REQUIRED = (5,389)/(0.65) = 3,503 SPACES

TOTAL REQUIRED PARKING = 5,428 SPACES

TOTAL EXISTING PARKING = 5,564 SPACES (INCLUDING 223 HC ACCESSIBLE)

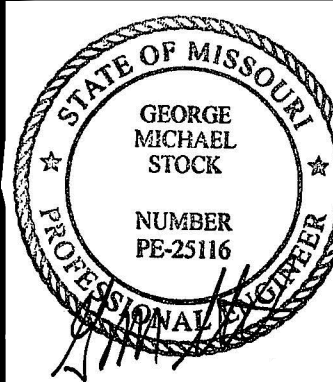


PREPARED FOR
MERCY HOSPITAL, ST. LOUIS
C/O DON KALICAK
615 S. NEW BALLAS ROAD
CREVE COEUR, MO 63141
636-614-3271

AMENDED SITE CONCEPT PLAN FOR:

MERCY HOSPITAL ST. LOUIS

CREVE COEUR, MISSOURI



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

REVISIONS:

1. REVISED PER CITY COMMENTS
03/04/20

DRAWN BY: J.E.B.	CHECKED BY: G.M.S.
DATE: 02/14/20	JOB NO: 219-6571
M.S.D. P.#	BASE MAP: 18-C
S.L.C. HAT.#	HAT SUP. #
M.D.N.R. #	

SHEET TITLE:
EXISTING CAMPUS
PLAN

SHEET NO.:
SCP-1

AMENDED MASTER CONCEPT PLAN FOR MERCY HOSPITAL ST. LOUIS

SITE DATA:

ZONING CLASSIFICATION: PH (PLANNED HOSPITAL)

DEVELOPMENT AREA

CAMPUS	70.42 Acres
*SKILLED NURSING FACILITY	8.70 Acres
OLD R.O.W. TAKINGS	1.25 Acres
TOTAL AREA	80.37 Acres (3,500,917 Sq. Ft.)

*SKILLED NURSING FACILITY (SOUTH SIDE OF CONWAY ROAD)

F.A.R. (FLOOR AREA RATIO):

EXISTING -	2,42,578 Sq. Ft. 3,500,917 Sq. Ft. = 0.69 FAR
PREVIOUSLY APPROVED - (ORDINANCE 5573)	2,428,578 + 261,355 Sq. Ft. (OUTPATIENT FACILITY) 3,500,917 Sq. Ft. = 0.77 FAR
PROPOSED -	2,689,933 Sq. Ft. + 17,230 Sq. Ft. (PROTON THERAPY ADD.) 3,500,917 Sq. Ft. = 0.77 FAR

(MAXIMUM ALLOWED BY ZONING = 1.0)
*GROSS BUILDING AREA

SITE COVERAGE:

EXISTING -	52.32% [42.05 Ac. - BASED ON 80.37 Ac.]
PREVIOUSLY APPROVED -	56.20% [45.19 Ac. - BASED ON 80.37 Ac.]
PROPOSED -	57.73% [46.40 Ac. - BASED ON 80.37 Ac.]

(MAXIMUM SITE COVERAGE = 63%)

CAMPUS PARKING:

PROPOSED PARKING (NORTH) = *5,344 - 30 = 5,314 SPACES
* 213 HC ACCESSIBLE

PREVIOUSLY APPROVED PARKING (SOUTH) = *884 SPACES
*29 HC ACCESSIBLE

TEMPLE SURFACE LOT (LEASED) = 110 SPACES

TOTAL NEW CAMPUS PARKING = *5,314 + *884 + 110 = *6,308
*215 HC ACCESSIBLE + 29 HC ACCESSIBLE = 244 HC ACCESSIBLE

PARKING CALCULATIONS:

CANCER CENTER - 124,607 S.F. + 17,230 S.F.
MEDICAL OFFICE BUILDINGS - 360,143 S.F.
CONFERENCE CENTER - 17,520 S.F.
OUTPATIENT CENTER - 261,355 S.F.

TOTAL = 780,855 S.F.

PARKING REQUIRED = (780,855)(0.85)(3.3/1000) = 2,190 SPACES

HOSPITAL BEDS = 859 BEDS

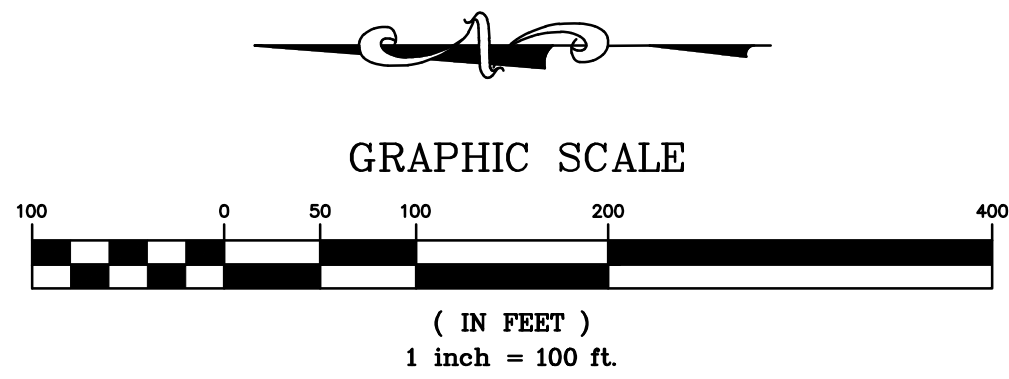
PARKING REQUIRED = (859)(0.60) = 516 SPACES

EMPLOYEES = 5,389 FULL TIME EMPLOYEES

PARKING REQUIRED = (5,389)(0.65) = 3,503 SPACES

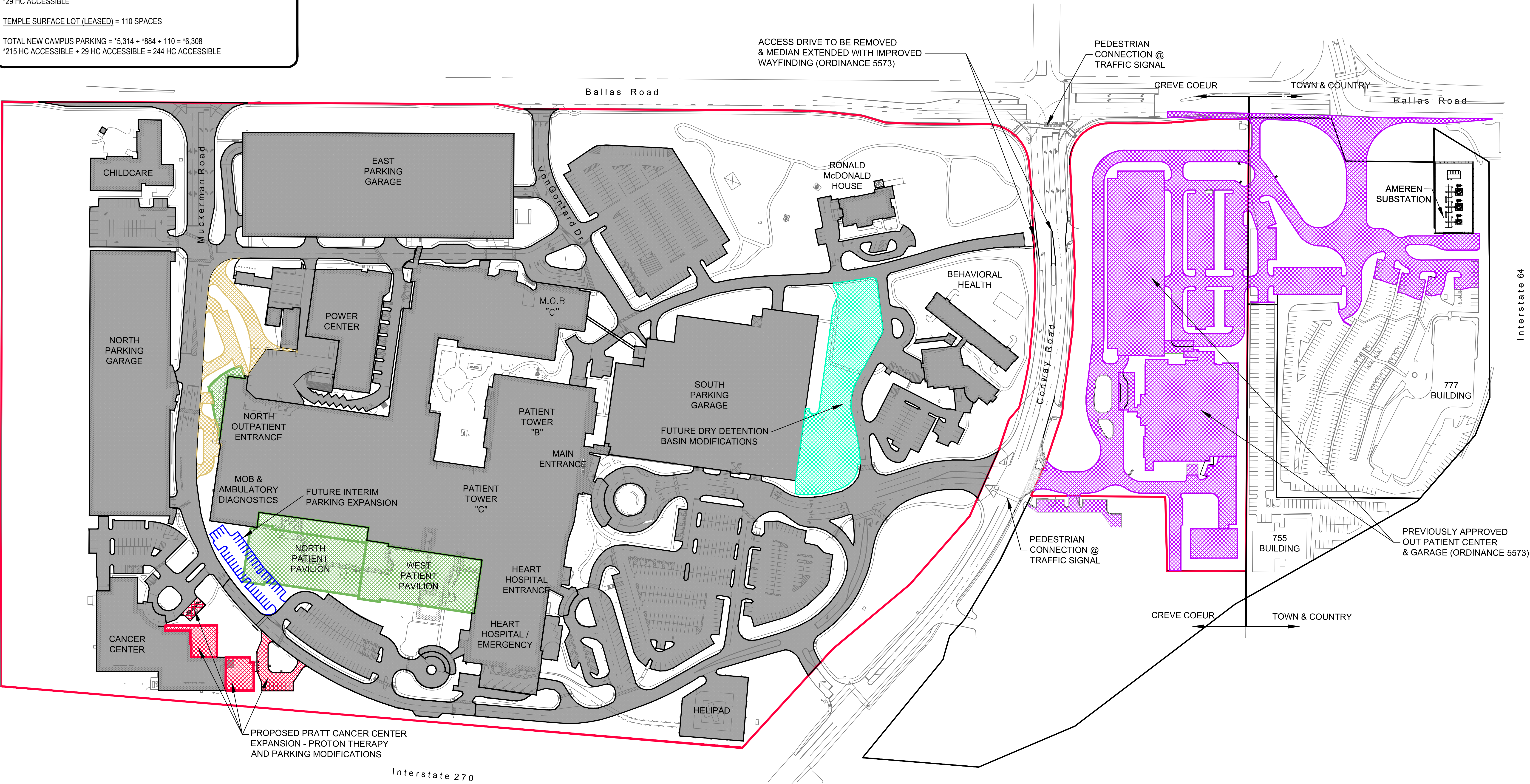
TOTAL REQUIRED PARKING = 6,209 SPACES

TOTAL PROPOSED PARKING = 6,308 SPACES (INCLUDING 213 HC ACCESSIBLE)



LEGEND

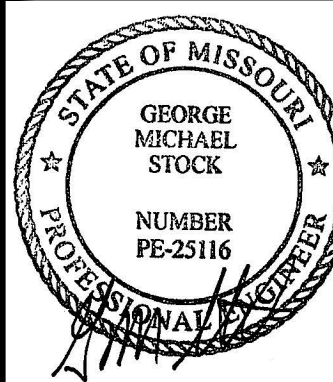
[Solid Grey]	EXISTING BUILDINGS + PAVEMENT
[Red Hatched]	PROPOSED PRATT CANCER CENTER EXPANSION - PROTON THERAPY AND PARKING MODIFICATIONS
[Purple Hatched]	PREVIOUSLY APPROVED OUTPATIENT CENTER (ORDINANCE 5573)
[Green Hatched]	FUTURE BUILDING ADDITIONS
[Orange Hatched]	FUTURE ROADWAY MODIFICATIONS
[Light Blue Hatched]	FUTURE DRY DETENTION BASIN MODIFICATIONS
[Blue Outline]	FUTURE INTERIM PARKING EXPANSION
[Red Line]	PLANNED HOSPITAL ZONING BOUNDARY



PREPARED FOR:
MERCY HOSPITAL ST. LOUIS
C/O DON KALICAK
615 S. NEW BALLAS ROAD
CREVE COEUR, MO 63141
636-614-3271

AMENDED MASTER CONCEPT PLAN FOR:
MERCY HOSPITAL ST. LOUIS

CREVE COEUR, MISSOURI



GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY
NUMBER: 000990

REVISIONS:

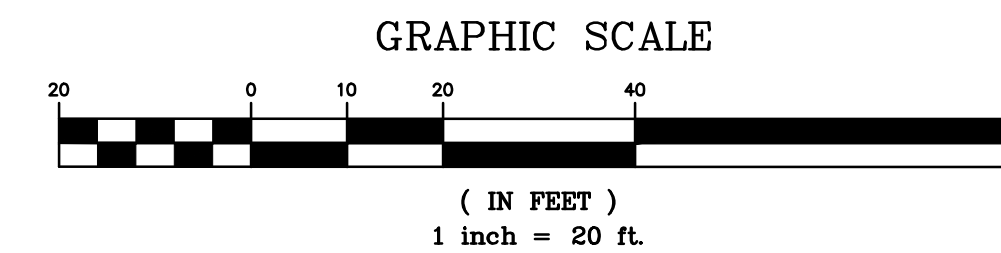
1. REVISED PER CITY COMMENTS
03/04/20

DRAWN BY: J.E.B.	CHECKED BY: G.M.S.
DATE: 02/14/20	JOB NO: 219-6571
M.S.D. P. #	BASE MAP #
S.L.C. HAT #	HAT S.U.P. #
M.D.N.R. #	

SHEET TITLE:
AMENDED MASTER
CONCEPT PLAN

SHEET NO.:
SCP-2

**SITE DEVELOPMENT PLAN FOR
MERCY HEALTHCARE PRATT CANCER CENTER EXPANSION -PROTON THERAPY**
A Tract of Land in the Northwest 1/4 of Section 15
Township 45 North, Range 5 East
St. Louis County, Missouri



DRAWING INDEX

SDP-1	SITE DEVELOPMENT PLAN
SDP-2	SITE SECTIONS
ES-P1	ELECTRIC SITE PLAN - PHOTOMETRIC
TS1.01	TREE SURVEY
L1.01	LANDSCAPE PLAN
PS1.1	ARCHITECTURAL ELEVATIONS & EXTERIOR PERSPECTIVE

BUILDING ADDITION = 17,230 S.F.

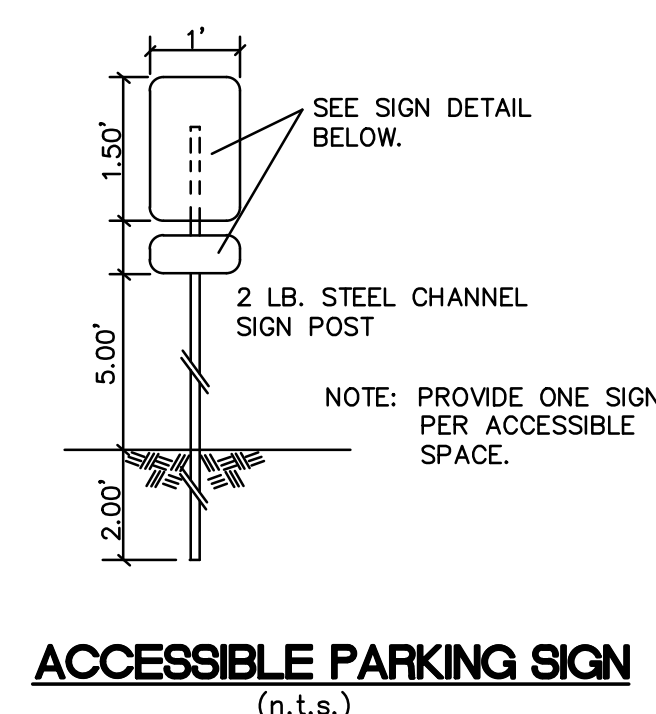
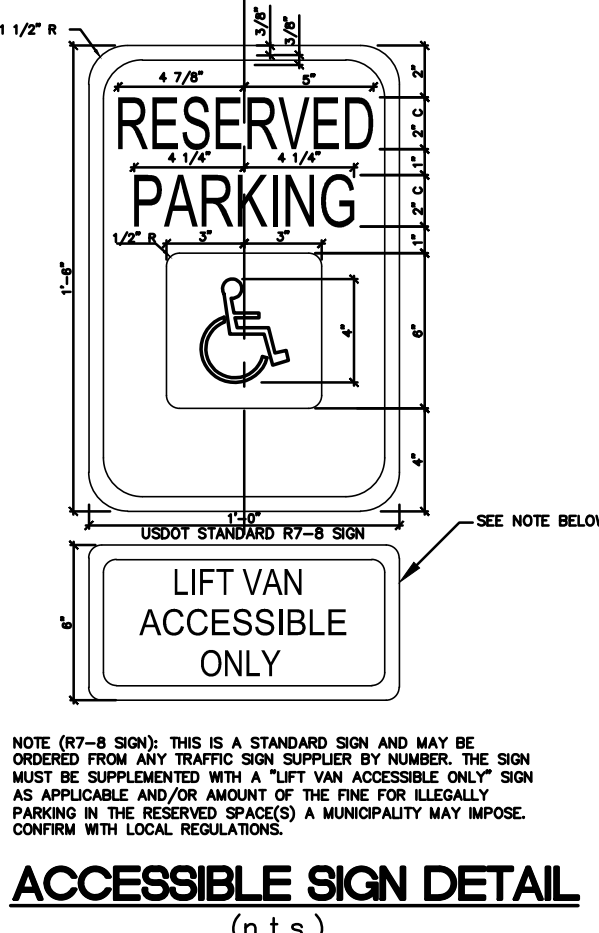
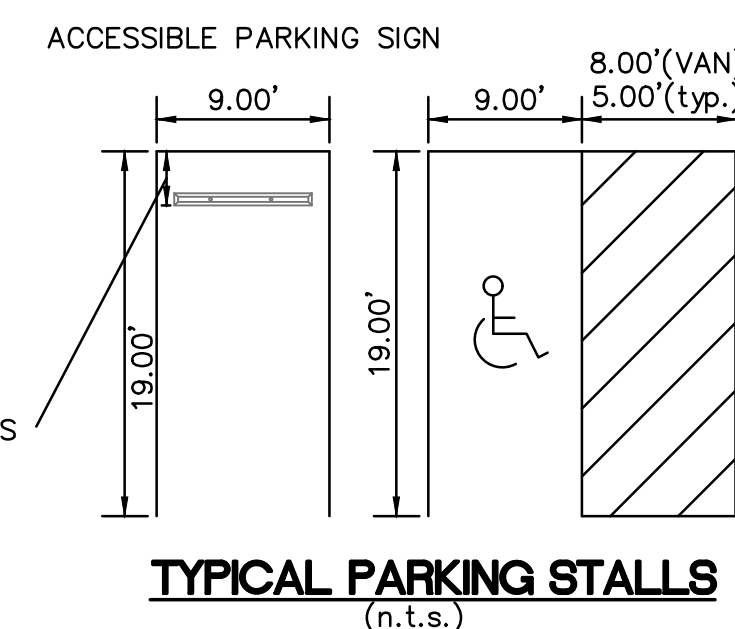
42 EXISTING PARKING SPACES

12 PROPOSED PARKING SPACES

NET REDUCTION OF 30 SPACES

SITE INFORMATION:

OWNER:	MERCY HOSPITAL ST. LOUIS
ADDRESS:	621 S. NEW BALLAS ROAD
LOCATOR NUMBERS:	190610106
ZONING:	PLANNED HOSPITAL
FIRE DISTRICT:	CREVE COEUR FIRE DISTRICT
SCHOOL DISTRICT:	PARKWAY SCHOOL DISTRICT
SEWER SERVICE:	MSD
WATER SERVICE:	MAWC
GAS SERVICE:	SPIRE
ELECTRIC SERVICE:	AMEREN
PHONE SERVICE:	AT&T



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PREPARED FOR:
MERCY HOSPITAL ST. LOUIS
C/O DON KALICAK
615 S. NEW BALLAS ROAD
CREVE COEUR, MO 63141
636-614-3271

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Ottolino Winters Huebner
Planning Architecture Interior Architecture
222 South Benton Ave. St. Louis, MO 63105 Telephone: (314) 721-4090

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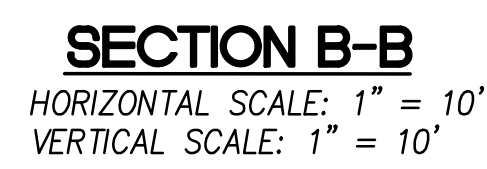
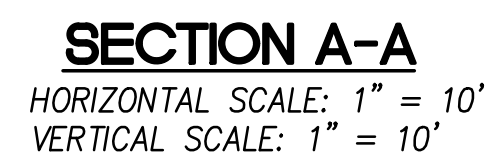
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636.530.9100

Attachment: 2020-03-04 Site Development Plan Submittal Package (P20-005: Mercy-Pratt Cancer Center Addition (SCP) and SDP)

Client Project #: 154001838



Schedule											
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	A	5	PHILIPS GARDCO	ECF-S-48L-1A-NW-G2-4	EcoForm Area LED ECF - Small, 48 LED's, 4000K CCT, TYPE 4 OPTIC, No Shield	(3) LEDGINE SLD LIGHT ARRAY(S) DRIVEN AT 1050mA	1	ECF-S-48L-1A-NW-G2-4.ies	19017	0.95	158.7

Schedule											
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	A	5	PHILIPS GARDCO	ECF-S-48L-1A-NW-G2-4	EcoForm Area LED ECF - Small, 48 LED's, 4000K CCT, TYPE 4 OPTIC, No Shield	(3) LEDGINE SLD LIGHT ARRAY(S) DRIVEN AT 1050mA	1	ECF-S-48L-1A-NW-G2-4.ies	19017	0.95	158.7



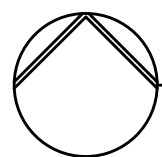
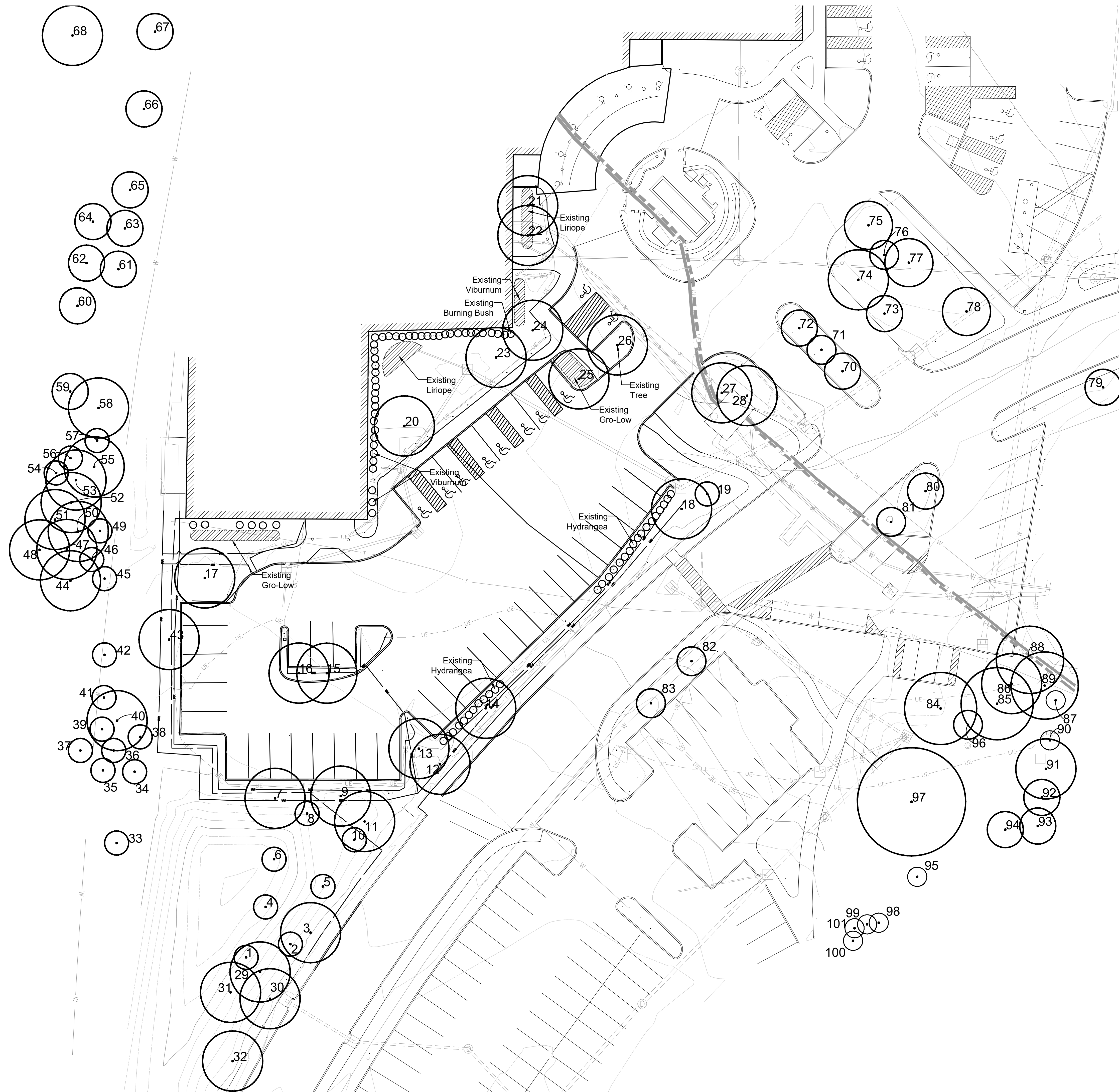
Heideman | Associates, Inc.
Tim A. Koenig, P.E.
Missouri Engineer
License No. E-028697
MO State Certificate of Authority #001194

DATE	PROJECT NO.	DRAWING NO.
02/14/2020	1980000	ES-P1

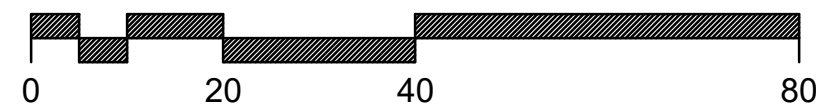
Attachment: 2020-03-04 Site Development Plan Submittal Package (#20-005: Mercy-Pratt Cancer Center Addition SCPamend and SDP)

HAI #191044

1/22/2020 4:44:26 PC: \Users\Chriso\Documents\1980000 MHSTL Cancer Center Proton Therapy-OWH_chriso.rvt



SCALE 1"=20



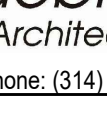
Tree Inventory			Condition	
ID	Tree Name	DBH	Rating	Comment
1	Spruce	4	2	
2	Spruce	6	3	
3	Linden	4	1	Poor
4	Spruce	6	3	
5	Spruce	6	3	
6	Spruce	8	3	
7	Oak	6	3	
8	Spruce	8	3	
9	Oak	6	3	
10	Spruce	7		
11	Linden	6		
12	Linden	6		
13	Red Oak	6		
14	Linden	2		
15	Ash	3	2	
16	Ash	3	1	
17	Red Oak	7		
18	Linden	6	4	
19	Norway Spruce	10	3	
20	Ash	5	3	
21	Birch Poplar	2		Clump
22	Birch Poplar	2		
23	Zelkova	6	3	
24	River Birch	3	3	Multi
25	Ash	5	1	Poor
26	Ash	5	2	
27		2		
28		2		
29		2		
30	Linden	3	3	
31	Pin Oak	7	3	
32	Linden	6	3	
33	Austrian Pine	12	2	
34	Austrian Pine	12	2	
35	Austrian Pine	6	2	
36	Austrian Pine	12	2	
37	Austrian Pine	8	2	
38	Austrian Pine	12	3	
39	Austrian Pine	10	2	
40				
41	Austrian Pine	12	2	
42	Austrian Pine	12	1	
43	Ash	5	1	
44	Bald Cypress	18	3	
45	Austrian Pine	13	2	
46	Austrian Pine	8	1	
47	Maple	10		
48	Maple	10		
49	Austrian Pine	12	2	
50	Maple	8		
51	Red Maple	8		
52	Maple	10		
53	Red Maple	12	3	
54	Austrian Pine	12	2	
55	Maple	6		
56	Austrian Pine	8		
57	Austrian Pine	8		
58	Maple	10		
59	Crabapple	6	3	
60	Crabapple	6	1	
61	Crabapple	8	3	
62	Crabapple	6	1	
63	Crabapple	6	3	
64	Crabapple	6	3	
65	Crabapple	6	3	
66	Crabapple	6	3	
67	Crabapple	6	3	
68	Oak	24	2	Poor
70	Amur Maple	3		Clump
71	Amur Maple	3		Clump
72	Amur Maple	3		Clump
73	Amur Maple	3		Clump
74	Amur Maple	3		Clump
75	Amur Maple	7		Clump
76	Amur Maple	4		Clump
77	Amur Maple	10		Clump
78	Amur Maple	8		Clump
79	Pin oak	9	3	
80	Littleleaf linden	7	3	
81	Littleleaf linden	6	3	
82	Littleleaf linden	5	3	
83	Littleleaf linden	5	3	
84	Eastern white pine	14	2	Broken limbs
85	Eastern white pine	9	2	
86	Green ash	18	1	
87	Norway spruce	3	1	
88	Bradford pear	14	2	
89	Bradford pear	14	2	
90	Bradford pear	6	1	
91	Bradford pear	14	2	
92	Bradford pear	8	2	
93	Bradford pear	8	2	
94	Scotch pine	12	2	
95	Japanese maple	2	3	
96	Magnolia	3	2	
97	Juniper	6	6	
98	Eastern red cedar	7	3	
99	Eastern red cedar	7	3	
100	Eastern red cedar	5	3	
101	Eastern red cedar	5	3	

Excellent	4
Good	3
Fair	2
Poor	1
Dead	0

[illegible]

SITE DEVELOPMENT PLAN TREE SURVEY

DATE	PROJECT NO.	DRAWING NO.
2/14/2020	1980000	TS1.01



Ottolino Winters Huebner

Planning Architecture Interior Architecture

222 South Bernston Ave. St. Louis, MO 63105 Telephone: (314) 721-4050



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 636.492.2200


A Structural Design Group

ASBC, LLC
 1500 Lincoln Highway
 Fairview Heights, IL 62208
 Ph: 618.638.0887 Fax: 618.623.0839

STOCK & ASSOCIATES

Consulting Engineers, Inc.

loomisAssociates



landscapeArchitects|planners
 750 Spirit 40 Park Drive
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 e-mail: land@loomis-associates.com



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DATE _____

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Project Manager

Checked By

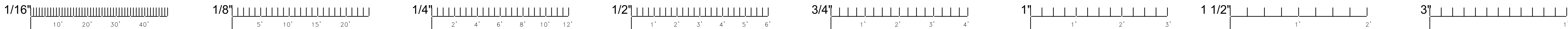
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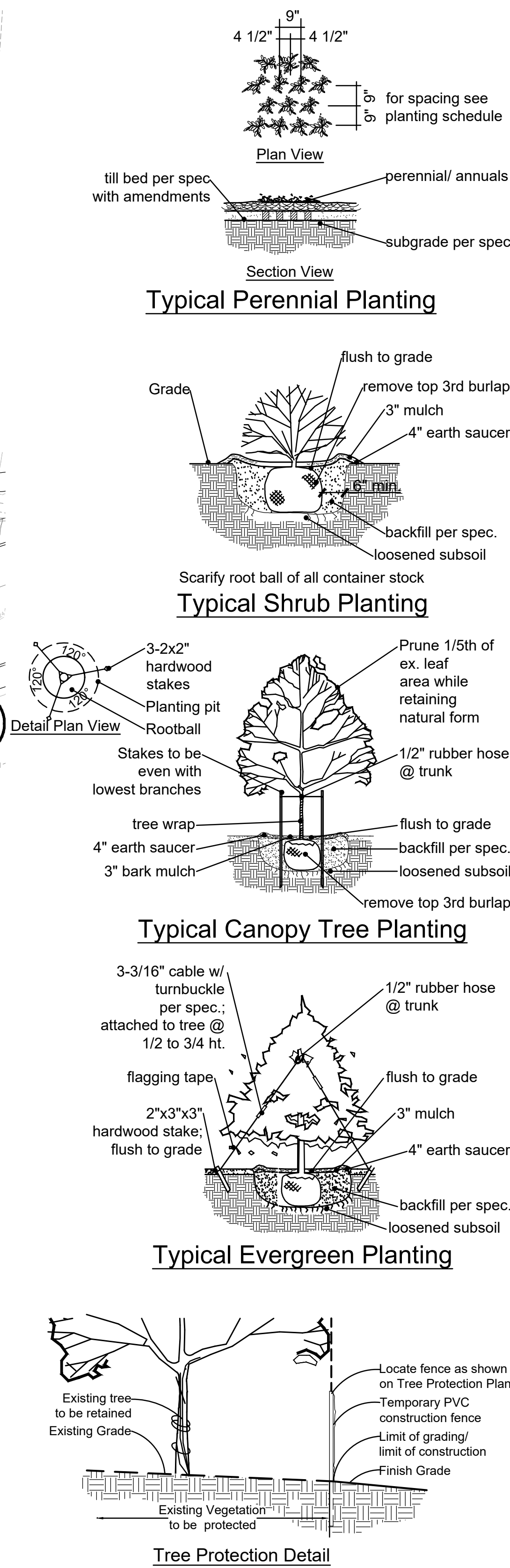
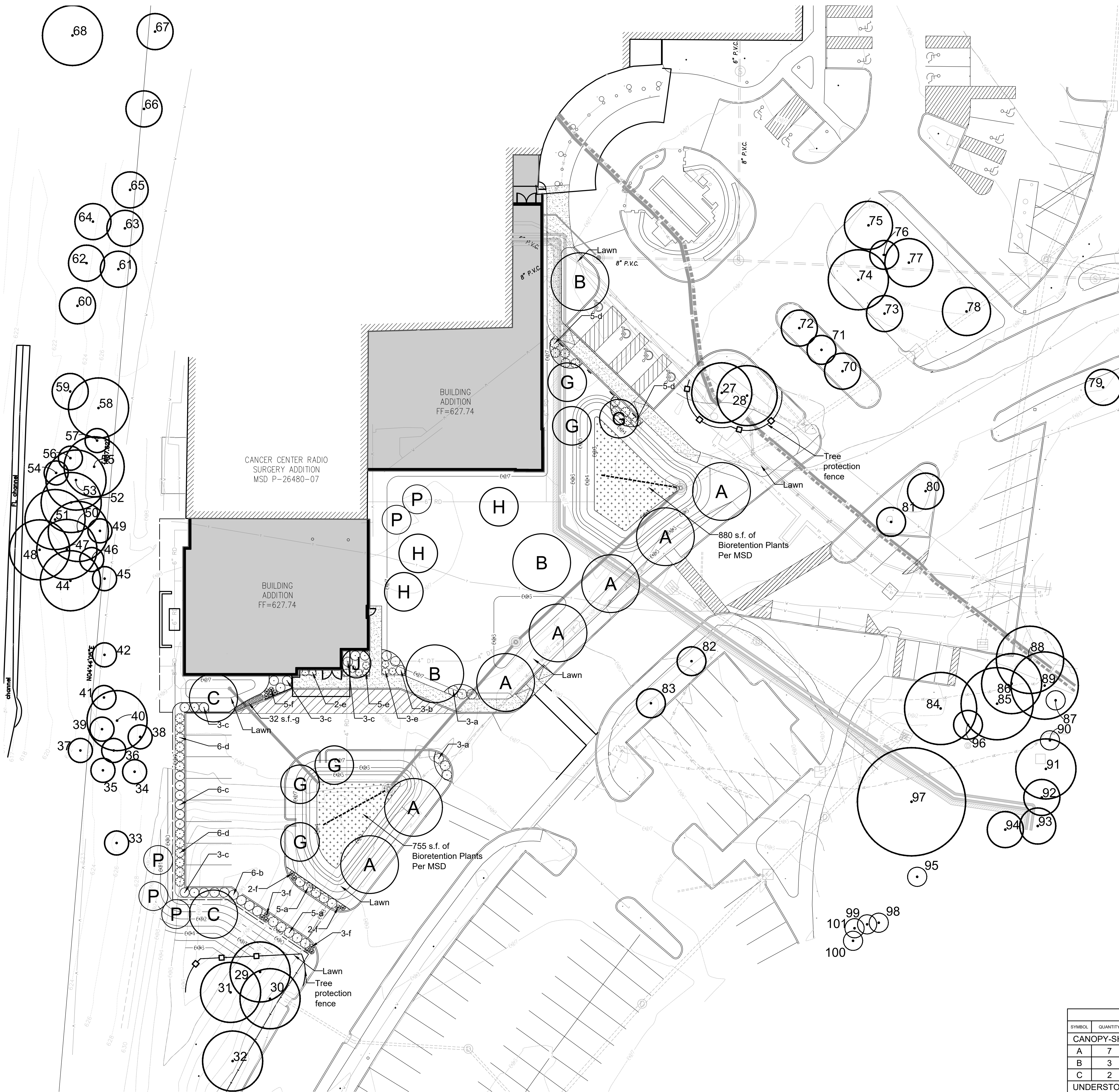
KP

MERCY HEALTHCARE
PRATT CANCER CENTER
EXPANSION - PROTON THERAPY

Client Project #: 1540-01838
Loomie Project #: 739 024



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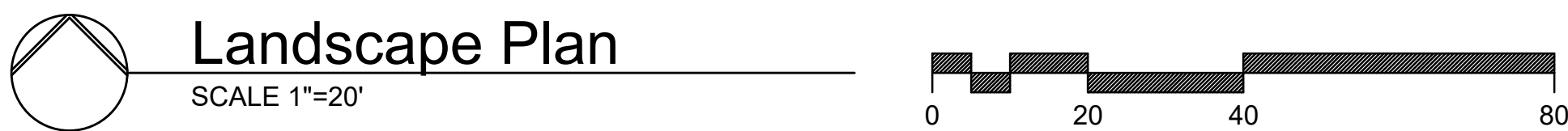


Tree Inventory				
ID	Tree Name	DBH	Condition Rating	Comment
27		2		
28		2		
29		2		
30	Linden	3	3	
31	Pin Oak	7	3	
32	Linden	6	3	
33	Austrian Pine	12	2	
34	Austrian Pine	12	2	
35	Austrian Pine	6	2	
36	Austrian Pine	12	2	
37	Austrian Pine	8	2	
38	Austrian Pine	12	3	
39	Austrian Pine	10	2	
40		8		
41	Austrian Pine	12	2	
42	Austrian Pine	12	1	
44	Bald Cypress	18	3	
45	Austrian Pine	13	2	
46	Austrian Pine	8	1	
47	Maple	10		
48	Maple	10		
49	Austrian Pine	12	2	
50	Maple	8		
51	Red Maple	8		
52	Maple	10		
53	Red Maple	12	3	
54	Austrian Pine	12	2	
55	Maple	6		
56	Austrian Pine	8		
57	Austrian Pine	8		
58	Maple	10		
59	Crabapple	6	3	
60	Crabapple	6	1	
61	Crabapple	8	3	
62	Crabapple	6	1	
63	Crabapple	6	3	
64	Crabapple	6	3	
65	Crabapple	6	3	
66	Crabapple	6	3	
67	Crabapple	6	2	
68	Oak	24	2	Poor
70	Amur Maple	3		Clump
71	Amur Maple	3		Clump
72	Amur Maple	3		Clump
73	Amur Maple	3		Clump
74	Amur Maple	3		Clump
75	Amur Maple	7		Clump
76	Amur Maple	4		Clump
77	Amur Maple	10		Clump
78	Amur Maple	8		Clump
79	Pin oak	9	3	
80	Littleleaf linden	7	3	
81	Littleleaf linden	6	3	
82	Littleleaf linden	5	3	
83	Littleleaf linden	5	3	
84	Eastern white pine	14	2	Broken limbs
85	Eastern white pine	9	2	
86	Green ash	18	1	
87	Norway spruce	3	1	
88	Bradford pear	14	2	
89	Bradford pear	14	2	
90	Bradford pear	6	1	
91	Bradford pear	14	2	
92	Bradford pear	8	2	
93	Bradford pear	8	2	
94	Scotch pine	12	2	
95	Japanese maple	2	3	
96	Magnolia	3	2	
97	Juniper	6		
98	Eastern red cedar	7	3	
99	Eastern red cedar	7	3	
100	Eastern red cedar	5	3	
101	Eastern red cedar	5	3	

Tree Condition Rating:			
Excellent	4		
Good	3		
Fair	2		
Poor	1		
Dead	0		

PLANTING SCHEDULE				
SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	REMARKS
CANOPY-SHADE TREES				
A	7	Tilia cordata 'Greenspire'	Greenspire Linden	3" cal. B&B
B	3	Quercus shumardii	Shumard Oak	3" cal. B&B
C	2	Acer rubrum 'Armstrong'	Armstrong Maple	3" cal. B&B
UNDERSTORY-ORNAMENTAL TREES				
G	6	Cercis canadensis 'Forest Pansy'	Forest Pansy Redbud	3" cal. B&B
H	3	Betula nigra 'BNMTF'	Dura Heat River Birch	3" cal. B&B
J	1	Chionanthus virginicus	Fringetree	3" cal. B&B
EVERGREEN TREES				
P	5	Thuja 'Green Giant'	Green Giant Arborvitae	6' h. B&B
SHRUBS-GRASSES-PERENNIALS-ANNUALS-GROUNDCOVER				
a	16	Abelia grandiflora 'Rika 1'	Bronze Anniversary Abelia	24" Container
b	9	Spiraea x media 'Darsnorm'	Snow Storm Spirea	24" Container
c	18	Buxus microphylla 'Bulthouse'	Sprinter Boxwood	24" Container
d	22	Weigela florida 'Alexandra'	Wine and Roses Weigela	24" Container
e	10	Abelia grandiflora 'Minacara 1'	Funshine Abelia	18"-24" Container
f	15	Sporobolus heterolepis	Prairie Dropseed	1 gal. Container
g	32 s.f.	Sedum 'Lime Twister'	Sedum SunSparkler Lime Twister	2" c.p. 12" o.c.

