



Frontenac,

Missouri

2006 Comprehensive Plan

**Comprehensive Plan
Appendices**

September 2006

Appendix A
Existing Conditions Report

CITY OF FRONTENAC, MO COMPREHENSIVE PLAN

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CITY OF FRONTENAC, MO COMPREHENSIVE PLAN

Analysis of Existing Land Use & Conditions

At the start of the comprehensive planning process, it is important to recognize the factors that have shaped the community over time. This analysis of existing conditions, or situation analysis, provides an understanding of how the community became what it is today, and lays the foundation for planning the future.

As part of this analysis we look at the community's leadership, history, and socio-demographics, as well as features of the built, natural, and community design environment. The built environment analysis includes existing land use and zoning, the location of community facilities such as schools, churches, and government property, and the transportation and utility systems within Frontenac. The inventory of the natural environment includes environmental conditions such as waterways, floodplains, and open space. Community design elements of the built environment also are surveyed, including street, streetscape, and building design features.

Municipal Leadership

The government of Frontenac is a Mayoral-Aldermen type, organized as a City of the fourth class in the State of Missouri. The Mayor is elected "at large" for a two-year term. There are six aldermen, two from each of the three wards, elected in alternating years.

Elected Officials

- **MAYOR:** Lee Murray
- **BOARD OF ALDERMEN:** Susan Durbin, Ward I
John Wynne, Ward I
Keith Krieg, Ward II
Margot Martin, Ward II
John Levis, Ward III
Tom Hizar, Ward III

Frontenac day-to-day operations are handled by a City Administrator. The City provides professional emergency services through the Police and Fire Departments and maintenance of the public streets through the Street Department. The City also provides building inspections, weekly rear-yard trash and recycling pickup, curb-side yard-waste pickup, and fall leaf collection services through its Public Works Department.

Planning and Zoning decisions determine how land in Frontenac is to be used and the placement of buildings or other improvements upon that land as determined by the zoning map and ordinance. The Planning and Zoning Commission votes on zoning related issues and makes recommendations to the Board of Aldermen.

Appointed Officials

- CITY ADMINISTRATOR: Robert Shelton
- CITY CLERK: Leesa Ross
- FIRE CHIEF: John Trout
- POLICE CHIEF: Vacant
- FINANCE OFFICER: Michael Hilberg
- BUILDING COMMISSIONER & ZONING ADMINISTRATOR: Jeff Wappelhorst

Boards & Commissions

- The Board of Aldermen meets on the 3rd Tuesday of each month at 7:00 PM in the Council Chambers at City Hall.
- The Planning & Zoning Commission meets on the 4th Tuesday of each month at 7:00 PM in the Council Chambers at City Hall.
- The Public Works Commission meets on the 2nd Wednesday of each month at 7:00 PM in the Council Chambers at City Hall.
- The Ways & Means Committee generally meets on the 2nd Tuesday of each month at 7:00 PM in the Council Chambers at City Hall.
- The Board of Adjustment meets as necessary in the Council Chambers at City Hall.

Eleven members of the community were appointed to represent Frontenac residents and business owners in the preparation of the Comprehensive Plan, prior to forwarding to the City's Planning & Zoning Commission for consideration and adoption. This Steering Committee met regularly throughout the planning process, providing direction and guidance to the consulting team and providing valuable input to the public engagement process and interim plan documents.

Comprehensive Plan Steering Committee

John Conroy
Kathy Ferrara
Joe Forshaw
David Freeburg

Tom Hizar
Audrey Mack
Clancey McKay
Jane Rubin

Nancy Sauerhoff
Kathy Smith
Kate Wright

Frontenac Planning & Zoning Commission

Bob Bauer
John Conroy
Patrick Donelan

Edward Hamilton
Jim McMullan
Alderman Tom Hizar

Dina Rinder
Mark Richert
Nancy Sauerhoff

Origin & History

Mr. and Mrs. Benjamin Wood adopted the City of Frontenac name after their travels through Quebec where they were charmed by the Chateau Frontenac and history of its namesake. Louis de Buade, Comte De Palluau et De Frontenac (Count Frontenac) governed New France in the later part of the 17th century. Having left his wife, Anne de La Grange-Trianan, (who did not wish to venture to the New World) Count Frontenac proved his military genius and diplomatic ability as he held positions in the army and as governor. He never lost his city to the neighboring but unfriendly British and was able to keep peace with the native Indians. His ability was dramatized with his reappointment to the governorship after a seven-year absence, due to alienating personal representatives from the King. Count Frontenac served as governor until his death in 1698.

In 1928, Benjamin and Lora Wood, and the Conway Road Estates Co., assembled parcels of land in the area south of Conway Road and west of Spoede Road. On March 1, 1929, they subdivided this land into 26 two-acre estates and named it "Frontenac". In 1947, an estimated 1,050 residents of the subdivisions of Frontenac Estates, Jaccard Lane and Clayton Terrace petitioned the County Court to become the Village of Frontenac. This area consisted of 217 acres. An annexation in May of 1948 added an additional 967 acres as well as several undeveloped areas, such as Villa Duchesne School, the Retreat House of the Cenacle, and West End Park. In 1949, the area was resubdivided into 56 lots, with several families selling part of their original lots to newcomers to build new homes. The City's first zoning ordinance also was adopted in January, 1949 and an ordinance containing subdivision regulations was adopted later that same year.

Additional property was annexed from time to time, especially south of the original limits, where the City now extends as far south as the City of Huntleigh and comprises a total area of approximately 1,900 acres and 3,411 residents. The City borders on the neighboring St. Louis County communities of Town & Country, Creve Coeur, Ladue, Huntleigh, Kirkwood, Crystal Lake Park, and Westwood. On November 6, 1950, Frontenac voted to become a City of the fourth class.

Historical Points of Interest

Points of interest in Frontenac include several historic homes and the old Des Peres Presbyterian Church and Cemetery, located on Geyer Road. The church was established in 1832 and was the first of its kind west of the Mississippi. The Van Dyke home on Oak Valley Drive and the Drum house near Spoede and Clayton Roads date back to the mid to late 1800's.

Schools

The City of Frontenac lies principally in the Ladue School District, housing the Ladue Early Childhood Center on Clayton Road. The southern most portions of the City lie within the Kirkwood R-7 School District. Parochial school students attend Our Lady of the Pillar in Creve Coeur, Villa Duchesne/Oak Hill School, and Saint Joseph Academy for girls. The City is also served by the B'nai El Temple elementary school and several private schools in the near vicinity.

Community Socio-Demographics

Census Socio-Demographic Information City of Frontenac, MO			
	1990	2000	% Change
Population	3,374	3,483	3.2%
Sex and Age			
Male	49%	48%	
Female	51%	52%	
Median Age		46	
Race			
White	95.8%	95.1%	
Black	1.2 %	0.8%	
Asian	2.8%	2.8%	
Other	0.2%	1.3%	
Households	1,226	1,297	5.8%
Families	84%	81%	
Non-Families	16%	19%	
Household Size	2.66	2.67	
Family Size		3	
Housing	1,283	1,360	6.0%
Occupied	95.6%	95.4%	
Vacant	4.4%	4.6%	
Owned	96.2%	96.5%	
Rented	3.8%	3.5%	
Median Value	\$296,500	\$444,400	49.9%
Income			
Median Family	\$105,534	\$119,508	13.2%
Per Capita	\$50,982	\$64,532	26.8%

Source: Table DP-1, U.S. Census Bureau, Census 2000.

Planning History

1. **City of Frontenac Web Site:** <http://www.cityoffrontenac.org>, **Current.**

The City's web site provides overview information on the history and administration of the City of Frontenac including Elected and Appointed Officials, Boards and Commissions, Origin of the City, Form of Government, Government Services, Points of Interest including historic buildings, churches and schools, and on-line Municipal Codes.

2. **City of Frontenac Annual Budgets, Fiscal Years ending June 30, 2003, 2004, 2005, 2006, and Estimated 2007.**

The Annual Budget Reports provide a historical perspective on the City's financial operations. The City accounts for revenue and expenses in four funds: General Revenue Fund, Road Fund, Capital Improvements Fund, and Stormwater Fund.

City of Frontenac Annual Budgets (in \$000's)					
	2003	2004	2005	2006	2007 (est.)
REVENUE					
General Fund	4,205	4,830	5,301	5,351	5,978
Road Fund	176	216	215	292	*
Cap. Improvements Fund	868	838	963	975	1,060
Stormwater Fund	--	--	221	894	967
TOTALS	5,249	5,884	6,700	7,512	8,005
EXPENSES					
General Fund	3,784	5,025	4,560	5,066	5,616
Road Fund	251	260	250	278	*
Cap. Improvements Fund	650	2,063	733	760	1,054
Stormwater Fund	--	--	--	126	967
TOTALS	4,685	7,348	5,543	6,230	7,637

* Beginning in Fiscal Year 2007, the Road Fund will be combined into the General Fund.

- a) **Revenue.** Sales Tax is the largest revenue source providing 41% of the General Fund. The City's Sales Tax Rate is 2.5% and is comprised of the following components: 1% General Fund, .25% General Fund local option, .25% Fire Department, .5% Capital Improvements, and .5% Parks & Stormwater. Frontenac is a "point-of-sale" City and keeps a majority of the sales tax revenue collected within the City limits. By comparison, "pool" cities and unincorporated St. Louis County pool together all sales tax collected within those jurisdictions and redistributes the money based on population. The City estimates Plaza Frontenac generates 85% of sales tax revenue.

Real Estate & Personal Property Taxes are the second largest revenue source providing 19% of the General Fund (\$1M). Recent increases have resulted from residential real estate development within Frontenac, as new homes are constructed or old homes torn down and rebuilt. Other revenue sources include Municipal Court Fines, Sewer Lateral Program Assessment, Contracted Police & Fire Service (Huntleigh and Crystal Lake Park), and Contracted Fire Service only (Country Life Acres).

The City's largest expense is personnel which accounts for 52% of the City's total budget. The City employs 51 full-time employees among the Police, Fire, Public Works, Court, and Administration Departments.

City of Frontenac Capital Improvements		
Fiscal Year	Capital Improvement Projects	Budget
2005-2006	Clayton Road Pavement Rehabilitation (Bopp-Spoede)	\$850,000
2005-2006	Preliminary Engineering for Clayton Road Rehab. (Spoede-Lindbergh)	\$ 40,000
2004-2005	City Hall/Police/Fire/Public Works Building Renovations	\$900,000
2004-2005	Clayton Road Pavement Rehabilitation	\$450,000
2003-2004	N. Geyer Road Pavement Rehabilitation	\$950,000
2002-2003	N. Geyer Road Pavement Rehabilitation	\$650,000

- b) **Reserve/Fund Balance.** While the City clearly depends on sales tax for its operations (budgeted sales tax revenues are enough to fully fund the operating expenses of the Police, Fire, and Public Works Departments), historically high collections have allowed the City to accumulate fund reserves of \$11,000,000. This amount is more than adequate to protect against any near-term economic downturn as well as fund needed capital improvements.

3. City of Frontenac Stormwater Needs Assessment, Preliminary Report, EDM, Inc., October 7, 2005.

In November 2004, City voters approved a ½ cent sales tax for stormwater and parks to be used for implementation of stormwater improvements. The Needs Assessment documents the current conditions and makes recommendations for improvements needed for a successful stormwater management program. The on-going master planning process is intended to identify and prioritize needed improvement projects, analyze the engineering solutions, and implement the improvements.

4. City of Frontenac West End Park Neighborhood Comprehensive Plan Update, PB Booker Associates, Inc., April 1998.

Amendment to the 1969 Comprehensive Plan by the City Planning & Zoning Commission for the area bounded by Lindbergh Blvd. on the east, Donoho Pl. on the north, Princess Ave. on the west, and Lylewood Dr. on the south. The amendment changed all the proposed Industrial land use to Commercial, recommending it be developed as a single unit with office or multi-use commercial activity.

5. City of Frontenac Strategic Planning Initiative, SIUE Regional Research & Development Services, September—November, 1997.

- a) *Community Opinion Survey, Spring 1997.* Telephone survey of nearly 50% of Frontenac households regarding satisfaction with quality of life, community conditions, and level of City services. A high level of satisfaction was indicated for all three areas. The top concern was “maintaining the value of real estate”, followed by maintaining current commercial area boundaries, relieving traffic congestion on major streets, and stormwater control. Regarding commercial development, quality table-service restaurants and up-scale retail stores were desirable while hotel/conference center and office building were undesirable. Most agreed Plaza Frontenac should be encouraged to expand within its existing boundaries. Residents agreed the City’s subdivisions should be linked by a series of safe footpaths and that fiber optic should be available to all residents. Frontenac was considered a very safe community.
- b) *Focus Groups, August 1997.* Two follow-up Focus Groups were conducted with Residents and with Developers, Contractors, and Realtors.
- c) *S.W.O.T. Group Break-Outs, September 1997.* SWOT Sheets for completed by each of 4 break-out groups and summarized for the entire group.
- d) *Visions-Goals-Strategies Group Break-Outs, October 1997.* Vision (What will Frontenac look like?), Goals (How will we get there?), and Strategies (To help us get there) were completed by each of 3 break-out groups and summarized for the entire group.

e) *Major Goals and Strategies Discussion Session, November 1997.* Goals, strategies, and action plans were discussed. The Commercial Goal was to *support and enhance the commercial interests that contribute to Frontenac's quality of life and financial integrity*, including Plaza Frontenac, German Boulevard, and Clayton Road. The Housing Goal was to *promote and maintain upscale (single-family, large lot) residential living that contributes to Frontenac's quiet, private bedroom community*. The Government Goal was to *conduct City operations in an environment that encourages open discussions and decision-making based on the long term good of the whole community*.

6. City of Frontenac Comprehensive Plan, Harland Bartholomew and Associates, March 1969.

The first and only City Comprehensive Plan contains sections related to Scope and Objectives, Population and Land Use, Amended Zoning Regulations, Major Streets and Recreation, Public Buildings and Services, the West End Park Area, and a Capital Improvements Program. The Future Land Use Plan recommends that all areas, with the exception of areas adjoining Lindbergh Boulevard and extending westward for various distances, the City should be occupied by single-family homes on large lots—one acre. Commercial areas were identified along Lindbergh in the West End Park area and between Highway 40 and Clayton Road. The area currently occupied by Plaza Frontenac was designated for Restricted Office Development, and the area along the abandoned Missouri Pacific (MOPAC) Railroad in the West End Park area was designated for Controlled Industrial Development.

7. The New I-64 Final Environmental Impact Statement, Executive Summary, MoDOT and the HNTB Team; The New I-64 Web Site: <http://www.thenewi64.org>, Current.

MoDOT and the Federal Highway Administration are proposing to reconstruct the existing I-64/US 40 with new interchanges, bridges, and roadways from west of Spoede Road in the County to west of Sarah Street in the City of St. Louis, a length of 10.9 miles. The “Preferred” **Alternative VII** consists of the *Build Alternative* for the Greenway Subcorridor (Spoede to McCutcheon), *Alternative 3: Flat—South Alignment* for the Thruway Subcorridor (McCutcheon to Bellevue), and *Alternative 2: No ramp to Oakland at McCausland* for the Parkway Subcorridor (Bellevue to Sarah).

Note: See the Transportation section of this report for the latest information on the proposed improvements.

Existing Land Use

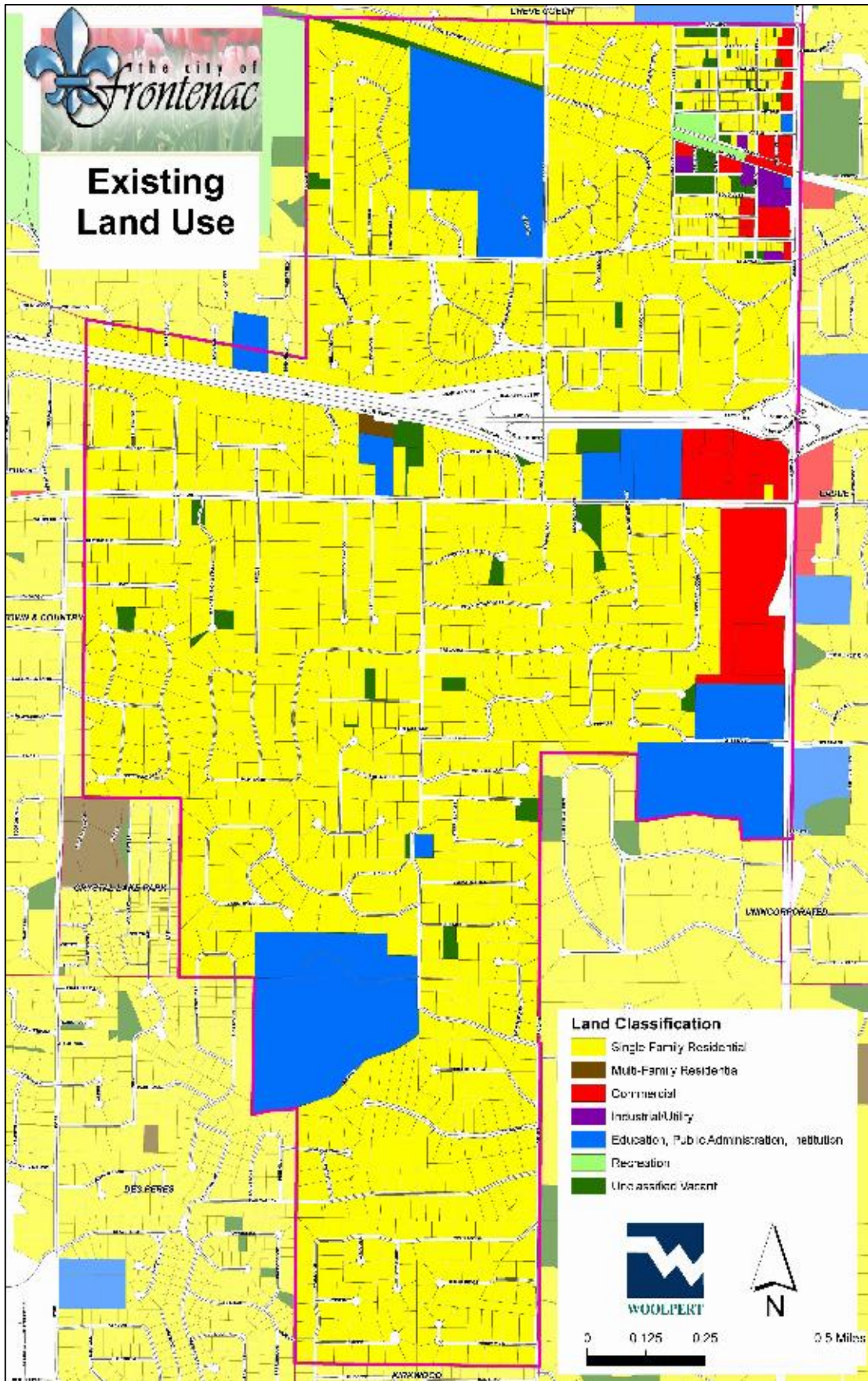
Land use data for the City of Frontenac was obtained from the St. Louis County Planning Department. Land use reflects how the land is currently being used in the City as identified and grouped by St. Louis County into seven categories: Single Family Residential, Multi-Family Residential (including Mobile Home Parks), Commercial, Industrial/Utility, Education/Public Administration/Institution, Recreation (Public and Private), and Unclassified or Vacant.

