



**AGENDA
CITY OF CREVE COEUR
PLANNING AND ZONING
300 NORTH NEW BALLAS RD
MARCH 17, 2025
6:00 PM**

CALL TO ORDER

ROLL CALL

Ms. Julie LaBonte (Chair)
Mr. Thomas Buelter
Ms. Rhonda O'Brien
Mr. Larry Potashnick
Ms. Marjorie Richter
Mr. Stephan Tomlinson
Mr. AJ Wang

Mr. Carl Lumley, City Attorney
Mr. Jason Jaggi, AICP, Director of Community Development
Ms. Bethany L. Moore, AICP, City Planner
Ms. Claralyn Bollinger, Recording Secretary

ACCEPTANCE OF THE AGENDA

APPROVAL OF MINUTES

- 1. March 3, 2025 Planning and Zoning Commission Draft Meeting Minutes**

PUBLIC COMMENT

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

UNFINISHED BUSINESS

NEW BUSINESS

- 1. Capital Improvement Program for Fiscal Years 2026-2030**
- 2. Public Hearing. Application #25-006: A Conditional Use Permit for A Limited-Service Restaurant, Taquería Luna, Located at 663-667 N. New Ballas Road within Bal Coeur Plaza**
Hugo Villegas, of DAVICAD, LLC, on behalf of Taqueria Luna, has submitted an



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application for a new conditional use permit for a 2,400 square foot restaurant location at 663-667 N. New Ballas Road within Bal Coeur Plaza. No exterior changes are proposed and the hours of operation will be from 10:00 AM to 9:00 PM every day of the week. There will be 44 seats in the restaurant and 5 employees at the busiest shift. The property is in the "CB" Core Business zoning district. Taqueria Luna will specialize in serving Mexican style tacos and the use is classified as a Limited-Service Restaurant (NAICS 722513). Under Section 405.370, Table A of the Zoning Code, NAICS 722513 requires the issuance of a conditional use permit in the "CB" zoning district subject to the recommendation of the Planning and Zoning Commission and approval of the City Council.

3. Public Hearing. Application #25-004: A Conditional Use Permit Amendment for A New Parking Lot, Parking Lot Lighting, and Landscaping for Life Time Creve Coeur, Located at 12691 Conway Road

Natalie Nye, of Life Time, Inc, has submitted an application for an amendment to the conditional use permit to expand the existing parking lot to include 50 additional parking stalls with new parking lot lighting located at 12691 Conway Road at the former Creve Coeur Racquet Club. No other exterior changes are proposed at this time. The property is in the "A" Single-Family Residential zoning district. Life Time Creve Coeur is an athletic membership club offering indoor and outdoor tennis and pickleball, swimming and other recreational activities. The use is classified as a Fitness and Recreational Sports Center (NAICS 713940) which is a conditional use that requires review and final approval by the City Council upon the recommendation of the Planning and Zoning Commission.

WORK AGENDA

- 1. Review Scope of Services from Planning Consultant PGAV for the Bayer East Campus Comprehensive Plan Update**

PENDING APPLICATIONS

- 1. • Site Development Plan Application for a Building Expansion at Missouri Baptist University**

DEPARTMENT REPORTS



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ADJOURNMENT

Pursuant to Section 610.022 RSMo., the Planning and Zoning Commission could, at any time during the meeting, vote to close the public meeting and move to closed session to discuss matters relating to litigation, legal actions and/or communications from the City Attorney as provided under Section 610.021(1) RSMo. and/or personnel matters under Section 610.021(13) RSMo. And/or employee matters under Section 610.021(3) RSMo. and/or real estate matters under Section 610.021(2) or other matters as permitted by Chapter 610.

Posted by: _____

Date/Time posted: _____

If you need special accommodations to attend a meeting, services may be arranged by contacting the Office of the City Administrator in advance.



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CALL TO ORDER

ROLL CALL

Ms. Julie LaBonte (Chair)
Mr. Thomas Buelter
Ms. Rhonda O'Brien – absent
Mr. Larry Potashnick
Ms. Marjorie Richter
Mr. Stephan Tomlinson
Mr. AJ Wang
Mr. Carl Lumley, City Attorney
Mr. Jason Jaggi, AICP, Director of Community Development
Ms. Bethany L. Moore, AICP, City Planner
Ms. Claralyn Bollinger, Recording Secretary and Administrative Services Supervisor

ACCEPTANCE OF THE AGENDA

Mr. Wang made a motion to accept the agenda. Second by Mr. Potashnick. Accepted by acclamation.

APPROVAL OF MINUTES

1. January 21, 2025 Planning and Zoning Commission Draft Meeting Minutes
Mr. Wang made a motion to accept the minutes. Second by Mr. Potashnick. Accepted by acclamation.

PUBLIC COMMENT

None

UNFINISHED BUSINESS

1. Public Hearing. Application #24-039: A Conditional Use Permit for a Drive Through Facility for a Comprehensive Marijuana Dispensary, Key Cannabis, Located at 105 North Lindbergh Boulevard. Speakers were sworn. Nico Pento, head of government affairs for Elevate and Key Cannabis, gave their presentation. Elevate is the parent company of Key Cannabis. They operate in Missouri, Arizona and Illinois. Creve Coeur operation has 9 employees currently; they expect the number to increase to 15 to 17 employees. Mr. Pento presented Chad Hansen, architect with Premier Architecture, who addressed some of the previous questions raised at the January 21 meeting. There is landscaping that will be replaced and the fountain and some pavers will be repaired. Proposing to plant some trees along the west side of the property toward neighbors' homes. Easement for access to parking lot from Ladue Road is shared with AT&T. The dispensary will be responsible for pothole repairs in the easement area. Additional signs will be added to the parking lot about no consumption on site. Signage reduced in size to 4 feet x 6 feet to comply with City ordinances. Anticipated that there will be no more than 3 vehicles in queue at the drive-through window, but more can be accommodated. Hours of operation requested to be 9:00 a.m.-9:00 p.m. to match the other cannabis dispensary in Creve Coeur.

Ms. LaBonte: Any additional lighting needed on parking lot?

Mr. Hansen: We will maintain what is there now.

Ms. LaBonte: My other question is about the wayfinding. It's not clear that you don't just go straight when you pull into the parking lot. Can people be shifted into the parking lot from the Ladue entrance?

Mr. Hansen: Yes there is a way. Since it is an easement, I would limit it to signage and some



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type of striping on the pavement.

Mr. Wang: I feel like the missing party here is the AT&T property owner. What kind of notice was given to them? Who do we try to contact?

Mr. Hansen: Easement was written about 20 years ago when the property was first developed. The easement transfers with new ownership.

Mr. Wang: Your easement is down at the bottom of the property. There's no easement elsewhere, but people are driving all over. Someday AT&T will sell it. Is this more for City Council?

Mr. Lumley: They have the access right. If there are issues, we can cite that other property. I believe that this layout was approved at the time of the development. It's not incumbent on them to solve AT&T's problems which may or may not exist since AT&T has never come to the City and said there are problems. If the City has a problem about what is happening on the property, we need to address it with that property owner.

Mr. Potashnick: Are there people that actually work in the AT&T building? I think it's battery backup facility.

Mr. Wang: Last meeting we said it was a storage facility.

Mr. Lumley: It probably has switching equipment. That's what has always been there.

Mr. Buelter: One clarification question after going through all the documents. Some spots say closing will be at 10:00 p.m. some others say 9:00 p.m. or 8:45 p.m. I just want to state for the record what the hours will be.

Mr. Lumley: The draft ordinance says 9:00 a.m.-9:00 p.m.

Mr. Pento: Answering from our side, 9:00 p.m. would be preferred.

Mr. Wang: Just an observation. Last meeting you said that you expect revenue to go up 15%, but the number of employees goes from 9 to 17 which is almost a 50% increase in the workforce.

Mr. Pento: Increase in staff is reflective of 12 hour workday and increase in hours of operation.

Mr. Jaggi gave the City's presentation. The AT&T building has switch gear inside. We are starting code enforcement about the condition of the parking lot. We have a copy of the easement agreement, and it does state that the dispensary will maintain the easement and have access to its parking lot. You can exit the parking lot by driving east or west on Ladue Rd. Southbound exit only onto Lindbergh Blvd. Applicant is proposing additional signage. Arborvitae evergreen trees are proposed in the western border facing the homes and be 4-5 feet at time of planting. Revised proposed condition of approval: submit a final landscape plan for staff approval. They will maintain the decorative features of the fountains and planters.

Ms. LaBonte: So right now, in that area it's just flat, green grass where it's proposed to put the evergreens?

Mr. Jaggi: Yes but originally there were trees in there, like you would see in a landscaped island in a parking lot. There were regularly-spaced trees that were removed a few years ago. Instead of those trees they are proposing to put in a row of evergreens that will provide more screening than trees.

Ms. LaBonte: Is it a big enough area to grow those successfully?

Mr. Jaggi: Yes and there is irrigation there. I went on site and checked. It should be wide enough to accommodate their plantings. Related to that I do have a revised condition of approval: I would like them to submit a final landscape plan.

Mr. Jaggi continued with his report. With respect to hours of operation, previously it was proposed to be 8:00 a.m.-10:00 p.m. It has been settled now and reflects 9:00 a.m.-9:00 p.m. There were questions about the crime we see here so I did reach out to the Police Department. The Captain's report is provided from the Police Department. There are a low volume of police calls to both



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dispensaries in the City. This location is subject to the standards for all drive-through facilities not restaurants. They must have space for 3 vehicles to queue, provide landscaping to screen from adjacent properties and ingress and egress requirements.

Mr. Potashnick: Can people smoke on the parking lot?

Mr. Pento: Customers cannot smoke on the parking lot.

Mr. Potashnick: Do you have cameras that monitor the parking lot for compliance?

Mr. Pento: Every square inch of our facility, inside and outside, is monitored by multiple cameras. That's a state law.

Mr. Potashnick: How important is monitoring the parking lot?

Mr. Pento: It's very important. Our intent is to always be good neighbors.

Mr. Potashnick: Have the measurements been made to determine distance from dispensary to churches and schools?

Mr. Jaggi: Yes those measurements were made when the dispensary was originally proposed.

Mr. Potashnick: I talked to Jason earlier about the environmental performance standards.

Mr. Jaggi: There are conditional use standards in 405.550. Those address environmental standards such as noise levels, vibration, toxic matter, fire, explosion and hazard, glare and heat and radiation. These are more industrial sorts of concerns.

Mr. Potashnick: Next question: Will not cause substantial injury to the value of neighboring properties? You feel that's in compliance?

Mr. Jaggi: These are standards the Commission needs to evaluate.

Mr. Potashnick: You're asking us is this request consistent with the City's Comprehensive Plan?

Mr. Jaggi: I addressed this at the first meeting. There's nothing in the Comprehensive Plan that speaks to this type of use specifically.

Ms. Richter: The dispensary monitors their lot. If I remember the residents said that people were going over to the AT&T lot. Do you have any way of running them off that property or do you even monitor that property?

Mr. Pento: We don't have cameras on the AT&T lot. There's no on-site consumption or public consumption allowed in Creve Coeur.

Mr. Wang: Can you put signs on the AT&T lot?

Mr. Pento: No, we cannot put signs on their lot.

Public Comments

Greg and Terri Wolfner #4 Ladue Court spoke. The landscaping is big for us. How big are the Green Giant evergreens going to be? I would prefer larger trees. There were 15-20 AT&T trucks parked on their lot. We like the signage about no consumption on site. There is an island that's full of brown rocks and dead plants. That island should be removed so the cars can pull in better.

Ms. LaBonte: Can we look at the landscape plan again?

Mr. Jaggi: They are suggesting 23 Green Giants with a size of 40-50 inches at time of planting. We will make sure that the Code Enforcement officer looks at the landscaping too.

Motion made by Mr. Wang to recommend approval subject to Staff's proposed conditions in the draft ordinance including the additional one identified by Mr. Jaggi today. Mr. Lumley offered exhibit items into the record. Seconded by Mr. Tomlinson. Mr. Potashnick stated he thought the addition of the drive through would injure neighboring properties and diminish their values. Further he stated it would not be compatible with the area.

Votes in favor: Mr. Buelter, Ms. Richter, Mr. Tomlinson, Ms. LaBonte

Votes against: Mr. Potashnick, Mr. Wang



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NEW BUSINESS

1. Public Hearing. Application #25-001: Text Amendment to the Zoning Ordinance to Amend Section 405.460 Accessory Uses to Establish Size Limitations and Design Standards for Accessory Buildings in Single Family Residential Districts

Speakers were sworn. Mr. Jaggi gave the City's presentation. We want to limit the size of individual accessory buildings to 50% of primary building's footprint size. New Design Standard section to require similar exterior materials as primary building for accessory buildings 400 square feet or larger. Planning & Zoning Commission approval required if design standards are not met. Clarifies height of accessory structures that cannot exceed height of primary building. 15 foot high maximum on accessory buildings in Zoned A and B districts. No detached building can be taller than the house.

Mr. Wang: What about folding homes like Elon Musk has?

Mr. Jaggi: We do not now allow accessory dwelling units in the backyard or in-law homes or cottage homes. We don't allow them to be detached. Sometimes additions to homes are proposed that are a sort of separate living spaces.

Mr. Wang: There seems to be a move afoot nationally to solve the housing crisis. They're saying too many homes are single-family.

Mr. Jaggi: Trends tend to start on the coasts and work their way inward. We don't have as severe an affordability issue here as on the coasts.

Mr. Buelter: A couple of what if's: What if an accessory structure is proposed behind a primary house and it's lower ground than the primary house?

Mr. Jaggi: We measure it by the average existing grade by 6 feet around the proposed accessory structure's footprint.

Mr. Buelter: What if you want to build an accessory building in your front yard?

Mr. Jaggi: That would not be allowed in the front yard. It would have to go in the side yard or back yard. Street frontage on corner lots is like two setbacks.

Mr. Lumley offered exhibit items into the record. Mr. Wang made the motion to recommend approval subject to the draft ordinance. Second by Mr. Potashnick. Ms. LaBonte suggested that the height limit be clarified.

Votes in favor: Mr. Buelter, Ms. Richter, Mr. Tomlinson, Ms. LaBonte, Mr. Potashnick, Mr. Wang

Votes against: None

2. Public Hearing. Application # 25-003: A Conditional Use Permit for a Snack and Non-Alcoholic Beverage Bar, Graze Craze, Located at 715 N. New Ballas Road within Plaza Shops

Speakers were sworn. Zulfi Bhatti, franchisee for Graze Craze, gave his presentation. Graze Craze is a national charcuterie board and grazing table provider. Focus on fresh, high-quality customizable offerings. 30% of the sales come from the public, 70% are business to business buyers. We will hire 3 people. Eco-friendly packaging and minimal waste generated on site. Location will be at 715 North New Ballas Road, 1,050 square feet. There is plenty of parking in the shared parking lot. March 27 is a planned soft opening with grand opening in April.



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Ms. Moore gave the City's presentation. Plaza Shops is the location for Graze Craze. It is considered a snack and non-alcoholic beverage bar. There are no internal tables or seats since customers pickup their orders and take them away. Only 5 parking spaces are required. There are surplus parking spaces on site. Hours 10:00 a.m.-6:00 p.m. Monday – Friday, 10:00 a.m.-2:00 p.m. on Saturdays and closed on Sundays. They do offer catering.

Mr. Lumley offered exhibit items into the record. Mr. Wang made a motion to recommend approval subject to the draft ordinance. Second by Mr. Potashnick.

Votes in favor: Mr. Buelter, Ms. Richter, Mr. Tomlinson, Ms. LaBonte, Mr. Potashnick, Mr. Wang
Votes against: None

WORK AGENDA

No items

PENDING APPLICATIONS

Ms. Moore reviewed the following

- Taquería Luna CUP, 667 N. New Ballas Road
- Life Time Creve Coeur CUP Amendment, 12691 Conway Road. Took over the Creve Coeur Racket Club and 50 additional parking spaces are proposed plus more lighting and landscaping.
- Review of Capital Improvement Program for Fiscal Years 2026-2030

DEPARTMENT REPORTS

Olia Village Updates by Mr. Jaggi.

Site work is continuing. Sewers and retaining walls are under construction. They are working out final details with the grocery store component. After an agreement is signed with the grocery store, they are prepared to submit items within 60 days for staff review. Grocery store, large residential building with garage and two commercial buildings on Olive will be the first submission (Lots 1-4). They are working on a master signage plan and a new website for Olia Village. There is strong interest in the townhomes, and they are finalizing with a builder.

39 North: Raineri Construction awarded contract for Old Olive at Lindbergh for a signalized intersection.

Three-year strategic plan: should be complete within the next two months, effort led by City Council

Meeting adjourned at 7:33 p.m.

Submitted by:

Recording Secretary

Chair

February 21, 2025

To: Mayor Hoffman and City Council

From: Mark Perkins, City Administrator

Re: Proposed Capital Improvement Program for FY26-30

I am pleased to present the proposed Capital Improvement Program (CIP) for FY26-30 pursuant to Section 9.4(a) of the City Charter. The CIP is the culmination of extensive review and analysis by City staff with the input of the city's boards, committees and commissions and Creve Coeur citizens. I would like to extend my appreciation to Steve Berecz, City Engineer, for his work in development and compilation of the CIP.

Revenues

The City's CIP is largely funded by sales tax revenues, including a one-half cent capital improvement sales tax and a one-half parks and stormwater sales tax, adopted by the voters of Creve Coeur in 1998 and 2020, respectively. The adoption of the parks and stormwater sales tax in 2020 has been a game-changer for the City in allowing it to substantially upgrade its parks while also attending to stormwater and drainage problems in the community that we would have otherwise been unable to address.

After multiple years of growth, sales tax revenue for FY25 is projected to be flat compared to FY24. Over the five year term of the proposed CIP, growth in sales tax revenue is projected to be only one-half of one percent (0.5%) annually.

The City leverages its sale tax revenues by pursuing other funding sources, particularly federal and local grants. The City's success in obtaining grant funding has allowed it to execute a robust capital improvement program, and grant funding for several projects in the FY26-30 CIP has already been secured.

Capital Fund

The vast majority of the city's Capital Fund expenditures are focused on maintenance and improvement of critical infrastructure, the city's road network. In particular:

- Street and sidewalk maintenance pursuant to the city's pavement management program and rating system, \$1.5 Million in FY26 and increasing each year.
- Major street rehabilitation or construction of \$300,000 in four of the five years for streets requiring more extensive and costly repairs.
- Craig Road and sidewalk rehabilitation (\$1,600,000), supported by a federal grant

- New Ballas Road Resurfacing – Phase 2 – Conway to Ladue Road (\$1,315,000) , supported by a federal grant.
- New Ballas Road Resurfacing – Phase 3 – Ladue to Magna Carta (\$850,000), supported by a federal grant.
- Ladue Road Improvements – New Ballas to Lindbergh Blvd – (\$1,825,000), supported by a federal grant

Extensive sidewalk reconstruction will also be included with each of the aforementioned road projects. In addition, the city's comprehensive plan calls for expansion of the sidewalk network to enhance the quality of life in Creve Coeur. The CIP includes new sidewalks or extensions of existing sidewalk networks as follows:

- Fernview Drive Sidewalk – Phase 1 – Olive Blvd to Gallagher (\$875,000), supported by a federal grant.
- 425 N. New Ballas Road Sidewalk Extension (\$601,235), to be completed over FY25 and FY26.

The Capital Fund also provides funding for government facilities as well as for improvements to the Dielmann Recreation Complex (DRC):

- Replacement of the Public Works Garage roof (\$575,000)
- Replacement of the DRC roof (\$425,000)
- Replacement of the irrigation system for the Creve Coeur Golf Course (\$1,220,000), supported by a regional parks grant.

The Capital Fund also provides funding for major capital equipment, largely for supporting the city's public works operations, with expenditures ranging from \$379,655 to \$445,593 annually.

Parks and Stormwater Fund

In FY24, the city completed its first major park project since voter adoption of the parks and stormwater sales tax, the renovation of Millennium Park Phase 1 (\$2,601,376). The next major park renovation project is focusing on Venable Park, with a contract anticipated to be awarded in late FY25 (\$3,100,000).

Renovation of park restrooms to allow for wintertime use has been completed in Conway, Malcolm Terrace and Venable Parks, and is scheduled for completion in Lake School Park in FY26. Millennium Park restrooms were originally constructed to accommodate year-round usage.

Renovations to Lake School Park will continue in FY27 (playground) and in FY29 (tennis court replacement, trail), with all work totaling \$2,225,000. Staff is recommending that proceeds from the sale of Fountain Park (\$750,000) be utilized for renovations to Lake School Park.

The CIP also includes Millennium Park Phase 2, which will provide a connector bridge from the Ridgemoor Forest subdivision to the park as well as trails within the wooded areas of the park (\$750,000).

For stormwater, the city completed a Watershed Management Plan in FY24 to guide the city's decision-making process for addressing critical stormwater and drainage issues in the community. By the end of the current fiscal year, the city will have completed or allocated funding for several stormwater projects including Ballas Road Culvert Erosion and Hibler Road Drainage. In FY 26, the Beaver Creek Crossing project (\$650,000), the Conway Park Pocket Wetland Project (\$500,000) and three smaller stormwater projects (\$450,000) will be completed.

Over the course of the five-year CIP from FY26-30, a total of \$7,440,000 is projected to be invested in stormwater related infrastructure, funded by the parks and stormwater sales tax, as well as from MSD Operations, Maintenance and Capital Improvement (OMCI) funds and grants.

City staff and I look forward to discussing the proposed CIP with the City Council in detail during the March Work Sessions.

CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2026-2030



CAPITAL FUND

PARKS AND STORMWATER FUND

BUILDING PROJECT BOND FUND

DRAFT – February 21, 2025

Adopted by the City Council of the City of Creve Coeur through Resolution xxxx on xx, 2025.

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EXECUTIVE SUMMARY

The Capital Improvement Program (CIP) is the City's long-range plan for improvements to infrastructure, parks, and other community facilities. The CIP is a tool to assess the long-term capital needs, values, and desires of the City and to establish funding of high-priority projects in a timely and cost-effective manner. This plan is a living document and is subject to amendment by the City Council.

CIP Goals

The goals of the CIP are as follows:

- Provide a plan for the improvement or replacement of deteriorating infrastructure
- Improve operational or functional aspects of existing infrastructure
- Add new facilities and improve the community's infrastructure to enhance the quality of life in Creve Coeur
- Provide for the planned replacement of major equipment required for the City's operations

CIP Criteria

To be considered a capital improvement, projects or equipment must have a useful life of at least five years and have a minimum cost of \$20,000.

A special set of criteria has been identified to assist in assessing and prioritizing CIP projects. Proposed projects reflect the goals of the Comprehensive Plan through their demonstration of these criteria:

- *Availability of Outside Funding*: higher priority is given to projects that are eligible for and are likely to be considered for grant funding or shared-cost programs, which would reduce the City's investment.
- *Beautification*: aesthetic improvements to natural habitats or frequently traveled or visited areas within the City for public enjoyment, such as the use of public art on public lands.
- *Community Demand*: projects that have received a level of demonstrated resident support or demand, including support of City departments, boards, committees, and commissions.
- *Condition of Existing Facility*: improvements that replace or maintain the City's infrastructure, facilities, or equipment so that it remains in a serviceable, safe, and efficient condition.
- *Coordination (projects, regulations, City-adopted plans)*: projects that fit within planned coordination between multiple projects or agencies to reduce costs or minimize disruption to services, meet state or federal law requirements, or projects that are identified in other City-adopted plans.
- *Economic Growth*: projects focused on maintaining housing values and attracting businesses, residents, or visitors to the City. Projects supporting private development must include return on investment ratios or a fully documented cost/benefit analysis.
- *Operating Efficiency*: equipment or facilities improvements to streamline work processes or benefit from technological advancements. Projects that reduce the cost of operations will receive priority, but those that will increase the cost of operations must identify trade-offs to support those additional costs.
- *Protection & Conservation*: improvements to the City's park system or historical landmarks that allow these facilities to be enjoyed by future generations or projects that reduce the City's environmental impact.
- *Public Safety*: improvements that focus on preserving and protecting the general public from harm and reducing the City's risk exposure.

Relationship between the CIP and the Creve Coeur 2030 Comprehensive Plan

According to the Creve Coeur 2030 Comprehensive Plan:

Within the Creve Coeur 2030 Comprehensive Plan Update, many projects are identified or implied, as specific projects or as conceptual ideas. These projects and others, resulting from recommendations of the Comprehensive Plan, should be developed and incorporated in the City's annual CIP review process. Further detail and refinement of identified and conceptual projects, facilities, or infrastructure improvement needs will be required as the implementation of the Comprehensive Plan occurs.

Development and Adoption of the CIP

According to the City Charter, a draft of the five-year CIP shall be proposed by the City Administrator to the City Council no later than the second regular meeting in February of each year. Prior to the submittal of the draft CIP to the City Council, public input is obtained through the City newsletter, website, and the City's boards, committees, and commissions.

Prior to the City Council's adoption of the CIP, and as required by City Charter, the CIP is submitted to the Finance Committee for recommendations and comments. The Planning & Zoning Commission also reviews the plan emphasizing the location, extent, and character of the proposed projects prior to City Council review, approval, and adoption. A public hearing is held each spring (typically in April) by the City Council to review the final draft of the CIP prior to adoption.

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

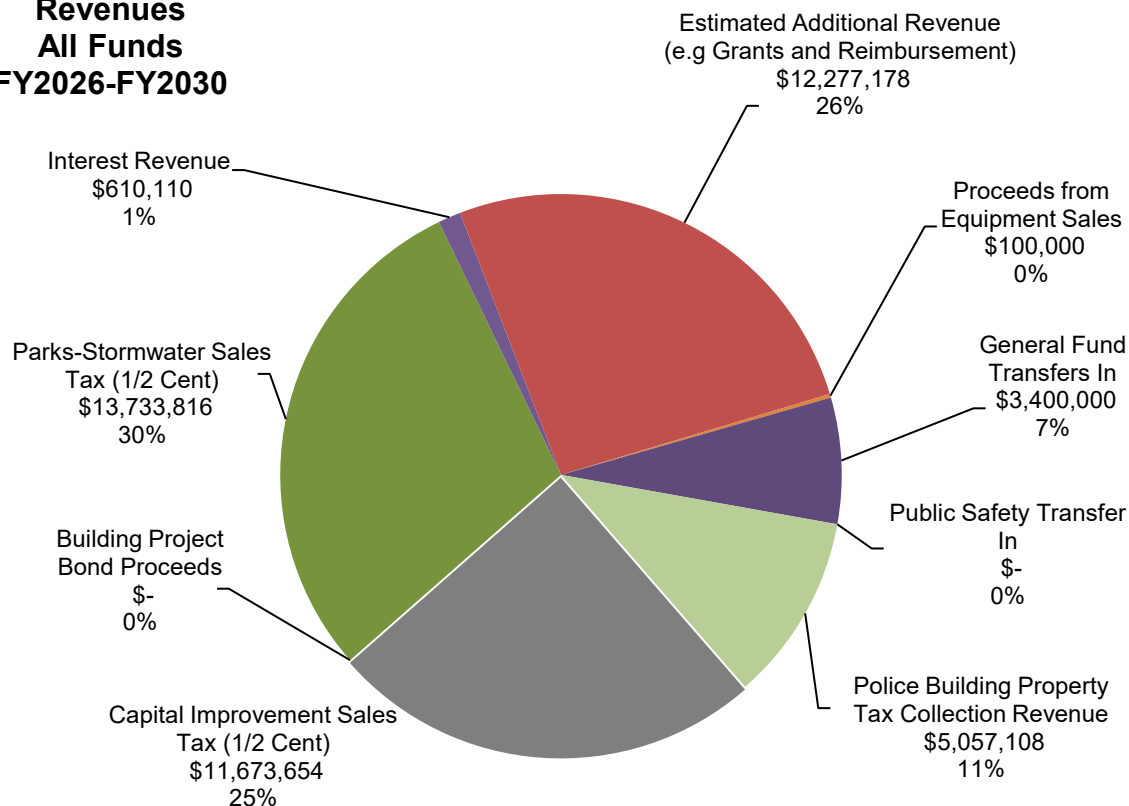
Funds in the CIP

There will be three funds that contribute to the FY2026-FY2030 CIP. These funds are:

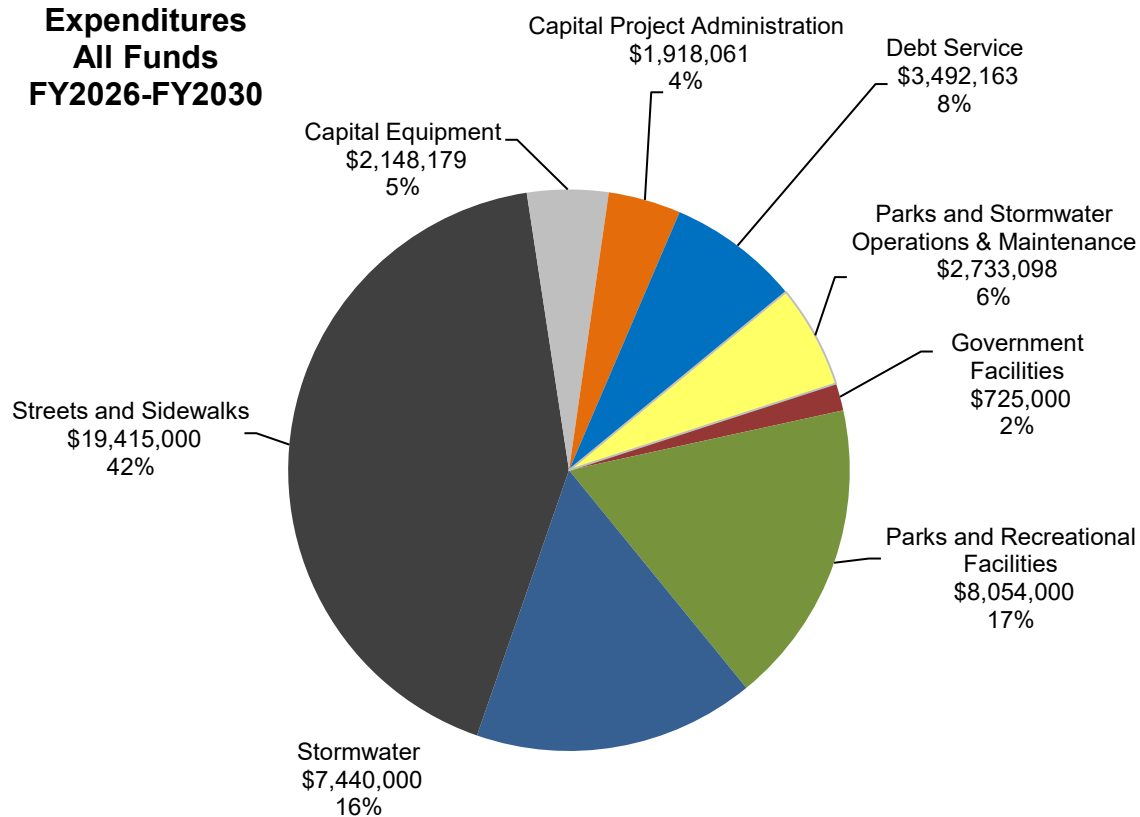
1. Capital Fund. This fund is financed by a half-cent capital improvement sales tax, which is supplemented by annual transfers from the General Fund and project-specific grants.
 - Total Capital Fund revenues: \$24.9 million
 - Total Capital Fund expenditures: \$25.9 million
2. Parks and Stormwater Fund. In November 2020, voters in Creve Coeur approved a half-cent sales tax that is dedicated to finance operations, maintenance, and capital improvements for the City's parks and stormwater infrastructure. This fund will be supplemented by grants and other outside funding related to parks and stormwater.
 - Total Parks-Stormwater Tax Fund revenues: \$16.5 million
 - Total Parks-Stormwater Tax Fund expenditures: \$16.5 million
3. Building Project Bond Fund. In November 2016, voters in Creve Coeur approved a bond measure to build a new police station and to make security and accessibility improvements to the Creve Coeur Government Center. The police station was completed in 2020, so the majority of this fund's project-related expenses is complete. Most of the activity in the FY2026-FY2030 CIP is related to the fund's debt service.
 - Total Building Project Bond Fund revenues: \$5.4 million
 - Total Building Project Bond Fund expenditures: \$0

Combined, these three funds have a projected revenue of \$46.9 million and projected expenditures of \$45.5 million for the FY2026-FY2030 CIP. The charts below break down these revenues and expenditures into the general categories that are found in the CIP.

Revenues All Funds FY2026-FY2030



Expenditures All Funds FY2026-FY2030



More detail is provided for each of the three funds in the sections that follow. Each fund is briefly described, and the revenues and expenses for each fund are summarized for the duration of the FY2026-FY2030 CIP. Project-specific summaries and financial projections are included for each line item that appears in the five-year CIP. Projects that are expected to be completed in FY2025 are not included in this report.

Appendix

This report is one of several documents that forms the CIP. Appendices to this report include:

- Appendix A: FY2026-FY2030 CIP Spreadsheets

The latest version of these documents can be found on the City's website at:

<http://www.creve-coeur.org/95/Capital-Improvement-Program>

Questions and Comments

If you have any questions or comments about the CIP, please contact Mark Perkins, City Administrator, at mperkins@crevecoeurmo.gov or (314) 872-2511.

CAPITAL FUND

The City's Capital Fund has served as the primary mechanism for funding capital projects in the CIP for many years. The Capital Fund finances investments into the City's government facilities, parks and recreational facilities, stormwater infrastructure, streets and sidewalks, capital equipment, and project administration.

Capital Fund Revenues

The City's Capital Fund has three main funding sources: a half-cent capital improvement sales tax, grants and other outside funding, and transfers from the General Fund. All funding sources combined, including interest revenue and other proceeds, are projected to generate \$24.9 million over the FY2026-FY2030 CIP.

Half-Cent Capital Improvement Sales Tax. Projected sales tax revenues are approximately \$11.7 million for the FY2026-FY2030 CIP, which averages out to approximately \$2.34 million per year in the plan.

Sales tax revenue projections have improved significantly since the uncertainty and economic downturn associated with the COVID-19 pandemic forced the City to reduce its revenue estimates. Sales tax projections in the FY2026-FY2030 CIP include an estimated 0.5% increase each year.

Grants and Outside Funding. **Awarded** Federal grants for roadway projects and accessibility improvements will provide approximately \$6.8 million over the FY2026-FY2030 CIP.

Projected Federal grants for roadway projects and accessibility improvements are estimated to provide approximately \$2.8 million over the FY2026-FY2030CIP. Staff will seek additional grant funding during all years, but application for such funding are either in the evaluation process or not yet available.

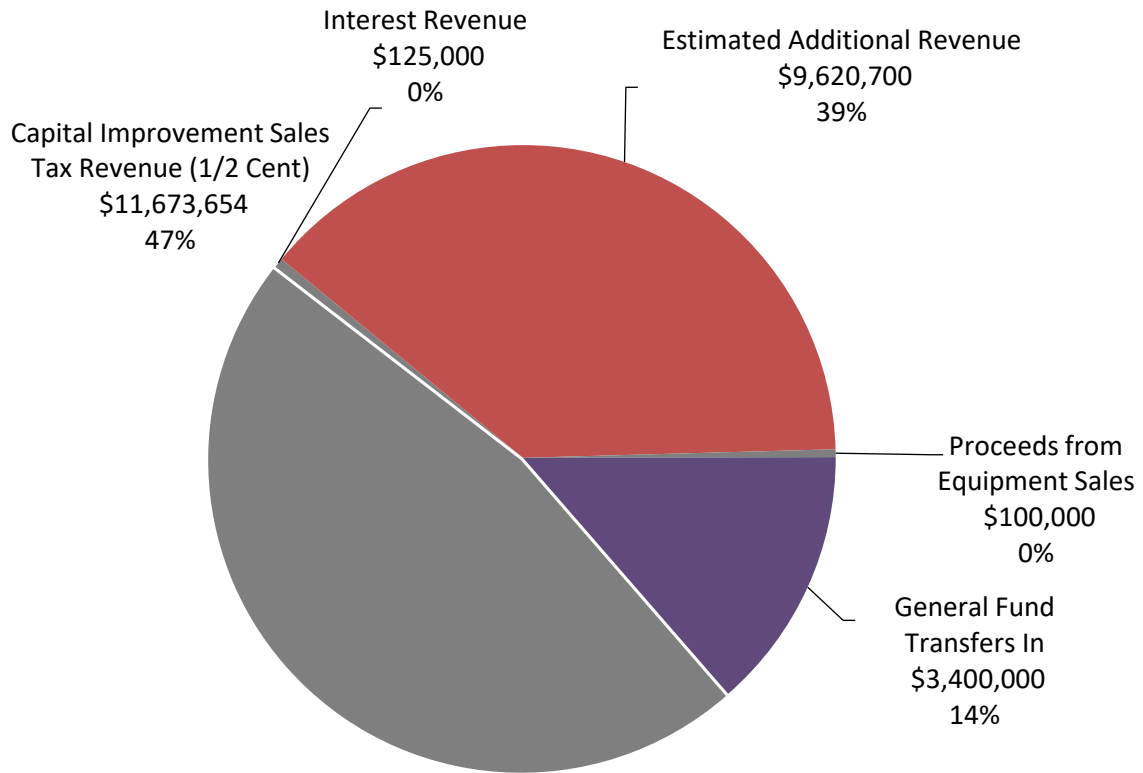
The full costs of projects are stated in the spreadsheets and detailed write ups for each project. The spreadsheets clearly list grants as being awarded or projected and have separate line items for each type of grant and weather it has been awarded or if it is projected. The summary tables in the individual project write ups also provide the same level of detail.

Transfers from the General Fund. The total transfer from the General Fund to the Capital Fund over the proposed FY2026-FY2030 CIP is \$3.4 million.

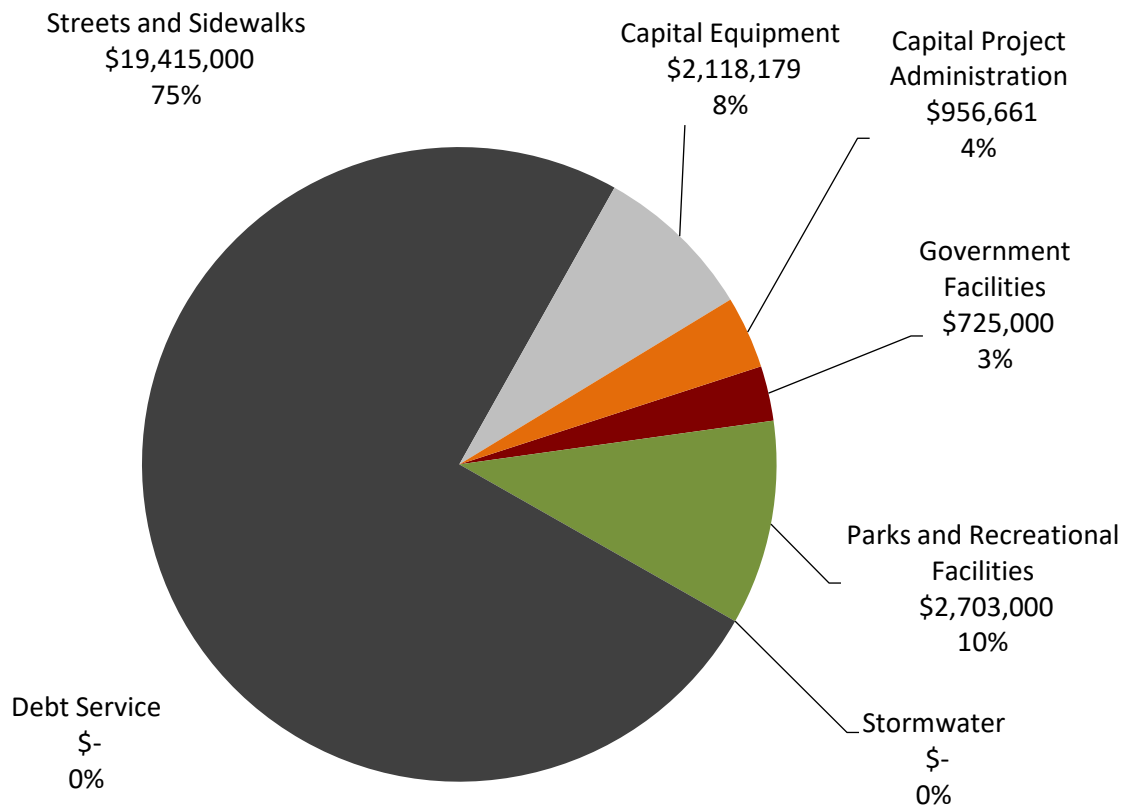
A transfer from the General Fund to the Capital Fund is proposed for each fiscal year in the proposed CIP. Annual General Fund transfers to the Capital Fund have been increased from \$400,000 to \$500,000, based on the transportation-oriented revenue sources of the General Fund which include the County road and bridge tax revenues. FY2026 also includes an additional transfer of \$900,000 to be used for the roofing improvements to the Ice Arena and the Public Works Service Center.

Capital Fund Expenditures

Capital expenditures from the Capital Fund are projected to be approximately \$25.9 million over the proposed FY2026-FY2030 CIP, with a maximum annual expenditure of \$8.7 million in FY2026. Details about these expenditures can be found in the project summary sheets that follow.



FY2026-FY2030 CAPITAL FUND REVENUES



FY2026-FY2030 CAPITAL FUND EXPENDITURES

GOVERNMENT CENTER RENOVATIONS

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
n/a	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$0

Project Description:

Proposed projects in FY2026 will focus on needed repairs and renovations that will make the Government Center more inviting to residence and staff. Project will likely include improvements to Courtroom with upgraded flooring, improvements to the two public facing bathrooms and miscellaneous supplies to update common areas.

Existing Conditions:

The Creve Coeur Government Center has inadequate space for staff, meetings, archives, and storage. Renovations are also needed to make the Government Center more accommodating, helpful, and useful for both residents and staff. For example, the former Police Department and other areas of the Government Center will require extensive renovations before departments can be moved to more accessible locations.

Justification: *Operating Efficiency; Condition of Existing Facility*

The proposed projects for FY2026 will include continued lighting efficiencies that will help to lower energy cost and provide a well lite environment for various meetings and work areas.

Operating Budget Impact:

The proposed renovations will improve energy efficiency and replace aging systems that need frequent and costly maintenance.

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 25,000
Land Acquisition	\$ 0
Construction	\$ 125,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2026 – FY2030)	\$ 150,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 150,000
Total Funding	\$
City's Contribution (FY2026 – FY2030)	\$ 150,000

ROOFING FOR THE PUBLIC WORKS GARAGE

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$575,00	\$0	\$0	\$0	\$0	\$0

Project Description:

The Public Works garage roof was damaged during a hailstorm, and an infrared roof moisture inspection showed that water is leaking under the roof's waterproof membrane. This project proposes a tear-off and replacement of the roof. Project costs may be covered partially by insurance.