Note: All disturbed landscape areas to have 100% irrigation coverage.



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636-513-8668
e-mail: info@loomis-associates.com

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Project Manager Checked By
RS RS KP

MERCY HEALTHCARE
PRATT CANCER CENTER
EXPANSION - PROTON THERAPY

607 S. NEW BALLAS RD. #3300
ST. LOUIS, MO

Client Project #: 1540-01838
Loomis Project #: 738 024

NO. DATE

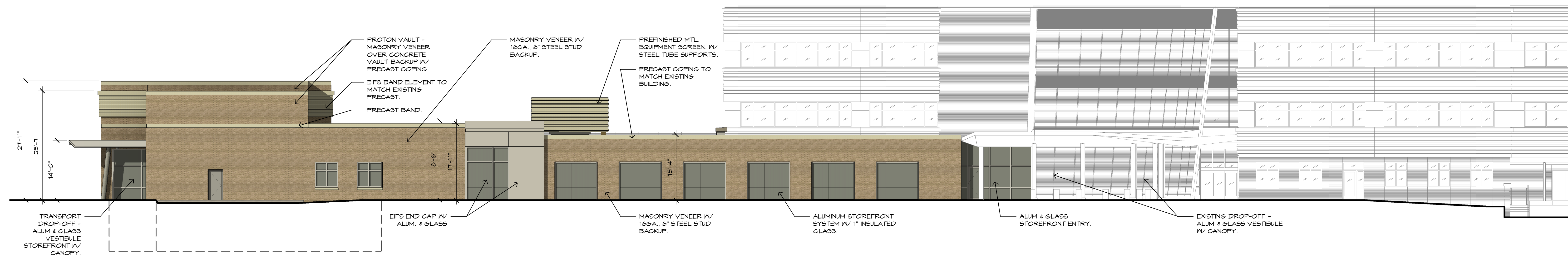
REVISIONS

SITE DEVELOPMENT PLAN
LANDSCAPE PLAN

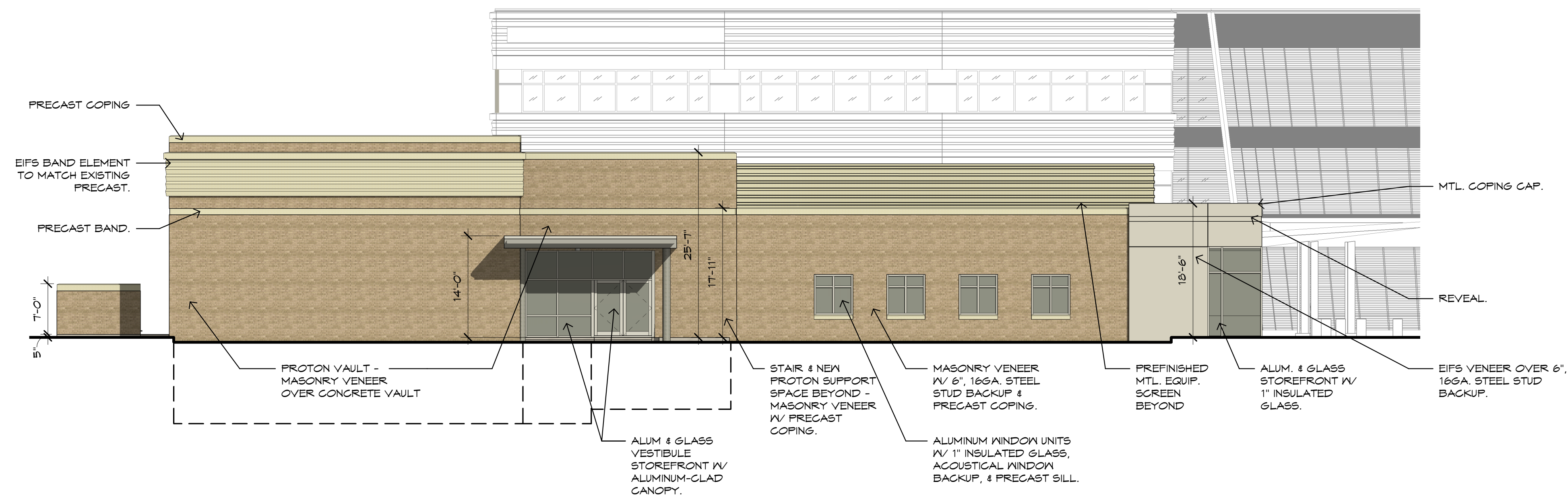
DATE PROJECT NO. DRAWING NO.
2/14/2020 1980000 L1.01

Attachment: 2020-03-04 Site Development Plan Submittal Package (v20-005: Mercy-Pratt Cancer Center Addition SCPanend and SDP)

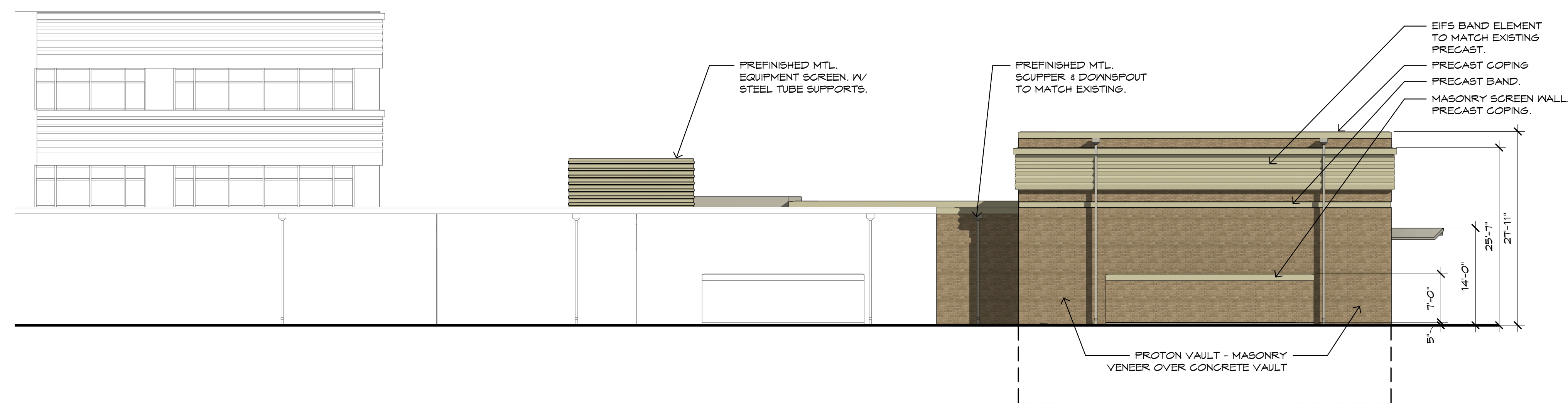
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1 RENDER EXTERIOR ELEVATION - EAST
3/32" = 1'-0"



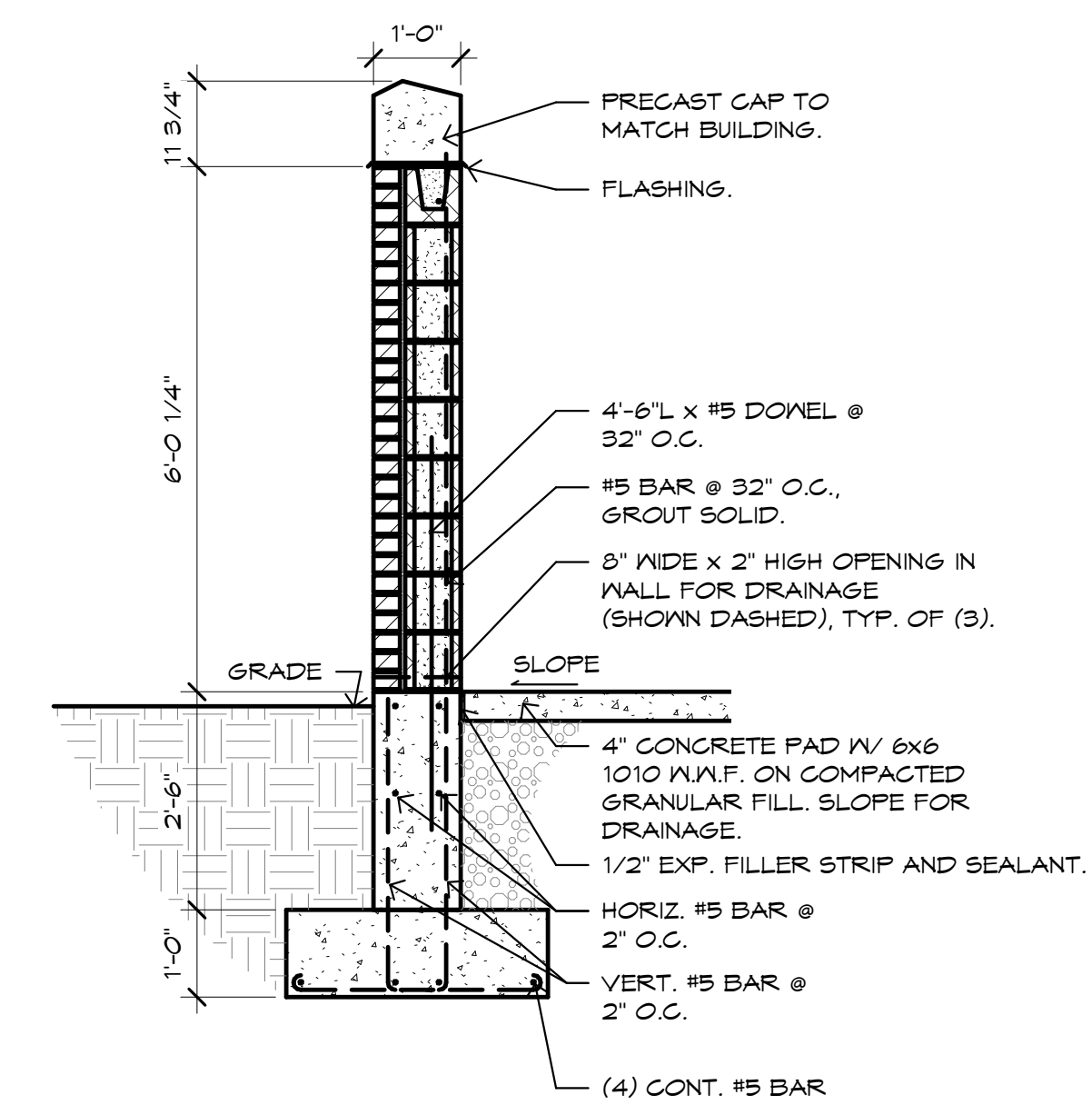
2 RENDER EXTERIOR ELEVATION - SOUTH
3/32" = 1'-0"



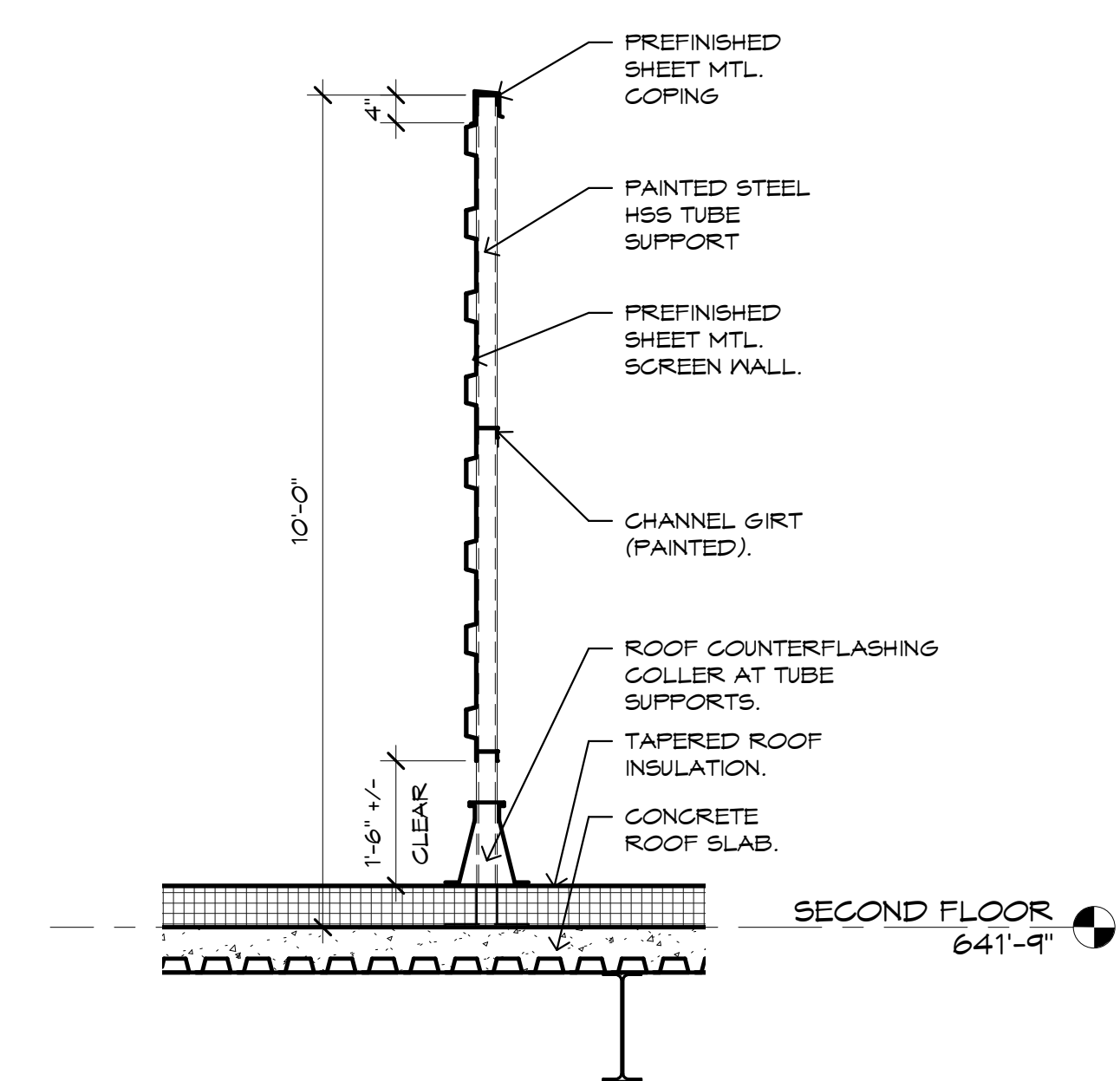
4 RENDER EXTERIOR ELEVATION - WEST
3/32" = 1'-0"



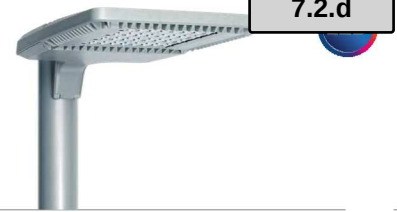
3 RENDER EXTERIOR PERSPECTIVE



5 DETAIL @ MASONRY SCREEN
1/2" = 1'-0"



6 DETAIL @ ROOF SCREEN
1/2" = 1'-0"



Gardco EcoForm Gen-2 combines economy with performance in an LED area luminaire. Capable of delivering up to 26,400 lumens or more in a compact, low profile LED luminaire, EcoForm offers a new level of customer value. EcoForm features an innovative retrofit arm kit, simplifying site conversions to LED by eliminating the need to drill additional holes in most existing poles. Integral control systems available for further energy savings. Includes Service Tag, our innovative way to provide assistance throughout the life of the product.

Project:	Mercy Pratt Cancer Center
Location:	
Cat.No:	ECF-S-48L-1A-NW-G2-4
Type:	A
Lamps:	Qty:
Notes:	Fixtures are existing and being relocated to coordinate with the new site configuration.

Ordering guide

example: ECF-S-64L-900-NW-G2-AR-5-120-HIS-MGY

Prefix	Number of LEDs	Drive Current	LED Color - Generation	Mounting	Distribution	Voltage	Options					Finish
							Dimming controls	Motion sensing lens	Photo-sensing	Electrical	Luminaire	
ECF-S	48L	1A	NW-G2	AR	4	UNV						
ECF-S EcoForm site and area, small	32L 32 LEDs (2 modules)	530 530 mA 700 700 mA 1A 1050 mA 1.2A 1200 mA	WW-G2 Warm White 3000K, 70 CRI Generation 2 NW-G2 Neutral White 4000K, 70 CRI Generation 2	AR Arm Mount (standard) ⁷ <i>The following mounting kits must be ordered separately (See accessories)</i> SF Slip Fitter Mount ³ (fits to 2 3/8" O.D. tenon) WS Wall mount with surface conduit rear entry permitted RAM Retrofit arm mount kit ²	Type 2 2 Type 2 2-90 Rotated left 90° 2-270 Rotated right 270° Type 3 3 Type 3 3-90 Rotated left 90° 3-270 Rotated right 270° Type 4 4 Type 4 4-90 Rotated left 90° 4-270 Rotated right 270° Type 5 5 Type 5 5W Type 5W AFR Auto Front Row AFR-90 Auto Front Row, Rotated left 90° AFR-270 Auto Front Row, Rotated right 270°	120 120V 208 208V 240 240V 277 277V 347 347V 480 480V UNV 120-277V (50/60Hz) HVV 347-480V (50/60Hz)	DD 0-10V External dimming (by others) ⁴ DCC Dual Circuit Control ^{4,5,6} FAWS Field Adjustable Wattage Selector ^{4,5} SW Interface module for SiteWise ^{4,6,7} LLC Integral wireless module ^{4,6,8} BL Bi-level functionality ⁴ DynaDimmer: Automatic Profile Dimming CS50 Safety 50% Dimming, 7 hours ^{4,8} CM50 Median 50% Dimming, 8 hours ^{4,8} CE50 Economy 50% Dimming, 9 hours ^{4,8} DA50 All Night 50% Dimming ^{4,8} CS30 Safety 30% Dimming, 7 hours ^{4,8} CM30 Median 30% Dimming, 8 hours ^{4,8} CE30 Economy 30% Dimming, 9 hours ^{4,8} DA30 All Night 30% Dimming ^{4,8}	IMRI3 Integral with #3 lens ¹⁵ IMRI7 Integral with #7 lens ¹⁶ IMRO Pole mounted motion sensor ¹⁵ (see accessories)	PCB Photocontrol Button ^{8,9} TLRD5 Twist Lock Receptacle 5 Pin ¹⁰ TLRD7 Twist Lock Receptacle 7 Pin ¹⁰ TLRPC Twist Lock Receptacle w/ Photocell ^{9,11}	Fusing F1 Single (120, 277, 347VAC) ⁹ F2 Double (208, 240, 480VAC) ⁹ Pole Mount Fusing FP1 Single (120, 277, 347VAC) ⁹ FP2 Double (208, 240, 480VAC) ⁹ FP3 Canadian Double Pull (208, 240, 480VAC) ⁹ Surge Protection (10kA standard) SP2 Increased 20kA	Square Pole Adapter included in standard product TB Terminal Block ¹² RPA Round Pole Adapter (fits to 3"-3.9" O.D. pole) ¹³ HIS Internal Housing Side Shield ¹⁴	Textured BK Black WH White BZ Bronze DGY Dark Gray MGY Medium Gray Customer specified RAL Specify optional color or RAL (ex: RAL7024 Custom color) (Must supply color chip for required factory quote)

- BL-IMRI3/7 equipped with out-boarded sensor housing when voltage is HVU (347-480V)
- Mounts to a 4" round pole with adapter included for square poles.
- Limited to a maximum of 45 degrees aiming above horizontal.
- Not available with other dimming control options.
- Not available with motion sensor.
- Not available with photocontrol.
- Available only in 120 or 277V.
- Not available in 347 or 480V
- Must specify input voltage.
- Dimming will not be connected to NEMA receptacle if ordering with other control options.
- Not available in 480V.
- Not available with DCC.
- Not available with SF and WS. RPAs provided with black finish standard.

- HIS not available with Type 5 and 5W optics.
- Available only with SW, LLC, and BL control options.
- Available only with SW and BL control options.

ECF-S EcoForm small

Area luminaire

EcoForm Accessories (ordered separately, field installed)

Controls Accessories



Pole Mount Motion Sensor

MS-A-120V 120V Input
MS-A-277V 277V Input

Wireless system

Remote mount module

LLCR3-(F) #3 lens

Central Remote Motion Response

(used connected to SiteWise main panel)

MS2-A-FVR-3

MS2-A-FVR-7

Shielding Accessories



House Side shield

Standard optic orientation:

HIS-80-H¹⁴ Internal House Side Shield for 80 LEDs (5 modules)

HIS-96-H¹⁴ Internal House Side Shield for 96 LEDs (6 modules)

Optic at 90 or 270 orientation:

HIS-80-V¹⁴ Internal House Side Shield for 80 LEDs (5 modules)

HIS-96-V¹⁴ Internal House Side Shield for 96 LEDs (6 modules)

14. Not available with Type 5 or 5W optics

Luminaire Accessories



ECF-BD-G2

Bird deterrent

ECF-RAM-G2-(F)

Retrofit Arm mount kit

ECF-SF-G2-(F)

Slip Fitter Mount (fits to 2 3/8" O.D. tenon)

ECF-WS-G2-(F)

Wall mount with surface conduit rear entry permitted

EcoForm PTF2

(pole top fitter fits 23/8-21/2" OD x 4" depth tenon)

PTF2-ECF-S/L-1-90-(F) 1 luminaire at 90°

PTF2-ECF-S/L-2-90-(F) 2 luminaires at 90°

PTF2-ECF-S/L-2-180-(F) 2 luminaires at 180°

PTF2-ECF-S/L-3-90-(F) 3 luminaires at 90°

PTF2-ECF-S/L-4-90-(F) 4 luminaires at 90°

PTF2-ECF-S/L-3-120-(F) 3 luminaires at 120°

(F) = Specify finish

EcoForm PTF3

(pole top fitter fits 3-31/2" OD x 6" depth tenon)

PTF3-ECF-S/L-1-90-(F) 1 luminaire at 90°

PTF3-ECF-S/L-2-90-(F) 2 luminaires at 90°

PTF3-ECF-S/L-2-180-(F) 2 luminaires at 180°

PTF3-ECF-S/L-3-90-(F) 3 luminaires at 90°

PTF3-ECF-S/L-4-90-(F) 4 luminaires at 90°

PTF3-ECF-S/L-3-120-(F) 3 luminaires at 120°

EcoForm PTF4

(pole top fitter fits 31/2-4" OD x 6" depth tenon)

PTF4-ECF-S/L-1-90-(F) 1 luminaire at 90°

PTF4-ECF-S/L-2-90-(F) 2 luminaires at 90°

PTF4-ECF-S/L-2-180-(F) 2 luminaires at 180°

PTF4-ECF-S/L-3-90-(F) 3 luminaires at 90°

PTF4-ECF-S/L-4-90-(F) 4 luminaires at 90°

PTF4-ECF-S/L-3-120-(F) 3 luminaires at 120°

Predicted Lumen Depreciation Data

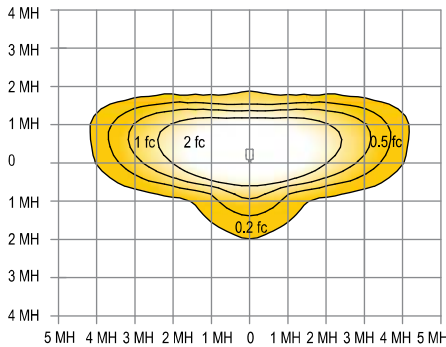
Predicted performance derived from LED manufacturer's data and engineering design estimates, based on IESNA LM-80 methodology.

Actual experience may vary due to field application conditions. L₇₀ is the predicted time when LED performance depreciates to 70% of initial lumen output. Calculated per IESNA TM21-11. Published L₇₀ hours limited to 6 times actual LED test hours

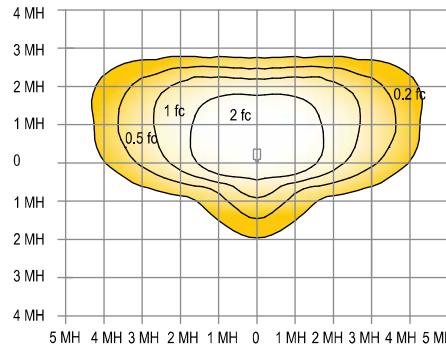
Ambient Temperature °C	Driver mA	Calculated L ₇₀ Hours	L ₇₀ per TM-21	Lumen Maintenance % at 60,000 hrs
25°C	up to 1200 mA	>100,000 hours	>60,000 hours	>88%

Optical distribution

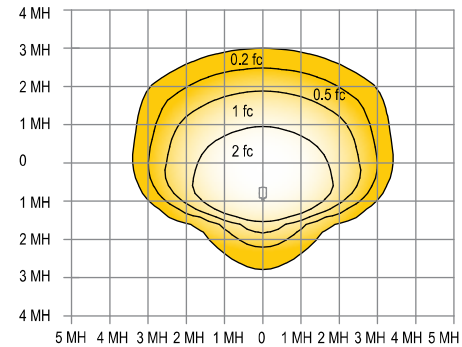
Based on configuration ECF-S-48L-1A-NW-G2 (159W) mounted at 20ft.



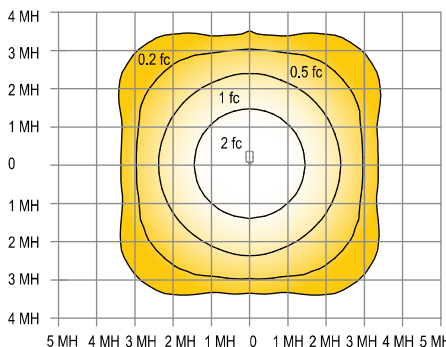
Type 2



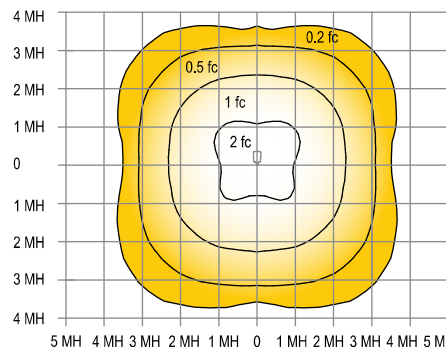
Type 3



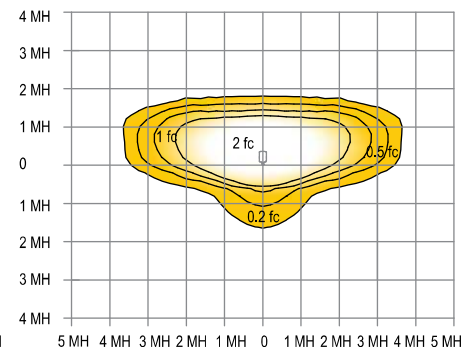
Type 4



Type 5



Type 5W



AFR

ECF-S EcoForm small

Area luminaire

3000K LED Wattage and Lumen Values

Ordering Code	Total LEDs	LED Current (mA)	Color Temp.	Average System Watts	Type 2			Type 3			Type 4		
					Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)
ECF-S-32L-530-WW-G2-x	32	530	3000	56	6,178	B2-U0-G1	111	6,044	B1-U0-G2	109	6,323	B1-U0-G2	114
ECF-S-32L-700-WW-G2-x	32	700	3000	73	7,968	B2-U0-G2	109	7,795	B1-U0-G2	107	8,156	B1-U0-G2	112
ECF-S-32L-1A-WW-G2-x	32	1050	3000	106	11,218	B2-U0-G2	106	10,974	B2-U0-G2	104	11,482	B2-U0-G2	109
ECF-S-32L-1.2A-WW-G2-x	32	1200	3000	122	12,443	B3-U0-G2	102	12,173	B2-U0-G2	100	12,736	B2-U0-G3	105
ECF-S-48L-900-WW-G2-x	48	900	3000	135	14,768	B3-U0-G3	109	14,448	B2-U0-G3	107	15,116	B2-U0-G3	112
ECF-S-48L-1A-WW-G2-x	48	1050	3000	159	16,723	B3-U0-G3	105	16,360	B3-U0-G3	103	17,116	B2-U0-G3	108
ECF-S-48L-1.2A-WW-G2-x	48	1200	3000	183	18,564	B3-U0-G3	102	18,162	B3-U0-G3	99	19,001	B3-U0-G4	104
ECF-S-64L-900-WW-G2-x	64	900	3000	178	19,545	B3-U0-G3	110	19,121	B3-U0-G3	108	20,005	B3-U0-G4	113
ECF-S-64L-1A-WW-G2-x	64	1050	3000	206	22,020	B3-U0-G3	107	21,543	B3-U0-G4	105	22,538	B3-U0-G4	109

Ordering Code	Total LEDs	LED Current (mA)	Color Temp.	Average System Watts	Type 5			Type 5W			Type AFR		
					Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)
ECF-S-32L-530-WW-G2-x	32	530	3000	56	6,400	B2-U0-G1	115	6,672	B3-U0-G2	120	6,458	B3-U0-G2	116
ECF-S-32L-700-WW-G2-x	32	700	3000	73	8,254	B2-U0-G1	113	8,606	B3-U0-G2	118	8,330	B4-U0-G2	114
ECF-S-32L-1A-WW-G2-x	32	1050	3000	106	11,621	B3-U0-G2	110	12,116	B4-U0-G2	115	11,727	B4-U0-G2	111
ECF-S-32L-1.2A-WW-G2-x	32	1200	3000	122	12,890	B3-U0-G2	106	13,440	B4-U0-G2	111	13,008	B4-U0-G2	107
ECF-S-48L-900-WW-G2-x	48	900	3000	135	15,299	B3-U0-G2	113	15,951	B4-U0-G2	118	15,438	B4-U0-G2	114
ECF-S-48L-1A-WW-G2-x	48	1050	3000	159	17,324	B3-U0-G2	109	18,062	B4-U0-G2	114	17,482	B5-U0-G3	110
ECF-S-48L-1.2A-WW-G2-x	48	1200	3000	183	19,231	B3-U0-G2	105	20,051	B5-U0-G3	110	19,407	B5-U0-G3	106
ECF-S-64L-900-WW-G2-x	64	900	3000	178	20,247	B3-U0-G2	114	21,111	B5-U0-G3	119	20,432	B5-U0-G3	115
ECF-S-64L-1A-WW-G2-x	64	1050	3000	206	22,811	B3-U0-G2	111	23,784	B5-U0-G3	116	23,020	B5-U0-G3	112

4000K LED Wattage and Lumen Values

Ordering Code	Total LEDs	LED Current (mA)	Color Temp.	Average System Watts	Type 2			Type 3			Type 4		
					Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)
ECF-S-32L-530-NW-G2-x	32	530	4000	56	6,864	B2-U0-G2	123	6,715	B1-U0-G2	121	7,025	B1-U0-G2	126
ECF-S-32L-700-NW-G2-x	32	700	4000	73	8,853	B2-U0-G2	121	8,661	B2-U0-G2	119	9,062	B1-U0-G2	124
ECF-S-32L-1A-NW-G2-x	32	1050	4000	106	12,464	B3-U0-G2	118	12,194	B2-U0-G2	115	12,757	B2-U0-G3	121
ECF-S-32L-1.2A-NW-G2-x	32	1200	4000	122	13,826	B3-U0-G3	114	13,526	B2-U0-G3	111	14,151	B2-U0-G3	116
ECF-S-48L-900-NW-G2-x	48	900	4000	135	16,409	B3-U0-G3	121	16,053	B2-U0-G3	119	16,795	B2-U0-G3	124
ECF-S-48L-1A-NW-G2-x	48	1050	4000	159	18,581	B3-U0-G3	117	18,178	B3-U0-G3	115	19,018	B2-U0-G4	120
ECF-S-48L-1.2A-NW-G2-x	48	1200	4000	183	20,627	B3-U0-G3	113	20,180	B3-U0-G4	110	21,112	B3-U0-G4	116
ECF-S-64L-900-NW-G2-x	64	900	4000	178	21,717	B3-U0-G3	122	21,246	B3-U0-G4	119	22,228	B3-U0-G4	125
ECF-S-64L-1A-NW-G2-x	64	1050	4000	206	24,467	B3-U0-G3	119	23,936	B3-U0-G4	116	25,043	B3-U0-G4	122