City of Frontenac Existing Land Use as Classified by St. Louis County		
Land Use Category	Acres	% of City
Single Family Residential	1,302.9	70.1%
Multiple Family Residential/Mobile Homes	1.9	.1%
Commercial	64.4	3.5%
Industrial/Utility	5.5	.3%
Education/Public Administration/Institution	206.1	11.1%
Recreation	4.2	.2%
Unclassifiable Function (Vacant)	32	1.7%
	Subtotal	87%
Road Right-of-Way	241	13%
	Total	100%

The vast majority of the land use in Frontenac is Single Family Residential, primarily developed over time in unconnected, independent subdivisions. Multi-Family Residential use is limited to one tract of land serving a small mobile home park just south of and adjacent to Highway 40/I-64. Commercial land use is restricted to parcels within the Lindbergh Boulevard corridor, both north and south of I-64. Primary shopping and service areas include Plaza Frontenac, Le Chateau Village, and Old Frontenac Square at German Boulevard. Industrial/Utility uses are confined to a small area off Lindbergh Boulevard in the area known as West End Park.

Education/Public Administration/Institution land uses represent a large percent of the City's land area and are widely dispersed. Uses include the Villa Duchesne/Oak Hill School on Conway Road north of I-64, the Ladue School District's Early Childhood Center and the City Municipal Complex on Clayton Road, the Shriner's Hospital for Children, Saint Joseph's Academy on Lindbergh Boulevard, and the Novitiate of the Sister's of Mercy on Geyer Road. Churches/temples include the Church of Jesus Christ of Latter-day Saints, Faith & Des Peres Presbyterian Church, and B'Nai El Temple.

Recreation land use within the City of Frontenac is confined to the location of a private racquet club complex in the West End Park neighborhood. The City has no public park system. Several parcels throughout the community are designated as Vacant or Unclassified by the County's parcel database.



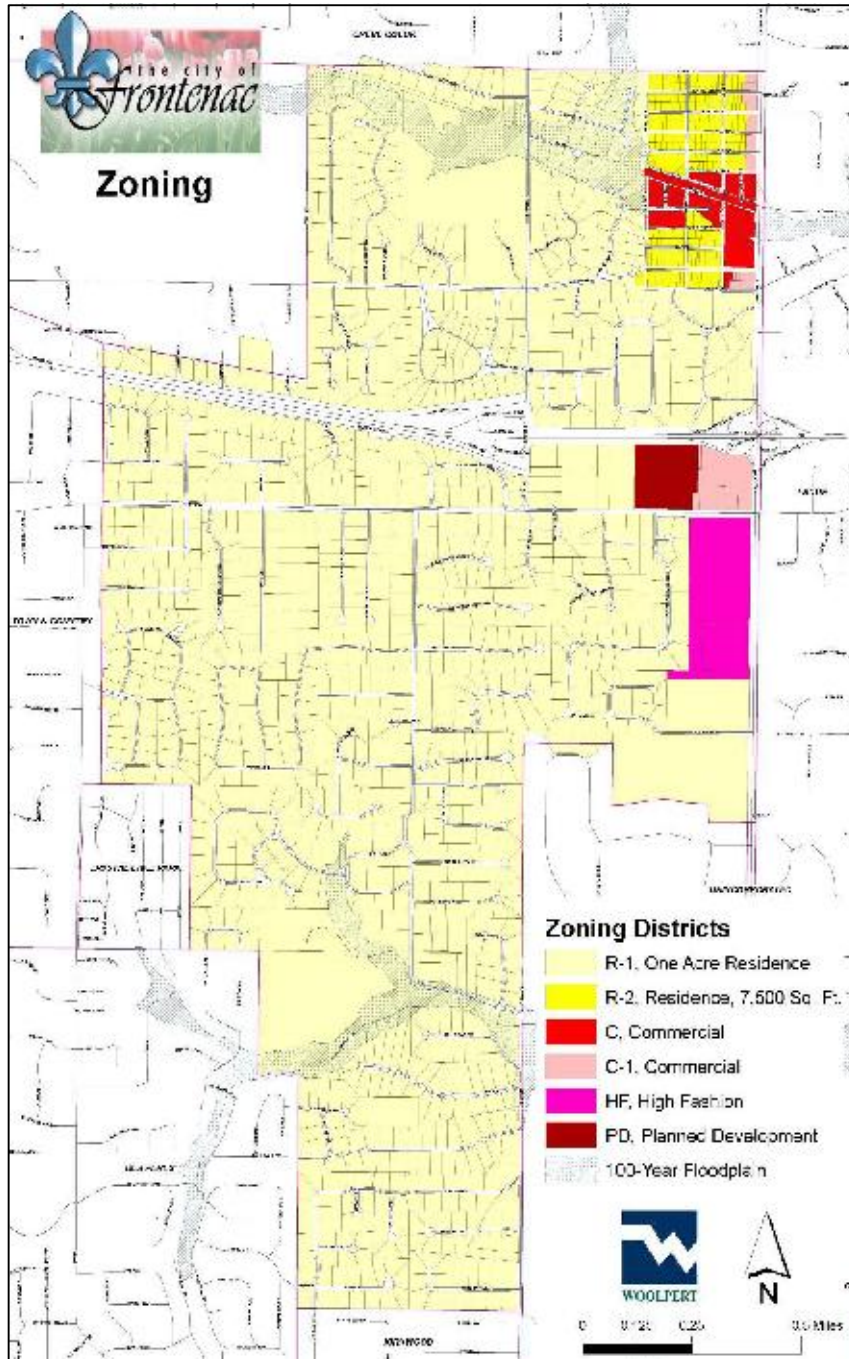
Municipal Zoning

Land Use Zoning within the City of Frontenac is regulated by the Municipal Code under Article II. Zoning Districts and District Regulations. Article II. states that “in order to regulate and restrict the location of trades and residences and the location of buildings erected or altered for specific uses, and to regulate and limit the height of buildings hereafter erected or altered, to regulate and determine the area of yards and other open spaces, and to regulate and limit the density of population, the City of Frontenac is hereby divided into six (6) districts.”

The Districts and their generally permitted uses include:

- **"R-1" One-Acre Residence District**—Single-family dwellings, municipally owned or operated parks and playgrounds, churches, public schools, home occupations, and governmental buildings.
- **"R-2" (Minimum of 7,500 SF Lot) Residence District**—The use regulations are the same as in the "R-1" One-Acre Residence District, except that stables, horses or other livestock are prohibited.
- **"C" Commercial District**—Bakery, banks and financial institutions, barber shop or beauty parlor or tanning salon, churches, pickup stations for cleaning and related work, filling stations, hotels/motels, offices, public schools, restaurants but not drive-in or drive-through establishments, sales or show room excluding outside sales areas, store for the conduct of a retail business, studio, detached garage, and governmental buildings.
- **"C-1" Commercial District**—Any use permitted in the "C" Commercial District, public garages, and office-warehouse buildings not over two (2) stories.
- **"PHFC" Planned High Fashion Center District**—High fashion department stores offering goods, wares, merchandise and services of high quality for sale or hire at retail on the premises to the general public, accessory shops and stores offering additional goods, wares, merchandise and services such as barbershops, beauty salons and tanning salons of high quality, restaurants, offices for the management and operation of the Planned High Fashion Center, and benefit gatherings of charitable, fraternal, religious, service and veterans' organizations.
- **"PD" Planned Development District**—Shall be developed according to an approved plan in order to provide for an office/retail development under approved site plans to assure development and uses will be consistent with good planning practice and operated in a manner compatible with permitted developments and uses in adjoining districts and in a manner which will protect the value of adjoining property and promote and protect the public's health, safety, comfort, convenience and general welfare.

The majority of land within the City of Frontenac is zoned “R-1” One-Acre Residence. “R-2” Residence (minimum of 7,500 SF lot) zoning is provided for the area known as West End Park to accommodate the smaller parcels comprising that area. “C” Commercial zoning is provided for an area on the west side of Lindbergh Boulevard, both north and south of German Boulevard. “C-1” Commercial is located along Lindbergh Boulevard north of I-64 between Donoho and Cable and between Conway and Lylewood, and south of I-64 on the northwest corner of Clayton and Lindbergh (primarily housing the Frontenac Hilton). “HF” High Fashion is the designation for the Plaza Frontenac shopping center, and “PD” Planned Development is applied to the Le Chateau Village and Frontenac Grove mixed-use developments.



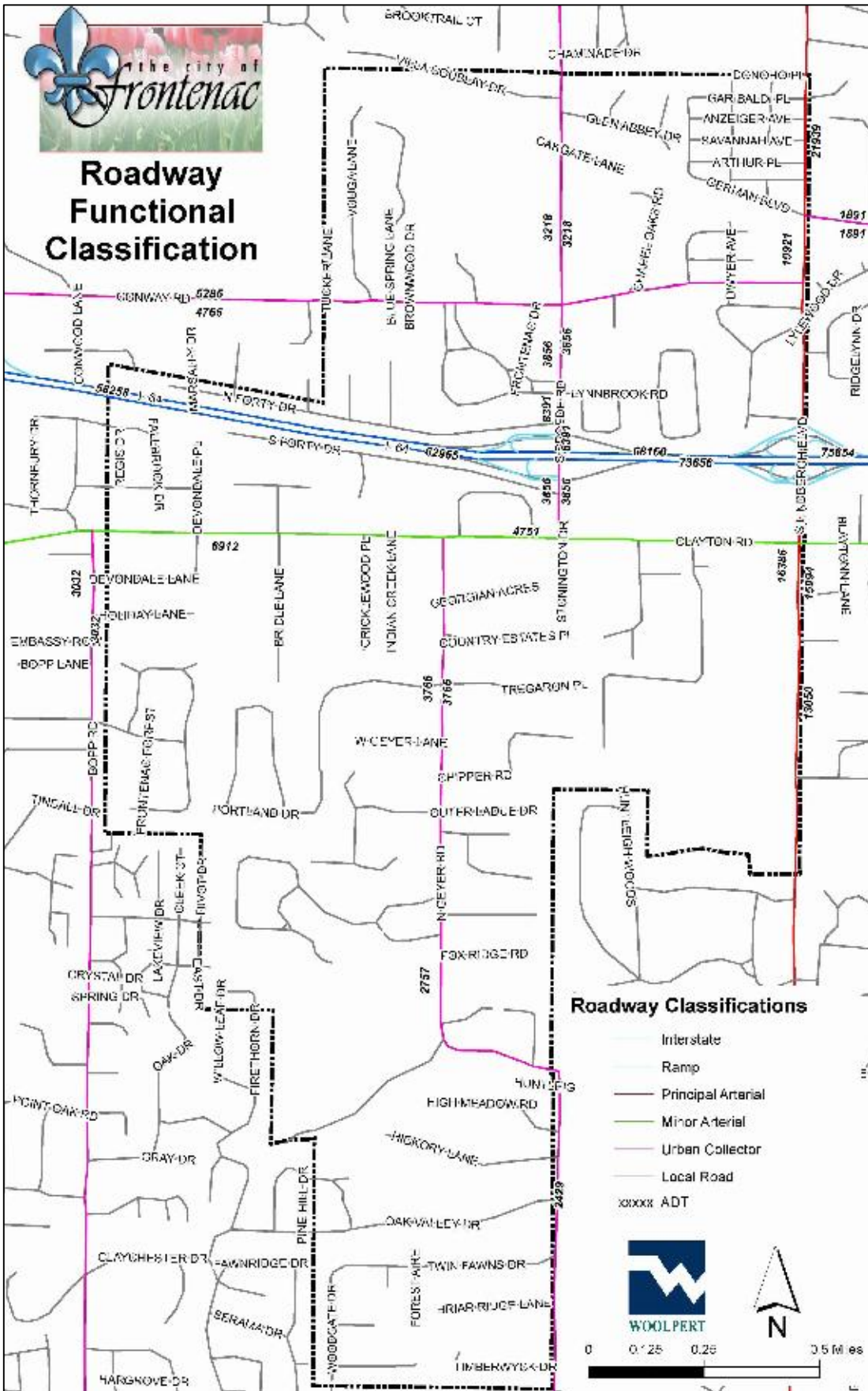
Transportation

The street network is the dominant transportation element in the City. The Missouri Department of Transportation (MoDOT) maintains I-64 and Lindbergh Boulevard (US 61/67). The City of Frontenac maintains the remaining public streets of Clayton, Spoede, Conway, and Geyer Roads, and the first 125 feet of German Boulevard from Lindbergh Boulevard.

Street Network

The East-West Gateway Council of Governments maintains a database on Roadway Functional Classification. Functional Classification establishes the intended purpose, and therefore the required physical characteristics, of the region's road system. In order of volume, the definition of Functional Classifications follows:

- **Interstate**—Thoroughfare with restricted access that provides the longest trip lengths and highest traffic volumes. Interstates also extend to other states and major metropolitan areas.
- **Ramp**—The means of access to and from an Interstate from an Arterial or Collector road.
- **Principal Arterial**—Roadway that connects regional activity centers and meets long-distance intra-urban demands. Principal Arterials may have limited access.
- **Minor Arterial**—Road that connects with and augments Principal Arterial roads. Minor Arterials provide service trips of moderate length at a lower level of mobility than Principal Arterials.
- **Urban Collector**—Road that provides both access and traffic circulation within neighborhoods, commercial areas, and industrial areas by collecting and distributing traffic between local roads and arterials.
- **Local Road**—Road that serves primarily to provide direct access to adjacent land and higher order roads and consists of all streets not classified as an Interstate, Ramp, Arterial, or Collector.



Roadway Functional Classification & Maintenance Responsibility

Classification	Road Name	Maintained By	ADT* (One Way)
Interstate	I-64	MoDOT	58,258—75,854
Principal Arterial	Lindbergh Boulevard (U.S. 61/67)	MoDOT	13,050—21,939
Minor Arterial	Clayton Road	City of Frontenac	6,912—4,751
Urban Collector	Conway Road	City of Frontenac	4,765—5,285
	Spoeede Road	City of Frontenac	3,218—3,856
	Geyer Road	City of Frontenac	2,429—3,766
	Bopp Road (not in Frontenac)	City of Town & Country	3,032
Local Road	All others	Private Subdivision Streets with the exception of 125 feet of German Boulevard	N/A

*Average Daily Traffic Count

Source: <http://www.ewgateway.org>

I-64 Reconstruction

The Missouri Department of Transportation will be reconstructing 12 miles of I-64 from Spoeede Road (Frontenac) on the west to Sarah Street (east of Kingshighway in the City of St. Louis) on the east. Construction is scheduled to begin in early 2007 and be complete by October 2010. The budgeted \$535 million project covers 12 miles of pavement, 12 interchanges, and more than 40 bridges and overpasses. There will be closures of lanes, ramps, interchanges and possibly the entire roadway for short durations, but will not include total closure for the entire project duration.

As part of the I-64 reconstruction project, MoDOT has adopted engineering plans for the reconfiguration of the interchanges of I-64 with Spoeede Road and Lindbergh Boulevard in Frontenac.

- The **Spoeede Road** interchange is the first interchange at the western end of the I-64 project corridor. The chosen interchange design is a folded diamond, with all ramps remaining west of Spoeede. Roundabout intersections tie the ramps into the frontage road system. This design meets MoDOT's goal of fitting a full-access interchange into the smallest possible space.

It also satisfies the public preference to keep access at Spoede while leaving as many mature trees and green buffer space as possible. The design also keeps new ramps and roadways on the same level as the existing ones, ensuring that nearby residents won't see an interchange towering over their neighborhood.

The Major Transportation Investment Analysis (MTIA) recommendations for the improvement of the interchange include the following:

- Remove the eastbound loop on-ramp
- Remove the westbound loop off-ramp
- Replace the bridge over I-64
- Replace with a diamond interchange

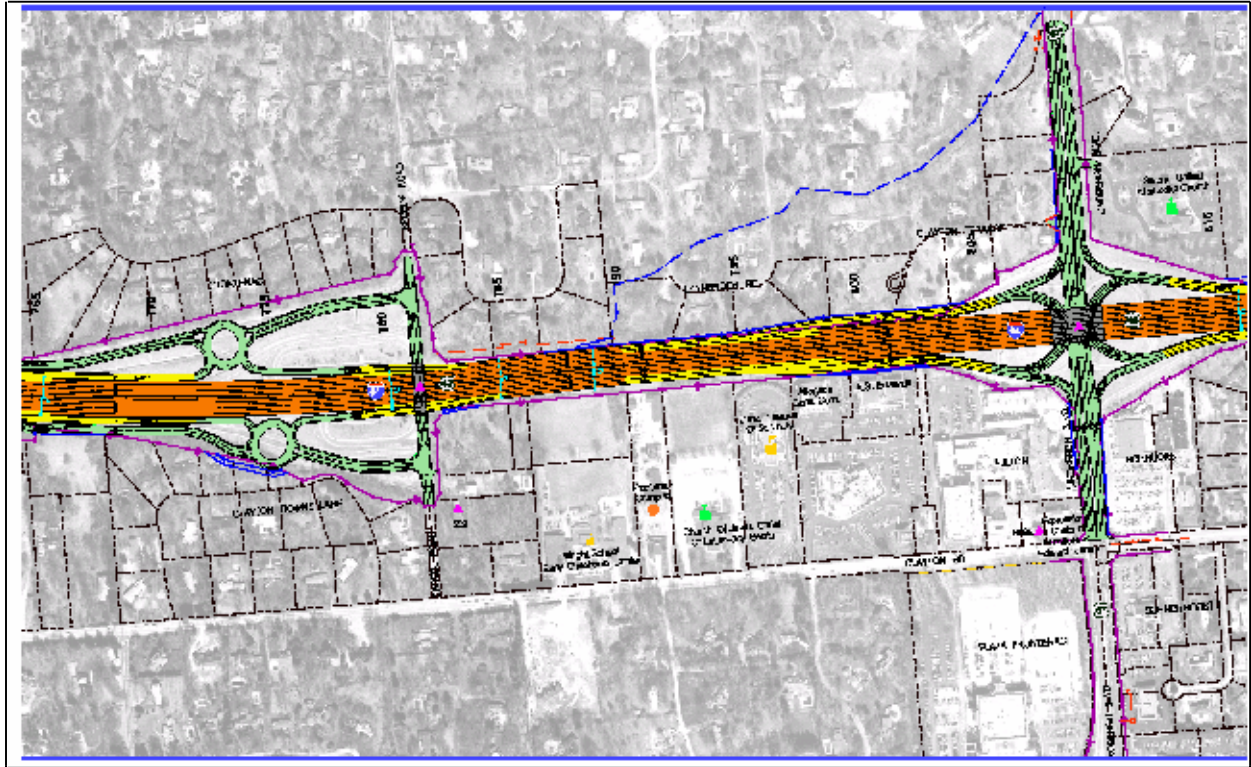
The Spoede Road interchange will be designed in the context of a “Neighborhood” urban design hierarchy. Neighborhood interchanges or overpasses provide for lower-volume access to I-64 and better neighborhood connections across I-64. The physical size of these facilities is the smallest of the three interchange/overpass types. The Neighborhood design treatment features wider bridges with greatly improved pedestrian and bicycle access, a strategy aimed at knitting back together communities that were divided by the original highway.

- The **Lindbergh Boulevard** interchange carries a high volume of traffic. The tight cloverleaf design will be replaced with a Single-Point Urban Interchange, which will be able to carry higher volumes of traffic in the same space.