Existing Conditions:

The existing roof was damaged by hail. Inspections show that the roof is leaking.

Justification: *Operating Efficiency; Condition of Existing Facility*

The Public Works garage houses Public Works equipment and is where City-owned equipment is repaired and maintained. This structure is vital in keeping the Public Works fleet in good working order. Replacing the roof now will keep City-owned equipment from water damage and possibly prevent roof leaks from causing more damage in the future that may be even more costly to repair.

Operating Budget Impact:

Replacing the roof now will keep City-owned equipment from water damage and possibly prevent roof leaks from causing more damage in the future that may be even more costly to repair.

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 575,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 575,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 575,000
Total Funding	\$ 0
City's Contribution	\$ 575,000

PUBLIC WORKS SETTLEMENT STUDY

Estimated Annual Costs						
Prior Year	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$26,000	\$0	\$0	\$0	\$0	\$0	\$0

Project Description:

The Public Works building has experienced differential settlement over the years. A consultant has been retained in the past to conduct settlement studies at various locations within the building. The project will have the consultant to perform detailed surveys at multiple locations throughout the building to monitor the cracks in the walls, facades and other locations. The survey will occur over an eighteen to twenty-four month timeframe. The consultant will also recommend stabilization methods as/if necessary for the building. The consultant is currently performing monitoring operations and we expect a report later in the year of 2026.

Existing Conditions:

The Public Works building has experienced settlement in the past mainly due to the building being constructed on a fill site. Repairs to the building have been previously made due to the settlement experienced. A settlement study has been performed previously at the Public Works building and this project will be a continuation of the previous studies.

Justification: *Protection & Conservation*

New cracks are forming in the block walls at the maintenance facility. In addition, older cracks are widening causing loose blocks to fall from the walls. Safety of workers and the building structural integrity are our concerns.

Operating Budget Impact:

None

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 26,000
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 26,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 26,000
Total Funding	\$
City's Contribution	\$ 26,000

ICE ARENA REFRIGERANT SWITCHOVER (MUNICIPAL & ARPA GRANT)

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$2,869,345	\$0	\$0	\$0	\$0	\$0	\$0

Project Description:

The Ice Arena's refrigerant system is nearly 20-years old and past its useful life. The system uses the refrigerant, R-22, which is a source of hydrofluorocarbons and, therefore, no longer produced. This project will replace the existing system with a more reliable, environmentally-friendly equipment. The system was switched over to the new refrigerant system in late 2024.

Existing Conditions:

The existing system is past its useful life and requires R-22, a refrigerant that is not EPA-approved.

Justification: *Availability of Outside Funding; Condition of Ex. Facility; Protection & Conservation*

This project directly affects operational efficiency. As of January 1, 2020, the U.S. no longer allows the production or import of R-22 refrigerant, any repair or system failure could result in the City being unable to recharge to maintain cooling. In 2022, the City applied for and received a Municipal Park Grant of \$525,000 for the project. These funds, as well as, American Rescue Plan Act (ARPA) funds will be used to cover the cost of the project.

Operating Budget Impact:

The improvements brought by these projects typically replace old or failing systems that require significant maintenance, and, as a result, should reduce operating costs.

Comments

The City received both a planning grant and construction grant from the Municipal Park Grant Commission to assist with design and construction costs associated with this project.

ICE ARENA REFRIGERANT SWITCHOVER (MUNICIPAL & ARPA GRANT)

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 254,450
Land Acquisition	\$ 0
Construction	\$ 2,614,895
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 2,869,345

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 531,400
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 1,972,360
Total Funding	\$ 2,503,760

Summary	Amount
Total Expenditures	\$ 2,869,345
Total Funding	\$ 2,503,760
City's Contribution	\$ 365,585

DRC CONCESSIONS & PRO SHOP RENOVATION (MUNICIPAL GRANT)

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$15,500	\$75,000	\$600,000	\$0	\$0	\$0	\$0

Project Description:

The project will completely renovate the existing concession stand (including cabinets, count tops, flooring, etc.) and renovate of the existing concession stand eating area (including flooring, popcorn, ceiling, etc.). It will also include remodeling the Dielmann East meeting room to allow for the addition of the Pro Shop.

Existing Conditions:

The concession stand and eating area is approaching the end of its useful life and are the only areas that have not been renovated within the recreation complex. The current Pro Shop is located within the concession stand eating area and is accessible to the public day or night.

Justification: *Public Safety; Coordination; Availability of Outside Funding*

The concession stand plumbing needs to be replaced and proposes a health safety issue and the eating area flooring has been reglued down in areas to keep from becoming a tripping hazard. The Pro Shop is not in a secured area and the computer and other items are left in the open for the public to access. The City received a \$10,000 municipal park grant for the planning portion of this project. Staff feels this is a good project to apply for the Municipal Park Grant that could fund up to a maximum of \$525,000 (FY2027) of the total \$600,000 construction cost estimate.

Operating Budget Impact:

The Pro Shop will have a fully functioning area that will be secure and the efficiency of the concession stand will allow to serve the customer better

Comments:

None

DRC CONCESSIONS & PRO SHOP RENOVATION

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 90,500
Land Acquisition	\$ 0
Construction	\$ 600,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 690,500

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant Projected Amount	\$ 535,000
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 535,000

Summary	Amount
Total Expenditures	\$ 690,500
Total Funding Projected	\$ (535,000)
City's Contribution - Projected	\$ 155,500

GOLF COURSE MAINTENANCE BRIDGE

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$0	\$0	\$0	\$200,000	\$0	\$0

Project Description:

The existing maintenance bridge is located on the southeast corner of the Golf Course near the maintenance shed. The bridge was constructed from wood planks that appear to be degraded and in poor condition. Over time, the bridge approach has sunk by approximately three feet. This project will include the construction of abutments and replacing the existing bridge with a new prefabricated bridge rated to withstand the typical loadings of Golf Course equipment.

Existing Conditions:

Creve Coeur Golf Course staff is concerned that the existing maintenance bridge lacks the structural integrity to withstand repeated loadings from equipment and machinery. In 2015, the City of Creve Coeur hired Michael D. Vogt to create *The Golf Course Needs Assessment Report*. Page 5 of the report lists the maintenance service bridge as a safety issue. The report recommends that the bridge be repaired or replaced as soon as reasonably possible. On page 24, the report restates the conclusion that the bridge is sinking and should be completely replaced as soon as practical and notes a secondary safety issue that the bridge does not have guardrails.

Justification: *Condition of Existing Facility, Public Safety*

The existing maintenance bridge was identified as a safety issue in the 2015 report. Replacing the bridge would reduce risks to staff and the City. Alternative paths between the maintenance shed and the wooded area have been considered. If Golf Course staff used the alternative route, golfers' play would be disrupted. Additionally, using an alternative route would increase the wear on the existing asphalt trails.

Operating Budget Impact:

None

Comments

None

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 200,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 200,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 200,000
Total Funding	\$ 0
City's Contribution	\$ 200,000

ROOFING FOR ICE ARENA (INSURANCE CLAIM)

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$425,000	\$0	\$0	\$0	\$0	\$0

Project Description:

The Ice Arena's roofing was damaged during a hailstorm. This project proposes a tear-off and replacement of the roof. Project costs may be covered by insurance. The project will also require that the existing solar panels be removed and then reinstalled after the new roof is in place. Current design includes new shingles, which have a typical lifespan of 20-25 years. Staff has secured budget level pricing for both a standing seam metal and metal shingle roof system. The lifespan of these options ranges from 40-70 years, but the cost of each is in the \$1.3 to \$1.4 million range.

Existing Conditions:

The existing roof was damaged by hail, which has resulted in leaks at various locations in the building. Follow up inspections verified that the roof is leaking and will need to be replaced to prevent more expensive damage to the structure.

Justification: *Operating Efficiency; Condition of Existing Facility*

The Ice Arena houses expensive and sensitive equipment. A roof that is in good repair is essential to protect the investments the City has made at this facility.

Operating Budget Impact:

Replacing the roof in FY2026 will help prevent water damage that may add to future repair costs.

Comments:

None

ROOFING FOR ICE ARENA (INSURANCE CLAIM)

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 425,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 425,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 425,000
Total Funding	\$ 0
City's Contribution	\$ 425,000

GOLF COURSE MAINTENANCE BUILDING REPLACEMENT

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$19,750	\$0	\$0	\$0	\$0	\$100,000	\$0

Project Description:

The project will look to develop concept design of replacement golf course maintenance building in FY2025. The concept report/design is anticipated to be completed in the summer of 2025. The existing facility is over 70 years old and has been added on to over the years to accommodate the needs of the golf course staff to maintain the high-quality course that is currently enjoyed by residents and visitors. City intends to apply for the Municipal Park Grant to partially fund the final design project costs. FY2030 programmed costs are to start the final design process for the project, with future years programming being for construction costs.

Existing Conditions:

The existing golf maintenance facility is showing its age with numerous leaks and structural issues. Due to the piece meal construction over the years, the current storage is inadequate for golf course irrigation parts, fertilizers, etc. There is not ample room available to properly store or work on capital equipment (such as mowers, aerators, tractors, etc.), and staff is in need of a facility where they can eat and clean up that is away from hazardous work areas.

Justification: *Condition of Ex. Facility; Availability of Outside Funding; Operating Efficiency*

The City will seek Municipal Park Grand Funding to supplement the cost associated with this stage of the design project. A new golf maintenance facility will provide a structure that is design to adequately and safely meet the operation needs to support golf course operations.

Operating Budget Impact:

The improvements brought by this project will replace old and failing structure that require significant maintenance. Additionally, an improved structure will provide protection to the capital equipment that is utilized by the golf course. These improvements should reduce operating costs.

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 119,750
Land Acquisition	\$ 0
Construction	\$ TBD
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 119,750

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ (TBD)
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ (TBD)

Summary	Amount
Total Expenditures	\$ 119,750
Total Funding	\$ (TBD)
City's Contribution	\$ 119,750

GOLF COURSE IRRIGATION SYSTEM REPLACEMENT (MUNICIPAL PARK GRANT)

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$1,220,000	\$0	\$0	\$0	\$0	\$0

Project Description:

The project will completely replace the existing golf course irrigation system in FY2026. The existing irrigation system is over 40 years old and has had many repairs over its life to maintain the high-quality course that is currently enjoyed by residents and visitors. The new system will be a state-of-the-art system and will allow greater flexibility in watering operations. The new system will include a new booster pump. The City was awarded a \$525,000 municipal park grant for the construction of this new system.

Existing Conditions:

The existing golf irrigation system is showing its age with numerous leaks and structural issues. These numerous issues lead to inefficient watering through areas of the course and increase water usage due to leaks. Also, the golf course maintenance staff needs to dedicate time to repair the breaks, which will be greatly reduced after installation of a new irrigation system.

Justification: *Condition of Ex. Facility; Availability of Outside Funding; Operating Efficiency*

In November of 2024 the City was awarded a municipal park grant in the amount of \$525,000. The new state of the art system will allow golf course maintenance staff to optimize watering rates and timing throughout the entire course.

Operating Budget Impact:

The improvements brought by this project will replace an old and failing irrigation system that requires significant maintenance labor hours and material costs to keep operational. The new irrigation system will reduce operation costs related towards repairs of the irrigation system on the golf course.

Comments:

None

GOLF COURSE IRRIGATION SYSTEM REPLACEMENT (MUNICIPAL PARK GRANT)

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 1,220,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 1,220,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 525,000
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 525,000

Summary	Amount
Total Expenditures	\$ 1,220,000
Total Funding	\$ 525,000
City's Contribution	\$ 670,000

DRC – EAST PARKING LOT MILL & RESURFACING

Estimated Annual Costs

Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$0	\$83,000	\$0	\$0	\$0	\$0

Project Description:

Milling and replacement of the existing asphalt surface for the east parking lot and the drive aisle along the north side of DRC and leading to Olde Cabin Road. Complete removal of four inches of asphalt, recompact of existing stone base and a new asphalt base course and surface course will be installed.

Existing Conditions:

The existing lot is in poor condition and warrants full removal and replacement of the asphalt materials.

Justification: *Condition of Ex. Facility; Availability of Outside Funding; Operating Efficiency*

The lot has received minimal rehabilitation efforts in recent history and needs a completely new asphalt surface.

Operating Budget Impact:

Will have a nominal impact on the operating budget.

Comments:

None

DRC – EAST PARKING LOT MILL & RESURFACING

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 83,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 83,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 83,000
Total Funding	\$ 0
City's Contribution	\$ 83,000

STREET AND SIDEWALK MAINTENANCE PROGRAM

Estimated Annual Costs						
Prior Year	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$2,937,280	\$1,500,000	\$1,530,000	\$1,560,000	\$1,590,000	\$1,620,000	\$0

Project Description:

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

Existing Conditions:

While the majority of the City's pavement network is in good condition, annual and on-going evaluation of pavement and sidewalk conditions find aging and failing pavement and sidewalks that need to be addressed.

Justification: *Public Safety; Condition of Existing Facility; Coordination; Community Demand*

The City's street and sidewalk network form the City's largest asset that serves all of the City's residents and visitors. Annual maintenance of streets and sidewalks is required to preserve their functionality and to limit future repair costs. The City uses a pavement management system to track pavement conditions, and the City aims to evaluate the condition of each street on a four-year rotation. The pavement condition data assists with the prioritization of pavement repairs and maintenance and helps the City preserve its existing infrastructure as efficiently as possible. Federal regulations require that sidewalks meet accessibility standards so that all users have an opportunity to travel safely. The City's sidewalk maintenance program follows the federal regulations and supports the City's Pedestrian Plan.

Operating Budget Impact:

Pavement and sidewalk maintenance programs will improve and preserve the infrastructure and will result in a reduction in the number of pothole repairs and other on-going maintenance needs.

Comments:

Approximately 10% of the annual street and sidewalk improvements is typically directed toward accessibility improvements to the City's sidewalk network in support of the accessibility transition plan. Larger projects, such as grant-funded improvements, are stand-alone projects that are described in separate project sheets.

STREET AND SIDEWALK MAINTENANCE PROGRAM

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 7,800,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2026-FY2030)	\$ 7,800,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 7,800,000
Total Funding	\$ 0
City's Contribution (FY2026-FY2030)	\$ 7,800,000

STREET RECONSTRUCTION / REHABILITATION

Estimated Annual Costs						
Prior Year	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$300,000	\$0	\$305,000	\$310,000	\$315,000	TBD

Project Description:

The City plans to fully or substantially replace sections of failed residential roadways through this project. The various needs of the pavement network are evaluated each year to determine which streets need to be reconstructed. The City plans to replace the pavement and associated items on Old Ballas Road from Olive to Olde Cabin Road in FY2026. Later projects will be determined by future reviews of pavement conditions.

Existing Conditions:

Residential streets that are considered for reconstruction have reached the end of their useful lives and are generally in too poor of condition to gain long-term benefits from the City's typical pavement maintenance programs. Most of the streets that have been included in this program were older concrete streets that were overlaid with asphalt decades ago.

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

All of the City's streets will eventually reach the end of their useful lives, fail at a structural level, and require reconstruction. This program provides the City with a tool to address some of its residential streets that are in poor or failing condition that typical maintenance programs can no longer improve.

Operating Budget Impact:

Streets with failing pavement typically require frequent maintenance in the form of pothole patching and emergency pavement repairs, which City staff often performs to address the issues as quickly as possible. Allocating funds for reconstruction also allows for more of the maintenance budget to be used for maintaining and preserving streets that are in better condition, which means more streets and sidewalks will be addressed, reducing the number of calls for City staff to make repairs.

Comments:

The City has invested more than \$2 million into street reconstruction projects during the past ten years.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 1,230,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2026-FY2030)	\$ 1,230,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source ()	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 1,230,000
Total Funding	\$ 0
City's Contribution (FY2026-FY2030)	\$ 1,230,000

FERNVIEW SIDEWALK PROJECT**PHASE 1 – OLIVE TO GALLAGHER (TAP GRANT)**

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$198,780	\$230,000	\$645,000	\$0	\$0	\$0	\$0

Project Description:

The City developed a concept plan to add a sidewalk along Fernview Drive (between Olive Boulevard and Gallagher Road) and along the side streets to connect with the existing sidewalk networks on each side of Fernview. The result of this project would be a unified collection of subdivision sidewalks that are currently not connected. Funding in FY2026 and FY2027 represents the City's matching funding for design, easement acquisition, and construction for a federal Transportation Alternatives Program (TAP) grant. The TAP grant application was approved and will cover 80% of the right-of-way and construction cost in FY2026 & FY2027.

Existing Conditions:

Fernview Drive is a collector roadway that serves several of the residential subdivisions in Ward 4. Sidewalks were constructed throughout most of the subdivisions to the east and west of Fernview, but not along or adjacent to Fernview itself. The result is a series of sidewalks without connections to each other or to Olive Boulevard.

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

Increasing the walkability of Creve Coeur is a common request from residents and a goal outlined in the City's Strategic Plan. Creating a sidewalk along Fernview that connects to the adjacent existing sidewalks will make progress toward this goal.

Operating Budget Impact:

None

Comments:

The City's anticipated portion of a grant-funded project are included in FY2026 (right of way) and FY2027 (construction).

FERNVIEW SIDEWALK PROJECT**PHASE 1 – OLIVE TO GALLAGHER (TAP GRANT)**

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 198,780
Land Acquisition	\$ 230,000
Construction (TAP Grant)	\$ 645,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 1,073,780

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant	\$ 700,000
State Cost-Share Program	\$ 0
Outside Funding Source:()	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 1,073,780
Total Funding	\$ (700,000)
City's Contribution	\$ 373,780

425 N. NEW BALLAS SIDEWALK EXTENSION (FEDERAL TAP GRANT)

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$289,537	\$330,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project involves relocating a retaining wall and underground utilities to accommodate a new sidewalk along the west side of North New Ballas Road between Magna Carta Drive and Rocky Drive. Constructing this sidewalk will connect two sections of sidewalk to create a continuous pedestrian path along the west side of New Ballas from Conway Road to Old Ballas Road. The City was awarded a federal grant for this project through the Transportation Alternatives Program (TAP), but a water main relocation will be required which caused the project to exceed the City's budget. In FY2024, the City reapplied and was approved for a TAP grant for this project, with funding to cover 80% of the right-of-way and construction cost in FY2025 & FY2026. MOAW will complete the water main relocation work in the spring of 2025 in FY2025.

Existing Conditions:

No sidewalk currently exists at this site, but pedestrians commonly use the small grass strip nonetheless. The property's retaining wall has been a barrier to constructing a sidewalk here.

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

Completion of this sidewalk will provide a more suitable pedestrian route for those wishing to walk north along the west side of New Ballas Road.

Operating Budget Impact:

No significant maintenance is anticipated in the near future. The new retaining wall will be located outside of the right of way and will be maintained by the property owner.

Comments:

This project will complete the sidewalk improvements envisioned in a sidewalk concept study from 2008. The conceptual plans from that study provided the basis of the design for a portion of the Ladue Road Sidewalk Project in 2013 and for the New Ballas sidewalk improvements between Ladue Road and De Smet Jesuit High School in 2019.

Funding shown for "prior years" includes a preliminary design and preparation of easement documents that were completed to coordinate with the property owners and to prepare for the grant application.

425 N. NEW BALLAS SIDEWALK EXTENSION

(FEDERAL TAP GRANT)

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 69,537
Land Acquisition	\$ 0
Construction	\$ 550,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 619,537

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant	\$ 448,000
State Cost-Share Program	\$ 0
Outside Funding Source	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 619,537
Total Funding	\$ (448,000)
City's Contribution	\$ 171,537

LINDBERGH-OLD OLIVE INTERSECTION

(STATE COST-SHARE/STP GRANT)

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$2,868,772	\$25,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project involves the partial reconstruction of the intersection of Lindbergh Boulevard and Old Olive Street Road to add a traffic signal that will provide full access in all directions. This signal will allow for a pedestrian/bicycle crossing across Lindbergh and will connect the two halves of Old Olive, both of which are critical steps toward implementation of the Old Olive Great Street plan and the 39 North Master Plan. The City will use federal Surface Transportation Program (STP) grant funding and State Cost-Share Program funding to finance approximately 83% of the project.

Existing Conditions:

The existing intersection of Lindbergh Boulevard and Old Olive Street Road allows only right-in, right-out access for Old Olive on both sides of Lindbergh. A concrete barrier along the Lindbergh median prohibits any east-west vehicular or pedestrian crossing of this intersection.

Justification: *Public Safety; Availability of Outside Funding; Coordination; Beautification*

The proposed improvements to this intersection are supported by the Comprehensive Plan Creve Coeur 2030, the 39 North Master Plan, and the Old Olive Street Road Great Street Plan. These improvements provide the best chance for a pedestrian or bicycle crossing of Lindbergh Boulevard in that area.

Operating Budget Impact:

The City will most likely need to take over the maintenance of Old Olive Street Road from the Missouri Department of Transportation in return for the funding for this project. The ongoing maintenance cost for Old Olive Street Road could be significant.

Comments:

Conceptual plans for this intersection were developed as part of the Old Olive Street Road great street plan, which was completed through a partnership of St. Louis County, the St. Louis Economic Development Partnership, and the City of Creve Coeur. Funding in "prior years" includes concept development and design costs in FY2019-FY2021 to prepare for the grant applications and to design the project. Additional funding for the project may be available through the Governor's Transportation and MODOT Cost Share Program.

LINDBERGH-OLD OLIVE INTERSECTION

(STATE COST-SHARE/STP GRANT)

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 308,772
Land Acquisition	\$ 320,000
Construction	\$ 2,080,000
Equipment	\$ 0
Other (Construction Inspections)	\$ 180,000
Total Expenditures	\$ 2,888,772

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 1,182,000
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program / Governor's	\$ 1,080,348
Outside Funding Source	\$ 0
Total Funding	\$ 2,262,348

Summary	Amount
Total Expenditures	\$ 2,888,772
Total Funding	\$ (2,262,348)
City's Contribution	\$ 626,424

OLIVE-LINDBERGH INTERCHANGE & OLIVE ENHANCEMENTS

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$302,250	\$50,000	\$0	\$0	\$0	\$0	TBD

Project Description:

The City has partnered with the St. Louis Economic Development Partnership (SLEDP) and the Missouri Department of Transportation (MoDOT) to add decorative elements to the planned reconfiguration of the interchange of Olive Boulevard at Lindbergh Boulevard. The enhancements include black powder coat and illuminated street name signs to two new traffic signals on Olive and decorative median, pedestrian-scale lighting, and bridge treatments along Olive over Lindbergh. The project is managed by SLEDP and was completed in spring 2022. The funding identified in FY2026 is for the design of landscaping for the Olive-Lindbergh interchange.

Existing Conditions:

The existing cloverleaf interchange is outdated and was reconfigured to a more compact, pedestrian-friendly design. In FY2026, the design plans for landscaping will be done. The City anticipates staff working with a consultant to provide design options and then bid the project for construction in FY2026.

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

The Olive-Lindbergh interchange serves as one of the main entry points to the City and is located in the middle of the emerging 39 North District. Visual improvements in this area promote the City and encourage growth.

Operating Budget Impact:

The City will be responsible to maintain the signal and bridge enhancements and landscaping. The costs associated with the bridge and signal enhancements is expected to be minimal for the foreseeable future. Landscape maintenance costs could be limited if native grasses and other low-maintenance plants are used in the landscaping design and will be evaluated during landscaping design and selection.

Comments:

The cost to construct the landscaping at this interchange will not be known until the design is complete.

OLIVE-LINDBERGH INTERCHANGE & OLIVE ENHANCEMENTS CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 50,000
Equipment	\$ 0
Other (Construction Inspections)	\$ 0
Total Expenditures	\$ 50,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source ()	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 50,000
Total Funding	\$ 0
City's Contribution	\$ 50,000

PAVEMENT CONDITION RATINGS UPDATE

Estimated Annual Costs						
Prior Year	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$0	\$58,000	\$0	0	\$0	\$0

Project Description:

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

Existing Conditions:

The pavement conditions were independently evaluated in FY2022. Since then, City staff have updated the condition ratings of about one quarter of the City's streets each year. The City does not have the equipment to efficiently or effectively measure ride quality.

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

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

Operating Budget Impact:

None.

Comments:

None

PAVEMENT CONDITION RATINGS UPDATE

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 58,000
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other (Construction Inspections)	\$ 0
Total Expenditures (FY2027)	\$ 58,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source:(Insurance)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 58,000
Total Funding	\$ 0
City's Contribution (FY2027)	\$ 58,000

OLIVE MEDIAN ENHANCEMENT STOCK

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
n/a	\$20,000	\$0	\$20,000	\$0	\$20,000	\$0

Project Description:

The median on Olive Boulevard has concrete, decorative planters. If the planters are hit during a traffic accident, often the entire median planter needs to be replaced. The construction and delivery for concrete planters takes months. Rather than wait months at a time for replacement planters, the City maintains a supply. Additionally, the City pays a lower cost per unit by buying several planters at one time. The cost of the planters is reimbursed later through insurance.

Existing Conditions:

Olive Boulevard is one of the City's busiest streets, and median enhancements with well-maintained vegetation can have a traffic calming effect while promoting the City as a place that takes pride in making public-facing spaces aesthetically pleasing.

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

In most years, the concrete decorative planters have needed to be replaced several times. By buying ahead and in bulk, the City pays less per unit and has planters ready to be installed when needed.

Operating Budget Impact:

The cost per unit is lower when the City buys median enhancements in bulk.

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 20,000
Equipment	\$ 0
Other (Construction Inspections)	\$ 0
Total Expenditures (FY2026)	\$ 20,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source:(Insurance)	\$ 20,000
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 20,000
Total Funding	\$ (20,000)
City's Contribution (FY2026)	\$ 0

CRAIG ROAD IMPROVEMENTS (STP GRANT)

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$296,875	\$1,600,000	\$0	\$0	\$0	\$0	\$0

Project Description:

The project involves improvements to the intersection layout, resurfacing pavement, and reconstructing and expanding sidewalks along Craig Road and Olde Cabin Road between Old Ballas Road and Office Parkway. The City has been awarded a federal Surface Transportation Program (STP) grant for this project. The grant will reimburse the City for approximately 60% of the total cost of the project.

Existing Conditions:

The pavement of Craig Road is currently in fair condition, but sections of the pavement have failed. The traffic flow along Craig is hampered by non-standard intersections with Olde Cabin Road and Office Parkway, and the sidewalks along Craig Road are generally inadequate and have poor accessibility at the intersections.

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

Portions of Craig Road are in poor condition, and the City has provided increasing attention to pavement repairs and pothole patching. Improvements to the intersections along Craig Road are recommended to improve traffic flow and safety and to provide safe and accessible sidewalk crossings at these intersections.

Operating Budget Impact:

The pavement and sidewalks of Craig Road are in increasing need of maintenance. Roadway resurfacing and sidewalk reconstruction will reduce future maintenance costs.

Comments:

Funding in "Prior Years" was for a conceptual design plan for this project, which the City used to evaluate its options and to support its application for grant funding.

CRAIG ROAD IMPROVEMENTS (STP GRANT)

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 296,875
Land Acquisition	\$ 100,000
Construction	\$ 1,500,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 1,896,875

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 960,000
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source	\$ 0
Total Funding	\$ 960,000

Summary	Amount
Total Expenditures	\$ 1,896,875
Total Funding	\$ (960,000)
City's Contribution	\$ 936,875

NEW BALLAS IMPROVEMENTS**PHASE 2 – S NEW BALLAS (DESIGN AND STP GRANT)**

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$163,240	\$1,315,000	\$0	\$0	\$0	\$0	\$0

Project Description:

The project includes pavement resurfacing, concrete curb and sidewalk replacement, and accessibility improvements along New Ballas Road from Conway Road to Ladue Road. The project will also include a pedestrian connection to the bus stop near Mercy Hospital along the east side of New Ballas. The City has been awarded a federal Surface Transportation Program (STP) grant for this project. The grant will reimburse the City for 80% of the right-of-way and construction costs in FY2025 & FY2026.

Existing Conditions:

The asphalt pavement is generally in good condition, but many of the concrete sidewalks, curbs, and entrances are in poor condition. Although areas of the sidewalk and curbing were replaced in FY2019, areas still fall short of the current accessibility standards. South New Ballas Road was found to have an average pavement condition index (PCI) of 47 in 2023, which indicates that the pavement is generally in “marginal” condition and that is currently an appropriate candidate for pavement preservation. The pavement will be 20 years old at the time of the anticipated construction for this project, the pavement joints are cracking, and the overall pavement condition is expected to continue to decline such that repairs and resurfacing are necessary.

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

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

Operating Budget Impact:

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

Comments:

This project is the second of what is expected to be four phases of work along New Ballas Road.

NEW BALLAS IMPROVEMENTS**PHASE 2 – S NEW BALLAS (DESIGN AND STP GRANT)**

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 163,240
Land Acquisition	\$ 65,000
Construction	\$ 1,250,000
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 1,478,240

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 1,060,000
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source ()	\$ 0
Total Funding	\$ 1,060,000

Summary	Amount
Total Expenditures	\$ 1,478,240
Total Funding	\$ (1,060,000)
City's Contribution	\$ 418,240

NEW BALLAS IMPROVEMENTS**PHASE 3 - LADUE TO MAGNA CARTA (DESIGN AND STP GRANT)**

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$16,286	\$150,000	\$10,000	\$850,000	\$0	\$0	\$0

Project Description:

The project includes pavement resurfacing, concrete curb replacement, illuminated street name signs, traffic signal improvements, and accessibility improvements along New Ballas Road from Ladue Road to Magna Carta Drive. Staff applied federal grant assistance, STP funds, for this project in February of 2025 with a **requested amount of \$680,000. If the grant is awarded in the fall of 2025**, it is anticipated that then the City would commence with design phase in FY2026 in the estimated amount of \$150,000. FY2027 includes right of way acquisition and FY2028 includes construction costs which 79% of these costs would be covered with STP funding if the grant is awarded. It is anticipated that the City would not move forward with design services until the grant has been awarded.

Existing Conditions:

The asphalt pavement along New Ballas Road is generally in good condition, but many of the concrete sidewalks, curbs, and entrances are in poor condition. Much of the existing sidewalk falls short of the current accessibility standards. North New Ballas Road was found to have an average pavement condition index (PCI) of 53 in 2022, indicating the pavement was generally in “fair” condition at that time. New Ballas Road was last resurfaced in 2008, meaning that it will be more than 20 years old and will need to be resurfaced when project moves to construction.

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

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

Operating Budget Impact:

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

Comments:

This project is the third of what are expected to be four phases of work along New Ballas Road.

NEW BALLAS IMPROVEMENTS**PHASE 3 - LADUE TO MAGNA CARTA (DESIGN AND STP GRANT)**

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 166,286
Land Acquisition	\$ 10,000
Construction	\$ 850,000
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 1,026,286

Funding Type	Amount
Federal Surface Transportation Program Grant Projected Award Amount	\$ 680,000
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source ()	\$ 0
Total Funding Projected	\$ 680,000

Summary	Amount
Total Expenditures	\$ 1,026,286
Total Funding - Projected	\$ 680,000
City's Contribution - Projected	\$ 346,286

NEW BALLAS IMPROVEMENTS**PHASE 4 - MAGNA CARTA TO OLIVE (DESIGN AND STP GRANT)**

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$0	\$150,000	\$25,000	\$1,100,000	\$0	\$0

Project Description:

The project includes pavement resurfacing, concrete curb and sidewalk replacement, and accessibility improvements along New Ballas Road from Magna Carta Drive to Olive Boulevard. Staff plans to apply for federal grant assistance for this project in February of 2026 with **a requested amount of \$900,000. If the grant is awarded in the fall of 2026**, it is anticipated that then the City would commence with design phase in FY2027 in the estimated amount of \$150,000. FY2028 includes right of way acquisition and FY2029 includes construction costs which 80% of these costs would be covered with STP funding if the grant is awarded. It is anticipated that the City would not move forward with design services until the grant has been awarded.

Existing Conditions:

The asphalt pavement is generally in good condition, but many of the concrete sidewalks, curbs, and entrances are in poor condition. The City has improved the accessibility features at the signalized intersections, but improvements remain. This portion of North New Ballas Road was found to have an average pavement condition index (PCI) of 53 in 2022, which indicates that the pavement is generally in "fair" condition and that is currently an appropriate candidate for pavement preservation. The pavement will be more than 20 years old at the time of the anticipated construction for this project. While the pavement is currently in good condition, the age of the pavement and its heavy use are expected to continue to contribute to the pavement's rapid deterioration during the next 5-7 years.

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

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

Operating Budget Impact:

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

Comments:

This project is the last of what is expected to be four phases of work along New Ballas Road.

NEW BALLAS IMPROVEMENTS**PHASE 4 - MAGNA CARTA TO OLIVE (DESIGN AND STP GRANT)**

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 150,000
Land Acquisition	\$ 25,000
Construction	\$ 1,100,000
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 1,275,000

Funding Type	Amount
Federal Surface Transportation Program Grant Projected Award Amount	\$ 900,000
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source ()	\$ 0
Total Funding - Projected	\$ 900,000

Summary	Amount
Total Expenditures	\$ 1,275,000
Total Funding - Projected	\$ 900,000
City's Contribution - Projected	\$ 375,000

LADUE ROAD IMPROVEMENTS PHASE 1

(DESIGN & STP GRANT)

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$184,241	\$25,000	\$1,800,000	\$0	\$0	\$0	\$0

Project Description:

This project will include pavement resurfacing and sidewalk accessibility improvements along Ladue Road, from Emerson Road to Lindbergh Boulevard. This is the entire City owned section of Ladue Road. The City was awarded a federal grant, STP funds, in August of 2024 in the amount of \$1,300,000. FY2026 includes right of way acquisition and FY2027 includes construction costs which 71% of these costs would be covered with STP funding. Prior years includes design work which is 100% funded by the City.

Existing Conditions:

Ladue Road's pavement is seventeen years old and is beginning to show its age. Multiple utility projects and failing repairs from the previous paving project have given Ladue Road an uneven ride.

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

Ladue Road serves approximately 10,000 vehicles per day and is one of the City's most-traveled streets. Preservation of the Ladue Road pavement should be a high priority for the City. According to the proposed plan, construction of this project would take place when the pavement is 16-17 years old. At that age, Ladue Road will likely need pavement resurfacing.

Operating Budget Impact:

A newer road surface will require few (if any) repairs by the City's staff.

Comments:

None

LADUE ROAD IMPROVEMENTS PHASE 1**PHASE 1 (DESIGN & STP GRANT)**

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 184,241
Land Acquisition	\$ 25,000
Construction	\$ 1,800,000
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 2,009,241

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 1,300,000
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source:()	\$ 0
Total Funding	\$ 1,300,000

Summary	Amount
Total Expenditures	\$ 2,009,241
Total Funding	\$ 1,300,000
City's Contribution	\$ 709,241

OLIVE-270 OVERPASS CLEANING & PAINTING

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$25,000	\$150,000	\$0	\$0	\$0	\$0

Project Description:

This project will involve nighttime cleaning and/or repainting of the exterior (i.e., facing Interstate 270) faces of the Olive Boulevard bridge over Interstate 270. Although the bridge is owned by the State of Missouri, the City of Creve Coeur is responsible for the maintenance of the decorative elements that the City added to the bridge. Among those elements are the decorative bridge faces, which have begun to show some wear. Access to these bridge faces will need to be from Interstate 270, so a significant portion of this project will be traffic control to close several lanes of the highway during each night of work. This construction work can't occur until MoDOT completes the current construction project on I-270.

Existing Conditions:

What appear to be water stains or peeling paint are evident in several locations along both faces of the Olive overpass. The white stains detract from the tan and beige tones of the bridge face.

Justification: *Beautification; Condition of Existing Facility*

The decorative elements of the Olive overpass promote awareness to drivers that they are in Creve Coeur. The decorative elements also promote the City as a beautiful, well-maintained place to work, shop, and live. Stains or peeling paint detract from the positive image of the City as a desirable destination.

Operating Budget Impact:

None

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 25,000
Land Acquisition	\$ 0
Construction	\$ 150,000
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 175,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source:()	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 175,000
Total Funding	\$ 0
City's Contribution	\$ 175,000

FERNVIEW SIDEWALK**PHASE 2 GALLAGHER TO LeHAVRE (DESIGN & TAP GRANT)**

Estimated Annual Costs

Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$0	\$0	\$125,000	\$100,000	\$800,000	\$0

Project Description:

The City developed a concept plan to add a sidewalk along Fernview Drive (between Olive Boulevard and Gallagher Road) and along the side streets to connect with the existing sidewalk networks on each side of Fernview. This project would be a continuation of this sidewalk network along Fernview / Bellerive Estates from Gallagher to LeHavre. The result of this project would be a unified collection of subdivision sidewalks that are currently not connected. **Staff plans to apply for federal grant assistance for this project prior to commencing with any design services. The anticipated requested amount of TAP funds is \$720,000. If funding is awarded** it is anticipated that then the City would commence with design phase in FY2028 in the estimated amount of \$125,000. FY2029 includes right of way acquisition and FY2030 includes construction costs which 80% of these costs would be covered with TAP funding if the grant is awarded. It is anticipated that the City would not move forward with design services until the grant has been awarded.

Existing Conditions:

Fernview Drive / Bellerive Estates Drive is a collector roadway that serves several of the residential subdivisions in Ward 4. Sidewalks were constructed throughout most of the subdivisions bordering Fernview and Bellerive Estates, but not along or adjacent to Fernview or Bellerive Estates. The result is a series of sidewalks without connections to each other or to Olive Boulevard.

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

Increasing the walkability of Creve Coeur is a common request from residents and a goal outlined in the City's Strategic Plan. Creating a sidewalk along Fernview that connects to the adjacent existing sidewalks will make progress toward this goal.

Operating Budget Impact:

None

Comments:

The actual cost and schedule for the project will be incorporated into future capital improvement program plans if the City successfully obtains a federal grant for the project.

FERNVIEW SIDEWALK**PHASE 2 GALLAGHER TO LEHAVRE (DESIGN & TAP GRANT)****CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 125,000
Land Acquisition	\$ 100,000
Construction	\$ 800,000
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 1,025,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant – Projected Grant Amount	\$ 720,000
State Cost-Share Program	\$ 0
Outside Funding Source:	\$ 0
Total Funding Projected	\$ 720,000

Summary	Amount
Total Expenditures	\$ 1,025,000
Total Funding - Projected	\$ 720,000
City's Contribution - Projected	\$ 305,000

OLD OLIVE ROAD IMPROVEMENTS

PHASE 1 LINDBERGH TO OLIVE (WEST) - STP

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$0	\$0	\$0	\$125,000	\$25,000	TBD

Project Description:

The new traffic signal installation at Old Olive Road and Lindbergh Boulevard is anticipated to be operational by late fall of 2025. After the City receives all state and federal reimbursements for this project, the City will take over ownership and maintenance of Old Olive Road from Olive Boulevard on both the east and west sides from MoDOT (excluding the Lindbergh Blvd. right of way).

The roadway pavement, sidewalks and associated items are in need or rehabilitation. Staff plans to apply for federal grant assistance for this project in February of 2028 with **a requested amount of \$900,000. If the grant is awarded in the fall of 2028**, it is anticipated that then the City would commence with design phase in FY2029 in the estimated amount of \$125,000. FY2030 includes right of way acquisition and FY2031 would include construction costs which 80% of these costs would be covered with STP funding if the grant is awarded. It is anticipated that the City would not move forward with design services until the grant has been awarded. Since construction is not anticipated to occur within the 5-year CIP, the projected grant amount is not show in the spreadsheets or in the summary table on the following page.

The first phase of the project is anticipated to be from Lindbergh Blvd. heading west to the intersection with Olive Blvd.

Existing Conditions:

The pavement is showing its age. Utility projects and other factors have given Old Olive Road an uneven ride and overall poor pavement condition.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*
Preservation of the Old Olive Road pavement should be a high priority for the City.

Operating Budget Impact:

A newer road surface will require few (if any) repairs by the City's staff.

Comments:

None.

OLD OLIVE ROAD IMPROVEMENTS**PHASE 1 LINDBERGH TO OLIVE (WEST) - STP****CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 125,000
Land Acquisition	\$ 25,000
Construction	\$ TBD
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 150,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant – Projected Grant Amount	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source:	\$ 0
Total Funding Projected	\$ 0

Summary	Amount
Total Expenditures	\$ 150,000
Total Funding - Projected	\$ 0
City's Contribution	\$ 150,000

OLIVE BLVD. AT OLIA VILLAGE

MEDIAN IRRIGATION AND PLANTINGS (2 MEDIANS)

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$0	\$150,000	\$0	\$0	\$0	\$0

Project Description:

The project includes the removal of existing trees and landscape within two islands on Olive Blvd. Work includes the construction of a new irrigation system to both islands to facilitate growth and the long-term health of plantings within the islands. Work also includes development of a planting plan for both islands.

Existing Conditions:

The medians on Olive Blvd. located on each side of the new main entrance to Olia Village (Pavillion Drive extended) contain a handful of trees and also grass. Neither of these islands currently have an irrigation system.

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

Improvements of these medians will provide a welcoming entrance to the Olia Development from Olive Boulevard.

Operating Budget Impact:

The project will have a nominal impact on operational costs for the water usage during summer months, along with increased maintenance responsibility of the Public Works Department.

Comments:

None.

OLIVE BLVD. AT OLIA VILLAGE**MEDIAN IRRIGATION AND PLANTINGS (2 MEDIANS)****CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 10,000
Land Acquisition	\$
Construction	\$ 140,000
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 150,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source:	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 150,000
Total Funding	\$ 0
City's Contribution	\$ 150,000

OLIVE MEDIAN PROJECT**WOODCREST EXECUTIVE DRIVE TO MASON ROAD**

Estimated Annual Costs

Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$92,000	\$0	\$0	\$0	\$0	\$0

Project Description:

The project includes the removal of existing mulch and planting materials (excluding trees) and replaced with fescue sod. The narrow ends of all islands will be rocked or have a similar treatment. Topsoil will be added and the islands will be graded to a mostly level surface and will be prepared for the new fescue sod to be installed. Approximately 27,000 square feet of fescue sod will be installed throughout the project limits.

Existing Conditions:

The medians on Olive Blvd. through the project limits are dated and in need of improvements to keep the landscaping attractive. Maintenance by the Public Works Department is labor intensive and is difficult to keep the islands in a uniform condition.

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

Improvements of these medians will provide a uniform appearance throughout this section of Olive Blvd.

Operating Budget Impact:

The project should have a small deduct on operational and maintenance costs for the Public Works Department.

Comments:

None.

OLIVE MEDIAN PROJECT**WOODCREST EXECUTIVE DRIVE TO MASON ROAD****CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$
Construction	\$ 92,000
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 92,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Gran	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source:	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 92,000
Total Funding	\$ 0
City's Contribution	\$ 92,000

MARY MEADOWS RESURFACING – SOUTH OF OLIVE BLVD. NEIGHBORHOOD IMPROVEMENT DISTRICT (NID)

Estimated Annual Costs

Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$75,000	\$0	\$0	\$0	\$0	\$0

Project Description:

The project includes the removal and replacement of the asphalt surface of the roadway along with necessary concrete base repairs. Currently this roadway is private. The center island at the south dead end of the roadway will be removed and replaced with a full depth pavement section.