Ordering Code	Total LEDs	LED Current (mA)	Color Temp.	Average System Watts	Type 5			Type 5W			Type AFR		
					Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)
ECF-S-32L-530-NW-G2-x	32	530	4000	56	7,414	B3-U0-G2	133	7,175	B3-U0-G2	129	7,111	B2-U0-G1	128
ECF-S-32L-700-NW-G2-x	32	700	4000	73	9,563	B3-U0-G2	131	9,255	B4-U0-G2	127	9,172	B2-U0-G1	126
ECF-S-32L-1A-NW-G2-x	32	1050	4000	106	13,462	B4-U0-G2	127	13,030	B4-U0-G2	123	12,912	B3-U0-G2	122
ECF-S-32L-1.2A-NW-G2-x	32	1200	4000	122	14,933	B4-U0-G2	123	14,453	B4-U0-G2	119	14,322	B3-U0-G2	118
ECF-S-48L-900-NW-G2-x	48	900	4000	135	17,723	B4-U0-G2	131	17,154	B5-U0-G3	127	16,999	B3-U0-G2	126
ECF-S-48L-1A-NW-G2-x	48	1050	4000	159	20,069	B5-U0-G3	126	19,424	B5-U0-G3	122	19,248	B3-U0-G2	121
ECF-S-48L-1.2A-NW-G2-x	48	1200	4000	183	22,279	B5-U0-G3	122	21,563	B5-U0-G3	118	21,368	B3-U0-G2	117
ECF-S-64L-900-NW-G2-x	64	900	4000	178	23,456	B5-U0-G3	132	22,702	B5-U0-G3	128	22,497	B3-U0-G2	127
ECF-S-64L-1A-NW-G2-x	64	1050	4000	206	26,427	B5-U0-G3	128	25,577	B5-U0-G4	124	25,346	B3-U0-G2	123

ECF-S EcoForm small

Area luminaire

5000K LED Wattage and Lumen Values

Ordering Code	Total LEDs	LED Current (mA)	Color Temp.	Average System Watts	Type 2			Type 3			Type 4		
					Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)
ECF-S-32L-530-CW-G2-x	32	530	5000	56	6,658	B2-U0-G2	120	6,514	B1-U0-G2	117	6,815	B1-U0-G2	122
ECF-S-32L-700-CW-G2-x	32	700	5000	73	8,588	B2-U0-G2	118	8,402	B2-U0-G2	115	8,790	B1-U0-G2	121
ECF-S-32L-1A-CW-G2-x	32	1050	5000	106	12,090	B3-U0-G2	114	11,828	B2-U0-G2	112	12,375	B2-U0-G3	117
ECF-S-32L-1.2A-CW-G2-x	32	1200	5000	122	13,411	B3-U0-G3	110	13,120	B2-U0-G3	108	13,726	B2-U0-G3	113
ECF-S-48L-900-CW-G2-x	48	900	5000	135	15,917	B3-U0-G3	118	15,572	B2-U0-G3	115	16,291	B2-U0-G3	121
ECF-S-48L-1A-CW-G2-x	48	1050	5000	159	18,023	B3-U0-G3	114	17,633	B3-U0-G3	111	18,447	B2-U0-G4	116
ECF-S-48L-1.2A-CW-G2-x	48	1200	5000	183	20,008	B3-U0-G3	110	19,574	B3-U0-G4	107	20,479	B3-U0-G4	112
ECF-S-64L-900-CW-G2-x	64	900	5000	178	21,065	B3-U0-G3	118	20,609	B3-U0-G4	116	21,561	B3-U0-G4	121
ECF-S-64L-1A-CW-G2-x	64	1050	5000	206	23,733	B3-U0-G3	115	23,218	B3-U0-G4	113	24,291	B3-U0-G4	118

Ordering Code	Total LEDs	LED Current (mA)	Color Temp.	Average System Watts	Type 5			Type 5W			Type AFR		
					Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)	Lumen Output	BUG Rating	Efficacy (LPW)
ECF-S-32L-530-CW-G2-x	32	530	5000	56	6,897	B2-U0-G1	124	7,191	B3-U0-G2	129	6,960	B3-U0-G2	125
ECF-S-32L-700-CW-G2-x	32	700	5000	73	8,896	B2-U0-G1	122	9,276	B3-U0-G2	127	8,978	B4-U0-G2	123
ECF-S-32L-1A-CW-G2-x	32	1050	5000	106	12,524	B3-U0-G2	119	13,058	B4-U0-G2	124	12,639	B4-U0-G2	120
ECF-S-32L-1.2A-CW-G2-x	32	1200	5000	122	13,893	B3-U0-G2	114	14,485	B4-U0-G2	119	14,020	B4-U0-G2	115
ECF-S-48L-900-CW-G2-x	48	900	5000	135	16,489	B3-U0-G2	122	17,192	B4-U0-G2	127	16,639	B5-U0-G3	123
ECF-S-48L-1A-CW-G2-x	48	1050	5000	159	18,671	B3-U0-G2	118	19,467	B5-U0-G3	123	18,841	B5-U0-G3	119
ECF-S-48L-1.2A-CW-G2-x	48	1200	5000	183	20,727	B3-U0-G2	113	21,611	B5-U0-G3	118	20,916	B5-U0-G3	114
ECF-S-64L-900-CW-G2-x	64	900	5000	178	21,822	B3-U0-G2	123	22,753	B5-U0-G3	128	22,021	B5-U0-G3	124
ECF-S-64L-1A-CW-G2-x	64	1050	5000	206	24,586	B3-U0-G2	119	25,634	B5-U0-G3	124	24,810	B5-U0-G4	120

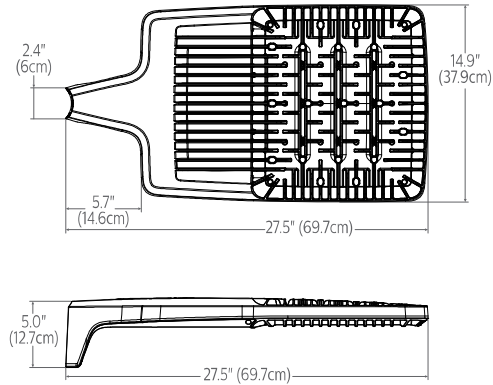
ECF-S EcoForm small

Area luminaire

Dimensions

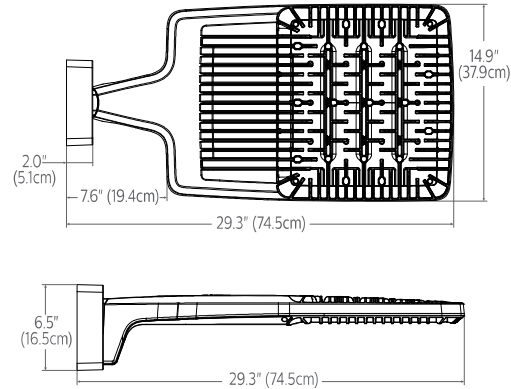
Standard Arm (AR)

Weight: 22 Lbs (9.9 Kg) EPA: 0.21ft² (.019m²)



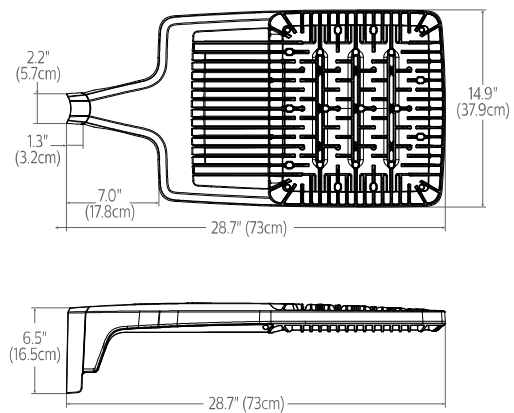
Wall (WS)

Weight: 27 Lbs. (12. 2Kg) EPA: 0.27ft² (.025m²)



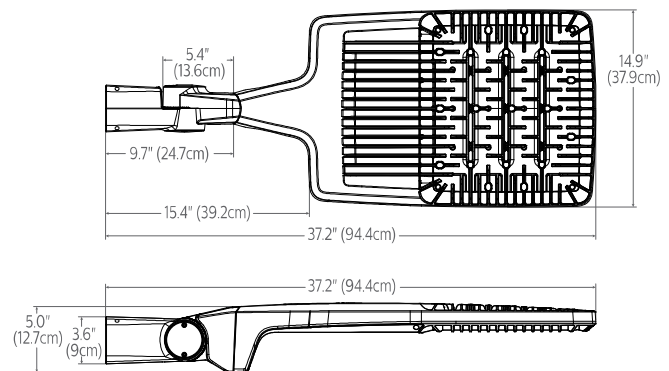
Retrofit Arm (RAM)

Weight: 24 Lbs (10.9 Kg) EPA: 0.24ft² (.022m²)

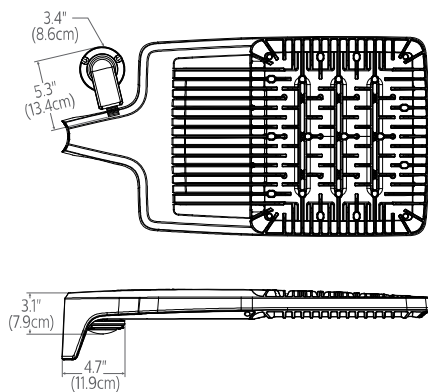


Slip fitter (SF)

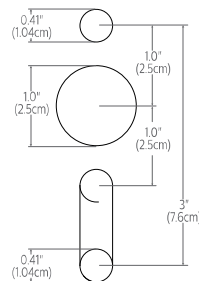
Weight: 27 Lbs (12.2 Kg) EPA: 0.33ft² (.031m²)



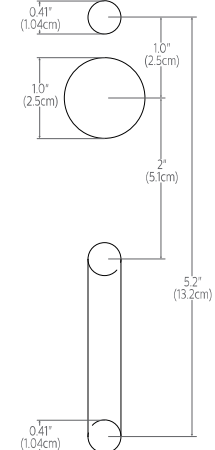
Outboard IMR-HVU sensor



Standard Arm (AR) drill pattern



Retrofit Arm (RAM) drill pattern



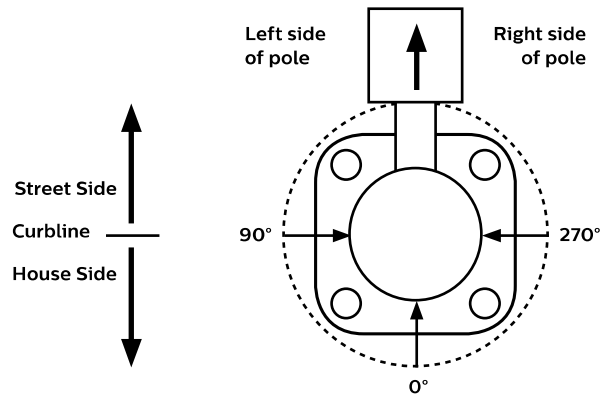
ECF-S EcoForm small

Area luminaire

Optical Orientation Information

Standard Optic Position

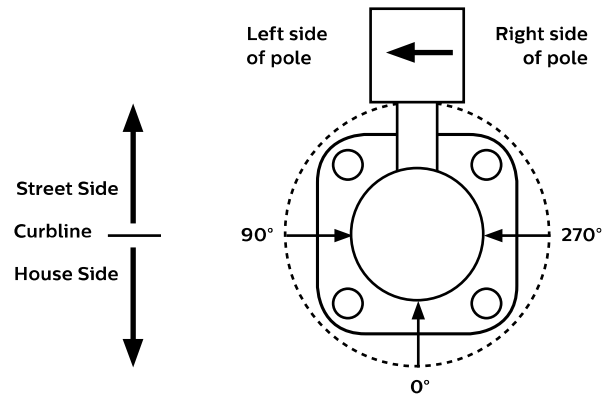
Luminaires ordered with asymmetric optical systems in the standard optic position will have the optical system oriented as shown below:



Note: The hand hole will normally be located on the pole at the 0° point.

Optic Rotated Left (90°) Optic Position

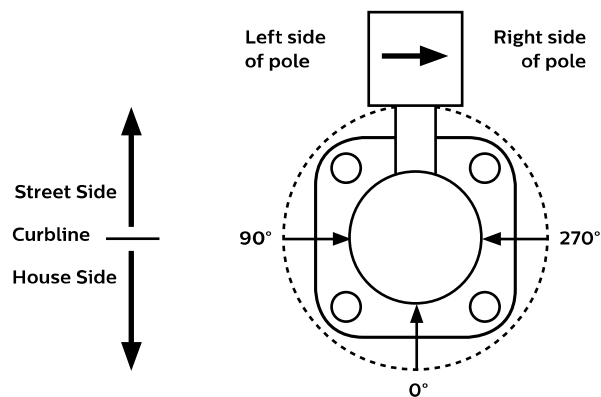
Luminaires ordered with optical systems in the Optic Rotated Left (90°) optic position will have the optical system oriented as shown below (Type 5 and 5W optics are not available with factory set rotatable optics):



Note: The hand hole will normally be located on the pole at the 0° point.

Optic Rotated Right (270°) Optic Position

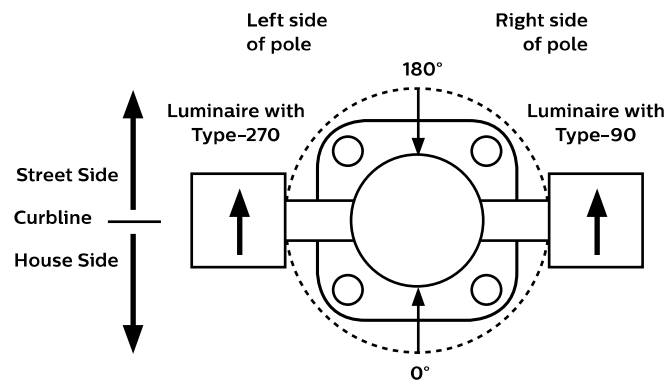
Luminaires ordered with optical systems in the Optic Rotated Right (270°) optic position will have the optical system oriented as shown below (Type 5 and 5W optics are not available with factory set rotatable optics):



Note: The hand hole will normally be located on the pole at the 0° point.

Twin Luminaire Assemblies with Type-90/Type-270 Rotated Optical Systems

Twin luminaire assemblies installed with rotated optical systems are an excellent way to direct light toward the interior of the site (Street Side) without additional equipment. It is important, however, that care be exercised to insure that luminaires are installed in the proper location.



Luminaires with Optic Rotated Right (270°) are installed on the LEFT Side of Pole

Luminaires with Optic Rotated Left (90°) are installed on the RIGHT Side of Pole

Note: The hand hole location will depend on the drilling configuration ordered for the pole.

ECF-S EcoForm small

Area luminaire

Specifications

Housing

One-piece die cast aluminum housing with integral arm and separate, self-retained hinged, one-piece die cast door frame. Luminaire housing rated to IP66, tested in accordance to Section 9 of IEC 60598-1.

Vibration resistance

Luminaire is tested and rated 3G over 100,000 cycles conforming to standards set forth by ANSI C136.31-2010. Testing includes vibration in three axes, all performed on the same luminaire.

Light engine

Light engine comprises of a module of 16-LED aluminum metal clad board fully sealed with optics offered in multiples of 2, 3, and 4 modules or 32, 48, and 64 LEDs. Module is RoHS compliant. Color temperatures: 3000K +/-125K, 4000K, 5000K +/- 200K. Minimum CRI of 70. LED light engine is rated IP66 in accordance to Section 9 of IEC 60598-1.

Energy saving benefits

System efficacy up to 133 lms/W with significant energy savings over Pulse Start Metal Halide luminaires. Optional control options provide added energy savings during unoccupied periods.

Optical systems

Type 2, 3, 4, 5, 5W, and AFR distributions available. Internal Shield option mounts to LED optics and is available with Type 2, 3, 4, and AFR distributions. Types 2, 3, 4, and AFR when specified and used as rotated, are factory set only. Performance tested per LM-79 and TM-15 (IESNA) certifying its photometric performance. Luminaire designed with 0% uplight (U0 per IESNA TM-15).

Mounting

Standard luminaire arm mounts to 4" O.D. round poles. Can also be used with 5" O.D. poles. Square pole adapter included with every luminaire. Round Pole Adapter (RPA) required for 3-3.9" poles. EcoForm features a retrofit arm kit. When specified with the retrofit arm (RAM) option, EcoForm seamlessly simplifies site conversions to LED by eliminating the need for additional pole drilling on most existing poles. RAM will be boxed separately. Also optional are slipfitter and wall mounting accessories.

Control options

0-10V dimming (DD): Access to 0-10V dimming leads supplied through back of luminaire (for secondary dimming controls by others). Cannot be used with other control options.

Dual Circuit Control (DCC): Luminaire equipped with the ability to have two separate circuits controlling drivers and light engines independently. Permits separate switching of separate modules controlled by use of two sets of leads, one for each circuit. Not recommended to be used with other control options, motion response, or photocells.

SiteWise (SW): SiteWise system includes a controller fully integrated in the luminaire that enables the luminaires to communicate with a dimming signal transmitter cabinet located on site using patented central dimming technology. A locally accessible mobile app allows users to access the system and set functionalities such as ON/OFF, dimming levels and scheduling. SiteWise is available with motion response options in order to bring the light back to 100% when motion is detected. Cannot be used with other control options or photocell options. Additional functionalities are available such as communication with indoor lighting and connection to BMS systems. Complete information on the control system can be found on the SiteWise website at philips.com/sitewise.

Automatic Profile Dimming (CS/CM/CE/CA): Standard dimming profile of 30% or 50% provide flexibility towards energy savings goals while optimizing light levels during specific dark hours. When used in combination with not programmed motion response it overrides the controller's schedule when motion is detected. After 5 minutes with no motion, it will return to the automatic dimming profile schedule. Automatic dimming profile scheduled with the following settings:

- **CS50/CS30:** Security for 7 hours night duration (Ex., 11 PM – 6 AM)
- **CM50/CM30:** Median for 8 hours night duration (Ex., 10 PM – 6 AM)
- **CE50/CE30:** Economy for 9 hours night duration (Ex., 9 PM – 6 AM)
- **CA50/CA30:** for all night (during all dark hours)

All above profiles are calculated from mid point of the night. Dimming is set for 6 hours after the mid point and 1, 2, or 3 hours before depending of the duration of dimming. Cannot be used with other dimming control options.

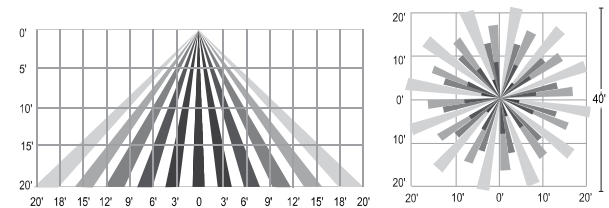
Field Adjustable Wattage Selector (FAWS): Luminaire equipped with the ability to manually adjust the wattage in the field to reduce total luminaire lumen output and light levels. Comes pre-set to the highest position at the lumen output selected. Use chart below to estimate reduction in lumen output desired. Cannot be used with other control options or motion response.

FAWS Position	Percent of Typical Lumen Output
1	25%
2	50%
3	55%
4	65%
5	75%
6	80%
7	85%
8	90%
9	95%
10	100%

Note: Typical value accuracy +/- 5%

Wireless system (LLC): Optional wireless controller integral to luminaire ready to be connected to a Limelight system (sold by others). The system allows you to wirelessly manage the entire site, independent lighting groups or individual luminaires while on-site or remotely. Based on a high-density mesh network with an easy to use web-based portal, you can conveniently access, monitor and manage your lighting network remotely. Wireless controls can be combined with site and area, pedestrian, and parking garage luminaires as well, for a completely connected outdoor solution. Equipped with motion response with #3 lens for 8-25' mounting heights. Also available with remote pod accessory where pod is mounted separate from luminaire to pole or wall.

LLC wireless controller with #3 lens



Motion response options

Bi-Level Infrared Motion Response (BL-IMRI): Motion Response module is mounted integral to luminaire factory pre-programmed to 50% dimming when not ordered with other control options. BL-IMRI is set/operates in the following fashion: The motion sensor is set to a constant 50%. When motion is detected by the PIR sensor, the luminaire returns to full power/light output. Dimming on low is factory set to 50% with 5 minutes default in "full power" prior to dimming back to low. When no motion is detected for 5 minutes, the motion response system reduces the wattage by 50%, to 50% of the normal constant wattage reducing the light level. Other dimming settings can be provided if different dimming levels are required. This can also be done with FSIR-100 Wireless Remote Programming Tool (contact Technical Support for details).

Infrared Motion Response with Other Controls: When used in combination with other controls (Automatic Dimming Profile and SiteWise), motion response device will simply override controller's schedule with the added benefits of a combined dimming profile and sensor detection. In this configuration, the motion response device cannot be re-programmed with FSIR-100 Wireless Remote Programming Tool. The profile can only be re-programmed via the controller.

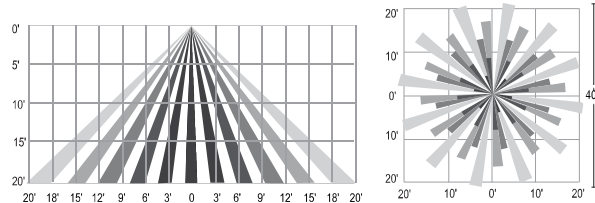
ECF-S EcoForm small

Area luminaire

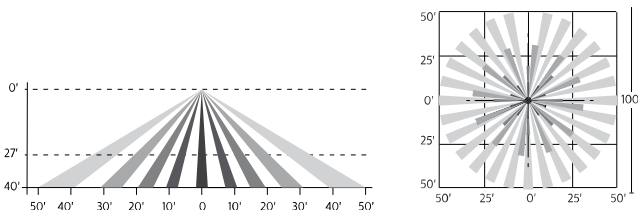
Specifications

Infrared Motion Response Lenses (IMRI3/IMRI7): Infrared Motion Response Integral module is available with two different sensor lens types to accommodate various mounting heights and occupancy detection ranges. Lens #3 (IMRI3) is designed for mounting heights up to 20' with a 40' diameter coverage area. Lens #7 is designed for higher mounting heights up to 40' with larger coverage areas up to 100' diameter coverage area. See charts for approximate detection patterns:

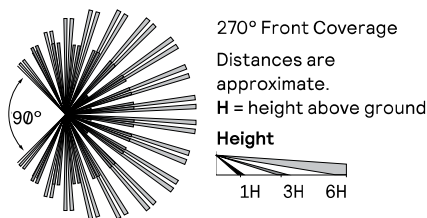
IMRI3 Luminaire or remote mount controller with #3 lens



IMRI7 Luminaire or remote mount controller with #7 lens



Infrared Motion Response Outboard (IMRO): Infrared Motion Response Outboard can be used in combination with automatic profile dimming and stand alone motion response. The pole mounted motion sensor is a PIR (passive infrared) device that can be mounted to a pole. One motion sensor per pole is required. Sensor finish is white Wattstopper EW-200-120-W or the EW-200-277-W. Order MS-A-120 or MS-A-277 separately. IMRO sensors require single voltage 120V or 277V input. If motion is detected during the time that the luminaire is operating at profile dimming mode specified, the luminaire returns to 100% power and light output. The luminaire remains on high until no motion is detected for the duration period, after which the luminaire returns back to automatic profile dimming. Duration period is factory set at 15 minutes, and is field adjustable from 5 minutes up to 15 minutes. The area motion detector provides coverage equal to up to 6 times the sensor height above ground, 270° from the front-center of the sensor (see chart for approximate detection patterns).



Pole Details: IMRO requires that the pole include additional hand hole 15 feet above the pole base, normally oriented 180° to the standard hand hole. For Gardco poles, order the pole with the Motion Sensor Mounting (MSM) option

which includes the hand hole and a special hand hole cover plate for the sensor with a 1/2" NPT receptacle centered on the hand hole cover plate into which the motion sensor mounts. Once the motion sensor is connected to the hand hole cover plate, then wiring connections are completed in the pole. The plate (complete with motion sensor attached and wired) is then mounted to the hand hole. If poles are supplied by others, the customer is responsible for providing suitable mounting accommodations for the motion sensor in the pole (see Gardco Poles specification sheets for more information).

Electrical

Twist-Lock Receptacle (TLRD5/TLRD7/TLRPC): Twist Lock Receptacle with 5 pins enabling dimming or with 7 pins with additional functionality (by others) can be used with a twistlock photoelectric cell or a shorting cap. Dimming Receptacle Type B (5-pin) and Type D-24 (7-pin) in accordance to ANSI C136.41. Can be used with third-party control system. Receptacle located on top of luminaire housing. When specifying receptacle with twistlock photoelectric cell, voltage must be specified. When ordering Twist-lock receptacle (TLRD5 or TLRD7), photocell or shorting cap is not included.

Driver: Driver efficiency (>90% standard). 120-480V available (restrictions apply). Open/short circuit protection. Optional 0-10V dimming to 10% power. RoHS compliant.

Button Photocontrol (PCB): Button style design for internal luminaires mounting applications. The photocontrol is constructed of a high impact UV stabilized polycarbonate housing. Rated voltage of 120V or 208-277V with a load rating of 1000 VA. The photocell will turn on with 1-4Fc of ambient light.

Surge protection (SP1/SP2): Surge protection device tested in accordance with ANSI/IEEE C62.45 per ANSI/IEEE C62.41.2 Scenario I Category C High Exposure 10kV/10kA waveforms for Line-Ground, Line-Neutral and Neutral-Ground, and in accordance with DOE MSSLC Model Specification for LED Roadway Luminaires Appendix D Electrical Immunity High test level 10kV/10kA, 20kV / 10kA surge protection device that provides extra protection beyond the SP1 10kV/10kA level.

Listings

UL/cUL wet location listed to the UL 1598 standard, suitable for use in ambient temperatures from -40° to 40°C (-40° to 104°F). Most EcoForm configurations are qualified under Premium and Standard DesignLights Consortium® categories. Consult DLC Qualified Products list to confirm your specific luminaire selection is approved. CCTs 3000K and warmer are Dark Sky Approved.

Finish

Each standard color luminaire receives a fade and abrasion resistant, electrostatically applied, thermally cured, triglycidal isocyanurate (TGIC) textured polyester powdercoat finish. Standard colors include bronze (BZ), black (BK), white (WH), dark gray (DGY), and medium gray (MGY). Consult factory for specs on optional or custom colors.

Service Tag

Each individual luminaire is uniquely identifiable, thanks to the Service tag application. With a simple scan of a QR code, placed on the inside of the mast door, you gain instant access to the luminaire configuration, making installation and maintenance operations faster and easier, no matter what stage of the luminaire's lifetime. Just download the APP and register your product right away. For more details visit: signify.com

Warranty

EcoForm luminaires feature a 5-year limited warranty. See signify.com/warranties for complete details and exclusions.

The information presented in this document is not intended as any commercial offer and does not form part of any quotation or contract.



LEASE AGREEMENT

This **LEASE AGREEMENT** (the "**Lease**") is made and entered into as of this 1st day of ~~November, 2011~~, between

January 2012
TEMPLE EMANUEL, a Missouri not-for-profit religious corporation ("**Landlord**"), and

ST. JOHN'S MERCY HEALTH CARE, a Missouri not-for-profit corporation ("**Tenant**").

WITNESSETH:

1. **Leased Premises**. Upon the terms and conditions hereinafter set forth, the Landlord hereby leases to Tenant, and Tenant hereby leases from Landlord, the following described "**Leased Premises**": the main, paved parking lot located to the east of Landlord's Temple Building and accommodating approximately 100 parked vehicles and presently being rented by Tenant pursuant to a lease agreement which expires on December 31, 2008. *em*

2. **Use**.

(a) Subject to Landlord's reservation of limited use as set forth in Paragraph (b) of this Section 2, the Leased Property shall be used and occupied by Tenant for the parking of its employees' vehicles and vehicles driven by non-employees working at or on the Tenant's main hospital campus, and for no other purpose whatsoever; provided, however, that the Tenant shall not use or occupy the Leased Premises for any unlawful business, use or purpose.

(b) Landlord specifically reserves the right to use all or a part of the Leased Premises for parking by its employees, staff, members, parishioners and their guests, in accordance with the provisions set forth below:

(i) Landlord shall have the exclusive use of the entire Leased Premises on two (2) High Holy Days (Rosh Hashanah and Yom Kippur) of each year during the Lease term. At Tenant's request, Landlord shall furnish advance notice of the date of such High Holy Days.

(ii) Landlord shall, also, have the right, upon the giving of not less than two (2) days notice to Tenant to the exclusive use of the Leased Premises for the purpose of providing parking for its parishioners and guests in connection with the conduct of funeral services; provided, however, that Tenant shall be entitled to reduction of rent for each such day at an amount equal to one thirtieth (1/30th) of the applicable monthly rent.

(iii) Further, Landlord shall have the right on a daily basis to utilize such parking spaces as may be reasonably necessary to accommodate its employees and

staff members. It shall have the right to utilize the spaces as may be necessary on Friday nights, and Saturday and Sunday mornings to accommodate parishioners for religious service and Sunday School operations. The use of the Leased Premises as provided in this paragraph (iii) shall not unreasonably interfere with the Tenant's use of the premises for parking as provided in subsection 2(a), above.

3. **Term.** The Term of this Lease shall be for **three (3) years** commencing on January 1, 2012, and ending on December 31, 2014, both dates inclusive. Unless otherwise stated, the word "Term" shall mean the three year period commencing January 1, 2012.

4. **Rent.** The Tenant shall pay to the Landlord as annual rent during the Lease Term the sum of Seventy Two Thousand, Eight Hundred, Fifty-Two Dollars (\$72,852). In no event shall the rent for any Lease Year be less than the rent for the prior Lease Year; provided, however, that if the rent is reduced pursuant to Section 25, the rent for a Lease Year may be less than the rent for the prior Lease Year.

The annual rent during the Term shall be due and payable in advance and without demand, in twelve (12) equal monthly installments on the first day of each month throughout the Term, with a monthly installment of rent for the first month of the Lease Term in the amount of Six Thousand, Seventy-One Dollars (\$6071.00) being due and payable January 1, 2012. All sums hereunder are payable without deduction, abatement or set-off of any nature whatsoever, at the office of the Landlord at 12166 Conway Road, St. Louis, Missouri 63141, or at such other place as the Landlord may from time to time designate in writing. All past due obligations of the Tenant shall bear interest at the rate of twelve percent (12%) per annum.

5. **Utilities.** Tenant shall contract for in its own name, and Tenant shall pay when due, all charges for utilities and utility services used in connection with the Leased Premises. Landlord shall have no liability to Tenant whatsoever arising out of or in connection with or based upon the discontinuance or interruption of such utility services.

6. **Notice of Intent to Sell.** If, at any time during the Term, Landlord decides to sell all or any part of its real property, of which the Premises are a part, it shall give written notice thereof to Tenant and shall afford Tenant the opportunity to participate with other prospective purchasers in good faith negotiations for the purchase of the real property which is intended to be sold.

7. **Insurance Provisions.**

(a) **Casualty Insurance.** During the Term hereof, Landlord shall obtain and maintain, and shall be responsible for the payment of and shall pay all premiums for, fire and all standard extended coverage casualty insurance (the "**Casualty Insurance**") for the Premises, for the full insurable value thereof, and with loss of rental income coverage, with insurers acceptable to Landlord; said Casualty Insurance to name the Landlord as the named insured.

(b) Public Liability Insurance. The Tenant shall at its own cost and expense, during entire Term of this Lease, carry and maintain Comprehensive Public Liability insurance, naming Landlord as an additional insured, in such form as shall protect the Landlord as well as the Tenant, from any loss, cost, damage or liability on account of bodily injury, including death, resulting therefrom, or property damage occurring upon or about the Leased Premises or ways adjacent thereto; the coverage and protection of such insurance on account of injuries to one person, including death, shall be not less than Two Million Dollars (\$2,000,000), and subject to the same limit for each person, the total liability on account of any one occurrence resulting in injuries to more than one person, including death, shall be not less than Two Million dollars (\$2,000,000). Property damage coverage shall be not less than Five Hundred Thousand Dollars (\$500,000). Alternatively, Tenant may provide evidence of self-insurance.

(c) Policies and Certificates. All such insurance required to be maintained by Tenant shall be with companies reasonably satisfactory to Landlord, and all such insurance shall include endorsements that the insurer will not modify or cancel the policies without thirty (30) days' prior written notice to Landlord. Duly executed certificates of the policies shall be delivered to Landlord prior to commencement of this Lease and upon renewals of said policies not less than thirty (30) days prior to the expiration of such coverage.

(d) Insured Risks. Notwithstanding anything to the contrary contained in this Lease, the Landlord and the Tenant and all parties claiming under them hereby mutually release and discharge the other from all claims and liabilities arising from or caused by any hazard covered by insurance on the Leased Premises, or covered by insurance in connection with property on or the activities conducted at the Leased Premises, regardless of the cause of the damage or loss. This release shall apply only to the extent that such loss or damage is covered by insurance and only so long as the applicable insurance policies contain a clause to the effect that this release shall not affect the right of the insured to recover under such policies.

8. Maintenance and Repairs. The Tenant agrees that, during the Term, Tenant shall (at its sole cost and expense) keep the Leased Premises in good order, condition and repair, and shall keep all Tenant Improvements to the Leased Premises in good order, condition and repair, and shall make and perform any and all repairs, maintenance, upkeep and replacements required, necessary or appropriate in respect of the Leased Premises, including (but not limited to) all required, necessary or appropriate, **(a)** ordinary, routine, extraordinary, foreseen, unforeseen repairs, maintenance, upkeep of the Leased Premises; **(b)** paving, repaving, resurfacing and/or restriping of parking areas and drives; and **(c)** trash, rubbish, dirt, snow and ice removal, landscaping and grounds care. Notwithstanding the above, Tenant shall not be responsible for repairs caused by negligence of Landlord, its employees or guests.

9. Tenant Improvements. No alteration, addition or improvement to the Leased Premises shall be made by the Tenant without the written consent of the Landlord. Any alteration, addition or improvement made by the Tenant after such consent shall have been given, and any fixtures or items installed by Tenant (including but no limited to, light fixtures) shall become the property of the Landlord upon the expiration or sooner

termination of the Lease, and Tenant shall reimburse Landlord for additional taxes, cleaning or maintenance expense, if any, resulting from such items.

10. Surrender Upon Termination. Within sixty (60) days prior to the expiration of this Lease, Tenant, at its cost, shall resurface the Leased Premises and at the expiration of the Lease Term surrender the Leased Premises in good condition. No notice shall be required to terminate the Term of this Lease as herein provided, and the Term of this Lease shall expire on the termination date herein mentioned without notice being required from either party. In the event that Tenant or any party holding under Tenant shall holdover the Leased Premises beyond the expiration of the Term of this Lease, whether by limitation or forfeiture, such party shall pay one hundred fifty percent (150%) rent hereunder during such holdover period.

11. Tenant Default. If Tenant defaults in the payment of rent, or any other monetary obligation hereunder, for more than five (5) days after written notice of such default by the Landlord, or if Tenant defaults in the performance of any other covenant, agreement, condition, rule or regulation herein contained or provided for, or hereafter established, for more than thirty (30) days after written notice of such default by the Landlord, then Landlord may exercise and enforce any and all rights and remedies available to Landlord at law or in equity, and/or in addition Landlord shall have the right either: (a) to terminate this Lease and Tenant's right to possession of the Leased Premises, or (b) to terminate only the Tenant's right to possession of the Leased Premises; and in either such event Landlord shall have the right to re-enter and/or repossess the Leased Premises, and dispose and remove therefrom the Tenant, or other occupants thereof, all without being liable for any prosecution or damages therefore. In either event the Landlord shall be entitled to recover from the Tenant, in addition to the rents, all expenses incurred in connection with such default, including repossession costs, legal expenses and attorney's fees (whether or not suit is filed); and all expenses incurred in connection with efforts to relet the Leased Premises, including, advertising and brokerage commissions; and all such expenses shall be reimbursed by Tenant as additional rent, whether or not such default is subsequently cured. If the Landlord elects to terminate only the Tenant's right to possession, then the Landlord may, at its option, accelerate the entire amount then remaining unpaid under the Lease and recover same forthwith from Tenant, together with all other charges recoverable hereunder, and thereafter Landlord shall pay over to Tenant the net proceeds of any total or partial reletting. If Landlord terminates only the Tenant's right to possession, then the Landlord may relet the Leased Premises for the account of the Tenant (either in the name of the Landlord or Tenant). Except as otherwise provided herein, Tenant waives demand for rent, demand for possession, notice of forfeiture, notice of termination and any and all other demands or notices required by law. If Landlord incurs any expenses, including court costs and reasonable attorney's fees, as a result of a default by Tenant under this Lease, then the Tenant shall reimburse the Landlord for all such expenses incurred by Landlord as a result of such default by Tenant, whether or not such default is subsequently cured.