The Lindbergh Boulevard interchange will be designed in the context of a “Regional” urban design hierarchy. The Regional design treatment is used at locations that serve as gateways to major regional points of interest. These interchanges are the largest in the corridor and accommodate the highest numbers of vehicles, pedestrians and bicycles. Design elements at these locations will be the most highly developed in the corridor and will reflect the identities of the regional destinations they serve.

Source: <http://www.thenewi64.org>

The New I-64 (Spoeede to Lindbergh)



Utilities

Water Service

Water service is provided by Missouri-American Water Company (<http://www.mawc.com/>).

Sewer Service

Sanitary and storm sewer service is provided by the Metropolitan St. Louis Sewer District (MSD) (<http://www.stlmsd.com/>).

Electric Service

AmerenUE provides electric service to Frontenac customers (<http://www.ameren.com/>).

Natural Gas Service

Laclede Gas provides natural gas service to Frontenac customers (<http://www.lacledegas.com/>).

Cable Television

Charter Communications provides cable TV service to Frontenac customers under a franchise agreement with the City (<http://www.charter.com/>).

Natural Environment

The City of Frontenac contains the 100-year floodplains of two principal waterways within the upper portion of the Deer Creek Watershed, as well as numerous small tributaries, drainage channels, and ditches. Deer Creek flows along the northern edge of the community, crossing under North Lindbergh Boulevard in the vicinity of German Boulevard and Conway Roads. Twomile Creek flows through the southern portion of Frontenac near Geyer and Hickory Roads, crossing South Lindbergh Boulevard well south of the City limits.



Community Design

Clayton Road Corridor

- **Strengths/Weaknesses/Opportunities/Threats**

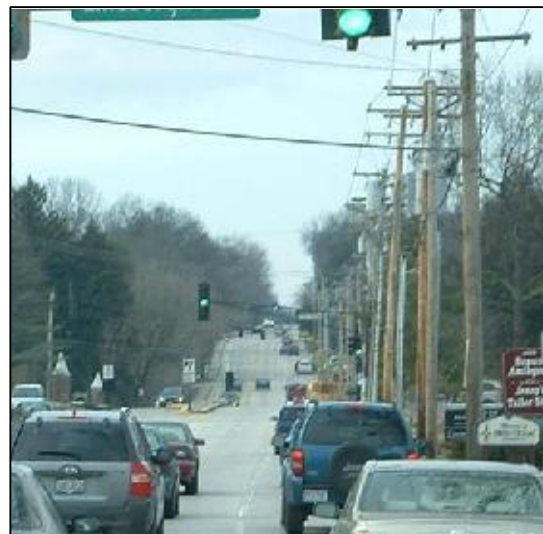
Strengths	Weaknesses	Opportunities	Threats
<ul style="list-style-type: none"> ▪ Differentiated Traffic Fixtures ▪ Municipal Buildings ▪ Mature Trees ▪ Well-Maintained Roads ▪ Quality Buildings 	<ul style="list-style-type: none"> ▪ Overhead Utilities ▪ Disjointed, Poor Condition Pedestrian Connections ▪ Lack of Sense of Place 	<ul style="list-style-type: none"> ▪ Substantial ROW 	<ul style="list-style-type: none"> ▪ Compact but busy intersection at Clayton and Lindbergh

- **Spatial Definition**—Clayton Road west of Lindbergh Boulevard is Frontenac’s premiere commercial district. High profile businesses such as Plaza Frontenac, The Hilton, and AG Edwards are all located along Clayton Road. When observing the context of the entire business district, each building stands as a unique element. Parking is shared between the businesses in Le Chateau Village and between Plaza Frontenac and it’s out-lot developments. Cross access is available only between the Hilton and Le Chateau Village. The other developments have their own parking and individual site access to Clayton Road.



Clayton Road Sidewalk

Pedestrian access is limited. Sidewalks are located on the south side of Clayton Road between Clayton Court and Frontenac Woods Lane. These sidewalks are approximately four feet wide and are adjacent to the curb. Sidewalks are provided for internal circulation at the Ladue Early Childhood Center, Le Chateau Village, Plaza Frontenac, and the Hilton. The Church of Latter Day Saints and Plaza Frontenac have sidewalks leading from the buildings to Clayton Road, but there are no connecting sidewalks at these locations along Clayton Road.



Utility Poles on Clayton Road

- **Visual Quality**—Clayton Road is well maintained west of Spoeede. Traffic fixtures the entire length of Clayton Road in Frontenac are painted a distinct metallic black. Utility poles along the north side of Clayton Road are visually distracting and negatively impact the aesthetics of the area. Additionally, the MoDOT traffic fixtures on Lindbergh are standard gray and do not match the fixtures maintained by Frontenac on Clayton.

The intersection of Clayton Road and Lindbergh Boulevard is a busy and highly visible intersection. The east side of the intersection lies within the boundary of Ladue and the west side is in Frontenac. A Schnuck's Supermarket is located on the northeast corner, Schneithorst's is located on the southeast corner, Brio Tuscan Grille and Plaza Frontenac are on the southwest corner, and a half vacant commercial building and the Hilton are on the northwest corner. As a major intersection and a primary entry point into the City of Frontenac, the intersection is oddly balanced between the piecemeal development that occurred on the northwest quadrant and open space and landscaping of the Plaza Frontenac lawn on the southwest quadrant.

Most of the businesses and activities in the Clayton Road corridor are popular and receive many daily visits (with the exception of the corner of Clayton and Lindbergh Blvd.); however there are no site, building, or other attributes to identify the area as a cohesive business district.



Aerial View of Clayton Road

West End Park Sub-Area

• **Strengths/Weaknesses/Opportunities/Threats**

Strengths	Weaknesses	Opportunities	Threats
<ul style="list-style-type: none"> ▪ Differentiated Traffic Fixtures ▪ Neighborhood Feel 	<ul style="list-style-type: none"> ▪ Overhead Utilities ▪ Disjointed Pedestrian Connections ▪ Sense of Place not defined well ▪ Poor relationship of buildings to each other ▪ One-way streets ▪ Blocked accesses 	<ul style="list-style-type: none"> ▪ Terrain and ROW configuration ▪ Proximity to residences ▪ Diversity of uses 	<ul style="list-style-type: none"> ▪ Automobile Orientation of Site ▪ Design of and control over Lindbergh

- **Spatial Definition**—West End Park is delineated by Donoho Place to the north, Lylewood Drive to the south, Lindbergh Boulevard to the east, and Princess Avenue to the west. The activities present in West End Park are very diverse including single family residential, offices, retail, recreation, and other business types. In addition to having a wide range of types, the activities are a cross representation of scale, from furniture and car sales having a regional draw to offices and restaurants tailored more to the neighborhood. The neighborhood’s homes range in size from 700 to 3,700 square feet (SF), an average of 1,680 SF, significantly smaller than the average homes in Frontenac. The average lot size in West End Park is .25 acre. By comparison, the average home size in Frontenac is 3,200 SF and the average lot size is 1 acre.



Intersection of German Blvd. and Lindbergh Blvd.

The residences and businesses in West End Park are located close to each other; however, they do not form an integrated neighborhood. The businesses all front on Lindbergh Boulevard or German Boulevard. The intersection of German Boulevard and Lindbergh Boulevard is a secondary intersection that provides access to northbound Lindbergh Blvd. for the businesses and residents in West End Park

north of Deer Creek. Sidewalks are present along Lindbergh Boulevard except between Anzeiger Avenue and German Boulevard. Cross access between businesses is available in a few locations; however, Deer Creek, one-way streets, a few single-entrance parking lots, and limited accessibility to Lindbergh Blvd. prevent ideal vehicular circulation within the area.

- **Visual Quality**—Lindbergh Boulevard and the local streets in West End Park are adequately maintained, but the traffic fixtures found in this area are not painted black as those found along Clayton Road. The utility poles along both sides of Lindbergh Boulevard are visually distracting and negatively impact the aesthetics of the area.

As with Clayton Road, there are no site, building or other attributes to identify the area as a cohesive business district.



Aerial View of West End Park

City Gateways

- **Spatial Definition**—Identification signs are placed at roads heading into the City of Frontenac. These signs are instrumental in notifying travelers that they have entered Frontenac. The image to the right depicts the entrance signs placed throughout the City.



City of Frontenac Entrance Sign

- **Visual Quality**—Design of the marker is very modest when compared to the homes and subdivision entryways common in Frontenac. The major gateways into the City of Frontenac are along Lindbergh Boulevard and Interstate 64. Lindbergh Boulevard runs along the east boundary of the City and doesn't create a true gateway into the City. More formal gateways into Frontenac are at Clayton and Lindbergh and Conway and Lindbergh. More people enter and leave Frontenac via I-64. Although most travelers on I-64 are only passing through, City identification markers could be placed along the interstate.

Appendix B
Public Engagement Report

January 2006

Survey Announcement Postcard

All Frontenac households received a postcard to announce the future survey mailing.

January 2006

Community Survey

The community survey was mailed to all Frontenac households and 43% (slightly over 600) of the households responded via postage-paid return envelope. Through a statistically valid survey, residents shared their thoughts about community services, planning, and design issues. Residents were given three weeks to complete the survey.

February 2006

Public Event Summary Postcard

A postcard, detailing all public engagement activities and dates, was sent to every Frontenac household.

March 2006

Visioning Workshop Postcard

The City of Frontenac mailed a reminder postcard to inform all residents about the upcoming Visioning Workshop.

March 2006

Visioning Workshop

On March 7th and 9th, the City and its consulting team hosted a visioning workshop. Over the two days, approximately seventy residents attended the workshop. During the workshop, residents identified elements of good community design via a visual preference survey; discussed the most important community issues and concerns requiring future exploration during the planning process.

April 2006

Community Awareness Walk

Almost thirty residents joined the consulting team on a tour of seven targeted areas. During the tour, the consultants learned about planning and design successes, as well as areas requiring design improvements.

April 2006

Community Design Workshop

On April 11th and 20th, the City and its consulting team hosted the second public workshop. Over two days, almost eighty residents attended the workshop. During the workshop, residents generated various land use and community design strategies and solutions for Frontenac.

Introduction

To solicit resident input as part of the Comprehensive Planning process, the City of Frontenac conducted a community survey during February of 2006. The twenty-six-question survey was mailed to all households using a mailing list provided by the City. Returned anonymously, via postage paid envelope, almost 600 of the approximately 1,300 households (43% of the total households) responded by the requested deadline.

Respondent Demographics

The average survey respondent was fifty-eight years of age and has lived in Frontenac for approximately 20 years. Of the residents responding, 86% of the respondents were married. On average, each household had two adults. Approximately 31% of the respondents had an average of 1.64 school age children living in the home. Ninety-eight percent of the respondents were homeowners.

Survey Results

Influential Factors for Choosing to Live in Frontenac

Approximately seven out of ten respondents have chosen to live in Frontenac because of its safe surroundings and quality housing. Also appealing to residents is Frontenac’s proximity to St. Louis and major thoroughfares. Frontenac residents were least likely to choose the city for its proximity to independent schools, religious institutions and recreational facilities.

Influential Factors	Percent Responding
Safety of neighborhood	70.2%
Quality of housing	67.3%
Centrality of Frontenac to Metro St. Louis	65.4%
Proximity to major thoroughfares and highways	55.1%
Stability of real estate values	54.6%
Quality of city services (police, fire, trash pick-up, leaf collection)	42.4%
Familiarity with area	42.0%
Quality of public education (elementary through high school)	42.0%
Character and ambience of Frontenac	39.5%
Proximity to family and friends	32.7%
Proximity to employment	29.3%
Proximity to entertainment, cultural, and shopping venues	28.8%
Proximity to private or parochial education (elementary through high school)	26.3%
Family friendly community	26.3%
Proximity to parish, mosque, temple or church	18.0%
Access to recreational facilities, parks, trails, and open space	8.30%

Development Strategies

Respondents were asked to rate 16 statements regarding current services and potential future development strategies. On a scale of one to six, with one representing “strongly disagree” and six representing “strongly agree”, the following tables summarize the results.

To understand the tables, the second column indicates the rating provided on the six-point scale; the third column indicates the total percentage of respondents who disagreed (giving the statement a 1, 2, or 3) with the statement; and the fourth column indicates the total percentage of respondents who agreed with the statement. The following six columns summarize the responses by each level of agreement or disagreement. For example, respondents highly agreed (with a rating of 5.30) with the statement “Frontenac provides excellent police and fire services”. Four percent of the respondents voiced some level of disagreement with the statement and 96% voiced some level of agreement. As one looks across the following six columns, less than one percent highly disagreed with the statement, while over 50% of the respondents highly agreed with the statement.

Infrastructure and Public Facilities

Statement	Rating	Disagree (1,2,3)	Agree (4,5,6)	Levels of Disagreement			Levels of Agreement		
				1	2	3	4	5	6
Frontenac provides excellent police and fire services.	5.30	4.0%	96.0%	0.5%	1.5%	2.0%	10.9%	33.3%	51.7%
Frontenac provides excellent trash and recycling services.	5.19	6.9%	93.1%	1.0%	1.5%	4.4%	13.2%	32.8%	47.1%
Improved traffic control mechanisms are needed at high traffic intersections, such as Conway @ Lindbergh or Clayton @ Lindbergh.	4.24	30.3%	69.7%	6.0%	8.5%	15.9%	21.4%	21.9%	26.4%
Frontenac should evaluate the feasibility of enhancing public services through shared <u>recreational</u> arrangements with adjacent municipalities.	4.29	27.2%	72.8%	9.9%	6.4%	10.9%	21.8%	19.3%	31.7%
Frontenac should evaluate the feasibility of enhancing public services through shared <u>service</u> arrangements (e.g. public safety, trash and snow removal, street maintenance) with adjacent municipalities.	3.69	39.3%	60.7%	15.4%	9.0%	14.9%	27.9%	16.4%	16.4%

Residential Character

As evidenced by the percentage of respondents who have chosen to live in Frontenac because of housing quality (67.3%) and real estate value stability (54.6%), preserving residential character is critical to Frontenac’s residents. As with many suburban communities, the “tear down/rebuild” phenomenon has residents debating the best strategies for maintaining the neighborhood’s architectural character and visual appeal, while accommodating the desires of new homeowners. As viewed in the table below, the case is no different for Frontenac. Although respondents support renovating and expanding existing homes, they are less supportive of tearing down existing homes and replacing them with houses that overpower the neighborhood. Residents prefer new residences that are compatible in size and character with the existing homes in a subdivision or along a street.

The addition of higher density housing, such as villas and town homes, is a concept that garnered the greatest dispersion among residents. With a rating of 3.60, six of out ten residents agreed with the concept. Additionally, lifestyle housing was also viewed as being a somewhat unfavorable housing strategy in Frontenac.

Statement	Rating	Disagree (1,2,3)	Agree (4,5,6)	Levels of Disagreement			Levels of Agreement		
				1	2	3	4	5	6
Frontenac benefits from the renovation and/or expansion of <u>existing</u> homes.	5.09	3.0%	97%	.5%	1.5%	1.0%	21.5%	34.0%	41.5%
Frontenac is enhanced when older residences are torn down and replaced with newer residences of <u>comparable scale and character</u> .	4.33	27%	73%	6.5%	6.5%	14.0%	21.5%	34.0%	41.5%
Frontenac is enhanced when smaller residences are torn down and replaced with newer residences of <u>larger scale</u> .	3.70	43.8%	56.2%	15.9%	10.0%	17.9%	19.4%	18.4%	18.4%
Frontenac benefits from the addition of newer, upscale, single-family town homes and/or villas that are owner-occupied.	3.60	42.8%	57.2%	20.4%	9.0%	13.4%	21.9%	18.4%	16.9%
Frontenac benefits from additional housing options to meet residents’ lifestyle changes (e.g., assisted living, senior housing).	3.14	55%	45%	22%	16%	17%	23%	15%	7%

Commercial Character

Generally, survey respondents agree with the current balance and types of commercial and residential properties in Frontenac. However, six of ten residents feel that Frontenac could benefit from the addition of neighborhood conveniences, such as casual dining establishments, cleaners and/or bookstores.

Statement	Rating	Disagree (1,2,3)	Agree (4,5,6)	Levels of Disagreement			Levels of Agreement		
				1	2	3	4	5	6
The amount of commercial (includes retail and office) development in Frontenac is appropriately balanced with residential development.	4.39	19.7%	80.3%	4.9%	3.4%	11.3%	32.5%	23.2%	24.6%
Frontenac benefits from more upscale retail establishments.	4.31	21.9%	78.1%	7.5%	3.5%	10.9%	29.4%	23.4%	25.4%
Frontenac benefits by being known as a destination for upscale restaurant dining.	4.30	21.8%	78.2%	2.0%	6.9%	12.9%	33.7%	22.3%	22.3%
Frontenac benefits from more neighborhood conveniences (e.g., cleaners, drug stores, cafés, bookstores).	3.79	39.3%	60.7%	14.9%	8.0%	16.4%	22.4%	25.9%	12.4%

Community Character

Respondents, who generally agreed with the strategies to enhance Frontenac’s ambience and charm, want a community that “welcomes” and is walkable, bikeable and pedestrian-friendly. To make the community more appealing to residents and visitors, residents agree on enhancing Frontenac with consistent lighting, plantings, and benches along public arteries.

Statement	Rating	Disagree (1,2,3)	Agree (4,5,6)	Levels of Disagreement			Levels of Agreement		
				1	2	3	4	5	6
Frontenac’s character would be greatly enhanced with <u>public</u> streetscape improvements including sidewalks, plantings, benches, lighting, and signage.	4.32	28.6%	71.4%	8.9%	4.4%	15.3%	20.7%	21.7%	29.1%
Frontenac’s residents value a community that is pedestrian and cyclist friendly (includes sidewalks, on-street bike lanes or expanded shoulders, and walk-to-school routes).	4.22	30.7%	69.3%	14.4%	5.4%	10.9%	17.3%	16.8%	35.1%

Improvements for Frontenac

When residents were asked to comment on those amenities that were lacking in Frontenac, almost one-third of them provided responses. The following table highlights the most common responses and possible locations, if applicable.

Planning Focus	Improvement or Amenity	Percent Responding	Examples of Suggested Locations, if applicable
Infrastructure	Sidewalks and/or bike paths	37%	<ul style="list-style-type: none"> ▪ Geyer and Clayton Roads
Infrastructure	Park	36%	<ul style="list-style-type: none"> ▪ Behind the Ladue Early Childhood Center ▪ Behind the tennis club
Infrastructure	Community center with swimming pool	32%	<ul style="list-style-type: none"> ▪ Behind the police and fire station
Residential	Villas, town homes and condominiums	15%	<ul style="list-style-type: none"> ▪ Sisters of Mercy site ▪ Conway @ Lindbergh ▪ Spoede Road ▪ Clayton Road
Commercial	Video store, bookstore and cleaners	7%	<ul style="list-style-type: none"> ▪ Clayton @ Lindbergh
Commercial	Upscale, more expansive grocery store	7%	<ul style="list-style-type: none"> ▪ Clayton @ Lindbergh
Commercial	Casual dining, café or coffee shop	5%	<ul style="list-style-type: none"> ▪ Clayton @ Lindbergh
Residential	Retirement or assisted living center	3%	

Areas of Future Investigation

When residents were asked about pressing problems facing Frontenac, the greatest number of responses related to public services – electrical service stability, storm water run-off, traffic flow along major arteries and sound mitigation for I-64. Finally, a large number of residents remarked about perceived “eyesores” – the mobile home park and business vacancies on Clayton Road at Lindbergh.