The project is anticipated to be bid along with a City construction project in FY2026 in order to gain competitive pricing and to ensure that the project is constructed in accordance with City standards. The roadway is planned to be turned over to the City after construction and will be owned and maintained by the City moving forward.

Existing Conditions:

The existing pavement condition is average and needs to be brought up to City standards prior to the City accepting this roadway as public.

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

Improvement of the roadway will bring it into compliance with existing City roadway standards. A neighborhood improvement district ("NID") is an area benefited by a public improvement and assessed to pay for that improvement. The City will fund the project initially and will recoup the funds through assessments collected.

Operating Budget Impact:

The project will have nominal operation and maintenance costs for future roadway improvements as well as yearly snow plow operational costs.

Comments:

None.

MARY MEADOWS RESURFACING – SOUTH OF OLIVE BLVD. NEIGHBORHOOD IMPROVEMENT DISTRICT (NID)

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$
Construction	\$ 75,000
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 75,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Gran	\$ 0
State Cost-Share Program	\$ 0
NID Taxes 8-9 years:	\$ 9,400 / year
Total Funding	\$ 9,400 / year

Summary	Amount
Total Expenditures	\$ 75,000
Total Funding	\$ 75,000
City's Contribution	\$ 0

LADUE ROAD BIKE LANE STUDY

EAST OF I-270 TO EASTERN CITY LIMIT

Estimated Annual Costs

Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$35,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This study includes hiring a consultant to evaluate options for a possible bike lane and/or shared use pathway along Ladue Road from east of I-270 to the eastern City limit. It is anticipated that the consultant will provide a detailed conceptual study containing multiple options and conceptual costs estimates. It is anticipated that public hearings would be held during the study phase. A final report will be produced at the conclusion of the study.

Existing Conditions:

Currently Ladue Road is mostly a two-lane roadway section with widening at intersections for turn lanes. There is sidewalk along the north side of Ladue from Ballas Road to Mosley Road, then the sidewalk is along the south side from Mosley to Spoele and then sidewalk on the north side from Spoele to Lindbergh Boulevard. Most of the drainage system consists of ditches, but there are small sections of storm sewer and curb.

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

Bike paths and shared used paths have been identified in City studies and also received through public input as a possible benefit to the community. This study will provide feasible options along with corresponding construction cost estimates.

Operating Budget Impact:

Since this is study only, there would not be any operational impacts at this time.

Comments:

None.

LADUE ROAD BIKE LANE STUDY

EAST OF I-270 TO EASTERN CITY LIMIT

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 35,000
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 35,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Gran	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source:	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 35,000
Total Funding	\$ 0
City's Contribution	\$ 35,000

FEASIBILITY STUDIES – FALAISE DRIVE SIDEWALK AND PATHWAY CONNECTIONS

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$35,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This study includes hiring a consultant to evaluate options for a possible sidewalk along Falaise Drive from Hibler Road to Wild Turkey Court. It is anticipated that the consultant will provide a detailed conceptual study containing multiple options and conceptual costs estimates. It is anticipated that public hearings would be held during the study phase.

Another study contemplated are pathway connection(s) possibly along the Ameren power line corridor south of Millennium Park which could connect subdivisions with a pathway to residential streets and then ultimately to the new pedestrian bridge crossing at Deland Drive at the south end of the park. Other connectivity studies might be considered. A final feasibility report will be produced at the conclusion of the study.

Existing Conditions:

Currently sidewalk exists on Falaise Drive (Cross Creek Drive) from Wild Turkey Court, north to Olive Boulevard. There are connections to this sidewalk section on some intersecting streets to the east and west of Falaise Drive. In addition, there is sidewalk along the south side of Hibler Road from Falaise Drive to Mason Road.

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

Sidewalks and pedestrian connectivity improvements have been identified in City studies and also received through public input as a possible benefit to the community. This study will provide feasible options along with corresponding construction cost estimates.

Operating Budget Impact:

Since this is study only, there would not be any operational impacts at this time.

Comments:

None.

FEASIBILITY STUDIES – FALAISE DRIVE SIDEWALK AND PATHWAY CONNECTIONS

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 35,000
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 35,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Gran	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source:	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 35,000
Total Funding	\$ 0
City's Contribution	\$ 35,000

OLD OLIVE ROAD IMPROVEMENTS

PHASE 2 LINDBERGH TO OLIVE (EAST) - STP

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$0	\$0	\$0	\$0	\$125,000	TBD

Project Description:

The new traffic signal installation at Old Olive Road and Lindbergh Boulevard is anticipated to be operational by late fall of 2025. After the City receives all state and federal reimbursements for this project, the City will take over ownership and maintenance of Old Olive Road from Olive Boulevard on both the east and west sides from MoDOT (excluding the Lindbergh Blvd. right of way).

The roadway pavement, sidewalks and associated items are in need or rehabilitation. Staff plans to apply for federal grant assistance for this project in February of 2029 with **a requested amount of \$900,000. If the grant is awarded in the fall of 2029**, it is anticipated that then the City would commence with design phase in FY2030 in the estimated amount of \$125,000. FY2031 includes right of way acquisition and FY2032 would include construction costs which 80% of these costs would be covered with STP funding if the grant is awarded. It is anticipated that the City would not move forward with design services until the grant has been awarded. Since construction is not anticipated to occur within the 5-year CIP, the projected grant amount is not show in the spreadsheets or in the summary table on the following page.

The second phase of the project is anticipated to be from Lindbergh Blvd. heading east to the intersection with Olive Blvd.

Existing Conditions:

The pavement is showing its age. Utility projects and other factors have given Old Olive Road an uneven ride and overall poor pavement condition.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*
Preservation of the Old Olive Road pavement should be a high priority for the City.

Operating Budget Impact:

A newer road surface will require few (if any) repairs by the City's staff.

Comments:

None.

OLD OLIVE ROAD IMPROVEMENTS

PHASE 2 LINDBERGH TO OLIVE (EAST) - STP

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 125,000
Land Acquisition	\$ TBD
Construction	\$ TBD
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 125,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant – Projected Grant Amount	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source:	\$ 0
Total Funding Projected	\$ 0

Summary	Amount
Total Expenditures	\$ 125,000
Total Funding - Projected	\$ 0
City's Contribution	\$ 125,000

SIDEWALK REHABILITATION PROGRAM

MULTIPLE LOCATIONS

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$50,000	\$0	\$50,000	\$0	\$0	\$0

Project Description:

This project includes removal and replacement of sidewalks throughout the City that are in poor condition and/or that have trip hazards. It is anticipated to be a spot replacement program and will be done at various locations as identified by Public Works and Engineering Staff.

Existing Conditions:

Currently certain sections of City owned and maintained sidewalks are in poor condition and some sections contain trip hazards.

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

Maintenance of City owned sidewalks is a priority and this program is anticipated to address and improve the condition and walkability of the sidewalks within the City.

Operating Budget Impact:

This would have a nominal decrease in the City operational budget, as currently Public Works Department does repair some sidewalk sections as time permits.

Comments:

None.

SIDEWALK REHABILITATION PROGRAM

MULTIPLE LOCATIONS

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 100,000
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 100,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Gran	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source:	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 100,000
Total Funding	\$ 0
City's Contribution	\$ 100,000

PUBLIC WORKS CAPITAL EQUIPMENT

Estimated Annual Costs						
Prior Year	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$777,203	\$379,655	\$428,288	\$435,586	\$445,593	\$429,057	TBD

Project Description:

This project is dedicated to replacing older equipment used by the Department of Public Works. Equipment replacement is based on a scheduled rotation that helps limit the financial impact on any one year. The focus will be on replacing equipment that will be about ten years old.

Existing Conditions:

Some Public Works equipment has reached the end of useful and dependable life. Significant maintenance costs can be expected if this equipment is kept in service.

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

Replacement of the equipment noted above is necessary to provide services to the residents and repair the City's infrastructure. Without replacement, it will not only have an effect on public safety, it will also affect the City's operating efficiency due to down time for equipment repairs.

Operating Budget Impact:

Replacement of older equipment helps reduce the overall annual maintenance costs of the Public Works fleet. Using older equipment can result in significant increases in repair bills and increased equipment downtime, which reduce staff's ability to operate efficiently to provide services to the residents.

Comments:

Capital equipment includes equipment costing more than \$20,000 and having a useful life of at least five years. Public Works staff plans to sell the replaced equipment at auction after the new replacement vehicle arrives. The amount of revenue from the auctioned equipment helps to offset the cost of new equipment.

FY2026 FLEET REPLACEMENT PROJECTIONS

<u>Equipment to be Purchased</u>	<u>Estimated Cost</u>	<u>Equipment for Trade/Auction</u>
Two-ton Dump Truck with Plow	\$ 178,355.00	2011 Two-ton Dump Truck
One-ton Dump Truck	\$ 105,000.00	2013 One-ton Dump Truck
Skid Steer	\$ 66,300.00	2012 Skid Steer
Mini-Excavator	\$ 60,000.00	New Equipment-50% of cost to PSW Fund
	\$ 409,655.00	

FY2027 FLEET REPLACEMENT PROJECTIONS

<u>Equipment to be Purchased</u>	<u>Estimated Cost</u>	<u>Equipment for Trade/Auction</u>
Two-ton Dump Truck with Plow	\$ 181,922.00	2012 Two-ton Dump Truck
One-ton Dump Truck	\$ 83,232.00	2015 One-ton Dump Truck
Pickup Truck (PW Engineering)	\$ 54,100.00	2006 3/4-ton Project Manager Truck
Leaf Vacuum (20 CY; Diesel Powered)	\$ 109,034.00	2015 Leaf Vacuum (Diesel Powered)
	\$ 428,288.00	

FY2028 FLEET REPLACEMENT PROJECTIONS

<u>Equipment to be Purchased</u>	<u>Estimated Cost</u>	<u>Equipment for Trade/Auction</u>
Two-ton Chipper Truck	\$ 158,558.00	2015 Two-ton Dump Truck
Back Hoe	\$ 150,000.00	2008 John Deere 410J
3/4-ton Pickup Truck (Service Body)	\$ 76,090.00	2014 3/4-ton Pickup (Sign Truck)
4 - Mobile Column Lifts for Large Trucks	\$ 50,938.00	New to Fleet Maintenance
	\$ 435,586.00	

FY2029 FLEET REPLACEMENT PROJECTIONS

<u>Equipment to be Purchased</u>	<u>Estimated Cost</u>	<u>Equipment for Trade/Auction</u>
Two-ton Dump Truck with Plow	\$ 189,272.00	2016 Two-ton Dump Truck
One-ton Dump Truck	\$ 86,595.00	2016 One-ton Dump Truck
Pickup Truck (PW Engineering)	\$ 56,287.00	2012 Colorado - Project Manager Truck
Leaf Vacuum (20 CY; Diesel Powered)	\$ 113,439.00	2016 Leaf Vacuum (Diesel Powered)
	\$ 445,593.00	

FY2030 FLEET REPLACEMENT PROJECTIONS

<u>Equipment to be Purchased</u>	<u>Estimated Cost</u>	<u>Equipment for Trade/Auction</u>
Two-ton Dump Truck with Plow	\$ 193,057.00	2016 Two-ton Dump Truck
3/4 Pick-up w/service body	\$ 80,000.00	2019 3/4 ton Service Body
Skid steer with attachments	\$ 90,000.00	2015 Bobcat Skid steer
3/4 ton Pickup w/plow	\$ 66,000.00	2018 3/4 ton Foreman Truck
	\$ 429,057.00	

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 2,118,179
Other	\$ 0
Total Expenditures (FY2026–FY2030)	\$ 2,118,179

Funding Type	Amount
Outside Funding Source ()	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 2,118,179
Total Funding	\$ 0
City's Contribution (FY2026–FY2030)	\$ 2,118,179

PROJECT MANAGEMENT

Estimated Annual Costs						
Prior Year	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$180,226	\$183,831	\$187,507	\$191,257	\$195,082	\$198,984	TBD

Project Description:

This line item includes the costs associated with the full-time salary and benefits for three Public Works staff members to help oversee the design and construction of projects outlined in the Capital Improvement Program. One Public Works staff member will be 100% funded through the Capital Fund, one Public Works staff member will be 100% funded through the Parks and Stormwater Fund, and one Public Works staff member will be 50% funded through the Capital Fund and 50% funded through the Parks and Stormwater Fund.

Existing Conditions:

Engineering staff assists the Director of Public Works with monitoring construction activity, preparing contract documents, performing design surveys, and the overall management of the Capital Improvement Program.

Justification: *Operating Efficiency*

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

Operating Budget Impact:

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

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 956,661
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2026-FY2030)	\$ 956,661

Funding Type	Amount
Outside Funding Source	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 956,661
Total Funding	\$ 0
City's Contribution (FY2026-FY2030)	\$ 956,661

PARKS AND STORMWATER FUND

In November 2020, Creve Coeur voters approved a half-cent sales tax, the revenue from which is dedicated to the operations, maintenance, and improvements needed for the City's parks, recreation, and stormwater infrastructure. Most of the City's projected investments into parks and stormwater are proposed to be financed through this fund.

Parks and Stormwater Fund Revenues

The City's Parks and Stormwater Fund has two main funding sources: a half-cent parks and stormwater sales tax and reimbursement from grants and other outside funding. All the funding sources, including interest revenue, are projected to generate approximately \$16.0 million over the FY2026-FY2030 CIP.

Half-Cent Parks and Stormwater Sales Tax. The projected sales tax revenues are approximately \$13.7 million for the FY2026-FY2030 CIP, which averages out to approximately \$2.7 million per year in the plan.

Grants and Outside Funding. There are three primary outside funding sources for parks and stormwater improvements: the Municipal Park Grant, MSD OMCI reimbursement program and MSD Proposition S reimbursement program.

- *Municipal Park Grant.* The City can seek Municipal Park Grant to supplement up to \$520,000 for parks improvements about every year. This funding source will be shared with the Capital Fund and will be identified in the proper fund as projects are identified.
- *MSD OMCI Reimbursement.* The Metropolitan St. Louis Sewer District (MSD) offers a reimbursement program for stormwater-related operations, maintenance, and construction improvements (OMCI) expenses in the Deer Creek watershed, which is generally the area in Creve Coeur east of Interstate 270 and south of Olive Boulevard. In addition, there is also University City MSD OMCI District, which is a relatively small geographic area north of Olive Boulevard and east of North Lindbergh Boulevard. University City OMCI District is the watershed drainage district that generally flows into/through University City, but also flows into other municipalities including Creve Coeur. The City plans to seek approximately \$1.4 million in reimbursement from this program over the five-year CIP.
- *MSD Proposition S Reimbursement.* The Metropolitan St. Louis Sewer District (MSD) proposed a new tax in 2024 to address regional and local storm water improvement projects. In April 2024 the voters passed this new tax with the tax going into effect in January of 2025. As part of this tax, MSD will allocate \$125,000 per year to the City of Creve Coeur to address storm water improvement projects anywhere within City limits. The City anticipates that the first reimbursement from Proposition S Tax will be in FY2027,

Parks and Stormwater Fund Expenditures

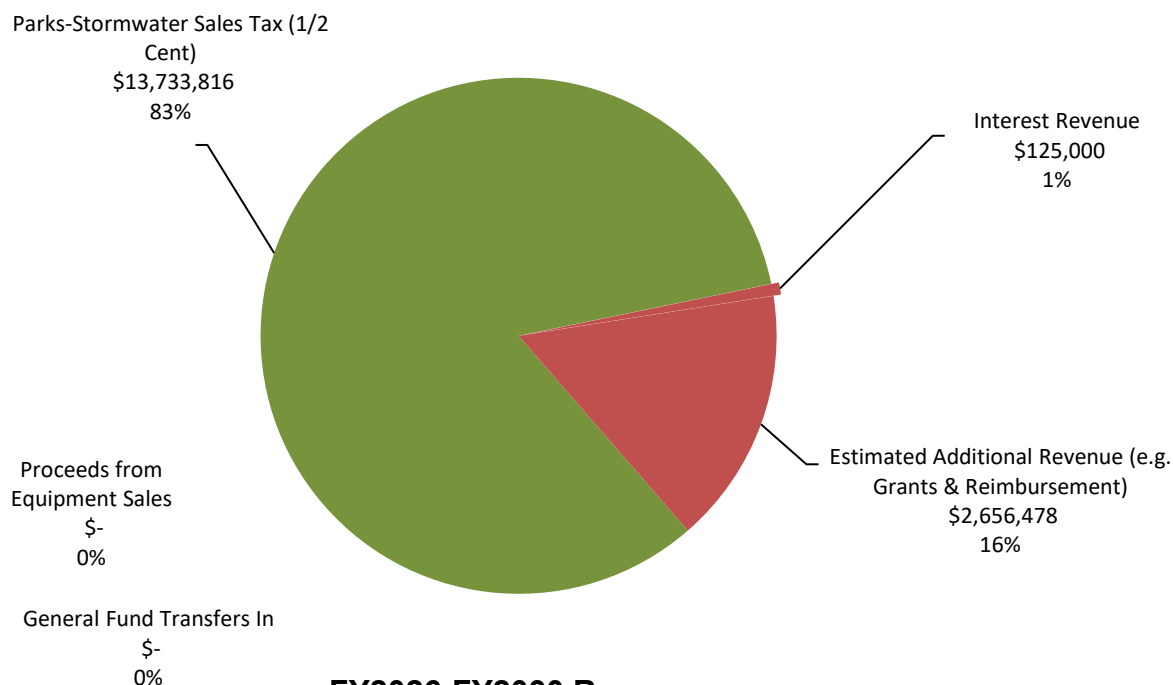
This sales tax revenue does not have a designated division of how it will be spent, but the City Council can decide to set the allocation amounts or to evaluate the division of funds through each CIP process. The proposed five-year CIP includes the following allocation of the sales tax revenue:

- | | |
|---|-----|
| • Parks Projects | 29% |
| • Stormwater Projects | 47% |
| • Capital Project Administration | 6% |
| • Parks and Stormwater Operations & Maintenance | 18% |

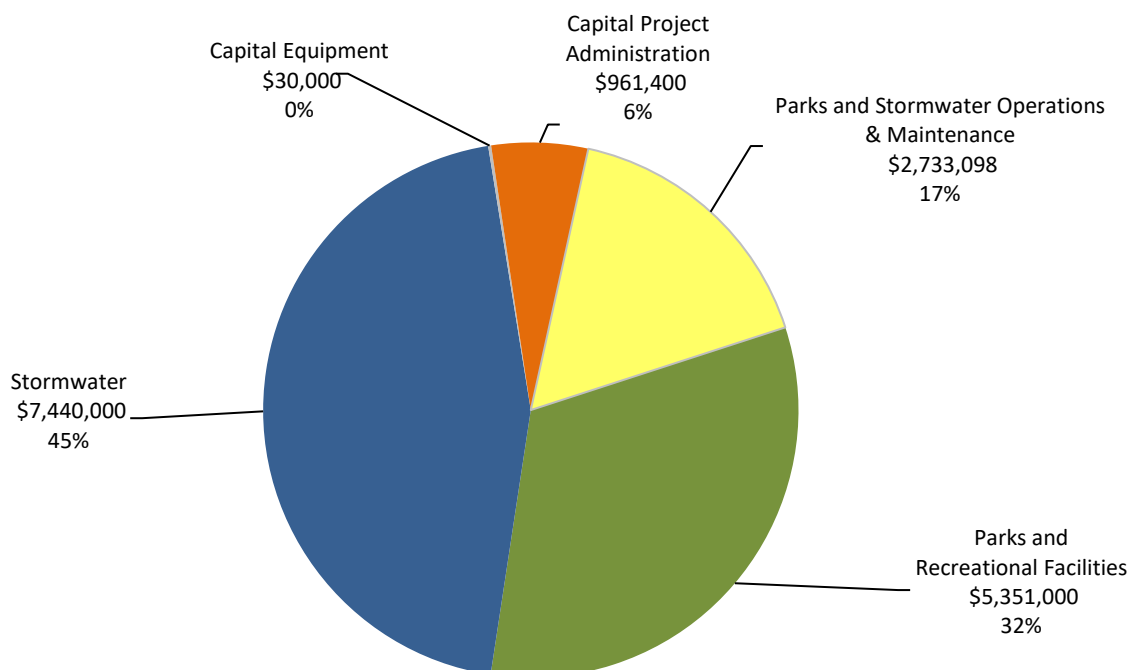
Funding for parks and stormwater management projects is relatively balanced for this CIP, with projected expenditures for stormwater projects being about \$2 million more than park projects over the 5-year CIP period.

At this time, the proposed CIP does not include investment into the Dielmann Recreation Complex or the Creve Coeur Golf Course through the Parks-Stormwater Tax Fund. Projects involving this property are included in the Capital Fund.

Summaries of the projected revenues and expenditures for the Parks and Stormwater Fund are included below, and details about the projects and other expenses that are proposed to be financed through this fund can be found in the project summary sheets that follow.



FY2026-FY2030 Revenues



FY2026-FY2030 Expenditures

HISTORIC BUILDING REHABILITATION AND PRESERVATION

Estimated Annual Costs						
Prior Year	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$21,611	\$25,000	\$80,000	\$25,000	\$25,000	\$25,000	TBD

Project Description:

This project sets aside annual funding for repairs and improvements to the Lake School House at Lake School Park and to the Tappmeyer House at Millennium Park. In FY2026, the focus will be on repairing miscellaneous items at Tappmeyer. Future funding years, FY2027, could be combined to allow for a larger project, such as Tappmeyer House exterior painting.

Existing Conditions:

The interior of the Tappmeyer House has a few conditions that need attention in the coming year. They include repairs to the interior wall from water damage, repair and reconditioning of a few interior window sills and trim ramp with vinyl fascia.

Justification: *Condition of Existing Facility; Protection and Conservation*

Like any of the City's buildings and facilities, the Tappmeyer House will need regular routine maintenance and improvements to remain structurally sound and attractive.

Operating Budget Impact:

Improvements to the locally historic buildings will help reduce the maintenance needs and costs for this building.

Comments:

None

HISTORIC BUILDING REHABILITATION AND PRESERVATION**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 180,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2026-FY2030)	\$ 180,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 180,000
Total Funding	\$ 0
City's Contribution (FY2026-FY2030)	\$ 180,000

PARK FURNITURE REPLACEMENT

Estimated Annual Costs						
Prior Year	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$13,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$0

Project Description:

This project involves the regular replacement of park furniture that is at the end of its useful life. Replacement will involve benches, trash receptacles, and picnic tables.

Existing Conditions:

The City offers dozens of benches, trash receptacles, and picnic tables. Park furniture is exposed to the elements year-round and over time, paint fades, materials degrade, and the furniture becomes unsightly and perhaps even unsafe. Further, the style of the furniture is inconsistent within the City's park network.

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

Sharp edges and other hazards can develop on park furniture during the aging process and from normal wear and tear. Replacing park furniture that is past its useful life keeps the City's parks safer and makes them more inviting, enjoyable, and beautiful.

Operating Budget Impact:

Replacing park furniture decreases the amount of time and effort Parks staff needs to expend on repairs. New furniture will be expected to be virtually maintenance free for the next 5-10 years.

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 100,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2026-FY2030)	\$ 100,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 100,000
Total Funding	\$ 0
City's Contribution (FY2026-FY2030)	\$ 100,000

MALCOLM TERRACE PARK TRAIL IMPROVEMENTS

Estimated Annual Costs						
Prior Year	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$25,000	\$0	\$0	\$0	\$0	\$0

Project Description:

In FY2022, the wooded trails in Malcolm Terrace Park were re-established as rock trails, trail markers were installed along each trail, protective railings were installed along areas bordering Deer Creek, and trail maps were installed at each entrance to the trail system. This project plans for rock and drainage repairs along these paths in FY2026.

Existing Conditions:

Over a mile of nature trails weave through the woods of Malcolm Terrace Park. These trails are currently in good condition.

Summary of Trail System in City:

- Malcolm Terrace Park 1.5 miles of unique nature trails
- Millennium Park 0.6 miles of paved walking trail
- Venable Park 0.4 miles of paved walking trail (plus 0.1 miles new in 2025)
- Conway Park 1.0 miles of paved walking trail

Justification: *Community Demand; Operating Efficiency*

One of the goals set out in the City's Strategic Plan was to establish more options for pedestrians. The Parks and Recreation Master Plan also called for the expansion of the parks trail network. Planned maintenance for the trails will help keep the trails in good condition and in service.

Operating Budget Impact:

Clearing the brush and other growth along the paths has been added to the City's annual parks mowing services contract.

Comments:

None

MALCOLM TERRACE PARK TRAIL IMPROVEMENTS**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 25,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2026-FY2030)	\$ 25,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 25,000
Total Funding	\$ 0
City's Contribution (FY2026-FY2030)	\$ 25,000

MILLENNIUM PARK IMPROVEMENTS**PHASE 2: TRAILS AND RIDGEMOOR FOREST PEDESTRIAN BRIDGE**

Estimated Annual Costs

Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$0	\$100,000	\$650,000	\$0	\$0	\$0

Project Description:

This project involves the design and construction for new pedestrian bridge and a new nature trail through the woods along the south side of Millennium Park. The main bridge would create a new connection between Millennium Park and the Ridgemoor Forest subdivision at the north end of Deland Drive. Additionally, this project will involve improvements around the Tappmeyer House. Staff will apply for a municipal park grant in **the requested amount of \$525,000**. We anticipate that a construction project would only be let after award notification of this municipal park grant.

Existing Conditions:

Informal, dirt trails currently exist where the proposed subdivision connection and wooded trails would be located.

Justification: *Community Demand; Condition of Existing Facility; Coordination*

The most popular improvement that residents requested during the development of the Parks and Recreation Master Plan and the Millennium Park Master Plan was expanded trails in the parks. The proposed project would replace informal, uneven, dirt trails with gravel trails and would replace the informal creek crossings with pedestrian bridges that can provide easy access to the park and its trails.

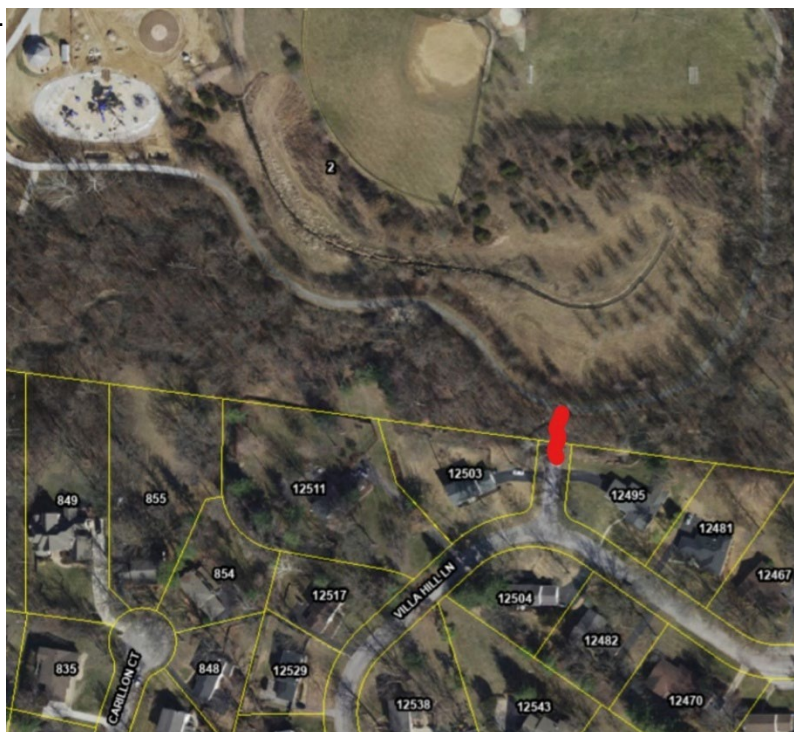
Operating Budget Impact:

Maintenance of these bridges and trails is expected to be minimal at first, but it may become necessary to routinely trim back the brush along the new trails.

Comments:

None.

Proposed New Bridge is shown in heavy red line in the map to right, which is at the dead-end of Deland Drive. This new bridge will connect multiple subdivision to the south and east of the park.



MILLENNIUM PARK IMPROVEMENTS**PHASE 2: TRAILS AND RIDGEMOOR FOREST CONNECTION****CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 100,000
Land Acquisition	\$ 0
Construction	\$ 650,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 750,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant Projected	\$ 525,000
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding Projected	\$ 525,000

Summary	Amount
Total Expenditures	\$ 750,000
Total Funding Projected	\$ 525,000
City's Contribution	\$ 225,000

VENABLE PARK IMPROVEMENTS**PHASE 1: TRAIL, BRIDGE, & TENNIS COURTS**

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$3,100,000	\$0	\$0	\$0	\$0	\$0	\$0

Project Description:

The post tensioned tennis courts and associated work were constructed in late summer of 2024 using a design build project, with the construction being done in FY2025. The courts opened in early fall of 2025. The restroom remodel project started near the end of 2024 and will be completed by the end of February 2025.

The consultant hired by the City to design the rest of the park improvements is finishing up final construction drawings in March of 2025 with an anticipated project bid in late March and possibly award of a construction contract in April of 2025. This schedule would allow for the park improvements to be completed over the summer of 2025 with final restoration in the fall of 2025. This schedule is still tentative, as the project has not yet been released for bid. Elements from the Parks and Recreation Master Plan, such as the replacement of pavilion, improved parking, replacement of the connector bridge at Foxbrook Drive to the east, a memorial to Dr. H. Phillip Venable, new furniture, the rehabilitation of the pathways and improved accessibility.

Existing Conditions:

Several of the facilities at Venable Memorial Park are aging and require updates or replacement.

Justification: *Community Demand; Condition of Existing Facility; Coordination*

The project will coordinate with the recommendations of the Parks and Recreation Master Plan and the preliminary planning efforts for Venable Park. The tennis courts were selected as the first phase of improvements due to their popularity as the central features of Venable Park and due to their age and deteriorated condition. Additionally, bridge access to the park was singled out due to its age and deteriorated condition.

Operating Budget Impact:

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

Comments:

None

VENABLE PARK IMPROVEMENTS**PHASE 1: TRAIL, BRIDGE & TENNIS COURTS****CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 234,000
Land Acquisition	\$ 0
Construction	\$ 2,866,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 3,100,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 300,000
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 300,000

Summary	Amount
Total Expenditures	\$ 3,100,000
Total Funding	\$ 0
City's Contribution	\$ 2,800,000

PLAYGROUND SAFETY SURFACE REPLACEMENT

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$0	\$200,000	\$0	\$125,000	\$0	TBD

Project Description:

This project involves the replacement of damaged areas and rejuvenation or replacement of the rubberized safety surface beneath the City's playground at Conway Park FY2029. The project will involve the installation of a safety surface under the playground at Malcolm Terrace Park FY2027, which is currently a wood mulch surface.

Existing Conditions:

The rubberized surfaces beneath the City's playgrounds provide the required protection for children and other users against injury from a fall from the playground or swing set. These surfaces lose their flexibility over time, and generally need to be rehabilitated or replaced within 12-15 years. The safety surface at Conway Park was installed in 2011 and will be about 18 years old in FY2029. Staff will continue to evaluate the surfaces at Conway Park, Millennium Park, and Venable Park and will recommend repairs or replacement to these surfaces accordingly.

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

The safety surface at Conway Park playground is nearing the end of its life cycle and will see increased operational cost to maintain safety performance. Keeping the safety surface of the City's playgrounds in good condition is required for the continuing use of the playgrounds and the safety of the playgrounds' users.

Operating Budget Impact:

Installation of a safety surface at Malcolm Terrace Park will reduce annual cost incurred by the Public Works staff to remove and reinstall mulch.

Comments:

The safety surface beneath the primary playground at Millennium Park is scheduled for replacement in FY2024 as part of the Millennium Park Phase 1 project, and the safety surface for the playground at Venable Park was replaced in FY2023.

PLAYGROUND SAFETY SURFACE REPLACEMENT**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 325,000
Equipment	\$
Other	\$ 0
Total Expenditures (FY2026 – FY2030)	\$ 325,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 325,000
Total Funding	\$ 0
City's Contribution (FY2026- FY2030)	\$ 325,000

MILLENNIUM PARK IMPROVEMENTS**PHASE 3: PARK ENTRANCE & PARKING LOT IMPROVEMENTS**

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$0	\$0	\$0	\$70,000	\$400,000	\$0

Project Description:

The Millennium Park Master Plan envisions several reconfiguration and improvements to the park entrance and parking lot. This project would involve the design and construction of parking lot improvements reconfiguration and improvement of the park entrance plaza.

Existing Conditions:

Access from the parking lot to the park, as well as, pedestrian connections from BJC hospital is limited. The entrance plaza is dated in appearance, offers little room for social gatherings and vegetation limits view into the park.

Justification: *Beautification, Community Demand, Condition of Existing Facility*

This project will coordinate with the recommendations of the Park Master Plan and the preliminary designs for Millennium Park. Improvements to the park entrance will offer improvements to safety to park guest and provide increased accessibility. The park entrance is one of the first things that most park visitors see, and an elegant park entrance will help make a great first impression.

Operating Budget Impact:

The main impact to the operating budget will involve additional electrical cost for lighting and staff effort to maintain the lights.

Comments:

None.

MILLENNIUM PARK IMPROVEMENTS**PHASE 3: PARK ENTRANCE & PARKING LOT IMPROVEMENTS****CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 70,000
Land Acquisition	\$ 0
Construction	\$ 400,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 470,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 470,000
Total Funding	\$ 0
City's Contribution	\$ 470,000

LAKE SCHOOL PARK RENOVATIONS

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$64,519	\$200,000	\$375,000	\$150,000	\$1,500,000	\$0	\$0

Project Description:

This project involves the design and construction of numerous renovations at Lake School Park. The project plan is to replace the existing tennis courts with post-tensioned concrete courts, construct a playground area, renovations to restroom facilities, possible expansion of the parking lot area and associated work items.

Programming for:

- FY2026 includes renovation of the bathrooms including heating along with design services for a new playground area.
- FY2027 includes construction costs for the new playground area.
- FY2028 includes design services for the remainder of the park renovations.
- FY2029 includes construction costs for the remainder of the park renovations.
 - In FY2029 the Fountain Park sale proceeds of \$750,000 are programmed to fund some of the construction costs of the project.

Existing Conditions:

The current tennis courts are nearly 20 years old and are nearing the end of their life expectancy. Existing restroom facilities are likewise 20 years old and in need of updates to allow access year-round by visitors.

Justification: *Condition of Existing Facilities; Community Demand*

One of the primary user requests in the Parks and Recreation Master Plan was to offer year-round restroom facilities in the parks and update of tennis facilities. Existing courts will be good candidates for replacement in 3 to 5 years, and will reduce the maintenance associated with older facilities to keep them open for public use.

Operating Budget Impact:

We will see a reduction in staff maintenance labor hours to address cracking and tennis court related issues.

Comments:

The renovation project is in the concept design phase and public meetings will be held to review concept plans for the project.

LAKE SCHOOL PARK RENOVATIONS

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 264,159
Land Acquisition	\$ 0
Construction	\$ 2,089,519
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 2,353,678

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 2,353,678
Total Funding	\$ 0
City's Contribution	\$ 2,353,678

39N GREENWAY CONNECTION TO CENTENNIAL TRAIL

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$69,100	\$0	\$300,000	\$0	\$700,000	\$0	\$0

Project Description:

The Great Rivers Greenway (GRG) is a public agency connecting the St. Louis region with greenways. The concept calls for a 600-mile network of greenways connecting St. Louis City, St. Louis County and St. Charles County. The next phase of this trail network is the Centennial Trail plan, which will connect Forest Park and Creve Coeur Lake Park, coming from Warson Park in Olivette to the east, working its way through the light industrial / 39 North district before moving into unincorporated St Louis County. The money budgeted currently is for the first two or three segments of the 39 North Connector pathway.

The 39 North Connector segments of this project start at Stacy Park on the east side, head north along Warson Road, then west along Olive Blvd, then north along Corporate Square and a connection to the main Centennial Greenway path near Gateway and Research Boulevards. The 39N Connector path is divided into five segments. This project is anticipated to fund the first few segments of the 39N Connector. GRG has indicated that they will participate in a portion of the funding for the 39N Connector path. In addition, the City would likely pursue grant opportunities for construction of the path.

Existing Conditions:

GRG moved forward with preliminary design identified in the 39 North Greenway Plan in 2023. GRG was awarded a CMAQ grant in August of 2024 for a section of the Centennial Greenway from Warson Road to Baur Blvd. (along Gateway and Research) which is programmed to be constructed in 2028. In February of 2025, the City submitted a CMAQ grant application for the next section of the Centennial Greenway from Baur Blvd. to Lindbergh Blvd. Selection of awards for this application are anticipated to be announced in the fall of 2025.

Justification: *Community Demand; Coordination; Economic Growth; Protection & Conservation*

GRG has indicated (subject to approval of their board) to fund a significant portion of the cost in planning, design and construction of the 39N Connector path. The project will further support one of the goals set in the City's Strategic Plan to establish more options for pedestrians and provide expansion of the parks trail network. A robust trail network will attract more business to the community and make Creve Coeur a desirable place to live.

Operating Budget Impact:

None

Comments:

None

39N GREENWAY CONNECTION TO CENTENNIAL TRAIL**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 269,100
Land Acquisition	\$ 0
Construction	\$ 800,000
Equipment	\$ 0
Other	\$ TBD
Total Expenditures	\$ 1,069,100

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant	\$ TBD
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ TBD

Summary	Amount
Total Expenditures	\$ 1,069,100
Total Funding	\$ TBD
City's Contribution	\$ 1,069,100

MALCOLM TERRACE PARK PAVILION REPLACEMENT

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$80,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project involves the replacement of the pavilion at Malcolm Terrace Park. The pavilion provides shelter to visitors to the park. This upgrade will compliment improvements made in 2022.

Existing Conditions:

In 2021, a concrete base was poured under the pavilion, which improved the structures stability. However; the pavilion roofing and support system are approaching the end of life and are in need of replacement. An observation done in 2024 identified a carpenter bee infestation within sections of the structure.

Justification: *Condition of existing facility; Beautification*

The existing pavilion, associated concrete footings and flat work is in need of replacement. This replacement will serve to ensure a safe space for park visitors and provide an improvement to the park's aesthetics.

Operating Budget Impact:

None

Comments:

None

MALCOLM TERRACE PARK PAVILION REPLACEMENT

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 80,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 80,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 80,000
Total Funding	\$ 0
City's Contribution	\$ 80,000

DEMOLITION OF BRIDGE IN MALCOLM TERRACE PARK (50% OF COSTS SHARED WITH STORMWATER)

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$75,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project will remove the failing bridge in Malcolm Terrace Park and located off Townsend Street. The City of Creve Coeur's Department of Public Works uses the bridge to bring equipment into the park for maintenance activities, and pedestrians use the bridge to access the park's trails. Both City staff and the public have alternate routes to enter the park, with the main one being a low water bridge at the end of Elzey Street.

In 2017, the bridge was inspected for the possibility of a rehabilitation project. The project was put on hold due to costs relative to the available budget. Since 2017, the bridge's condition has visibly deteriorated and is now closed to both vehicle and pedestrian traffic.

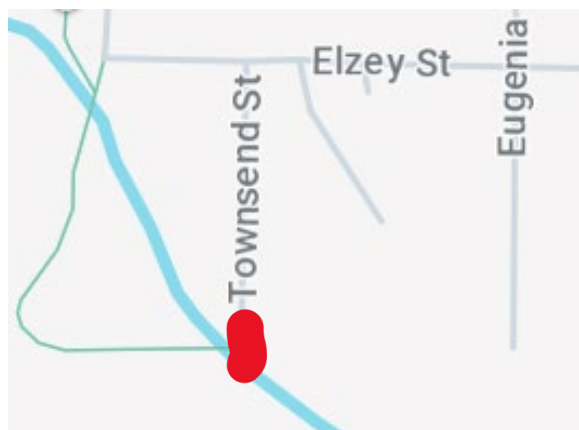
In 2024, Engineers with Intuition & Logic along with Structures, Inc. re-inspected the bridge and completed an addendum to the 2017 report. The bridge shows signs of heavy moisture seepage at all beam joints, cracks along joint grout keyways, and one of the bridge's piers is cracked. Significant erosion at the abutments caused pavement settlement.

The Missouri Department of Transportation's Engineering Policy Guide for decision-making when considering replacement versus structural rehabilitation suggests comparing estimates for both options. If the cost for rehabilitation is at least 68% of the cost of replacement, then it is generally assumed that replacement will provide a better value than rehabilitation. Estimates for removing and replacing the bridge exceeded the City's budget for stormwater projects in FY2025, and it was determined that the best value to residents was removing the bridge without replacement. With this project, the bridge will be removed and nearby creek banks will be stabilized.

Justification: *Condition of existing facility; Protection & Conservation, Public Safety*

The project will be funded by the City's Parks & Stormwater sales tax, with 50% funded by Parks and 50% funded as a stormwater project.

Operating Budget Impact: None



Bridge location is red highlight above, crossing Deer Creek



DEMOLITION OF BRIDGE IN MALCOLM TERRACE PARK (50% OF COSTS SHARED WITH STORMWATER)

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 30,000
Land Acquisition	\$ 0
Construction	\$ 45,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 75,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 75,000
Total Funding	\$ 0
City's Contribution	\$ 75,000

CONWAY PARK SIDEWALK & LOT RESURFACING

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$0	\$51,000	\$0	\$0	\$0	\$0

Project Description:

This project involves pavement repairs, crack sealing, asphalt resurfacing, restriping lines and arrows for the parking lot and repair of the associated sidewalk and ADA ramps at Conway Park.

Existing Conditions:

Most of the asphalt pavement in the parking lot at Conway Park is in fair condition, but over time, all paved surfaces begin to crack and the parking lot lines fade. Regular pavement maintenance such as resurfacing extends the life of the parking lot without having to complete a total reconstruction of the lot. Additionally, the associated curbing and sidewalks have begun to crack and are in need of repair.

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

Repairs, pavement resurfacing of the asphalt pavement combine to provide good preventive maintenance for asphalt pavement, and such preventive maintenance will delay more intense and more costly repairs. Newly painted lines will clearly mark the parking spaces. In addition, the parking lot is one of the first things that most park visitors see, and the sealing, repainting and improved accesses will have an element of park beautification to help make that first impression a good one.

Operating Budget Impact:

Sealing pavement and replacing cracked concrete curbs and sidewalks helps prevent the need for maintenance activities such as filling pot holes or making sidewalks ADA compliant.

Comments:

None.

CONWAY PARK SIDEWALK & LOT RESURFACING

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 51,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 51,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 51,000
Total Funding	\$ 0
City's Contribution	\$ 51,000

CONWAY PARK PAVILION

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$70,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project involves the replacement of the gazebo at Conway Park with a more substantial structure. The existing gazebo has structural issues that are beyond economical repair. The new structure will provide useful functionality and capacity for park visitors.