12. No Waiver. The failure or delay of Landlord in requiring strict performance by Tenant of any of Tenant's obligations or options hereunder, shall not constitute a waiver of such covenant or option or Landlord's right to require strict performance thereof.

13. Landlord Right of Entry. The Landlord and its representatives may enter the Leased Premises at any reasonable time, for the purpose of inspecting the Leased Premises, performing Landlord's obligations under this Lease, performing any work which the Landlord elects to undertake for the safety, preservation, benefit or welfare of the Leased Premises, performing any work which the Landlord elects to undertake made necessary by reason of the Tenant's default.

14. Casualty. If, at any time during the lease term, the Leased Premises shall be damaged or destroyed by casualty, so as to render the Leased Premises unquestionably untenable for 120 days, or so as to render the Leased Premises unquestionably untenable when less than twenty percent (20%) of the Term remains unexpired, then either party may elect, within thirty (30) days from the date of casualty, to terminate the Lease effective on the 10th day after such election. Any dispute hereunder shall be determined by an independent architect mutually agreed upon by Landlord and Tenant.

In any of the aforesaid circumstances, rental shall abate proportionately during the period and to the extent that the Leased Premises is unfit for use by Tenant in the ordinary conduct of its business. If the Lease is not terminated by reason of such casualty, then Landlord shall repair and restore the Leased Premises at Landlord's expense, with all reasonable speed and promptness, subject to delays arising from shortage of labor or material, acts of God, war or other conditions beyond Landlord's reasonable control; provided, however, that Landlord shall not be required to restore any alterations, additions or improvements made by or for Tenant which would not belong to Landlord upon the expiration of this Lease.

15. Condemnation. If all of the Leased Premises is taken by condemnation, this Lease shall terminate on the date when the Leased Premises shall be so taken, and the rent shall be apportioned as of such date. If part of the Leased Premises is taken by condemnation and the Leased Premises is thereby rendered not reasonably suitable for the continued conduct for Tenant's use, taking into consideration the use immediately prior to the taking, then either party may elect by giving written notice to the other, to terminate this Lease. In the event of such termination, all charges and rentals shall be apportioned as of the date of taking. If the taking involves a part of the Leased Premises and if neither party elects to terminate this Lease, then, with respect to the part not taken, the rent shall be reduced by the percentage of the number of parking spaces lost as a result of such condemnation bears to 100.

16. Assignment and Subletting. Tenant shall not assign, mortgage or encumber this Lease, nor sublet or permit the Leased Premises or any part thereof to be used by others, without the written consent of Landlord in each instance, which consent shall not be unreasonably withheld, and any attempt to do any of the foregoing without Landlord's consent shall be void. Notwithstanding any consent by Landlord to an assignment or subtenancy, the Tenant shall remain jointly and severally liable (along with each approved assignee or subtenant who shall automatically become liable for all obligations of Tenant hereunder) and Landlord shall be permitted to enforce the provisions of this instrument directly against the undersigned Tenant and/or assignee or subtenant without proceeding in any way against any other persons. This Lease may be assigned by Landlord.

17. **Landlord's Liability.** Except where caused by Landlord's, its employee's and/or agent's negligence, the Landlord shall not be responsible or liable to the Tenant for any injury or damage resulting from acts or omissions of persons occupying or entering upon the Leased Premises or any portion thereof.

18. **Mortgages.** This Lease is and shall be subordinate to all existing and future mortgages and deeds of trust ("**Mortgages**") encumbering the Premises; provided that the holder of any such existing or future Mortgage shall have the right, by written notice to Tenant given prior to any foreclosure sale, to declare this Lease senior to such Mortgage. In the event any proceedings are brought for the foreclosure of, or in the event of exercise of the power of sale under, any Mortgage made by the Landlord covering the Leased Premises, Tenant shall at the option of the holder of any such Mortgage or at the option of any purchaser at foreclosure, attorn to the purchaser upon any such foreclosure or sale and recognize such purchaser as the Landlord under this Lease.

19. **Environmental Provisions.** Tenant (for itself and its employees, agents, permitted licensees, successors and assigns) covenants, promises and agrees that it will not use, manufacture, store, treat, transport, refine, handle, produce or dispose of any Hazardous Materials in, at, on, under, upon or from the Premises; excepting in all events in strict compliance with all applicable governmental laws, ordinances, regulations and requirements. Tenant (for itself and its employees, agents, successors and assigns) further covenants, promises and agrees that it will not discharge, deposit, inject, dump, leak, spill, place or allow escape of any Hazardous Materials in, at, on, under, upon or from the Premises, or into the sewer system serving the Premises. Tenant agrees to and shall indemnify, defend and hold Landlord harmless from and against any and all claims, demands, liabilities, damages, suits, actions, judgments, fines, penalties, losses, removal and/or remedial costs and/or charges, costs and expenses (including attorney's fees) arising or resulting from, or suffered, sustained or incurred by Landlord as a result of, any breach by Tenant of any of its covenants in this Section. As used herein, the term "Hazardous Materials" shall mean any asbestos, flammable substances, explosives, radioactive materials, PCB-laden oil, hazardous materials, hazardous waste, pollutants, contaminants, toxic substances, under any federal, state or local laws, ordinances, rules, regulations or policies governing use, storage, treatment, transportation, manufacture, refinement, handling, production or disposal of such materials, including without limitation, Section 9601 of Title 42 of the United States Code. The terms and provisions of this Section shall survive the expiration or early termination of this Lease.

20. **Notices.** Any notice under this Lease shall be in writing and shall be deemed to be duly given only when mailed by U.S. certified mail, return receipt requested, addressed to the parties at the addresses hereinafter set forth, or at such other address as one party may, by written notice, register with the other party.

If to Landlord: **Temple Emanuel**
12166 Conway Road
St. Louis, Missouri 63141
Attention: President

Attachment: Temple Emanuel Lease (#20-005: Mercy-Pratt Cancer Center Addition SCP Amend and SDP)

If to Tenant: **St. John's Mercy Health Care**
Attention: Real Estate Services
645 Maryville Center, Suite 100
St. Louis, Missouri 63141

21. Successors and Assigns. The covenants, conditions and agreements contained in this Lease shall run with the land and be binding upon and inure to the benefit of the parties hereto and their respective heirs, executors, administrators, successors and such assigns and subtenants as may be permitted hereunder.

22. Entire Agreement; Amendment; Counterparts; Facsimile. This Lease constitutes the sole and entire contract and agreement between the parties relative to the Leased Premises. No representations as to the Leased Premises have been made by the Landlord to the Tenant either directly or indirectly prior to or at the execution of this Lease that are not herein expressed. This Lease may not be amended, modified or changed, nor shall any waiver of any provision hereof be effective, except by an instrument in writing and signed by the party against whom enforcement of any such waiver, amendment, modification, change or discharge is sought. This Lease may be executed in one or more counterparts, all of which shall constitute one and the same agreement. This Lease and any amendment hereto may be executed via facsimile, and the parties agree that facsimile execution hereof shall be fully binding and effective.

23. Interpretation and Construction of Lease. All words which refer to Landlord and Tenant shall be considered to be of the gender and number required. The section headings are for the convenience of reference only, and in no way define, limit or describe the scope of any part of this Lease, nor are they to be considered as forming a part of this Lease or affecting it. This Lease relates to Leased Premises situated in the State of Missouri, and shall be governed by and construed in accordance with the laws thereof, and as having been jointly drafted by the parties.

24. Mutual Indemnity. Each party (the "Indemnitor") agrees to defend, indemnify and hold harmless the other party (the "Indemnitee") from all claims, causes of action, liabilities, injuries, damages and expenses, including reasonable attorneys' fees, which are not covered by insurance, arising out of the Indemnitor's (i) failure of performance of its obligations hereunder; and (ii) acts or omissions of the Indemnitor at the Premises.

25. Building Expansion. If, during the initial term, or either of the extended terms, Landlord elects to change the present configuration of its existing building, which change will result in a loss of available parking spaces, Landlord shall give Tenant not less than four (4) months prior written notice thereof, the Lease Premises shall be adjusted accordingly, and the rent shall be reduced by Sixty and 71/100 Dollars (\$60.71), per month, for each lost parking space. The reduction in rent shall commence as of the month in which the spaces cease to be available to Tenant.

THE BALANCE OF THIS PAGE HAS INTENTIONALLY BEEN LEFT BLANK

IN WITNESS WHEREOF, the parties have executed this Lease as of the day and year first above written.

LANDLORD:

TEMPLE EMANUEL, a Missouri not-for-profit religious corporation

By: Steven N. Strauss
 Print: Steven N. Strauss
 Title: Vice-President

TENANT:

ST. JOHN'S MERCY HEALTH CARE, a Missouri not-for-profit corporation

By: Cheryl Matejka
 Print: Cheryl Matejka
 Title: CFO

Attachment: Temple Emanuel Lease (#20-005: Mercy-Pratt Cancer Center Addition SCPamend and SDP)

BILL NO. 5695ORDINANCE NO. 5573

**AN ORDINANCE APPROVING A SITE CONCEPT PLAN FOR MERCY HOSPITAL
CAMPUS AND SITE DEVELOPMENT PLAN FOR A 260,100 SQUARE FOOT
OUTPATIENT CENTER ON THE SOUTH CAMPUS**

WHEREAS, Section 405.310 (D) of the Municipal Code states that any site concept plans and development and/or redevelopment plans for properties within "PH" Planned Hospital district require Planning and Zoning Commission and City Council review and approval; and

WHEREAS, an application was made by George Stock, Stock & Associates, on behalf of Mercy Health East Communities at 615 S. New Ballas Road, for approval of a new site concept plan for the Mercy Campus and site development plan for a new 260,100 sq. ft. outpatient center located at 12120, 12130 Conway Road & 3011 Ballas Road; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, February 05, 2018, beginning at 6:30 p.m., or immediately following the close of the previous agenda item, on said application for the site development plan as provided by Section 405.1070(D)(2); and

WHEREAS, notice of said public hearing had been previously published at least 15 days prior to the hearing, in the St. Louis Countian, a newspaper of general circulation in the City of Creve Coeur and otherwise posted and published in accordance with the Zoning Ordinance; and

WHEREAS, the Planning and Zoning Commission reviewed and, by a 5-0 vote, recommended approval of the site development plan, subject to conditions, at its meeting on Monday, February 05, 2018; and

WHEREAS, all parties desiring to be heard, either for or against said application, were given an opportunity to be heard, and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the Council; and this Bill having been read by title in open meeting two times before final passage by the City Council, and

WHEREAS, the City Council being fully informed finds that approving the site development plan for the property would be in harmony with and bear a substantial relation to the public welfare, health, safety, comfort and convenience of the citizens of the City of Creve Coeur and in the public interest and in good zoning practice.

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

Section 1: The Site Development Plan is hereby approved subject to all applicable statutes, ordinances, rules and regulations, and the following conditions:

1. The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code. Exterior elevations shall be in substantial conformance with the building elevations as received on January 22, 2018, as bound together and submitted in conjunction with Application #18-002 by Stock and Associates, and as amended below.
2. The applicant is required to submit Site Improvement Plans, showing all exterior site improvements, for all new construction to the Division of Planning for review, as required by Section 410.380 of the Subdivision and Land Development Regulations (Subdivision Code). The Site Improvement Plans shall be in substantial conformance with the "Site Development Plans," and the "Landscape Plan" received on January 22, 2018, as bound together and submitted in conjunction with Application #18-002 by Stock and Associates, and as amended below.
3. The connection between the parking structure and the main building shall be revised to provide for a more architecturally and meaningful designed connection that makes it one overall structure in order to comply with the Zoning Requirements as discussed in the

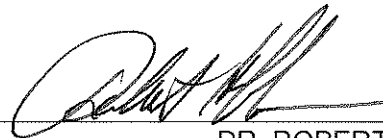
BILL NO. 5695ORDINANCE NO. 5573

Planning and Zoning Commission meeting of February 5, 2018 for the Zoning Administrator's approval.

4. Additional pedestrian connection between the north and south campus shall be added at the lighted access on Conway Road, and all internal sidewalks shall comply with Section 405.730 of the City's Zoning Ordinance.
5. The access drive in front of the Ronald McDonald House to Conway Road shall be removed, and the median extended, with improved wayfinding signage and pavement marking for eastbound traffic on Conway Road.
6. The Applicant shall amend the Master Sign Plan to include the entire South Campus area for review by the Commission with final approval by the City Council.
7. The Applicant shall provide proper tree protection of the existing tree grove at the northeast corner of the site.
8. The Applicant shall comply with MoDOT requirements for any improvements.
9. An underground irrigation system shall be installed as required under Section 405.540(10). All landscaping shall be maintained per the approved Landscape Plan and any vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt and workmanlike manner as dictated by accepted horticultural standards.
10. All lighting shall be installed or modified to be in conformance with Section 405.680, Lighting, of the Zoning Ordinance.
11. Any ground mounted mechanical equipment installed for the site shall be properly screened with approved materials. The service area enclosure shall be brick-faced to match the building, subject to the Zoning Administrator's approval.
12. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code, and in substantial compliance with the amended Master Sign Plan discussed above to be submitted for review by the Planning and Zoning Commission and approved by City Council prior to any sign permits being issued.
13. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation of said permit by the City Council, provided, however, no permit shall be revoked without prior notice to the owner of the intention of the City Council to revoke this permit and reasonable time granted to the owner to correct or remedy any such breach of conditions, except for repeated breaches or violations.
14. A site development plan granted by the City Council shall be valid only for a period of one year from the date it grants approval thereof, unless within such period: (1) a building permit is obtained and construction is begun and pursued to completion; or (2) if a building permit is not required, an occupancy permit is obtained and the use of the building commenced. The City Council may grant extensions to the one (1) year period of not more than one hundred and eighty (180) days each, without notice or hearing, provided that a written request for such extension is filed by the original applicant and approved by the City Council prior to the date the permit is scheduled to expire.

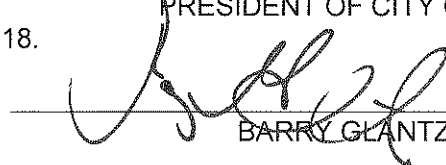
Section 2: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS 26 DAY OF February, 2018.



DR. ROBERT HOFFMAN
PRESIDENT OF CITY COUNCIL

APPROVED THIS 26 DAY OF February, 2018.



BARRY GLANTZ, MAYOR

ATTEST:



DEBORAH RYAN, CITY CLERK

Attachment: ORD 5573 MERCY SCP (#20-005: Mercy-Pratt Cancer Center Addition SCP Amend and SDP)

BILL NO. _____

ORDINANCE NO. _____

**AN ORDINANCE AMENDING ORDINANCE NUMBER 5573 APPROVING AN
AMENDED SITE CONCEPT PLAN FOR MERCY HOSPITAL CAMPUS AND
APPROVING THE SITE DEVELOPMENT PLAN FOR A 17,230 SQUARE
FOOT ADDITION TO THE PRATT CANCER CENTER ON THE MERCY
HEALTHCARE CAMPUS**

WHEREAS, Section 405.310 (D) of the Municipal Code states that any site concept plans and development and/or redevelopment plans for properties within “PH” Planned Hospital district require Planning and Zoning Commission and City Council review and approval; and

Whereas, City Council approved the site concept plan for Mercy Hospital campus and the site development plans for a new 260,100 square foot outpatient center located on the south campus at 12130 Conway Road and 2011 Ballas Road, on February 26, 2018, in Ordinance Number 5573; and

WHEREAS, an application was made by George Stock, Stock & Associates, on behalf of Mercy Health East Communities at 615 S. New Ballas Road, for approval of an amendment to the site concept plan for the Mercy Campus and site development plan for a 17,230 square foot addition to the Pratt Cancer Center; and

WHEREAS, the Planning and Zoning Commission reviewed and, by a _____ vote, recommended approval of the amended site concept plan and site development plan, subject to conditions, at its meeting on Monday, March 16, 2020; and

WHEREAS, all parties desiring to be heard, either for or against said application, were given an opportunity to be heard, and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the Council; and this Bill having been read by title in open meeting two times before final passage by the City Council, and

WHEREAS, the City Council being fully informed finds that approving the site development plan for the property would be in harmony with and bear a substantial relation to the public welfare, health, safety, comfort and convenience of the citizens of the City of Creve Coeur and in the public interest and in good zoning practice.

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

Section 1: Ordinance 5573 is hereby amended to approve the amended Site Concept Plan subject to the following conditions:

1. The Site Concept Plan is amended to include the proposed additions as presented in the revised drawings received March 4, 2020, and as amended below.
2. The access drive between the Behavioral Health Center and the Ronald McDonald House shall be removed and the area restored and landscaped as discussed, the Staff Report for the March 16, 2020 Planning and Zoning Commission Meeting.
3. Shared parking with Temple Emmanuel is approved on a temporary basis until the Outpatient Center and parking structure is completed, and once completed, any gravel parking areas will need to be restored and landscaped to a green lawn, and/or landscaped and developed as a parking lot meeting the requirements of the Zoning Ordinance
4. All other conditions of Ordinance 5573 shall remain in effect.

BILL NO. _____

ORDINANCE NO. _____

Section 2: The Site Development Plan for the Pratt Cancer Center Proton Therapy Addition is hereby approved subject to all applicable statutes, ordinances, rules and regulations, and the following conditions:

1. The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code. Exterior elevations shall be in substantial conformance with the building elevations as received on March 4, 2020, as bound together and submitted in conjunction with Application #20-005 by Stock and Associates, and as amended below.
2. The Applicant is required to submit Site Improvement Plans, showing all exterior site improvements, for all new construction the City for review, as required by Section 410.380 of the Subdivision and Land Development Regulations (Subdivision Code). The Site Improvement Plans shall be in substantial conformance with the "Site Development Plans," and the "Landscape Plan" received on March 4, 2020, as bound together and submitted in conjunction with Application #20-005 by Stock and Associates, and as amended below.
3. The Elevations shall be revised to replace the EIFS material with precast stone, and provide the brick banding along the base of the addition to match the existing building. The roof parapet should be increased, and the mechanical screening lowered to fully screen the equipment and limit the visibility of the screening. The design of the screening should match the existing screening which is a flat material to better blend with the existing building. and in furtherance of the City's Deisgn Guidelines.
4. Video detection cameras on the traffic signal located at the northern entrance on Ballas and any necessary controller cabinet modifications shall be provided to allow the signal timing. Illuminated street name sign for Muckerman entrance and illuminated hospital H with arrows on the mast arms shall be installed. The placement and coordination of the installation of these may be coordinated with the construction of the Outpatient Center on the South Campus and in conjunction with the other traffic improvemetns that will be undertaken in Ordinance 5573, under the direction of the City's Public Work's Director, and prior to the final occupancy of the Outpatient Center.
5. All internal sidewalks shall have a minimum width of 6 feet, or 8 feet if used as a curb, in compliance with Section 405.730
6. All landscaping shall be permanently maintained in good condition with at least the same quality and quantity of landscaping as initially approved. Vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt manner.
7. An underground irrigation system shall be installed as required under Section 405.540(10). All landscaping shall be maintained per the approved Landscape Plan and any vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt and workmanlike manner as dictated by accepted horticultural standards.
8. All lighting shall be installed or modified to be in conformance with Section 405.680, Lighting, of the Zoning Ordinance.
9. Any additional ground mounted mechanical equipment installed for the site shall be properly screened with approved materials.
10. All new signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code, and in substantial compliance with the amended

BILL NO. _____

ORDINANCE NO. _____

Master Sign Plan discussed above to be submitted for review by the Planning and Zoning Commission and approved by City Council prior to any sign permits being issued.

11. A site development plan granted by the City Council shall be valid only for a period of one year from the date it grants approval thereof, unless within such period: (1) a building permit is obtained and construction is begun and pursued to completion; or (2) if a building permit is not required, an occupancy permit is obtained and the use of the building commenced. The City Council may grant extensions to the one (1) year period of not more than one hundred and eighty (180) days each, without notice or hearing, provided that a written request for such extension is filed by the original applicant and approved by the City Council prior to the date the permit is scheduled to expire.

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

ADOPTED THIS _____ DAY OF _____, 2020.

ELLEN LAWRENCE
PRESIDENT OF CITY COUNCIL

APPROVED THIS _____ DAY OF _____, 2020.

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN, MPCC
CITY CLERK



DEPARTMENT OF PUBLIC WORKS STAFF MEMORANDUM

DATE: March 10, 2020

TO: Planning and Zoning Commission

CC: Jason Jaggi, Director of Community Development

FROM: Matt Wohlberg, P.E., City Engineer

SUBJECT: Recommendation to Designate Right of Way and to Grant Easements
Emerson Road Improvement Project

The Department of Public Works recommends that the City designate a portion of its parcel at 523 Emerson Road as right of way and that the City grant two easements through this parcel. This right of way and these easements are recommended in order to help with pre-construction utility relocation and future maintenance associated with planned improvements to Emerson Road.

Description of City Property

The City of Creve Coeur owns 523 Emerson Road, a parcel of land located on the west side of Emerson Road between Emerson and Interstate 270. This parcel is vacant and undevelopable, and it generally serves as a landscape buffer between the Balmoral Subdivision and the highway.

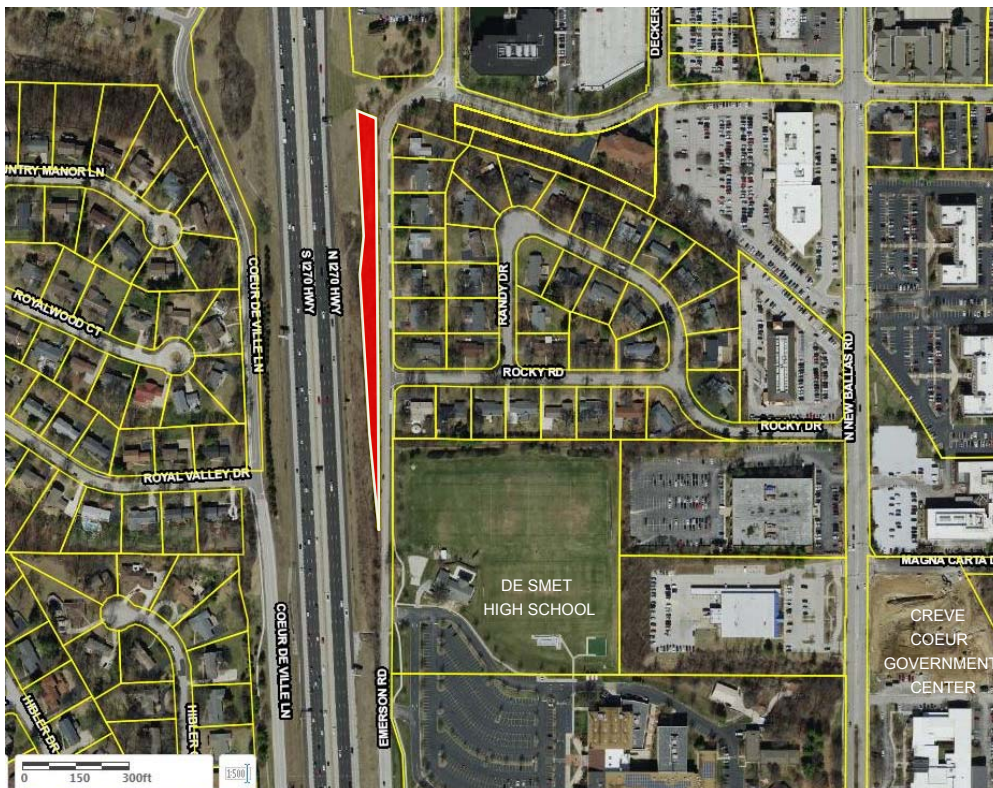


Figure 1. City parcel at 523 Emerson Road (highlighted).

Roadway Improvements

The City is currently designing improvements to Emerson Road with a plan to partially reconstruct Emerson in 2021. The Emerson pavement is currently about 21 feet wide, which is less than current standards would suggest for a collector roadway. Further, the western edge of pavement generally drops off to a down slope, which could make it difficult for drivers to recover and return to the roadway if a tire leaves the pavement. One of the primary improvements planned for Emerson is to widen the pavement to 26 feet and to introduce a curb and gutter along each side of the road.

Widening Emerson poses several challenges with utilities along the City's parcel. The fire hydrant and utility poles are located very close to the existing edge of pavement and will need to be moved to accommodate the pavement widening. In addition, a new drainage inlet and water quality feature will be required. Unfortunately, the right of way at this location does not provide enough space for the new and relocated facilities.

Proposed Right of Way and Easements

Staff proposes to expand the Emerson right of way and to provide two new easements along the City's property at 523 Emerson Road. The right of way and easements are illustrated in the attached excerpt from the Emerson Road plans.

1. Right of Way (illustrated in red). A small area of right of way is proposed to extend around a new water-quality structure that will be constructed as part of the Emerson project. The Metropolitan St. Louis Sewer District (MSD) has stated that they will maintain this structure if it is located in public right of way. Staff proposes this small section of right of way to limit future maintenance costs.
2. Permanent Drainage Easement (illustrated in blue). MSD has stated that they will take ownership of and responsibility for the new drainage structures around the water-quality structure if these drainage structures are located within a permanent drainage easement. Staff proposes this easement in order to limit future maintenance costs.
3. Permanent Utility Easement (illustrated in yellow). The City's proposed roadway widening will force several utilities (namely, Missouri American Water, Ameren, and Charter) to move their facilities out of the way of the road project. Staff proposes to provide a utility easement so that these utilities have a place to go and so that the process is expedited.

Recommendation

The Department of Public Works recommends that the City designate the right of way and easements shown in the attached exhibit to facilitate the utility relocations needed prior to the City's Emerson Road project and to limit future maintenance costs. Staff does not foresee that designating the right of way and easements will create any negative impacts to the City.

Requested Action

Staff seeks the approval from the Planning and Zoning Commission for the designation of part of the City's parcel as right of way and other parts as permanent easement. The Commission's approval is required according to Chapter 89 RsMO.

Staff suggests the following motion:

I move to approve the designation of portions of the City's parcel at 523 Emerson Road as right of way, permanent drainage easement, and permanent utility easement, as specified in the exhibits and descriptions provided.

The Commission's options would be to approve, approve with conditions, or deny the proposal.

Attachments: Excerpt of Emerson Road plan to illustrate right of way and easement areas.

Right of Way plat and description

Permanent Drainage Easement plat and description

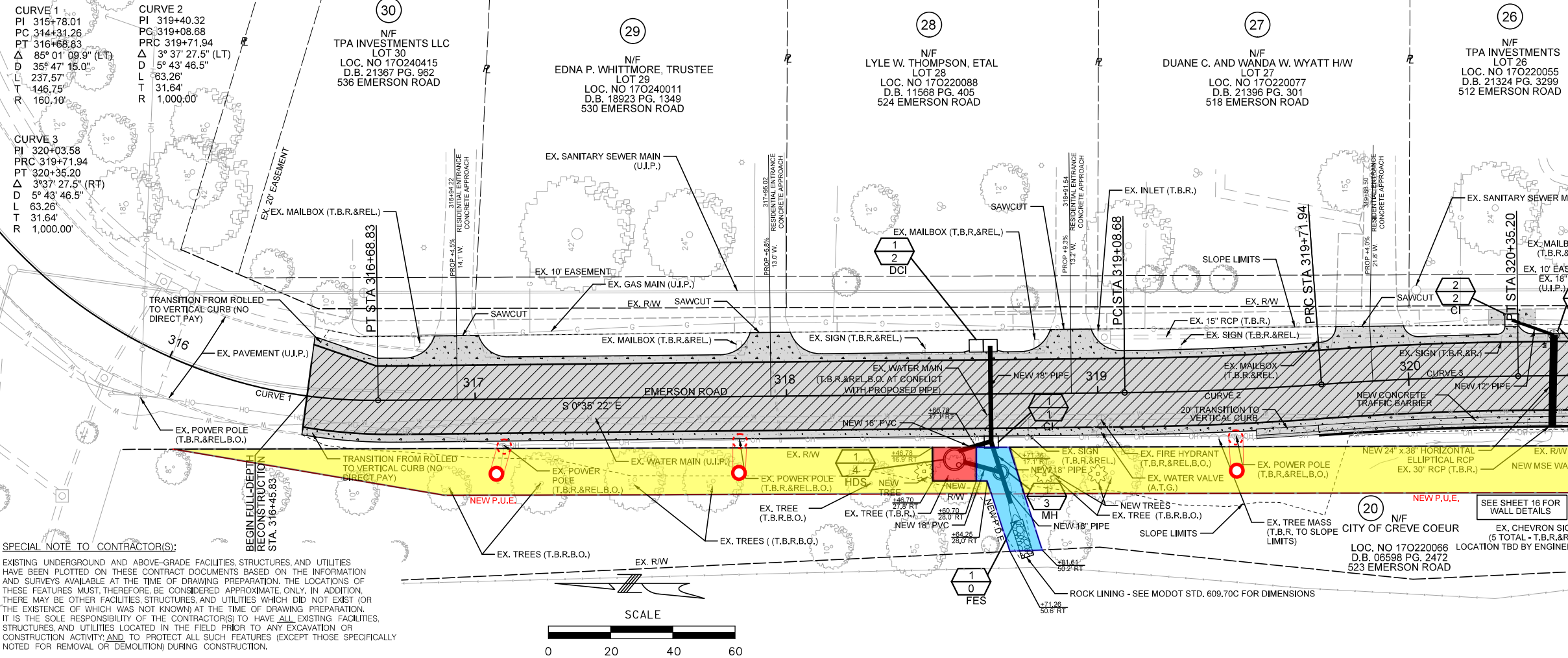
Permanent Utility Easement plat and description.

EMERSON ROAD

STP-5526(644)

CITY OF CREVE COEUR

MSD BASEMAP 170, 180 19MSD-00015



- LEGEND
- CONCRETE

ASPHALT PAVEMENT

MILL & OVERLAY

RIGHT OF WAY

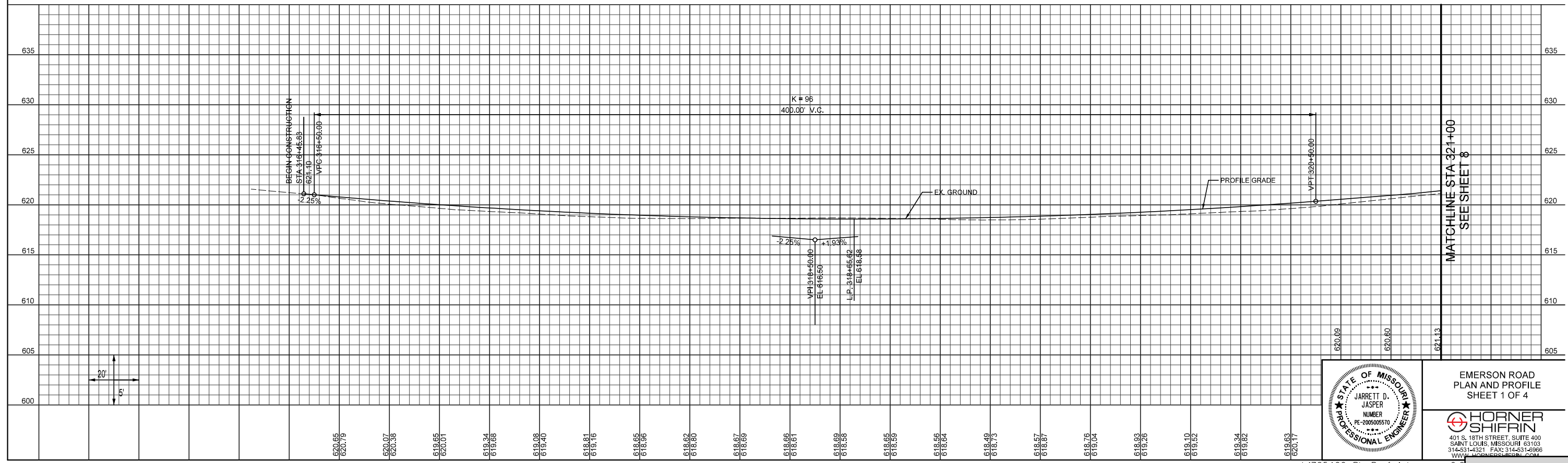
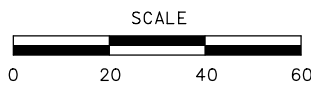
PERMANENT DRAINAGE EASEMENT

PERMANENT UTILITY EASEMENT

EXISTING UTILITY POLE

NEW POLE LOCATION

SPECIAL NOTE TO CONTRACTOR(S):
EXISTING UNDERGROUND AND ABOVE-GRADE FACILITIES, STRUCTURES, AND UTILITIES HAVE BEEN PLOTTED ON THESE CONTRACT DOCUMENTS BASED ON THE INFORMATION AND SURVEYS AVAILABLE AT THE TIME OF DRAWING PREPARATION. THE LOCATIONS OF THESE FEATURES MUST, THEREFORE, BE CONSIDERED APPROXIMATE ONLY. IN ADDITION, THERE MAY BE OTHER FACILITIES, STRUCTURES, AND UTILITIES WHICH DID NOT EXIST (OR THE EXISTENCE OF WHICH WAS NOT KNOWN) AT THE TIME OF DRAWING PREPARATION. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR(S) TO HAVE ALL EXISTING FACILITIES, STRUCTURES, AND UTILITIES LOCATED IN THE FIELD PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITY, AND TO PROTECT ALL SUCH FEATURES (EXCEPT THOSE SPECIFICALLY NOTED FOR REMOVAL OR DEMOLITION) DURING CONSTRUCTION.