Conclusion

Residents have chosen to live in Frontenac because of the City’s quality of life and economic value, as well as its proximity to St. Louis and major transportation arteries. While respondents appear generally satisfied with the City, some desire additional public amenities such as: open space, sidewalks and a community center. Additionally, some would prefer more casual dining establishments and neighborhood conveniences, such as a video store, post office, bookstore and cleaners.

Introduction

On March 7th and 9th, the City of Frontenac hosted its first public meeting to solicit feedback for the Comprehensive Plan. Over the two days, more than seventy residents attended the meeting, which was dedicated to creating Frontenac's vision for the future. Participating in two exercises, attendees were first asked to review and rate sixty images for a visual preference survey, then, residents were divided into smaller groups for facilitated conversations. The topics for conversation were community character, residential character, commercial character, public facilities and transportation. This document serves as a summary of the two visioning workshops.

Visual Preference Results

Most Desired "Look" for Frontenac (Scoring Between 4.08 and 4.38 on a 5.00 scale)



Least Desired "Look" for Frontenac (Scoring Between 1.49 and 2.07 on a 5.00 scale)



Facilitated Discussions

Residents were asked to describe Frontenac as it is today and as they desire it to be ten to fifteen years from today. With those descriptors, residents were then asked to create goal statements for the City. The tables on the following pages detail the responses for each topical area

Community Character

<p><i>TODAY</i></p>	<p><i>FUTURE</i></p>	<p><i>GOALS</i></p>
<ul style="list-style-type: none"> • Safe and comforting (4) • Small, bedroom community (3) • Disengaged citizenry who are gradually becoming civically involved following a city administration crisis (2) • Quiet residential community with commercial uses around the perimeter (5) • Older upscale housing (3) • Older population • Centrally located (3) • Diverse community (housing styles, socio-economic status) • Affordable housing, but gradually becoming unaffordable to many • Lacks economic and social diversity • Charming (2) • Undistinguished • Transforming (residential to rowdies) • Financially stable • Accessible city administration • Restrictive building codes • Threatened by property taxes • Mature trees • Declining greenspace due to development of larger homes • Active churches, schools and private institutions • Good institutional neighbors • Out of character (trailer park is not compatible with the City's evolution) • Shabby (behind Forshaw's) 	<ul style="list-style-type: none"> • Continued citizen growth and interest in city politics • Continuous and tasteful residential updates that are not ostentatious • Expanded sales tax revenue (multiple points of view) • Younger community due to Frontenac's attractiveness to young families • Continued implementation of successes • More parks • More art (public, performing and cultural) • Void of trailer park • Greener – more trees (eliminated with McMansions) • Active use of greenspace 	<ul style="list-style-type: none"> • Maintain and enhance community character • Improve housing affordability to attract younger families and individuals to the community • Maintain existing standards with regard to zoning, building facades for commercial and residential spaces • Develop park and/or open space that brings neighbors together • Institute stricter design and development standards • Redevelop West End commercial area as a destination center • Upgrade or renovate older, outdated commercial sites • Deepen community's family orientations • Maintain current upscale "bedroom" community feel, but coordinate design elements (signage, landscaping, guard rails) • Strive to coordinate consistency with neighborhood association by-laws • Ensure that any new rules and regulations respect the rights of current homeowners rather than developers • Maintain intimacy with "to scale" single family houses • Maintain and enhance existing assets • Reduce noise pollution associated with I-64 • Limit commercial development • Develop more life cycle housing to meet the needs of all age residents • Develop a retail base that supports appropriate community services • Maintain bedroom community ambience • Make the back and front doors of Frontenac more appealing by developing consistent character and signage

Community Character (continued)

<i>TODAY</i>	<i>FUTURE</i>	<i>GOALS</i>
<ul style="list-style-type: none"> • Sense of community (tied to families with children) • Politically fractured – due to commercial development interests and resident interests 		<ul style="list-style-type: none"> • Maintain current balance of greenspace • Develop lifestyle housing to accommodate the changing needs of an aging population; consider low-rise higher density town homes • Maintain and improve property values • Enhance and foster community connectiveness among residents • Create a town center or gathering place where residents can meet; possible location West End Park • Developed a more pronounced identity that has a boulevard feel with attractive streetscaping • Develop a tree replacement plan • Reduce polarization and improve consensus around existing commercial and community interests • Maintain single-family emphasis

Public Facilities and Transportation

<i>TODAY</i>	<i>FUTURE</i>	<i>GOALS</i>
<ul style="list-style-type: none"> • Poorly maintained major arteries and residential streets and roadways (2) • Congested roadways at peak hours (Spoede, Lindbergh, Clayton and Geyer) (2) • Non-existent parks and open space (3) • Slowly evolving storm water plan • Outdated and obsolete city complex (4) • Non-existent public sidewalks (4) • Pedestrian-averse – lacks crosswalks along prominent streets (4) • Privately owned open space (large residential lots) • Minimal public green space (park) • Non-descript signage identifying the City • Conflictive roadways (sharpening the road with cyclists) • Unplanned storm water system • Non-designated bicycle routes • Patchy and uneven roads (2) • Minimal lighting in common areas as Boing • Antiquated traffic calming devices in subdivisions 	<ul style="list-style-type: none"> • Walkable, bikeable community (3) • Optimal city center • Pristine • Dual use roads • Updated municipal signage • Consistent lighting in common areas • Unique and identifiable in character and style • Welcoming – sidewalks, signage and lighting in common areas • Uniformity – of commercial facades 	<ul style="list-style-type: none"> • Add sidewalks and shoulders for cyclists along Geyer Road (3) • Create curving sidewalks for character • Lands cape median along Clayton (from Lindbergh to Spoede) to identify Frontenac as a community • Expand green space for passive recreation (2) • Update fire department to accommodate male and female officers (4) • Update police department to accommodate juvenile and adult offenders (4) • Expand shoulders for cyclists (Geyer, Clayton, Spoede and Lindbergh) (3) • Improve lighting and signage (Lindbergh & Clayton) to identify Frontenac (3) • Update residents regarding policy changes and improvements (i.e. storm water plan) • Properly lands cape roadways with consistent treatments • Increase trees along major thoroughfares • Reduce noise pollution along Geyer Road • Review residential light ordinances to ensure that lights are consistent in scale and character • Improve lighting (ensure consistency and character) along Geyer, Clayton, Lindbergh and Conway • Develop pedestrian bridge (and if possible vehicular bridge) that crosses Deer Park and connects northern West End Park to the rest of Frontenac

Commercial Character

<p><i>TODAY</i></p>	<p><i>FUTURE</i></p>	<p><i>GOALS</i></p>
<ul style="list-style-type: none"> • Disjointed and fragmented • Little to no character; odd collection of stores (4) • Beautiful • Woman • Lacks character; unknown (2) • Limited space (for commercial development) • Minimal neighborhood services (that is okay) • Adequate (serving the needs of most) • Inconsistent design (lacks plan regarding type of development) (2) • Generally upscale (3) • Lacking in neighborhood conveniences • Lacks commercial character consistency • Fragmented commercial development (multiple perspectives) • Decentralized (good) • Unplanned (north side of Clayton Road at Lindbergh) • Limited services • Auto-dependent commercial areas • Stagnant • Outdated and unattractive • High quality tenants • Increasing development (along out lots; somewhat alarming) 	<ul style="list-style-type: none"> • Void of strip and “big box” shopping areas • Unique and charming (focus on independent retail, not franchises) • More diverse neighborhood services (bookstore, boutique, alfresco dining) • Unique and friendly • Cute place to drive through • Community centered • Tasteful and exclusive • Pedestrian-friendly • Reflecting of community • Connected (access to both sides of Clayton Road) • Servicing the neighborhood 	<ul style="list-style-type: none"> • Increase multi-use developments to include office, retail, residential • Add greenspace and social places • Continue upscale character • Improve building design and create design guidelines for new developments • Enhance landscaping and quantity of green space • Augment the feel of visiting a resort • Contain commercial area • Limit use of eminent domain • Review site density (FAR) with development of neighborhood amenities • Expand tax base by increasing commercial development in underutilized areas • Maintain current percentage of retail within commercial properties • Improve other properties associated with Plaza Frontenac • Ensure that fronting business, especially at the corner of Lindbergh/Clayton, have consistent upscale design/character • Develop neighborhood retail that is targeted to the needs and wants of residents • Supplement and complement out lots of Plaza Frontenac • Maintain upscale feel with small retail establishments • Improve Lindbergh accessibility to commercial areas • Improve German Blvd – not another Kirkwood – mixed use of villas, condos, with community uses, like coffee/books/social activity • Make better use of commercial property – connected, pedestrian-safe and activity oriented • Develop architectural guidelines for developers

Commercial Character (continued)

<i>TODAY</i>	<i>FUTURE</i>	<i>GOALS</i>
		<ul style="list-style-type: none"> ▪ Develop a better mix of stores and activities in Le Chateau ▪ Ensure that new commercial development exemplifies Frontenac's character ▪ Develop a proactive plan for retail development (less reactive and developer-initiated)

Residential Character

<i>TODAY</i>	<i>FUTURE</i>	<i>GOALS</i>
<ul style="list-style-type: none"> • Disjointed and fragmented • Mixed character • Worn • No character • Limited space (for commercial development) • Minimal neighborhood services (that is okay) • Unstructured, incompatible development • Beautiful • Single Family • Homogeneous • Unconventional, distasteful new development • Valuable property (and more so than home) • Dated • Tear-down mentality • Quiet and peaceful • Eclectic • Obsolete (in some areas) • Ample lot size with trees • Autonomous neighborhoods • Unclear guidelines (tear downs) • Unpopular mega mansions • Spacious (2) • Quality construction • Family-oriented 	<ul style="list-style-type: none"> • Blended and balanced • More diverse • Multi-resident • Harmonious • Stabilized • Low density • Quality multi-family (no condominiums) • Well-landscaped multi-family complexes • Pedestrian-friendly • Connected • Handicap-accessible • Diverse – single-family, condominiums and villas 	<ul style="list-style-type: none"> • Create and enforce stricter zoning • Institute architectural review for new and rehab residences (3) • Establish city-wide guidelines for new home construction • Restrict or make allowances for ample green space with new construction • Protect residents from impact (vegetation, water run-off grading) of construction activity • Ensure stricter enforcement of code violations (including new development) • Replace older smaller homes with affordable homes • Establish areas for high density (senior living, attached town homes) • Maintain public school quality • Adapt subdivision regulations to address maximum residential square footage • Add mixed use, where appropriate • Develop more life cycle housing • Improve relationships between city and subdivision trustees • Require new home construction to be compatible with historical character of Frontenac • City should encourage upgrades and renovations rather than tear downs • Maintain property values with good schools and quality residential construction • Plan green space and park(s) • Add sidewalks for children walking to and from school

Community Awareness Walk

Ranking Locations for Change

Knowing that Frontenac's resources are limited, residents were asked to rank the locations from one to seven to indicate the level of developmental importance. The gateways to Frontenac, its major intersections, were cited as the most critical areas for development.

Location	Ranking	Value
▶ Intersection of Clayton Road and Lindbergh	1	2.0
▶ Intersection of German and Lindbergh	2	3.3
▶ Intersection of Frontenac Plaza and Clayton Road	3	3.6
▶ The Quarry	4	4.4
▶ Conway and Lindbergh	4	4.4
▶ West End Park Neighborhood	5	5.1
▶ La Chateau	5	5.2

Location 1: La Chateau

Personal Perspective

Residents were asked to observe each location and provide comments regarding the most favorable and least favorable aspects of the location.

Pleasing Aspects	Displeasing Aspects
<ul style="list-style-type: none"> ▶ European façade is beautiful (4) ▶ Unique façade attracts high-end retail ▶ Interesting roof line ▶ Well-maintained ▶ Low profile (one-story building) 	<ul style="list-style-type: none"> ▶ Inaccessible for pedestrians (4) ▶ Not welcoming, looks closed to the public (2) ▶ Poor marketing and signage – businesses are not readily identifiable (4) ▶ Poor lighting and color ▶ Poor selection of shops (no interest) ▶ Dark and dismal interior ▶ No service for Frontenac residents ▶ Poor design adjacent to Frontenac Grove; design doesn't provide for expansion ▶ Parking is too exposed; too much blacktop (4) ▶ Tacky signage ▶ Architecturally disjointed ▶ Landscape is visually unappealing (2)

Options to Consider for Improvement

Residents rated the options on a scale of one to six, with one being highly disagree and six being highly agree.

Options	1	2	3	4	5	6	Total	Rating
Improve the public streetscape through improvements in the right-of-way such as additional landscaping, overhead utility relocation, street lighting, or standardized street furniture.	2		1	5	2		35	3.50
Adjust use of the land or building by allowing an increase in size of buildings, an increase in activity, or an increase in land coverage.	4	1		2	2	1	30	3.00
Coordinate architectural elements of buildings and landscape to create a distinguishable business district.	2	2	2		1	3	35	3.50
Improve connectivity between buildings or activities to create a cohesive, accessible business district.	1		1		3	5	49	4.90

Additional Options

- ▶ Add sidewalks to link shopping and businesses
- ▶ Frontenac Grove needs an attractive façade, including the medical building
- ▶ This area needs boutique shops and/or restaurants
- ▶ Revamp parking to be more attractive

Location 2: Intersection of Plaza Frontenac and Clayton Road

Personal Perspective

Pleasing Aspects	Displeasing Aspects
<ul style="list-style-type: none"> ▶ Nice entrance ▶ Pleasing greenspace ▶ Appealing view of Plaza Frontenac ▶ Pleasing landscape on south side (2) 	<ul style="list-style-type: none"> ▶ Hotel and other commercial areas are inaccessible (3) ▶ Unsightly utility poles (5) ▶ Lack of pedestrian safety (6) ▶ Right turn lane from Clayton to Lindbergh is needed ▶ Sidewalk needed on north side (2) ▶ Lack of attractive landscaping ▶ Disjointed architectures (north vs. south sides) (2) ▶ Dentist's office looks out of place

Options to Consider for Improvement

Options	1	2	3	4	5	6	Total	Rating
Improve the public streetscape through improvements in the right-of-way such as additional landscaping, overhead utility relocation, street lighting, or standardized street furniture.	2		1		2	7	57	4.75
Add prominent intersection treatment such as textured road pavement and crosswalk surfaces.	3	1	1	1	2	4	46	3.83
Establish a public or private 'park' as a visual enhancement, an informal gathering place, an official event forum, or for active recreation.	6	2	1		2	1	29	2.42
Add or improve sidewalks to create an environment safe for pedestrians.	2				1	9	61	5.08
Improve connectivity between buildings or activities to create a cohesive, accessible business district.	2		2	1	2	5	52	4.33

Additional Options

- ▶ Continue lampposts and lighting from La Chateau to enhance the area
- ▶ Improve streets with turning lanes and synchronized lights

Location 3: Intersection of Clayton and Lindbergh

Personal Perspective

Plearing Aspects	Displeasing Aspects
<ul style="list-style-type: none"> ▶ Prime real estate ▶ Brio architecture ▶ Park-like atmosphere ▶ Welcome mat for Frontenac ▶ Number 1 location for the city ▶ Brio and Schneidhorst look pleasing 	<ul style="list-style-type: none"> ▶ Terrible parking ▶ Visually unappealing ▶ Yuck! ▶ Bad! Ugly! ▶ North side lacks sidewalks (2) ▶ Traffic congestion (4) ▶ Rear parking and vacancies are unappealing (3) ▶ North side is an eyesore (2) ▶ Expressions building is awful; a disaster (3) ▶ Incompatible with south side ▶ Wasted real estate ▶ Can't fix Frontenac's "entry" without fixing the north side corner ▶ Northwest corner detracts from three relatively attractive corners (3) ▶ Result of poor approval and review process in previous administrations ▶ Poor access (2)

Options to Consider for Improvement

Options	1	2	3	4	5	6	Total	Rating
Create a gateway or prominently marked city entryway.	2		1		2	6	51	5.10
Add prominent intersection treatment such as textured road pavement and crosswalk surfaces.		2	1		2	6	53	5.30
Establish a public or private 'park' as a visual enhancement, an informal gathering place, an official event forum, or for active recreation.	3	2	1	1	2	2	36	3.60
Add or improve sidewalks to create an environment safe for pedestrians.	1				2	8	59	5.90
Adjust use of the land or building by allowing an increase (decrease-2) in size of buildings, an increase in activity, or an increase in land coverage.	1	3		1	1	5	46	4.60

Other Ideas for this Location

- ▶ Use eminent domain quickly before releasing
- ▶ Create greenspace that matches Plaza Frontenac
- ▶ Improve traffic flow and crosswalks
- ▶ Eliminate parking
- ▶ Declare blighted; move quickly before leased

Location 4: German and Lindbergh

Personal Perspective

Pleasing Aspects	Displeasing Aspects
<ul style="list-style-type: none"> ▶ This is an opportunity for a park, creek, new city hall 	<ul style="list-style-type: none"> ▶ Pedestrian inaccessibility ▶ No redeeming qualities ▶ Unappealing ▶ Unattractive ▶ Parking lot is an eyesore (3) ▶ Access to parking is dangerous with the quick right turn ▶ German Blvd is too narrow to navigate safely ▶ Tammy's architecture is incompatible ▶ Inaccessible to pedestrian ▶ Poor signage for businesses in area ▶ Underutilized site

Options to Consider for Improvement

Options	1	2	3	4	5	6	Total	Rating
Add prominent intersection treatment such as textured road pavement and crosswalk surfaces.	2	1	2	1		5	44	4.00
Add or improve sidewalks to create an environment safe for pedestrians.	1	1	3			6	48	4.36
Adjust use of the land or building by allowing an increase in size of buildings, an increase in activity, or an increase in land coverage.	1	2	1	5	1	1	39	3.55
Coordinate architectural elements of buildings and landscape to create a distinguishable business district.		2			4	5	54	4.91
Improve connectivity between buildings or activities to create a cohesive, accessible business district.	1	2			2	6	51	4.64

Additional Options

- ▶ Better signage and landscaping needed
- ▶ Add a berm and landscape along Lindbergh

Location 5: West End Park Neighborhood

Personal Perspective

Pleasing Aspects	Displeasing Aspects
<ul style="list-style-type: none"> ▶ Mixed housing ▶ Affordable housing, retain area ▶ Area that must be considered in comprehensive plan 	<ul style="list-style-type: none"> ▶ Age of housing ▶ Mixed housing ▶ Mixed-use ▶ Poorly maintained streets ▶ Houses not kept up to standards (2) ▶ Needs a vigorous neighborhood association to set and enforce standards ▶ Small lots ▶ Unwelcoming area ▶ Litigation has hampered any development

Options to Consider for Improvement

Options	1	2	3	4	5	6	Total	Rating
Improve the public streetscape through improvements in the right-of-way such as additional landscaping, overhead utility relocation, street lighting, or standardized street furniture.		1	1		2	3	33	5.50
Establish a public or private 'park' as a visual enhancement, an informal gathering place, an official event forum, or for active recreation.	1	3			1	2	24	4.00
Adjust use of the land or building by allowing an increase in size of buildings, an increase in activity, or an increase in land coverage.	1	1	3	1		1	22	3.67
Coordinate architectural elements of buildings and landscape to create a distinguishable business district.		1	3		1	2	28	4.67
Improve connectivity between buildings or activities to create a cohesive, accessible business district.			3	1	1	2	30	5.00

Other Ideas for this Location

- ▶ Private neighborhood—residents need to take control
- ▶ Consider changing land use from residential to commercial
- ▶ Discourage McMansions in this area
- ▶ Carefully and completely consider a plan for this area