Existing Conditions:

The gazebo and associated concrete have been exposed to the elements year-round and over time, the metal supports and wood seats have degraded, paint has faded, the structure is becoming unsightly and perhaps even unsafe. Additionally, the concrete under the gazebo is cracked and presents a tripping hazard. The structure is dated and not consistent with the style and look of other structures within the City's Park network.

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

Replacement of the gazebo with help to eliminate a structure that is nearing the end of its life, and could pose a safety issue to park visitors. Additionally, the replacement with a new structure will upgrade the look of the park making it more inviting, enjoyable and beautiful. A new structure will provide more room for larger group gatherings anticipated by the addition of pickleball at the park. The new structure will be in the range of 20'x20' and should allow for two or three picnic benches to be installed under it.

Operating Budget Impact:

Replacing the gazebo decreases the amount of time and effort Parks staff needs to expend on repairs. The new structure will be expected to be virtually maintenance free for the next 10-15 years.

Comments:

None

CONWAY PARK PAVILION

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 70,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 70,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 70,000
Total Funding	\$ 0
City's Contribution	\$ 70,000

WATERSHED MANAGEMENT PLAN UPDATE

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$448,026	\$0	\$0	\$0	\$75,000	\$0	\$0

Project Description:

This study will update the Watershed Management Plan (WMP) which was adopted in April 2024. The update to the WMP is anticipated to include the following work scopes:

- A desktop of review of the projects remaining in the adopted WMP which have not been designed.
- A review of possible new projects that have been brought to the attention of staff by residents.
- A review of possible new projects that have been identified by City Staff.
- A desktop review of prioritization ranking of possible projects and incorporation into these rankings new projects.
- Open houses to be held to assist with identification of possible new projects.
- Identification of possible grant opportunities.
- Other scopes identified by Staff and/or the consultant hired for the update.

From the updated Watershed Management Plan will come a prioritized, coordinated list of defined stormwater projects that will be listed as line items. in future Capital Improvement Plans.

Existing Conditions:

A comprehensive City-wide watershed study was completed and adopted in April 2024.

Justification: *Community Demand; Condition of Existing Facility; Coordination; Operating Efficiency; Protection & Conservation*

In previous years, the City's capital improvement budget allowed for a small stormwater program that could only fund small or emergency projects. With the residents' approval of the parks and stormwater sales tax, the City is now able to have a planned, proactive stormwater program that will be logically and efficiently guided by the comprehensive Watershed Management Plan. An update to the adopted Watershed Management Plan will also help qualify the City for grants and other funding opportunities.

Operating Budget Impact:

None

Comments:

None

WATERSHED MANAGEMENT PLAN UPDATE

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 75,000
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2026-FY2030)	\$ 75,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ 0
DNR Section 319 Grant	\$ 0
Outside Funding	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 75,000
Total Funding	\$ 0
City's Contribution (FY2026-FY2030)	\$ 75,000

CONWAY PARK POCKET WETLAND & GOLF COURSE POND

Estimated Annual Costs

Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$500,000	\$40,000	\$500,000	\$0	\$0	\$0

Project Description:

Over time, the lakes at Conway Park and the Golf Course have received a large volume of sediment. As a result, the lakes have become shallower. At Conway Park, the depth of the lake is no longer deep enough for a fountain to be able to properly function. At the Golf Course, sediment buildup contributes to foul smells that distract golfers. At both lakes, additional suspended solids have a negative impact on water quality.

In the design phase, the depth of sediment will be measured, and then the amount of dredging required and the dredging methodology can be determined. Conway Park Lake is planned to be converted to a pocket wetland in FY2026, and the Golf Course lakes is planned to be dredged in FY2028. Both project locations are anticipated to include the installation of a forebay to settle out suspended solids, which will extend the amount of time before the lakes will likely need to be dredged again.

Existing Conditions:

Golfers have reported that the lakes at the Golf Course have a strong, unpleasant odor. Dredging the lakes will remove the organic material that is causing the odors. Currently, each of the lakes has a decreased storage capacity and are less effective at stormwater management.

Justification: *Community Demand; Condition of Existing Facility, Protection & Conservation, Beautification*

Creating a pocket wetland or dredging the lakes will improve stormwater management performance by slightly increasing the available storage volume. A pocket wetland at Conway Park will create a vibrant and colorful wetland that has great plant and wildlife diversity. After the lake is dredged at the Golf Course, fountains and aeration systems can be installed, which will help improve water quality and help prevent odors.

Operating Budget Impact:

For the forebay to be effective, deposited sediment will need to be regularly removed. This regular maintenance will help prolong the amount of time until the lakes will need to be dredged again. Delaying the cost of another full dredging/rework effort will be cost-effective in the long-term.

Comments:

None

CONWAY PARK POCKET WETLAND & GOLF COURSE POND

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 102,635
Land Acquisition	\$ 0
Construction	\$ 1,000,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 1,102,635

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ TBD
DNR Section 319 Grant	\$ 0
Outside Funding	\$ 0
Total Funding	\$ TBD

Summary	Amount
Total Expenditures	\$ 1,102,635
Total Funding	\$ TBD
City's Contribution	\$ 1,102,635

STORMWATER MANAGEMENT COST-SHARE PROGRAM

(GRANT PROGRAM)

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$19,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	TBD

Project Description:

The Stormwater Management Cost-Share Program will help individual homeowners and homeowner associations solve stormwater issues that are unlikely to be addressed by a City-funded project or receive funding from existing programs such as the Deer Creek Watershed Rainscaping Program and the MSD Rainscaping Small Grants Program.

Existing Conditions:

Individual homeowners and homeowner associations have asked the City for assistance in solving stormwater issues. Homeowner associations report delaying maintenance because of high costs. Properly maintaining detention basins helps ensure that the basins are detaining the intended volume; flows are flowing from the basin as designed; and stormwater is being managed more effectively. Some basins receive and manage flows from other neighborhoods and nearby roadways. These basins, in particular, serve the greater public good by reducing flood risks and helping protect streambanks from erosion.

The City's Watershed Management Plan identified more than one hundred possible public projects, and more than fifty reported issues were classified as private homeowner issues. Private issues include yard flooding and erosion. While private issues will not be solved with a publicly-funded solution, the Stormwater Management Cost-Share Program will help these homeowners control stormwater.

Justification: *Community Demand; Public Safety; and Protection & Conservation*

Homeowners and homeowner associations have asked the City for assistance in solving stormwater issues. Managing stormwater helps improve public safety by reducing flood risks. Keeping more water longer onsite keeps stormwater from roadways and neighboring sites and flowing too quickly into streams and creeks. Too much water flowing too quickly into roadways can create driving safety issues. Better controlling the amount and rate at which water enters creeks during the peak of storm events helps prevent erosion.

Operating Budget Impact:

The City has no anticipated ongoing operating budget expenses with this cost-share program.

Comments:

None

STORMWATER MANAGEMENT COST-SHARE PROGRAM**(GRANT PROGRAM)****CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other (five-year program cost)	\$ 300,000
Total Expenditures (FY2026- FY2030)	\$ 300,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ 0
DNR Section 319 Grant	\$ 0
Outside Funding	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 300,000
Total Funding	\$ 0
City's Contribution (FY2026-FY2030)	\$ 300,000

FY2025 STORMWATER PROJECTS

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$215,000	\$450,000	\$0	\$0	\$0	\$0	\$0

Project Description:

Woodbridge Manor, Mason Forest Drive, Fernpark Drive and Bellington Lane were identified as possible public projects under the City's most recent Watershed Management Plan. With the Prioritization Ranking System, the Watershed Management Plan ranked each possible project by assigning a score based on the severity of the issues, benefits, and estimated costs. These projects were among the plan's highest scoring possible projects.

Combining these locations into one project will provide a better opportunity for potential cost-savings in both the engineering design and construction phases.

Woodbridge Manor is experiencing street and structural flooding in part from offsite flows. This project will provide an overland flow path for flows coming from beyond the site and direct the water to an existing onsite detention basin. Mason Forest experiences street, structural, and yard flooding. With this project, a swale will be constructed to direct flows to an existing stormwater inlet that will be modified under this project to improve performance.

This project will address basement and yard flooding at Fernpark Drive and Bellington Lane by constructing a swale, curb, and inlet to direct flows to an existing stormwater inlet.

Existing Conditions:

All sites are subject to street, structural, and yard flooding.

Justification: *Community Demand; Public Safety*

The Stormwater Committee is in favor of projects that address structural and roadway flooding being an early priority of the City's Stormwater Program. Prioritization Ranking Scores support this strategy as potential projects with structural and roadway flooding score highly.

Structural and roadway flooding are public safety and public health risks. Addressing these types of issues helps protect the public and reduces the City's risk exposure.

Operating Budget Impact:

This project has no anticipated impact on the City's Operating Budget.

Comments:

None

FY2025 STORMWATER PROJECTS

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 215,000
Land Acquisition	\$ 0
Construction	\$ 450,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 665,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ 0
DNR Section 319 Grant	\$ 0
Outside Funding	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 665,000
Total Funding	\$ 0
City's Contribution	\$ 665,000

BEAVER DRIVE CROSSING

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$191,000	\$650,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project will address the public safety risks of the failing existing rusting corrugated metal roadway culvert; protect the creek by repairing rusted gabion rock baskets; and address structural flooding and erosion issues at nearby homes.

When the roadway culvert is replaced, the roadway will be raised to provide additional cover over the culvert pipe. This will improve public safety by improving the strength of the roadway. To alleviate stormwater issues, a storm sewer inlet and pipes, berm, swale, and curbing will be installed.

Existing Conditions:

The existing corrugated metal pipe is rusted and failing. The roadway above the culvert is cracking and the depth of cover over the pipe is less than recommended. Downstream of the culvert, gabion rock baskets are also failing. Homes near the culvert are experiencing structural flooding and erosion.

The roadway culvert is under the only roadway access to the four homes on Beaver Drive. Failure of the roadway would prevent any roadway access to the homes east of the culvert.

Justification: *Public Safety; Condition of Existing Facility; Community Demand; Protection & Conservation*

This project will reduce the risk of a roadway collapse by replacing a failing roadway culvert. Given the deteriorated condition of the culvert and the poor condition of the cover above the pipe, this project will protect the public from harm and reduce the City's risk exposure.

The Stormwater Committee is in favor of projects that address structural and roadway flooding being an early priority of the City's Stormwater Program. Prioritization Ranking Scores support this strategy as potential projects with structural and roadway flooding score highly.

Replacing the failing gabion rock baskets will help stabilize the creek banks, which protects an environmental asset.

Operating Budget Impact:

Roadway culverts should be regularly inspected.

Comments:

None

BEAVER DRIVE CROSSING

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 191,000
Land Acquisition	\$ 0
Construction	\$ 650,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 519,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ 650,000
DNR Section 319 Grant	\$ 0
Outside Funding	\$ 0
Total Funding	\$ 650,000

Summary	Amount
Total Expenditures	\$ 841,000
Total Funding	\$ 650,000
City's Contribution	\$ 191,000

SONA LANE

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$27,133	\$50,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project will address structural flooding and yard erosion for the homes on the west side of Sona Lane. The project might include berms and swales between the homes on Sona Lane which will convey flows to a new stormwater pipe and inlet system that might also be constructed as part of this project. The consultant hired has completed a conceptual study. Programming in FY2026 is anticipated to further the study to determine if measurable improvements can be achieved within a fundable construction budget.

Existing Conditions:

Homes along the west side of Sona Lane receive large volumes of flow from the east side of Deaver Lane. Flows are eroding yards and flooding homes.

Justification: *Community Demand; Public Safety*

The Stormwater Committee is in favor of structural and roadway flooding being an early priority of the City's Stormwater Program. Prioritization Ranking Scores support this strategy as potential projects with structural and roadway flooding score highly.

Structural and roadway flooding are public safety and public health risks. Addressing these types of issues helps protect the public and reduces the City's risk exposure.

Operating Budget Impact:

This project has no anticipated impact on the City's Operating Budget. After construction, it is likely that the stormwater conveyance system will be dedicated to MSD.

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 77,133
Land Acquisition	\$ 0
Construction	\$ TBD
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 77,133

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ TBD
DNR Section 319 Grant	\$ 0
Outside Funding	\$ 0
Total Funding	\$ TBD

Summary	Amount
Total Expenditures	\$ 77,133
Total Funding	\$ TBD
City's Contribution	\$ 77,133

VARIOUS PROJECTS – UNIVERSITY CITY OMCI

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$0	\$175,000	\$0	\$0	\$0	\$0

Project Description:

This project will be used for design and construction costs for a stormwater project in the University City MSD OMCI District, a relatively small geographic area north of Olive Boulevard and east of North Lindbergh Boulevard. The project will be located within the City of Creve Coeur limits. University City OMCI District is the watershed drainage district that generally flows into/through University City, but also flows into other municipalities including Creve Coeur. This OMCI district serves the Upper River Des Peres Watershed. Staff will recommend this project in FY2027 to the Stormwater Committee for review/approval, and then the selected project would be reviewed/approved by the City Council in FY2027.

Existing Conditions:

The Watershed Management Plan did not identify any projects within the University City OMCI District. City staff is investigating options for stormwater projects in the area including improvements to roadway curb and gutters or, perhaps, stormwater best management practices to capture flows from parking lots.

Justification: *Availability of Outside Funding; Community Demand; Condition of Existing Facilities; Protection & Conservation*

This project will be completely funded with MSD OMCI funds.

Residents and the Stormwater Committee have been supportive of the City undertaking stormwater projects to reduce flooding risks, improve public health and safety, and protect the City's waterways.

This project may replace or maintain City infrastructure such as roadway curb and gutters. Stormwater projects may reduce the City's environmental impact by helping to improve water quality and protect streambanks from erosion.

Operating Budget Impact:

The project may impact the City's Operating Budget if City assets are installed that will require inspections and maintenance.

Comments:

None

VARIOUS PROJECTS – UNIVERSITY CITY OMCI

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 25,000
Land Acquisition	\$ 0
Construction	\$ 150,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2026 – FY2030)	\$ 175,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ 150,000
DNR Section 319 Grant	\$ 0
Outside Funding	\$ 0
Total Funding	\$ 150,000

Summary	Amount
Total Expenditures	\$ 175,000
Total Funding	\$ 150,000
City's Contribution (FY2026 – FY2030)	\$ 25,000

GRANT FUNDING CONSULTANT RESEARCH FOR STORMWATER PROJECTS

Estimated Annual Costs						
Prior Year	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$25,000	\$0	\$0	\$0	\$0	TBD

Project Description:

This line item includes the costs associated with hiring a professional consultant to research opportunities for Local, State and Federal grants that might be available to possibly help fund design and/or construction of some of the projects listed in the prioritization list contained in most recent version of the Watershed Management Plan (WMP). It is anticipated that the consultant will be able to identify numerous grants that will assist with funding and ultimately completion of numerous projects detailed in the WMP. In addition, the professional consultant might assist City Staff with making grant application submissions.

Existing Conditions:

The City's Department of Public Works typically manages the research for and submission for grants for roadway and sidewalk projects. With the newly completed WMP, it is anticipated that numerous additional grant opportunities will arise and having a professional consultant research and identify such grants will provide the best opportunity for the City to secure such grants.

Justification: *Operating Efficiency*

The responsible and effective administration of the City's parks and stormwater projects requires significant staff time. Projects often have similar schedules, and multiple projects often require immediate attention at the same time. The professional consultant costs provided for this item will be important to identify and hopefully secure as many grants as practical for future stormwater improvement projects detailed in the WMP.

Operating Budget Impact:

None

Comments:

None

GRANT FUNDING CONSULTANT RESEARCH FOR STORMWATER PROJECTS

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 25,000
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2026-FY2030)	\$ 25,000

Funding Type	Amount
Outside Funding	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 25,000
Total Funding	\$ 0
City's Contribution (FY2026-FY2030)	\$ 25,000

VIDEO INSPECTION BALLAS STORM SEWER (OLIVE TO CONWAY) AND VIDEO OF ROADWAY CULVERTS

Estimated Annual Costs						
Prior Year	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$75,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This line item includes the costs associated with hiring a contractor to perform a video inspection of the entire storm sewer system along New Ballas Road from Conway Road to Olive Boulevard. Currently the City owns and maintains this storm sewer system. This video inspection includes a complete analysis of the interior condition of the storm sewers along with a corresponding report of the condition of the entire system. Once the work is completed, City Staff will meet with MSD with the ultimate goal of having MSD take over ownership and maintenance of the storm sewer system along New Ballas Road.

This item also includes the costs associated with hiring a contractor to perform a video inspection of the critical roadway culvert crossing major roadways throughout the City. Currently the City owns and maintains the majority of these culvert crossings. The video inspection will assist in evaluation for future repairs and/or replacements of roadway culverts that could be in a poor structural condition. The video inspection should allow the City to proactively plan for these improvements moving forward.

Existing Conditions:

None of these storm sewers or roadway culverts have been video inspected in well over a decade. The existing structural conditions of these underground sewers is not known.

Justification: *Operating Efficiency*

Video inspection of the storm sewers on New Ballas Road along with video inspection of the roadway culverts crossing major streets will allow the City to proactively plan, design and budget for repairs and replacements that might be necessary.

Operating Budget Impact:

If MSD accepts the New Ballas Road storm sewer system, there would be a savings since future repairs of this system by the City would not be necessary.

Comments:

None

VIDEO INSPECTION BALLAS STORM SEWER (OLIVE TO CONWAY) AND VIDEO OF ROADWAY CULVERTS

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 75,000
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2026-FY2030)	\$ 75,000

Funding Type	Amount
Outside Funding	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 75,000
Total Funding	\$ 0
City's Contribution (FY2026-FY2030)	\$ 75,000

DEMOLITION OF BRIDGE IN MALCOLM TERRACE PARK (50% OF COSTS SHARED WITH PARKS)

Estimated Annual Costs

Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$75,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project will remove the failing bridge in Malcolm Terrace Park and located off Townsend Street. The City of Creve Coeur's Department of Public Works uses the bridge to bring equipment into the park for maintenance activities, and pedestrians use the bridge to access the park's trails. Both City staff and the public have alternate routes to enter the park, with the main one being a low water bridge at the end of Elzey Street.

In 2017, the bridge was inspected for the possibility of a rehabilitation project. The project was put on hold due to costs relative to the available budget. Since 2017, the bridge's condition has visibly deteriorated and is now closed to both vehicle and pedestrian traffic.

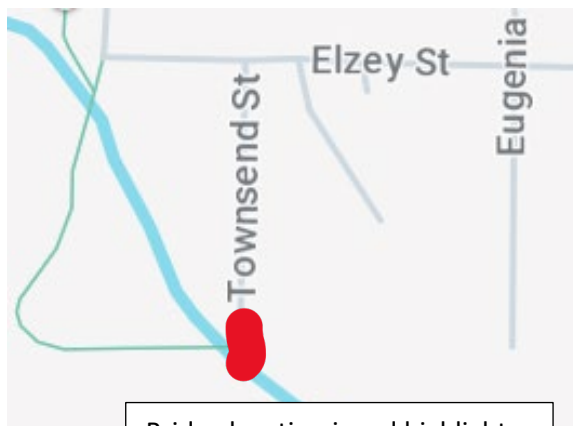
In 2024, Engineers with Intuition & Logic along with Structures, Inc. re-inspected the bridge and completed an addendum to the 2017 report. The bridge shows signs of heavy moisture seepage at all beam joints, cracks along joint grout keyways, and one of the bridge's piers is cracked. Significant erosion at the abutments caused pavement settlement.

The Missouri Department of Transportation's Engineering Policy Guide for decision-making when considering replacement versus structural rehabilitation suggests comparing estimates for both options. If the cost for rehabilitation is at least 68% of the cost of replacement, then it is generally assumed that replacement will provide a better value than rehabilitation. Estimates for removing and replacing the bridge exceeded the City's budget for stormwater projects in FY2025, and it was determined that the best value to residents was removing the bridge without replacement. With this project, the bridge will be removed and nearby creek banks will be stabilized.

Justification: *Condition of existing facility; Protection & Conservation, Public Safety*

The project will be funded by the City's Parks & Stormwater sales tax, with 50% funded by Parks and 50% funded as a stormwater project.

Operating Budget Impact: None



Bridge location is red highlight above, crossing Deer Creek



DEMOLITION OF BRIDGE IN MALCOLM TERRACE PARK (50% OF COSTS SHARED WITH PARKS)

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 30,000
Land Acquisition	\$ 0
Construction	\$ 45,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 75,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ 0
DNR Section 319 Grant	\$ 0
Outside Funding	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 75,000
Total Funding	\$ 0
City's Contribution	\$ 75,000

PROJECTS FROM THE WATERSHED MANAGEMENT PLAN

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$0	\$0	\$0	\$1,300,000	\$1,500,000	\$0

Project Description:

The City's 2024 Watershed Management Plan (WMP) identified more than one hundred possible public stormwater projects. Possible projects are scored based on the risks addressed, benefits, and estimated costs (essentially a cost-to-benefit ratio). Higher scores generally indicate that the project addresses more risks and offers more benefits for each dollar of estimated costs.

For FY2024 through FY2028, the City sought to program projects with a score of one or greater in the WMP. The City's Stormwater Committee gave City staff the planning-level direction to give particular focus to projects that address structural and roadway flooding, as these are the risks with the greatest potential negative impact to public health, public safety, personal property, and public infrastructure.

By FY2029 and FY2030, it is likely that many of the possible roadway and structural flooding focused projects with a score of one or greater will have been addressed. In FY2029 and FY2030, the Stormwater Program may be shifting towards more streambank restoration projects that score one or greater in the WMP. Many of these relatively higher-scoring streambank-focused projects address erosion issues that impact habitable or other structures that require a Building Department permit to construct.

Justification: *Availability of Outside Funding, Community Demand, Condition of Existing Facilities; Protection & Conservation, Public Safety*

This project will be funded by the City's Parks & Stormwater sales tax. Some projects may qualify for Metropolitan St. Louis Sewer District (MSD) OMCI or Proposition S funding. At this time, the future of Missouri Department of Natural Resources Section 319 grants is uncertain but remains a possibility for funding.

Operating Budget Impact:

The project will likely not impact the City's Operating Budget if the assets are on private property.

The City may have operating and maintenance costs if the project installs City-owned assets.

Comments:

None

PROJECTS FROM THE WATERSHED MANAGEMENT PLAN

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 500,000
Land Acquisition	\$ 0
Construction	\$ 2,300,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2026-FY2030)	\$ 2,800,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ TBD
DNR Section 319 Grant	\$ 0
MSD Proposition S	\$ 240,000
Total Funding	\$ 240,000

Summary	Amount
Total Expenditures	\$ 2,800,000
Total Funding	\$ 240,000
City's Contribution (FY2026-FY2030)	\$ 2,560,000

FY2026 STORMWATER PROJECTS

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$160,000	\$435,000	\$0	\$0	\$0	\$0

Project Description:

The Stormwater Committee's planning-level direction is to program projects that score a one or greater in the City's 2024 Watershed Management Plan (WMP) with a focus on projects that address structural and roadway issues.

The following projects are planned to enter into engineering design in FY2026 with the intent to undergo construction in FY2027.

- **North Spoede Road & Mission Hills Court (DC-S-22)** seeks to address roadway flooding near the intersection of North Spoede Road & Mission Hills Court. The project will also explore the possibility of adding additional stormwater inlets along North Spoede Road.
- **Pine Manor Drive (DC-S-09)** looks to address street and yard flooding with possible extensions and modifications of the existing stormwater system. Swales and berms may be considered for addressing yard flooding.
- **18 Sackston Woods Lane (DC-S-02)** intends to address yard flooding with the possible installation of a pipe plus swale and berm system.
- **Alden Lane (DC-S-18)** aims to address roadway flooding, failing streambank protections, yard flooding, and roadway sinkholes. Design may consider installing natural streambank protections, grade controls, curb and gutter sections, a roadway crown, and a berm and swale.

Justification: *Availability of Outside Funding, Community Demand, Condition of Existing Facility, Protection & Conservation, Public Safety*

This project will be funded by the City's Parks & Stormwater sales tax. Projects may qualify for Metropolitan St. Louis Sewer District (MSD) OMCI and Proposition S funding.

Residents and the Stormwater Committee have been supportive of the City's approach to programming projects identified in the 2024 Watershed Management Plan.

Operating Budget Impact:

Projects will impact the City's Operating Budget if the installed assets are City-owned rather than privately-owned.

Comments:

None

FY2026 STORMWATER PROJECTS

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 160,000
Land Acquisition	\$ 0
Construction	\$ 435,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 595,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ TBD
DNR Section 319 Grant	\$ 0
Outside Funding	\$ 0
Total Funding	\$ TBD

Summary	Amount
Total Expenditures	\$ 595,000
Total Funding	\$ TBD
City's Contribution (FY2026-FY2030)	\$ 595,000

FY2027 STORMWATER PROJECTS

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$0	\$295,000	\$535,000	\$0	\$0	\$0

Project Description:

The Stormwater Committee's planning-level direction is to program projects that score a one or greater in the City's 2024 Watershed Management Plan (WMP) with a focus on projects that address structural and roadway issues.

The following projects are planned to enter into engineering design in FY2027 with the intent to enter construction in FY2028.

- **Villa Hill Lane (CC-C-16)** plans to address streambank erosion that is threatening a retaining wall.
- **740 North Mason Road (CC-S-05)** intends to address yard flooding and erosion that affects several homes by potentially installing a berm and swale system that directs flows to an existing stormwater system.
- **Oak Hollow Drive (CC-C-23)** has the objective to address creekbank erosion that is threatening habitable structures.
- **Morwood Lane (DC-S-13)** aims to address roadway and yard flooding by possibility reestablishing roadway gutters and installing berms, swales, inlets, and pipes.

Justification: *Availability of Outside Funding, Community Demand, Condition of Existing Facility, Protection & Conservation, Public Safety*

This project will be funded by the City's Parks & Stormwater sales tax. Projects may qualify for Metropolitan St. Louis Sewer District (MSD) OMCI and Proposition S funding.

Residents and the Stormwater Committee have been supportive of the City's approach to programming projects identified in the 2024 Watershed Management Plan.

Operating Budget Impact:

Projects will impact the City's Operating Budget if the installed assets are City-owned rather than privately-owned.

Comments:

None

FY2027 STORMWATER PROJECTS

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 295,000
Land Acquisition	\$ 0
Construction	\$ 535,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 830,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ TBD
DNR Section 319 Grant	\$ 0
Outside Funding	\$ 0
Total Funding	\$ TBD

Summary	Amount
Total Expenditures	\$ 830,000
Total Funding	\$ TBD
City's Contribution	\$ 830,000

FY2028 STORMWATER PROJECTS

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$0	\$0	\$300,000	\$TBD	\$0	\$0

Project Description:

The Stormwater Committee's planning-level direction is to program projects that score a one or greater in the City's 2024 Watershed Management Plan (WMP) with a focus on projects that address structural and roadway issues.

The following projects are planned to begin engineering design in FY2028 with the goal of construction in FY2029.

- **996 East Rue De La Banque Street (DC-C-03)** seeks to address streambank erosion that is threatening a habitable structure and existing stormwater infrastructure.
- **Ferngate Lane (CC-C-07)** intends to address erosion threatening habitable structures, failing rip rap, and an exposed outlet pipe.

Justification: *Availability of Outside Funding, Community Demand, Condition of Existing Facility, Protection & Conservation, Public Safety*

This project will be funded by the City's Parks & Stormwater sales tax. Projects may qualify for Metropolitan St. Louis Sewer District (MSD) OMCI and Proposition S funding.

Residents and the Stormwater Committee have been supportive of the City's approach to programming projects identified in the 2024 Watershed Management Plan.

Operating Budget Impact:

Projects will impact the City's Operating Budget if the installed assets are City-owned rather than privately-owned.

Comments:

None

FY2028 STORMWATER PROJECTS

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 300,000
Land Acquisition	\$ 0
Construction	\$ TBD
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 300,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ TBD
DNR Section 319 Grant	\$ 0
Outside Funding	\$ 0
Total Funding	\$ TBD

Summary	Amount
Total Expenditures	\$ 300,000
Total Funding	\$ TBD
City's Contribution	\$ 300,000

PARKS CAPITAL EQUIPMENT

Estimated Annual Costs						
Prior Year	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$41,505	\$30,000	\$0	\$0	\$0	\$0	\$0

Project Description:

The Department of Public Works proposes to purchase a mini-excavator with attachments for projects necessary to maintain the park nature trails and surrounding grounds. This FY2026 programmed cost will be shared at a 50% level with the Capital Fund. The total estimated purchase price of the mini-excavator is \$60,000.

Existing Conditions:

The mini-excavator will be a new addition to the department and will greatly assist in nature trail and park ground maintenance.

Justification: *Condition of Existing Equipment; Operating Efficiency*

The City prides itself on the appearance of its parks, and green spaces of the parks are significant passive amenities. New tractor is needed to adequately and efficiently service these areas.

Operating Budget Impact:**Comments:**

None

PARKS CAPITAL EQUIPMENT**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 30,000
Other	\$ 0
Total Expenditures	\$ 30,000

Funding Type	Amount
Outside Funding	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 30,000
Total Funding	\$ 0
City's Contribution	\$ 30,000

PROJECT MANAGEMENT

Estimated Annual Costs						
Prior Year	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$175,728	\$181,000	\$186,500	\$192,100	\$197,900	\$203,900	TBD

Project Description:

This line item includes the costs associated with the full-time salary and benefits for three Public Works staff members to help oversee the design and construction of projects outlined in the Capital Improvement Program. One Public Works staff member will be 100% funded through the Capital Fund, one Public Works staff member will be 100% funded through the Parks and Stormwater Fund, and one Public Works staff member will be 50% funded through the Capital Fund and 50% funded through the Parks and Stormwater Fund.

Existing Conditions:

The City's Department of Public Works manages the implementation of most of the Capital Improvement Program, and the Public Works staff needs the capacity to responsibly manage the additional projects and programs made possible by the parks and stormwater sales tax.

Justification: *Operating Efficiency*

The responsible and effective administration of the City's capital improvement projects requires significant staff time. Projects often have similar schedules, and multiple projects often require immediate attention at the same time. The project management and engineering staff provided for in this item will be critical for the parks and stormwater projects to be able to be completed successfully and on time.

Operating Budget Impact:

Annual costs for each position include salary and benefits plus ongoing employee training, city equipment, cell phone, and general supplies, which are anticipated to be approximately \$1,000 per employee per year.

Comments:

None

PROJECT MANAGEMENT**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 961,400
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2026-FY2030)	\$ 961,400

Funding Type	Amount
Outside Funding	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 961,400
Total Funding	\$ 0
City's Contribution (FY2026-FY2030)	\$ 961,400

BUILDING PROJECT BOND FUND

In November 2016, Creve Coeur voters approved a ballot measure that authorized the issuance of general obligation bonds of \$10.69 million for the purpose of constructing, furnishing, and equipping a new police station on the existing Government Center property and making safety, security, and accessibility renovations to the existing Government Center.

Building Project Bond Fund Expenses

The expenses for the police building project began in FY2018 and continued through FY2020. This project was completed slightly below budget.

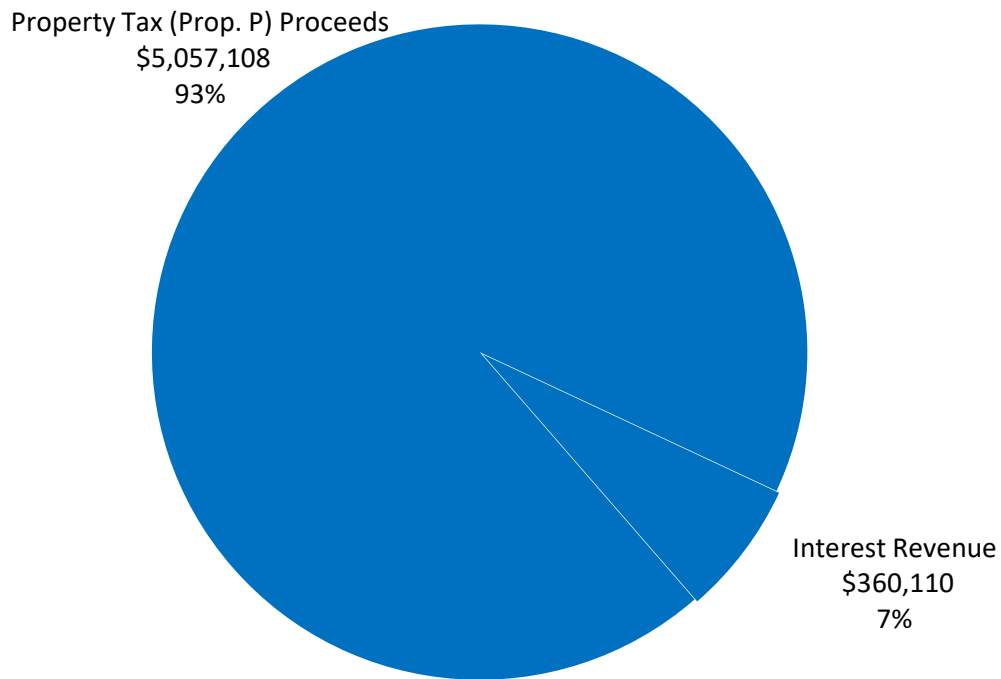
Now that the police building project is complete, the remaining balance of this fund will be allocated to safety, security, and accessibility improvements to the Creve Coeur Government Center and the Police Station. Planning and design for the renovation of the Government Center are identified as a project in the Capital Fund. The renovations of the Government Center are tentatively planned for FY2030 or FY2031. Future Capital Improvement Programs will program the contribution from the Building Project Bond Fund for the Government Center project.

Debt Service

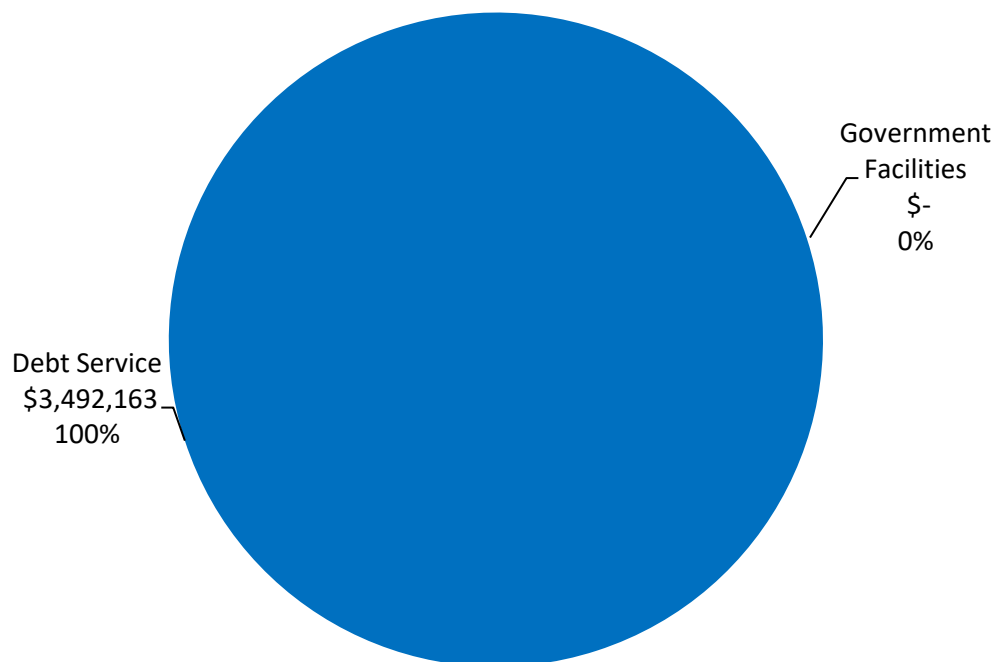
Most of the remaining revenues and expenses for the Building Project Bond Fund involve the debt service for the bonds. The debt service for the Building Project Bond Fund will be paid through a 20-year real estate and personal property tax levy, which is anticipated to sunset in 2037.

The property tax that funds the debt service was reduced by approximately 25% in FY2022 and is proposed to remain at this level through the five-year capital plan.

Summaries of the projected revenues and expenses for the Building Project Bond Fund are included on the next page, and details about the two projects that are proposed to be financed through this fund can be found in the project summary sheets that follow.



FY2026-FY2030 BUILDING PROJECT BOND FUND REVENUES



FY2026-FY2030 BUILDING PROJECT BOND FUND EXPENSES

CAPITAL FUND

9501 GOVERNMENT FACILITIES	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
02 Government Center Renovations	30,000	-	30,000	-	30,000	30,000	30,000	30,000	30,000
04 Salt Dome Roof Repairs (Insurance Claim)	60,000	40,433	-	-	-	-	-	-	-
06 Government Center Roof Repairs (Insurance Claim) (108E)	255,653	243,436	-	-					
07 Demo of 1030 N Lindbergh Blvd Building (105E)	40,000	2,285	28,820	40,035					
08 Roofing for Public Works Garage	-				575,000				
09 EV Charging Stations at the Police Station and Government Center	112,500		100,000	-					
10 Public Works Garage Parking Lot Repairs			75,000	55,469					
11 Public Works Settlement Study (100E)			35,000	26,000					
Subtotal (Government Facilities)	498,153	286,154	268,820	121,504	605,000	30,000	30,000	30,000	30,000
% of Total Capital Fund Outlay	5%	5%	3%	1%	7%	1%	1%	1%	1%

9506 PARKS AND RECREATIONAL FACILITIES	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
14 Ice Arena Refrigerant Switchover (Municipal & ARPA Grant)	2,412,970	933,050	1,736,472	1,736,472	-	-	-	-	-
16 Dielmann Recreation Complex HVAC Replacement - Phase 2 (Dielemann East)	127,259	116,035	8,734	8,734	-	-	-	-	-
17 Dielmann Recreation Complex Roof Drainage	93,000	113,574	-	-	-	-	-	-	-
18 Ice Arena Flooring Replacement	200,000	104,215	-	-	-	-	-	-	-
21 Ice Arena Dehumidification System Repair (ARPA)	68,704	73,304	-	-	-	-	-	-	-
23 Dielmann Complex Concessions & Pro Shop Renovation (Municipal Park Grant)	-	15,500	-	-	75,000	600,000	-	-	-
25 Golf Course Perimeter Fencing Replacement	40,000	17,968	-	-	-	-	-	-	-
26 Golf Course Maintenance Bridge	-		-	-	-	-	-	200,000	-
27 Dielmann Structural Repairs	20,000	3,350							
29 Roofing for Ice Arena (Insurance Claim)					425,000				
32 Golf Course Maintenance Building Replacement	30,000	4,046	15,704	15,704					100,000
33 Golf Course Irrigation System Replacement (Municipal Park Grant) (219E)					1,220,000	-	-		
34 DRC - East Parking Lot Mill & Resurface						83,000			
Subtotal (Parks and Recreational Facilities)	3,011,933	1,381,042	1,760,910	1,760,910	1,720,000	683,000	-	200,000	100,000
% of Total Capital Fund Outlay	28%	23%	17%	19%	20%	12%	0%	5%	3%

9510 STREETS AND SIDEWALKS	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
01 Street and Sidewalk Maintenance Program (600E)	2,680,810	1,891,980	3,028,125	2,937,280	1,500,000	1,530,000	1,560,000	1,590,000	1,620,000
02 Street Reconstruction/Rehabilitation (600E)	380,327	60,561	-	-	300,000	-	305,000	310,000	315,000
04 Fernview Sidewalk - Phase 1 Olive to Gallagher (TAP Grant) (19701E)	50,000	6,056	341,188	125,000	230,000	645,000	-	-	-
05 New Ballas Median Plantings	50,000	28,960	-	-	-	-	-	-	-
10 N Ballas Road Improvements - Phase 1 - Olive to Craig (STP Grant) (21701E)	548	959,744	337,475	445,000	-	-	-	-	-
11 425 N. New Ballas Sidewalk - (TAP Grant) (604E)	29,204	1,265	58,735	271,235	330,000	-	-	-	-
12 Lindbergh-Old Olive Intersection (State Cost-Share; STP Grant) (21702E)	2,045,500	394,837	2,045,000	2,240,000	25,000	-	-	-	-
13 Olive-Lindbergh Interchange & Olive Enhancements	30,000		50,000	-	50,000	-	-	-	-
14 Pavement Condition Ratings Update	-		-	-	-	58,000	-	-	-
15 Olive Median Enhancement Stock	20,000	-	20,000	-	20,000	-	20,000	-	20,000
16 Craig Road Improvements (STP Grant) (18702E)	325,600	175,789	1,377,011	81,286	1,600,000	-	-	-	-
17 N Ballas Road Improvements - Phase 2 S. New Ballas (STP Grant) (608E)	150,000	13,204	184,956	135,000	1,315,000	-	-	-	-
18 N Ballas Road Improvements - Phase 3 - Ladue to Magna C (STP Grant) (611E)	-			16,286	150,000	10,000	850,000	-	-

19 N Ballas Road Improvements - Phase 4 - Magna C to Olive (STP Grant) (612E)	-		-	-	150,000	25,000	1,100,000	-
20 Ladue Road Improvements - Phase 1 (STP Grant) (609E)	-	6,500	175,000	177,741	25,000	1,800,000	-	-
21 Olive-270 Overpass Cleaning & Painting	80,000		20,000	-	25,000	150,000	-	-
22 Old Olive Sidewalk Extension (Design & Construct)	30,549	-						
23 Fernview Sidewalk - Phase 2 Gallagher to LeHavre (TAP Grant eligible)					-	-	125,000	100,000 800,000
24 Mason Road Pedestrian Signal (610E)			25,000	34,123				
25 Powder Coat Signals on Ladue (MoDOT project)				20,000				
26 First Bank Utility Replacement	225,000							
26 Old Olive Road Imp. - Phase 1 - Lindbergh to Olive (west) (STP Grant) (613E)				-			-	125,000 25,000
27 Olive Blvd at Olia Village - Median Irrigation and Plantings (2) (614E)					150,000			
28 Olive Median Project - Woodcrest to Mason					92,000			
29 Mary Meadows Resurfacing - South of Olive (NID)					75,000			
30 Ladue Road Bike Lane Study - East of I-270 to Eastern City Limits					35,000			
31 Feasibility Studies - Falaise Drive Sidewalk & Pathway Connections					35,000			
32 Old Olive Road Imp. Phase 2 - Lindbergh to Olive (east) (STP Grant)								125,000
33 Sidewalk Rehabilitation Program					50,000	50,000		-
Subtotal (Streets and Sidewalks)	6,097,538	3,538,896	7,662,490	6,482,951	5,857,000	4,493,000	2,935,000	3,225,000 2,905,000
% of Total Capital Fund Outlay	56%	58%	72%	70%	67%	77%	82%	79% 79%