STATE OF MISSOURI

JARRETT D. JASPER

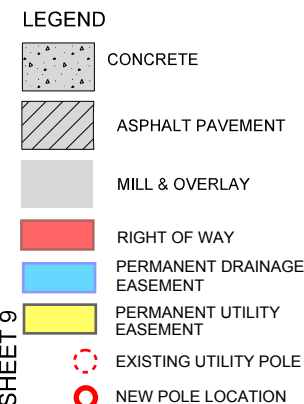
PROFESSIONAL ENGINEER

PE-2005005570

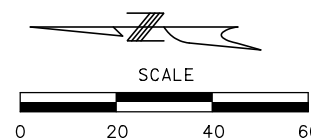
EMERSON ROAD
PLAN AND PROFILE
SHEET 1 OF 4

HORNER SHIFFRIN

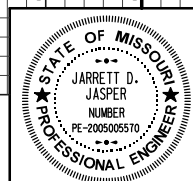
401 S. 18TH STREET, SUITE 400
SAINT LOUIS, MISSOURI 63103
314-531-4321 FAX: 314-531-4396
WWW.HORNERSHIFFRIN.COM



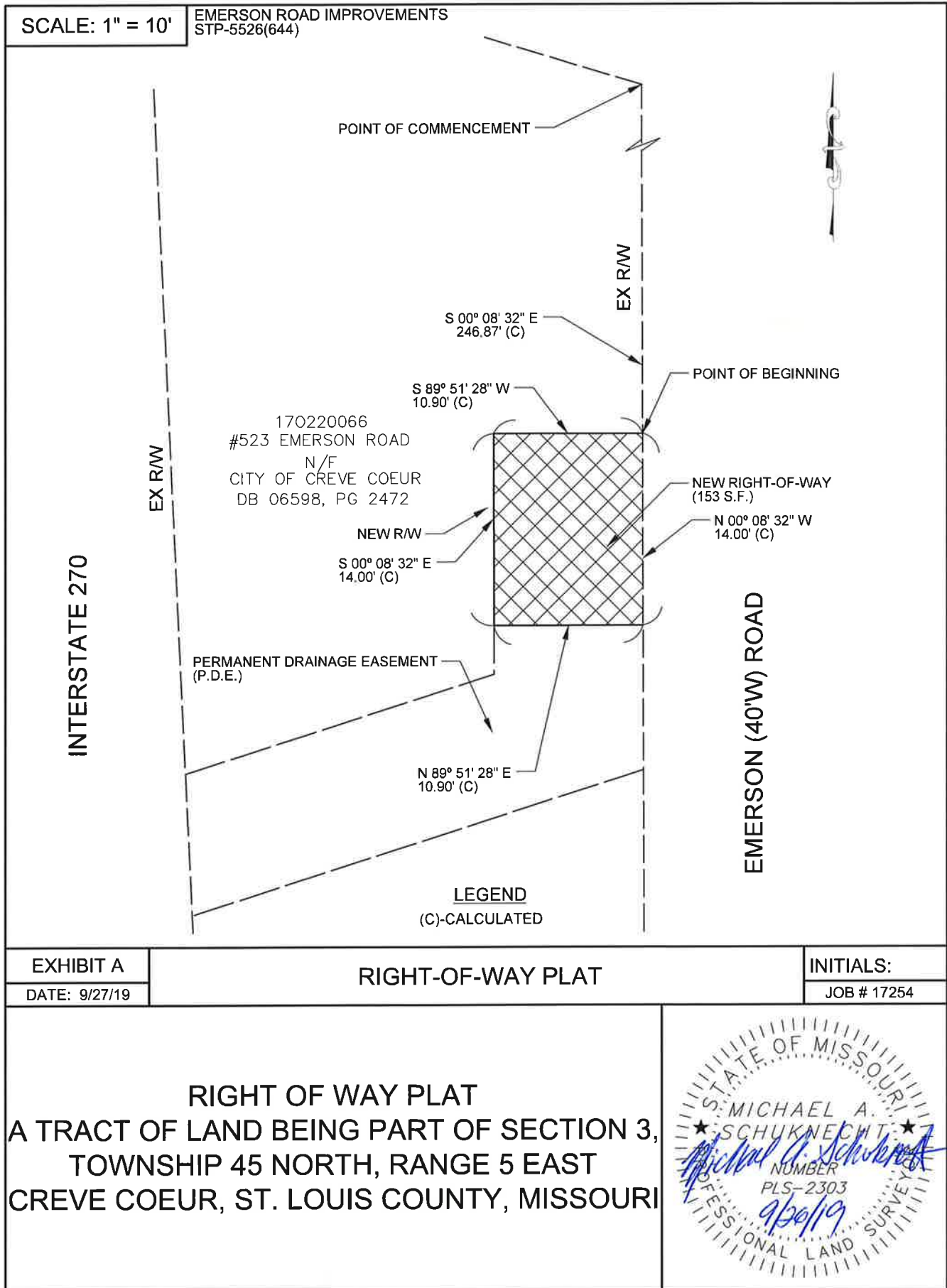
EXISTING UNDERGROUND AND ABOVE-GRADE FACILITIES, STRUCTURES, AND UTILITIES HAVE BEEN PLOTTED ON THESE CONTRACT DOCUMENTS BASED ON THE INFORMATION AND SURVEYS AVAILABLE AT THE TIME OF DRAWING PREPARATION. THE LOCATIONS OF THESE FEATURES MUST, THEREFORE, BE CONSIDERED APPROXIMATE, ONLY, IN ADDITION, THERE MAY BE OTHER EXISTING FACILITIES, STRUCTURES, AND UTILITIES (OR THE EXISTENCE OF WHICH WAS NOT KNOWN) AT THE TIME OF DRAWING PREPARATION. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR(S) TO HAVE ALL EXISTING FACILITIES, STRUCTURES, AND UTILITIES LOCATED IN THE FIELD PRIOR TO ANY EXCAVATION OR CONSTRUCTION. THE CONTRACTOR(S) SHALL BE RESPONSIBLE FOR PROTECTING AND NOTED FOR REMOVAL OR DEMOLITION DURING CONSTRUCTION.



CURVE 4
PI 323+04.94
PC 322+65.35
PT 323+44.53
 Δ 0° 45' 21.9" (RT)
D 0° 57' 17.7"
L 79.18'
T 39.59'
R 6,000.00'



**HORNEF
SHIFRIN**
401 S. 18TH STREET, SUITE 400
SAINT LOUIS, MISSOURI 63103
314-531-4321 FAX: 314-531-6966



Attachment: Emerson STP-5526(644) - ROW Recommendation to P&Z (#20-008: Emerson Road Right of Way and Easement Dedication)

PROJECT: Emerson Road
Improvements
Exhibit 1
PARCEL NO.: 20
OWNER: City of Creve Coeur
September 26, 2019
Page 1 of 1

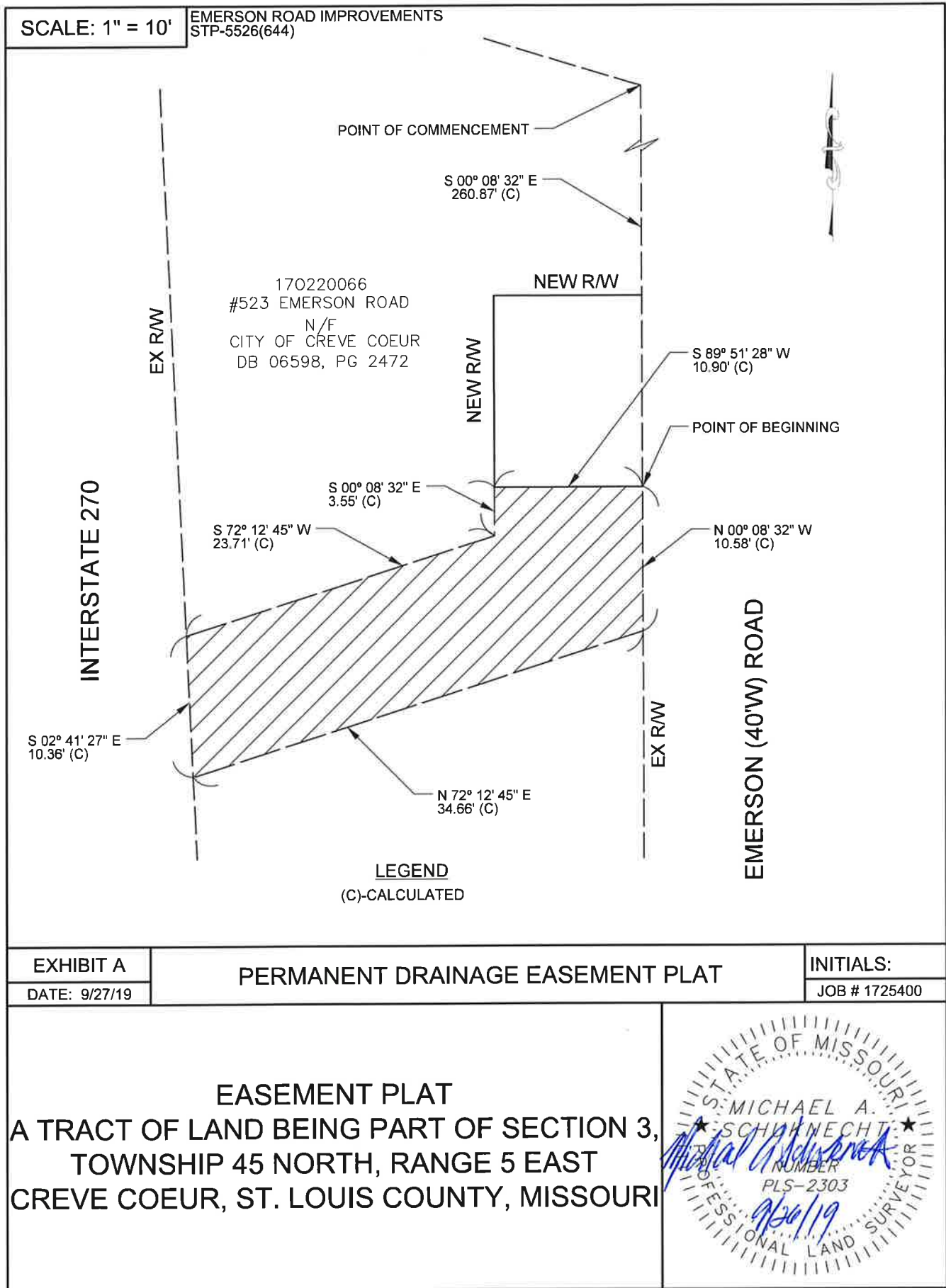
RIGHT OF WAY PLAT

A tract of and being part of Section 3, Township 45 North, Range 5 East, City of Creve Coeur, St. Louis County, Missouri and being more particularly described as:

Commencing at the northeast corner of the land thereof recorded in Deed Book 6598 Page 2472 of the St. Louis County Records, thence along the westerly line of Emerson (40'W) Road, South 00 degrees 08 minutes 32 seconds East a distance of 246.87 feet to the True Point of Beginning; thence South 89 degrees 51 minutes 28 seconds West a distance of 10.90 feet to a point; thence South 00 degrees 08 minutes 32 seconds East a distance of 14.00 feet to a point; thence North 89 degrees 51 minutes 28 seconds East a distance of 10.90 feet to the aforementioned westerly line of Emerson (40'W) Road; thence along said westerly line, North 00 degrees 08 minutes 32 seconds West a distance of 14.00 feet to the True Point of Beginning.

The described tract contains 153 square feet or 0.004 acre.





Attachment: Emerson STP-5526(644) - ROW Recommendation to P&Z (#20-008: Emerson Road Right of Way and Easement Dedication)

PROJECT: Emerson Road
Improvements
Exhibit 1
PARCEL NO.: 20
OWNER: City of Creve Coeur
September 26, 2019
Page 1 of 1

PERMANENT DRAINAGE EASEMENT

A tract of and being part of Section 3, Township 45 North, Range 5 East, City of Creve Coeur, St. Louis County, Missouri and being more particularly described as:

Commencing at the northeast corner of the land thereof recorded in Deed Book 6598 Page 2472 of the St. Louis County Records, thence along the westerly line of Emerson (40'W) Road, South 00 degrees 08 minutes 32 seconds East a distance of 260.87 feet to the True Point of Beginning; thence South 89 degrees 51 minutes 28 seconds West a distance of 10.90 feet to a point; thence South 00 degrees 08 minutes 32 seconds East a distance of 3.55 feet to a point; thence South 72 degrees 12 minutes 45 seconds West a distance of 23.71 feet to the easterly line of Interstate 270; thence along said easterly line, South 02 degrees 41 minutes 27 seconds East a distance of 10.36 feet to a point; thence North 72 degrees 12 minutes 45 seconds East a distance of 34.66 feet to the aforementioned westerly line of Emerson (40'W) Road; thence along said westerly line, North 00 degrees 08 minutes 32 seconds West a distance of 10.58 to the True Point of Beginning.

The described tract contains 369 square feet or 0.01 acres.



EMERSON ROAD IMPROVEMENTS
STP-5526(644)

POINT OF COMMENCEMENT

S09°38'37"W 88.25' (C)

170220066
#523 EMERSON ROAD
N/F
CITY OF CREVE COEUR
DB 06598, PG 2472

N00°08'32"W 14.00' (C)

PERMANENT DRAINAGE
EASEMENT (P.D.E.)

S00°08'32"E 601.96' (C)

PERMANENT UTILITY
EASEMENT (P.U.E.)

N89°51'28"E 15.00' (C)

S00°08'32"E 16.99' (C)

POINT OF BEGINNING

N00°08'32"W 243.88' (C)

N89°51'28"E 10.90' (C)

S89°51'28"W 10.90' (C)

N00°08'32"W 431.05' (C)

EX RW

EX RW

EMERSON (40'W) ROAD



ROCKY(50'W) DRIVE

LEGEND

(R)—RECORDED

(C)—CALCULATED

INITIAL:

EXHIBIT "A"

PERMANENT UTILITY EASEMENT
A TRACT OF LAND BEING PART OF SECTION 3,
TOWNSHIP 45 NORTH, RANGE 5 EAST
CREVE COEUR, ST. LOUIS COUNTY, MISSOURI

03/2020

Page 1



PROJECT: Emerson Road Improvements
Exhibit 1
PARCEL NO.: 20
OWNER: City of Creve Coeur
March 5, 2020
Page 1 of 1

PERMANENT UTILITY EASEMENT

A tract of and being part of Section 3, Township 45 North, Range 5 East, City of Creve Coeur, St. Louis County, Missouri and being more particularly described as:

Commencing at the northeast corner of the land thereof recorded in Deed Book 6598 Page 2472 of the St. Louis County Records, thence along the westerly line of Emerson (40'W) Road, South 00 degrees 08 minutes 32 seconds East a distance of 16.99 feet to the True Point of Beginning; thence South 09 degrees 38 minutes 37 seconds West a distance of 88.25 feet to a point; thence South 00 degrees 08 minutes 32 seconds East a distance of 601.96 feet to a point; thence North 89 degrees 51 minutes 28 seconds East a distance of 15.00 feet to the aforementioned westerly line of Emerson (40'W) Road; thence along said westerly line, North 00 degrees 08 minutes 32 seconds West a distance of 431.05 feet to a point; thence South 89 degrees 51 minutes 28 seconds West a distance of 10.90 feet to a point, thence North 00 degrees 08 minutes 32 seconds West a distance of 14.00 feet to a point; thence North 89 degrees 51 minutes 28 seconds East a distance of 10.90 feet to the aforementioned westerly line of Emerson (40'W) Road; thence along said westerly line, North 00 degrees 08 minutes 32 seconds West a distance of 243.88 feet to the True Point of Beginning.

The described tract contains 9682 square feet or 0.22 acres.



City of Creve Coeur

To: Mayor and City Council

Date: February 21, 2020

Re: Proposed FY2021-FY2025 Capital Improvement Program

I am pleased to present the proposed Capital Improvement Program (CIP) for the five-year period beginning July 1, 2020. The overview of the proposed five-year capital plan includes both the Capital Fund and the Building Project Fund, along with its associated Debt Service.

This proposed plan will be submitted to the Planning & Zoning Commission and Finance Committee for their review and comment.

The schedule for when the proposed CIP will be discussed with the Planning and Zoning Commission, the Finance Committee, and the City Council is included at the end of this memorandum. A public hearing before the City Council to discuss the CIP is scheduled for Monday, April 13. Suggestions from the public, City staff, and the City's boards, commissions, and committees have been considered as part of the CIP update.

CAPITAL FUND

Capital Fund Revenues

The ½-cent capital improvement sales tax is the primary funding source for the CIP. Capital improvement sales tax revenues are projected to be \$2,169,930 at the end of the current fiscal year (i.e. FY2020), which represents a 0.1% increase over the \$2,167,326 that the City received in FY2018. Sales tax revenues are projected to remain at the FY2020 level throughout the five-year plan, which is consistent with a decade-long trend of typically flat sales tax revenues.

A transfer of \$400,000 from the General Fund to the Capital Fund is proposed for each fiscal year in the proposed CIP. 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 tax revenues.

The City has been successful in obtaining grant funding for several projects to improve streets, sidewalks, and public facilities, as detailed on Exhibit A. City staff anticipates that we will continue to obtain grant funding over the next five years to supplement the proposed plan, although grants are competitive and continued success cannot be guaranteed.

Capital Fund Expenditures

Capital outlay for the next five years ranges from approximately \$2.64 million to \$4.78 million annually. These figures will likely increase as federal transportation funds and local municipal park grant funds are secured for certain projects.

Brief status updates for FY2020 CIP projects and highlights of the proposed projects in FY2021 through FY2025 projects are included below. These project highlights are arranged to be consistent with their order in the five-year CIP spreadsheet in Exhibit A and the project narrative descriptions in Exhibit B. Details about projects that ended in FY2019 have not been included.

GOVERNMENT FACILITIES

CAPITAL FUND

1. Americans with Disabilities Act (ADA) Improvements / Community Development Block Grant (CDBG)

FY2020: \$20,000. FY2021 – FY2025: \$20,000 annually

The City receives \$20,000 in Community Development Block Grant funding each year. FY2020 funds have been dedicated for accessibility improvements to the pedestrian signals at the intersection of New Ballas Road and Magna Carta Drive. FY2021 funds will be used to assist with improvements to the parking lot at Malcolm Terrace Park. The application for these funds and commitment to a particular project typically occur one year prior to the fiscal year in which the funds are spent.

2. Government Center Renovations Design

FY2021: \$250,000. Future: \$0

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. A concept plan and design will be developed in FY2021, the cost of which will be offset by a General Fund transfer into the Capital Fund. At least some of the costs associated with the accessibility and safety improvements to the Government Center will be paid from the Police Building Project Bond Fund as outlined in Proposition P.

3. Government Center Gym HVAC Replacement

FY2020: \$36,030.

The HVAC unit that serves the gymnasium at the Creve Coeur Government Center unexpectedly failed in early FY2020 and required immediate replacement.

4. Court Office Renovation

FY2020: \$30,000.

The current court offices will be renovated to improve the space and to possibly accommodate additional staff if the City begins joint operations with other area communities and hosts the joint effort at the Government Center.

PARKS AND RECREATIONAL FACILITIES

CAPITAL FUND

Park Improvements Grant Match

No funding specified in the five-year plan. Future: \$30,500.

This line item contains place holders for the City's matching funds for Municipal Park Grant applications, which the City pursues in odd-numbered fiscal years. The proposed CIP includes specific project descriptions for FY2021 (Millennium Park Playground), FY2023 (Ice Arena Refrigerant Switchover) and FY2025 (Tennis Court Replacement), with highlights of each below.

Note: Project numbers correspond to the project numbers on the five-year CIP spreadsheet and narrative report. Projects that ended in FY2019 are not listed in this summary, meaning that some numbers may appear to be missing from this summary.

3. Parks Master Plan

FY2019: \$48,000. FY2020: \$2,000.

This project included 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.

4. Ice Arena Improvements

FY2019: \$267,254. FY2020: \$111,237

The City was awarded a Municipal Park Grant to make several improvements to the Creve Coeur Ice Arena, including roof beam reinforcement, new boards around the ice, a new sound system for the ice arena, repairs for the staff office area, a new front door for the building, a new boiler, and three new water heaters. The grant reimbursement is expected to be approximately \$347,841, about 92% of the total project cost.

5. Creve-Coeur-Frontenac Missouri Pacific Trail Study

FY2020: \$0.

The intent of this project was to create a concept-level plan to study the feasibility of a walking trail along the former Missouri Pacific Railroad corridor between Malcolm Terrace Park and Villa Coublay Drive. This project was postponed due to lack of support from the City of Frontenac for the possible connection to a new park there.

6. Tennis Court Repairs

FY2020: \$0.

The intent of this project was to repair and repaint the tennis courts at Conway Park. This project was postponed due to ongoing discussions about how these courts will be used in the future and how that will coordinate with the Parks Master Plan.

7. Millennium Park Trail Study

FY2020: \$9,135.

This project involved a feasibility study and concept-level plans for a new path at Millennium Park and several possible connections to the park from adjacent neighborhoods. These projects will be added to the list of possible future parks improvement projects.

8. Golf Course Pond Fountain

FY2020: \$25,000.

This project will replace the fountain and its power supply at the southern pond near the hole #5 green at the Creve Coeur Golf Course. An aerator will also be added to help keep the pond healthy and clear.

9. Historic Building Renovation and Preservation

FY2019: \$9,973. FY2020: \$35,000.

Drainage improvements and building repairs are planned for and around the Lake School House in the spring of 2020. These repairs were recommended by the building assessment report from FY2019.

Note: Project numbers correspond to the project numbers on the five-year CIP spreadsheet and narrative report. Projects that ended in FY2019 are not listed in this summary, meaning that some numbers may appear to be missing from this summary.

10. Ice Arena Compressor Replacement

FY2020: \$30,000.

The project involves the replacement of one (1) 100-ton ice rink plant compressor that is necessary to create and maintain the ice for the ice arena at the Dielmann Recreation Complex. The compressor is one of the originals from the major renovation of the Ice Arena in 2003. It has internal damage that cannot be repaired, and it must be replaced.

11. Playground Safety Surface Replacement

Prior years: \$86,508. FY2024: \$100,000.

This project includes the replacement of damaged areas and rejuvenation of the rubberized safety surface beneath the City's playgrounds. The surfaces beneath the playgrounds at Millennium Park were repaired in FY2017. Additional emergency repairs will be completed at Millennium Park in FY2020 in order to keep both of the playgrounds open. The surface at Venable Memorial Park is planned for replacement in FY2024.

12. Dielmann Recreation Complex Parking Lot Lighting

FY2020: \$10,000. FY2021: \$30,000.

This project involves the replacement of the lighting for the parking lots at the Dielmann Recreation Complex. The purpose of the project is to provide adequate and consistent light for the parking lots to increase safety and functionality of the lots. The new lighting will be energy-efficient LED lights.

13. Dielmann Recreation Complex HVAC Replacement – Phase 2

FY2021: \$110,000.

This project involves the removal and replacement of the remaining air handler and condensing unit that serve the Dielmann Recreation Complex. The replacement of this equipment will complement and complete the air handler, condenser, and boiler units that were replaced in FY2018. The two units that are proposed to be replaced are beyond their useful lives, and the new units will be more reliable and more efficient.

14. Millennium Park Playground Replacement (Grant Match)

FY2021: \$30,500.

Both of the primary playgrounds at Millennium Park have deteriorating safety surfaces, and the equipment for the larger playground is becoming obsolete. This project would replace both playgrounds and their associated safety surfaces. The amount shown for FY2021 represents the City's anticipated 6% share of a Municipal Park Grant for the project. The total project cost would be approximately \$500,000.

15. Ice Arena Refrigerant Switch-Over (Design and Grant Match)

FY2021: \$15,000. FY2023: \$75,000

The Ice Arena cooling system currently uses R-22 refrigerant. Beginning January 1, 2020, the production and importation of R-22 refrigerant is prohibited due to environmental and health risks. Project cost is for a grant match for the cost of transitioning to an alternate cooling system, such as Ammonia or CO2, is estimated to be \$550,000. A preliminary design is planned for FY2021 to prepare the City for an application for a Municipal Park Grant is anticipated in FY2023.

16. Malcolm Terrace Park Trail Improvements (CDBG Grant)

FY2021: \$75,000.

This project involves repairing and resurfacing two asphalt trails and the parking lot at Malcolm Terrace Park. The cost of this project is offset by \$20,000 in Community Development Block Grant funding.

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17. City Entrance and Park Identification Signage Master Plan

FY2022: \$20,000.

This project includes working with a consultant to design new signs or monuments for the various points of entry into the City and the City's parks, as well as directional signs leading visitors to City facilities. This study was included among the goals of the City's Strategic Plan FY2018-2021.

18. Ice Arena Floor Replacement

FY2023: \$200,000.

This project involves replacing the rubberized flooring that is around the ice rink, in the player's locker rooms, and in the referee's changing room. Most of this flooring dates back to the 2003 building renovation. The existing floor is worn out and needs to be replaced before it becomes a tripping hazard.

19. Venable Memorial Park Improvements (Grant Match)

FY2023: \$150,000.

Several of the existing facilities at Venable Memorial Park are ageing and need updates or replacement. These include the pavilion, walking paths, restrooms, and tennis court. The City plans to apply for a Land and Water Conservation Fund (LWCF) grant to assist with the cost of some of these improvements. The amount shown is the City's 50% match for what is expected to be an application for a \$300,000 project.

20. Tennis Court Replacement Project (Grant Match)

FY2023: \$30,000.

The tennis courts at Venable Memorial Park and Lake School Park are asphalt courts that have been overlaid several times and cannot be effectively overlaid in the future. Through this project, the City would either replace the courts at both parks or remove and expand the courts at Lake School Park, as was suggested by the Parks Master Plan. The amount shown represents the City's anticipated share of a Municipal Park Grant for the project.

STORMWATER

CAPITAL FUND

2. Middlebrook Drive Stormwater Improvements

Prior Years: \$42,075. FY2020: \$50,000. FY2021: \$200,000.

This project includes replacing the culvert pipe under Middlebrook Drive and making associated repairs to the creek and the roadway. Construction of the project is expected to begin in FY2020 and to extend into FY2021. The project had been identified as a high priority by the Stormwater Committee, and Missouri American Water encouraged the project due to concerns that the site instability could damage the water main on Middlebrook Drive.

3. Balcon Estates Culvert Improvements

FY2020: \$10,000.

MSD replaced a collapsed stormwater inlet on Balcon Estates Court that the City had begun to review for a possible stormwater project.

4. Ballas Culvert Erosion Rehabilitation

FY2021: \$50,000.

Funding is recommended in FY2021 to design repairs for erosion at the downstream end of a box culvert beneath New Ballas Road south of Tarrytown Drive. Repairs are recommended before the issue threatens

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the integrity of the culvert. This project has been identified as a high priority by the Stormwater Committee.

STREETS AND SIDEWALKS

CAPITAL FUND

The types of several federal and state roadway grants are abbreviated due to the length of their names. These include the federal Surface Transportation Program (STP) grant, the federal Transportation Alternatives Program (TAP) grant, the Community Development Block Grant (CDBG), the State of Missouri's Cost Share Program (State Cost Share), and the Governor's Transportation Cost-Share Program (Governor's Program).

1. Street and Sidewalk Maintenance Program

FY2020: \$1,456,500. FY2021: \$1,313,300.

Much of the Capital Fund CIP expenditures are dedicated to preserving the City's streets and sidewalks through concrete slab replacement, asphalt resurfacing, microsurfacing, sidewalk repairs and improvements, and other preservation techniques. Priorities are guided by the City's infrastructure management program and street rating system.

2. Street Reconstruction/Rehabilitation

FY2020: \$483,993. FY2021: \$300,000. FY2023 – FY2025: \$300,000/year.

Several of the City's streets are in poor condition and require extensive rehabilitation or reconstruction. Among these are 'composite' streets – old concrete base pavement with asphalt overlay – that are beyond their useful lives. In FY2021, this program will complete the roadway rehabilitation in the Ladue Estates subdivision that began in FY2018. The FY2022 budget has been reduced to zero in order to compensate for the work planned for Mosley Road that year.

5. Warson Road Improvements (Federal STP grant)

Prior Years: \$651,662. FY2020: \$21,959.

This project involved pavement resurfacing and sidewalk replacement along Warson Road between Olive Boulevard and Countryside Place. The City received a federal STP grant of \$428,800 for the project.

6. Fernview Sidewalk Concept Plan

FY2020: \$28,642

This study reviewed the feasibility and cost of adding a sidewalk to Fernview Drive between Olive Boulevard and Gallagher Road. Sidewalks were not included as part of the Fernview Drive Resurfacing Project.

7. Pavement Conditions Ratings Update

FY2021: \$45,000.

The City uses pavement management software to evaluate pavement conditions that assist with planning for future repairs. City staff typically update the pavement condition ratings for 25% of the City each year. This review will be for the entire City and will be completed by a consultant to verify that the City's ratings remain accurate.

8. New Ballas Median Plantings

FY2021: \$20,000.

This project involves new trees, median end treatments, and plantings in the centerline median along North New Ballas Road near the Creve Coeur Government Center. This island is currently lined with ash trees that need to be removed due to the emerald ash borer infestation. The Horticulture, Ecology, and Beautification Committee has reviewed the planting plan and has recommended this project.

Note: Project numbers correspond to the project numbers on the five-year CIP spreadsheet and narrative report. Projects that ended in FY2019 are not listed in this summary, meaning that some numbers may appear to be missing from this summary.

9. Signal Enhancement Projects

Prior Years: \$95,792. FY2020: \$98,136. FY2021: \$240,000.

The City has partnered with the Missouri Department of Transportation (MoDOT) and the Olive Boulevard Transportation Development District (Olive TDD) to include illuminated street name signs onto several new traffic signals along Lindbergh Boulevard and Olive Boulevard in FY2018, FY2020, and FY2021. Nearly all of the signalized intersections in Creve Coeur along Olive and Lindbergh will have illuminated street name signs following the FY2021 project.

10. Emerson Road Improvement Project (Federal STP grant)

Prior Years: \$55,016. FY2020: \$34,752. FY2021: \$605,000.

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 De Smet Jesuit High School. Construction is expected to begin in the winter of 2020 and extend through the spring of 2021 (FY2021). The City received a federal grant that will reimburse up to \$444,000 (73%) of construction costs.

11. Fernview Drive Resurfacing (Federal STP grant)

Prior Years: \$27,953. FY2020: \$28,471. FY2021: \$336,000.

This project involves asphalt pavement resurfacing along Fernview Drive from Gallagher Road to Olive Boulevard. The City was awarded a federal STP grant which will reimburse up to \$250,000 (approximately 75%) of the construction cost. Construction of the project is scheduled for the summer of 2020 (FY2021).

12. Mosley Road Improvement Project (federal STP grant)

Prior Years: \$33,689. FY2020: \$100,000. FY2021: \$236,907. FY2022: \$1,310,000.

This project involves roadway resurfacing, sidewalk upgrades, drainage improvements, and partial roadway reconstruction for Mosley Road, from Olive Boulevard to Ladue Road. Design began in FY2019, easement acquisition is expected to begin in FY2020 and end in FY2021, and construction is expected to be in FY2022. The City was awarded a federal STP grant of \$760,000 for this project.

13. New Ballas Road Improvement Project – Phase 1 (Federal STP grant)

FY2021: \$150,000. FY2022: \$180,000. FY2023: \$1,020,000.

This project involves the replacement of approximately 25% of the roadway pavement, joint repairs, sidewalk improvements, and signal improvements to North New Ballas Road, from Olive Boulevard to Craig Road. Design is scheduled for FY2021, right of way and easement acquisition will be in FY2022, and construction will be in FY2023. The City has been awarded a federal STP grant of \$960,000 to assist with the cost of this project.

14. Lindbergh – Old Olive Intersection Reconstruction (State Cost Share; STP Grant Match)

Prior Years: \$30,306. FY2020: \$13,100. FY2021: \$190,000. FY2022: \$25,000. FY2023: \$90,160.

FY2024: \$1,106,140.

This project involves the reconstruction and reorientation of the intersection of Old Olive Street Road at Lindbergh Boulevard to include a traffic signal and a designated crossing for a bicycle and pedestrian trail. The total cost of this project is estimated to be approximately \$2,600,000. The City has been awarded approximately \$1 million in State Cost Share funding, and the City has applied for another \$1.1 million in federal STP funding. The amounts shown are the City's share following a successful STP grant applications. Construction is expected in FY2024.

Note: Project numbers correspond to the project numbers on the five-year CIP spreadsheet and narrative report. Projects that ended in FY2019 are not listed in this summary, meaning that some numbers may appear to be missing from this summary.

15. Olive-Lindbergh Interchange Enhancements

FY2020: \$290,000. FY2022: \$30,000.

The City has partnered with the St. Louis Economic Development Partnership and the Missouri Department of Transportation to add decorative elements to the traffic signals and bridge as part of the 2020 project to partially reconstruct the Olive-Lindbergh interchange. Funds are identified in FY2022 for a landscaping design for this interchange following the completion of the roadway project.

16. Craig Road Improvements (Design and Grant Match)

FY2019: \$5,970. FY2020: \$33,830. FY2023: \$100,000. FY2024: \$10,000. FY2025: \$250,000.

A traffic study and concept plan were completed in FY2020 to prepare for an FY2021 federal STP grant application for intersection, pavement, and sidewalk improvements to Craig Road from Olde Cabin Road to Olive Boulevard. The funding included in FY2023-FY2025 represents the City's anticipated share of a grant-funded roadway improvement project. The total cost of the project is estimated to be \$1,400,000.

17. New Ballas Sidewalk Extension (Design and Grant Match)

FY2023: \$50,000. FY2024: \$50,000.

This project involves adding a sidewalk along the west side of New Ballas Road between Magna Carta Drive and Rocky Drive to fill in one of the only remaining sidewalk gaps along New Ballas Road. The City plans to apply for a federal TAP grant to assist with the construction cost. The costs shown represent the estimated design fee and City match for the cost to construct the project. The design and construction years are estimated.

18. New Ballas Road Improvements – Phase 2 (Design and Grant Match).

FY2024: \$100,000. FY2025: \$25,000. Future: \$300,000.

This project would involve roadway, sidewalk, and signal improvements along South New Ballas Road, generally from Conway Road to Ladue Road. The cost shown represents the estimated design fee and 20% grant match for the right-of-way and construction phases of the project. The total cost of this project is estimated to be \$1,700,000.

19. New Ballas Road Improvements – Phase 3 (Design and Grant Match).

FY2024: \$100,000. Future: \$250,000.

This project would involve roadway, sidewalk, and signal improvements along North New Ballas Road, generally from Ladue Road to Magna Carta Drive. The cost shown represents the estimated design fee and 20% grant match for the right-of-way and construction phases of the project. The total cost of this project is estimated to be \$1,350,000.

CAPITAL EQUIPMENT

CAPITAL FUND

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.

1. Public Works Capital Equipment

FY2020: \$155,884. FY2021: \$355,300. FY2022-FY2025: \$322,275 annual average.

Two one-ton trucks were purchased in FY2020. Recommended purchases for FY2021 include a two-ton dump truck, two leaf vacuums, a crackseal machine, and a limb chipper. A continuous vehicle-replacement schedule is recommended to prevent reliance on obsolete equipment, high maintenance costs, and increased equipment down-time.

Note: Project numbers correspond to the project numbers on the five-year CIP spreadsheet and narrative report. Projects that ended in FY2019 are not listed in this summary, meaning that some numbers may appear to be missing from this summary.

2. Golf Course Sprayer Replacement

FY2020: \$31,751. FY2022: \$20,000. FY2023: \$35,000. FY2024: \$20,000. FY2025: \$40,000.

A new work vehicle and spray system were purchased in FY2020. Several work vehicles are recommended in the five-year plan to replace equipment that will be 15-29 years old when replaced. These vehicles are necessary for the efficient upkeep of the Creve Coeur Golf Course.

3. Police Department Fitness Equipment

Prior Years: \$17,500. FY2020: \$17,500.

The City received a donation of \$35,000 to pay for new fitness equipment for the Creve Coeur Police Department.

6. Phone System Replacement

FY2021: \$48,500.

This project involves the replacement of the phone system used by the City's staff. The City's current phone system will no longer be warranted or supported after 2021. Functioning and reliable phones are essential for City staff to complete their work.

7. Olive Median Street Light Stock

FY2021: \$50,000

The City plans to purchase several decorative street lights to keep in stock so that replacement lights are more readily available if any are struck by a vehicle on Olive Boulevard. Light replacement can currently take months. Insurance proceeds will reimburse the City for the replacement lights.

8. Public Works Facility Gasoline System Replacement

FY2021: \$35,000

The existing gas pumps and fuel-management system are out of date and have begun to require annual maintenance in order to meet the minimum standards to own and operate the fueling station. A new system is recommended to increase efficiency and reliability.

ADMINISTRATION

CAPITAL FUND

Project Management

FY2021: \$96,475. FY2022-FY2025: \$109,931 annual average.

This item includes the costs associated with the salary and benefits for a full-time employee to help 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 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 DISCUSSION

An updated list of Future Projects is attached as Exhibit E.

The City has many maintenance needs, improvements, and desired facilities that are anticipated for years beyond the five-year projections or for which there is currently not sufficient funding in the capital fund. In addition, several plans have been developed to outline long-term goals for parks and roadways. Staff will present a detailed account of the future projects at the City Council work session on March 9.

Note: Project numbers correspond to the project numbers on the five-year CIP spreadsheet and narrative report. Projects that ended in FY2019 are not listed in this summary, meaning that some numbers may appear to be missing from this summary.

BUILDING PROJECT BOND FUND (PROPOSITION 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. The bonds were publically sold and the revenue was received by the City in FY2017.

Building Project Fund Expenses

The Building Project Bond Fund includes one funding category. Most of the costs listed in this fund were associated with the new Police Department building and site work and are expected to be complete by the end of FY2020.

BUILDING DESIGN AND CONSTRUCTION

BUILDING PROJECT BOND FUND

1. Police Building Professional Services

Prior Years: \$1,305,104. FY2020: \$250,000.

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 FY2017-FY2018. Construction-related professional services began in FY2018 and extended through FY2020.

2. Police Building Site Work and Building Construction

Prior Years: \$6,675,712. FY2020: \$1,500,000.

This phase of the project includes the site work, building construction, finishes, and furnishing of the new building for the Police Department. Construction began in FY2018, and the Police Department is currently occupying the building. Some work remains to be completed, and this is expected to be finished by the end of FY2020.

3. Government Center Accessibility and Security Improvements

FY2022: \$521,059.

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.

4. Government Center Electrical Switchgear Replacement

FY2020: \$9,000. FY2021: \$150,000.

This project involves the replacement of the electrical switchgear that serves the Creve Coeur Government Center. The existing equipment is outdated and is recommended for replacement.