Location 6: The Quarry

Personal Perspective

Pleasing Aspects	Displeasing Aspects
<ul style="list-style-type: none"> ▶ Great opportunity for residential and mixed used (2) ▶ Include with gateway or trail project ▶ Great possibilities ▶ Great opportunity for a park (should be accessible to all Frontenac residents, not just immediate neighborhood) 	<ul style="list-style-type: none"> ▶ Accessibility is a huge issue (2) ▶ Ineffectively used today ▶ No sidewalks ▶ Contamination issues

Options to Consider for Improvement

Options	1	2	3	4	5	6	Total	Rating
Establish a public or private 'park' as a visual enhancement, an informal gathering place, an official event forum, or for active recreation.	2			1	1	4	35	4.38
Add a paved walking/biking trail as a connection and to take advantage of the landscape.	2			1	1	4	35	4.38
Adjust use of the land or building by allowing an increase in size of buildings, an increase in activity, or an increase in land coverage.	7			1			11	1.38

Other Ideas for this Location

- ▶ Good green trail opportunity
- ▶ Nice location for villas
- ▶ Perfect park area
- ▶ Consider residential area
- ▶ Conduct environmental study to determine the risks

Location 7: Conway and Lindbergh

Personal Perspective

Pleasing Aspects	Displeasing Aspects
<ul style="list-style-type: none"> ▶ Established business (Tap Room) ▶ Prime real estate 	<ul style="list-style-type: none"> ▶ Poor use of property ▶ Mixed zoning ▶ Dilapidated buildings (2) ▶ Blighted service station ▶ Underutilized area ▶ No sidewalks ▶ Incompatible with other Frontenac areas ▶ Inaccessible from Lindbergh

Options to Consider for Improvement

Options	1	2	3	4	5	6	Total	Rating
Create a gateway or prominently marked city entryway.	1	1	3		1	1	23	3.29
Add or improve sidewalks to create an environment safe for pedestrians.	1		1			3	22	3.14
Adjust use of the land or building by allowing an increase in size of buildings, an increase in activity, or an increase in land coverage.	3					4	27	3.86
Coordinate architectural elements of buildings and landscape to create a distinguishable business district.	1	1			2	3	31	4.43

Other Ideas for this Location

- ▶ Ideal location for redevelopment
- ▶ Appease neighbors with more park type buffer
- ▶ Blight area and change zoning

Introduction

The City of Frontenac held its second public planning event to solicit feedback for the City's Community Plan on Tuesday, April 11 and Thursday, April 20. Over 70 residents attended the Community Planning Workshop at the Ladue Early Child Center. Scott Schanuel, the project manager from Woolpert, Inc., and Jessica Perkins from Vector Communications began the evening by summarizing the results of the existing conditions analysis, the community survey and the visioning workshop. Following the presentations, the residents were divided into smaller groups where they:

- Discussed the characteristics of the most preferred and least preferred images from the visual preference survey;
- Ranked community character, transportation, infrastructure, commercial and residential goals; and
- Suggested strategies to attain each of the most desired goals.

From the visual preference survey results, residents continued to validate the community survey results by stating that they preferred a community with greenspace, trees and sidewalks (along public arterials).

- Character-wise, residents desire a more defined entrance into the city, especially at Clayton and Lindbergh. Residentially, most like the character of Frontenac; however, they feel that character is not implemented consistently in commercial and retail zones.
- Commercially, residents desire mixed-use properties that promote and invite pedestrian travel and socializing. They desire more resident or neighborhood convenience services, such as a bookstore, cleaners and casual dining restaurant.
- Residentially, residents desire architecturally and cost diverse homes that are scaled to the neighborhood.
- With respect to transportation and facilities, residents want to enhance major arterials by making the pedestrian-friendly (paved crosswalks, additional lighting and traffic calming mechanisms).

Prior to this public event, the consultants used the survey results and the feedback provided at the Visioning Workshop to develop goal statements. The most desired goals, as expressed by residents through ranking, are:

Community Character

- Contribute to community identity by establishing gateways and streetscape improvements along public streets.
- Maintain current balance (**residents changed to "improve or change"**) of greenspace on both public and private property through landscaping requirements and tree preservation.
- Improve communications between residents, neighborhood trustees, and City elected/appointed officials.

Transportation & Infrastructure

- Improve on-street and street right-of-way safety for pedestrians and cyclists.
- Enhance the streetscape of public streets through improved landscaping and standardized fixtures.
- Improve off-street pedestrian connectivity via sidewalks and trails.

Commercial

- Ensure upscale character and architecture of commercial buildings.
- Require high quality landscape design for existing and future commercial developments.
- Prepare design criteria for Frontenac's identified business districts.

Residential

- Encourage a variety of housing types that allows residents to remain in Frontenac throughout their lifetime and across multiple stages of housing need (first home, family home, empty nest, retirement).
- Encourage renovation/expansion as opposed to tear down/rebuild of existing homes.
- Require design of new homes to be comparable in scale and character to surrounding homes.

For each of the most desired goals, residents assisted the consultants by suggesting potential strategies. Those strategies, as well as the full ranking of goals can be found in the remainder of this summary. The strategies found in this document represent a “wish list” of alternatives and as such, the consultants will evaluate all strategies based on financial, operational and regulatory feasibility.

Visual Preference Characteristics

Most Liked



- Mature trees and greenspace
- Absence of cars on the street
- Character
- Serene and peaceful
- Setbacks
- Buried utilities
- Looks safe for walking
- Pleasant
- Unified
- Inviting and appealing



- Mature trees and greenspace
- Serene and peaceful
- Setbacks
- Buried utilities
- Wide curving sidewalk
- Pedestrian friendly
- Safety component with separation between street and sidewalk

Least Liked



- Unsafe for pedestrians (lack of sidewalks)
- Lacks shoulder for emergencies
- Excessive amount of concrete and asphalt (required for major arterials)
- Exposed utilities
- Lack of landscaping
- Lacks bike path
- Suited only for vehicular traffic



- Blind bend that impairs vision
- Scary
- Likes fifth lane (beneficial for Lindbergh Road)
- Exposed utilities
- Lacks lighting
- Out of character for Frontenac

Goal Ranking

Average is based on the number of participating small groups (8).

Goal	Total	Average
<ul style="list-style-type: none"> Contribute to community identity by establishing gateways and streetscape improvements along public streets. 	41	5.13
<ul style="list-style-type: none"> Maintain current (changed to “improve or change” by attendees) balance of greenspace on both public and private property through landscaping requirements and tree preservation. 	38	4.75
<ul style="list-style-type: none"> Improve communications between residents, neighborhood trustees, and City elected/appointed officials. 	26	3.25
<ul style="list-style-type: none"> Establish indoor and outdoor community gathering places through a city park or private venues. 	19	2.38
<ul style="list-style-type: none"> Help foster a sense of community and family orientation through programs and events that bring residents together. 	10	1.25

Location and Strategy *(Number denotes the number of small groups where location and/or strategy was mentioned)*

Goal	Location	Strategy
Contribute to community identity by establishing gateways and streetscape improvements along public streets.	<ul style="list-style-type: none"> Frontenac Plaza area 	<ul style="list-style-type: none"> Erect impressive and consistent signage declaring entry into the city Create an architectural review board to assist with developing and enforcing design and regulations
	<ul style="list-style-type: none"> Clayton Road at Lindbergh 	<ul style="list-style-type: none"> Replicate lanterns at La Chateau along common areas Add lighting to every public and major arterial Add hardscape (signage, patterned crosswalks) to symbolize entry Limit setbacks at Clayton and Lindbergh Add wrought iron gates on either side of major arterials
	<ul style="list-style-type: none"> Town & Country into Frontenac West 	<ul style="list-style-type: none"> Erect metal filigree archway that crosses both lanes of the road/arterial
Maintain current (changed to “improve or change” by attendees) balance of greenspace on both public and private property through landscaping requirements and tree preservation.	<ul style="list-style-type: none"> Along Clayton Road Throughout Frontenac (where appropriate) Only in public areas Tear-down lots → 	<ul style="list-style-type: none"> Initiate greenspace guidelines for new residential developments; require a certain percentage of greenspace Greenspace guidelines are enforced and violations are addressed Ensure tree preservation on in-fill housing when there is a tear-down Include arborist (certified) to assist with the cutting and trimming of trees

Goal	Location	Strategy
<ul style="list-style-type: none"> ● Improve communications between residents, neighborhood trustees, and City elected/appointed officials. 	<ul style="list-style-type: none"> ● Not Applicable 	<ul style="list-style-type: none"> ● Distribute survey results to residents via direct mail and e-mail. ● Distribute hard copy of survey at public meetings ● Make board and committee meeting minutes electronically accessible within one to two days of meetings ● Add “no tolerance” to speed limit signs ● Adhere to “leaf and stick” schedule ● Continue to have public engagement events ● Regularly update residents and appreciate the work of city officials ● Update website and maintain ● Sponsor concerts at Frontenac Plaza during the summer ● Initiate Frontenac Festival (May 20) ● Make Starbucks a gathering place
<ul style="list-style-type: none"> ● Establish indoor and outdoor community gathering places through a city park or private venues. 	<ul style="list-style-type: none"> ● Behind Huey Honda or the old quarry area ● City complex ● Commercial developments 	<ul style="list-style-type: none"> ● Add a park and community center ● Increase size of city hall to accommodate public meetings and events ● Transform trailer park into a community center and/or park ● Encourage commercial developers to include public gathering areas

Visual Preference Characteristics

Most Liked



- Peaceful and soothing with the sounds of running water
- Open, green space
- Park-like
- Good place for relaxing
- Wildlife (but should be limited to this area)
- Implies recreation
- Negative – may require additional maintenance



- Sense of welcome
- Pedestrian friendly area
- Greenspace and attractive trees and bushes
- Upscale as indicated by paved walkway, character lighting and clock
- Peaceful

Least Liked



- Implies a malodorous, unsafe, rodent and insect infested area
- Hazardous
- Industrial and toxic looking
- Devalues surrounding property
- Unnatural-looking (too built up)



- Lacks character and interesting architecture
- Sterile and lacking landscape
- High profile (height)
- Unappealing (too much concrete and blacktop)

Goal Ranking



Average is based on the number of participating small groups (8).

Goal	Total	Average
<ul style="list-style-type: none"> Improve on-street and street right-of-way safety for pedestrians and cyclists. 	33	4.71
<ul style="list-style-type: none"> Enhance the streetscape of public streets through improved landscaping and standardized fixtures. 	32	4.57
<ul style="list-style-type: none"> Improve off-street pedestrian connectivity via sidewalks and trails. 	26	3.71
<ul style="list-style-type: none"> Update municipal complex (city hall, fire department and police department). 	18	2.57
<ul style="list-style-type: none"> Establish a program to reduce traffic noise, particularly along Interstate 64 and Geyer Road. 	9	1.29

Location and Strategy *(Number denotes the number of small groups were location and/or strategy was mentioned)*

Goal	Location	Strategy
Improve on-street and street right-of-way safety for pedestrians and cyclists.	<ul style="list-style-type: none"> Frontenac Plaza at Clayton Road 	<ul style="list-style-type: none"> Create pedestrian overpass or bridge Implement a signalized cross walk
	<ul style="list-style-type: none"> Clayton Road 	<ul style="list-style-type: none"> Change lane to easy right (eastbound) Add textured crosswalk at Frontenac Plaza entrance
	<ul style="list-style-type: none"> Geyer and Clayton Roads 	<ul style="list-style-type: none"> Remove curbs
Enhance the streetscape of public streets through improved landscaping and standardized fixtures.	<ul style="list-style-type: none"> Clayton at Lindbergh and west to Frontenac Grove and city complex Clayton at Frontenac Plaza German Boulevard Geyer Road 	<ul style="list-style-type: none"> Bury utilities Enhance area with a landscaped median Add sidewalks (from Clayton @ Frontenac to La Chateau) Add consistent character-like lighting at major intersections
Improve off-street pedestrian connectivity via sidewalks and trails.	<ul style="list-style-type: none"> Along Clayton Road Spoede Road (east and west) Conway Road 	<ul style="list-style-type: none"> Add sidewalks Where possible, tie newly developed properties between subdivisions
Update municipal complex (city hall, fire department and police department). <i>As noted from the ranking this was not a high priority by all small groups. However, some groups offered strategies.</i>	<ul style="list-style-type: none"> Current location 	<ul style="list-style-type: none"> Conduct tours or events at the complex so that residents understand the facility's obsolescence.

Visual Preference Characteristics

<i>Image and Degree of Desirability</i>	<i>Reasons for Degree of Desirability</i>	
<p><i>Most Liked</i></p> 	<p>Mixed opinions – some attendees desired this image and others did not</p>	
	<p>Desired</p> <ul style="list-style-type: none"> ● Traditional architecture suited to Frontenac ● Off-street parking ● Varied elevations ● Appealing French, old style architecture ● Classic timeless look ● Sophisticated ● Unique and charming ● Detailed and compatible with Frontenac 	<p>Undesired</p> <ul style="list-style-type: none"> ● Lacks streetscape, trees ● La Chateau services do not cater to residents' needs ●
	<ul style="list-style-type: none"> ● Pedestrian friendly with amenities (benches) ● Neo-traditional, yet modern ● Street level activity ● Hidden parking ● Landscaped and softened by plants ● Cozy and inviting ● Community oriented 	<ul style="list-style-type: none"> ● Uniform and compatible architecture ● Connected ● Town center feel ● Textured pavement ● A destination ● Dislike – may not be senior friendly
<p><i>Least Liked</i></p> 	<ul style="list-style-type: none"> ● On-street parallel parking ● Visually unappealing ● Lacks greenspace ● Lacks setback ● Isolated looking ● Too dense ● Exposed utilities ● Non-inviting ● Excess to the street from cars is dangerous ● Dangerous (inconspicuous crosswalk) 	
	<ul style="list-style-type: none"> ● Cold and sterile ● Lacks commercial/retail integration ● Dense development ● Lacks landscaping ● Style incompatible with Frontenac ● Lacks charm ● Classic suburban commercial park 	

Goal Ranking

Average is based on the number of participating small groups (8).





Goal	Total	Average
<ul style="list-style-type: none"> Ensure upscale character and architecture of commercial buildings. 	39	4.88
<ul style="list-style-type: none"> Require high quality landscape design for existing and future commercial developments. 	38	4.75
<ul style="list-style-type: none"> Prepare design criteria for Frontenac’s identified business districts. 	28	3.50
<ul style="list-style-type: none"> Attract upscale retailers and restaurants to Frontenac’s existing commercial areas. 	23	2.88
<ul style="list-style-type: none"> Encourage mixed-use development of commercial areas (retail, office, restaurant, residential). 	16	2.00
<ul style="list-style-type: none"> Optimize use of space and tax-generating potential within existing commercial areas. 	15	1.88

Location and Strategy

Goal	Location	Strategy
Ensure upscale character and architecture of commercial buildings.	<ul style="list-style-type: none"> Everywhere 	<ul style="list-style-type: none"> Establish neo-traditional design guidelines for building facades, materials and landscape Ensure that architecture is compatible with surrounding buildings Create design standards for parking facilities (architecturally attractive and compatible) or underground
Require high quality landscape design for existing and future commercial developments.	<ul style="list-style-type: none"> Lindbergh to La Chateau 	<ul style="list-style-type: none"> Encourage compatible and consistent architecture, scale, orientation and landscaping (voluntary conversion only)
	<ul style="list-style-type: none"> N. Lindbergh at West End Park 	<ul style="list-style-type: none"> Assemble land in a comprehensive manner so that design is not fragmented
	<ul style="list-style-type: none"> Conway/Lylewood at Lindbergh 	<ul style="list-style-type: none"> Encourage developer-initiated/city supported transitions of property development
	<ul style="list-style-type: none"> All commercially zoned areas 	<ul style="list-style-type: none"> Combine landscape and architecture design criteria together for any “planned” commercial area
Prepare design criteria for Frontenac’s identified business districts.	<ul style="list-style-type: none"> All commercially zoned areas 	<ul style="list-style-type: none"> Ensure common characteristics for all business districts; includes paving materials, greenspace and sidewalks
Maintain commercial viability by engaging retailers and owners. <i>(Created by attendees at public meeting.)</i>	<ul style="list-style-type: none"> Plaza Frontenac retailers La Chateau retailers 	<ul style="list-style-type: none"> Demonstrate the value of having businesses in Frontenac by working with the Chamber of Commerce Co-sponsor sales and special events Hold street and/or art fairs

Goal	Location	Strategy
Attract upscale retailers and restaurants to Frontenac's existing commercial areas.	<ul style="list-style-type: none"> • Conway at Lindbergh • Clayton at Lindbergh • German at Lindbergh 	<ul style="list-style-type: none"> • Develop retail services (coffee shop, cleaners, casual dining, bookstore) to support residents

Visual Preference Characteristics

<p><i>Most Liked</i></p> 	<ul style="list-style-type: none"> ● Residents had divergent views about this home <ul style="list-style-type: none"> ○ Likes – new and updated ○ Dislikes – Consumes too much of the lot and destroys vegetation ● Good design if constructed properly ● Adds to the tax base
	<ul style="list-style-type: none"> ● Residents had divergent views about this home <ul style="list-style-type: none"> ○ Likes – large lot with extensive set-back ○ Dislikes – outdated, needs maintenance and landscaping ● Traditional Frontenac residence (1950's) ● Ideal for older residents and multi-generational families ● Ranches provide a sustainable market ●
<p><i>Least Liked</i></p> 	<ul style="list-style-type: none"> ● On-street parking ● Density ● Lacks open, green space ● Out of character for Frontenac (maybe found in Webster or Kirkwood) ● Too urban
	<ul style="list-style-type: none"> ● Out of character for Frontenac ● Inhospitable, sterile environment ● Lack landscaping ● Unattractive

Goal Ranking

Average is based on the number of participating small groups (8).

Goal	Total	Average
Encourage renovation/expansion as opposed to tear down/rebuild of existing homes.	38	4.75
Encourage a variety of housing types that allows residents to remain in Frontenac throughout their lifetime and across multiple stages of housing need (first home, family home, empty nest, retirement).	38	4.75
Require design of new homes to be comparable in scale and character to surrounding homes.	35	4.38
Regulate impacts of construction, such as erosion, heavy vehicle traffic, and long durations of inactive construction sites.	34	4.25
Improve the family orientation of Frontenac through design, i.e. neighborhoods connected to neighborhoods, neighborhoods connected to schools.	6	.75

Location and Strategy *(Number denotes the number of small groups where location and/or strategy was mentioned)*

Goal	Location	Strategy
Encourage renovation/expansion as opposed to tear down/rebuild of existing homes.	<ul style="list-style-type: none"> All tear down lots 	<ul style="list-style-type: none"> Continue residential uniqueness by limiting same house in different locations Conduct a trustee education program to help with developer negotiations Create a city-wide architectural review board Increase building permit fees to add revenues and discourage tear down
Encourage a variety of housing types that allows residents to remain in Frontenac throughout their lifetime and across multiple stages of housing need (first home, family home, empty nest, retirement).	<ul style="list-style-type: none"> Quarry area Exclusive of single-family residential areas Clayton Road (east of Spoede) 	<ul style="list-style-type: none"> Develop high-end single story villas, not too dense Consider more ranch-style housing
Require design of new homes to be comparable in scale and character to surrounding homes.	<ul style="list-style-type: none"> All tear down lots 	<ul style="list-style-type: none"> Continue residential uniqueness by limiting same house in different locations Limit FAR
Regulate impacts of construction, such as erosion, heavy vehicle traffic, and long durations of inactive construction sites.		<ul style="list-style-type: none"> Require and enforce timely construction Evaluate stormwater implications with new developments Require construction deposits to motivate timely construction completion Conduct a trustee education program to help with developer negotiations and requirements

Specific to one small group: Disagreement with goals – “Frontenac is fine as it is; city government should stay out of people’s property rights; happy people stay home”.