9516 CAPITAL EQUIPMENT	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
01 Public Works Capital Equipment	814,265	387,452	452,666	450,448	379,655	428,288	435,586	445,593	429,057
02 Golf Course Capital Equipment	55,000	52,000	-	-	-	-	-	-	-
06 Permitting Software	114,537	129,138	-	-	-	-	-	-	-
09 Capital Equipment Back Order	123,042	123,042	326,755	326,755	-				
10 Olympia Zamboni Repair		35,480							
Subtotal (Capital Equipment)	1,106,844	727,112	779,421	777,203	379,655	428,288	435,586	445,593	429,057
% of Total Capital Fund Outlay	10%	12%	7%	8%	4%	7%	12%	11%	12%

CAPITAL PROJECT ADMINISTRATION	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
01 Project Management	163,104	164,421	180,226	180,226	183,831	187,507	191,257	195,082	198,984
Subtotal (Administration)	163,104	164,421	180,226	180,226	183,831	187,507	191,257	195,082	198,984
% of Total Capital Fund Outlay	1%	3%	2%	2%	2%	3%	5%	5%	5%

TOTAL CAPITAL FUND OUTLAY	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
	10,877,572	6,097,625	10,651,867	9,322,794	8,745,486	5,821,795	3,591,843	4,095,675	3,663,041

9514 DEBT SERVICE	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
N/A	-	-	-	-	-	-	-	-	-
Subtotal	-	-	-	-	-	-	-	-	-
% of Total Year End Figures	0%	0%	0%	0%	0%	0%	0%	0%	0%

TOTAL YEAR END FIGURES (Capital Outlay & Debt Service)	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
	10,877,572	6,097,625	10,651,867	9,322,794	8,745,486	5,821,795	3,591,843	4,095,675	3,663,041

CAPITAL FUND REVENUES	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	1,764,724	3,440,107	5,855,822	5,855,822	1,459,636	1,372,750	769,413	766,642	471,713
Estimated Capital Improvement Sales Tax Revenue (Half-Cent Sales Tax)	2,470,850	2,339,563	2,320,587	2,300,000	2,311,500	2,323,058	2,334,673	2,346,346	2,358,078
Estimated Interest Revenue	-	150,556	193,643	25,000	25,000	25,000	25,000	25,000	25,000
Estimated Additional Revenue (Grants, Reimbursement, and Other)	5,561,190	3,862,916	3,721,360	2,078,708	4,902,100	2,350,400	709,400	909,400	749,400
Proceeds from Equipment Sales	10,000	21,000	20,000	22,900	20,000	20,000	20,000	20,000	20,000
General Fund Transfers In	400,000	2,139,305	500,000	500,000	1,400,000	500,000	500,000	500,000	500,000
Total Revenues & General Fund Transfers In - Capital Fund	8,442,040	8,513,340	6,755,590	4,926,608	8,658,600	5,218,458	3,589,073	3,800,746	3,652,478
Total Anticipated Year End Expenditures	10,877,572	6,097,625	10,651,867	9,322,794	8,745,486	5,821,795	3,591,843	4,095,675	3,663,041
Ending Fund Balance (Cash Basis) - Capital Fund	(670,808)	5,855,822	1,959,545	1,459,636	1,372,750	769,413	766,642	471,713	461,150

ESTIMATED ADDITIONAL REVENUE (FUNDING SOURCES)	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
New Ballas Improvements - Phase 1 (STP Grant) (21701E)	816,000	903,952	904,000	-	-	-	-	-	-
Lindbergh-Old Olive Intersection (State Cost-Share Program) (21702E)	875,050	62,227	875,000	-	350,000	-	-	-	-
Lindbergh-Old Olive Intersection (STP Grant) (21702E)	934,360	262,020	934,360	-	920,000	-	-	-	-
New Ballas Sidewalk - Phase 3 (TAP Grant) (604E)			8,000	175,000	273,000	-	-	-	-
Ice Arena Refrigerant Switchover (Municipal Park Grant)	-	-	-	525,000	-	-	-	-	-
Craig Road Improvements (STP Grant) (18702E)	80,000		960,000	-	960,000	-	-	-	-
Misc.	-	23,847	-	-	35,000	-	-	-	-
Olive Median Enhancement Stock (Insurance Proceeds)	20,000	-	20,000	-	20,000	-	20,000	-	20,000
Ice Arena Refrigerant Switchover & dehumidification (ARPA)	1,670,535	956,755		874,125					
Street and Sidewalk Maintenance Program (ARPA)	1,145,245	1,145,245							
New Ballas Improvements - Phase 2 (STP Grant) (608E)					1,060,000	-			
Fernview Sidewalk - Phase 1 (TAP Grant) (19701E)					184,000	516,000			
Missouri American Water Concrete Reimbursement		508,870							
Lindbergh-Old Olive Intersection (Governor's Cost Share) (21702E)					575,100				
Lawsuit settlement for Govt. Center, PW & DRC roof damages				494,583					
Municipal Park Grants Awarded (All projects)				10,000	525,000	-	-		
Municipal Park Grants Projected (All projects)						525,000			
TAP Grants Awarded (All projects)									
TAP Grants Projected (All projects)									720,000
STP Grants Awarded (All projects)						1,300,000			
STP Grants Projected (All projects)							680,000	900,000	-
Mary Meadows Resurfacing NID						9,400	9,400	9,400	9,400
Subtotal	5,561,190	3,862,916	3,721,360	2,078,708	4,902,100	2,350,400	709,400	909,400	749,400

PARKS AND STORMWATER FUND

9501 GOVERNMENT FACILITIES	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
Subtotal (Government Facilities)	-	-	-	-	-	-	-	-	-
% of Total Parks-Stormwater Tax Fund Outlay	0%	0%	0%	0%	0%	0%	0%	0%	0%

9506 PARKS AND RECREATIONAL FACILITIES	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
03 Historic Building Rehabilitation and Preservation	100,000	21,611	55,000	6,000	25,000	80,000	25,000	25,000	25,000
04 Conway Park Cabins Relocation	-	-	-	7,695	-	-	-	-	-
05 Park Restroom Renovations	153,000	152,927					-		-
10 Park Furniture Replacement (209E)	20,000	-	20,000	13,000	20,000	20,000	20,000	20,000	20,000
11 Malcolm Terrace Park Trail Improvements	-	-	-	-	25,000	-	-	-	-
14 Millennium Park Improvements - Phase 1 (204E)	2,334,878	2,601,376	12,987	43,000	-	-	-	-	-
15 Millennium Park Improvements - Ph 2 - Trails & Ridgemoor Forest Pedestrian Bridge	-	-	-	-	-	100,000	650,000	-	-
17 Venable Park Improvements - Phase 1 - Trail, Bridge & Tennis Courts (218E)	125,000	-	2,660,574	3,100,000			-	-	-
18 Conway Park Parking Lot Expansion (Design)	-	20,500	-		-	-	-	-	-
19 Playground Safety Surface Replacement (MTP 2027 & Conway 2029)		-			-	200,000	-	125,000	-
21 Millennium Park - Phase 3 - Park Entrance & Parking Lot Improvements						-		70,000	400,000
22 Lake School Park Renovations (217E)	17,890	-	19,810	8,809	200,000	375,000	150,000	** 1,500,000	
23 39N Greenway Connection to Centennial Trail	33,750	46,550		23,350	-	300,000	-	700,000	-
24 Venable Park Memorial (HDR Foundation Grant)	288,500	102,428	234,880	235,480				-	-
25 Malcolm Terrace Park Pavilion Replacement					80,000			-	-
26 Millennium Park - Parking Lot Solar Lighting			25,000	29,000					
27 Demolition of Bridge in Malcolm Terrace Park (50% of costs)					75,000				
28 Conway Park Sidewalk & Lot Resurfacing						51,000			
29 Conway Park Pavillion					70,000				
Subtotal (Parks and Recreational Facilities)	3,073,018	2,945,392	3,028,251	3,466,334	495,000	1,126,000	845,000	2,440,000	445,000
% of Total Parks and Stormwater Fund Outlay	65%	75%	57%	75%	18%	49%	35%	60%	20%

9509 STORMWATER	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
01 Watershed Management Plan Update (400E)	339,633	204,405	-	-	-	-	-	75,000	-
04 Hibler Roadside Drainage (401)	339,000	170,563	330,741	318,000	-	-	-	-	-
05 Alden Lane Drain Replacement (Deer Creek OMCI) (402E)	87,000	97,557	-	-	-	-	-	-	-
06 Ballas Culvert Erosion Rehabilitation (Deer Creek OMCI) (403E)	383,471	255,133	33,637	44,000	-	-	-	-	-
07 Golf Course Pond Aeration (404E)	64,000	64,745	-	-	-	-	-	-	-
08 Hibler Woods Drain Replacement (406E)	42,540	99	-	-	-	-	-	-	-
09 Stormwater Concept Plans (Design)	150,000	-							
11 Conway Park Pocket Wetland & Golf Course Pond (408E)	40,000	8,910	450,000	53,725	500,000	40,000	500,000	-	
13 Stormwater Management Cost-Share Program		-	120,000	19,000	60,000	60,000	60,000	60,000	60,000
15 FY2025 Stormwater Projects (412 E)		-	617,000	215,000	450,000				
16 Beaver Drive Crossing (Deer Creek OMCI) (409E)			174,000	191,000	650,000				
17 Sona Lane (Deer Creek OMCI) (411E)			160,000	27,133	50,000				
20 Various Projects - University City (OMCI)						175,000			
21 Drain Replacements - West Rue De La Banque & Bellerive Manor			70,000	85,000					
22 Grant Funding Consultant Research for Stormwater Projects			25,000		25,000				

23 Video Inspection Ballas storm sewer (Olive to Conway) Video of Roadway Culverts			75,000	-	75,000				
24 MTP Bridge Study				3,380					
25 12173 Royal Valley Drive French Drains	9,000								
26 Demolition of Bridge in Malcolm Terrace Park (50% of costs)					75,000				
27 Projects from Watershed Management Plan (WMP)							1,300,000	1,500,000	
28 FY2026 Stormwater Projects (413E)					160,000	435,000			
29 FY2027 Stormwater Projects (414E)						295,000	535,000		
30 FY2028 Stormwater Projects (415E)							300,000		
				-					
Subtotal (Stormwater)	1,445,644	810,412	2,055,378	956,238	2,045,000	1,005,000	1,395,000	1,435,000	1,560,000
% of Total Parks and Stormwater Fund Outlay	31%	21%	39%	21%	74%	43%	57%	35%	71%

9510 STREETS AND SIDEWALKS	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
Subtotal (Streets and Sidewalks)	-	-	-	-	-	-	-	-	-
% Total Parks-Stormwater Tax Fund Outlay	0%	0%	0%	0%	0%	0%	0%	0%	0%

9516 CAPITAL EQUIPMENT	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
01 Parks Capital Equipment	30,000	30,000	30,000	41,505	30,000	-	-	-	-
	-	-	-	-	-	-	-	-	-
Subtotal (Capital Equipment)	30,000	30,000	30,000	41,505	30,000	-	-	-	-
% of Total Parks and Stormwater Fund Outlay	1%	1%	1%	1%	1%	0%	0%	0%	0%

CAPITAL PROJECT ADMINISTRATION	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
01 Project Management	147,495	160,926	175,728	175,728	181,000	186,500	192,100	197,900	203,900
Subtotal (Administration)	147,495	160,926	175,728	175,728	181,000	186,500	192,100	197,900	203,900
% of Total Parks and Stormwater Fund Outlay	3%	4%	3%	4%	7%	8%	8%	5%	9%

CAPITAL OUTLAY SUMMARY	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
Total Parks-Stormwater Tax Fund Outlay	4,696,157	3,946,730	5,289,357	4,639,805	2,751,000	2,317,500	2,432,100	4,072,900	2,208,900
% of Total Annual Expenses	89%	87%	90%	89%	84%	81%	82%	88%	80%

OPERATIONS AND MAINTENANCE	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
Transfer Out - General Fund (Parks and Stormwater Operations and Maintenance)	582,434	582,434	565,998	565,998	541,181	543,887	546,606	549,339	552,086
Subtotal	582,434	582,434	565,998	565,998	541,181	543,887	546,606	549,339	552,086
% of Total Annual Expenses	11%	13%	10%	11%	16%	19%	18%	12%	20%

9514 DEBT SERVICE	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
N/A	-	-	-	-	-	-	-	-	-
Subtotal	-	-	-	-	-	-	-	-	-
% of Total Annual Expenses	0%	0%	0%	0%	0%	0%	0%	0%	0%

TOTAL ANNUAL EXPENSES (Capital Outlay, Transfers Out, and Debt Service)	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
	5,278,591	4,529,164	5,855,355	5,205,803	3,292,181	2,861,387	2,978,706	4,622,239	2,760,986

PARKS AND STORMWATER FUND REVENUES	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	4,106,102	4,138,823	2,950,287	2,950,287	749,092	1,172,822	1,509,465	2,052,454	585,643
Estimated Parks-Stormwater Tax Revenue (Half-Cent Sales Tax)	2,970,411	2,746,471	2,858,291	2,705,903	2,719,433	2,733,030	2,746,695	2,760,428	2,774,230
Estimated Interest Revenue	25,049	107,205	227,624	25,000	25,000	25,000	25,000	25,000	25,000
Estimated Additional Revenue (Grants, Reimbursement, and Other)	215,000	486,952	281,643	273,705	971,478	440,000	750,000	370,000	125,000
Capital Fund Transfers In	-	-	-	-	-	-	-	-	-
General Fund Transfers In	-	-	-	-	-	-	-	-	-
Proceeds from Equipment Sales	-	-	-	-	-	-	-	-	-
Total Revenues & Transfers In - Parks and Stormwater Fund	3,210,460	3,340,628	3,367,558	3,004,608	3,715,911	3,198,030	3,521,695	3,155,428	2,924,230
Total Anticipated Year End Expenditures	5,278,591	4,529,164	5,855,355	5,205,803	3,292,181	2,861,387	2,978,706	4,622,239	2,760,986
Ending Fund Balance (Cash Basis) - Parks and Stormwater Fund	2,037,971	2,950,287	462,490	749,092	1,172,822	1,509,465	2,052,454	585,643	748,888

ESTIMATED ADDITIONAL REVENUE (FUNDING SOURCES)	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
ADA Improvements (Community Development Block Grant)	-	-	-	-	-	-	-	-	-
Stormwater Improvements (Deer Creek OMCI)	65,000	61,952	281,643	272,197	950,000	140,000	225,000	120,000	-
Venable Park Memorial (HDR Foundation Grant)	100,000	100,000	-	-	-	-	-	-	-
Venable Park Memorial (Private Donations)	50,000	25,000	-	-	-	-	-	-	-
Venable Park Master Plan (HDR Foundation Grant)		300,000							
Various Projects - (University City OMCI)	-	-	-	-		175,000	-	-	-
Miscellaneous Donations				1,508					
MSD Proposition S Funds (Most stormwater projects eligible)						125,000	-	250,000	125,000
Alden Lane refund from MOAW					21,478				
Municipal Park Grant Awarded (All Projects)									
Municipal Park Grant Projected (All Projects)							525,000		
Annual Total	215,000	486,952	281,643	273,705	971,478	440,000	750,000	370,000	125,000

** = Fountain Park sale proceeds of \$750,000 are programmed to construction costs for the project.

BUILDING PROJECT BOND FUND (PROP P)

BUILDING PROJECT BOND FUND REVENUES	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	1,159,121	1,159,121	1,209,147	1,209,147	1,034,995	1,086,352	1,138,223	1,190,612	1,243,525
Estimated Bond Proceeds	-	-	-	-	-	-	-	-	-
Estimated Interest Revenue	33,000	50,026	50,848	50,848	51,357	51,871	52,389	52,913	52,913
Reimbursement from Smoke Evacuation System Settlement	-	-	-	-	-	-	-	-	-
Transfers In	-	-	-	-	-	-	-	-	-
Total Revenues & Transfers In	33,000	50,026	50,848	50,848	51,357	51,871	52,389	52,913	52,913
9501 BUILDING DESIGN AND CONSTRUCTION	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
01 Police Building Professional Services	-	-	-	-	-	-	-	-	-
02 Police Building Site Work and Building Construction	-	-	-	-	-	-	-	-	-
03 Government Center Accessibility & Security Improvements	-	-	-	-	-	-	-	-	-
04 Government Center Electrical Switchgear Replacement	-	-	-	-	-	-	-	-	-
05 Government Center Renovations	-	-	-	-	-	-	-	-	-
06 Police Parking Lot Security Fence	80,000	-	210,000	225,000	-	-	-	-	-
Transfers Out	-	-	-	-	-	-	-	-	-
Total Anticipated Year End Expenditures & Transfers	80,000	-	210,000	225,000	-	-	-	-	-
Ending Fund Balance (Cash Basis) - Building Project Bond Fund	1,112,121	1,209,147	1,049,995	1,034,995	1,086,352	1,138,223	1,190,612	1,243,525	1,296,438
9514 DEBT SERVICE	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
DEBT SERVICE (PROP P) REVENUES									
Beginning Fund Balance (estimated Cash Basis as of July 1)	462,792	462,792	750,484	750,484	1,037,966	1,354,278	1,672,147	2,017,892	2,359,735
Estimated Property Tax Collection Revenue	964,600	964,600	964,600	964,600	993,538	993,538	1,023,344	1,023,344	1,023,344
Estimated Interest Revenue	9,500	19,000	19,190	19,190	19,382	19,576	19,771	19,969	19,969
Total Anticipated Revenues	974,100	983,600	983,790	983,790	1,012,920	1,013,114	1,043,115	1,043,313	1,043,313
DEBT SERVICE (PROP P) EXPENSES									
Estimated Expenditures	320	320	320	320	320	320	320	320	320
Estimated Interest Expenses	215,588	215,588	205,988	205,988	191,288	179,925	167,050	151,150	151,150
Estimated Principal Expenses	480,000	480,000	490,000	490,000	505,000	515,000	530,000	550,000	550,000
Total Anticipated Expenditures	695,908	695,908	696,308	696,308	696,608	695,245	697,370	701,470	701,470
Ending Cash Balance - Debt Service	740,984	750,484	1,037,966	1,037,966	1,354,278	1,672,147	2,017,892	2,359,735	2,701,579



APPLICATION TO PLANNING AND ZONING COMMISSION
#25-006: A CONDITIONAL USE PERMIT FOR A LIMITED-SERVICE
RESTAURANT, TAQUERIA LUNA, LOCATED AT 663-667 N. NEW BALLAS
ROAD WITHIN BAL COEUR PLAZA

FOR THE MEETING OF: Monday, March 17th, 2025, 6:00 PM

LOCATION: 663-667 N. New Ballas Road, within Bal Coeur Plaza. Zoned "CB"
Core Business District

REQUEST: Hugo Villegas, of DAVICAD, LLC, on behalf of Taqueria Luna, has submitted an application for a new conditional use permit for a 2,400 square foot restaurant location at 663-667 N. New Ballas Road within Bal Coeur Plaza. No exterior changes are proposed and the hours of operation will be from 10:00 AM to 9:00 PM every day of the week. There will be 44 seats in the restaurant and 5 employees at the busiest shift. The property is in the "CB" Core Business zoning district. Taqueria Luna will specialize in serving Mexican style tacos and the use is classified as a Limited-Service Restaurant (NAICS 722513).

ADDITIONAL INFORMATION: Under Section 405.370, Table A of the Zoning Code, NAICS 722513 requires the issuance of a conditional use permit in the "CB" zoning district subject to the recommendation of the Planning and Zoning Commission and approval of the City Council.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Is the request consistent with the required findings for a conditional use permit?

Creve Coeur 2030 Plan
References

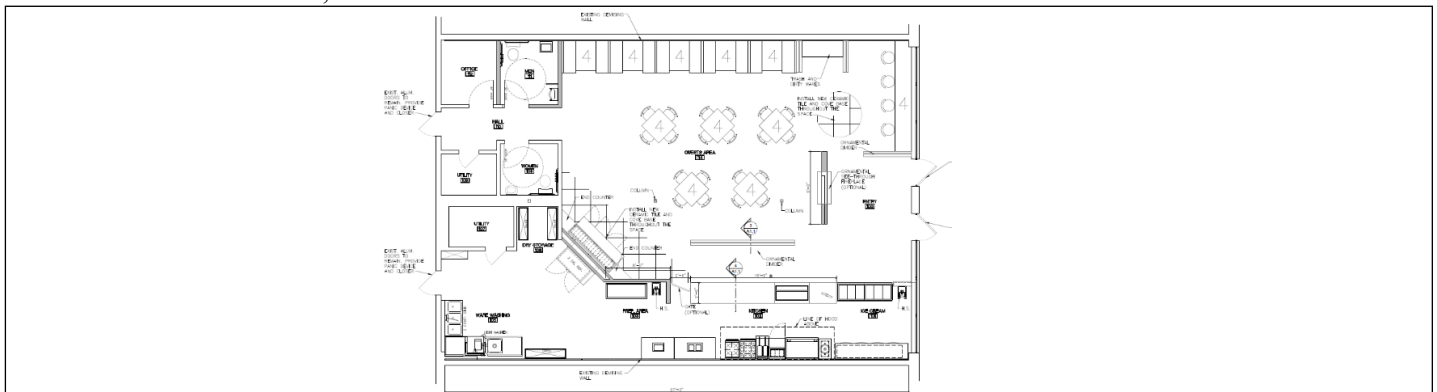
- Mixed-Use District
- Design Guidelines

Zoning Code References

- Section 405.370: CB-Core Business District
- Section 405.470: Conditional Use Permit

APPLICANT: Hugo Villegas
DAVICAD, LLC
12012 Charter House Lane
St. Louis, MO 63146

PROPERTY OWNER: Forsyth Investments, LLC
150 N. Meramec Suite 500
St. Louis, MO 63105



REPORT PREPARED BY: Bethany Moore, City Planner

DATE: 3/11/2025

ATTACHMENTS: Applicant's Materials received 2/21/25
Draft Ordinance

BACKGROUND:

Bal Coeur Plaza, located at the southwestern corner of Studt Road and North New Ballas Road, was approved and constructed in 1969 and is located within the “CB” Core Business zoning district. This site has pre-existing non-conformities in relation to the current zoning code. The center consists of one 2-story building, currently housing 13 tenant spaces, totaling approximately 16,500 square feet. The subject tenant space was previously used for a hair salon. There are currently no vacancies within the building. Taqueria Luna will be occupying 2,400 square feet within tenant space “2” on the first floor of the building.

PROJECT DESCRIPTION

The Applicants are seeking approval for a new conditional use permit for a fast casual restaurant, Taqueria Luna, focusing on offering Mexican tacos for lunch and dinner. The business will take orders and payments at the counter before the customers are seated. The proposed space is 2,400 square feet and no changes to the exterior of the building or the site are proposed in association with this application. Hours of operation are 10:00 AM to 9:00 PM Monday-Friday seven days a week.

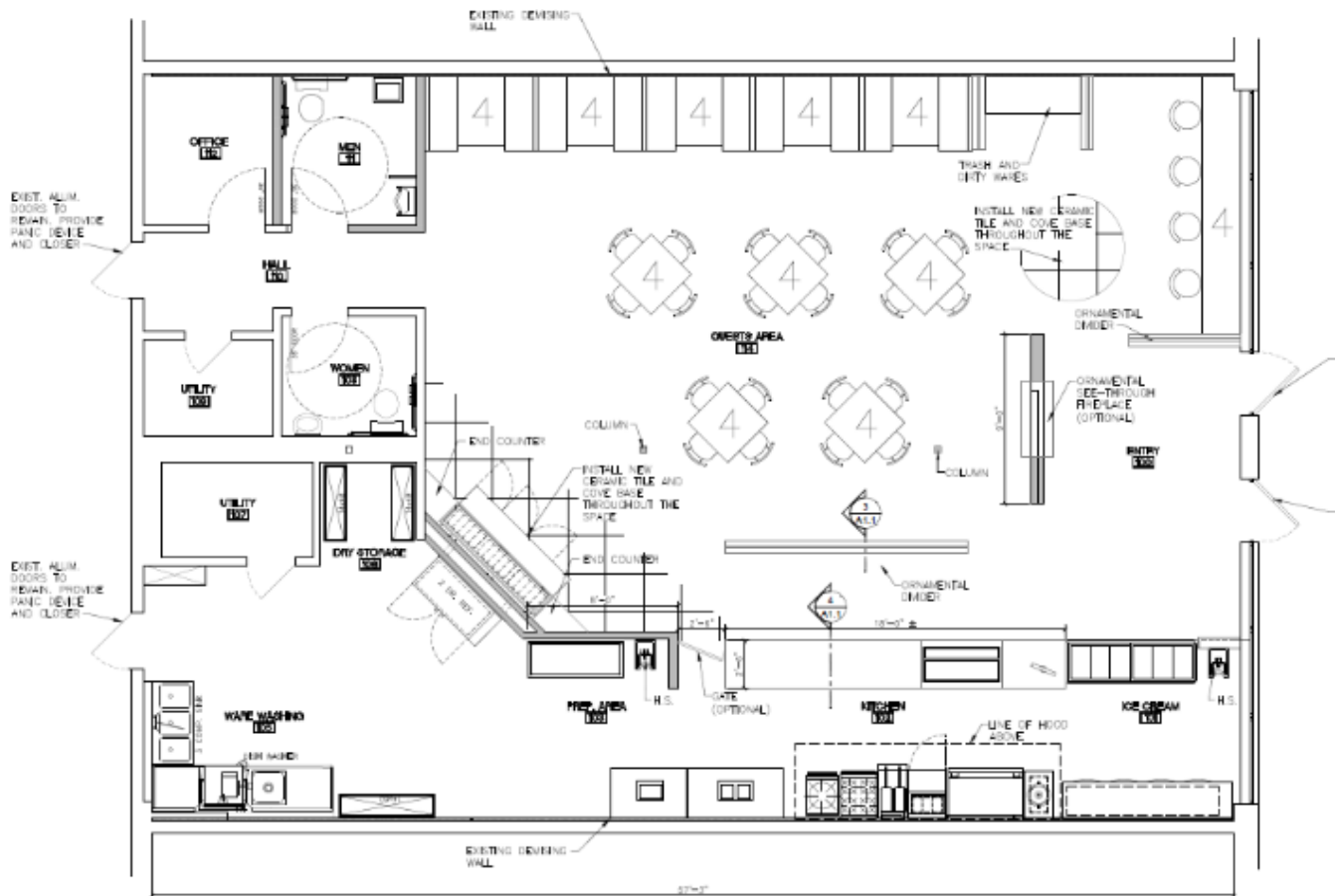
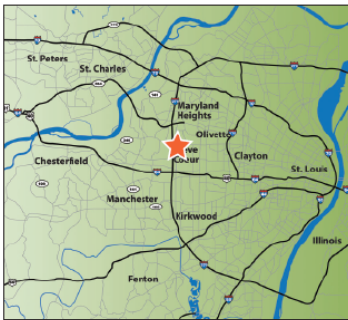


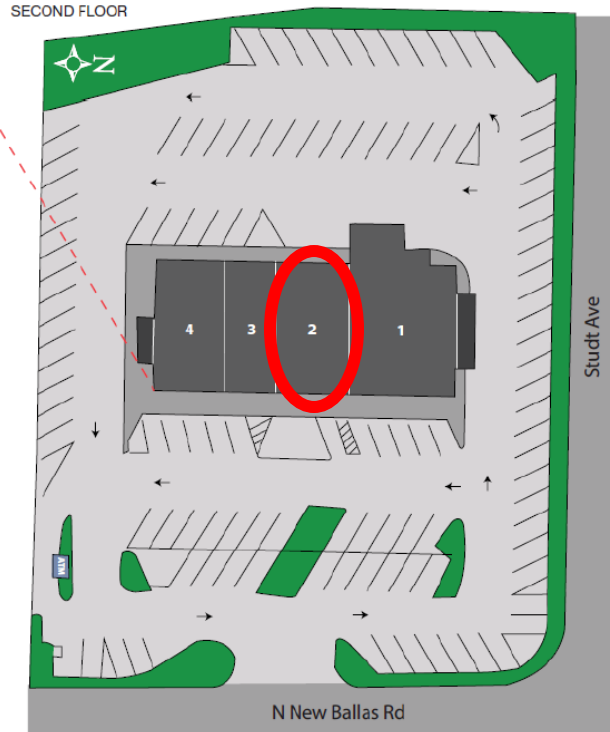
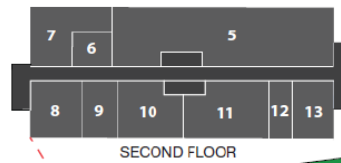
Figure 1: Floor Plan.

#	Address	Tenant	SF	
1	660-673	Central Bank	2,500	Banking
2	663-667	Taco Luna	2,400	Restaurant
3	659	Elite Dental	1,080	Dental Office
4	653-657	True Radiology	2,620	MRI
5	207	Elite Dental	3,314	Dental Office
6	219	Parkway Maintenance	150	Housekeeping
7	221	Star International	579	Plywood Importer
8	220	Sung Kwang Lee	650	Chiropractor
9	218	FLY Counseling	487	Counseling
10	214	Love at Home	841	Home Health Care
11	208	Alynn McManus	1,121	Counseling
12	206	STL Stress Clinic	307	Counseling
13	200	Gelber Family LP	450	Builder/Contractor



11/18/24

Gershman



Bal Coeur

677 N New Ballas Rd
St. Louis, MO 63124

Figure 2: Proposed Location Site Plan. Taqueria Luna shown in red circle.

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Commercial	CB-Core Business	Studt Road
South	Commercial	CB-Core Business	N/A
East	Commercial	CB-Core Business	N. New Ballas Road
West	Commercial	CB-Core Business	N/A

COMPREHENSIVE PLAN REVIEW

Creve Coeur 2030 Plan

The Creve Coeur 2030 Plan includes the overall goal for Placemaking & Community Identity by creating mixed-use, walkable districts (p. 45), and the long-term Economic Growth & Community Services goal of providing community services, amenities, and experiences necessary to leverage and capture the changing consumer preferences for more lifestyle centers (p. 47). The subject property is located within the Mixed-Use District (MU) place type that has a vision to create a visually-distinctive and regionally-recognized commercial corridor that improves walkable and bikeable access to retail and service businesses for the “day-to-day” use of Creve Coeur’s residents and workers. The MU Place type supports

the development of a variety of medium-density commercial, retail, office, institutional, dining, community services, and multi-family residential within a suburban context. These land uses are supported primarily through vehicular access with improved walkability, pedestrian connections to adjacent neighborhoods, and beautifully landscaped street frontages. (p. 82). The applicant is filling a space within a commercial building at Bal Coeur Plaza as a dining establishment which has not previously held restaurant space. No changes to the exterior of the building or site are proposed. The use as a dining establishment is consistent with the Comprehensive Plan..

ZONING REVIEW

NAICS 722513, Limited-Service Restaurants, are permitted as conditional uses with review and approval by the City Council upon the recommendation of the Planning and Zoning Commission in all of the commercial districts of the City. The entire Bal Coeur Plaza complex is 1.61 acres with approximately 16,500 square feet of commercial space. The proposal is for 2,400 square feet, thus representing roughly 14.5% of the building's square footage.

Parking:

Parking regulations for restaurants are discussed under Section 405.820(F)(5)(a) Required Off-Street Parking Spaces requires one (1) parking space per every three (3) seats of maximum occupancy recorded under the conditional use permit plus one (1) parking space per every two hundred fifty (250) square feet of total building floor area. The proposed use is a limited-service restaurant, serving both dine-in and carryout customers with a maximum number of 44 indoor seats requiring 25 parking spaces for this use.

Below is the current parking table for the entire center:

Tenant	Use	Size (sq. ft.)	Parking Regulations	# of spaces
669-673 N. New Ballas – Central Bank	Bank	2,500	4/1000 sq. ft.	10
663-667 N. New Ballas – Taquería Luna	Restaurant (44 seats)	2,400	1/3 seats in C.U.P. + 1/250 sq. ft.	25
659 N. New Ballas – Elite Dental	Dentist	1,080	4/1000 sq. ft.	5
653-657 N. New Ballas – True Radiology	Ambulatory Health Care Services	2,620	3.3/1000 sq. ft.	10
207 N. New Ballas – Elite Dental	Dentist	3,314	4/1000 sq. ft.	14
219 N. New Ballas – Parkway Maintenance	Housekeeping	150	4/1000 sq. ft.	1
221 N. New Ballas – Star International	General Retail	579	4/1000 sq. ft.	3
220 N. New Ballas – Sung Kwang Lee	Chiropractor	650	4/1000 sq. ft.	3
218 N. New Ballas – FLY Counseling	Counseling	487	4/1000 sq. ft.	2
214 N. New Ballas – Love at Home	Home Health Care	841	4/1000 sq. ft.	4
208 N. New Ballas – Alynn McManus	Counseling	1,121	4/1000 sq. ft.	5
206 N. New Ballas – STL Stress Clinic	Counseling	307	4/1000 sq. ft.	2

200 N. New Ballas – Gelber Family LP	General Retail	450	4/1000 sq. ft.	2
Total # of Parking Spaces Required:				86
Total Available On-site:				111
Excess Parking:				25

Trash Enclosure

Trash for the restaurant will utilize the existing dumpsters located behind the building. There are currently two dumpsters placed within designated parking stalls without an enclosure. Staff has included a condition of approval to require dumpster enclosures to meet the City's Design Guidelines. The responsibility for the dumpster enclosures will likely be a responsibility of the landlord and not the applicant as these dumpsters are not for the exclusive use of the proposed restaurant.

Parking Lot

The parking lot is in good condition and appears to have been restriped fairly recently as the paint is clearly visible.

Lighting

No new lighting is proposed as part of this application and the existing site lighting consisting of several pole lights appear to be adequate for the site and are downcast and shielded.

Landscaping

Due to the age of this development, there is not an updated landscaping plan on record for the site but there is existing landscaping that appears to be well maintained and in good condition.

RECOMMENDED CONDITIONS FOR APPROVAL

Based on the above analysis, the request for a conditional use permit appears to meet all of the requirements of the Zoning Ordinances and is consistent with the goals and objectives of the Comprehensive Plan. Should the Planning and Zoning Commission view this request favorably, staff recommends the approval be subject to the conditions below which are included in the draft ordinance:

1. The Conditional Use Permit shall be for the operation of an approximately 2,400 square foot Limited-Service Restaurant, NAICS 722513, establishment at 663-667 North New Ballas Road, within Bal Coeur Plaza.
2. Maximum seating permitted is limited to 44 indoor seats. The Zoning Administrator may authorize additional indoor or outdoor seating, based upon a complete review of the parking for Plaza Shops to ensure zoning code compliance.
3. Hours of operation shall be from 10:00 AM to 9:00 PM every day of the week. Additional business hours may be permitted with the Zoning Administrator's approval including, but not limited to, the catering of special events.
4. Dumpster enclosures shall be provided for all dumpsters on-site. The design and location of the dumpster enclosures shall meet the Design Guidelines for staff approval prior to the issuance of a final occupancy permit.
5. Employee vehicles, delivery and company vehicles shall be parked behind the buildings.
6. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code and require permit approval.
7. All existing landscaping shall be maintained in good condition and any dying or dead plant material shall be replaced in order to maintain the existing standard.

8. Any future enlargement, extension, expansion, or alteration in the use of the structures or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as an amendment to the Conditional Use Permit before a Building Permit for the enlargement, expansion or alteration may be issued.
9. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation of said permit by the City Council, provided, however, no permit shall be revoked without prior notice to the owner of the intention of the City Council to revoke this permit and reasonable time granted to the owner to correct or remedy any such breach of conditions, except for repeated breaches or violations.
10. No conditional use permit granted by the City Council shall be valid for a period longer than one year from the date it grants the conditional use permit, unless within such period: (1) a building permit is obtained and construction is begun; or (2) if a building permit is not required, an occupancy permit is obtained, and the use of the building commenced. The City Council may grant extensions to the one (1) year period of not more than one hundred and eighty (180) days each, without notice or hearing, provided that a written request for such extension is filed by the original applicant and approved by the City Council prior to the date the conditional use permit is scheduled to expire.
11. Any transfer of ownership or lease of the property shall include in the transfer or lease agreement a provision that the purchaser or lessee agrees to the conditions herein set forth, and written confirmation thereof signed by the new owner or lessee shall be filed with the City at the time of such transfer or lease. Failure to comply with this provision shall not excuse anyone from these conditions.

ACTION

If the Planning and Zoning Commission finds the attached draft conditional use permit ordinance to be in conformance with the purposes and regulations of the Comprehensive Plan and Zoning Code, it may vote on a recommendation to the City Council. Any changes to the draft ordinance should be discussed and made by separate actions.

MOTION

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

“I move to recommend approval of a Conditional Use Permit for Taqueria Luna located at 663-667 N. New Ballas Road, within Bal Coeur Plaza, subject to the conditions discussed in the Staff Report and Draft Ordinance for the meeting of March 17, 2025” (conditions may be added, eliminated, or modified by preceding motion).

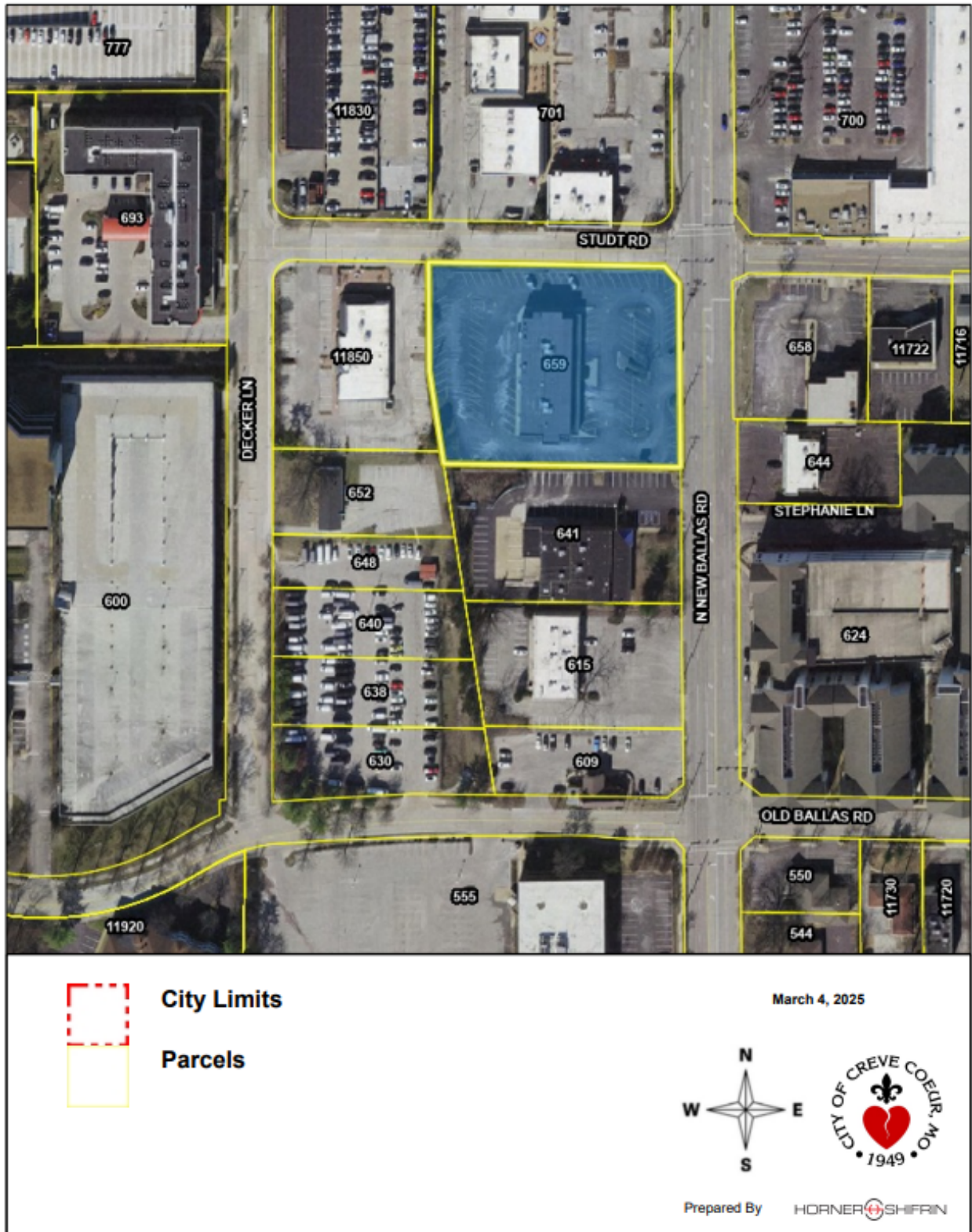
APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES

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

APPENDIX 2: ZONING CODE

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

APPENDIX 3: AERIAL PHOTO



BILL NO. _____

ORDINANCE NO. _____

**AN ORDINANCE AUTHORIZING THE ISSUANCE OF A CONDITIONAL USE
PERMIT FOR A 2,400 SQUARE-FOOT LIMITED-SERVICE RESTAURANT,
TAQUERIA LUNA, LOCATED AT 663-667 NORTH NEW BALLAS ROAD, WITHIN
BAL COEUR PLAZA**

WHEREAS, under Section 405.360(C), limited-service restaurants in the “CB”, Core Business zoning district require the issuance of a conditional use permit as provided in Section 405.1070, Conditional Use Permits; and

WHEREAS, Hugo Villegas, of DAVICAD, LLC, submitted an application for a conditional use permit for a 2,400 square foot limited-service restaurant, Taqueria Luna, at 663-667 N. New Ballas Road, within the Bal Coeur Plaza; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, March 17, 2025, beginning at 6:00 p.m. or immediately following the close of the previous public hearing, on said application for the conditional use permit as provided by Section 405.1070(D)(2); and

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

WHEREAS, the Planning and Zoning Commission reviewed and, by a ____ vote, recommended approval of the conditional use permit, subject to the conditions contained herein, at its meeting on March 17, 2025; and

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

WHEREAS, the City Council finds that the application and evidence presented clearly indicate that the proposed conditional use, when subject to certain conditions set forth herein:

1. Complies with all applicable provisions of this Zoning Ordinance Chapter 405 including but not limited to environmental performance standards presented in Section 405.550, the criteria in Section 405.470 and the standards of this chapter in regard to yard and setback, parking and loading areas, screening and buffering, refuse, storage and service areas and signs.
2. Will contribute to and promote the welfare and convenience of the community at the specific location.
3. Will not cause substantial injury to the value of neighboring property.
4. Is consistent with the applicable provisions of the City’s Comprehensive Plan and any applicable neighborhood or sector plans, unless good cause is demonstrated for deviation there from.
5. Will provide, if applicable, erosion control and on-site stormwater detention in accordance with the standards contained in this Chapter.
6. Will be compatible with the surrounding area and thus will not impose an excessive burden or have a substantial negative impact on surrounding or adjacent users or on pedestrian

BILL NO. _____

ORDINANCE NO. _____

or vehicular traffic or on community facilities or services, including but not limited to emergency services.