Note: Project numbers correspond to the project numbers on the five-year CIP spreadsheet and narrative report. Projects that ended in FY2019 are not listed in this summary, meaning that some numbers may appear to be missing from this summary.

DEBT SERVICE**BUILDING PROJECT BOND FUND****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 \$4.52 million for the five-year period of FY2021-FY2025.

Debt Service Expenses

The debt service expenses associated with the Building Project Bond 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 \$3.59 million for FY2021-FY2025.

CITIZEN COMMENTS AND STAFF RESPONSES

Several comments and suggestions for the CIP were submitted for consideration. These comments and the staff responses are included in the attached Exhibit C.

ATTACHMENTS

- Capital Improvement Plan Schedule
- Exhibit A – CIP FY2021-FY2025 Spreadsheet (Capital Fund & Building Project Fund)
- Exhibit B – CIP FY2021-FY2025 Summary Report and Project Descriptions (Capital & Building Funds)
- Exhibit C – Citizen Recommendations for the CIP
- Exhibit D – CIP FY2016-FY2025 Ten-Year Overview Spreadsheet
- Exhibit E – Capital Fund Future Project List

ALL PROJECT DESCRIPTIONS

This report and all of its attachments can be found on the City's website at www.creve-coeur.org/cip.

City Staff and I look forward to reviewing the proposed FY 21-25 Capital Improvement Program during our upcoming City Council Work Sessions.

Sincerely,

Mark Perkins
City Administrator

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

Note: Project numbers correspond to the project numbers on the five-year CIP spreadsheet and narrative report. Projects that ended in FY2019 are not listed in this summary, meaning that some numbers may appear to be missing from this summary.

Schedule for Annual Capital Improvement Program Update Fiscal Years 2021-2025

December 9, 2019 – January 31, 2020	CIP public comment period: City staff solicits input from residents, City committees, staff, and other stakeholders
January 7, 2020	CIP discussion at monthly Department Head meeting
January 31, 2020	Deadline for staff to submit all new and updated CIP project sheets
February 10, 2020	Staff meeting to review the draft CIP.
February 18, 2020	Staff meeting to review final draft of CIP prior to submission to City Council and others.
February 24, 2020	City Administrator submits the draft CIP to City Council, Planning & Zoning Commission, and Finance Committee
March 9, 2020	City Council Work Session #1 – CIP Overview Joint work session with Finance Committee
March 16, 2020	Introduction of CIP to the Planning & Zoning Commission
March 17, 2020	Review of CIP with the Finance Committee
March 23, 2020	City Council Work Session #2 Review Roadway and Sidewalk Programs Review Capital Equipment
April 6, 2020	Follow-up Meeting with Planning & Zoning Commission
April 13, 2020	Public Hearing before City Council Possible approval of the CIP by City Council

Schedule revised January 6, 2020.

DRAFT 2/21/2020

EXHIBIT A
FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM
FY2021 - FY2025

CAPITAL FUND

9501 GOVERNMENT FACILITIES	FY2019 BUDGETED	FY2019 ACTUAL	FY2020 BUDGETED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED
01 Accessibility Improvements (CDBG)	20,000	23,850	20,000	20,000	-	20,000	20,000	20,000	20,000
02 Government Center Renovations (Design)	-	-	-	-	250,000	-	-	-	-
03 Police Firing Range Improvements	57,000	57,000	-	-	-	-	-	-	-
04 Government Center Gym HVAC Replacement	-	-	-	36,030	-	-	-	-	-
05 Court Office Renovation				30,000	-	-	-	-	-
Subtotal (Government Facilities) % of Total Capital Fund Outlay	77,000 2%	80,850 3%	20,000 1%	86,030 3%	250,000 5%	20,000 1%	20,000 1%	20,000 1%	20,000 1%

9506 PARKS AND RECREATIONAL FACILITIES	FY2019 BUDGETED	FY2019 ACTUAL	FY2020 BUDGETED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED
01 Golf Course Irrigation Replacement (Design and Grant Match)	22,500	-	-	-	-	-	-	-	-
02 Park Bridge Replacement	30,000	6,988	-	-	-	-	-	-	-
03 Parks Master Plan	50,000	48,000	-	2,000	-	-	-	-	-
04 Ice Arena Improvements (Municipal Park Grant)	20,000	267,254	-	111,237	-	-	-	-	-
05 Creve-Coeur-Frontenac Missouri Pacific Trail Study	-	-	30,000	-	-	-	-	-	-
06 Tennis Court Repairs	-	35,635	35,000	-	-	-	-	-	-
07 Millennium Park Trail Study	-	-	20,000	9,135	-	-	-	-	-
08 Golf Course Pond Fountain	-	-	25,000	25,000	-	-	-	-	-
09 Historic Building Rehabilitation and Preservation	-	9,973	35,000	35,000	-	-	-	-	-
10 Ice Arena Compressor Replacement	-	-	30,000	24,059	-	-	-	-	-
11 Playground Safety Surface Replacement	-	-	-	30,000	-	-	-	100,000	-
12 Dielmann Recreation Complex Parking Lot Lighting	-	-	20,000	10,000	30,000	-	-	-	-
13 Dielmann Recreation Complex HVAC Replacement - Phase 2	-	-	-	-	110,000	-	-	-	-
14 Millennium Park Playground Replacement (Grant Match)	-	-	-	-	30,500	-	-	-	-
15 Ice Arena Refrigerant Switch Over (Design and Grant Match)	-	-	-	-	15,000	-	75,000	-	-
16 Malcolm Terrace Park Trail Improvements (CDBG Grant)	-	-	-	-	75,000	-	-	-	-
17 City Entrance & Park Identification Signage Master Plan	20,000	-	-	-	-	20,000	-	-	-
18 Ice Arena Floor Replacement	-	-	-	-	-	-	200,000	-	-
19 Venable Memorial Park Improvements (Grant Match)	-	-	-	-	-	-	150,000	-	-
20 Tennis Court Replacement Project (Grant Match)	-	-	-	-	-	-	-	-	30,500
Subtotal (Parks and Recreational Facilities) % of Total Capital Fund Outlay	142,500 4%	367,850 13%	195,000 6%	246,431 8%	260,500 5%	20,000 1%	425,000 11%	100,000 3%	30,500 1%

9509 STORMWATER	FY2019 BUDGETED	FY2019 ACTUAL	FY2020 BUDGETED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED
01 Stormwater Improvements Per Master Plan	-	-	-	-	-	-	-	-	-
02 Middlebrook Drive Culvert Rehabilitation	250,000	3,174	250,000	50,000	200,000	-	-	-	-
03 Balcon Estates Culvert Improvements	-	-	18,250	10,000	-	-	-	-	-
04 Ballas Culvert Erosion Rehabilitation (Design)	-	-	-	-	50,000	-	-	-	-
Subtotal (Stormwater) % of Total Capital Fund Outlay	250,000 8%	3,174 0%	268,250 9%	60,000 2%	250,000 5%	- 0%	- 0%	- 0%	- 0%

Attachment: CIP FY2021-FY2025 Draft (2020-02-21) (#20-009: FY2021-FY2025 Capital Improvement Program)

EXHIBIT A
FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM
FY2021 - FY2025

CAPITAL FUND

9510 STREETS AND SIDEWALKS	FY2019 BUDGETED	FY2019 ACTUAL	FY2020 BUDGETED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED
01 Street and Sidewalk Maintenance Program	1,250,000	1,185,389	1,331,250	1,456,500	1,313,300	1,346,100	1,379,800	1,414,300	1,449,700
02 Street Reconstruction/Rehabilitation	300,000	141,605	365,000	483,993	300,000	-	300,000	300,000	300,000
03 North New Ballas Sidewalk Phase 2A (TAP Grant)	285,000	157,559	-	-	-	-	-	-	-
04 Coeur De Ville Drive Improvements (STP Grant)	80,000	68,496	-	-	-	-	-	-	-
05 Warson Road Improvement Project (STP Grant)	-	337,387	-	21,959	-	-	-	-	-
06 Fernview Sidewalk Concept Plan			35,000	28,642	-	-	-	-	-
07 Pavement Condition Ratings Update	-	-	-	-	45,000	-	-	-	-
08 New Ballas Median Plantings	-	-	-	-	20,000	-	-	-	-
09 Signal Enhancement Projects	100,000	2,200	-	98,136	240,000	-	-	-	-
10 Emerson Road Improvement Project (STP Grant)	34,508	44,227	603,000	34,752	605,000	-	-	-	-
11 Fernview Drive Resurfacing (STP Grant)	50,000	27,953	-	28,471	336,000	-	-	-	-
12 Mosley Road Improvement Project (STP Grant)	150,000	33,689	20,000	100,000	236,907	1,310,000	-	-	-
13 New Ballas Road Improvements - Phase 1 (STP Grant)	-	-	-	-	150,000	180,000	1,020,000	-	-
14 Lindbergh-Old Olive Intersection (State Cost-Share; STP Grant Match)	-	30,306	-	13,100	190,000	25,000	90,160	1,106,140	-
15 Olive-Lindbergh Interchange Enhancements	-	-	70,000	290,000	-	30,000	-	-	-
16 Craig Road Improvements (Design & Grant Match)	40,000	5,970	-	33,830	-	-	100,000	10,000	250,000
17 New Ballas Sidewalk Extension (Design & Grant Match)	-	-	-	-	-	-	50,000	50,000	-
18 New Ballas Road Improvements - Phase 2 (Design & Grant Match)	-	-	-	-	-	-	-	100,000	25,000
19 New Ballas Road Improvements - Phase 3 (Design & Grant Match)	-	-	-	-	-	-	-	-	100,000
Subtotal (Streets and Sidewalks) % of Total Capital Fund Outlay	2,289,508 70%	2,034,781 70%	2,424,250 78%	2,589,383 79%	3,436,207 72%	2,891,100 86%	2,939,960 76%	2,980,440 84%	2,124,700 80%

9516 CAPITAL EQUIPMENT	FY2019 BUDGETED	FY2019 ACTUAL	FY2020 BUDGETED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED
01 Public Works Capital Equipment	312,372	222,252	88,948	155,884	355,300	300,700	346,300	326,000	316,100
02 Golf Course Capital Equipment	-	-	35,000	31,751	-	20,000	35,000	20,000	40,000
03 Comprehensive Hardware and Software System - Phase 2	98,000	45,859		-	-	-	-	-	-
04 Police Investigations Vehicle Replacement	30,000	31,253		-	-	-	-	-	-
05 Police Department Fitness Equipment		17,500		17,500					
06 Phone System Replacement	-	-	-	-	48,500	-	-	-	-
07 Olive Median Street Light Stock					50,000				
08 Public Works Facility Gasoline System Replacement					35,000				
Subtotal (Capital Equipment) % of Total Capital Fund Outlay	440,372 13%	316,864 11%	123,948 4%	205,135 6%	488,800 10%	320,700 10%	381,300 10%	346,000 10%	356,100 13%

ADMINISTRATION	FY2019 BUDGETED	FY2019 ACTUAL	FY2020 BUDGETED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED
Project Management	83,000	83,612	89,505	93,665	96,475	99,369	102,350	105,421	108,583
Subtotal (Administration) % of Total Capital Fund Outlay	83,000 3%	83,612 3%	89,505 3%	93,665 3%	96,475 2%	99,369 3%	102,350 3%	105,421 3%	108,583 4%

Attachment: CIP FY2021-FY2025 Draft (2020-02-21) (#20-009: FY2021-FY2025 Capital Improvement Program)

DRAFT 2/21/2020

EXHIBIT A
FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM
FY2021 - FY2025

CAPITAL FUND

TOTAL CAPITAL FUND OUTLAY	FY2019 BUDGETED	FY2019 ACTUAL	FY2020 BUDGETED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED
	3,282,380	2,887,131	3,120,953	3,280,644	4,781,982	3,351,169	3,868,610	3,551,861	2,639,883

9514 DEBT SERVICE	FY2019 BUDGETED	FY2019 ACTUAL	FY2020 BUDGETED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED
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	FY2019 BUDGETED	FY2019 ACTUAL	FY2020 BUDGETED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED
	3,282,380	2,887,131	3,120,953	3,280,644	4,781,982	3,351,169	3,868,610	3,551,861	2,639,883

CAPITAL FUND REVENUES	FY2019 BUDGETED	FY2019 ACTUAL	FY2020 BUDGETED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	1,887,040	1,887,040	997,953	1,998,714	1,787,172	738,120	829,381	419,401	350,020
Estimated Capital Improvement Sales Tax Revenue (1/2 Cent)	2,130,456	2,167,326	2,151,761	2,169,930	2,169,930	2,169,930	2,169,930	2,169,930	2,169,930
Estimated Interest Revenue	3,800	9,203	3,000	20,000	10,000	10,000	10,000	10,000	10,000
Est. Addtnl Revenue (Outside agencies, grants, reimbursement & other)	328,400	422,276	983,600	479,172	893,000	852,500	868,700	892,550	20,000
Proceeds from Equipment Sales	10,000	-	-	-	10,000	10,000	10,000	10,000	10,000
General Fund Transfers In	400,000	400,000	400,000	400,000	650,000	400,000	400,000	400,000	400,000
Public Safety Transfer In	-	-	-	-	-	-	-	-	-
Total Revenues & General Fund Transfers In - Capital Fund	2,872,656	2,998,805	3,538,361	3,069,102	3,732,930	3,442,430	3,458,630	3,482,480	2,609,930
Total Anticipated Year End Expenditures	3,282,380	2,887,131	3,120,953	3,280,644	4,781,982	3,351,169	3,868,610	3,551,861	2,639,883
Ending Fund Balance (Cash Basis) - Capital Fund	1,477,316	1,998,714	1,415,361	1,787,172	738,120	829,381	419,401	350,020	320,067

ESTIMATED ADDITIONAL CAPITAL FUND REVENUE (FUNDING SOURCES)	FY2019 BUDGETED	FY2019 ACTUAL	FY2020 BUDGETED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED
Community Development Block Grants for ADA Improvements	20,000	23,850	20,000	20,000	20,000	20,000	20,000	20,000	20,000
Warson Road Improvement Project (STP Grant)	-	241,246	-	-	-	-	-	-	-
Emerson Road Improvement Project (STP Grant)	-	-	444,000	-	444,000	-	-	-	-
North New Ballas Sidewalk Improvement Project (TAP Grant)	212,000	122,180	-	-	-	-	-	-	-
Fernview Drive Improvement Project (STP Grant)	-	-	-	-	250,000	-	-	-	-
North New Ballas Lighting and Signal Enhancements - Olive TDD	60,000	-	-	62,000	-	-	-	-	-
North New Ballas Signal Enhancements - Development Escrow	30,000	-	-	25,705	-	-	-	-	-
Ladue Court Escrow Reimbursement	-	-	-	17,226	-	-	-	-	-
Ice Arena Improvements - Municipal Park Grant	-	-	397,600	347,841	-	-	-	-	-
Mosley Road Improvements - North Phase (STP Grant)	-	-	-	-	84,000	676,000	-	-	-
Park Master Plan (Municipal Park Planning Grant)	6,400	-	-	6,400	-	-	-	-	-
Donation for Police Fitness Equipment	-	35,000	-	-	-	-	-	-	-
New Ballas Improvements - Phase 1 (STP Grant)	-	-	-	-	-	144,000	816,000	-	-
Lindbergh-Old Olive Intersection (State Cost-Share Program)	-	-	-	-	95,000	12,500	32,700	872,550	-
Subtotal	328,400	422,276	861,600	479,172	893,000	852,500	868,700	892,550	20,000

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EXHIBIT A
FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM
FY2021 - FY2025

BUILDING PROJECT BOND FUND (PROP P)

BUILDING PROJECT BOND FUND REVENUES	FY2019 BUDGETED	FY2019 ACTUAL	FY2020 BUDGETED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	8,739,611	8,739,612	1,649,002	2,928,351	1,247,351	1,109,351	600,292	610,292	620,292
Estimated Bond Proceeds	-	-	-	-	-	-	-	-	-
Estimated Interest Revenue	33,600	130,361	200	78,000	12,000	12,000	10,000	10,000	10,000
Transfers In	-	-	-	-	-	-	-	-	-
Total Revenues & Transfers In	33,600	130,361	200	78,000	12,000	12,000	10,000	10,000	10,000
9501 BUILDING DESIGN AND CONSTRUCTION	FY2019 BUDGETED	FY2019 ACTUAL	FY2020 BUDGETED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED
01 Police Building Professional Services	200,000	369,190	25,000	250,000	-	-	-	-	-
02 Police Building Site Work and Building Construction	5,460,217	5,572,432	1,418,341	1,500,000	-	-	-	-	-
03 Government Center Assessibility & Security Improvements	-	-	-	-	-	521,059	-	-	-
04 Government Center Electrical Switchgear Replacement			17,500	9,000	150,000	-	-	-	-
Transfers Out	-	-	-	-	-	-	-	-	-
Total Anticipated Year End Expenditures & Transfers	5,660,217	5,941,622	1,460,841	1,759,000	150,000	521,059	-	-	-
Ending Fund Balance (Cash Basis) - Building Project Bond Fund (Prop P)	3,112,994	2,928,351	188,361	1,247,351	1,109,351	600,292	610,292	620,292	630,292
9514 DEBT SERVICE	FY2019 BUDGETED	FY2019 ACTUAL	FY2020 BUDGETED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED
DEBT SERVICE (PROP P) REVENUES									
Beginning Fund Balance (estimated Cash Basis as of July 1)	258,532	258,532	380,522	362,136	552,380	745,524	932,467	1,118,061	1,307,755
Estimated Property Tax Collection Revenue	832,396	815,260	901,000	901,000	901,000	901,000	901,000	901,000	901,000
Estimated Interest Revenue	1,000	-	1,000	2,500	2,500	2,500	2,500	2,500	2,500
Total Anticipated Revenues	833,396	815,260	902,000	903,500	903,500	903,500	903,500	903,500	903,500
DEBT SERVICE (PROP P) EXPENSES									
Estimated Expenditures	-	250	250	250	250	250	250	250	250
Estimated Interest Expenses	291,406	291,406	283,006	283,006	270,106	261,306	247,656	233,556	236,956
Estimated Principal Expenses	420,000	420,000	430,000	430,000	440,000	455,000	470,000	480,000	490,000
Total Anticipated Expenditures	711,406	711,656	713,256	713,256	710,356	716,556	717,906	713,806	727,206
Ending Cash Balance	380,522	362,136	569,266	552,380	745,524	932,467	1,118,061	1,307,755	1,484,049

CAPITAL IMPROVEMENT PROGRAM SUMMARY

TOTAL COMBINED CAPITAL PROGRAM (CAPITAL FUND & BUILDING PROJECT BOND FUND)	FY2019 BUDGETED	FY2019 ACTUAL	FY2020 BUDGETED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED
Total Combined Revenues & Transfers In	3,739,652	3,944,426	4,440,561	4,050,602	4,648,430	4,357,930	4,372,130	4,395,980	3,523,430
Total Combined Anticipated Year End Expenditures & Transfers	9,654,003	9,540,409	5,295,050	5,752,900	5,642,338	4,588,784	4,586,517	4,265,667	3,367,089
Ending Fund Balance (Cash Basis) - All Capital Funds	4,970,832	5,289,202	2,172,988	3,586,903	2,592,995	2,362,141	2,147,754	2,278,067	2,434,408



CITY OF CREVE COEUR

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

CAPITAL FUND

BUILDING PROJECT BOND FUND

FISCAL YEARS 2021-2025

EXECUTIVE SUMMARY

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

CAPITAL FUND

BUILDING PROJECT BOND FUND

FISCAL YEARS 2021-2025



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 and 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.

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 Creve Coeur 2030 Comprehensive Plan

According to the Creve Coeur 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

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.

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:

- *Availability of Outside Funding:* projects that are eligible for and are likely to be considered for grant funding or shared-cost programs.
- *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

- *Citizen Demand*: projects that have received a level of demonstrated citizen support or demand, including support of City departments, boards, committees, and commissions.
- *Condition of Existing Facility*: improvements that replace or maintain the City's infrastructure, facilities, or equipment so that it remains in a serviceable, safe, and efficient condition.
- *Coordination (projects, regulations, City-adopted plans)*: projects that fit within planned 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.
- *Economic Growth*: projects focused on maintaining housing values and attracting businesses, residents, or visitors to the City. Projects supporting private development must include return on investment ratios or a fully documented cost/benefit analysis.
- *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.
- *Protection & Conservation*: improvements to the City's park system or historical landmarks that allow these facilities to be enjoyed by future generations or projects that reduce the City's environmental impact.
- *Public Safety*: improvements that focus on preserving and protecting the general public from harm and reducing the City's risk exposure.

Development and Adoption of the CIP

By City charter, a draft of the 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 the submittal of the draft CIP to the City Council, public input is obtained through the City newsletter, website, and the City's boards, committees, and commissions.

Prior to the City Council's adoption of the CIP, and as required by City charter, the CIP 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 to review the final draft of the CIP in March or April, prior to adoption.

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

FY2021-FY2025 CIP Overview

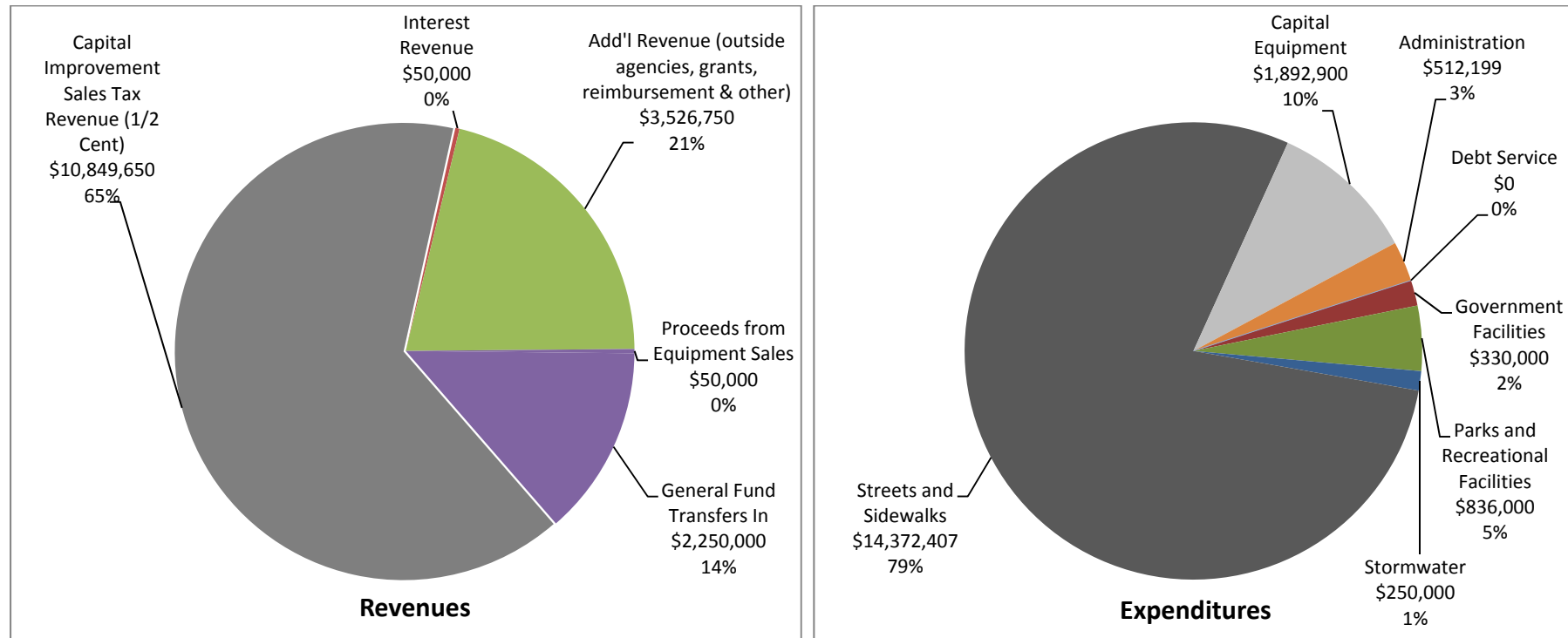
Capital Fund

Over the next five years, the projected revenues for capital projects total approximately \$16.73 million. The total cost of capital projects over the next five years is estimated at \$18.19 million.

The half-cent capital improvement sales tax serves as the primary funding source for the City's capital projects. The balance is covered by grants and transfers from the general fund. With revenue projections remaining flat, the proposed five-year plan emphasizes maintenance and replacement of existing facilities and equipment over the introduction of additional facilities.

The City plans to seek grant funding to assist with the cost of several of the major roadway, sidewalk, and park improvement projects. These grants typically require the City to fund a portion of the project, or a local "grant match." Several projects in the five-year CIP include grant matches and are noted accordingly. If the City is awarded the anticipated grant, future capital improvement plans will include the total project expenses and revenues in the applicable years.

Capital Fund Revenues and Expenses by Category for FY2021 - FY2025



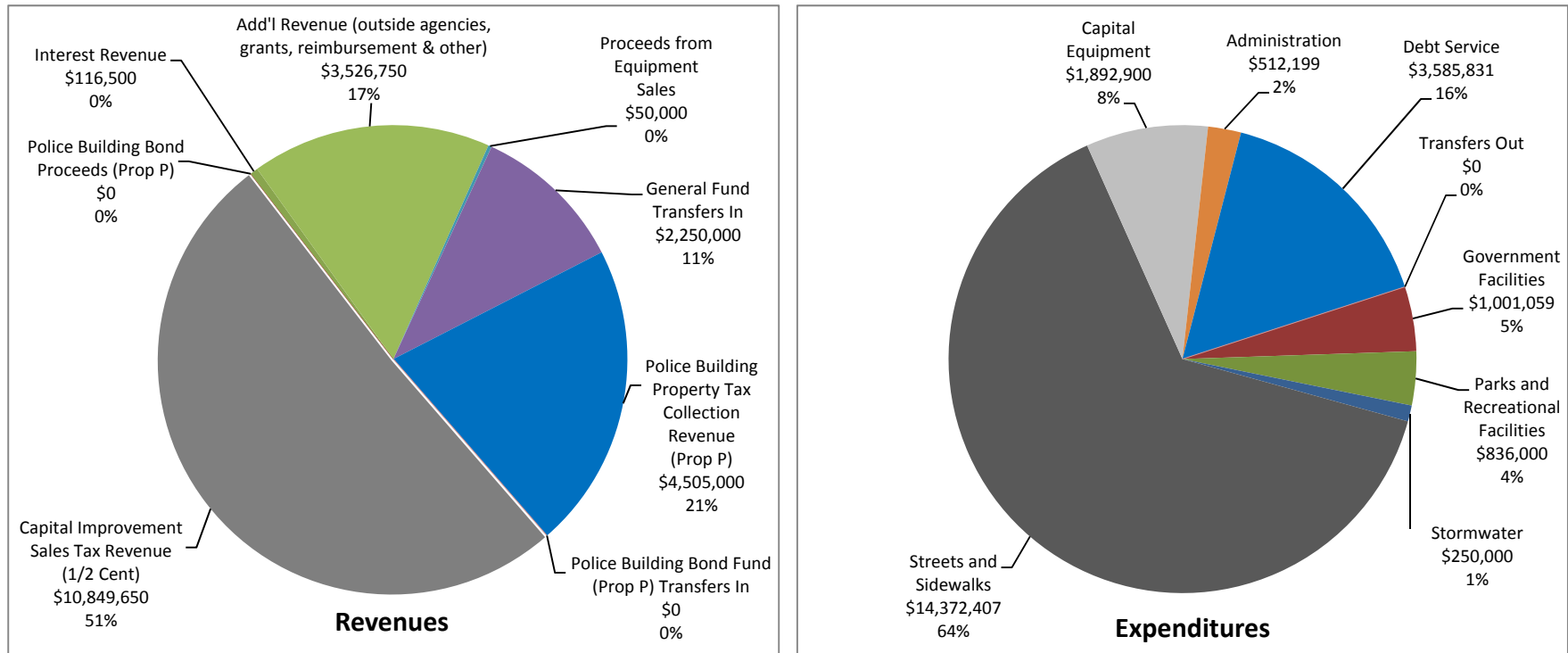
Building Project Bond Fund (Proposition P)

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 FY2018 and will continue through FY2020. Accessibility and security improvements to the existing Government Center building are tentatively planned for FY2022. The debt service for the Building Project Bond Fund will be paid through a 20-year real estate and personal property tax levy, which 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 \$21.30 million. The half-cent capital improvement sales tax and the building project bond property tax collection serve as the primary funding sources for FY2021-FY2025. The total combined projected expenses for capital projects over the next five years is estimated at \$22.45 million.

Combined Capital Fund & Building Project Bond Fund Revenues and Expenses by Category for FY2021 - FY2025



*Bond proceeds for the Building Project Bond Fund occurred in FY2017 and therefore are not reflected in FY2021-FY2025 total revenues.

For more information about the CIP, contact Matt Wohlberg, City Engineer, at mwohlberg@crevecoeurmo.gov or (314) 442-2084.

CAPITAL FUND PROJECTS

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2021-2025



CAPITAL FUND**9501 – GOVERNMENT FACILITIES**

CAPITAL FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2021-2025**

9501 GOVERNMENT FACILITIES - 01

ACCESSIBILITY IMPROVEMENTS (CDBG)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$20,000	\$20,000	\$0	\$20,000	\$0	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000

Project Description:

In FY2021, approximately \$20,000 of Community Development Block Grant (CDBG) funds have been committed to providing accessibility improvements to the parking lot at Malcolm Terrace Park. No funding is shown here for FY2021, because the Malcolm Terrace Park project is a separate project under Parks and Recreational Facilities. Projects in FY2022-FY2025 will focus on accessibility improvements for public facilities elsewhere in the City.

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 pedestrian signal on North New Ballas Road at Magna Carta Drive in FY2020.

Expenditure Type:

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

9501 GOVERNMENT FACILITIES - 02

GOVERNMENT CENTER RENOVATIONS (DESIGN)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$250,000	\$0	\$250,000	\$0	\$250,000	\$0	\$0	\$0	\$0	TBD

Project Description:

This project involves reviewing the existing concept-level renovation plans for the Creve Coeur Government Center, updating these plans, and developing construction drawings for the renovation project. The design is expected to include modifications to the City Council chamber, employee work spaces, and building equipment. Funds are specified in FY2021 for the design. Construction funds will be programmed in the appropriate fiscal years once the renovation plans and the construction schedule become more clearly defined.

Existing Condition:

The Creve Coeur Government Center has inadequate space for staff, meetings, archives, and storage. The former 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 accommodating, helpful, and useful for both residents and staff.

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:

The City has set aside \$2.2 million in its General Fund for use for renovations to the Government Center. The cost of this project will be offset by General Fund transfers into the Capital Fund.

Expenditure Type:

Planning, Design & Engineering	\$ 250,000
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ 250,000

CAPITAL FUND**9506 – PARKS AND RECREATIONAL FACILITIES**

CAPITAL FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2021-2025**

9506 PARKS AND RECREATIONAL FACILITIES – 00

PARK IMPROVEMENTS (GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
TBD	TBD	\$30,500	\$0	\$0	\$0	\$0	\$0	\$0	\$30,500

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. It is anticipated that, if successful, the grant in FY2021 will be used to replace the playgrounds at Millennium Park, FY2023 will assist with the Ice Arena Refrigerant Switch Over at the Creve Coeur Ice Arena, and FY2025 will be used to replace the tennis courts at Venable Memorial Park and/or Lake School Park. The CIP includes specific project descriptions for FY2021, FY2023, and FY2025. Refer to each project sheet 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; Condition of Ex. Facility; 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) and the Parks Master Plan (FY2019-FY2020).

Operating Budget Impact:

The improvements brought by these projects typically replace old or failing systems that require significant maintenance. These improvements should reduce operating costs.

Comments:

The current maximum amount of funding that the City is eligible for through the Municipal Park Grant program is currently \$475,000 for a given project. These grants are competitive, and the City's contribution to the project affects the project application score and likelihood of a funding award. The City plans to provide a 6% grant match for its projects in order to maximize the number of points related to the City's contribution, which would make the grant match about \$30,500 for a project that receives the maximum grant funding.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	30,500
Equipment	\$	
Other	\$	
Total (Future Grant Match)	\$	30,500

Anticipated Municipal Park Grant Application Schedule:

FY2021 – Millennium Park Playground Replacement

FY2023 – Ice Arena Refrigerant Switch Over

FY2025 – Venable Memorial Park and/or Lake School Park Tennis Court Replacement

9506 PARKS AND RECREATIONAL FACILITIES – 11

PLAYGROUND SAFETY SURFACE REPLACEMENT

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Year	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$100,000	TBD	\$100,000	\$30,000	\$0	\$0	\$0	\$100,000	\$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 beneath the southern playground at Millennium Park will be overlaid with a new rubberized surface in order to bring it into compliance and allow it to open for the season. This safety surface failed its annual tests in late 2019, forcing the City to close the playground.

Existing Condition:

The rubberized surfaces beneath the City's playgrounds in Millennium Park, Conway Park, and Venable Memorial Park provide the required protection for children and other users against injury from a fall off of the playground or swing set. The edges of the south playground surface at Millennium Park were repaired in FY2017, but this surface no longer meets safety standards and needs rejuvenation with an overlay of a new rubberized surface. Staff will continue to evaluate the surfaces at Conway Park and Venable Memorial Park and will recommend repairs or replacement to these surfaces accordingly. At this time, the safety surface at Venable Memorial Park is scheduled for replacement in FY2024, as it is expected to be the next to need replacement after Millennium Park.

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	\$	100,000
Equipment	\$	
Other	\$	
Total (FY2024)	\$	100,000

9506 PARKS AND RECREATIONAL FACILITIES – 12

DIELMANN RECREATION COMPLEX PARKING LOT LIGHTING

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$40,000	\$0	\$40,000	\$10,000	\$30,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project will include replacing the existing light fixtures with new and additional LED light fixtures for the two parking lots at the Dielmann Recreation Complex. The purpose of the project is to provide adequate and consistent light for the parking lots to increase safety and functionality of the lots.

Existing Condition:

Currently, the parking lots are lit with light poles that were installed by and are maintained by Ameren. The front parking lot has some older and some newer light fixtures, and the back parking lot only has two light poles, but needs several more to cover the entrance and underserved sections of the lot.

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

The safety of the users of the Dielmann Recreation Complex is a primary concern, and the new lights will help limit the City's risk expose. The current poles provide minimal, inadequate coverage, and these light poles need frequent maintenance. The new poles will have LED fixtures that will provide better, more consistent light output.

Operating Budget Impact:

The project would not change that the City currently pays a monthly fee to Ameren for replacing bulbs that go out and for fixing damages that occur to the poles that are out of the City's control (e.g. wind or storm damage). However, the new LED lights should result in lower monthly electric bills.

Comments:

None.

Expenditure Type:

Planning, Design & Engineering	\$ 5,000
Land Acquisition	\$
Construction	\$ 35,000
Equipment	\$
Other	\$
Total	\$ 40,000

9506 PARKS AND RECREATIONAL FACILITIES – 13

DIELMANN RECREATION CENTER HVAC REPLACEMENT – PHASE 2

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$110,000	\$0	\$110,000	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project involves the removal and replacement of the remaining air handler and condensing unit that serve the Dielmann Recreation Complex. The replacement of this equipment will complement and complete the air handler, condenser, and boiler units that were replaced in FY2018.

Existing Condition:

The Dielmann Recreation Complex uses two air handlers and two condensing units for its heating and air conditioning. The two units that are proposed to be replaced are beyond their useful lives.

Justification: *Operating Efficiency; Condition of Existing Facility*

New units will be more efficient than the existing units, and the new units are expected to require little or no maintenance for several years.

Operating Budget Impact:

Increased efficiency and limited maintenance should result in lower operating costs.

Comments:

None.

Expenditure Type:

Planning, Design & Engineering	\$
Land Acquisition	\$
Construction	\$
Equipment	\$ 110,000
Other	\$
Total	\$ 110,000

9506 PARKS AND RECREATIONAL FACILITIES – 14

MILLENNIUM PARK PLAYGROUND REPLACEMENT (GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
TBD	TBD	\$30,500	\$0	\$30,500	\$0	\$0	\$0	\$0	\$0

Project Description:

This project would remove and replace the two main playgrounds and their safety surfaces at Millennium Park. The City Share reflects the required 6% local contribution for a Municipal Park Grant. The City plans to seek \$475,000 in grant funding in FY2021. The FY2021 budget will need to be adjusted to reflect the full project cost if the City is successful in obtaining a grant for the project.