Appendix C

Demographic and Real Estate Market Overview

ERA

Economics Research Associates

Draft Report

**Demographic and Real Estate Market
Overview**

Submitted to:

**City of Frontenac
Woolport, Inc.**

Submitted by:

Economics Research Associates

May 22, 2006

ERA Project Number: 16419

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Market Assessment

Introduction

ERA was engaged by Woolpert, Inc., through their contract with the City of Frontenac, Missouri to perform a market assessment to assist in the city's comprehensive planning effort. ERA's task was to provide an overview of Frontenac's demographic conditions and trends, and an evaluation of the St. Louis regional retail and office real estate markets. The assessment includes the following elements:

Demographic Profile – Provides historic population trends and growth rates, age distribution information, income conditions and trends, and data on educational attainment for Frontenac, neighboring communities, and surrounding areas.

Retail Market Assessment – Provides an inventory of the current retail establishments operating in Frontenac, compares the city's retail market with neighboring communities, assesses retail trends, and evaluates the overall strength of the retail market.

Office Market Assessment – Provides information on the total inventory of office space in the St. Louis region, the Central St. Louis County Submarket, and the City of Frontenac. Also, includes information on office market trends, deliveries, and vacancy rates.

Demographic Assessment

The following table summarizes population trends for the City of Frontenac and related jurisdictions between 1970 and 2004. Overall, the St. Louis MSA has experienced below average population growth compared to Missouri and the Nation, but there is significant variation among the jurisdictions within the region. Although the City of St. Louis has experienced a large population loss over the last 35 years, growth in other areas of the region have offset this decline to result in a basically stable population for the MSA as a whole.

Population Change 1970-2004

Jurisdiction	1970	1990	2000	2004	1970-1990	1990-2004
					CAGR	CAGR
United States	203,302,037	248,709,873	281,421,906	285,691,501	1.01%	1.00%
Missouri	4,677,623	5,117,073	5,595,211	5,586,114	0.45%	0.63%
Jefferson County	105,248	171,380	198,099	210,397	2.47%	1.48%
St. Charles County	92,954	212,907	283,883	320,734	4.23%	2.97%
St. Louis County	951,671	993,529	1,016,315	1,009,235	0.22%	0.11%
City of Brentwood	11,248	8,150	7,693	7,443	-1.60%	-0.65%
City of Creve Coeur	8,967	12,304	16,500	16,642	1.59%	2.18%
Crystal Lake Park	356	506	457	453	1.77%	-0.79%
City of Des Peres	5,333	8,395	8,592	8,607	2.29%	0.18%
City of Frontenac	3,920	3,374	3,483	3,498	-0.75%	0.26%
City of Huntleigh	714	392	323	333	-2.95%	-1.16%
City of Ladue	10,491	8,847	8,645	8,305	-0.85%	-0.45%
City of St. Louis	622,236	396,685	348,189	332,662	-2.23%	-1.25%
Westwood Village	311	309	284	294	-0.03%	-0.35%
St. Louis MSA	2,551,274	2,444,099	2,603,607	2,620,334	-0.21%	0.50%

Source: U.S. Census

The above table shows that the highest growth in the region is occurring in St. Charles County and Jefferson County, which have experienced annual population growth rates of 2.97% and 1.48% respectively between 1990 and 2004. Frontenac experienced a population loss between 1970 and 1990 but has recouped some of that decline in recent years and is, according to current estimates, currently experiencing a slight population increase. Some of the municipalities adjacent to Frontenac such as Des Peres and Crystal Lake Park have seen population growth during the period from 1970 to 2004, while others such as Huntleigh and Ladue have experienced population declines.

Per Capita Income Change

The following table summarizes the per capita income trends for Frontenac and comparable jurisdictions between 1989 and 2005. At \$73,766, Frontenac's estimated 2005 per capita income is roughly three times the national, state, and MSA per capita incomes. Notably, while overall incomes are significantly above average, rates of income growth have been slow, well below rates of inflation, which may correlate with modest population growth and a generally older population. Based on experience, rates of income growth that are below inflation (around 3%) can be viewed with modest concern in some cases.

Per Capita Income Trends, 1989-2005

Jurisdiction	1989	1999	2005 estimate	CAGR 1989- 1999
United States	\$14,420	\$21,587	\$26,919.75	4.12%
Missouri	\$12,989	\$19,936	\$25,172.00	4.38%
Jefferson County St. Charles County	\$12,226	\$19,435	\$24,967.22	4.74%
St. Louis County	\$15,366	\$23,592	\$29,793.03	4.38%
Creve Coeur	\$18,625	\$27,595	\$34,233.69	4.01%
Crystal Lake Park	\$38,831	\$47,905	\$54,004.88	2.12%
City of Des Peres	\$41,772	\$55,596	\$65,270.06	2.90%
City of Frontenac	\$27,276	\$40,916	\$51,075.81	4.14%
City of Huntleigh	\$50,982	\$64,532	\$73,766.06	2.38%
City of Ladue	\$65,151	\$104,420	\$134,681.94	4.83%
City of St. Louis	\$61,925	\$89,623	\$109,874.56	3.77%
Town & Country Westwood Village	\$10,798	\$16,108	\$20,051.83	4.08%
St. Louis MSA	\$45,021	\$69,347	\$87,715.38	4.41%
	\$74,806	\$80,990	\$84,865.07	0.80%
	\$14,917	\$22,698	\$28,536.52	4.29%

Source: U.S. Census

Note: 2005 estimate based on extrapolation from 1989-1999 trend

Median Age/Avg. HH Size

The following table shows that Missouri and the St. Louis MSA as a whole have smaller average household sizes and older median ages than the nation. However, some jurisdictions within the region have average household sizes that are significantly above the national mean. These include Jefferson and St. Charles Counties, which have average households of 2.74 and 2.76 persons respectively, and the city of Des Peres, which has an average household size of 2.83. Frontenac's average of 2.67 indicates that the community has larger households than the nation but smaller than several surrounding jurisdictions. The larger average household size also reflects the reality that Frontenac has no multi-family housing, and that most residents live in single-family homes, which would logically boost household size factors. Consistent with the above income factors, ERA notes that Frontenac's median age of 46 is significantly higher than the national, state, and regional medians. However, the city's median age is somewhat lower than those of neighboring communities of Huntleigh and Ladue.

Median Age / Average Household Size, 2000

Jurisdiction	Median Age	Ave HH Size
United States	35.3	2.59
Missouri	36.1	2.48
Jefferson County	34.9	2.74
St. Charles County	34.3	2.76
St. Louis County	37.5	2.47
City of Brentwood	35.6	1.96
City of Creve Coeur	43.1	2.29
City of Crystal Lake Park	47.4	2.24
City of Des Peres	42.4	2.83
City of Frontenac	46	2.67
City of Huntleigh	48.6	2.65
City of Ladue	47.7	2.51
City of St. Louis	33.7	2.3
City of Town and Country	46.7	2.69
Westwood Village	49.5	2.37
St. Louis MSA	36	2.52

Source: U.S. Census

Population by Age

The following table summarizes population by age factors for noted jurisdictions in 2000. The table shows that Frontenac's largest age cohort is the under 14 group which is 21.85% of the total population. Perhaps more importantly, Frontenac has above average percentages in the older brackets, with 13% of population in the 55-64 bracket, 12% of population between 65-74 and 9% above 75, all of which are above related benchmarks. Frontenac has significantly below average percentages of late teenagers/young adults and 25 to 34 year olds compared to other areas.

Population by Age, 2000

Age Segment	United States	Missouri	Jefferson County	St. Charles County	St. Louis County	St. Louis MSA	City of Frontenac
Under 14	21.41%	21.11%	23.07%	24.23%	20.80%	21.76%	21.85%
15-24	13.92%	13.99%	13.38%	12.91%	12.66%	13.28%	7.90%
25-34	14.18%	13.20%	13.76%	13.97%	12.64%	13.32%	3.93%
35-44	16.04%	15.86%	18.08%	18.58%	16.34%	16.61%	14.18%
45-54	13.39%	13.27%	13.79%	13.56%	14.36%	13.55%	17.08%
55-64	8.63%	9.07%	8.73%	7.99%	9.11%	8.59%	13.87%
65-74	6.54%	7.03%	5.35%	5.09%	7.25%	6.74%	12.12%
75 and above	5.90%	6.47%	3.83%	3.66%	6.85%	6.14%	9.07%

Source: U.S. Census

Educational Attainment

The following table summarizes overall educational attainment factors for noted jurisdictions. The table shows that Frontenac is well above national and state averages in the percentage of residents who have either a bachelor's or post-graduate degree, with 35% of the city's residents having attained a bachelor's degree and 36% having an advanced degree. Only 1.6% of adults in Frontenac do not have a high school degree and 6.6% received no education beyond high school. Overall, Frontenac has unusually high levels of educational attainment. The comparisons are notable, given that the national average for attainment of an advanced degree is about 9% of the population.

Educational Attainment, 2000 25+ years old

Attainment Level	United States	Missouri	Jefferson County	St. Charles County	St. Louis County	St. Louis MSA	City of Frontenac
0-Some HS	19.60%	18.68%	20.64%	10.86%	12.04%	16.61%	1.59%
HS Grad	28.63%	32.73%	36.34%	29.61%	23.99%	28.67%	6.61%
Some College	21.05%	21.93%	23.96%	26.04%	22.74%	23.20%	16.87%
Associates Degree	6.32%	5.08%	6.92%	7.15%	5.82%	6.19%	3.81%
Bachelor's Degree	15.54%	13.97%	8.46%	18.50%	22.03%	16.11%	35.12%
Advanced Degree	8.86%	7.61%	3.68%	7.83%	13.38%	9.22%	36.00%

Source: U.S. Census

Demographic Conclusions

- Frontenac experienced a population decline from 1970 to 1990 but recovered some of that loss between 1990 and 2004. During the last 5 years, Frontenac's population has increased slightly but essentially appears to be stable. Among its neighbors, only Des Peres and Creve Coeur also experienced population gain since 1990.
- Frontenac's per capita income is very high compared to national, state, and MSA benchmarks. However, the rate of income growth in the community was below average between 1989 and 1999. The neighboring communities of Huntleigh, Town & Country, and Ladue have higher per capita incomes than Frontenac, and had greater income growth between 1989 and 1999.
- The median age in Frontenac is more than 10 years older than the medians for the nation, state, and St. Louis MSA, and is in the middle compared to neighboring communities.
- The higher average household size in Frontenac reflects the fact that the community is almost entirely made up of single family homes, raising the question of where people who want to stay in the community will need to move to when they desire a smaller or maintenance-free residence (for retirement, perhaps).
- The two fastest growing segments of Frontenac's population between 1990 and 2000 were the very old (age 75 and above), and the very young (under 15). The 15-24 and 25-34 age brackets decreased at the fastest rates. In 2000, Frontenac trailed benchmarks in the 15-24, 25-34, and 35-44 age brackets and exceeded benchmarks in the 45-54, 55-64, 65-74, and 75+ age brackets.
- As noted above, Frontenac has unusually high levels of educational attainment compared to national, state, and MSA benchmarks.
- Today, Frontenac demographically can be categorized as a stable, wealthy, educated, older, family-oriented inner suburban community.

Retail Market Overview

Area Retail Inventory

The following table shows the total inventory of regional and super-regional, neighborhood and community, and big box retail space within a 5-mile radius of Frontenac in 2005. The total retail inventory for this area is 9,463,000 square feet. The estimated 2005 population for this area is 189,000 indicating that there is roughly 50 square feet of retail per capita within five miles of Frontenac, which is significantly greater than the national average of 20 square feet of retail space per capita.

Retail Level	Square Footage
Regional or Super Regional Center	3,919,942
Neighborhood and Community Center	4,346,078
Big Box	1,196,934
Total	9,462,954

Sources: National Research Bureau 2006 Shopping Center Directory,
Pace Properties 2003 St. Louis Shopping Centers, ESRI Business Solutions

Frontenac Retail Inventory

A modest portion of the five-mile retail inventory is located within Frontenac's boundaries. The following table shows the total retail inventory of approximately 600,000 square feet for the city. There are four major shopping centers located within Frontenac with the largest being the Plaza Frontenac, which is 443,134 square feet. Plaza Frontenac is notable for its very upscale tenant mix, with both Neiman Marcus and Saks as anchors, as well as other brands such as Williams-Sonoma, Pottery Barn, and Tiffany. The center includes a relevant entertainment component, with a 6-screen cinema and several restaurants. Frontenac's 2005 population is estimated at 3,500 residents, which indicates that the city contains approximately 175 square feet of retail space per capita, significantly exceeding the national average of 20 square feet per person.

Shopping Center	Square Footage
The Lindbergh Shoppes	24,766
Ladue West Shopping Center	59,490
Le Chateau Village	85,000
10460 German Blvd	3,785
Plaza Frontenac	443,134
Total	616,175

Sources: CoStar Retail Report for the City of Frontenac, National Research Bureau
Shopping Center Directory 2006

Retail Pull Factor Analysis

In order to gain a greater understanding of the strength of the retail market in Frontenac and the surrounding area, ERA calculated the retail “pull factors” of the communities in the area. Pull factors calculate the ratio of retail sales to income for a community and compares this to the statewide ratio. A pull factor that is greater than one indicates that a community is drawing in more retail sales from residents of other areas than it is losing from its own residents spending in other communities. The following tables show the pull factors for Frontenac and its surrounding jurisdictions. Frontenac’s high pull factor indicates that the amount of money non-residents spend in the city is significantly greater than the amount of spending generated by Frontenac residents. The factors are influenced by the strong income levels in the area as well.

Total Retail Pull Factors (2005)

Jurisdiction	Year Taxable Sales Total	Per Cap Inc.* Pop	Pull Factor
Creve Coeur	\$450,885,638	\$898,749,267	1.02
Crystal Lake Park	\$412,954	\$29,567,338	0.03
Des Peres	\$538,043,400	\$439,609,508	2.48
Frontenac	\$181,032,071	\$258,033,694	1.42
Huntleigh	\$359,661	\$44,849,085	0.02
Ladue	\$169,966,418	\$912,508,225	0.38
City of St. Louis	\$4,146,107,322	\$6,670,481,259	1.26
Town and Country	\$274,013,427	\$951,799,599	0.58
Westwood	\$2,576,275	\$24,950,332	0.21
St. Louis County	\$15,280,209,006	\$34,549,837,099	0.90
State of Missouri (Benchmark)	\$69,401,393,932	\$140,613,665,605	1.00

Source: Missouri Department of Revenue; U.S. Census; ESRI

The following table identifies pull factor changes between 2000 and 2005. Frontenac’s pull factor has increased slightly during this period with a slight increase from 1.38 to 1.42. The table also highlights other regional comparisons. For example, the St. Louis County factor decreased slightly from 0.91 to 0.9, which is notable given the resident base in the County, implying that a relevant share of spending is flowing to adjacent counties, as well as the City of St. Louis. St. Louis City has seen a recent surge in spending due to the development of several larger destination retail sites in the city. The decreasing pull factor for St. Louis County as a whole implies that this core market has become saturated. New sales growth in the County and its municipalities will have to come from residents living outside of St. Louis County.

With Frontenac’s location in St. Louis County, the community’s ability to draw additional retail sales will be dependent on Plaza Frontenac’s success in expanding penetration in higher income spending households in adjacent counties. Growth in the community’s pull factor is evidence of increased regional attraction.

Jurisdiction	2000 Pull Factor	2005 Pull Factor	Pull Factor Change (2000-2005)
Creve Coeur	1.29	1.02	-0.28
Crystal Lake Park	0.03	0.03	0.00
Des Peres	1.76	2.48	0.72
Frontenac	1.38	1.42	0.04
Huntleigh	0.02	0.02	0.00
Ladue	2.29	0.38	-1.91
City of St. Louis	0.27	1.26	0.99
Town and Country	0.65	0.58	-0.07
Westwood	0.70	0.21	-0.49
St. Louis County	0.91	0.90	-0.01

Source: Missouri Department of Revenue; U.S. Census

In addition to looking at the retail market as a whole, ERA computed pull factors for individual retail sectors in Frontenac. The following provides the pull factors for several market segments of the retail industry from 2003, 2004, and 2005. Overall, Frontenac is performing well in all of the sectors listed with pull factors consistently greater than 1.0.

Frontenac Pull Factors by Retail Categories

Retail Category	2003	2004	2005
General Merchandise	3.54	3.27	3.25
Automotive	2.05	11.90	9.68
Apparel	11.09	12.92	12.49
Furniture	6.40	2.36	2.28
Restaurants	1.80	1.19	1.61
Miscellaneous Retail	1.47	1.15	1.28

Sources: City of Frontenac, Missouri Department of Revenue, ESRI Business Solutions

The city has a particularly strong apparel pull factor indicating that Frontenac is a regional destination for clothing shopping, which is consistent with the strong fashion element of Plaza Frontenac, supported by tenants ranging from J. Crew to Talbot's and J. Jill.

National Retail Context

ERA notes several key national trends that are particularly relevant to the local situation:

- The Internet continues to absorb market share from traditional retail formats. Between 1992 and 2005 Internet retailing increased from 2.4% to 5.7% of total retail sales, representing growth from about \$35 billion in 1992 to more than \$160 billion in 2004. While the allocation of retail sales to the Internet is of little concern to national retailers, the same cannot be said for communities that support retail space and see sales dollars and taxes flow elsewhere.
- Since 1992, while overall retail sales have increased at about 4% per year, retail sales generated by warehouse clubs and superstores has grown by about 14% per year, greater than rates of growth for Internet shopping, which have increased at about 11% per year, again since 1992. Wal-Mart in particular has been driving the superstore trend.
- Recent and current energy cost increases for oil, natural gas, and gasoline tend to have the strongest impact on low to middle income residents, diverting a share of potential retail spending into energy. While historic spikes in energy prices have been short-lived, changing international economic conditions would tend to point to a future with higher energy prices.
- Traditional grocery stores and department stores have increasingly been on the short end of the stick, losing market share to warehouse clubs. Over the noted period, the grocery store share of total per capita retail sales decreased from 25% to 18% of total sales. For department stores, the decrease was from 13% down to 8% of total per capita retail sales.
- Retailers in general are also reacting to changing spending patterns driven by new technologies related to broadband access and cell phones, which have in the past 2 to 3 years had a relevant impact on personal spending choices. ERA notes the emergence of things such as TiVo, XM Satellite Radio, iTunes, and Netflix, which are beginning to significantly impact disposable income choices. The specific impact of broadband access, combined with service such as Netflix, is expected to have a significant impact on the profitability of traditional Video rental stores, a standard anchor of many neighborhood retail centers.
- Nationally, shopping center owners are awaiting the expected fallout from the recent May / Federated department store merger, which is expected to result in a number of traditional department store anchors going vacant. As well, the recent Sears / Kmart merger is also raising questions about the future of these formats.
- Retailers are also responding to shifting tastes, with one result being the emergence of a new retail shopping center category, called the lifestyle center. This product lacks the traditional department store anchors found in most malls, and instead focuses on a mix of restaurants, entertainment, and other destination oriented retail to draw shoppers. Related to above is the general growth of emphasis on lifestyle / entertainment oriented retail development, linked with the related re-emergence of downtown markets as focal points for this kind of retail activity.