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

Section 1: A Conditional Use Permit is authorized to be issued pursuant to Section 3 hereof for the operation of a limited-service restaurant located at 663-667 N. New Ballas Road, in the "CB" Core Business zoning district, within Bal Coeur Plaza, whose legal description is as follows:

Parcel No.1: Part of Lots 5 and 6 of the Subdivision of Studt's Hone Place, a Subdivision in St. Louis County, Missouri, as per plat thereof recorded in Plat Book 7 page 30 of the St. Louis County Records and described as follows:

Beginning at a point in the West line of New Ballas Road, 60feetwide, as

established by Order of the County Court of St. Louis County, Missouri, recorded in Book 1150 page 56. Said point being North 1 degree 26 minutes West, a distance of 415 feet from the North line of a 20 foot wide Private Road on the South line of said Lots 5 and 6; thence North 89 degrees 54 minutes West, a distance of 28900 feet to a point in the West line of a tract conveyed by deed recorded in Book 2499 page 344; thence along said West line, North 9 degrees 43 minutes West, a distance of 10812 feet to a point; thence North 0 degrees 53minutes West, a distance of 130.31 feet to a point; thence South 89 degrees 53 minutes East, a distance of 30347 feet to a point in the West line of New Ballas Road as aforesaid and thence along said West line, South 1 degree 26 minutes East, a distance of 235.75 feet to the point of beginning, EXCEPTING that part conveyed to the City of Creve Coeur by instruments recorded in Book 7538 page 1242 and Book 10818 page 1713 of the St. Louis County Records.

Section 2: The Conditional Use Permit granted shall be subject to all applicable statutes, ordinances, rules and regulations, and the following conditions:

1. The Conditional Use Permit shall be for the operation of an approximately 2,400 square foot Limited-Service Restaurant, NAICS 722513, establishment at 663-667 North New Ballas Road, within Bal Coeur Plaza.
2. Maximum seating permitted is limited to 44 indoor seats. The Zoning Administrator may authorize additional indoor or outdoor seating, based upon a complete review of the parking for Plaza Shops to ensure zoning code compliance.
3. Hours of operation shall be from 10:00 AM to 9:00 PM every day of the week. Additional business hours may be permitted with the Zoning Administrator's approval including, but not limited to, the catering of special events.
4. Dumpster enclosures shall be provided for all dumpsters on-site. The design and location of the dumpster enclosures shall meet the Design Guidelines for staff approval prior to the issuance of a final occupancy permit.
5. Employee vehicles, delivery and company vehicles shall be parked behind the buildings.
6. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code and require permit approval.
7. All existing landscaping shall be maintained in good condition and any dying or dead plant material shall be replaced in order to maintain the existing standard.

BILL NO. _____

ORDINANCE NO. _____

8. Any future enlargement, extension, expansion, or alteration in the use of the structures or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as an amendment to the Conditional Use Permit before a Building Permit for the enlargement, expansion or alteration may be issued.
9. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation of said permit by the City Council, provided, however, no permit shall be revoked without prior notice to the owner of the intention of the City Council to revoke this permit and reasonable time granted to the owner to correct or remedy any such breach of conditions, except for repeated breaches or violations.
10. No conditional use permit granted by the City Council shall be valid for a period longer than one year from the date it grants the conditional use permit, unless within such period: (1) a building permit is obtained and construction is begun; or (2) if a building permit is not required, an occupancy permit is obtained, and the use of the building commenced. The City Council may grant extensions to the one (1) year period of not more than one hundred and eighty (180) days each, without notice or hearing, provided that a written request for such extension is filed by the original applicant and approved by the City Council prior to the date the conditional use permit is scheduled to expire.
11. Any transfer of ownership or lease of the property shall include in the transfer or lease agreement a provision that the purchaser or lessee agrees to the conditions herein set forth, and written confirmation thereof signed by the new owner or lessee shall be filed with the City at the time of such transfer or lease. Failure to comply with this provision shall not excuse anyone from these conditions.

Section 3: The City Administrator of the City of Creve Coeur is hereby authorized and directed to issue a Conditional Use Permit in accordance with the provisions of this ordinance, said permit to expressly provide for the conditions and stipulations hereinabove set out in Section 2 of this ordinance. Exercise of the rights granted pursuant to the issued permit shall constitute acceptance of all conditions and stipulations set forth herein.

Section 4: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS ____ DAY OF _____, 2025.

TIM CARNEY
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2025.

DR. ROBERT
HOFFMAN
MAYOR

ATTEST:

KELLIE HENKE
CITY CLERK

(667 N. New Ballas Rd.) Taqueria Luna

- Rationale:

We are respectfully requesting the Conditional Use Permit approval for our new Taqueria Luna, to be located at 667 N. New Ballas Rd., on the existing Bal Coeur Plaza.

The building is mainly used for Business and Offices and has plenty of parking at all sides of the building, providing a total of 111 spaces to be shared by all tenants. We do not anticipate the need for more parking so the impact to the surrounding areas should be minimal.

We believe our Taqueria (Mexican Tacos), will be a great addition not only to the plaza but to the whole area composed of Residences, Offices and other businesses.

We operate another successful restaurant in the area "Carretas Mexican Restaurant" located at 11939 Olive Blvd., Creve Coeur 63141, and recently opened another in Twin Oaks.

Thank you very much for your consideration and hopefully approval of our plans.

Best regards,

Jose Perez



Bethany Moore <bmoore@crevecoeurmo.gov>

Conditional Use Permit Application Information

Hugo Villegas <divicad18@gmail.com>

Wed, Feb 26, 2025 at 10:27 AM

To: Bethany Moore <bmoore@crevecoeurmo.gov>

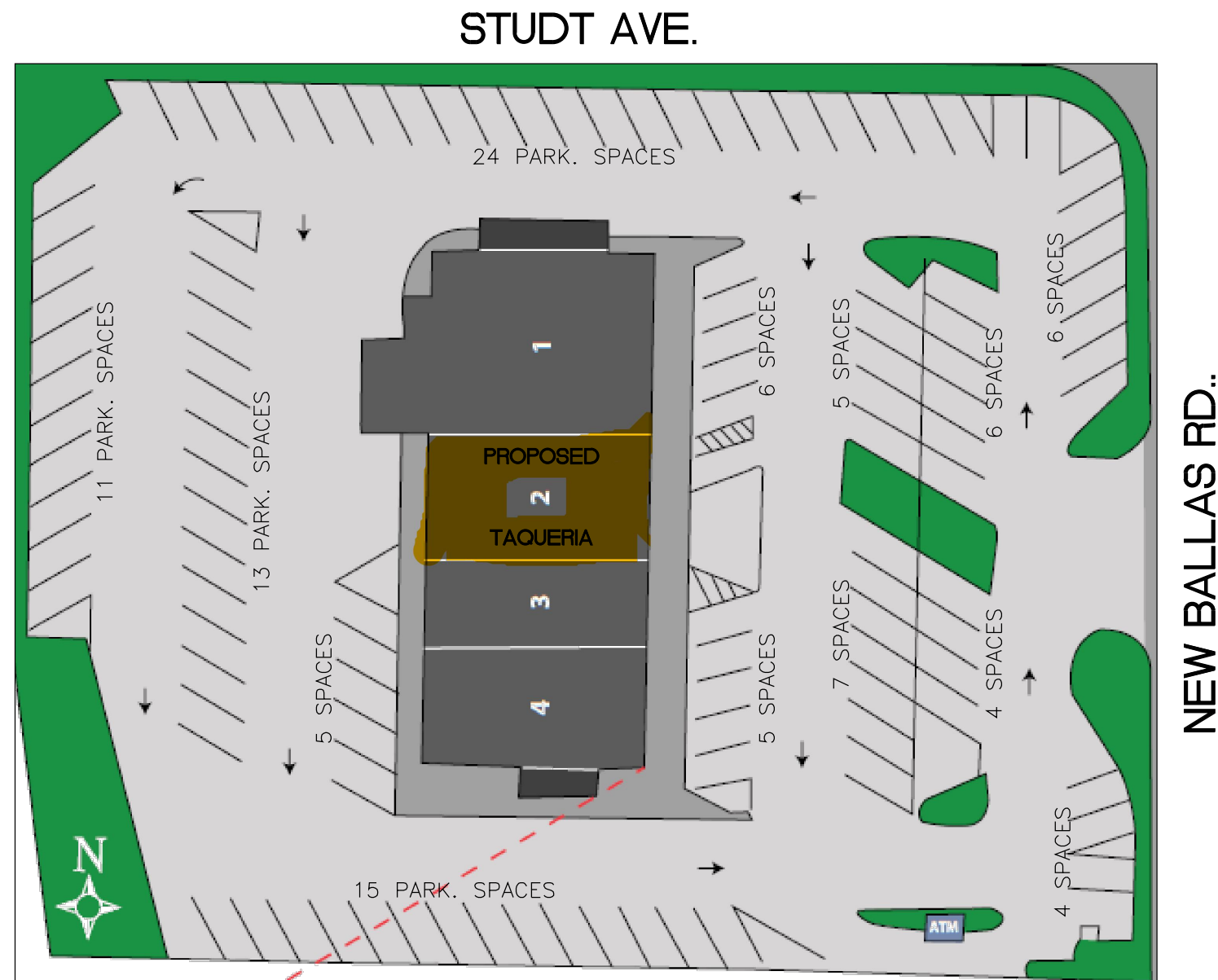
Good morning Bethany,

- They will have 5 employees at the busiest shift.
- We show 44 seats total - but the model is more Grab-and-Go. They can do it with fewer seats if necessary.
- They will operate everyday of the week from 10:00 am to 9:00 pm.

Thanks,

Hugo Villegas
314-452-3968

[Quoted text hidden]

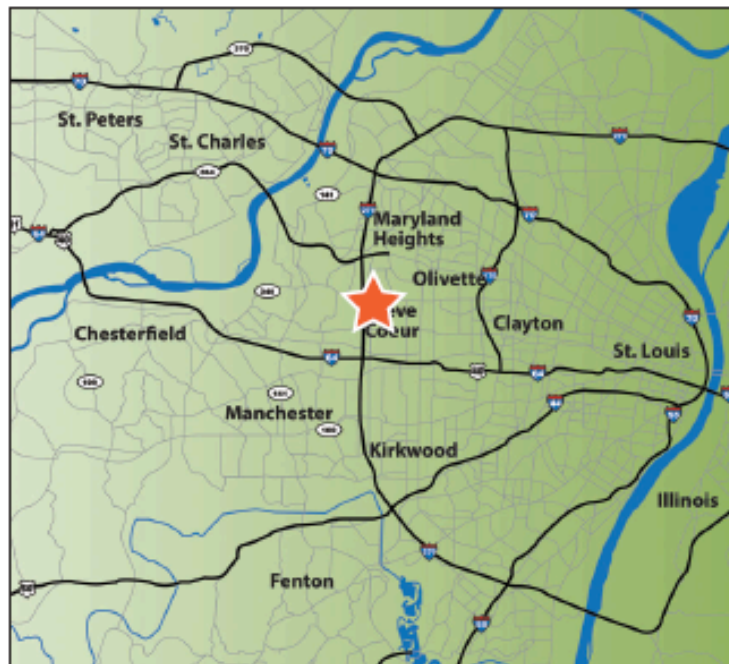
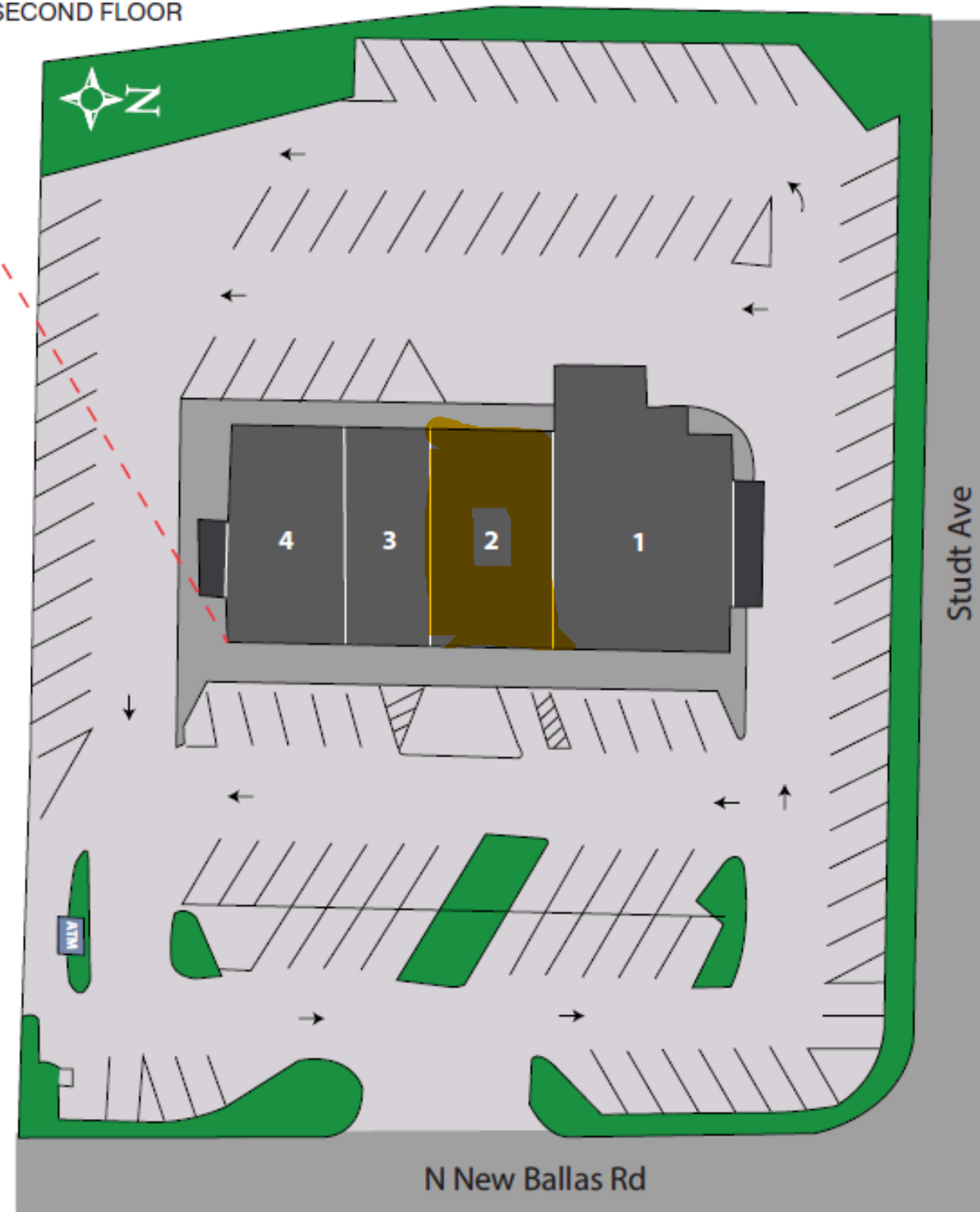
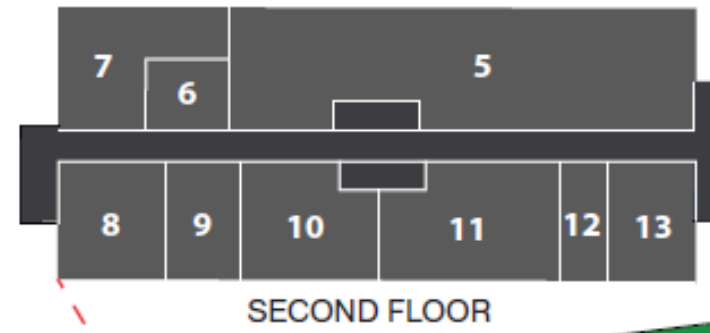


11	PARK. SPACES
24	PARK. SPACES
13	PARK. SPACES
5	SPACES
4	SPACES
5	SPACES
6	SPACES
5	SPACES
7	SPACES
15	PARK. SPACES
4	SPACES
6	SPACES
6	SPACES
111	PARK. SPACES
-TOTAL-	

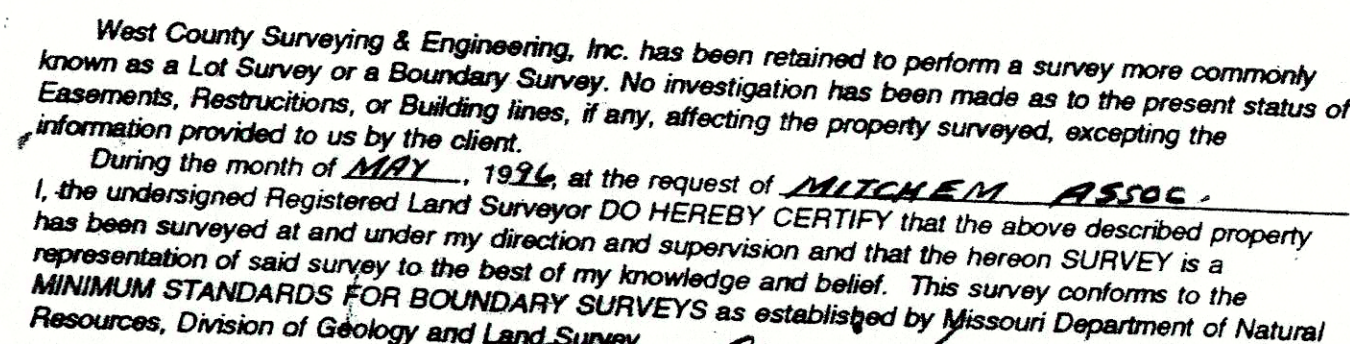
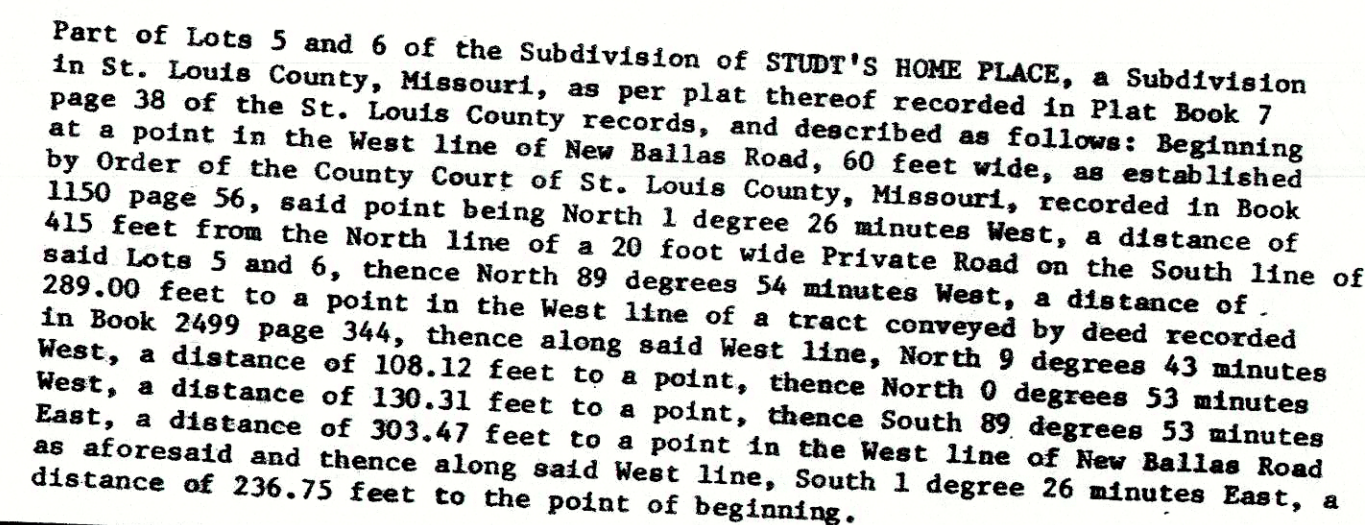
Bal Coeur

677 N New Ballas Rd
St. Louis, MO 63124

#	Address	Tenant	SF	
1	669-673	Central Bank	2,500	Banking
2	663-667	Taco Luna	2,400	Restaurant
3	659	Elite Dental	1,080	Dental Office
4	653-657	True Radiology	2,620	MRI
5	207	Elite Dental	3,314	Dental Office
6	219	Parkway Maintenance	150	Housekeeping
7	221	Star International	579	Plywood Importer
8	220	Sung Kwang Lee	650	Chiropractor
9	218	FLY Counseling	487	Counseling
10	214	Love at Home	841	Home Health Care
11	208	Alynn McManus	1,121	Counseling
12	206	STL Stress Clinic	307	Counseling
13	200	Gelber Family LP	450	Builder/Contractor



11/18/24



MITCHEM ASSOC.
14323 S. OUTER 40
CHESTERFIELD, MO
OFF = 434-0029

394-6090

Page 174 of 252

We obtained the following legal description from the deed that was recorded when the property was acquired in March 2008.

Parcel No.1: Part of Lots 5 and 6 of the Subdivision of Studt's Hone Place, a Subdivision in St Louis County, Missouri, as per plat thereof recorded in Plat Book 7 page 30 of the St Louis County Records and described as follows:

Beginning at a point in the West line of New Ballas Road, 60feetwide, as established by Order of the County Court of St. Louis County, Missouri, recorded in Book 1150 page 56. Said point being North 1 degree 26 minutes West, a distance of 415 feet from the North line of a 20 foot wide Private Road on the South line of said Lots 5 and 6; thence North 89 degrees 54 minutes West, a distance of 28900 feet to a point in the West line of a tract conveyed by deed recorded in Book 2499 page 344; thence along said West line, North 9 degrees 43 minutes West, a distance of 10812 feet to a point; thence North 0 degrees 53minutes West, a distance of 130.31 feet to a point; thence South 89 degrees 53 minutes East, a distance of 30347 feet to a point in the West line of New Ballas Road as aforesaid and thence along said West line, South 1 degree 26 minutes East, a distance of 235.75 feet to the point of beginning, EXCEPTING that part conveyed to the City of Creve Coeur by instruments recorded in Book 7538 page 1242 and Book 10818 page 1713 of the St. Louis County Records.



APPLICATION TO PLANNING AND ZONING COMMISSION
#25-004: A CONDITIONAL USE PERMIT AMENDMENT FOR A NEW
PARKING LOT, PARKING LOT LIGHTING, AND LANDSCAPING FOR LIFE
TIME CREVE COEUR, LOCATED AT 12691 CONWAY ROAD

FOR THE MEETING OF: Monday, March 17, 2025

LOCATION: 12691 Conway Road, Zoned A-Single Family Residential

REQUEST: Natalie Nye, of Life Time, Inc, has submitted an application for an amendment to the conditional use permit to expand the existing parking lot to include 50 additional parking stalls with new parking lot lighting located at 12691 Conway Road at the former Creve Coeur Racquet Club. No other exterior changes are proposed at this time. The property is in the “A” Single-Family Residential zoning district. Life Time Creve Coeur is an athletic membership club offering indoor and outdoor tennis and pickleball, swimming and other recreational activities.

ADDITIONAL INFORMATION: The use is classified as a Fitness and Recreational Sports Center (NAICS 713940) which is a conditional use that requires review and final approval by the City Council upon the recommendation of the Planning and Zoning Commission.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Is the request consistent with the required findings for a conditional use permit?

Creve Coeur 2030 Plan
References

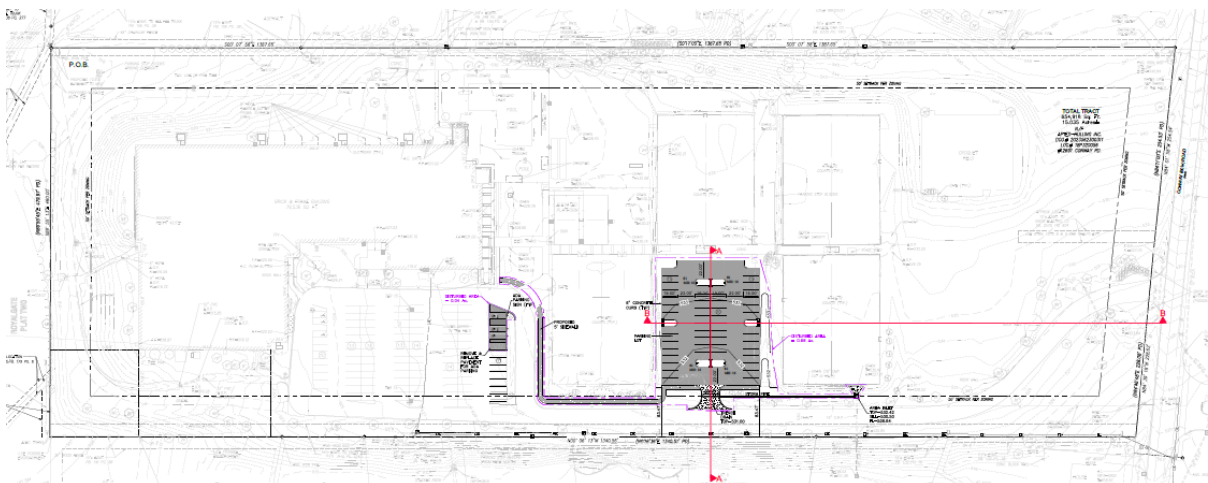
- Civic Place Type District
- Design Guidelines

Zoning Code References

- Section 405.250: A-Single-Family Residential Zoning District
- Section 405.470: Conditional Uses

APPLICANT: Natalie Nye
Life Time
2902 Corporate Place
Chanhassen, MN 55317

APPLICANT’S REPRESENTATIVE: George M. Stock
Stock & Associates Consulting
Engineers, Inc.
257 Chesterfield Business Parkway
Chesterfield, Mo 63005



REPORT PREPARED BY: Bethany L. Moore, AICP, City Planner

DATE: 3/12/25

ATTACHMENTS: Applicant’s revised materials submitted February 21, 2025; Draft Ordinance

BACKGROUND AND PROJECT DESCRIPTION

The subject property, Life Time Creve Coeur, is located at 12691 Conway Road in the “A” Single-Family zoning district. The use is classified as NAICS (713940) All Fitness and Recreational Sports Centers which is a Conditional Use in the “A” zoning district requiring a Conditional Use Permit. The Creve Coeur Racquet Club received approval of the original conditional use permit, then a special use permit, in 1967 with Ordinance No. 486 as a private, member’s only club. The conditional use permit was amended in 1993 with Ord. 1593 for a building addition, in 2013 with Ord. 5338 for additional outdoor platform racquet courts, and in 2019 the previous ordinances were repealed and replaced with the existing conditional use permit for the site, Ord. 5635, to allow for limited area tournaments and events and to update other sections of the ordinance which governs the use of the property. In 2025, Life Time, Inc bought the Creve Coeur Racquet Club and currently operates it as Life Time Creve Coeur. The conditional use permit was administratively transferred to Life Time on January 8, 2025 (attached for reference). The applicant’s currently have a building permit under review for interior renovations to the existing building and will be coming before the Planning and Zoning Commission with a text amendment related to signage for conditional uses in residential districts to address signage allowances for this use.

The applicant, Life Time, has submitted an application to amend the existing CUP in order to install an additional parking lot to add 50 new parking stalls to the existing 102 parking stalls which do not meet the parking needs on site. The application also includes new parking lot lighting, landscaping around the parking lot and stormwater mitigation. The existing site coverage for the property is 22.5% where the maximum site coverage allowed for such uses is 40% per Section 405.470(A)(22)(c). The applicant is proposing to increase the site coverage to 25.3% to install the new parking lot in place of an existing grass court. No trees are being removed in association with this project.

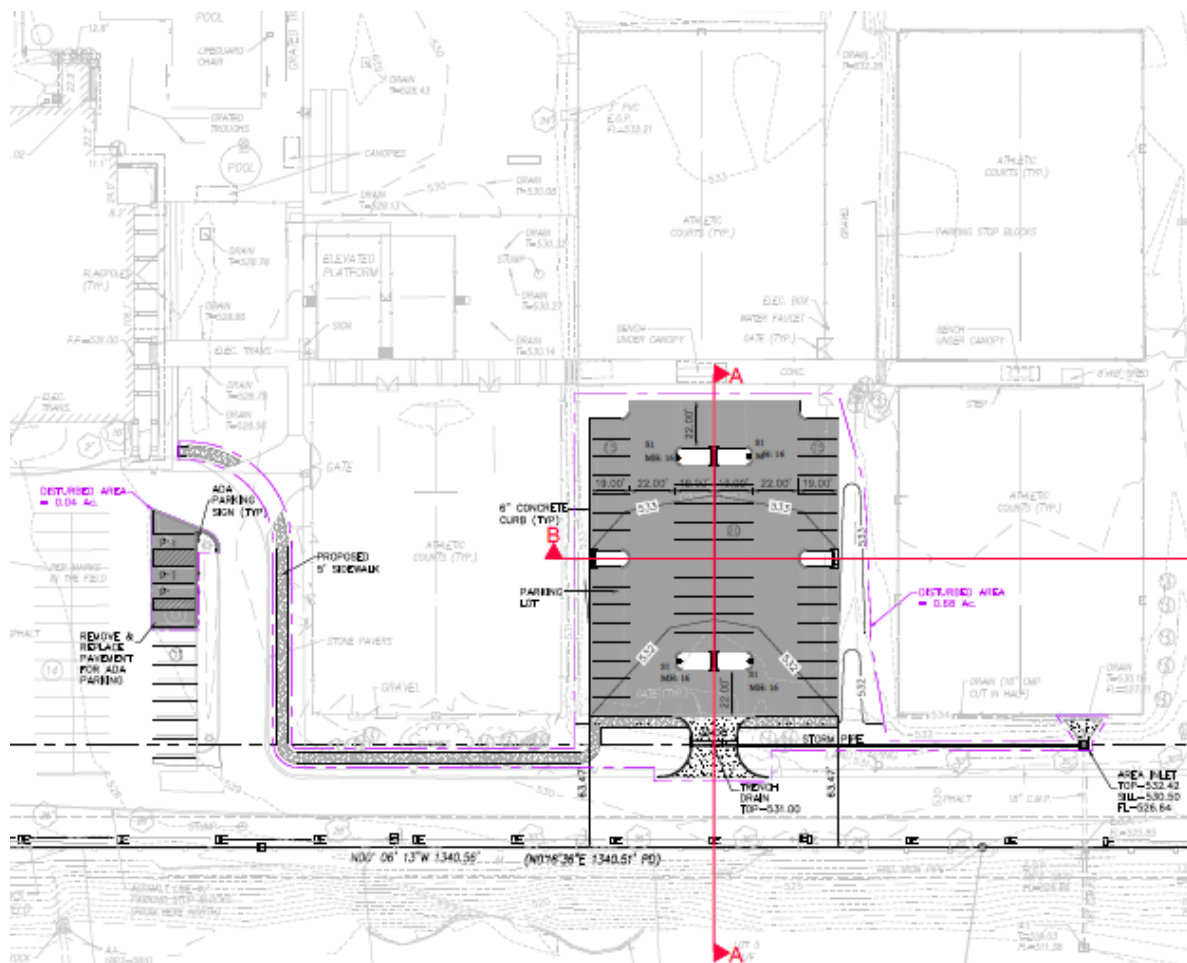


Figure 1: Proposed Site Development Plan enlarged detail.

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

Direction	Use	Zoning District	Separated by
North	Single-Family Residential	"A-RDD" Single-Family Residential	N/A
South	Single-Family Residential	"A-RDD" Single-Family Residential	Conway Road
East	Single-Family Residential	"A-RDD" Single-Family Residential	N/A
West	Single-Family Residential	"A-RDD" Single-Family Residential	N/A



Figure 2: Google aerial of site with proposed parking lot location in red.

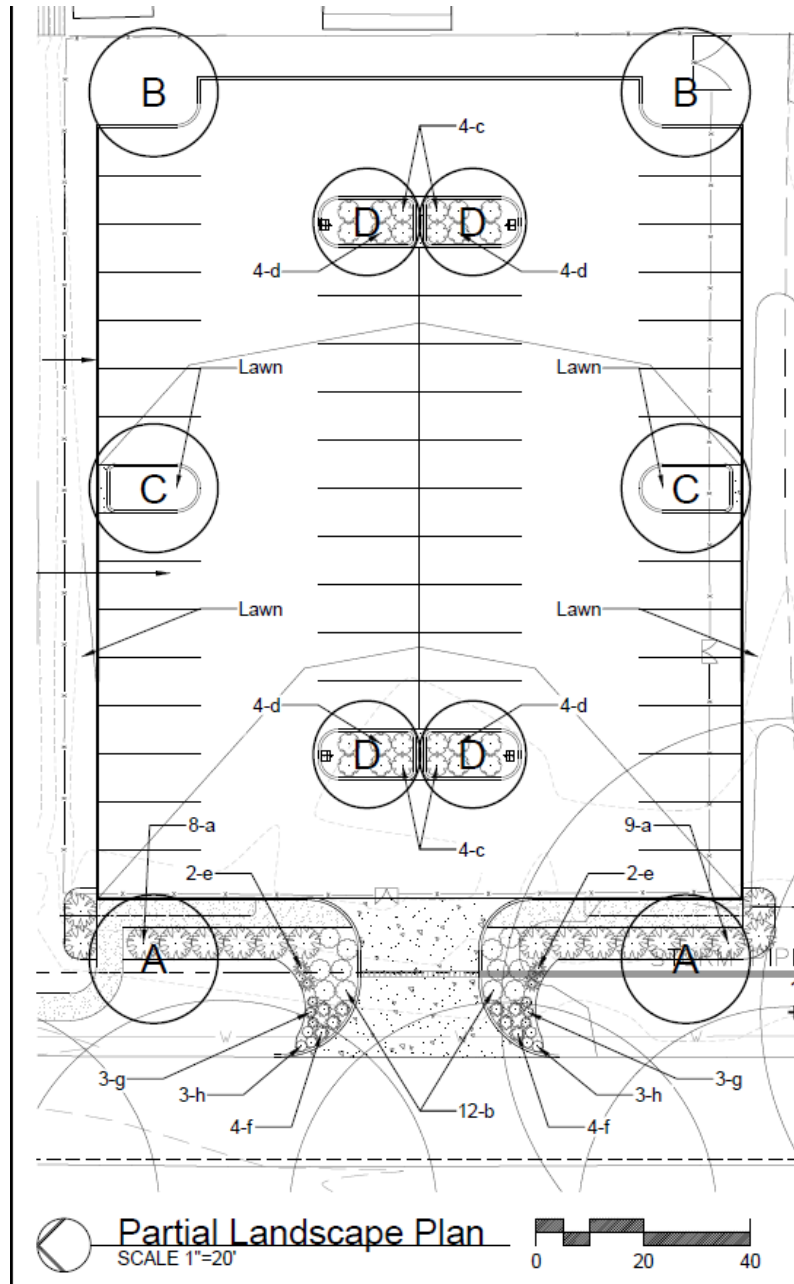


Figure 3: Parking Lot Landscaping Plan.

COMPREHENSIVE PLAN REVIEW

The subject property is located within the *Creve Coeur 2030 Comprehensive Plan's* Civic (CV) Place Type for Campus and Institutional Districts, whose vision is a community place type or overlay for various institutional uses – including schools, churches, religious facilities, and public facilities – that are comprised of a single primary building with ancillary or out-buildings on a single lot, with a minimum of three acres (p.108). The Comprehensive Plan recommendations for Civic and Institutional Place Types are to be compatible with neighboring residential and commercial place type districts; setbacks should be developed separately for each civic and institutional place type to reflect each place type's articulated vision. When a lot directly abuts other lots of a different residential Community Place Type, a landscape buffer, measured horizontally from the lot boundary, should be provided. When located in primarily residential areas, established a "green edge" landscape zoned, measured horizontally from the lot boundary along all street frontages to maintain compatibility with the surrounding development character; buildings shall be prohibited from this landscape zone. (p. 110). The Site Development Plan that was submitted by the applicant shows that all proposed improvements associated with the CUP amendment will be outside of the 50-foot buffer adjacent to residential uses. Although there are pre-existing, non-conformities in the buffer, no new improvements are to be placed there. Given the pre-existing nature of the site, the proposed location of the parking lot, and the proposed landscaping installed to block headlight glare, Staff finds that the proposed new parking lot is in compliance with the Comprehensive Plan in as much as this request can.

Design Guidelines

The Design Guidelines recommend that the design of off-street parking areas should limit vast open areas of asphalt parking spaces, especially in the front of commercial buildings. Parking lots need to be broken up into smaller, palatable spaces interconnected by landscaped pedestrian linkages. These linkages should be separate pedestrian walkways buffered with landscaping. Parking areas located to the side or rear of commercial buildings or parking structure to replace large open asphalt parking areas are encouraged (p.19.) Building services, such as delivery and trash enclosures, should be located in the less visible areas and screened (p.10.) There is an existing parking lot around the building with 102 parking stalls, not visible from the street, and the new parking lot with 50 parking stalls will be separated from the existing parking lot. It is proposed to help alleviate existing parking issues that include having to park elsewhere on site to accommodate special events. This new lot will also not be visible from Conway Road due to the distance it is set back from the road and the existing sports courts with fences in between. The proposed parking lot includes landscaping islands to break up the parking stalls into no more than 10 per row, as suggested by the Design Guidelines. Pedestrian access via a sidewalk connection to the building is also provided. The applicant has included additional landscaping in the form of dense Holly shrubs in front of the parking lot facing the residential uses to the west in order to block headlight glare. The proposal appears to meet the recommendations of the Design Guidelines.

ZONING REVIEW

The subject property was originally built and approved for a special use permit by the City of Creve Coeur in 1967. Due to the age of the development, there are legally, pre-existing, non-conformities on the site including improvements located in the 50-foot buffer yard that is required of all conditional uses abutting or adjoining single-family uses in residential districts, per Section 405.250(E)(4)(f). Buffer yards for conditional uses under the A Single-Family District requires that any lot or parcel abutting or adjoining a single-family use in a residential district shall provide a buffer yard of a minimum of 25 feet on all sides that abut the single-family use in the residential district. The buffer yard shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission. Therefore, a buffer is required along the west property line but is not provided due to the existing access drive within this area that is considered pre-existing, non-conforming. The existing drive way is not within the scope of the project, no existing trees

are proposed to be removed and there is an existing 4-foot-tall wooden fence along the property line between the residential uses and the subject property which will remain. Section 405.1080 requires site development plan review for a conditional use permit where there is a significant alteration to the exterior of the building or site, and any new impermeable site coverage over 5,000 square feet. The proposed new parking lot and sidewalk includes roughly 18,296 square feet of new impervious surface. The new parking lot is being built in the footprint of an existing grass sports court and will not encroach into the 50-foot buffer, although a small portion of the access to it will in order to connect to the existing driveway within the buffer. The existing site coverage is 22.5% and the proposal will increase the site coverage to 25.3%, which is less than the allowed maximum of 40% site coverage for such conditional uses in residential zoning districts.

Parking

Section 405.820(H)(7)(b) of the required Off-Street Parking Spaces regulations require that public or private commercially operated recreational complexes and associated structures provide five (5) spaces per gross acre plus one (1) space per one hundred (150) square feet of floor area for associated support buildings. The property is 15.04 acres, with 79,536 sq. ft. of space in the existing building, a total of 607 spaces is required and 152 are proposed to be provided on site. As previously established in the 2019 CUP, this large amount of parking is not needed for this use although the 50 additional parking spaces in addition to the existing 102 will help to address the parking needs on site. With the addition of the new parking lot, the existing provision in the Conditional Use Permit to allow temporary parking elsewhere on the site for large events will be removed. Per the requirements of Section 405.810(A)(2), the parking lot project will include gentle sloping leading to a trench drain connected to an inlet via a storm pipe in order to prevent damage or inconvenience to abutting property. The proposal also includes adding additional accessible parking spaces closer to the building.

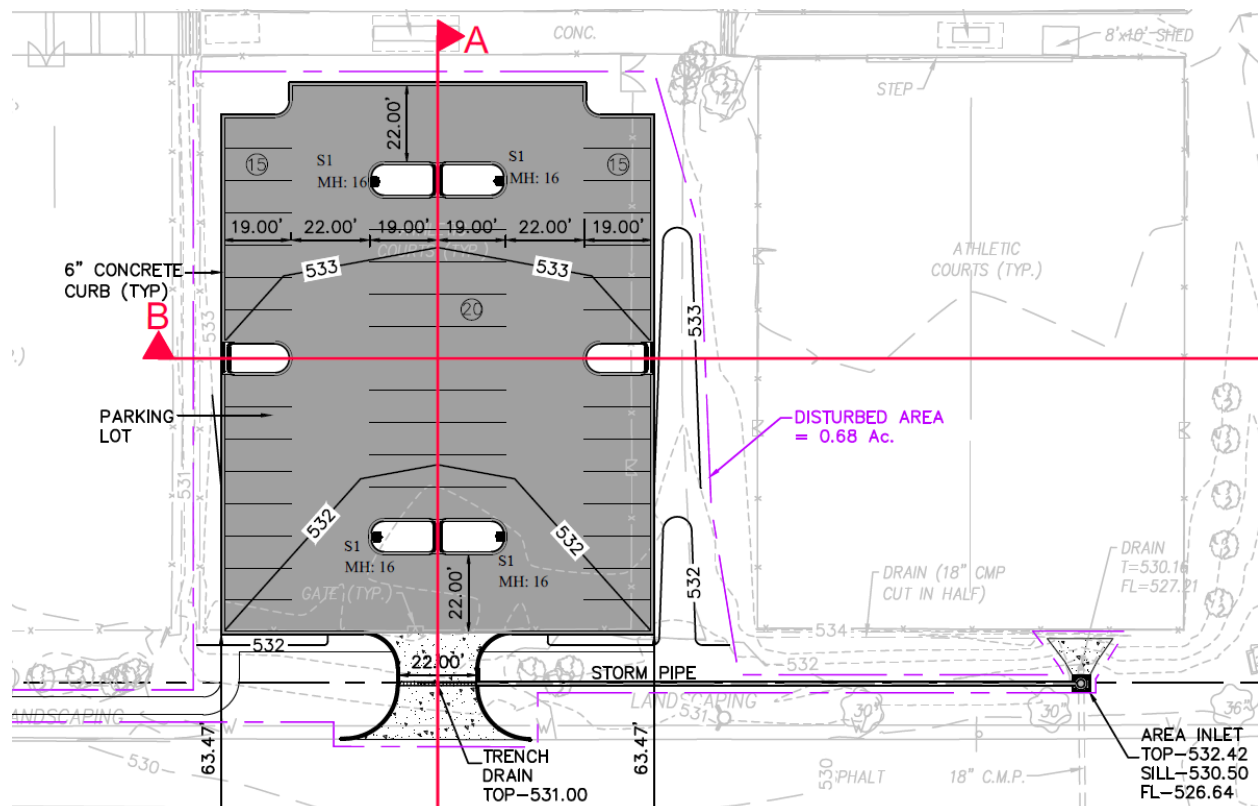


Figure 4: Parking lot with drain detail.