Existing Condition:

The primary (northern) playground at Millennium Park was constructed in 2004, and the secondary (southern) playground was added in 2007. The City capped the safety surface for the northern playground and made repairs to the southern playground's surface in 2017. The safety surface beneath the southern playground no longer provides the cushioning that is required, so the City was forced to close this playground in early 2020. The equipment at the northern playground and the surface beneath it are wearing out and require replacement.

Justification: *Operating Efficiency; Condition of Existing Facility; Availability of Outside Funding; Safety*
The safety surface of the southern playground has failed its annual inspection will be closed until repairs can be made. The safety surface for the northern playground is older and the 2017 overlay is expected to expire soon. These surfaces must meet safety standards in order for the playgrounds to be open.

Operating Budget Impact:

The northern playground is a European design, and the age and style of the playground make it difficult to find parts for the equipment. New playground equipment and safety surfaces are expected to cost less to maintain.

Comments: A grant will be applied for in FY2021 and, if approved, construction will take place in late FY2021.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	30,500
Equipment	\$	
Other	\$	
Total (Grant Match)	\$	30,500

9506 PARKS AND RECREATIONAL FACILITIES – 15

ICE ARENA REFRIGERANT SWITCH-OVER (DESIGN AND GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$90,000	TBD	\$90,000	\$0	\$15,000	\$0	\$75,000	\$0	\$0	\$0

Project Description:

The current system that cools the ice at the Creve Coeur Ice Arena operates using R-22 (Freon), a product that is now illegal to import into or produce in the United States. This project would include transitioning the current cooling system, through retrofit or replacement of the existing equipment, to an alternative coolant such as Ammonia or CO₂. A design of the system is planned for FY2021 to determine the City's options. 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 in FY2023. 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: *Operating Efficiency; Condition of Existing Facility; Coordination; Availability of Outside Funding; Protection & Conservation*

This project 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 has been 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. no longer produced or imported R-22. Any repair or catastrophic system failure could mean that the City will 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 building's 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 FY2023 and, if approved, the switchover will take place in FY2023.

Expenditure Type:

Planning, Design & Engineering	\$ 40,000
Land Acquisition	\$
Construction	\$
Equipment	\$ 50,000
Other	\$
Total (Grant Match)	\$ 90,000

9506 PARKS AND RECREATIONAL FACILITIES – 16

MALCOLM TERRACE PARK TRAIL IMPROVEMENTS (CDBG GRANT)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$75,000	\$20,000	\$55,000	\$0	\$75,000	\$0	\$0	\$0	\$0	\$0

Project Description:

The project involves updating and repairing two asphalt trails and the parking lot at Malcolm Terrace Park. The City has applied for \$20,000 in Community Development Block Grant (CDBG) funding to assist with the cost of this project.

Existing Condition:

Asphalt paths are in use at Venable Memorial 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, Conway Park, and an access path to Venable Memorial Park, 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. Grant funding to assist with maintaining this access allows the City to meet its obligations at a reduced cost.

Operating Budget Impact:

Asphalt path maintenance can be costly. Replacement of the paths at Malcolm Terrace Park will reduce maintenance costs for the near future.

Comments:

None.

Expenditure Type:

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

9506 PARKS AND RECREATIONAL FACILITIES – 17

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 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$20,000	\$0	\$20,000	\$0	\$0	\$20,000	\$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 PARKS AND RECREATIONAL FACILITIES - 18

ICE ARENA FLOORING REPLACEMENT

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$200,000	\$0	\$200,000	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0

Project Description:

This project involves replacing the rubberized flooring that is around the ice rink, in the player's locker rooms, and in the referee's changing room.

Existing Condition:

A majority of the flooring is the original floor from the major renovation project in 2003 and is near the end of its useful life. Some smaller areas have been replaced due to high traffic areas, including the areas beneath the player's benches and near the public entrance gate area that leads onto the ice rink.

Justification: *Public Safety; Condition of Existing Facility*

The project will focus on preserving and protecting the general public from harm when using the ice rink for public skating, special events, or ice rentals and will reduce the City's risk exposure. The project will update the aging flooring and provide an aesthetic look to match the rest of the facility.

Operating Budget Impact:

The rink's ice will need to be taken out to allow the concrete floor temperature to rise to the manufacturer's recommendation to warranty the installation. This will cause a shutdown of the ice for approximately three weeks, two for the floor project and one for the removal and installation of new ice. The Ice Arena will schedule the replacement of the flooring to coincide with a shutdown of the ice in order to limit the construction impact on ice users and possible revenue losses. Once the floor is installed, there will be minimal upkeep involved.

Comments:

None.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	200,000
Equipment	\$	
Other	\$	
Total	\$	200,000

9506 PARKS AND RECREATIONAL FACILITIES – 19

VENABLE MEMORIAL PARK IMPROVEMENTS (GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
TBD0	TBD	\$150,000	\$0	\$0	\$0	\$150,000	\$0	\$0	\$0

Project Description:

In FY2023, the City plans to apply for a Land and Water Conservation Fund (LWCF) grant to make improvements to Dr. H. Phillip Venable Memorial Park. The project will involve such improvements to the park as a new pavilion, new tennis courts, improved walking paths, and more accessible parking. The amount shown in FY2023 is the City's planned 50% grant match for a project that is expected to cost approximately \$300,000. Upon successfully obtaining the grant, the actual costs will be programmed into the FY2023 capital budget through a budget adjustment.

Existing Condition:

Several of the facilities at Venable Memorial Park are ageing and require updates or replacement. The asphalt tennis courts have been overlaid multiple times and can no longer be reliably repaired, and facilities like the pavilion, asphalt paths, and restrooms have not been updated in the past ten years.

Justification: *Availability of Outside Funding; Citizen Demand; Public Safety*

The LWCF grant will allow the City to maximize the effect of the funding available for improvements to Venable Memorial Park.

Operating Budget Impact:

New facilities are expected to require less annual maintenance and fewer funds than the existing equipment.

Comments:

The planned playground safety surface replacement for Venable Memorial Park in FY2024 could be combined with these improvements to further maximize the funding request through the LWCF grant

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	150,000
Equipment	\$	
Other	\$	
Total (Grant Match)	\$	150,000

9506 PARKS AND RECREATIONAL FACILITIES – 20

TENNIS COURT REPLACEMENT PROJECT (GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$30,500	TBD	\$30,500	\$0	\$0	\$0	\$0	\$0	\$30,500	\$0

Project Description:

In FY2025, the City plans to apply for a Municipal Park Grant to substantially fund the replacement of the courts at Lake School Park and/or Venable Memorial Park with post-tensioned concrete courts. The amount shown in FY2023 is the City's planned grant match for a project that is expected to cost approximately \$500,000. Upon successfully obtaining the grant, the actual costs will be programmed into the FY2025 capital budget through a budget adjustment.

Existing Condition:

The courts at Lake School Park and Venable Memorial Park are asphalt courts that have been overlaid several times and cannot be effectively overlaid in the future.

Justification: *Availability of Outside Funding; 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 courts would eliminate the need for significant repair efforts in the near future.

Comments:

The courts at Venable Memorial Park were repaired and repainted in FY2019, but additional maintenance or improvements to the Venable Memorial Park courts may no longer be effective.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	30,500
Equipment	\$	
Other	\$	
Total (Grant Match)	\$	30,500

CAPITAL FUND**9509 – STORMWATER**

CAPITAL FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2021-2025**

9509 STORMWATER - 01

STORMWATER IMPROVEMENTS PER MASTER PLAN

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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.

In FY2021, funding is recommended to help address erosion of a creek next to South New Ballas Road. Description of that project is included on its own project sheet.

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 FY2019 and FY2020 were used to offset the cost of the Middlebrook Drive Stormwater Improvements.

Expenditure Type:

Planning, Design & Engineering	\$
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Annual Total:	\$ 0

9509 STORMWATER – 02

MIDDLEBROOK DRIVE STORMWATER IMPROVEMENTS

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$292,075	\$0	\$292,075	\$92,075	\$200,000	\$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. The easements required for the project were donated by the adjacent property owners. Trees and bushes will be included in the restoration of disturbed area to replace some of the removed vegetation.

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 was never expected to last more than 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 as one of the highest among reviewed stormwater issues with 145 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 is scheduled for construction in 2020 (FY2019-FY2020) now that MSD's project is complete and the City has obtained all of the easements needed for the project. This project uses funding originally set aside for 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

9509 STORMWATER – 04

BALLAS CULVERT EROSION REHABILITATION (DESIGN)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
TBD	\$0	\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project involves the survey and design services needed to develop a plan to repair erosion damage at the downstream end of a large stormwater culvert on the east side of New Ballas Road, generally opposite of Sackston Woods Lane. The design will provide the City with a reasonable cost estimate for the repair, and this cost will be entered into the appropriate year of the capital improvement program once it is known.

Existing Condition:

Stormwater flowing out of the downstream end of the culvert has carved out a void that is undermining the culvert. Rehabilitation of this area is needed before the erosion causes damage to the culvert.

Justification: *Public Safety; Condition of Existing Facility*

New Ballas Road is the most heavily used road that the City maintains. Protection of New Ballas Road and its infrastructure is necessary to limit impacts to daily traffic. This issue rated as one of the highest among reviewed stormwater issues with 140 points, and the project has a benefit-to-cost ratio is 1.1, according to the metrics used in the Stormwater Master Plan.

Operating Budget Impact:

The eventual repair would be designed to resemble a natural stream and would require little annual maintenance. The design will have no impact on the operating budget.

Comments:

The design for this project uses funding originally set aside for the FY2021 Stormwater Master Plan project.

Expenditure Type:

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

CAPITAL FUND**9510 – STREETS AND SIDEWALKS**

CAPITAL FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2021-2025**

9510 STREETS AND SIDEWALKS – 01

STREET AND SIDEWALK MAINTENANCE PROGRAM

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Year	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$1,313,300	\$0	\$1,313,300	\$1,473,505	\$1,313,300	\$1,346,100	\$1,379,800	\$1,414,300	\$1,449,700	TBD

Project Description:

The project includes concrete pavement replacement, asphalt pavement resurfacing, asphalt pavement maintenance, microsurfacing, roadway striping, and sidewalk replacement for the annual maintenance of the City's roadway and sidewalk networks.

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's street and sidewalk network form the City's largest asset that serves all of the City's residents and visitors. Annual maintenance of streets and sidewalks is required to preserve their functionality and to limit future repair costs. 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	\$	1,313,300
Equipment	\$	
Other	\$	
Total (FY2021)	\$	1,313,300

9510 STREETS AND SIDEWALKS – 02

STREET RECONSTRUCTION/REHABILITATION

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Year	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$300,000	\$0	\$300,000	\$365,000	\$300,000	\$0	\$300,000	\$300,000	\$300,000	TBD

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. The FY2018-FY2021 projects involve rehabilitation of the Ladue Estates subdivision, and Winrock Drive was included in the FY2019 project. Funding in FY2022 will be used to offset the costs for the “South Phase” improvements to Mosley Road. Projects in FY2023 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. Most of the streets that have been included in this program were older concrete streets that were overlaid with asphalt decades ago.

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 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 candidates listed to the right do not form an exhaustive list and are not necessarily the streets with the lowest condition ratings – some streets with lower surface condition ratings can be repaired through extensive concrete slab replacement or asphalt resurfacing.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	300,000
Equipment	\$	
Other	\$	
Total (FY2021)	\$	300,000

Street Reconstruction/Rehabilitation Candidate Examples (in Alphabetical Order)

Street Name	Pavement Condition Index (0 – 100)
Country Fair Lane	80
Conway Garden Court	62
Craig Road	45
Emerson Road	41
Ladue Estates Drive West	52
Ladue Meadows Drive	75
Magna Carta Drive	90
Mosley Road	50
Tureen Drive	56

9510 STREETS AND SIDEWALKS – 07

PAVEMENT CONDITION RATINGS UPDATE

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$45,000	\$0	\$45,000	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0

Project Description:

The project involves engineering consulting services to provide an independent assessment of the City's pavement conditions and ride quality. These pavement conditions are used as a tool to guide the recommendations of City staff for the annual pavement improvement programs.

Existing Condition:

The pavement conditions were independently evaluated in FY2016. Since then, City staff have updated the condition ratings of about one quarter of the City's streets each year. The City does not have the equipment to efficiently or effectively measure ride quality.

Justification: *Condition of Existing Facility; Operating Efficiency*

Pavement condition ratings need to be up to date in order for them to be reliable tools for planning pavement repairs and for judging the performance of the pavement management program.

Operating Budget Impact:

None.

Comments:

None.

Expenditure Type:

Planning, Design & Engineering	\$ 45,000
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ 45,000

9510 STREETS AND SIDEWALKS – 08

NEW BALLAS MEDIAN PLANTINGS

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$20,000	\$0	\$20,000	\$0	\$20,000	\$0	\$0	\$0	\$0	TBD

Project Description:

This project involves new trees, median end treatments, and plantings in the centerline median along North New Ballas Road near the Creve Coeur Government Center.

Existing Condition:

The existing island is generally grass with ash trees along its center and landscaping at each end.

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

The ash trees in this median will be removed in FY2020 as part of the systematic removal of ash trees throughout the City due to the emerald ash borer infestation. This project will add low-maintenance flowers and plants to the planned replacement of the trees in the median.

Operating Budget Impact:

The proposed planting plan is not expected to add any costs to the operating budget.

Comments:

The planting plan is recommended by the City's Horticulture, Ecology, and Beautification Committee.

Expenditure Type:

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

9510 STREETS AND SIDEWALKS – 09

SIGNAL ENHANCEMENT PROJECTS

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$436,128	\$87,705	\$348,423	\$196,128	\$240,000	\$0	\$0	\$0	\$0	TBD

Project Description:

These projects involve partnerships with the Missouri Department of Transportation (MoDOT), the Olive Boulevard Transportation Development District (Olive TDD), and Saint Louis County to add black powder coat and illuminated street name signs to several traffic signals along Olive Boulevard, Lindbergh Boulevard, and North New Ballas Road. The work in FY2021 will involve a partnership with MoDOT to add black powder coating and illuminated street name signs to two projects along Olive Boulevard – one involving the intersections of Olive at Spode and at Old Olive, and the second involving eight intersections along Olive Boulevard west of New Ballas Road.

Existing Condition:

MoDOT plans to replace the old and/or outdated traffic signals at the intersections of Olive at Old Olive Street Road, Spode Road, Tempo Drive, Ross/Questover, and Fernview Drive.

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

Including these enhancements to new traffic signals as part of the MoDOT and County projects will be much more cost effective and will result in better products than if completed as part of 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 \$62,000) for the lighting work along New Ballas Road and a development escrow (estimated at \$25,705) for illuminated street name signs at the intersections of New Ballas Road at Studt Avenue and at Old Ballas Road.

Expenditure Type:

Planning, Design & Engineering	\$ 50,592
Land Acquisition	\$
Construction	\$ 385,536
Equipment	\$
Other	\$
Total	\$ 436,128

9510 STREETS AND SIDEWALKS – 10

EMERSON ROAD IMPROVEMENT PROJECT (FEDERAL STP GRANT)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$694,768	\$444,000	\$250,768	\$89,768	\$605,000	\$0	\$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 De Smet Jesuit High School. In FY2016, the City was awarded a federal grant that will fund up to \$444,000, which is approximately 73% of the estimated construction cost for the project.

Existing Condition:

The existing roadway pavement is in marginal condition: its edges are deteriorating, a retaining wall supporting the street is failing, and the street width is insufficient. The City's portion of Emerson Road was found to have an average pavement condition index (PCI) of 41 in 2019, which indicates that the pavement is in need of significant 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 De Smet 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 De Smet Jesuit High School.

Expenditure Type:

Planning, Design & Engineering	\$ 84,988
Land Acquisition	\$ 4,780
Construction	\$ 605,000
Equipment	\$
Other	\$
Total	\$ 694,768

9510 STREETS AND SIDEWALKS – 11

FERNVIEW DRIVE RESURFACING (FEDERAL STP GRANT)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$392,423	\$250,000	\$142,423	\$56,423	\$336,000	\$0	\$0	\$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 in a residential area.

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:

The Missouri Department of Transportation (MoDOT) plans to make signal and accessibility improvements at the intersection of Fernview Drive and Olive Boulevard through a project that begins in FY2021.

Expenditure Type:

Planning, Design & Engineering	\$ 56,423
Land Acquisition	\$
Construction	\$ 336,000
Equipment	\$
Other	\$
Total	\$ 392,423

9510 STREETS AND SIDEWALKS – 12

MOSLEY ROAD IMPROVEMENT PROJECT (FEDERAL STP GRANT)**CAPITAL FUND**

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$1,767,364	\$760,000	\$1,007,364	\$220,457	\$236,907	\$1,310,000	\$0	\$0	\$0	\$0

Project Description:

Improvements to Mosley Road will involve roadway resurfacing, localized roadway reconstruction adjust the vertical alignment, and sidewalk improvements from Olive Boulevard to Ladue Road. The City was awarded a federal Surface Transportation Program (STP) grant for 80% of the anticipated costs for the right-of-way and construction phases for the improvements between Olive Boulevard and Tureen Drive. The design for the project and the improvements south of Tureen Drive will be fully funded by the City.

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. FY2022 Roadway Reconstruction funds will be used to offset the cost of the improvements to Mosley south of Tureen Drive.

Expenditure Type:

Planning, Design & Engineering	\$ 220,596
Land Acquisition	\$ 150,000
Construction	\$ 1,310,000
Equipment	\$
Other (Concept Plan- FY2016)	\$ 86,768
Total	\$ 1,767,364

9510 STREETS AND SIDEWALKS – 13

NEW BALLAS ROAD IMPROVEMENTS – PHASE 1 (FEDERAL STP GRANT)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$1,350,000	\$960,000	\$390,000	\$0	\$150,000	\$180,000	\$1,020,000	\$0	\$0	\$0

Project Description:

The project includes the replacement of approximately 25% of the concrete pavement, joint replacement, and diamond grinding of the pavement surface along North New Ballas Road between Olive Boulevard and Craig Road. The project would also include sidewalk improvements and updates to highlight the signal at Cityplace Drive and the four-way stop at American Legion Drive.

Existing Condition:

Areas of the concrete pavement are in good condition, but many areas are in poor condition and require replacement. Joint deterioration is the primary issue along this section of North New Ballas Road, and this issue causes poor ride quality. Much of the existing sidewalk was constructed in the early 1990's and falls short of the current accessibility standards. This section of North New Ballas Road was found to have an average pavement condition index (PCI) of 75 in 2016.

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 concrete pavement, sidewalks, curbs, and entrances require a significant investment to correct, and grant assistance for the work will make affording these improvements much more manageable. An alternative to grant funding would have been to devote approximately 10% of the City's annual concrete repairs to this section of New Ballas Road for approximately 5-10 years.

Operating Budget Impact:

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

Comments:

None.

Expenditure Type:

Planning & Design	\$ 150,000
Land Acquisition	\$ 180,000
Construction	\$ 1,020,000
Equipment	\$
Other	\$
Total	\$ 1,350,000

9510 STREETS AND SIDEWALKS – 14

LINDBERGH-OLD OLIVE INTERSECTION (STATE COST-SHARE; STP GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$1,454,706	\$1,012,750	\$441,956	\$43,406	\$190,000	\$25,000	\$90,160	\$1,106,140	\$0	\$0

Project Description:

This project involves the partial reconstruction of the intersection of Lindbergh Boulevard and Old Olive Street Road in order to add a traffic signal that will provide full access in all directions. This signal will allow for a pedestrian/bicycle crossing across Lindbergh. The costs shown represent approximately 15% of what is expected to be a \$2.58 million project. The City has been awarded State Cost-Share funding in for approximately 40% of the total project cost. In FY2020, staff applied for federal STP grant funding for another 45% of the project cost. If the City is awarded this funding, then the full cost and grant funding will be included in the appropriate years.

Existing Condition:

The existing intersection of Lindbergh Boulevard and Old Olive Street Road allows only right-in, right-out access for Old Olive on both sides of Lindbergh. A concrete barrier along the Lindbergh median prohibits any east-west vehicular or pedestrian crossing of this intersection.

Justification: *Availability of Outside Funding; Coordination*

The proposed improvements to this intersection are supported by the Comprehensive Plan Creve Coeur 2030, the 39 North Master Plan, and the Old Olive Street Road Great Street Plan. These improvements provide the best chance for a pedestrian or bicycle crossing of Lindbergh Boulevard in that area.

Operating Budget Impact:

The City will most likely need to take over the maintenance of Old Olive Street Road from the Missouri Department of Transportation in return for the funding for this project. The ongoing maintenance cost for Old Olive Street Road could be significant.

Comments:

Conceptual plans for this intersection were developed as part of the Old Olive Street Road great street plan, which was completed through a partnership of St. Louis County, the St. Louis Economic Development Partnership, and the City of Creve Coeur. Funding in “prior years” represents design costs in FY2019 and FY2020 to refine the project plans and estimates in preparation for the grant applications. Future improvements to Old Olive are likely to qualify for federal funding, although the classification of Old Olive may change following its removal from the state roadway system.

Expenditure Type:

Planning, Design & Engineering	\$ 337,206
Land Acquisition	\$ 115,160
Construction	\$ 1,002,340
Equipment	\$
Other	\$
Total (Cost Share & STP Grant Match)	\$ 1,454,706

9510 STREETS AND SIDEWALKS – 15

OLIVE-LINDBERGH INTERCHANGE ENHANCEMENTS

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$320,000	\$0	\$320,000	\$290,000	\$0	\$30,000	\$0	\$0	\$0	TBD

Project Description:

The City has partnered with the St. Louis Economic Development Partnership (SLEDP) and the Missouri Department of Transportation (MoDOT) to add decorative elements to the planned reconfiguration of the interchange of Olive Boulevard at Lindbergh Boulevard. The enhancements include black powder coat and illuminated street name signs to two new traffic signals on Olive and decorative median, pedestrian-scale lighting, and bridge treatments along Olive over Lindbergh. The project will be managed by SLEDP and is expected to be complete by the end of 2020.

The funding identified in FY2022 is for the design of landscaping for the Olive-Lindbergh interchange.

Existing Condition:

The existing cloverleaf interchange is outdated and will be reconfigured to a more compact and more pedestrian-friendly design.

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

The Olive-Lindbergh interchange serves as one of the main entry points to the City and is located in the middle of the emerging 39 North District. Visual improvements in this area promote the City and encourage growth. Including these enhancements as part of the SLEDP project will be much more cost effective and will result in better products than if completed as part of one or more independent projects to add these enhancements once the traffic signals and bridge improvements are in place.

Operating Budget Impact:

The City will be responsible to maintain the signal and bridge enhancements, but these costs are expected to be minimal for the foreseeable future.

Comments:

The cost to construct the landscaping at this interchange will not be known until the design is complete.

Expenditure Type:

Planning, Design & Engineering	\$ 85,000
Land Acquisition	\$
Construction	\$ 235,000
Equipment	\$
Other	\$
Total	\$ 320,000

9510 STREETS AND SIDEWALKS – 16

CRAIG ROAD IMPROVEMENTS (DESIGN AND GRANT MATCH)**CAPITAL FUND**

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$399,800	TBD	\$399,800	\$39,800	\$0	\$0	\$100,000	\$10,000	\$250,000	\$0

Project Description:

The project involves improvements to the intersection layout, pavement, and sidewalks of Craig Road between Old Ballas Road and Olive Boulevard. The City plans to apply for federal STP grant funding in FY2021 to assist with the costs of this project. The costs shown are for the full design cost and for an estimated 20% of the right-of-way acquisition and construction costs. The full cost of the project will be included upon award of a grant for the project.

Existing Condition:

The pavement of Craig Road is currently in fair condition, but sections of the pavement have failed. The traffic flow along Craig is hampered by non-standard intersections with Olde Cabin Road and Office Parkway. The sidewalks along Craig Road are generally inadequate and have poor accessibility at the intersections.

Justification: *Public Safety; Cond. of Existing Facility; Availability of Outside Funding; Citizen Request*

Portions of Craig Road are in poor condition, and the City has provided increasing attention to pavement repairs and pothole patching. 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:

The pavement and sidewalks of Craig Road are in increasing need of maintenance. Roadway resurfacing and sidewalk reconstruction would reduce future maintenance costs.

Comments:

None.

Expenditure Type:

Planning, Design & Engineering	\$ 139,800
Land Acquisition	\$ 10,000
Construction	\$ 250,000
Equipment	\$
Other	\$
Total (Design and Grant Match)	\$ 399,800

9510 STREETS AND SIDEWALKS – 17

NEW BALLAS SIDEWALK EXTENSION (DESIGN & GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$110,818	TBD	\$110,818	\$10,818	\$0	\$0	\$50,000	\$50,000	\$0	\$0

Project Description:

This project involves relocating a retaining wall to accommodate a new sidewalk along the west side of North New Ballas Road between Magna Carta Drive and Rocky Drive. Constructing this sidewalk will connect two sections of sidewalk to create a continuous pedestrian path along the west side of New Ballas from Conway Road to Old Ballas Road. The City plans to seek federal funding for this project through the Transportation Alternatives Program. The grant match for this project includes 100% of the design costs and 20% of the estimated construction costs. 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:

No sidewalk currently exists at this site, but pedestrians commonly use the small grass strip nonetheless. The property's retaining wall has been a barrier to constructing a sidewalk here.

Justification: *Public Safety; Availability of Outside Funding*

Completion of this sidewalk will provide a more suitable pedestrian route for those wishing to north along the west side of New Ballas Road.

Operating Budget Impact:

The new sidewalk will eventually need maintenance, but that maintenance will be funded through the City's annual street and sidewalk maintenance program in the capital improvement budget.

Comments:

This project would complete the sidewalk improvements envisioned in a sidewalk concept study from 2008. The conceptual plans from that study provided the basis of the design for a portion of the Ladue Road Sidewalk Project in 2013 and for the New Ballas Sidewalk Improvements between Ladue Road and De Smet Jesuit High School in 2019.

The Transportation Alternatives Program grant is not offered every year, and it is currently unknown when the next grant round will be scheduled.

Expenditure Type:

Planning & Design	\$ 57,968
Land Acquisition	\$ 2,850
Construction	\$ 50,000
Equipment	\$
Other	\$
Total (Design & Grant Match)	\$ 110,818

9510 STREETS AND SIDEWALKS – 18

NEW BALLAS ROAD IMPROVEMENTS – PHASE 2 (DESIGN & GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$425,000	TBD	\$425,000	\$0	\$0	\$0	\$0	\$100,000	\$25,000	\$300,000

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, pedestrian connections to the bus stops along the east side of New Ballas, and a review of the traffic operations at New Ballas and Ladue Road. The grant match for Phase 2 (\$425,000) includes 100% of the design costs and 20% of the estimated land acquisition and construction costs. 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. Although much of the sidewalk and curbing was replaced in FY2019, areas still fall 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 currently an appropriate candidate for pavement preservation. The pavement will be 20 years old at the time of the anticipated construction for this project, and the pavement condition is expected to have deteriorated by then to the point that resurfacing is necessary.

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:

This project is the second of what is expected to be four phases of work along New Ballas Road.

Expenditure Type:

Planning & Design (FY2024)	\$ 100,000
Land Acquisition (FY2025)	\$ 25,000
Construction (FY2026)	\$ 300,000
Equipment	\$
Other	\$
Total (Design & Grant Match)	\$ 425,000

9510 STREETS AND SIDEWALKS - 19

NEW BALLAS ROAD IMPROVEMENTS – PHASE 3 (DESIGN & GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$350,000	TBD	\$350,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$250,000

Project Description:

The project includes pavement resurfacing, concrete curb replacement, 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. The grant match for this phase includes 100% of the design, and 80% of the land acquisition and construction costs. 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 was generally in “very good” condition at that time. New Ballas Road was last resurfaced in 2008, meaning that it will be over 20 years old and will need to be resurfaced by the time this project moves to construction.

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:

This project is the third of what is expected to be four phases of improvements to New Ballas Road.

Expenditure Type:

Planning & Design	\$ 100,000
Land Acquisition (FY2026)	\$ 20,000
Construction (FY2027)	\$ 230,000
Equipment	\$
Other	\$
Total (Design and Grant Match)	\$ 350,000

CAPITAL FUND**9516 – CAPITAL EQUIPMENT**

CAPITAL FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2021-2025**

9516 CAPITAL EQUIPMENT - 01

PUBLIC WORKS CAPITAL EQUIPMENT

CAPITAL FUND

FY2021 Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Year	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$355,300	\$0	\$355,300	\$155,884	\$355,300	\$300,700	\$346,300	\$326,000	\$316,100	\$325,000

Project Description:

The following major equipment purchases are planned for FY2021 as replacements for older equipment used by the Department of Public Works:

- Two-ton Dump Truck with Plow and Spreader\$ 137,500
- Crack Seal Machine\$ 49,600
- Leaf Vacuum (25 CY capacity)\$ 54,500
- Leaf Vacuum (14 CY capacity)\$ 51,700
- Limb Chipper\$ 62,000
- \$ 355,300**

Equipment replacement is based upon a scheduled rotation that helps limit the financial impact on any one year. The equipment that will be replaced ranges in age from 9-20 years old.

Existing Condition:

The current equipment has reached the end of its useful and dependable 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 the City's 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 likely result in significant increases in repair bills and a reduction in efficiency and ability to provide service to the residents due to an increase in downtime cause by equipment failure.

Comments:

Capital equipment includes City equipment costing greater than \$20,000 and having a useful life of at least five years. Public Works staff plans to trade-in or sell the replaced equipment at auction after the new replacement vehicle arrives. 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	\$	355,300
Other	\$	
Total (FY2021)	\$	355,300

9516 CAPITAL EQUIPMENT – 02

GOLF COURSE CAPITAL EQUIPMENT

CAPITAL FUND

FY2021 Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$0	\$0	\$0	\$31,751	\$0	\$20,000	\$35,000	\$20,000	\$40,000	TBD

Project Description:

The following major equipment purchases are planned at the Creve Coeur Golf Course as replacements for older equipment:

- FY2022 – Heavy-duty turf vehicle\$ 20,000
- FY2023 – Greens mower\$ 35,000
- FY2024 – Heavy-duty turf vehicle\$ 20,000
- FY2025 – Rough mower (used)\$ 40,000
- \$ 115,000**

These vehicles are used to maintain the fairways, rough, and greens at the golf course. The equipment that will be replaced will range in age from 15 to 29 years old at the time of replacement.

Existing Condition:

The golf course staff uses a small fleet of equipment to maintain the golf course. Some of the existing equipment has begun to wear out with age, resulting in either limited use or increased repair costs. Certain equipment, like the turf vehicles, are used for a variety of tasks. Other equipment, like the rough mower, has no back-up for its function.

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

Properly functioning and reliable equipment is needed for the effective maintenance of the golf course. The 2015 *Analysis of Golf Course Existing Conditions for Needs Assessment* report found that all of the equipment that is proposed for replacement has exceeded its useful life. The report recommended that all of this equipment be replaced by 2019.

Operating Budget Impact:

New equipment will be expected to require less maintenance than the current equipment, which should result in lower operating costs.

Comments:

None.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	
Equipment	\$	115,000
Other	\$	
Total (FY2021-FY2025)	\$	115,000

9516 CAPITAL EQUIPMENT – 06

PHONE SYSTEM REPLACEMENT

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$48,500	\$0	\$48,500	\$0	\$48,500	\$0	\$0	\$0	\$0	\$0

Project Description:

This project involves the replacement of the phone system used by the City's staff. The existing system will no longer be warranted or supported after 2021.

Existing Condition:

While the existing system is in fair condition, it seems likely that it will need a software or server upgrade in or around FY2021. .

Justification: *Condition of Existing Unit; Operating Efficiency*

Technical support for the phone system is essential to keeping it functional, and the manufacturer will no longer offer technical support for the City's phone system beginning in 2021. The City's staff cannot fully perform their jobs without a functional phone system.

Operating Budget Impact:

A monthly licensing fee would be added to the operating budget of approximately \$25,800/year. This fee would be slightly offset by eliminating current PRI for phone (\$10,092/year) and phone maintenance (\$2,000/year).

Comments:

Due to Toshiba eliminating its telecommunications division, the current phone system will be unsupported in 2021, requiring the need to move to a new system that is up to date and supported.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	
Equipment	\$	48,500
Other	\$	
Total	\$	48,500

9516 CAPITAL EQUIPMENT – 07

OLIVE MEDIAN STREET LIGHT STOCK

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$50,000	TBD	\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$0	TBD

Project Description:

The City has installed decorative street lights along much of the median of Olive Boulevard. Unfortunately, several of the lights have been damaged or destroyed through vehicular accidents. While the drivers' insurance typically pays for the replacement of the light, the process of ordering and installing the new light can take months, and there is no light in place during that time. The City plans to order three decorative street lights to establish a stock of lights that can be used to more rapidly replace damaged lights. The City would then use applicable insurance proceeds from accidents to replenish the stock of equipment.

Existing Condition:

The City maintains approximately 50 decorative street lights in the medians along nearly two miles of the Olive Boulevard. These lights help light Olive at night, beautify Olive during the day, and provide a sense of place in Creve Coeur.

Justification: *Public Safety; Beautification; Operating Efficiency*

The process of ordering and installing a new light can take months to complete. The City will be able to more rapidly replace damaged lights if replacements are in stock.

Operating Budget Impact:

None.

Comments:

The stock of lights will be stored at one of the City's Public Works facilities, where the equipment will be protected from the weather and from possible damage from on-site operations.

Expenditure Type:

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

9516 CAPITAL EQUIPMENT – 08

PUBLIC WORKS FACILITY GASOLINE SYSTEM REPLACEMENT

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$35,000	\$0	\$35,000	\$0	\$35,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project involves the replacement of the gasoline pumps and the software and computer system managing the fuel system at the Creve Coeur Public Works facility at 966 Rue de la Banque Drive.

Existing Condition:

The City operates a fueling station at its Public Works facility for the use of the City's vehicles, primarily the Public Works and Police Department's fleets. This fueling station includes two gasoline pumps and one diesel pump. The two gasoline pumps were installed in 1999 when the property was developed. A computer system is used to track gasoline use for each vehicle and to monitor the underground system for leaks. The software and hardware included in this computer system were installed in 2006. The City is required to have operational pumps and monitoring, and both have needed annual maintenance in order for the City to meet the minimum standards for the system.

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

Annual repairs are needed to bring the pumps into compliance with state requirements prior to each year's inspection. Both the pumps and the computer system need to be re-calibrated frequently to remain a reliable monitoring system. Updates to the system are not possible, because the system is so old. Replacement is now necessary. The City could use a local gas station for fuel, but doing so would be less efficient for the frequent fueling of the Police and Public Works fleets.

Operating Budget Impact:

New pumps are expected to require less maintenance than the existing pumps. New computer software and hardware will reduce staff time needed to verify that the system is accurate.

Comments:

None.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	
Equipment	\$	35,000
Other	\$	
Total	\$	35,000

CAPITAL FUND**ADMINISTRATION**

CAPITAL FUND

CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2021-2025**

ADMINISTRATION

PROJECT MANAGEMENT

CAPITAL FUND

FY2021 Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Year	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$96,475	N/A	\$96,475	\$93,665	\$96,475	\$99,369	\$102,350	\$105,421	\$108,583	TBD

Description:

This item includes the costs associated with the full-time salary and benefits for a civil engineer to help oversee the design and construction of projects outlined in the Capital Improvement Program.

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 include ongoing employee training, city equipment, cell phone, and general supplies, which are anticipated to be approximately \$1,000 per year.

Comments:

Prior to FY2019, this position was fully funded through the General Fund – Public Works/Administration operating budget.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	
Equipment	\$	
Other	\$	96,475
Total (FY2021)	\$	96,475

BUILDING PROJECT BOND FUND PROJECTS

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2021-2025



BUILDING PROJECT BOND FUND (PROPOSITION P)**9501 – POLICE BUILDING CONSTRUCTION**

BUILDING PROJECT BOND FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2021-2025**

9501 POLICE BUILDING CONSTRUCTION – 01

PROPOSITION P

PROFESSIONAL SERVICES

BUILDING PROJECT BOND FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$1,200,914	\$0	\$1,200,914	\$1,175,914	\$25,000	\$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 began in FY2018 and are expected to be finished with the anticipated completion of the building in FY2019. Some design costs may extend into FY2020.