The following table summarizes several notable shifts in national per capita retail spending between 1992 and 2005, showing the retail segments that have kept pace with overall growth in retail sales, and the segments that have lagged behind. The table highlights the nature of key shifts in retailing away from traditional grocery stores, clothing stores, and conventional department stores, and toward superstore, bookstore, and Internet shopping outlets.

National Per Capita Retail Spending Shifts

Retail Segment	1992	2004	Annual Growth	1992 Share	2005 Share	Change
Furniture and home furnishings stores	\$206	\$375	4.74%	3.6%	3.9%	0.3%
Electronics and appliance stores	\$168	\$339	5.56%	3.0%	3.5%	0.6%
Building mat. and garden equip. and supplies	\$515	\$1,103	6.04%	9.1%	11.5%	2.5%
Food and beverage stores	\$1,457	\$1,752	1.43%	25.7%	18.3%	-7.4%
Health and personal care stores	\$352	\$703	5.46%	6.2%	7.4%	1.1%
Clothing and clothing access. stores	\$472	\$680	2.86%	8.3%	7.1%	-1.2%
Sporting goods, hobby, book, music stores	\$193	\$276	2.78%	3.4%	2.9%	-0.5%
General merchandise stores	\$972	\$1,774	4.73%	17.2%	18.6%	1.4%
Department stores	\$711	\$743	0.34%	12.6%	7.8%	-4.8%
Discount dept. stores	\$360	\$441	1.56%	6.4%	4.6%	-1.8%
Other general merchandise stores	\$278	\$1,049	10.76%	4.9%	11.0%	6.1%
Warehouse clubs and superstores	\$157	\$914	14.51%	2.8%	9.6%	6.8%
Miscellaneous store retailers	\$219	\$374	4.22%	3.9%	3.9%	0.1%
Electronic shopping and mail-order houses	\$138	\$545	11.13%	2.4%	5.7%	3.3%
Food services and drinking places	\$798	\$1,338	4.06%	14.1%	14.0%	-0.1%
Total Retail Sales	\$5,659	\$9,555	4.11%	NA	NA	NA

Source: US Census

Retail Market Implications

- National retail trends reinforce the need for future retail projects to be unique and well planned, conceived from the start as lifestyle and entertainment destinations, potentially anchored or supplemented by residential development.
- There is currently an abundance of retail space located in the City of Frontenac and the immediate area. Frontenac contains 175 square feet of retail space for every resident of the city and the 5-mile area around Frontenac contains 50 square feet per person. These ratios of retail space to population greatly exceed the national average of 20 square feet per person.
- The high overall pull factor (1.42) and pull factors for specific retail categories reveal that Frontenac is a shopping destination that attracts residents of other communities. The pull factor for the apparel sector is particularly high (12.49), reflecting the influence of Plaza Frontenac as a regional retail destination.
- Although Frontenac has a strong retail market, the data does not necessarily support increasing the city's total retail inventory. Frontenac is a built-out community with a stable population, moderate income growth, and a large existing inventory of retail space. Abilities to further expand retail inventories would need to be linked with development of unique mixed use destinations that will appeal to a broader market in growing regional communities located outside of St. Louis County. Otherwise, with a declining County retail pull factor an argument can be made that competitive pressures on Frontenac's retailers will only continue to increase.

Office Market Overview

ERA studied overall conditions and trends in the St. Louis office market with a focus on Central St. Louis County and the Frontenac area. The office overview primarily relies on data from the Costar Office Report for St. Louis. The approach uses Costar's space definitions for Class A, B, and C office space:

- Class A – Classified as investment grade projects, generally non-speculative in nature, supporting the highest rents in the market with above average mechanical systems, amenities, and interior finishes.
- Class B – Considered to be more speculative investments compared to Class A, with average to good quality tenants, finishes, and amenities. Class B space attracts tenants more on price than on prestige.
- Class C – Includes older “no-frills” space with below average internal mechanical systems, elevators, and related amenities.

The following table shows the total inventory of class A, B, and C office space in seven primary submarkets of the St. Louis regional office market. The City of Frontenac is located in the Central County submarket, which has 24% of the total office space in the region. Of the seven submarkets, Central St. Louis County is second in terms of total office space with approximately 24.3 million square feet.

St. Louis Office Market Statistics, Year-End 2005

Market	Class A	Class B	Class C	Total Inventory	% of Total
Central County	7,740,762	10,981,290	5,593,388	24,315,440	24%
Illinois	459,957	2,032,420	3,407,784	5,900,161	6%
North County	2,873,991	6,274,504	3,558,898	12,707,393	13%
South County	675,984	2,892,499	1,635,778	5,204,261	5%
St. Charles County	2,093,700	3,087,076	1,930,511	7,111,287	7%
City of St. Louis	8,289,833	14,347,735	12,294,290	34,931,858	34%
West County	5,504,307	4,387,326	1,248,461	11,140,094	11%
Total	27,638,534	44,002,850	29,669,110	101,310,494	100%

Source: CoStar Office Report, Year-End 2005

Within the Central St. Louis County Submarket, the Kirkwood / Frontenac area contains 6.5% of the total office inventory or roughly 1.6% of the total inventory for the entire St. Louis region. The noted submarket contains a modest amount of Class A space (about 200,000 SF) along with a majority of older Class B and C inventory, a significant amount.

Central St. Louis County Office Market, Year-End 2005

Market	Class A	Class B	Class C	Total Inventory	% Of Ctr. St. Louis Co.	% Of Total St. Louis Market
Kirkwood/Frontenac	194,967	968,404	425,572	1,588,943	6.53%	1.57%
Brentwood/Maplewood	0	597,870	991,581	1,589,451	6.54%	1.57%
Clayton	4,344,645	2,551,645	2,132,642	9,028,932	37.13%	8.91%
Creve Coeur/Hwy-67	14,500	2,554,004	839,649	3,408,153	14.02%	3.36%
I-270/Maryland Heights	1,168,102	1,780,423	774,408	3,722,933	15.31%	3.67%
I-270/Olive Blvd	2,018,548	2,528,944	429,536	4,977,028	20.47%	4.91%
Total	7,740,762	10,981,290	5,593,388	24,315,440	100.00%	24.00%

Source: CoStar Office Report, Year-End 2005

From the above table, ERA also notes that the majority of inventory in Central County was in Clayton, with about 9 million square feet of space; 4.3 million square feet was in Class A buildings.

Recent Construction

Although the Central County Submarket contains only 24% of the total office inventory for the region, approximately 42% of the new construction of office buildings in the St. Louis area is occurring in Central County. In 2005, 296,200 square feet of office space was built or under construction in Central County making it easily the most active office market.

Office Construction Activity in St. Louis Metropolitan Area, Year-End 2005

Market	RBA	% of Total Construction	Preleased	% Preleased
Central County	296,200	42%	186,606	63%
West County	100,000	14%	49,000	49%
South County	48,200	7%	39,042	81%
North County	0	0%	0	0%
City of St. Louis	165,000	23%	165,000	100%
Illinois	0	0%	0	0%
St. Charles County	99,000	14%	49,500	50%
Total	708,400	100%	489,148	69%

Source: CoStar Office Report, Year-End 2005

Inventory Growth Trend

The following table shows the inventory growth trends for each of the submarkets in the St. Louis office market. From 2000 to 2005, Central County experienced a modest growth rate of 1.2% annually, reflecting the development of about 1.2 million square feet of space, or about 288,000 square feet per year. ERA understands that the Kirkwood / Frontenac submarket did not see development of office space during this period of time, although the \$11 million dollar, 49,212 square foot Frontenac Grove office/retail project is now under construction.

4-Year Inventory Growth Trend, St. Louis Office Market

Market	2000 4th quarter	2002 4th quarter	2005 4th quarter	2000-2005		
				Inventory Growth	Growth Per Year	Annual Growth Rate
Central County	22,874,873	24,137,228	24,315,440	1,440,567	288,113	1.2%
Illinois	4,874,598	5,549,760	5,900,161	1,025,563	205,113	3.9%
North County	11,113,827	12,500,939	12,707,393	1,593,566	318,713	2.7%
South County	4,699,952	5,119,207	5,204,261	504,309	100,862	2.1%
St. Charles County	4,248,828	5,773,565	7,111,287	2,862,459	572,492	10.9%
City of St. Louis	34,888,903	34,979,910	34,931,858	42,955	8,591	0.0%
West County	10,273,451	10,758,617	11,140,094	866,643	173,329	1.6%
Totals	92,974,432	98,819,226	101,310,494	8,336,062	1,667,212	1.7%

Source: CoStar Office Report, Year-End 2005

Vacancy Rates

As of the end of 2005, office vacancy rates in Central County were the highest among the submarkets in the St. Louis Region. The 12.7% vacancy rate was somewhat above the St. Louis average of 11.1%.

Vacancy Rates, Year-End 2005

Market	Total		
	Inventory	Vacancy SF	Vacancy Rate
Central County	24,315,440	3,077,061	12.65%
Illinois	5,900,161	531,504	9.01%
North County	12,707,393	1,141,240	8.98%
South County	5,204,261	419,581	8.06%
St. Charles County	7,111,287	834,434	11.73%
City of St. Louis	34,931,858	4,045,662	11.58%
West County	11,140,094	1,199,608	10.77%
Total	101,310,494	11,249,090	11.10%

Source: CoStar Office Report, Year-End 2005

Office Market Implications


The above discussion highlights several relevant factors associated with the local office market, and Frontenac's future position in that market:

- Central St. Louis County, including Frontenac, is the largest of the suburban submarkets in terms of total office inventories. In addition to having the largest office inventory of the suburban submarkets, Central County is currently building the most new office space with 296,200 square feet built or under construction in 2005. At the same time, between 2001 and 2005, the Kirkwood/Frontenac submarket did not see any new office development.
- The vacancy rate in Central County is higher than any other submarket. Office vacancies are often driven by employment trends on the demand side, as well as inventories and new construction on the supply side. The above average vacancy rate in Central County may partially be the result of the high level of recent new construction.
- While local developers are currently building at least one new office project in Frontenac, any new development will be a function of tenants' specific preference for Frontenac vs. site constraints, land values, related supportable lease rates, zoning, and highest and best use considerations.

Appendix D

Land Use Regulations – Preliminary Assessment

MEMORANDUM

Date: January 13, 2006
To: Scott Schanuel, Woolpert
From: Kirk Bishop 
Subject: Frontenac Land-Use Regulations—Preliminary Assessment

1.1. The Assignment

As requested, we have prepared a preliminary, cursory assessment of the principal land-use regulations of the Frontenac Municipal Code (Title 4 and the sign regulations of Title 5). This memorandum provides an overview of our key observations.

1.2. General

Although the existing regulations are not overly complex, they are somewhat difficult to use because of deficiencies in organization and format. The regulations would benefit from some reorganization and from greater use of tables, charts and illustrations.

When it comes to assessing the substance of the existing regulations, there really isn't much to review. With a few exceptions, the regulations are basic and run-of-the mill, which seems surprising in light of the special, desirable character of the community.

While there's nothing inherently wrong with the type of "generic" regulations found throughout Frontenac's land-use regulations, it is clear that most of them—particularly the "R" and "C" district standards—offer no real protection of the city's existing character. In other words, under the existing zoning it would be quite possible to redevelop the city in ways that are very much at odds with the existing context. From our perspective, this inattention to protecting existing community character is the greatest shortcoming of the existing regulations. We suspect that the void created by the lack of specificity in the city's land-use regulations is largely addressed by covenants and deed restrictions.

1.3. Chapter 400: Planning and Zoning Commission

1.3.1. Change of Use Procedure

Section 400.130 (Procedures for Review and Approval of Change in Tenant Use in Non-Residential Zoning Districts) requires Board of Alderman

approval of all use changes within C, C-1, PHFC and PD districts. This is a very unusual requirement that surely adds time, expense and uncertainty to the typical leasing process. “Change of use” or occupancy permits are typically handled in a ministerial manner, with no requirement for review and/or approval by the governing body.

1.3.2. Site Plan Review

Section 400.140 (Procedures for Approval of Site Plans for Signs and Non-residential Development) requires site plan review by the Planning Commission for virtually any nonresidential development or sign. Such requirements are not uncommon. What is unusual about Fontenac’s site plan review procedures is that appeals of the Planning Commission’s (administrative) decisions on site plan matters are heard by the Board of Adjustment. A more typical appeal process for site plan decisions would be for the Board of Alderman to hear (de novo) appeals of Planning Commission decisions on site plan matters. (Note: Article VII does not mention the Board of Adjustment’s authority to hear appeals of Planning Commission decisions on site plan matters)

1.4. Chapter 405: Zoning Regulations

1.4.1. Districts

The city’s zoning district framework is very basic and straight-forward. There are six zoning classifications: two residential (R-1 and R-2), two commercial (C and C-1) and two ‘special’ classifications (PHFC and PD).

The vast majority (upwards of 90%) of the city’s land area is zoned R-1, a district geared toward detached houses on large lots (1-acre+). The city’s other “R” district, R-2, covers a small area in the northeast corner of the city. The R-2 district is a conventional single-family residential district with a minimum lot area requirement of 7,500 square feet. In nearly all respects, R-2 is the same as R-1 except for the minimum lot area requirement.

The two “C” (commercial) districts are, like their residential counterparts, fairly unremarkable. They are very similar to one another and very limiting when it comes to the types of uses allowed. Although the commercial district use regulations are restrictive, the “C” districts impose virtually no design or physical development standards. This is unfortunate, since physical design can be much more important than use when it comes to shaping vibrant and attractive places within a community.

The PHFC district, which covers the Plaza Frontenac shopping center, is a very specialized zoning classification. It was obviously written to

accommodate a specific development project and therefore has little or applicability beyond the Plaza site. The PHFC district includes many uses, development and operational standards that are not included in other Frontenac zoning districts.

The PD, Planned Development zoning district is, for the most part, a fairly conventional commercial zoning classification. Nonetheless, it is far different than the city's two other "C" districts. It allows a much broader range of uses. It includes development standards that are not addressed in C and C-1 (e.g., landscaping). Perhaps most significantly, development in the PD district is allowed only after a specific and detailed development plan is approved, which offers a much higher degree of certainty and predictability to the city. It is somewhat surprising that the city has not imposed a PD-like review process for all development in the city.

1.4.2. Parking

From a normative stand-point, the city's parking regulations are restrictive. All of the minimum off-street parking ratios are at the high-end of ranges we've observed elsewhere, and in some cases—office uses and grocery stores, for example—exceed any standards we've observed. The true test of parking ratios is not, however, how they measure up against other jurisdictions, but whether they work for the subject community. If existing ratios are meeting or almost meeting actual demand—and are not resulting in large numbers of vacant spaces—then they are probably just about right.

Although the regulations of Section 405.110 do include minimum parking stall dimensions and (fairly vague) visual screening requirements, the regulations lack many design and layout and provisions normally found within modern parking ordinances. The lack of parking lot landscaping requirements seems particularly surprising given the city's emphasis on appearance issues.

1.5. Chapter 410: Subdivision Regulations

Because land within the city has already been subdivided and platted, subdivision regulations likely play little role in shaping the city's development patterns. Nonetheless, these regulations can be very important in the event of redevelopment. As with the zoning provisions, the subdivision regulations address the basic minimum requirements that one would expect to find—no more and no less.

1.5.1. Street Widths

The street width standards of Sec. 410.040 call for certain major and minor street widths, but the provisions do not specify whether the standards are referring to right-of-way widths or pavement widths. This should be clarified. For the purpose of review, we have assumed that the standards refer to right-of-way width.

1.6. Chapter 415: Flood Damage Prevention

Frontenac, like most communities, implements floodplain management regulations set forth by the National Flood Insurance Program (NFIP). The regulations are based on “model” flood protection regulations set forth by state and federal agencies. The city must comply with certain minimum requirements to maintain its eligibility to participate in federal flood insurance programs. Since these regulations must be periodically reviewed by outside agencies for compliance with state and federal rules, we have not conducted an in-depth analysis of them.

It is worth noting that NFIP minimum requirements have slowed increases in flood damage, but they have not stopped or reversed it. NFIP minimum requirements are just that—minimums. They focus on protecting new buildings, not on what that new construction will do to others, upstream and downstream. They allow floodwater conveyance areas to be reduced; essential valley storage to be filled; or velocities to be increased; all of which can adversely affect others in the floodplain and watershed.

One option available to the city is to move beyond minimum NFIP-based flood protection requirements, towards a “No-Adverse-Impact” approach to floodplain management. No-Adverse-Impact (NAI) is an approach that seeks to ensure that the action of any entity, public or private, does not adversely affect the property and rights of others. Adverse impact can be measured by an increase in flood stages, flood velocity, flows, the potential for erosion and sedimentation, degradation of water quality, or increased cost of public services.

1.7. Chapter 420: Erosion and Sedimentation Control

These regulations are among the newest additions to the city’s land-use code. They appear to be modern, effective and reasonable.

1.8. Chapter 525: Signs

The city’s sign regulations are codified with the building and property maintenance code provisions in Title 5 of the Frontenac Municipal Code. This section includes several observations about the current sign regulations.

Sec. 525.020 Scope

- According to paragraph B.4 of this section, the sign regulations “provide for temporary signs without commercial messages.” We cannot find such allowance in the regulations.
- The city should consider adding the following “saving” provision to the sign regulations: Any sign allowed under this article may contain, in lieu of any other message or copy, any lawful noncommercial message that does not direct attention to a business operated for profit, or to a product, commodity or service for sale or lease, or to any other commercial interest or activity, so long

as the sign complies with the size, height, area and other requirements of this article.

Sec. 525.040 Aesthetics

- The provisions of paragraph B of this section— calling for signs to be “visually compatible and harmonious with [their] surroundings...not be garish in appearance nor feature visual clutter”—seems overly vague.
- Paragraph C prohibits several types of signs (e.g., billboards, roof signs, electronic message centers, etc.), but the definition section of the regulations does not define these sign types. NOTE: the stated prohibition on commercial billboards is in apparent conflict with Sec. 525.085, which includes detailed regulations for billboards within the city.
- Paragraph D states that multiple building signs are “to be avoided if alternative methods of identification...are reasonable available.” This rather vague guideline seems to conflict with or be unnecessary in light of the very next paragraph (E), which includes express provisions governing when multiple building signs are allowed.
- Paragraph F contains another provision that seems overly vague: “Signage is to be *minimized* where the sign would face property which is residentially zoned.” [emphasis added]

Sec. 525.050 Permanent Sign Dimensions and Specifications

- The provisions of paragraph 1¹ permit freestanding monument signs in those instances where buildings are back at least 10 feet from the abutting street. This amounts to an incentive for deeper building setbacks, which may be the opposite of what the city actually wants to encourage in some settings. These provisions should be re-evaluated in light of emerging planning and urban design policies.
- According to 535.050-3 a special permit is required from the Board of Adjustment for signs greater than 12 feet in area or more than 6 inches in depth. The special sign provisions for the PHFC district also reference the concept of Board approval of larger signs through a special permit process. Interestingly, we could find no reference to an actual special use procedure within Title 4 of the municipal code. In any case, using special use, conditional use, variance or other “discretionary” procedures for the review and approval of signs is fraught

¹ It’s worth noting that the numbering styles used in the municipal code are inconsistent between various sections.

with potential dangers. This is due to the possibility of decision-making bodies acting on the basis of the sign's content/message rather than on its time, place or manner of communication.