Landscaping:

A landscaping plan, sheet L1.01, was provided for new landscaping around the new parking lot. No existing trees will be removed. The landscaping plan shows 10 new trees to be installed within the parking lot islands and at each corner of the parking lot. In addition to landscaped parking lot islands, the landscaping plan shows landscaping along the entrance to the parking lot. A row of Berri-Magic Kids Holly Combination shrubs is proposed to serve as the screening to block the headlight glare from the parking lot from the adjacent residential uses. The Holly shrubs can grow to 8-10 feet in height and 6 to 8 feet wide which makes them perfect for blocking headlights and providing screening of the parking lot. Section 405.810(A)(5)(b) requires all parking adjoining a residential use or public right-of-way be screened from view by an earth berm, a solid wall, decorative fence, evergreen planting of equivalent visual density or other effective means. Landscaping shall be a minimum of 18 inches in height and an average of three 3 feet in height at the time of planting. Screening shall be a minimum of six (6) feet in height between the parking lot and any other abutting residential property line. The proposed Holly shrubs meet this requirement. Per the notes on sheet L1.01, irrigation will be provided in order to maintain the health of the plant material and comply with Section 405.540(F)(10).

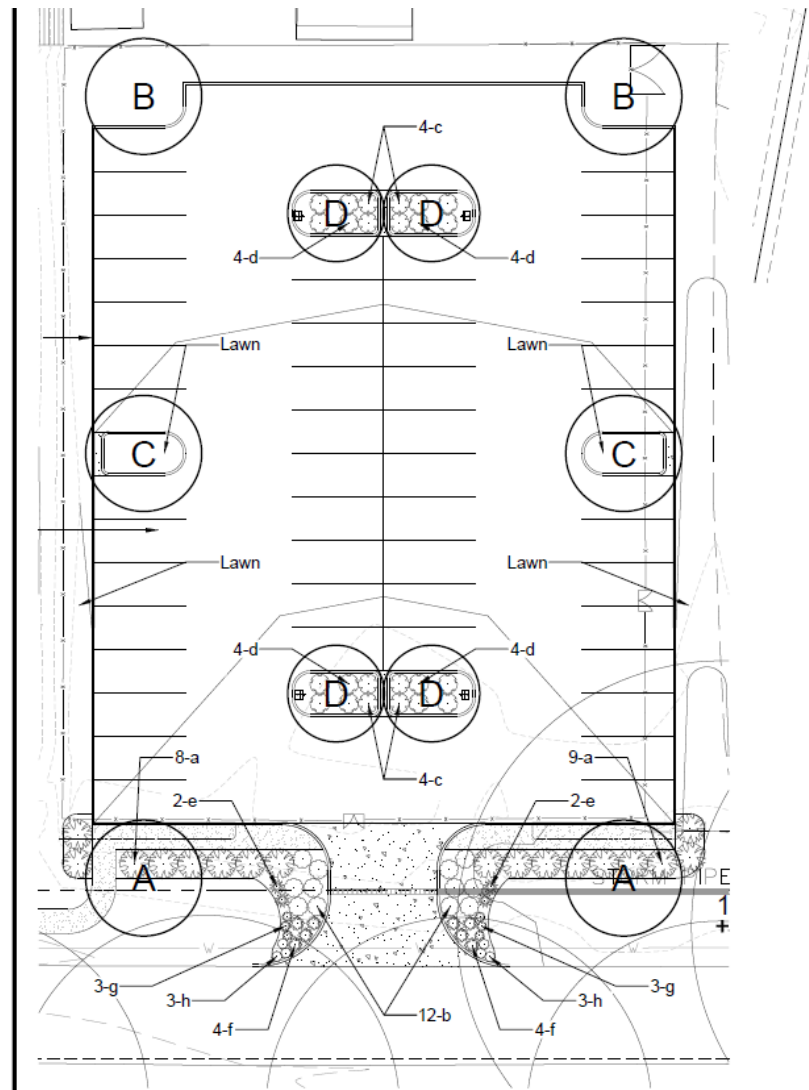


Figure 5: Landscaping Detail for parking lot.

Lighting

The proposal includes the installation of new lighting for the parking lot. The site development plan shows four new single arrangement light poles installed in the landscaping islands. The poles are 13 feet tall on 3-foot-tall bases for a total of 16 feet. The lights are downcast and shielded. Section 405.680(B)(2) requires light fixtures in residential districts not exceed 16 feet in height measured from the bottom of the base to the top of the fixture. The provided photometric plan shows the brightness of the lighting decreasing to less than 1.0 footcandle at the parking lot entrance and reaching 0.0 footcandles at the property line, consistent with the requirements outlined in 405.680(B)(4) to not cast light upon adjacent property. The existing CUP limits the use of the lights for the outdoor sports or recreation facilities by not allowing them to be used past 10:00 PM. Given the new parking lot's location within a previously used grass sports field, staff suggests the lighting for the new parking lot also be limited by this restriction due to its proximity to residents. Staff suggests that the Planning and Zoning Commission discuss the hours of use for the parking lot lighting and make a determination as to whether this condition is necessary.

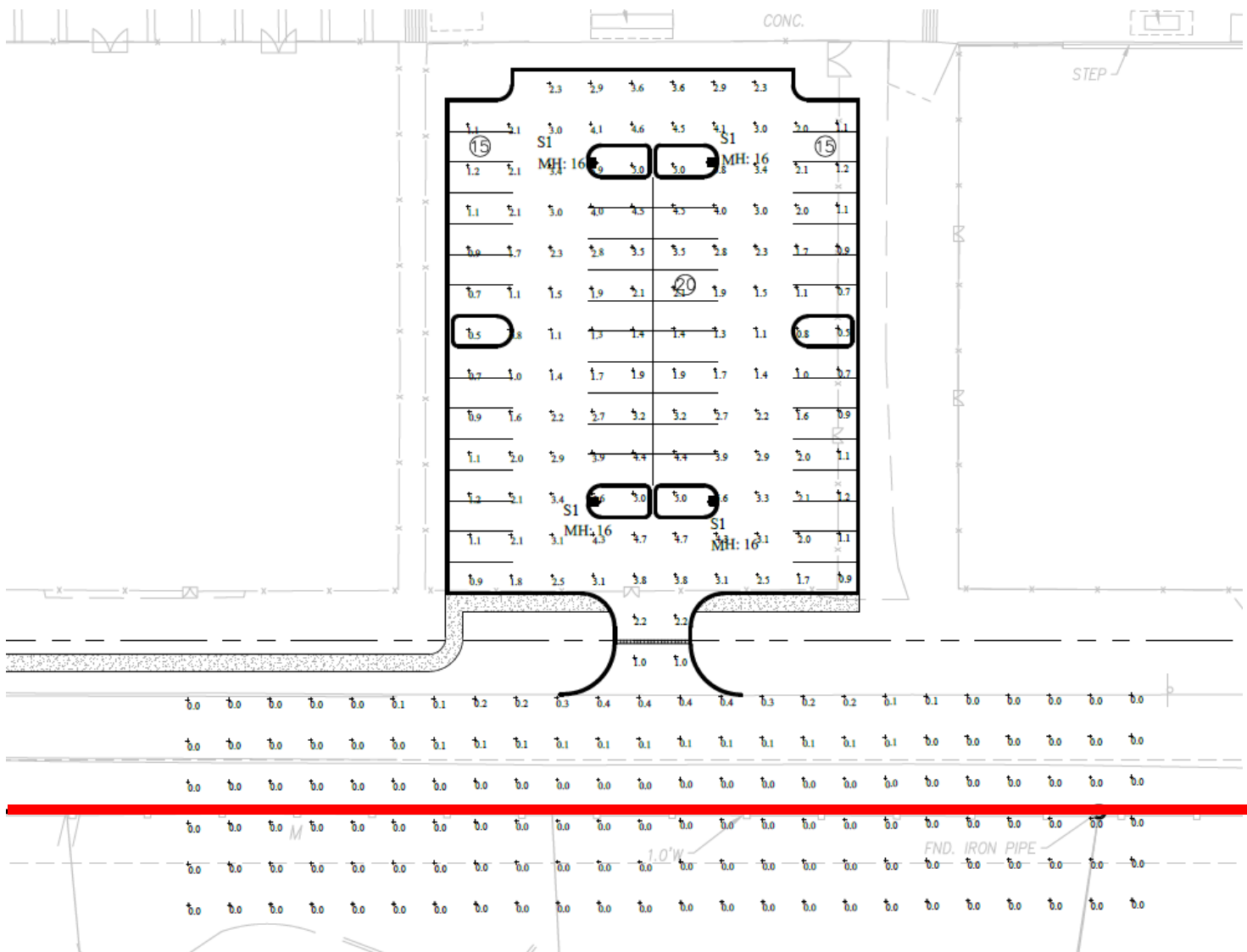


Figure 6: Photometric plan with property line in red.



Figure 7: Proposed lighting.

Sidewalks

The proposal includes new sidewalks to provide pedestrian access from the new parking lot to the building. The site development plan shows them as 5 feet wide. Section 405.730(A)(2) requires the minimum width of internal sidewalks in non-residential developments be 6 feet wide. A condition of approval has been added to reflect this.

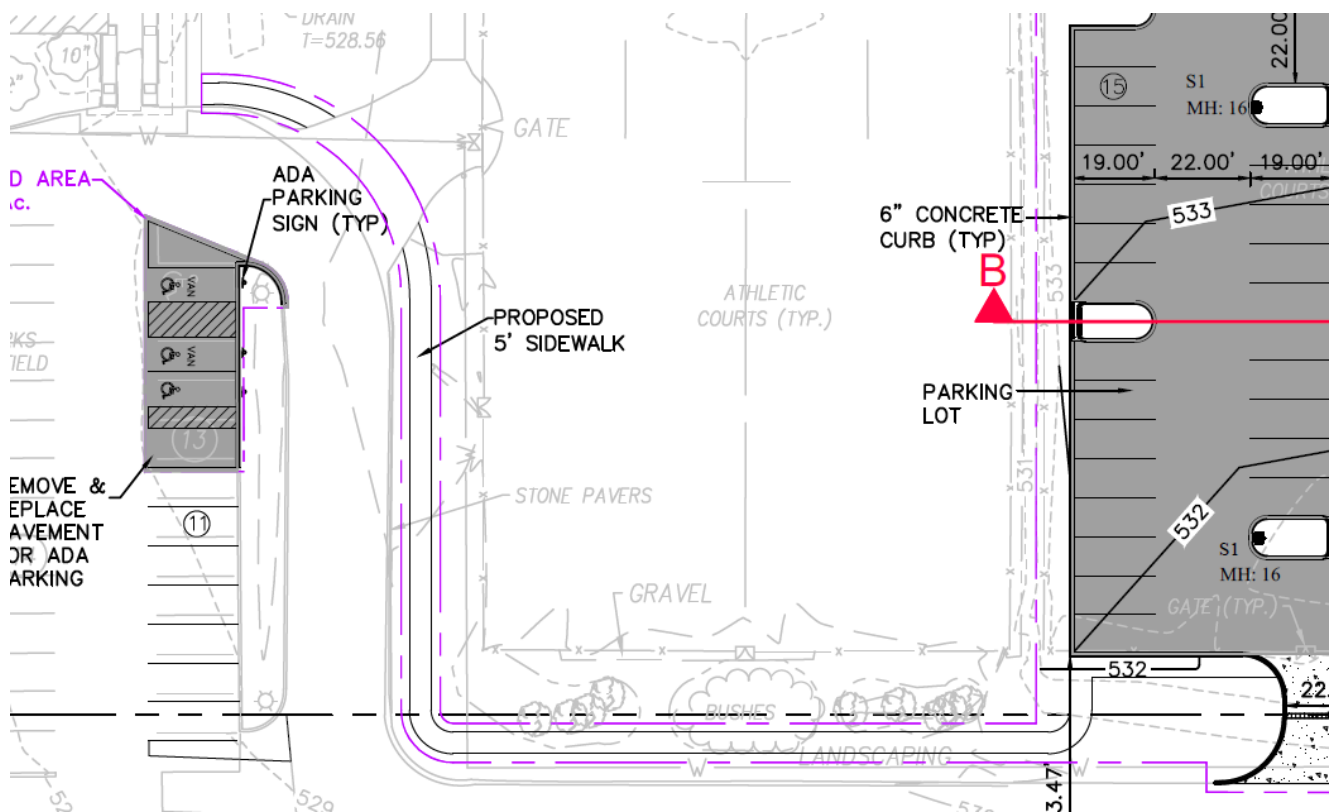


Figure 8: Sidewalk detail.

RECOMMENDATION

Based on the above analysis, the request for a conditional use amendment with associated site development plan meets most of the requirements of the Comprehensive Plan and Zoning Ordinance as close as a such a project can while the acknowledging that there are pre-existing conditions from when the property was originally developed. If recommended for approval by the Planning and Zoning Commission, Staff suggests the existing Conditional Use Permit be amended per the following conditions, which are included in the draft ordinance. All other conditions of the Conditional Use Permit shall remain in effect except as amended below:

1. Condition #8 of Ordinance #5635 is no longer valid and is to be removed.
2. Condition #9 of Ordinance #5635 is to be amended to state the following: No parking shall be permitted on tennis courts, lawns, service drives or any other areas not designed as a paved parking lot.
3. The parking lot expansion shall be in substantial conformance with the site improvements as shown on the Site Development Plan and Landscape Plan received February 21, 2025 as prepared by Stock and Associates.
4. All new interior sidewalks to be 6 feet in width per the requirements of Section 405.730(A)(2).
5. New parking lot lighting shall be subject to the same restrictions as outdoor lighting for sports courts and recreation facilities as outlined in condition #14 of Ordinance #5635.
6. The Applicant is required to submit Grading and Site Improvement Plans as may be required, showing all exterior improvements to the Planning Division for review, as required by Section 410.380 of the Subdivision and Land Development Regulations (Subdivision Code). The Grading and Site Improvement Plans shall be in substantial conformance with the Site Development Plans and the Landscape Plan submitted on February 21, 2025 as bound together and submitted in conjunction with Application #25-004 by Stock and Associates, and as amended below.
7. All landscaping shall be maintained to the same standard as is shown in the existing landscaping plan and the parking lot landscaping plan submitted as part of Application #25-004 by Stock and Associates on February 21, 2025. Any vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed, and should any trees be removed, sufficient landscaping shall be provided on the property to be consistent with the Landscape Plan, as required under Section 505.540 Landscaping.

ACTION AND MOTION

If the Planning and Zoning Commission finds the attached draft conditional use permit amendment to be in conformance with the purposes and regulations of the Comprehensive Plan and Zoning Code, it may vote on a recommendation to the City Council. Any changes to the draft ordinance should be discussed and made by separate actions. The following is an example of an appropriate motion for this application:

“I move to recommend approval of Application #25-004 for a Conditional Use Permit amendment and Site Development Plan approval for a new parking lot with lighting and landscaping for Life Time Creve Coeur located at 12691 Conway Road subject to the conditions contained in the draft ordinance for the meeting of March 17, 2025” (conditions may be added, eliminated, or modified by preceding motion).

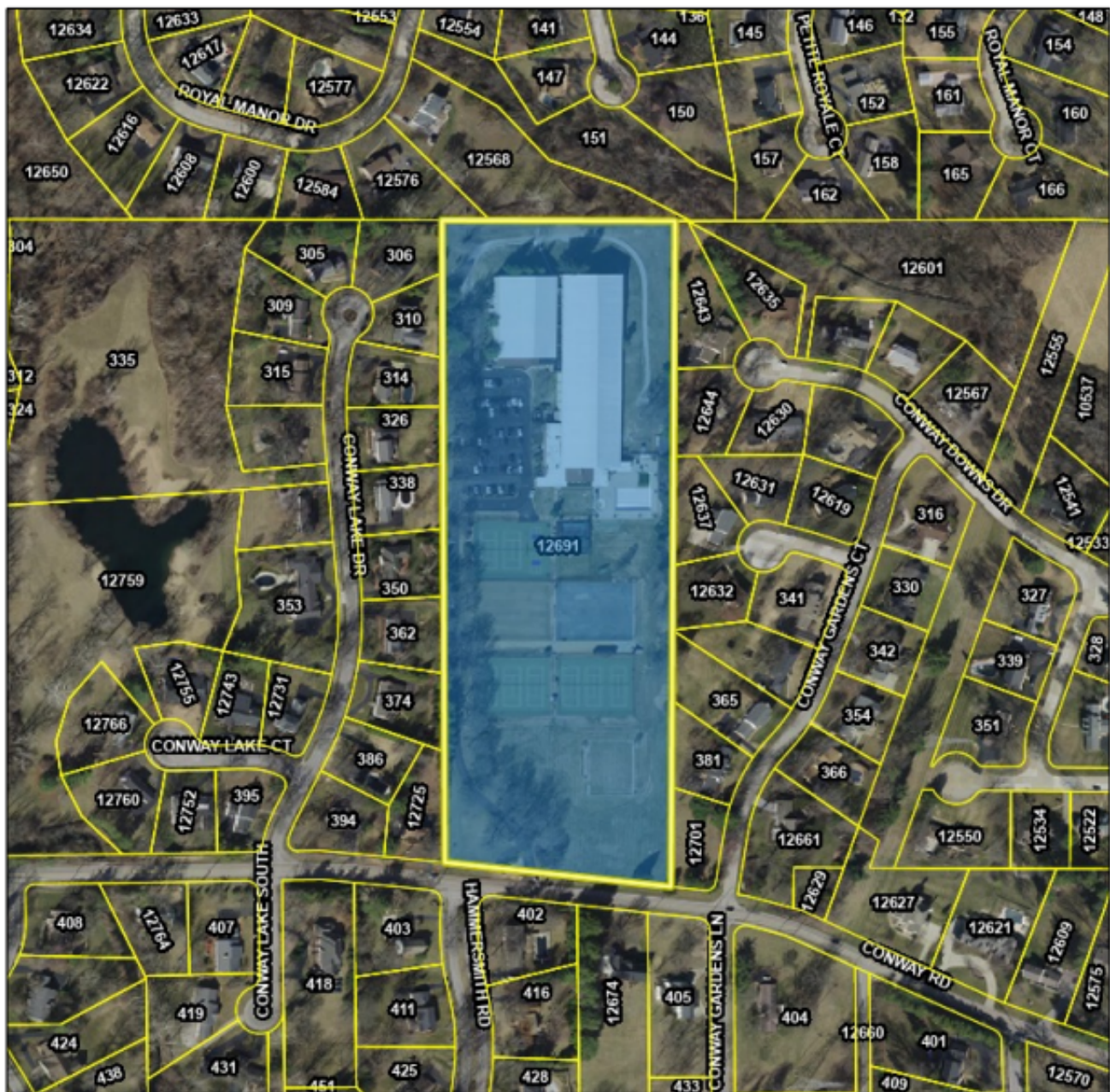
APPENDIX 1: COMPREHENSIVE PLAN

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

APPENDIX 2: ZONING CODE

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

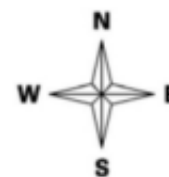
Aerial Photo



City Limits

Parcels

March 3, 2025



Prepared By

HORNER SHIFFRIN

APPENDIX 4: SITE PHOTOGRAPHS

	Description: Google Street view image of existing driveway with fence and sports courts.
	Description: Google Street view image of sports court visibility from Conway Road.



city
of

CREVE COEUR

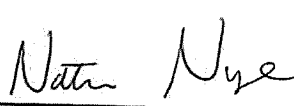
PLANNING DIVISION

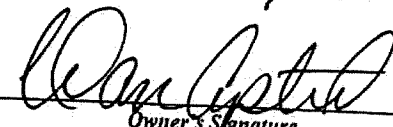
File # _____

300 North New Ballas Road, Creve Coeur, Missouri 63141
Tel. (314) 872-2501 • Fax (314) 872-2505

PLANNING AND ZONING COMMISSION AGENDA APPLICATION CONDITIONAL USE PERMIT

PLEASE COMPLETE FRONT AND BACK PAGES

Applicant:	Applicant's Representative (if applicable):
Natalie Nye Name	George Stock, Josh Barcus Name
Life Time Company (If Applicable)	Stock & Associates Company (If Applicable)
2902 Corporate Place Address	257 Chesterfield Business Pkwy Address
Chanhassen, MN 55317 Address	Chesterfield, MO 63005 Address
Telephone # 952.401.2405	Telephone # 636.530.9100
Fax #	Fax #
Email: NNye@lt.life	Email: josh.barcus@stockassoc.com
 Applicant's Signature	 Applicant's Representative's Signature

Property Information:	Owner's Acknowledgement (if different from applicant):
12691 Conway Road Address	Dan Apted Name
Creve Coeur, MO 63141 Address	Apted-Hulling, Inc. Company (If Applicable)
Life Time Development Name (if any)	12691 Conway Road 12661 Conway Rd Address
"A" Single-Family Residential District Current Zoning	Creve Coeur, MO 63141 Address
Ordinance No. 5635 Prior CUP Approvals (if known)	Telephone # 314-713-6640
	Fax #
	Email: danjaped@gmail.com
	 Owner's Signature

Description of Requested Use (attach additional sheets as needed)

General Description of Business: Life Time is a health, wellness and fitness membership organization and seeks to amend the existing conditional use permit at the property to provide additional and necessary parking, as set forth in its attached Statement of Rationale.

Gross Floor Area – Existing and Proposed: 79,615 sq.ft. (net area is 78,835 sq. ft. per plans)

Number of Seats (for restaurant only): N/A

Number of Employees at the busiest shift: Approximately 10 at peak hours; Approximately 25 total

Hours of Operation: As provided in the current CUP

Current or Most Recent Use of the Property: Various Membership Organization

Will the applicant apply for a liquor license: Yes ☒ No ☐

Rationale

Please describe in detail, on an attached sheet, the reasons why you believe the request for a conditional use permit should be approved and what steps are being taken to lessen any impacts on surrounding residences and businesses. An explanation of the building and landscape designs (if changes are proposed) should also be included.

Submittal Checklist

☒	Rationale	☐	Building elevations for new construction
☒	Site plan	☒	Photographs of existing structures
☒	Access and parking plan; (may be shown on site plan)	☐	Materials samples
☒	Landscape plan	☒	Legal Description in Word format
☐	Floor plan	☒	Fees: \$250 (non-refundable) \$2000 (refundable deposit)
☒	Electronic copies of all materials	☒	Other items as requested by staff

Preferred Public Hearing Date: Monday, March 17, 2025.

****See Planning & Zoning Commission schedule and confirm available meeting dates with Planning Division staff****

Office Use Only

☐ All Sections Complete	Received By: _____
☐ All Documents, incl. e-Copies	_____
☐ Fees Paid	Date: _____

Revised: 7/22



February 17, 2025

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

Re: Statement of Rationale in Support of Life Time's ("Life Time") application to Amend the Conditional Use Permit ("**Application to Amend**") authorized by the City of Creve Coeur (the "**City**") via Ordinance No. 5635, as amended (the "**CUP**") for the property located at 12691 Conway Road, Creve Coeur, Missouri 63141 (the "**Property**" or "**Site**")

Dear Mr. Jaggi,

By way of background, in 2025, occupancy of the Property recently transferred to Life Time. Since opening its doors nearly 30 years ago, Life Time has expanded into 175 plus athletic clubs in destinations that value health, knowledge and relationships, and in selecting the City of Creve Coeur and the Property as its next home, Life Time knew that it found such a community. Life Time's mission is to provide entertaining, educational, friendly and inviting experiences of uncompromising quality that empower everyone to live a healthy and happy life. With respect to the Property, Life Time assumed all operations currently offered, such as outdoor and indoor tennis and pickleball, as well as other recreational operations, including swimming. However, in order to further fulfill its mission, Life Time needs to give the Property a refresh, both internally, and for purposes of its Application to Amend, externally to provide additional, safe and adequate parking.

Accordingly, pursuant to Section 405.1070.E. of the City's zoning code, please allow this letter to serve as Life Time's Statement of Rationale in support of its Application to Amend its CUP.

1. The amendment to the CUP complies with Section 405, technically, including environmental standards and other standards related to the setback, parking, loading areas, screening and buffers, refuse, storage, and services areas and signs; and

The proposed amendment to the CUP complies with all applicable standards per Section 405. The proposed parking lot expansion complies with the required setbacks and brings the Property closer to conformance as it relates to the amount of parking needed for the use. The Property will remain below the maximum lot coverage. The proposed CUP amendment will not impact the size of the building or overall use and will simply be an expanded parking lot, which is very much needed for this Site. Much of the Site including the drive aisle, sections of the parking lot, pool and pool deck are nonconforming as it relates to required setbacks. At this time, these areas of the Site will not be altered. The

proposed parking lot expansion of 50 parking spaces will be conforming to all required setbacks, landscaping, and lighting requirements per the code.

2. The amendment to the CUP will contribute to and promote the welfare of the community

The proposed amendment will allow for a parking lot expansion for a site that is desperately under parked. The existing use has been operating for over 50 years and the existing parking lot of 102 spaces does not adequately serve the recreational use. The existing CUP allows for temporary parking on the lawn for six (6) events every calendar year. The current proposal intends to eliminate this language and instead construct an additional 50 parking spaces. The proposed amendment will be an improvement for the neighboring community.

3. The amendment to the CUP will not cause substantial injury to the value of neighboring property;

The proposed amendment will allow for a compliant parking lot expansion to an existing site that is severely under parked. The proposed changes will occur on the interior of the Site and away from any shared property lines. The parking improvement will benefit the neighboring properties who currently deal with overflow parking in the grassy areas of the Site.

4. The amendment to the CUP will be consisting with the City's Comprehensive Plan (copy here: [CC Comprehensive Plan](#))

The proposed amendment is consistent with the City's Comprehensive Plan. The amendment is to better a longstanding use within the community. The improvement of this recreation destination allows the city to continue to be a premiere livable community as well as continue to maintain a strong economic base. The proposed Life Time will improve upon the existing Site, while maintaining its character and being mindful of its residential neighbors. The proposed amendment for a parking lot expansion is designed to meet the required 50-foot setback and lot coverage maximums. The addition of 50 parking spaces will help adequately serve the recreational use, while eliminating the need to park temporarily on the grass. This 50-parking stall expansion will allow for the day-to-day parking needs of Life Time to be met as well as the event parking needs for tournaments, meets, etc.

5. The amendment to the CUP will provide erosion control and on-site stormwater detention in accordance with the Code; and

The proposed amendment meets all erosion control and stormwater detention requirements.

6. The amendment to the CUP will be compatible with the surrounding area and not be an excessive burden or have a substantial negative impact on the surrounding area or users, including on pedestrian and vehicular traffic or on other community facilities, such as emergency services.

The proposed CUP amendment will allow for a needed parking expansion for the Site and remove the parameters to allow for temporary grass parking for events. The current temporary parking arrangement showcases how underserved the current use is by the existing 102-stall parking lot. Life Time would like to provide its members with adequate parking as well as accommodate the events that are currently hosted at the Site. The current temporary parking is on grass and not within the required setbacks. The CUP amendment will alleviate the burden that is currently experienced by the neighboring property owners. All parking lot improvements will be completed under the review of the City and emergency services and will comply with regulations. The parking lot design will allow for a seamless flow of vehicular traffic while keeping pedestrian safety in mind. The goal is to improve upon an existing use and site and by bringing the Site closer to conformance, the surrounding residential neighborhood will be less impacted.

Sincerely,

Natalie Nye

Natalie Nye
Associate Development Manager
Life Time Property Development

EXHIBIT A
LEGAL DESCRIPTION

A TRACT OF LAND BEING PART OF LOTS 8 AND 9 OF THE SUBDIVISION OF SAMUEL PHELP'S ESTATE IN SECTIONS 9 AND 16, TOWNSHIP 45 NORTH RANGE 5 EAST, ST. LOUIS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS: BEGINNING AT THE NORTHWEST CORNER OF PROPERTY CONVEYED TO GEORGE M. HEINTZ AND WIFE BY DEED RECORDED IN BOOK 1698 PAGE 458 OF THE ST. LOUIS COUNTY RECORDS; SAID POINT BEING ALSO IN THE NORTH LINE OF SAID LOT 8, THENCE LEAVING SAID POINT AND RUNNING SOUTHWARDLY ALONG THE WEST LINE OF SAID HEINTZ PROPERTY, SOUTH 0 DEGREES 17 MINUTES 00 SECONDS EAST 1387.65 FEET TO AN OLD CONCRETE MONUMENT SET IN THE NORTH RIGHT OF WAY LINE OF CONWAY ROAD, 60 FEET WIDE; THENCE WESTWARDLY ALONG SAID NORTH LINE, NORTH 84 DEGREES 11 MINUTES 00 SECONDS WEST 254.53 FEET AND NORTH 84 DEGREES 46 MINUTES 48 SECONDS WEST 228.08 FEET TO AN OLD CONCRETE MONUMENT; THENCE. LEAVING SAID NORTH LINE AND RUNNING NORTH 0 DEGREES 16 MINUTES 36 SECONDS WEST 1340.51 FEET TO AN OLD CONCRETE MONUMENT SET IN THE NORTH LINE OF SAID LOT 9, BEING ALSO A POINT IN THE SOUTH LINE OF PROPERTY NOW OR FORMERLY OF STERNBERG AS DESCRIBED IN DEED RECORDED IN BOOK 1883 PAGE 204 OF THE ST. LOUIS COUNTY RECORDS; THENCE EASTWARDLY ALONG THE SOUTH LINE OF SAID STERNBERG PROPERTY, BEING ALSO THE NORTH LINE OF SAID LOTS 9 AND 8, NORTH 89 DEGREES 55 MINUTES 45 SECONDS EAST 479.97 FEET TO THE POINT OF BEGINNING, ACCORDING TO SURVEY MADE BY THE ELBRING COMPANY DURING THE MONTH OF JUNE, 1974.

SITE DEVELOPMENT PLAN
LIFE TIME
A TRACT OF LAND BEING PART OF LOTS 8 AND 9 OF THE SUBDIVISION OF SAMUEL PHELPS ESTATE
LOCATED IN SECTIONS 9 AND 16, TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE 5TH PRINCIPAL MERIDIAN
CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI

PROPERTY DESCRIPTION

A TRACT OF LAND BEING PART OF LOTS 8 AND 9 OF THE SUBDIVISION OF SAMUEL PHELPS ESTATE IN SECTIONS 9 AND 16, TOWNSHIP 45 NORTH RANGE 5 EAST, ST. LOUIS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS: BEGINNING AT THE NORTHWEST CORNER OF PROPERTY CONVEYED TO GEORGE M. HEINTZ AND WIFE BY DEED RECORDED IN BOOK 1698 PAGE 458 OF THE ST. LOUIS COUNTY RECORDS; SAID POINT BEING ALSO IN THE NORTH LINE OF SAID LOT 8, THENCE LEAVING SAID POINT AND RUNNING SOUTHWARDLY ALONG THE WEST LINE OF SAID HEINTZ PROPERTY, SOUTH 0 DEGREES 17 MINUTES 00 SECONDS EAST 1387.65 FEET TO AN OLD CONCRETE MONUMENT SET IN THE NORTH RIGHT OF WAY LINE OF CONWAY ROAD, 60 FEET WIDE, THENCE WESTWARDLY ALONG SAID NORTH LINE, NORTH 84 DEGREES 11 MINUTES 00 SECONDS WEST 254.53 FEET AND NORTH 84 DEGREES 46 MINUTES 48 SECONDS WEST 228.08 FEET TO AN OLD CONCRETE MONUMENT, THENCE, LEAVING SAID NORTH LINE AND RUNNING NORTH 0 DEGREES 16 MINUTES 36 SECONDS WEST 1340.51 FEET TO AN OLD CONCRETE MONUMENT SET IN THE NORTH LINE OF SAID LOT 9, BEING ALSO A POINT IN THE SOUTH LINE OF PROPERTY NOW OR FORMERLY OF STERNBERG AS DESCRIBED IN DEED RECORDED IN BOOK 1883 PAGE 204 OF THE ST. LOUIS COUNTY RECORDS; THENCE EASTWARDLY ALONG THE SOUTH LINE OF SAID STERNBERG PROPERTY, BEING ALSO THE NORTH LINE OF SAID LOTS 9 AND 8, NORTH 89 DEGREES 55 MINUTES 45 SECONDS EAST 479.97 FEET TO THE POINT OF BEGINNING, ACCORDING TO SURVEY MADE BY THE ELBRING COMPANY DURING THE MONTH OF JUNE, 1974.

SITE DATA:

ZONING CLASSIFICATION: SINGLE FAMILY RESIDENTIAL w/ CUP PER ORD. 5635

DEVELOPMENT AREA

15.035 Acres (654,918 Sq. Ft.)

BUILDING USE

PRIVATE FITNESS CLUB

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

79,536 Sq. Ft.
654,918 Sq. Ft. = 0.12 FAR

(MAXIMUM ALLOWED BY ZONING = 0.30)

SITE COVERAGE:

25.3% [3.81 Ac. - BASED ON 15.035 Ac]

(MAXIMUM SITE COVERAGE = 40%)

PARKING PROVIDED:

152 SPACES (INCLUDING ACCESSIBLE PARKING SPACES)

ACCESSIBLE PARKING PROVIDED:

6 SPACES (2 OF WHICH ARE LIFT VAN ACCESSIBLE)

SITE LIGHTING:

SEE SITE LIGHTING & PHOTOMETRIC PLAN

16' MAX HEIGHT

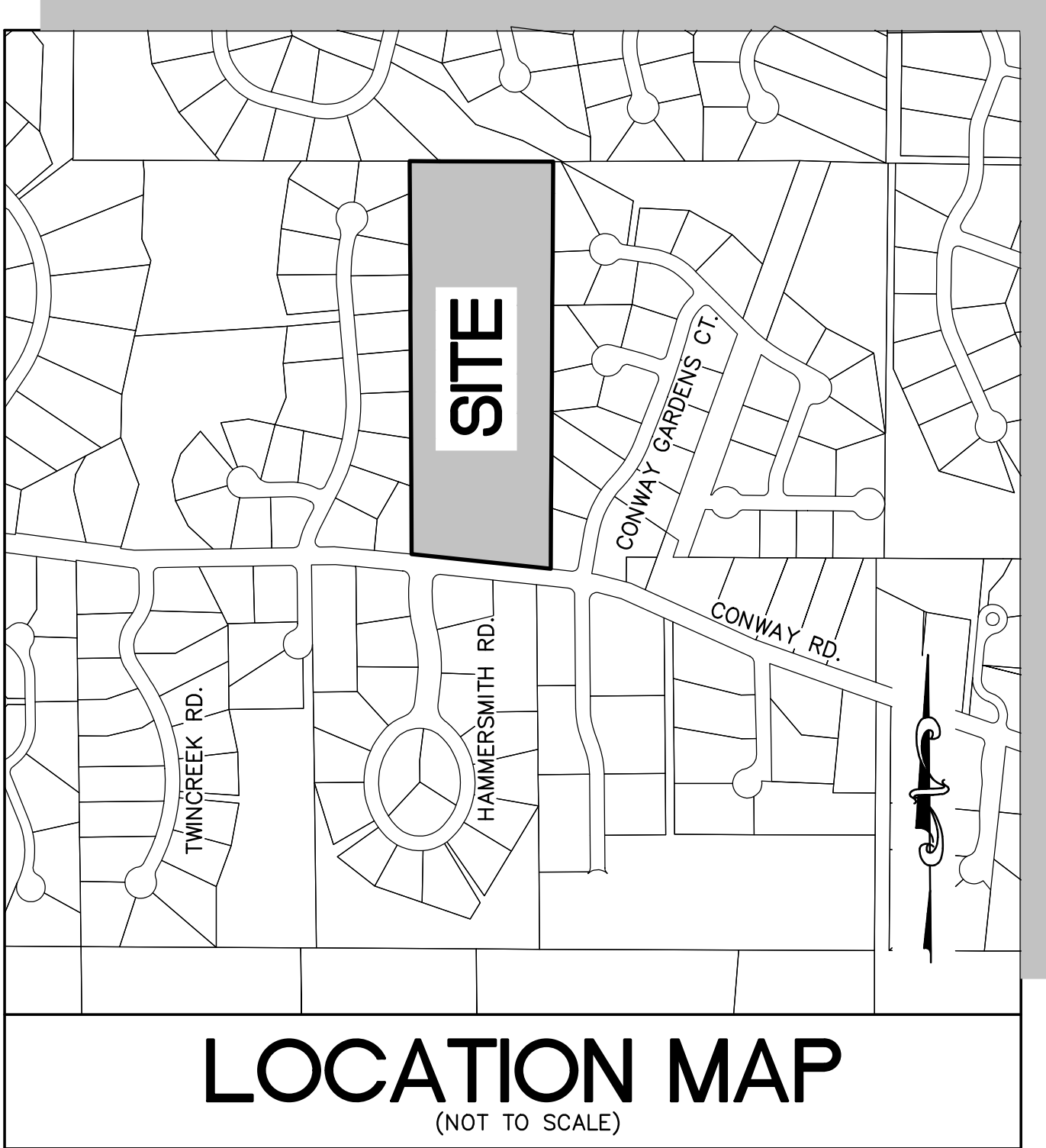
FIXTURES TO BE DOWNCAST, CUTOFF AT
73° FROM VERTICAL AND FULLY SHIELDED

SITE LANDSCAPING:

SEE LANDSCAPE PLAN

STORMWATER DETENTION, CHANNEL PROTECTION & WATER QUALITY:

STORMWATER MANAGEMENT PER M.S.D. & CITY REGULATIONS



PERTINENT DATA:

SITE ACREAGE	=	15.035 Ac.
OWNER UNDER	=	APTED-HULLING INC.
LOCATOR No.	=	18P320056
ZONING	=	'A' SINGLE FAMILY
FIRE DISTRICT	=	CREVE COEUR FIRE DISTRICT
SCHOOL DISTRICT	=	PATTONVILLE
SEWER DISTRICT	=	METROPOLITAN SEWER DISTRICT
WATER SERVICE	=	MISSOURI-AMERICAN WATER CO
GAS SERVICE	=	SPIRE
ELECTRIC SERVICE	=	AMEREN UE ELECTRIC
PHONE SERVICE	=	AT&T
ZIP CODE	=	63141

GENERAL NOTES:

1) Subject property is Zoned Single Family Residential with a CUP Per Ord. # 5635

Single Family Residential District Regulations:

1) Front Yard 50'
2) Side Yard 50'
3) Rear Yard 50'

4) Maximum structure height for all uses except schools, churches and other places of worship. Two and one-half (2½) stories or thirty-five (35) feet, whichever is less.

5) Buffer yard for conditional uses. any lot or parcel abutting or adjoining a single-family use in a residential district shall provide a buffer yard of twenty-five (25) feet on all sides that abut the single-family use in the residential district. The minimum required buffer yard shall be increased in five (5) foot increments, up to a maximum of fifty (50) feet, for each acre of the subject property. All acreage shall be rounded up to the next whole number for buffer yard calculations purposes. An additional two (2) feet of buffer yard shall be provided for every foot of building or structure height exceeding forty-five (45) feet. The buffer yard shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission. Should the adjoining property convert to a single-family use, the owner and/or conditional use permit holder shall initiate and complete the construction and installation of the required buffer yard within eighteen (18) months from the date of the official letter from the Planning and Zoning Commission Chairperson sent to the property owner and conditional use permit holder identifying that such buffer yard is required, due to the adjoining land use conversion. The Planning and Zoning Commission and City Council shall review and approve such buffer yard.

Note: The above zoning provided by the City of Creve Coeur and to verify the client should obtain a zoning endorsement from their title company.

2) Subject property lies within Flood Zone X (Areas of minimal flood hazard) according to the National Flood Insurance Rate Map Number 29189C0189K with effective date of 02/04/2015.

3) Utilities shown hereon are shown from record and/or survey information. Any location, size and type information should be considered as approximate only. It is the Contractors responsibility to call Dig-Rite to verify utility locations.

4) There are 100 regular and 4 handicapped parking stalls onsite.

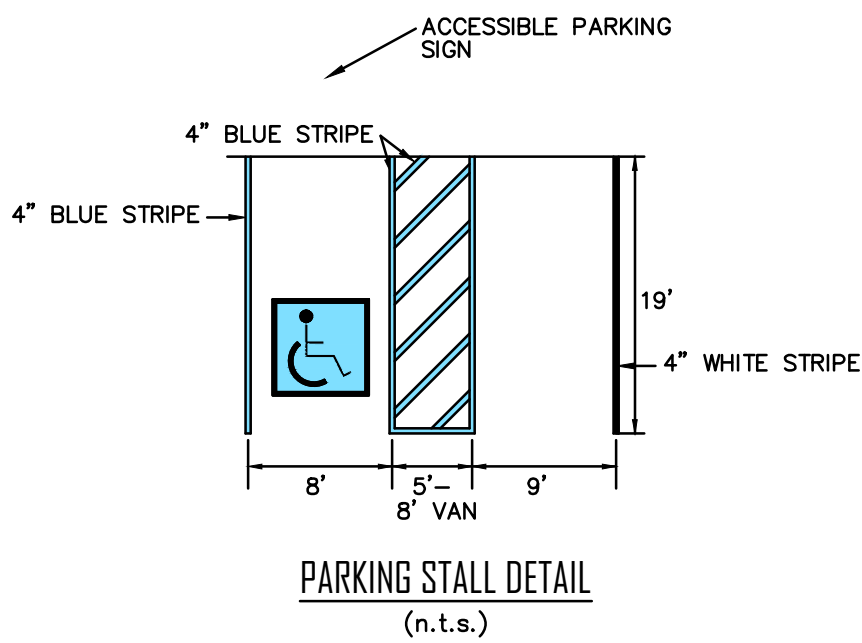
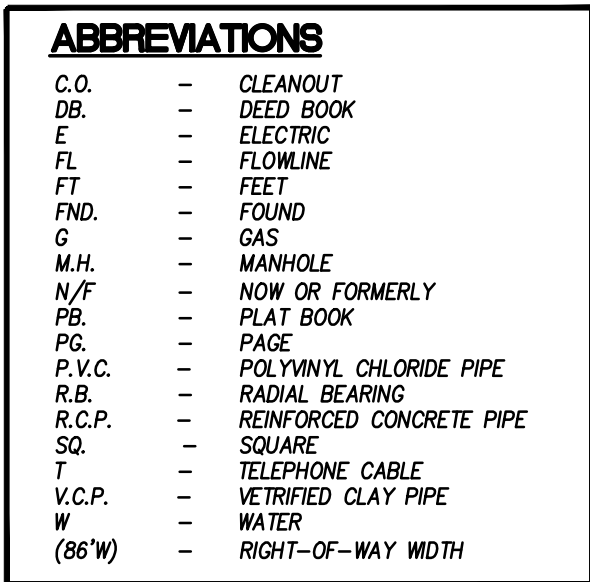
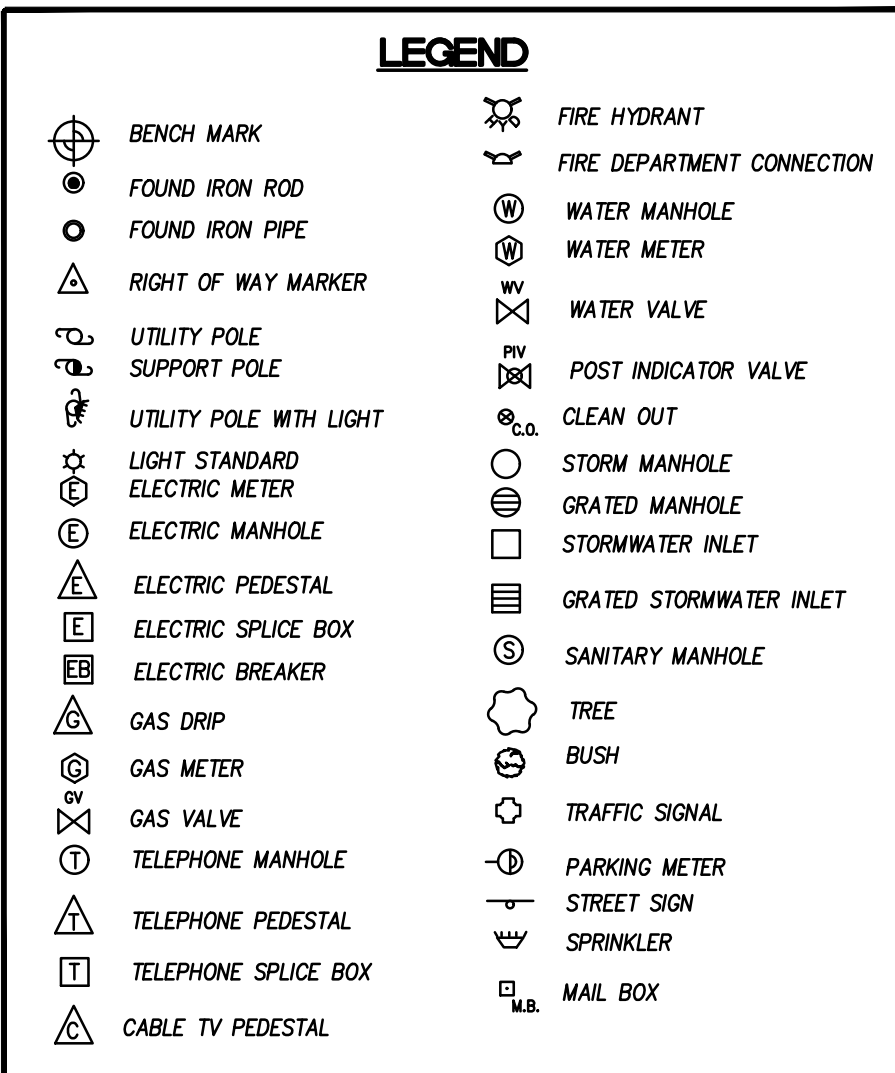
5) Subject property has direct access to Conway Road a public right of way.