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	\$ 345,374
Survey & Other Design Services	\$ 62,500
Land Acquisition	\$
Construction	\$
Equipment	\$
Other (Contingency)	\$ 80,718
Total	\$ 1,200,914

9501 POLICE BUILDING CONSTRUCTION – 02

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 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$8,331,802	\$0	\$8,331,802	\$8,027,489	\$304,313	\$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	\$	7,642,489
Equipment	\$	385,000
Other (Contingency)	\$	304,313
Total	\$	8,331,802

9501 POLICE BUILDING CONSTRUCTION – 03

PROPOSITION P

GOVERNMENT CENTER ACCESSIBILITY AND SECURITY IMPROVEMENTS

BUILDING PROJECT BOND FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$521,059	\$0	\$521,059	\$0	\$0	\$521,059	\$0	\$0	\$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 FY2017 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

9501 POLICE BUILDING CONSTRUCTION – 04

PROPOSITION P

GOVERNMENT CENTER ELECTRICAL SWITCHGEAR REPLACEMENT

BUILDING PROJECT BOND FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$159,000	\$0	\$159,000	\$9,000	\$150,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project involves the replacement of the electrical switchgear that serves the Creve Coeur Government Center.

Existing Condition:

The electric service for the Creve Coeur Government Center includes an outdated switchgear that needs to be replaced. The switchgear is located in the lower level of the Government Center. Although it was impacted by the water service line leak several years ago, the switchgear remains functional.

Justification: *Public Safety; Condition of Existing Facility*

The switchgear must be operational for the Creve Coeur Government Center to be open for business. The existing system is too old to be repaired or updated.

Operating Budget Impact:

None.

Comments:

The residents of Creve Coeur passed Proposition P in FY2017 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	\$ 9,000
Land Acquisition	\$
Construction	\$
Equipment	\$ 150,000
Other	\$
Total	\$ 159,000

EXHIBIT C
CITIZEN RECOMMENDATIONS AND STAFF RESPONSES
CAPITAL IMPROVEMENT PROGRAM
FISCAL YEARS 2021-2025

Each recommendation is summarized below, generally in the order that the request was received. Each recommendation and the corresponding response from City staff are attached.

	Page
1. Susan Hurt (856 Questover Lane)	2
• <i>Add pedestrian connection between Questover subdivision and Millennium Park</i>	
• <i>Add pedestrian bridges over Olive Boulevard.</i>	
2. Mary Schnoring (590 Sarah Lane)	4
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3. Ollie Fisher (953 North Spoele Road)	5
• <i>Improve sidewalk along Spoele Road.</i>	
4. Mike Fries (12949 Gallagher Road)	6
• <i>Add street lights to Gallagher Road.</i>	
5. Barb Finnegan (109 Emerald Green Court)	7
• <i>Extend sidewalk along New Ballas Road north of Magna Carta Drive.</i>	
• <i>Add bike trail along Ladue Road.</i>	
6. Sharon Leve (12317 Boothbay Court)	9
• <i>Make the restrooms at Conway Park for year-round use.</i>	
7. Greg Wilson (address not specified)	10
• <i>Improve sidewalks along Olive Boulevard and New Ballas Road.</i>	
8. Joyce Steiger (200 North New Ballas Road)	11
• <i>Add lighting for sidewalks along New Ballas Road.</i>	
9. David Meyer (433 Shadybrook Lane)	12
• <i>Revise Lindbergh/Quailways/Tealbrook intersection to add right-turn lane.</i>	
10. Barbara Brozek (914 Stablefield Court)	13
• <i>Extend the sidewalk along Ambois Drive.</i>	
11. Carolyn Schuerman (11345 Mosley Lane)	14
• <i>Fix Mosley Road.</i>	
12. Kathy Rockamann (159 Carriage Square Drive)	15
• <i>Add pickleball courts at City parks.</i>	

**Citizen Recommendations
CIP FY2021–FY2025**

Susan Hurt (856 Questover Lane)

Suggestion

I would like the City to continue to develop plans for adding trail connections between Millennium Park and the Questover Subdivision.

Staff Response

The City looked at an option to expand the trail in Millennium Park and several options to connect the adjacent subdivisions to the park. The study is conceptual, with the intent on identifying the feasibility and cost of creating these trails. So far, there are no plans to construct any of these paths.

Exhibit 1 (page 2 of the attached draft report) shows the study locations. Two of these locations sought to connect the Questover subdivision to the east side of Millennium Park. The first ("Connection Spur 2") would begin at Bentley View Court, curve around the north side of the detention basin, and then connect to the trail in Millennium Park. The second ("Connection Spur 2A") would begin at Questover Lane just north of Cabot Manor Circle and then pass between the houses to connect to Millennium Park. We chose these locations because the edge of the park is flatter there than further north.

We would need easements from the adjacent homeowners for either of the paths, so we would want to have pretty strong support from the subdivision and the adjacent homeowners before we start the design and plan for construction.

It appears that we have two feasible options to connect the Questover subdivision to Millennium Park. With the subdivision's support, I think that the City would be likely to add one of these connections into the City's capital improvement plan. If the subdivision is not interested, then the City will likely focus on the connections to the subdivisions to the south of the park.

Citizen Recommendations CIP FY2021–FY2025

Susan Hurt (856 Questover Lane)

Suggestion

As a resident of Creve Coeur who is interested in promoting a safe, walkable community, I ask that you consider constructing pedestrian bridges across Olive, perhaps near the intersection of Questover and Ross or the new BJC Hospital. Currently it is unsafe crossing Olive on foot; the only option is to drive across, leading to further traffic congestion and less community cohesion.

Staff Response

The Missouri Department of Transportation (MoDOT) owns and maintains Olive Boulevard. MoDOT is currently designing roadway and pedestrian improvements along Olive that will include the intersections of Olive at Questover/Ross and Olive at BJC Hospital. Information about this project (including a tentative schedule and conceptual plans) can be found on the project's website at:

<https://www.modot.org/route-340-resurfacing-between-lea-oak-and-i-270>

The project will replace the traffic signal at the intersection of Olive at Questover/Ross and will bring the intersection and its pedestrian crossings into compliance with the standards established through the Americans with Disabilities Act (ADA). The project will also update the pedestrian crossings at the signal for the Olive entrance to BJC Hospital so that these crossings are also ADA compliant.

**Citizen Recommendations
CIP FY2021–FY2025**

Mary Schnoring (590 Sarah Lane)

Suggestion

Having read your invitation to suggest a project that will be beneficial to the residents of Creve Coeur, I am taking this opportunity to request consideration be given to "fixing" the main entrance/exit to Golfview on the Green Condo complex off Old Ballas Road. One would need only to drive in or out once to realize that the construction was not done in a professional manner. Each time I leave the campus, my poor husband is jarred in his seat no matter how slowly I drive. Entering is no different. There are over 90 families who would benefit from this improvement and I am certain all would be most grateful.

Staff Response

Thank you for your suggestion to improve the entrance to the Golfview on the Green complex. The entrances along Old Ballas Road are generally of two different types: ones where the apron begins at the edge of Old Ballas and others with an apron that begins at the top of the rolled curb along Old Ballas. The entrance to the Golfview complex begins at the top of the curb, and I think that is the bump that you feel.

The City made sidewalk updates on Old Ballas Road in 2010 and is currently considering additional updates for that area. It will make sense to consider revising entrances like yours to be smoother at the edge of Old Ballas when the sidewalks are updated there.

**Citizen Recommendations
CIP FY2021–FY2025**

Ollie Fisher (953 North Spoede Road)

Suggestion

I would like the city to consider the sidewalks on Spoede Road between Olive and Ladue. The sidewalk is only on one side of the street, very narrow, and the curbs are in disrepair.

When my wife and I walk we must move into the street to allow strollers, or people walking in the opposite direction to pass.

This is dangerous as the street is also very narrow. Additionally, many sections of the sidewalk are uneven while electric posts block some sidewalks.

Thank you for considering the citizen input.

Staff Response

The City's right of way along Spoede Road varies in width, but the sidewalk for much of the north end of Spoede is located at the extent of this right of way. It appears that widening of the entire sidewalk would require easements from most or all of the residents north of Colonial Hills Parkway, and a project of that scale may take years to become a reality.

The limited right of way is also why mailboxes, utility poles, and fire hydrants are so close to (and – as you point out – within) the sidewalk.

The City will review this sidewalk for any tripping hazards. We will also review whether the sidewalk can be improved with intermittent passing areas, similar to those that were created along Graeser Road several years ago. These areas are slightly wider and spaced about every 200 feet to help prevent the need for you to step onto the grass or out onto Spoede to make way for other pedestrians.

**Citizen Recommendations
CIP FY2021–FY2025**

Mike Fries (12949 Gallagher Road)

Suggestion

Regarding possible candidates for Creve Coeur capital spending in 2020, I would like to suggest one or maybe 2 street lights in the section of Gallagher Rd just east of Fernview Dr. This section is literally a black hole at night and sure could use some light for the 8 houses along it. There is a street light on the section west of Fernview but none on ours. We've been in the dark for the 45+ years we've lived here and I think it's time for a change.

Staff Response

Adding street lights along a street or a neighborhood can be a polarizing idea. We have heard from residents who passionately support or oppose street lights. For this reason, new street lighting on a residential street typically begins with a request from a subdivision's trustees.

Please find the City's street lighting policy attached. This policy includes the process to follow to add street lights to Gallagher. Generally, the process involves:

1. A request from your subdivision trustee to the City to begin the process
2. Your subdivision would coordinate the location of the lights and the installation of the electrical conduit needed for the lights.
3. Ameren installs the lights and the wiring.
4. The City accepts the responsibility to pay for the electricity for the lights.
5. Ameren remains the owner of the lights and maintains them.

Citizen Recommendations CIP FY2021–FY2025

Barb Finnegan (109 Emerald Green Court)

Suggestion

I am a Creve Coeur resident and lived near the City Hall area for over 30 years. We have worked hard to get sidewalks on Ballas Road for a good part of that 30 years. One area of major concern is the area just north of the Post Office where not only the kids from DeSmet try to traverse but I do as well, as many other pedestrians.

There is a narrow strip of grass which is very dangerous to walk on, or you can trespass on the office building landscape area which is what many of us have done for over 10 years. I even talk occasionally to an elder gentleman with a cane who walks that narrow grass strip and it is frightening to see how unstable he is. I am always worried he will stumble into traffic or a side mirror from a truck will knock him down.

Is there someone who can get this project through for the safety of the students and residents who are trying to traverse this area?

I will say the dirty word, "Eminent Domain" which should clearly be used in this situation if there is no cooperation from the building owner. This is very clearly a safety issue and fits the bill to use Eminent Domain before someone is either seriously hurt or killed in this area.

About 10 years ago I met with Jim Heines and some others who showed me the plan for a sidewalk in that area, but it never came to fruition, as I believe the building owner pushed back. I don't think a little push back should hold up the city in ensuring safety for all, particularly in such a very visible location as the Police Department and City Hall right across the street.

That is one suggestion.

My other comment is the same as for the last 30 years living here. We need more accessible biking and pedestrian trails in Creve Coeur. A pedestrian friendly city strongly enhances desirability of a community. It would be nice to have some way to connect to Creve Coeur park or to work with Trail Net or the many organizations who are trying to make our entire St. Louis area more bike friendly.

Take a visit to the Grants Trail in South County. It's a beautiful and very often used biking/walking trail, off the roads, which is a win-win for all.

The bike paths on Olive are very dangerous and way too close to traffic. Perhaps a trail along Ladue Road like they have on Clayton Road would be good, but it needs to be safe and away from traffic traveling at 40 plus mph. I hope someone is looking at what other communities are doing in this respect, not only in St. Louis but in progressive cities like Denver. I don't want to live in a community that falls behind and is known as a town just for an older population. Let's draw the health minded and younger people here as well.

Citizen Recommendations CIP FY2021–FY2025

Barb Finnegan (109 Emerald Green Court)

Staff Response

The City is currently working with the owner of the property north of the post office to provide the right of way and easements needed to add a sidewalk on the west side of New Ballas Road from Magna Carta Drive to Rocky Drive.

The need to relocate the existing retaining wall along this property's New Ballas frontage will make this section of sidewalk quite expensive. For this reason, the City plans to pursue federal funding to assist with the cost of the project. Similar funding was used to help build the sidewalks on Ladue Road, Emerson Road, and New Ballas Road in your area in recent years. These three sidewalk projects originated with the sidewalk plan that you referenced.

The use of eminent domain would be the City's last resort, and it does not appear that would be necessary in this case.

The proposed five-year capital improvement program identifies this project in anticipation of a grant opportunity in the near future and the City's successful application for funding.

Because the process of extending the sidewalk is expected to take several years, and because the pedestrian route to get from Magna Carta to Rocky Drive requires pedestrians to cross to the east side of New Ballas, the City is currently updating its pedestrian crossings along New Ballas Road. The curb ramps and push buttons are currently being replaced at the signal for the medical office buildings and the shopping center that includes St. Louis Bread Company. Similar improvements are planned for the intersection of New Ballas Road at Magna Carta Drive later this year.

The City shares your desire to become more bicycle friendly and better connected. Adding bicycle trails is a long-term process that requires public support and funding. For example, adding a bike trail along Ladue Road would face the challenges of limited right of way, utility relocation, grading, and roadway modifications to accommodate the trail crossings. The cost to add such a trail would need to be weighed against the need to maintain the existing roadway.

The City has been actively working with area agencies to explore possibilities for adding bicycle trails and connections. Recent examples include:

- 2018 addition of a bicycle connection and crossing to Stacy Park near Bayer's entrance on Warson Road
- 2019 study of possible neighborhood connections to Millennium Park
- 2015 study of the possible addition of a bike path along Mason Road
- The on-going effort to reconfigure Old Olive Street Road to include a separate bike path.
- 2019 adoption of the 39 North Greenway plan.

**Citizen Recommendations
CIP FY2021–FY2025**

Sharon Leve (12317 Boothbay Court)

Suggestion

I would like to propose making the bathrooms at Conway Park year round use. PLEASE! I don't know about any other park in Creve Coeur, but each park should have at least one.

Staff Response

The Parks and Historic Preservation Committee has made the same recommendation. The City will try to find ways to renovate or replace the restrooms in the parks so that they can be open all year.

The restrooms in most of the City's parks were designed to be open only during the spring, summer, and fall. The buildings generally use vents to help keep them from becoming too hot during the summer, but this system makes them susceptible to freezing during the winter. The restrooms' plumbing is disconnected and the restrooms are closed during the winter to prevent the pipes in the buildings from freezing and breaking.

Citizen Recommendations CIP FY2021–FY2025

Greg Wilson (address not specified)

Suggestion

I saw on your website that you are requesting ideas for capital improvements. Improve/Create a safe running/biking path along Olive and along New Ballas, with a barrier, even if just a slight curb to protect from cars. I understand it isn't easy, but surely there are spots that you can improve. The whole stretch is dangerous (I run it regularly).

Improve bike paths/running paths on the major arteries.

Great River Greenway may be able to help.

Staff Response

The Missouri Department of Transportation (MoDOT) owns and maintains Olive Boulevard, and the City owns and maintains New Ballas Road. Creating and maintaining accessible sidewalks and pedestrian routes is a high priority for both MoDOT and the City.

MoDOT is currently designing roadway and pedestrian improvements along Olive west of Interstate 270. Information about this project (including a tentative schedule and conceptual plans) can be found on the project's website at:

<https://www.modot.org/route-340-resurfacing-between-lea-oak-and-i-270>

This project will take several years to complete, but the plan is to create continuous sidewalks from Fernview Drive to Interstate 270. Doing so will close some gaps that exist, perhaps the most notable of which are between Fee Fee Road and Mason Road.

The City strives to keep its existing sidewalk network in good shape and to fill gaps where possible. Several projects are planned along New Ballas Road to update both the pavement and the sidewalk, and an additional project is proposed to extend the New Ballas sidewalk on the west side of New Ballas between Rocky Drive and Magna Carta Drive. The City's goal is to eventually create continuous, accessible sidewalks along both sides of New Ballas Road.

**Citizen Recommendations
CIP FY2021–FY2025**

Joyce Steiger (200 North New Ballas Road)

Suggestion

Ballas Road is DARK at night. We have a lovely neighborhood, but cannot walk on the sidewalk on Ballas, because it is dark. I see people out walking with flashlights.

Staff Response

The City currently has plans for several projects to improve the pavement and sidewalks along New Ballas Road, and it would be appropriate to explore the feasibility and cost of street and sidewalk lighting as part of those projects.

Adding lights can be a polarizing topic, so the City will want to carefully vet this before putting anything in place.

**Citizen Recommendations
CIP FY2021–FY2025**

David Meyer (433 Shadybrook Drive)

Suggestion

With the recent and proposed construction near the Quailways/Tealbrook U-Turn, I propose the exchange be improved to allow for two lanes of traffic for cars entering Lindbergh. One lane for cars crossing the boulevard, and the other for right turns on Lindbergh. Often, cars wait for 4-5 minutes to take a simple right on red - even longer during periods of heavy traffic.

Thanks for considering this project.

Staff Response

The Missouri Department of Transportation (MoDOT) owns and maintains Lindbergh Boulevard and the U-turn at the Quailways/Tealbrook intersection. I will forward your request to MoDOT, but I think that it is unlikely that they will expand the intersection, because they recently replaced the traffic signal there.

Citizen Recommendations CIP FY2021–FY2025

Barbara Brozek (914 Stablefield Court)

Suggestion

I would like to submit a suggestion for the Capital Improvement list:

Extension of the sidewalk along Ambois Drive near Bellerive elementary school. Currently the sidewalk abruptly stops along Ambois Drive a few hundred yards past the school.

Ambois is a “connector” street which is used for school traffic as well as cars going from Mason to Fernview to Olive to avoid several stoplights on Olive. Cars frequently speed on Ambois, and the street has several sharp/blind turns.

Extending the sidewalk would allow pedestrians - especially school children - to walk safely.

Staff Response

The sidewalks along Ambois Drive are absent in the Bellerive Estates Second Edition subdivision, but are present in the Bellerive Farms and Maison Manor subdivisions. I think that the standard changed (i.e. sidewalks became required) for the latter two subdivisions.

The City is interested in connecting gaps in the sidewalks, but doing so will take time, planning, and public outreach. Sidewalks can be popular until someone realized that it will impact their landscaping, trees, or driveway.

The City is nearly finished with a conceptual plan to add a sidewalk to Fernview Drive. I imagine that a sidewalk on Ambois would begin with a similar process, and I support adding such a plan to the Capital Improvement Program. That said, funding that plan could be a challenge in FY2021.

Instead of rushing into developing a plan, I think that it would be a good idea for City staff to start by asking those who live along Ambois Drive whether or not they would support the addition of a sidewalk in front of their homes. The City will probably need easements from several of the residents to build the sidewalk, so local support will be necessary in order to have a successful project.

**Citizen Recommendations
CIP FY2021–FY2025**

Carolyn Schuerman (11345 Mosley Lane)

Suggestion

Fix Mosley Rd.

Staff Response

The City is currently in the design phase for an upcoming project to improve Mosley Road from Ladue Road to Olive Boulevard. This project will include sidewalk repairs and updates, smoothing out some of the hills, minor widening to move traffic off of the drainage inlets, and a new asphalt surface for Mosley. Construction of the project is scheduled to begin in the spring of 2022 or 2023, depending on how the design and easement acquisition progress.

The City was awarded a federal grant to fund a substantial portion of this project.

The preliminary plans are complete for the project, and the City is now looking toward this summer to hold a public information meeting to discuss the project with the residents along Mosley.

**Citizen Recommendations
CIP FY2021–FY2025**

Kathy Rockamann (159 Carriage Square Drive)

Suggestion

I am a resident of Creve Coeur and live at 159 Carriage Square Drive. I am writing to request that we get some pickleball courts put in in some of our parks. I know that a tennis court can pretty easily be changed to a pickleball court. With all of the tennis courts that we have in all of the city's parks, it seems only fair to have some courts to use for pickleball. Pickleball is fast growing in popularity and is not only for older players. Younger people, even preteens can play it. Please consider this. I feel it could benefit many of our residents.

Staff Response

The demand for pickleball courts has grown in recent years, and the City plans to add more pickleball options in its parks when work is done on the tennis courts. For example, pickleball lines were added to the courts at Venable Memorial Park when the courts there were repaired and repainted in 2018.

The City has considered adding pickleball lines to the existing courts at Lake School Park and Conway Park. The development of the Parks Master Plan also raised the idea of creating designated pickleball courts at a park like Lake School Park. The renovation of the courts at Lake School Park is tentatively scheduled for FY2025.

DRAFT 2/21/2020

EXHIBIT D
TEN-YEAR CAPITAL IMPROVEMENT PROGRAM
(COMBINED CAPTIAL FUND AND BUILDING PROJECT BOND FUND)
REVENUE AND EXPENDITURES SUMMARY
FY2016-FY2025

REVENUES	Actual 2016	Actual 2017	Actual 2018	Actual 2019	Projected 2020	Projected 2021	Projected 2022	Projected 2023	Projected 2024	Projected 2025
Beginning Fund Balance (est. Cash Basis as of July 1)	\$ 1,326,656	\$ 2,188,311	\$ 12,168,363	\$ 10,885,185	\$ 5,289,202	\$ 3,586,903	\$ 2,592,995	\$ 2,362,141	\$ 2,147,754	\$ 2,278,067
City Sales Tax	\$ 2,056,301	\$ 2,057,326	\$ 2,130,456	\$ 2,167,326	\$ 2,169,930	\$ 2,169,930	\$ 2,169,930	\$ 2,169,930	\$ 2,169,930	\$ 2,169,930
Building Project Bond Fund (Prop P)	\$ -	\$ 10,843,381	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Interest on Investments	\$ 1,092	\$ 2,923	\$ 125,409	\$ 139,564	\$ 100,500	\$ 24,500	\$ 24,500	\$ 22,500	\$ 22,500	\$ 22,500
Building Project Property Tax Collection	\$ -	\$ -	\$ 824,154	\$ 815,260	\$ 901,000	\$ 901,000	\$ 901,000	\$ 901,000	\$ 901,000	\$ 901,000
Other Agency Funding	\$ 627,305	\$ 662,851	\$ 664,998	\$ 422,276	\$ 479,172	\$ 893,000	\$ 852,500	\$ 868,700	\$ 892,550	\$ 20,000
Proceeds from Equipment Sales	\$ 15,440	\$ 10,420	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
Transfers In from Other Funds	\$ 400,000	\$ 400,000	\$ 1,200,000	\$ 400,000	\$ 400,000	\$ 650,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000
TOTAL REVENUES	\$ 3,100,138	\$ 13,976,901	\$ 4,945,017	\$ 3,944,426	\$ 4,050,602	\$ 4,648,430	\$ 4,357,930	\$ 4,372,130	\$ 4,395,980	\$ 3,523,430

EXPENDITURES	Actual 2016	Actual 2017	Actual 2018	Actual 2019	Projected 2020	Projected 2021	Projected 2022	Projected 2023	Projected 2024	Projected 2025
Government Facilities	\$ 133,986	\$ 482,677	\$ 1,871,699	\$ 6,022,472	\$ 1,836,030	\$ 250,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
Parks and Recreational Facilities	\$ 551,553	\$ 163,003	\$ 813,462	\$ 367,850	\$ 246,431	\$ 260,500	\$ 20,000	\$ 425,000	\$ 100,000	\$ 30,500
Stormwater	\$ 40,405	\$ 198,457	\$ 148,370	\$ 3,174	\$ 60,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -
Streets and Sidewalks	\$ 1,492,533	\$ 2,900,591	\$ 2,444,553	\$ 2,034,781	\$ 2,589,383	\$ 3,436,207	\$ 2,891,100	\$ 2,939,960	\$ 2,980,440	\$ 2,124,700
Capital Equipment	\$ 325,710	\$ 252,121	\$ 384,490	\$ 316,864	\$ 205,135	\$ 488,800	\$ 320,700	\$ 381,300	\$ 346,000	\$ 356,100
Administration	\$ -	\$ -	\$ -	\$ 83,612	\$ 93,665	\$ 96,475	\$ 99,369	\$ 102,350	\$ 105,421	\$ 108,583
Debt Service	\$ -	\$ -	\$ 565,622	\$ 711,656	\$ 713,256	\$ 710,356	\$ 716,556	\$ 717,906	\$ 713,806	\$ 727,206
Transfers Out	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL CAPITAL EXPENDITURES	\$ 2,544,187	\$ 3,996,849	\$ 6,228,196	\$ 9,540,409	\$ 5,752,900	\$ 5,642,338	\$ 4,588,784	\$ 4,586,517	\$ 4,265,667	\$ 3,367,089

ENDING FUND BALANCE (CASH BASIS)	\$ 1,882,607	\$ 12,168,363	\$ 10,885,184	\$ 5,289,202	\$ 3,586,903	\$ 2,592,995	\$ 2,362,141	\$ 2,147,754	\$ 2,278,067	\$ 2,434,408
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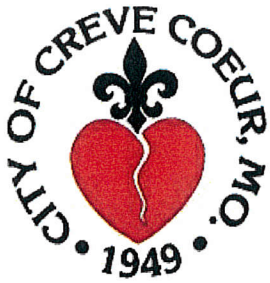
Attachment: CIP FY2021-FY2025 Draft (2020-02-21) (#20-009: FY2021-FY2025 Capital Improvement Program)

EXHIBIT E
CAPITAL FUND FUTURE PROJECT LIST

FUTURE PROJECT LIST (in alphabetical order)	ESTIMATED COST	NOTES
Ambois Sidewalk Feasibility Study	\$ 30,000	Explore possibility of filling 2,000-foot gap between existing sidewalks on Ambois to connect sidewalk networks.
Bridge and Culvert Rehabilitation	Unknown	Project intended to help plan for projects similar to the recent culvert failures on Alden, Chilton, and Middlebrook.
Certified Nature Explorer Classroom	\$ 25,000	Transferred from CIP FY17-FY21 to Future Project List
City Entrance Signage Updgrade/Replacement	Unknown	Per 39 North branding/marketing plan; Study included in CIP for FY2022 (originally FY2019).
Conway Park Lake Dredging	\$ 250,000	Project involves design and sediment removal to improve the Conway Park lake.
Conway Park Path Reconstruction	\$ 260,000	The existing path would be recycled into a new base for a wider and stronger path.
Creekside/Bellerive Estates Trail	\$ 125,000	A Recreational Trails Program grant application is envisioned for this project.
Dielmann Recreation Complex Renovations - Phase II	Unknown	Phase I was completed in FY2015-FY2016.
Downtown Streetscape and Infrastructure	Unknown	Per Business District / Downtown Area Implementation Strategy Plan
Falaise Sidewalk Feasibility Study	\$ 20,000	Multiple requests have been made to explore this sidewalk.
Fernview at Olive Intersection Improvements	\$ 850,000	MoDOT to make these improvements in FY2021-FY2023.
Fernview Drive/Bellerive Estates Drive Sidewalk Project	\$ 1,050,000	Per Pedestrian Plan; Fernview Sidewalk Feasibility Study completed in FY2020.
Golf Course Irrigation System Replacement	\$ 875,000	Moved to Future Projects from CIP due to cost and other needs.
Golf Course Maintenance Bridge	\$ 150,000	Removed from five-year CIP in FY2018. Formerly "Parks Bridge Replacement Project."
Golf Course South Fence Replacement	\$ 75,000	Replacement of the fence along the south side of the Golf Course. Adjacent residents requested this fence to be replaced.
Golf Course Stormwater System Improvements (Phase 2)	\$ 1,700,000	Phase 1 Improvements completed in FY2016-FY2017
Ladue Road Improvements at I-270	Unknown	Located in MoDOT right of way.
Ladue Road Resurfacing	\$ 2,500,000	Likely to become two phases of improvements due to project size.
Lake School Park Playground Replacement	\$ 350,000	The existing playground was installed in 2003 and is becoming obsolete.
Lindbergh Boulevard Streetscape Enhancement Project	Unknown	Signal Enhancements Project on Lindbergh in FY2018; Olive-Lindbergh Enhancements in FY2020 and FY2022.
Malcolm Terrace Park Bridge and Stream Rehabilitation	\$ 500,000	Formerly "Parks Bridge Replacement Project." Stream bank stabilization and protection for a vehicular bridge in Malcolm Terrace Park
Mason Road Sidewalk Infill	\$ 1,435,000	Project in coordination with St. Louis County, with possible grant funding; transferred from CIP FY2017-FY2021 to Future Project List
Millennium Park Parking Lot Lighting	\$ 80,000	
Millennium Park Playground Replacement	\$ 350,000	Added to the CIP as a Municipal Park Grant Project in FY2021.
New Ballas Road Improvement Project - Phase 3	\$ 1,450,000	Added to the CIP with design phase identified in FY2025.
New Ballas Road Improvement Project - Phase 4	\$ 1,270,000	Moved to Future Projects with reorganization of grant applications in FY2019; federal grant application anticiapated in FY2024
New Ballas Road / Olive Boulevard Intersection Improvements	\$ 1,850,000	Cost estimate updated FY2018; Signal Enhancements Project on Olive in FY2018 included this intersection
New Ballas Sidewalk Phase 2B - Magna Carta Drive to Rocky Drive	\$ 300,000	Added to the CIP as an anticipated Transportation Alternatives Program grant in FY2022-FY2023.
Office Parkway and Olde Cabin Road Roadway and Sidewalk Improvements	\$ 1,400,000	Project includes both sidewalk improvements and roadway improvements; Craig Road improvements identified as a separate project.
Old Olive Street Road Great Streets - Phase 2	\$ 3,500,000	Roadway reconstruction, sidewalk, and multi-use trail east of Lindbergh
Old Olive Street Road Great Streets - Phase 3	\$ 6,000,000	Roadway reconstruction, sidewalk, and multi-use trail west of Lindbergh
Park Playground Safety Surface Repairs (each)	\$ 75,000	Included in CIP FY2021 and FY2024; additional surfaces need repair in future
Public Art in City Parks and Properties	Unknown	
Public Works Equipment Storage Building	\$ 300,000	Tranferred from CIP FY16-FY20 to Future Project List - no site identified for the building
Studt Extension from Old Ballas Road to Craig Road	\$ 1,000,000	Per Central Business District Land Use Plan 2005
Trail Connectivity Studies	Unknown	Per Comprehensive Plan 2030 and Strategic Plan FY18-20; scope, location and cost TBD; studies of trails at Malcolm Terrace Park and Millennium Park inlcuded in FY2020
Venable Memorial Park Pedestrian Bridge Replacement	\$ 150,000	
West Olive Median Enhancements, Phase II - Mason to Fernview	\$ 2,200,000	
West Olive Median Irrigation Control	\$ 40,000	
West Olive Sidewalk Concept Study - Mason to West City Limit	\$ 95,600.00	MoDOT will install sidewalks along Olive in FY2021-FY2023.

Future Projects are identified projects which either have no available funding or do not have a fully developed scope or estimate.
A comprehensive report on future projects will be presented to the City Council for the CIP work session on Monday, March 9.

*New projects in bold



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

East Olive Overlay District Commercial Property Owner Meeting

February 27, 2020

Dear Commercial Property Owner:

The City of Creve Coeur would like to invite you to attend a meeting with City staff to learn about the possible creation of zoning overlay district that is being considered for the commercial properties within the East Olive Corridor. The meeting will be held on:

Wednesday, March 25, 2020, 8:30 A.M.
In the Dielmann Recreation Complex
East Meeting Room
11400 Olde Cabin Rd

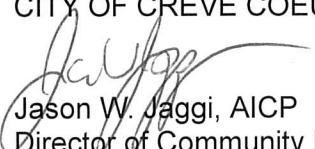
Staff will present the concepts for the draft overlay district for the commercial properties within the East Olive Corridor in fulfillment of the recommendations of the *Creve Coeur 2030* Comprehensive Plan for feedback. The East Olive Corridor consists of all properties located on Olive Boulevard generally bounded by North Mosley Road on the west to Spoede Road on the east, as depicted on the map attached. The intent of these regulations and standards is to support redevelopment of properties within the East Olive Corridor to provide a transition between the adjacent residential neighborhoods and commercial areas while forming a coherent identity for the corridor in a manner consistent with the goals and objectives of the Comprehensive Plan

A separate meeting will be held for the residents adjacent to the District. Following these meetings, draft legislation will be submitted with an official application and a public hearing will be scheduled at the Planning and Zoning Commission on a future date.

For background information on the contemplated overlay district, please visit the City's website www.crevecoeurmo.gov under the Zoning Code Update page or you may contact Creve Coeur Planning staff at 314-872-2501.

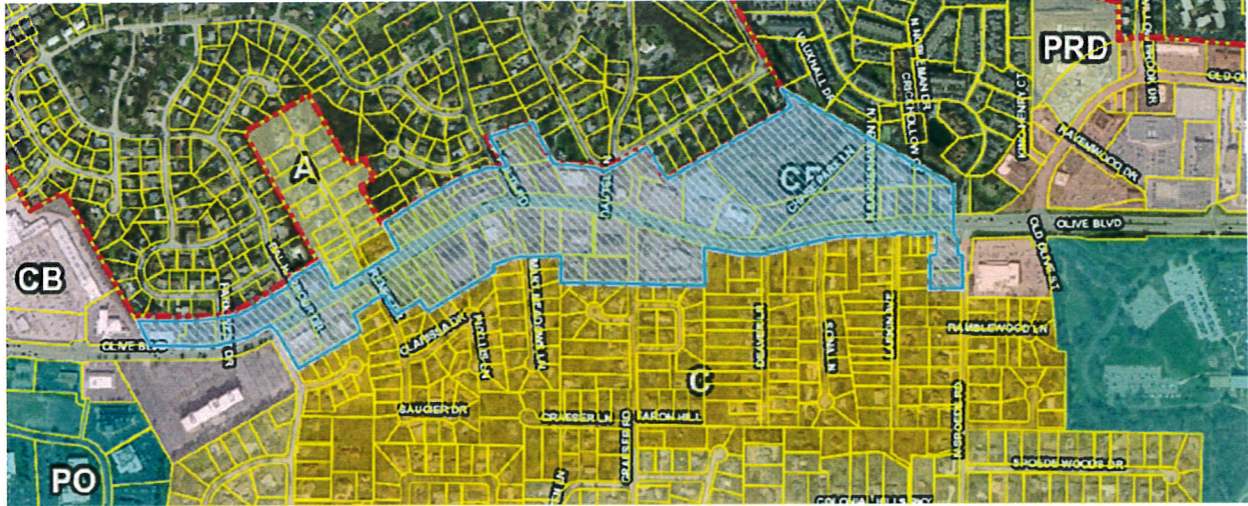
Please feel free to share this meeting invitation with other who may be interested. We hope to see you on March 25th.

Sincerely,
CITY OF CREVE COEUR


Jason W. Jaggi, AICP
Director of Community Development

East Olive Corridor Map

The East Olive Overlay Zoning District consists of all properties located on Olive Boulevard generally bounded by North Mosley Road on the west to Spode Road on the east, as depicted on the map below with the blue hashed area:





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(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

East Olive Overlay District Resident Meeting

February 27, 2020

Dear Resident:

The City of Creve Coeur would like to invite you to attend a meeting with City staff to learn about the possible creation of zoning overlay district that is being considered for the commercial properties within the East Olive Corridor. The meeting will be held on:

Thursday, March 26, 2020, 6:00 P.M.
In the Dielmann Recreation Complex
East Meeting Room
11400 Olde Cabin Rd

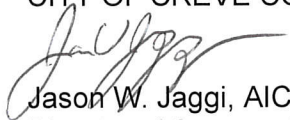
Staff will present the concepts for the draft overlay district for the commercial properties within the East Olive Corridor in fulfillment of the recommendations of the *Creve Coeur 2030* Comprehensive Plan for feedback. The East Olive Corridor consists of all properties located on Olive Boulevard generally bounded by North Mosley Road on the west to Spoede Road on the east, as depicted on the map attached. The intent of these regulations and standards is to support redevelopment of properties within the East Olive Corridor to provide a transition between the adjacent residential neighborhoods and commercial areas while forming a coherent identity for the corridor in a manner consistent with the goals and objectives of the Comprehensive Plan

A separate meeting will be held for the property owners within the District. Following these meetings, draft legislation will be submitted with an official application and a public hearing will be scheduled at the Planning and Zoning Commission on a future date.

For background information on the contemplated overlay district, please visit the City's website www.crevecoeurmo.gov under the Zoning Code Update page or you may contact Creve Coeur Planning staff at 314-872-2501.

Please feel free to share this meeting invitation with other who may be interested. We hope to see you on March 26th.

Sincerely,
CITY OF CREVE COEUR


Jason W. Jaggi, AICP
Director of Community Development

East Olive Corridor Map

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