Appendix E

Missouri Municipal Funding Programs

MISSOURI MUNICIPAL FUNDING PROGRAMS

Programs Available for Roadway Enhancement

SAFETEA-LU Transportation Improvement Program (TIP)—Missouri Transportation Enhancement Funds Program

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), as enacted by Congress and signed by the President in August 2005, includes regulations for categorical funding programs for highway projects and provides flexibility in the funding of all transportation projects. Opportunities are provided to fund roadway, transit, and other transportation projects from a number of funding categories. Under SAFETEA-LU, MPO's are required to develop fiscally constrained long-range transportation plans and Transportation Improvement Programs (TIP's). The East-West Gateway Council of Governments, as the MPO for the St. Louis region, selects projects in accordance with the long-range transportation plan for the region, *Legacy 2030*. Projects are selected consistent with the region's goals, objectives, and priorities in consultation with the States.

The development of the St. Louis Region FY 2007-2010 TIP was guided by Transportation Planning, SAFETEA-LU Section 6001, with applications due to EWGCG in March 2006 and funding available in FY 2007. The next round of funding, if authorized by MoDOT based on available funds, will be conducted in early 2007 (February 28). Selection of projects would occur in April and funds would need to be "obligated" by the sponsor by September 30, 2008.

1. **Suballocated or STP-S**—SAFETEA-LU has authorized funding through the Surface Transportation Program. SAFETEA-LU prescribes minimum levels of STP funds that must be spent in the metropolitan area, called **Suballocated or STP-S** funds. Projects in the STP-S category are selected by East-West Gateway in consultation with the States. This funding category has the widest array of eligible projects. Some of the projects that can be funded in this category include road resurfacing and reconstruction, bridge improvements, traffic flow improvements, capital improvements to intelligent transportation systems (ITS), public transit projects, carpool projects, and bicycle and pedestrian projects.

STP-S Project Eligibility: Two criteria determine project eligibility. First, the improvement or service must be consistent with the regional priorities outlined in *Legacy 2030*, the long-range transportation plan for the St. Louis region. Second, road improvements must be on a public road that is federally functionally classified as an urban major collector, a rural major collector, an arterial, or an expressway. Bridge and bicycle and pedestrian projects using STP funds are not restricted to the roadway classification requirement and can be on any public road.

STP-S Project Sponsorship: STP projects must have an appropriate government sponsor. Sponsors include but are not limited to states, counties, municipalities, and transit districts. Sponsors are encouraged to coordinate planning efforts and improvements with other governmental entities, agencies, and organizations.

-
2. **Transportation Enhancements or STP-E**—Federal transportation reauthorization acts, including SAFETEA-LU, have authorized funding for the **Transportation Enhancements (STP-E)** program since 1991. The program requires each state to reserve 10 percent of its Federal Surface Transportation Program funds annually for designated Transportation Enhancement activities to ensure transportation spending supports more than just roads. Transportation Enhancement funds are available to develop a variety of project types located in both rural and urban communities. The projects help create more travel choices by providing funding to construct sidewalks and/or bike lanes and to convert abandoned railroad rights of way to trails. Communities may also use the Transportation Enhancement Program to revitalize local regional economies by restoring historic buildings, renovating streetscapes, or providing transportation museums and visitor centers.

STP-E Project Eligibility: There are 12 possible Transportation Enhancement activities. The following list of Enhancement activities includes examples of each type of project. Although the Federal government provides guidance and ensures compliance, states are responsible for selecting their own enhancement projects.

- ****Pedestrian and Bicycle Facilities:** New or reconstructed sidewalks, walkways, curb ramps, bike-lane striping, wide paved shoulders, bike parking, bus racks, off-road trails, bike and pedestrian bridges and underpasses.
- **Pedestrian and Bicycle Safety and Education Activities:** Education and safety instruction to potential users through classes, pamphlets and signage.
- **Conversion of Abandoned Railway Corridors to Trails:** Acquiring railroad rights-of-way; planning, designing and constructing multi-use trails; and developing rail-with-trail projects.
- **Scenic or Historic Highway Programs, Including Tourist and Welcome Centers:** Construction of turnouts, overlooks, visitor centers, viewing areas and designation signs and markers.
- **Acquisition of Scenic or Historic Easements and Sites, Including Historic Battlefields:** Acquiring scenic land easements, vistas and landscapes, purchasing buildings in historic districts or historic properties and preserving farmland.
- ****Landscaping and Scenic Beautification:** Street furniture, lighting and public art, and landscaping along streets, historic highways, trails, interstates, waterfronts and gateways.
- **Inventory, Control and Removal of Outdoor Advertising:** Billboard inventories or removal of illegal and nonconforming billboards.
- **Environmental Mitigation of Runoff Pollution and Provision of Wildlife Connectivity:** Runoff pollution studies, soil erosion controls, detention and sediment basins, river clean-ups and wildlife crossings.
- **Historic Preservation**
- **Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities**
- **Archaeological Planning and Research**
- **Establishment of Transportation Museums**

<http://www.ewgateway.org/TIPInfo/TIPSubscreen/tipsubscreen.htm>

Transportation Development District (TDD)

The Missouri Transportation Development District Act (RSMo 238.200-238.375) requires that formation of a development district be initiated by petitioning the circuit court and that an Innovative Finance application be submitted to MoDOT. Either property owners or municipalities may file petitions. If filed by property owners, 100% of the owners within the proposed district must sign the petition. If filed by one or more municipalities, no additional petitioners' signatures are required (RSMo 238.207). Applications can be submitted year-round for review if self-funded. If the application requests MoDOT funding, the application will follow the competitive review process. Qualified district voter approval must be obtained prior to entering into a financing agreement with the Missouri Highway and Transportation Commission.

A Transportation Development District can fund, promote, plan, design, construct, improve, maintain and operate one or more transportation improvement projects or assist in doing so and is a political subdivision of the state. A TDD is formed by a majority vote on a ballot issue of qualified voters within the district, or of property owners if there are no voters within the proposed district. The ballot issue requires the voters to approve each proposed project and funding method. The district has the authority to finance the project through the following mechanisms: Special Assessments, Property Taxes (max. of 10 cents per \$100 AV), Sales Tax (max. of 1%), Toll Roads, or Debt Financing (including the issuance of bonds up to 40 years).

According to MoDOT, 17 TDD's exist within the state. No multi-jurisdictional applications have been submitted, however it is legally acceptable for one governmental agency to submit for a multi-jurisdictional district or for multiple municipalities to petition for a joint district.

Neighborhood Improvement District (NID)

Neighborhood Improvement Districts (RSMo 67.453-67.475) may be created to finance public improvements, including acquisition, construction, engineering, legal and related costs. The City issues general obligation (G.O.) bonds to finance public improvements requested by benefiting property owners and the bonds are paid off by a special assessment to the property owners. No public vote is required for the issuance of the bonds. Eligible improvements include roads, sidewalks, parking areas, storm water drainage, utility improvements, street lighting, and recreational facilities. *A NID is created under the municipality or county, not a separate legal entity as is the case with a CID.*

The municipality may submit a NID proposition to property owners in the proposed district, or property owners within a proposed district may petition the City to create the district. Procedures for the submission of a petition by the property owners are as follows: Inform the City that an attempt will be made to enact a NID project; a professional engineer prepares a cost estimate for the project; an attorney prepares a petition describing the project (including the proposed method and amount of assessment) and distributes it to the property owners. Possible methods of assessment include by parcel, square foot of parcel, or linear foot of frontage on the roadway; the property owners of at least 2/3 of the land area within the district sign and submit the petition to the City. (If the City initiates the proposition, creation of the district still requires approval of property owners of at least 2/3 of the land area within the district.); the City may hold a public hearing on the petition; if the City approves the project, the City issues an ordinance that the improvements be made, and that the financing be completed as requested.

Community Improvement District (CID)

Community Improvement District Act, RSMo 67.1401-67.1571, authorizes a political subdivision to impose special assessments and/or real property taxes or a nonprofit corporation to impose special assessments to pay for public improvements or services. The district consists of the area in which the improvements are to be constructed or services provided and is created by petition circulated within the district. *Unlike a NID, a CID is a separate legal entity distinct and apart from the municipality or county that creates the district.*

CID can be used to finance public facilities or improvements, including pedestrian or shopping malls and plazas; parks, lawns, trees, and other landscape; convention centers/meeting facilities; sidewalks, streets, bridges, tunnels, traffic devices, and utilities; parking facilities; streetscape, lighting, benches, and awnings/canopies; sculptures and fountains; and other improvements for public use. CID can also be used to finance public services, including public events; parking and modes of transportation; security; cleaning and maintenance services; and support of business activity, economic development, and tourism.

A CID is formed by ordinance of the governing body upon receipt of a petition signed by property owners collectively owning more than 50% of the assessed value of the real property within the proposed district **and** more than 50% per capita of all the property owners within the proposed district. The CID is governed by a Board of Directors either elected or appointed by the municipality. Directors must be owners of property, owners of a business, **and** registered voters residing within the district. A CID can be funded by a variety of means: sales and use taxes; special assessments; real property taxes; business license fees; fees, rents or charges for district property or services; or grants, gifts, and donations.

Tax Increment Financing District (TIF)

In 1982, the Missouri General Assembly enacted the Real Property Tax Increment Allocation Redevelopment Act (RSMo 99.800 to 99.865 and SB1--1997 Special Session). Tax Increment Financing can be used by any municipality or county to finance the construction of necessary public improvements such as roads and sewers as an incentive for investment in undeveloped or underdeveloped areas. Upon implementation of TIF for a particular area, up to 100% of the increased amount of real property taxes and 50% of other taxes generated by new development in the area (primarily sales tax) are set aside in a "Special Allocation Fund". The municipality or a private developer may use these funds for eligible "Redevelopment Project Costs". The municipality may also issue obligations (including bonds of up to 20 years) for Redevelopment Project Costs to be paid from the funds in the Special Allocation Fund.

Redevelopment Costs are defined broadly and include, in part: the costs of studies, surveys, plans and specifications, land acquisition, land preparation, professional service costs and fees, and construction costs of both public and private improvements. The TIF District, as defined by the municipality, must be determined by the city to be a "blighted", "conservation", or "economic development" area that has not been subject to growth and development through investment by private enterprise. The TIF statute includes the power of eminent domain. TIF is still a very powerful financing tool for use in private redevelopment projects requiring public infrastructure improvements in exchange for anticipated sales and property tax revenue.

Chapter 353 Urban Redevelopment Corporation

Initially enacted in 1943, the Chapter 353 Urban Redevelopment Corporations Law (RSMo 353.010-353.190) provides for the organization of private, not-for-profit urban redevelopment corporations. A Redevelopment Corporation is formed to acquire, construct, maintain, and/or operate a redevelopment project through the issuance of capital stock. Eligible redevelopment projects include the clearance, replanning, reconstruction, or rehabilitation of “blighted” areas, and the construction of industrial, commercial, residential, or public structures as may be appropriate, including provisions for recreational and other facilities incidental to the primary use. The City must pass a resolution calling for the adoption of a redevelopment plan, designate an area to be redeveloped, and declare the area “blighted”.

Once established, the Redevelopment Corporation makes application to the City to obtain certain municipal redevelopment rights, powers, and incentives (including eminent domain) in exchange for redeveloping the area. A second ordinance is then prepared to establish the procedures by which proposals for development are accepted. This includes the rights, powers, and incentives available to the Redevelopment Corporation and also identifies its obligations.

In order to attract development into the area, the City may grant up to a 25-year real property tax abatement (may apply to all real property owned by the Corporation, not just improvements) in exchange for the redevelopment of the area by the Redevelopment Corporation.

353 Corporations currently exist in Brentwood (for the Manchester Road Corridor) and in Rock Hill (two separate corporations for two projects located on Manchester Road). Additional 353 applications may make sense in specific redevelopment projects where the area can be designated as “blighted” and the project benefits more from the 25-year property tax abatement provisions than those provided under TIF.

Special Business District

Under RSMo 71.790-71.808, any City may establish special business districts by ordinance. Prior to the establishment of a business district, the City shall determine the nature of business district improvements, the approximate cost of acquiring and improving the land, the area to be included in the business district and the need for and cost of special services and cooperative promotion activities. The City shall also establish the percentage of the cost of acquisition, special services, and improvements in the business district which are to be assessed against the property within the business district and that part of the cost, if any, to be paid by public funds. The City creating the district shall have sole discretion as to how the revenue derived from any tax to be imposed shall be used within the scope of the above purposes. The City shall appoint an advisory board or commission to make recommendations as to its use.

The district may impose a tax upon the owners of real property within the district that shall not exceed eighty-five cents on the one-hundred-dollar assessed valuation. Taxes levied and collected shall be uniform upon the same class of subjects within the territorial limits of the authority levying the tax. For the purpose of paying for all costs and expenses incurred in the operation of the district and the provision of services or improvements, the district may impose additional taxes on businesses and individuals doing business within the district. If the governing body imposes business license taxes, such additional taxes shall not exceed fifty percent of the existing business license taxes.

Sales Tax Referenda/Bond Issues

Any municipality located in St. Louis County is authorized to impose, by ordinance, a one-half of one percent sales tax on all eligible retail sales for the purpose of funding capital improvements (RSMo 94.890). The ordinance requires the city to submit the proposal to authorize the tax to the voters of the city and requires approval by a simple majority. The proposal submitted may involve authorization to issue bonds and repay such bonds with revenues from the tax.

Most cities (Maplewood, Brentwood, Rock Hill) along the corridor already impose a capital improvement tax to fund infrastructure bond issues and is therefore not an available funding source in the short-term.

Additional MoDOT Innovative Finance Programs

- Missouri Transportation Finance Corporation (MTFC)
- Acceleration Agreement
- Cost Share Funding Program
- Missouri Transportation Corporation

Programs Available for Neighborhood Enhancement

The preservation, enhancement and/or renovation of a neighborhood and the housing within it are the joint responsibility of both the residents and the local government. While the residents are responsible for their private property, local government is responsible for the public realm and for facilitating assistance to residents when appropriate. The following are brief descriptions of programs that could offer assistance in neighborhood preservation or enhancement.

Neighborhood Preservation Act

The Neighborhood Preservation Act is available through the Missouri Department of Economic Development. State income tax credits are issued to individual property owners to rehab existing or build new residences for owner occupancy in census blocks that are below the median family household income for the St. Louis MSA. The entire neighborhood qualifies for this funding. Under this program, the city would have no role and assistance is offered indirectly to individuals. Persons attempting to rehab property or build new residences must have money up front. This program offers little assistance to individual residents who do not have the resources to make home repairs.

Neighborhood Assistance Program

The Neighborhood Assistance Program (NAP) is designed to assist not-for-profit (501(c)3) organizations to improve the quality of life in neighborhoods. The organization cannot be church supervised, a unit of government, a partisan organization, or a tuition-based education institution. Under this program the 501(c)3 organization is responsible for the improvements to the neighborhood. Individuals or businesses donate funds directly to the organization. Individuals who donate money to Neighborhood Assistance Programs can receive State income tax credits through the Neighborhood Assistance Tax Credit Program. Projects that are eligible under the NAP include community services such as counseling and recreation programs, crime prevention, education, job training, and physical improvements to facilities that are not

government owned or maintained. Under this program the city would have no role. Work is conducted by an independent organization. Assistance is indirectly received through tax credits.

Community Development Block Grant Program (CDBG)

The CDBG program is sponsored by the Department of Housing and Urban Development with the intent of improving local facilities, addressing critical health and safety concerns, and developing a greater capacity for growth. HUD allocates funds annually for distribution. The City of Frontenac has not participated in the CDBG program through St. Louis County in recent years due to the small per capita allocation based on a very limited number of income eligible residents or eligible activities available to the City. A moderate level of staff support for this program would be required by the City.

Community Development Corporation (CDC) Program

The State of Missouri offers a program of grants and tax credits to Community Development Corporations (CDC). CDC's are not-for-profit corporations with the primary purpose of encouraging and promoting the industrial, economic, entrepreneurial, commercial and civic development or redevelopment of a community or area, including the provision of housing and community economic development projects that benefit low-income individuals and communities. This program would be useful for improving the economic development potential in a neighborhood and for funding residential infill development; however, the program is highly competitive and limited assistance is provided to current homeowners for property rehabilitation. Little to no participation would be required by the city.

Missouri Housing Development Commission

The commission offers loans and cash assistance for rental housing developments, home mortgages, home improvement loans, loans to landlords for renovations, grants to neighborhood housing groups and other programs. This program is an excellent opportunity to receive affordable loans for residential construction and rehabilitation. Homeowners and residential developers receive the loans directly. No participation would be required by the city. Another program that offers similar assistance is Missouri Housing Partners.

Neighborhood Improvement District (NID)

Through Missouri State Statutes, the City of Frontenac can designate a NID and issue bonds for the purpose of improving infrastructure within the district. The bonds are paid back through a tax on the assessed value of the property within the district. Participation on the part of the city would be high; however, the funds go directly into the improvement of the neighborhood. Also, an additional tax on a low-income neighborhood may further limit residents' ability to rehab their own properties.

City Infrastructure Investment

The City of Frontenac can reinforce the character of the existing neighborhood by rebuilding the infrastructure and maintaining the zoning ordinance in a manner that will support single family residences in the neighborhood. A high level of participation would be required by the city. The

city must dedicate funds to maintain and improve existing infrastructure without realizing an immediate improvement to the housing stock. However, such activity will demonstrate to the residents that the city intends to keep the neighborhood and not allow it to redevelop commercially. As a result, property owners are encouraged to move forward and rehab existing structures or construct new residences.

City Based Neighborhood Assistance

The City of Frontenac can offer grants, low-interest loans, or forgivable loans for home improvements and home purchases. This program would require a moderate amount of participation on the part of the city, mainly through municipal fund allocation and grant/loan administration. Such a program would demonstrate the city's commitment to maintaining the neighborhood.

Religious Based Organizations

A current trend in neighborhood preservation and revitalization involves a proactive effort on the part of local religious based organizations. Such organizations offer loans to residents who move into a neighborhood or may purchase a home and rent it to low-income persons at an affordable price. Religious based organizations can also be very effective at organizing efforts to help residents maintain their property. No effort is required on the part of the city for these programs; however, religious organizations enjoy a degree of legal exemption and may have a vision for the neighborhood that contradicts the city's vision. Coordination between the city and religious based organizations regarding neighborhood preservation is advisable.

Summary of Enhancement Programs		
Programs Available to the City of Frontenac	Personnel Commitment Level	Financial Commitment Level
Neighborhood Preservation Act	Low	Low
Neighborhood Assistance Program	Low	Low
Community Development Block Grant	Moderate	Moderate
Community Development Corporation Program	Low	Low
Missouri Housing Development Commission	Low	Low
Neighborhood Improvement District	High	Moderate
Infrastructure Investment	High	High
City Based Neighborhood Assistance	Moderate	High
Religious Based Organizations	Low	Low

Programs Available for Business Assistance

- Missouri Industrial Development Financing (Chapter 100)
- Missouri Property Tax Abatement for Industrial Companies (Chapter 100)
- Missouri BUILD Program (Chapter 100.700)
- Missouri New Quality Jobs Program
- Missouri New Markets Tax Credits
- Missouri Historic Tax Credits