6) There was no evidence of recent earth moving work, building construction observed at the time of this survey.

7) There are no known changes in street right of way lines.

8) There was no evidence of recent sidewalk/street construction at the time of this survey.

9) There are possible encroachments of the Brick Entrance Monument signs into the Right of way of Conway Road. There are possible fence encroachments along the East and West Property lines of subject property.



MISSOURI ONE-CALL: 1-800-344-7483
ST. LOUIS COUNTY: (314) 615-0215
SIGNALS & LIGHTING:

UTILITY NOTE:
UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS, RECORDS AND INFORMATION, AND, THEREFORE DO NOT NECESSARILY REFLECT THE ACTUAL EXISTENCE, NON-EXISTENCE, SIZE, TYPE, NUMBER, OR LOCATION OF THESE FACILITIES, STRUCTURES AND UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UNDERGROUND FACILITIES, STRUCTURES, AND UTILITIES, EITHER SHOWN OR NOT SHOWN ON THESE PLANS. THE UNDERGROUND FACILITIES, STRUCTURES, AND UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO ANY GRADING, EXCAVATION OR CONSTRUCTION OF IMPROVEMENTS. THESE PROVISIONS SHALL IN NO WAY ABSOLVE ANY PARTY FROM COMPLYING WITH THE UNDERGROUND FACILITY SAFETY AND DAMAGE PREVENTION ACT, CHAPTER 319 RSMo.

DISCLAIMER:
STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC. AND THE UNDERSIGNED ENGINEER HAVE NO RESPONSIBILITY FOR SERVICES PROVIDED BY OTHERS TO IMPLEMENT THE IMPROVEMENTS SHOWN ON THIS PLAN AND ALL OTHER DRAWINGS WHERE THE UNDERSIGNED ENGINEER'S SEAL APPEARS. THE CONSTRUCTION MEANS AND METHODS ARE THE SOLE RESPONSIBILITY OF THE OWNER AND CONTRACTOR. STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC. HAS NO RESPONSIBILITY TO VERIFY FINAL IMPROVEMENTS AS SHOWN ON THIS PLAN UNLESS SPECIFICALLY ENGAGED AND AUTHORIZED TO DO SO BY THE OWNER OR CONTRACTOR.

SHEET INDEX

SDP_1.0	TITLE SHEET
SDP_2.0	EXISTING CONDITIONS PLAN
SDP_3.0	SITE DEVELOPMENT PLAN
SDP_4.0	SITE PHOTOMETRIC PLAN
SDP_5.0	SITE SECTIONS
TC	TREE CENSUS
L1.01	LANDSCAPE PLAN

PREPARED FOR:
LIFE TIME PROPERTY DEVELOPMENT
2900 CORPORATE PLACE
CHANHASSEN, MN 55317
ATTN: MS. NATALIE NYE
ASSOCIATE DEVELOPMENT MANAGER

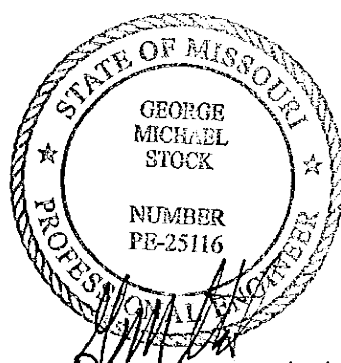
PREPARED BY:

STOCK & ASSOCIATES
Consulting Engineers, Inc.
257 Chesterfield Business Parkway
St. Louis, MO 63005 PH: (636) 530-9300 FAX: (636) 530-9303
e-mail: gneren@stockassoc.com Web: www.stockassoc.com

SITE DEVELOPMENT PLAN FOR:

LIFE TIME

12691 CONWAY ROAD
CREVE COEUR, MO 63141



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

REVISIONS:

DRAWN BY: J.E.B.	CHECKED BY: G.M.S.
DATE: 02/21/25	JOB NO: 224-7593
M.S.D. #: P-XXXX-XX	BAKE MAP #: 189 & 19P
S.L.C. HAT #: N/A	HAT S.U.P. #: N/A
M.D.N.R. #: MO-XXXXXXX	

SHEET TITLE:

TITLE SHEET

SHEET NO.:
SDP_1.0

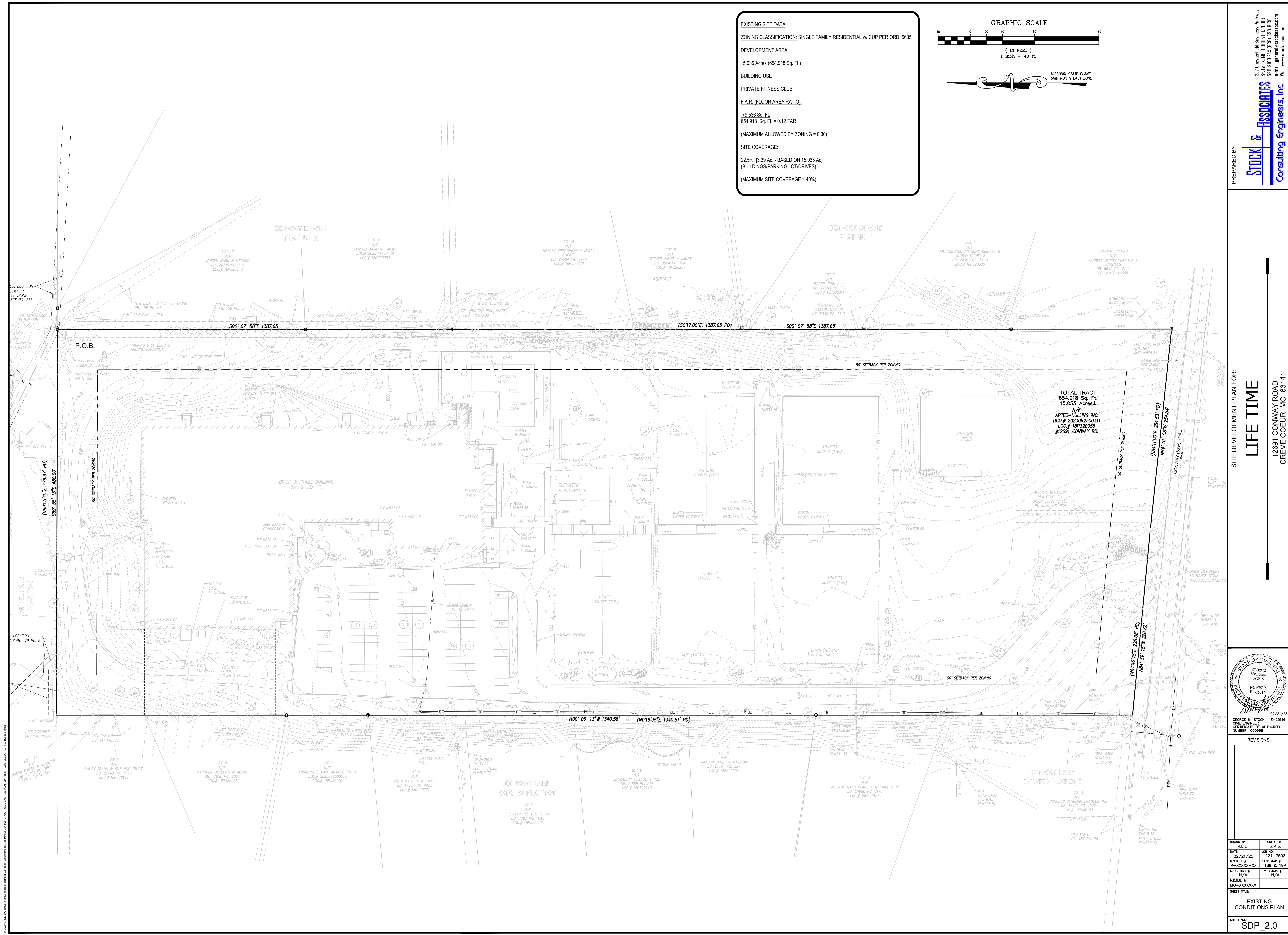
ST. LOUIS COUNTY BENCHMARK

BENCHMARK # 13371 NAVD88 Elev = 508.25

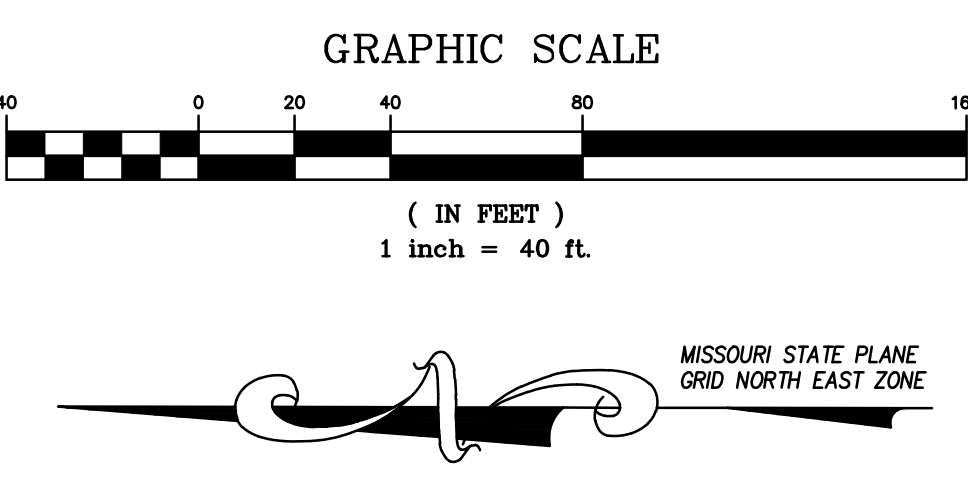
Found "L" on the top southwest corner of a concrete barrier wall situated south of Conway Road north of the sidewalk and south of an extended asphalt shoulder at the culvert where Twin Creek passes under Conway Road, roughly 23 feet south of the centerline of Conway Road, and 166 feet east of the centerline of Twin Creek Road.

SITE BENCHMARK

ELEVATION 545.84
FND. IRON ROD AT THE S.E. CORNER OF PROPERTY AS SHOWN HEREON.



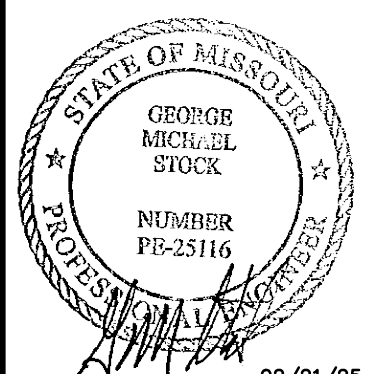
EXISTING SITE DATA:
ZONING CLASSIFICATION: SINGLE FAMILY RESIDENTIAL w/ CUP PER ORD. 5635
DEVELOPMENT AREA
15.035 Acres (654,918 Sq. Ft.)
BUILDING USE
PRIVATE FITNESS CLUB
F.A.R. (FLOOR AREA RATIO):
79,536 Sq. Ft.
654,918 Sq. Ft. = 0.12 FAR
(MAXIMUM ALLOWED BY ZONING = 0.30)
SITE COVERAGE:
22.5% (3.39 Ac. - BASED ON 15.035 Ac.)
(BUILDINGS/PARKING LOT/DRIVES)
(MAXIMUM SITE COVERAGE = 40%)



TOTAL TRACT
654,918 Sq. Ft.
15.035 Acres±
N/F
APTD-HULLING INC.
DOC # 2023062300311
LOC # 18P320056
#12691 CONWAY RD.

PREPARED BY:
STOCK & ASSOCIATES
Consulting Engineers, Inc.
257 Chesterfield Business Parkway
St. Louis, MO 63005 PH: (636) 530-9300
5301-9301 FAX: (636) 530-9300
e-mail: general@stockassoc.com
Web: www.stockassoc.com

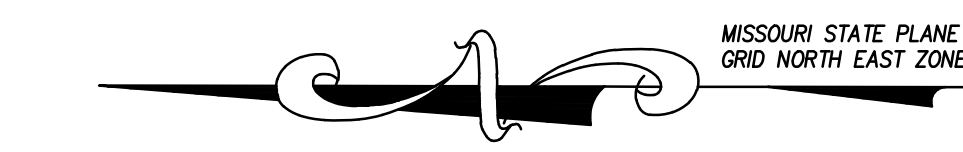
SITE DEVELOPMENT PLAN FOR:
LIFE TIME
12691 CONWAY ROAD
CREVE COEUR, MO 63141



02/21/25
GEORGE M. STOCK E-25116
MISSOURI ENGINEER
CERTIFICATE OF AUTHORITY
NUMBER: 000996

REVISIONS:	
DATE:	JOB NO:
02/21/25	224-7593
REV. #	DATE
P-XXXX-XX	189 & 19P
S.L.C. HAT #	HAT SUP. #
N/A	N/A
MDNR #	MD-XXXXXXX
SHEET TITLE:	EXISTING CONDITIONS PLAN
SHEET NO.:	SDP_2.0

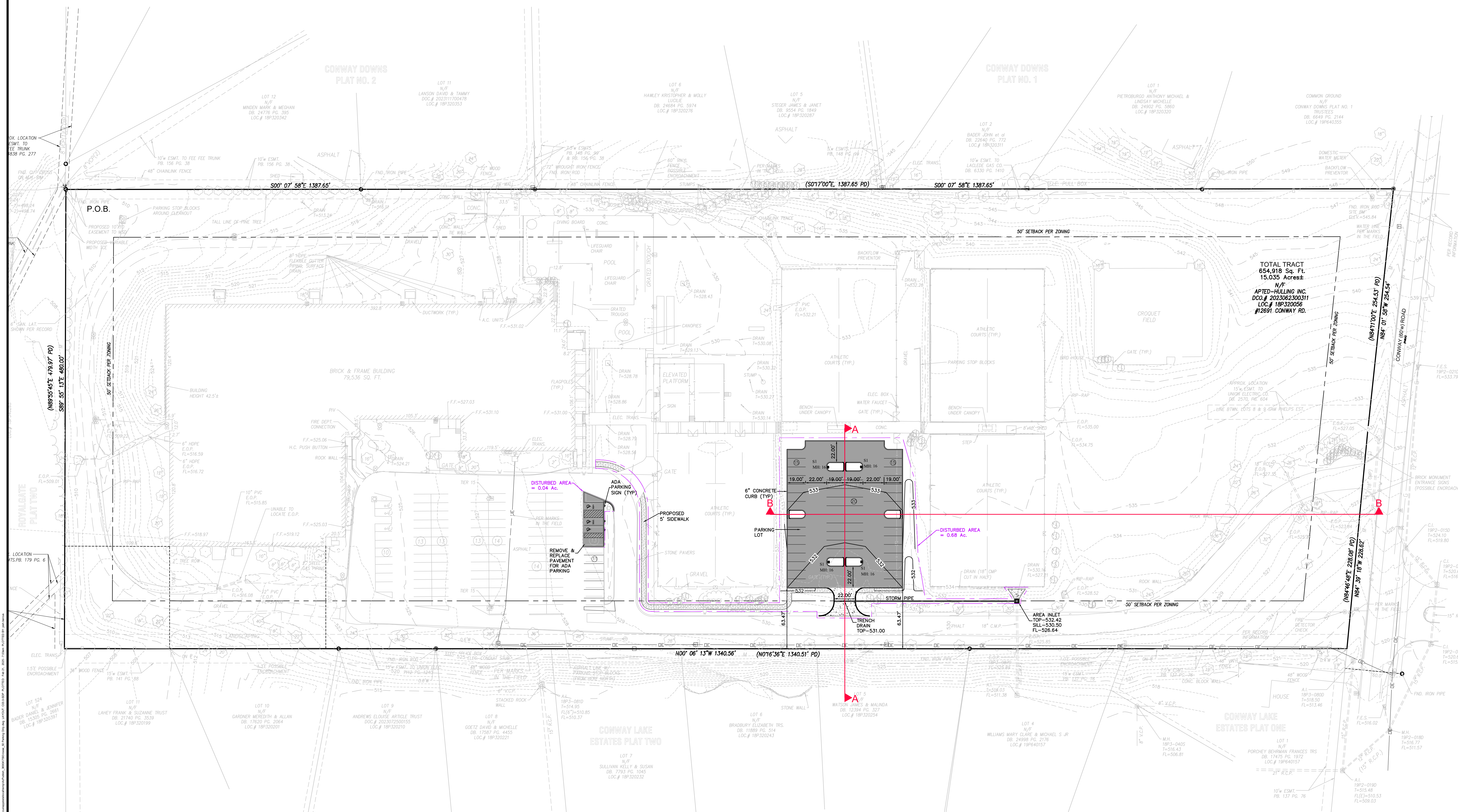
(MAXIMUM SITE COVERAGE = 40%)

MISSOURI STATE PLANE
GRID NORTH EAST ZONE

STOCK & ASSOCIATES
Consulting Engineers, Inc.

LIFE TIME

12691 CONWAY ROAD
CREVE COEUR, MO 63141



STATE OF MISSOURI
GEORGE
MICHAEL
STOCK
NUMBER
PB-25116
PROFESSOR

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

REVISIONS:

DRAWN BY: J.E.B.	CHECKED BY: G.M.S.
DATE: 02/21/25	JOB NO: 224-7593
M.S.D. P #: P-XXXXX-XX	BASE MAP #: 189 & 19P
S.L.C. H&T #: N/A	H&T S.U.P. # N/A

SHEET TITLE:
SITE DEVELOPMENT
PLAN

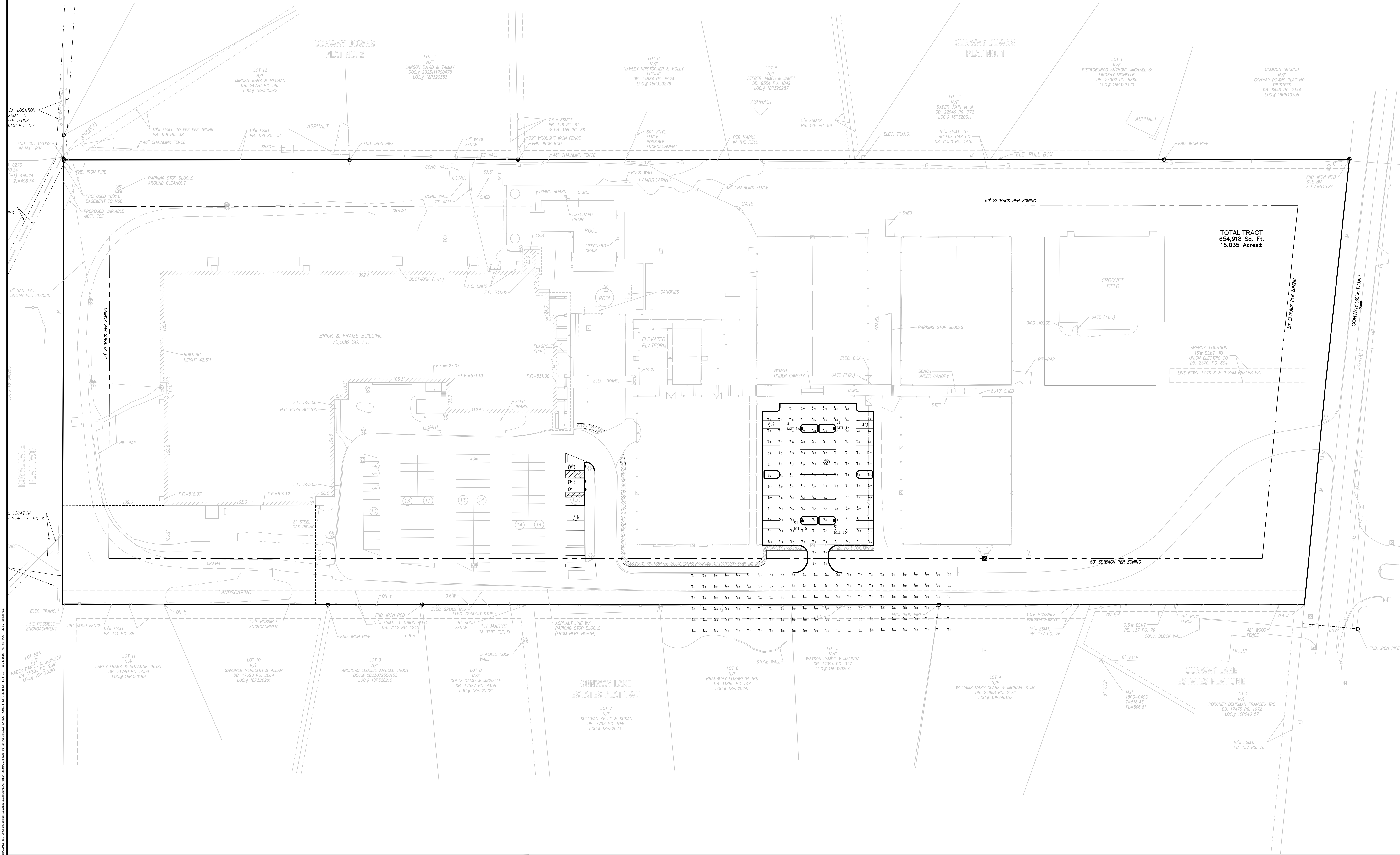
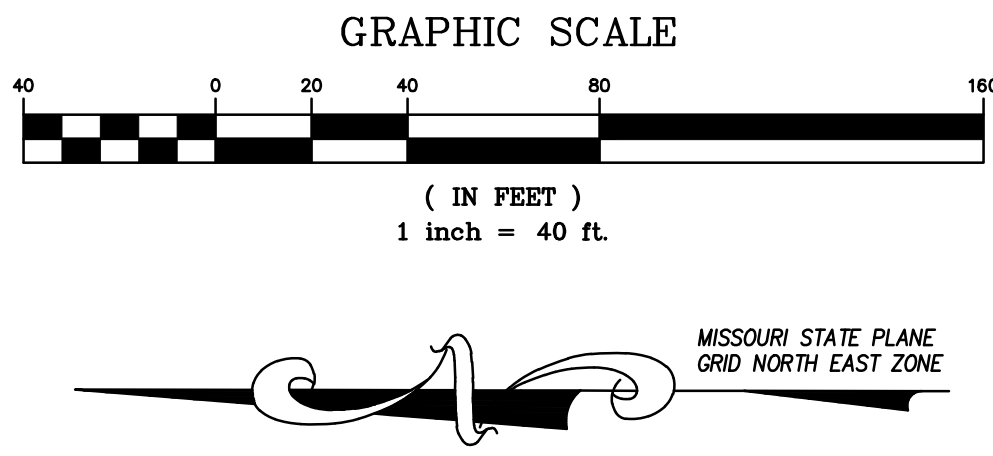
SHEET NO.: SDP 3.0

POLE FIXTURES MOUNTED ON 13' POLE & 3' BASE
LIGHT LEVEL CALCULATED ON THE GROUND

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
SITE	Illuminance	Fc	2.44	5.9	0.5	4.9	11.8
SPILL LIGHT	Illuminance	Fc	0.03	0.4	0.0	N.A.	N.A.

Luminaire Schedule							
Symbol	Qty	Label	Arrangement	LLF	Lum. Watts	Total Watts	Description
	4	S1	Single	0.900	113	452	GPC-SA2C-740-U-5WQ

DESIGN IS BASED ON CURRENT INFORMATION PROVIDED AT THE TIME OF REQUEST.
ANY CHANGES IN MOUNTING HEIGHT OR LOCATION, LAMP WATTAGE, LAMP TYPE, AND
EXISTING FIELD CONDITIONS, THAT EFFECT ANY OF THE PREVIOUSLY MENTIONED, WILL
VOID CURRENT LAYOUT AND REQUIRE A CHANGE REQUEST AND RECALCULATION.



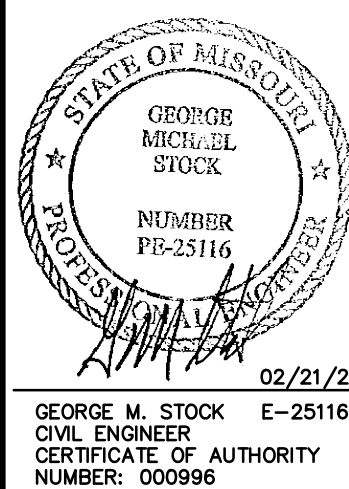
PREPARED BY:

STOCK & ASSOCIATES
Consulting Engineers, Inc.

SITE DEVELOPMENT PLAN FOR:

LIFE TIME

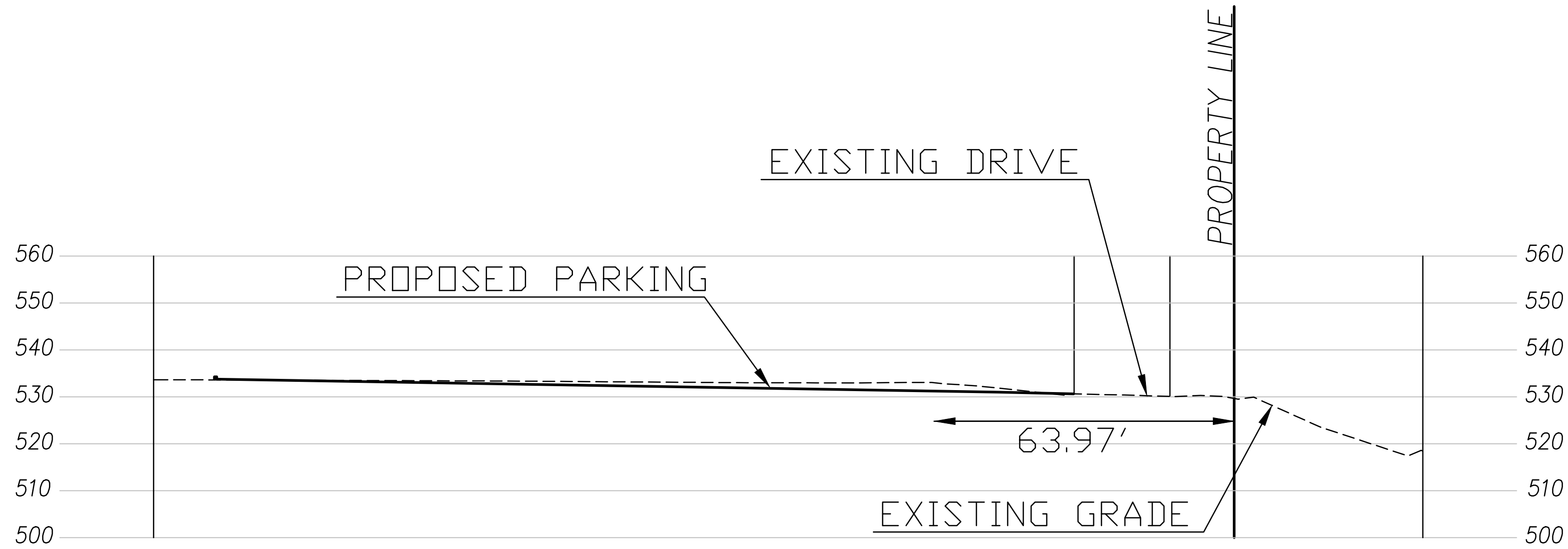
12691 CONWAY ROAD
CREVE COEUR, MO 63141



REVISIONS:

DRAWN BY:	C.M.S.	CHECKED BY:	C.M.S.
DATE:	02/21/25	JOB NO:	224-7593
KEY: P #	P-XXXX-XX	BASE MAP #	189 & 19P
S.L.C. HAT #	N/A	HAT SUP. #	N/A
M.D.N.R. #	MO-XXXXXX		
SHEET TITLE			
SITE PHOTOMETRIC PLAN			
SHEET NO: SDP_4.0			

STOCK & ASSOCIATES, INC. 257 Chesterfield Business Parkway St. Louis, MO 63005 PH: (636) 530-9300 FAX: (636) 530-9300 E-MAIL: gstock@stockassoc.com Web: www.stockassoc.com



SECTION A-A
HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 20'



SECTION B-B
HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 20'

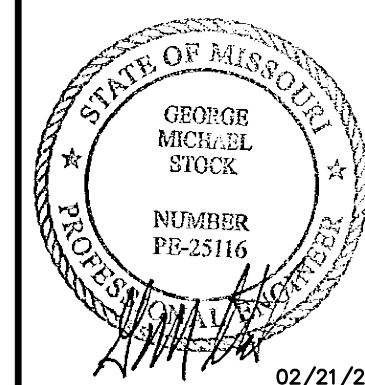
PREPARED BY:

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257 Chesterfield Business Parkway
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SITE DEVELOPMENT PLAN FOR:

LIFE TIME

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GEORGE M. STOCK E-25116
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REVISIONS:

DRAWN BY: J.E.B.	CHECKED BY: G.M.S.
DATE: 02/21/25	JOB NO: 224-7593
K&S: P.# P-XXXX-XX	BASE MAP: 189 & 19P
S.L.C. MAT.# N/A	MAT SUP.# N/A
M.D.N.R.# MO-XXXXXX	

SHEET TITLE:

SITE SECTIONS

SHEET NO:
SDP_5.0



Jerald Saunders - Landscape Architect
MO License # LA-007

Consultants:

Life Time

12691 Conway Road
Creve Coeur, Missouri 63141

Revisions:

Date	Description	No.

Drawn: KP
Checked: RS

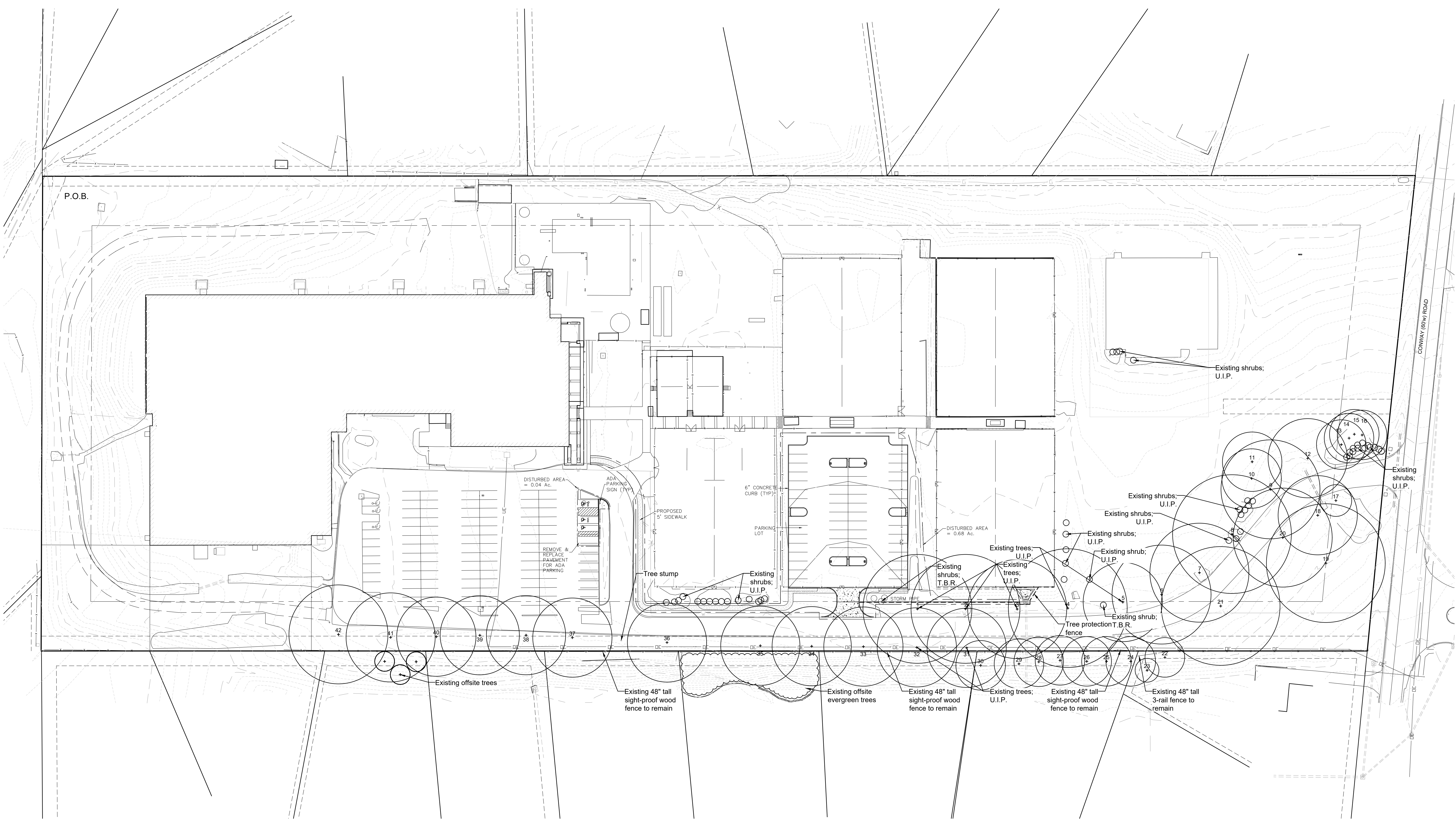


Loomis Associates Inc.
Missouri State Certificate of Authority # LAC #000119

Sheet Title: Tree Census

Sheet No: TC

Date: 2/21/25
Job #: 813.149

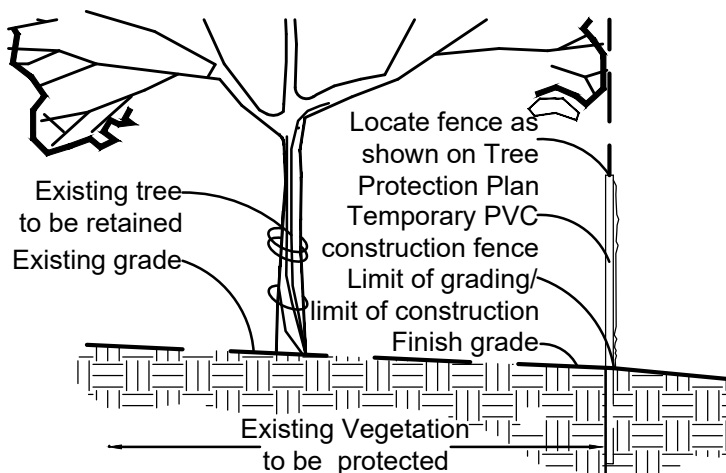
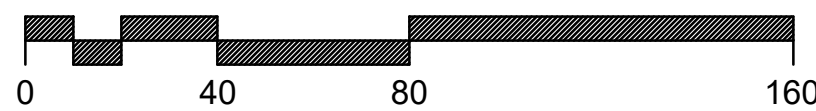


Tree Inventory							
ID	Tree Name	DBH	Canopy Diameter	Condition Rating	Comment	Preserved	To Be Removed
1	Oak	30	55	3		X	
2	Oak	30	55	3		X	
3	Oak	27	50	3		X	
4	Oak	36	60	3		X	
5	Oak	21	40	3		X	
6	Oak	26	50	3		X	
7	Oak	27	50	3		X	
8	Oak	31	60	3		X	
9	Oak	26	50	3	Galls	X	
10	Walnut	23	30	2		X	
11	Walnut	22	30	2		X	
12	Oak	28	40	2	Galls	X	
13	Bradford Pear	15	25	2		X	
14	Bradford Pear	15	25	2		X	
15	Bradford Pear	16	25	2		X	
16	Bradford Pear	16	25	2		X	
17	White Pine	10	16	2		X	
18	Oak	32	40	3		X	
19	Oak	42	60	3		X	
20	Oak	34	50	3		X	
21	Oak	36	60	3		X	
22	Spruce	20	20	2	Offsite	X	
23	Spruce	4	12	3	Offsite	X	
24	Spruce	20	25	3	Offsite	X	
25	Spruce	18	25	3	Offsite	X	
26	Spruce	18	25	3	Offsite	X	
27	Spruce	18	25	3	Offsite	X	
28	Spruce	18	25	3	Offsite	X	
29	Spruce	18	25	3	Offsite	X	
30	Spruce	18	25	3	Offsite	X	
31	Oak	25	40	2	Powerlines	X	
32	Oak	23	40	2	Powerlines	X	
33	Oak	35	40	3	Powerlines	X	
34	Oak	36	40	2	Powerlines	X	
35	Oak	30	40	2	Powerlines	X	
36	Oak	30	40	2	Powerlines	X	
37	Oak	27	40	2	Powerlines	X	
38	Oak	33	40	2	Powerlines	X	
39	Oak	24	40	3		X	
40	Oak	34	40	3		X	
41	Oak	26	45	3		X	
42	Oak	24	50	3		X	

Tree Condition Rating:

Excellent	=	4
Good	=	3
Fair	=	2
Poor	=	1
Dead	=	0

Tree Census
SCALE 1"=40'



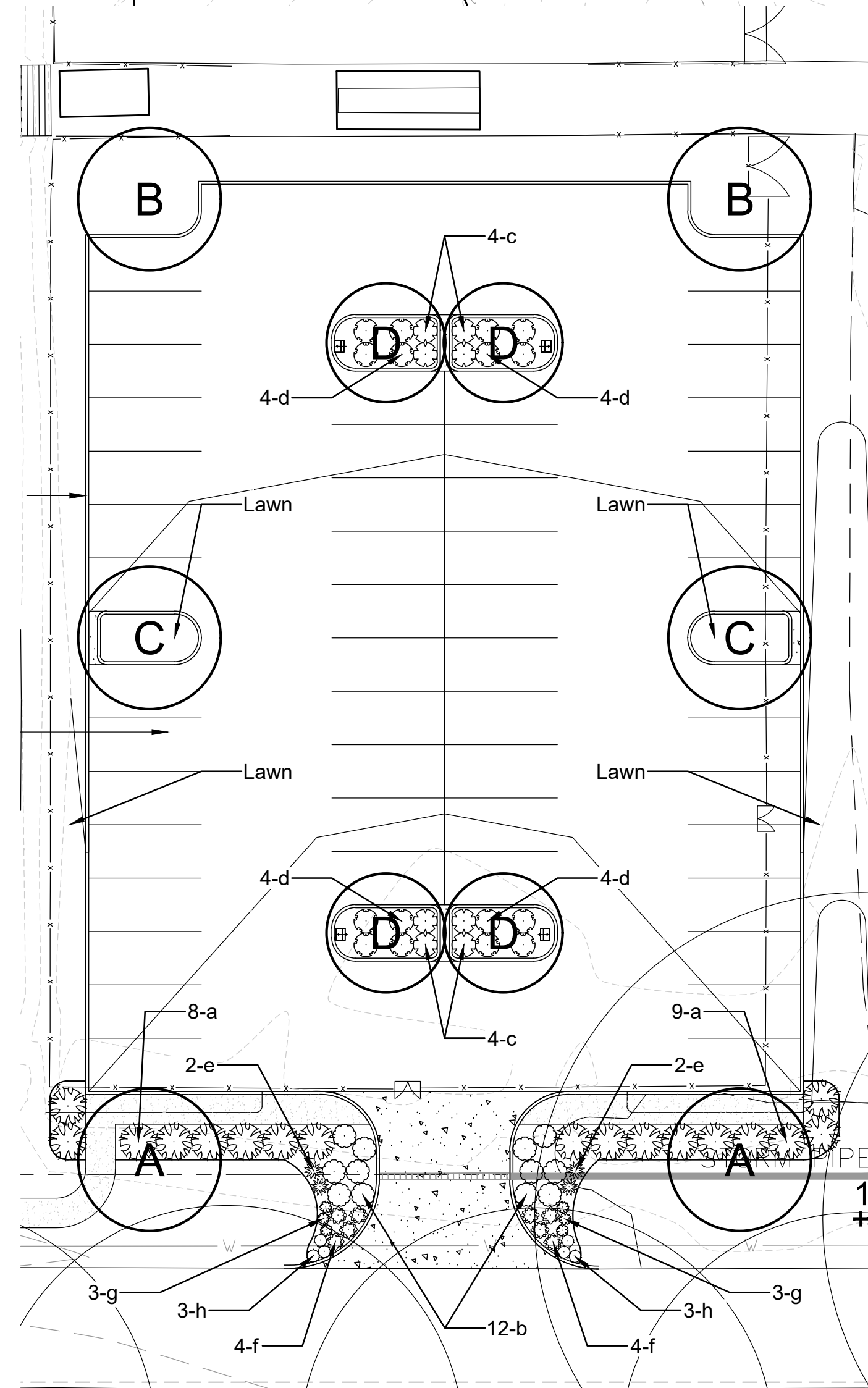
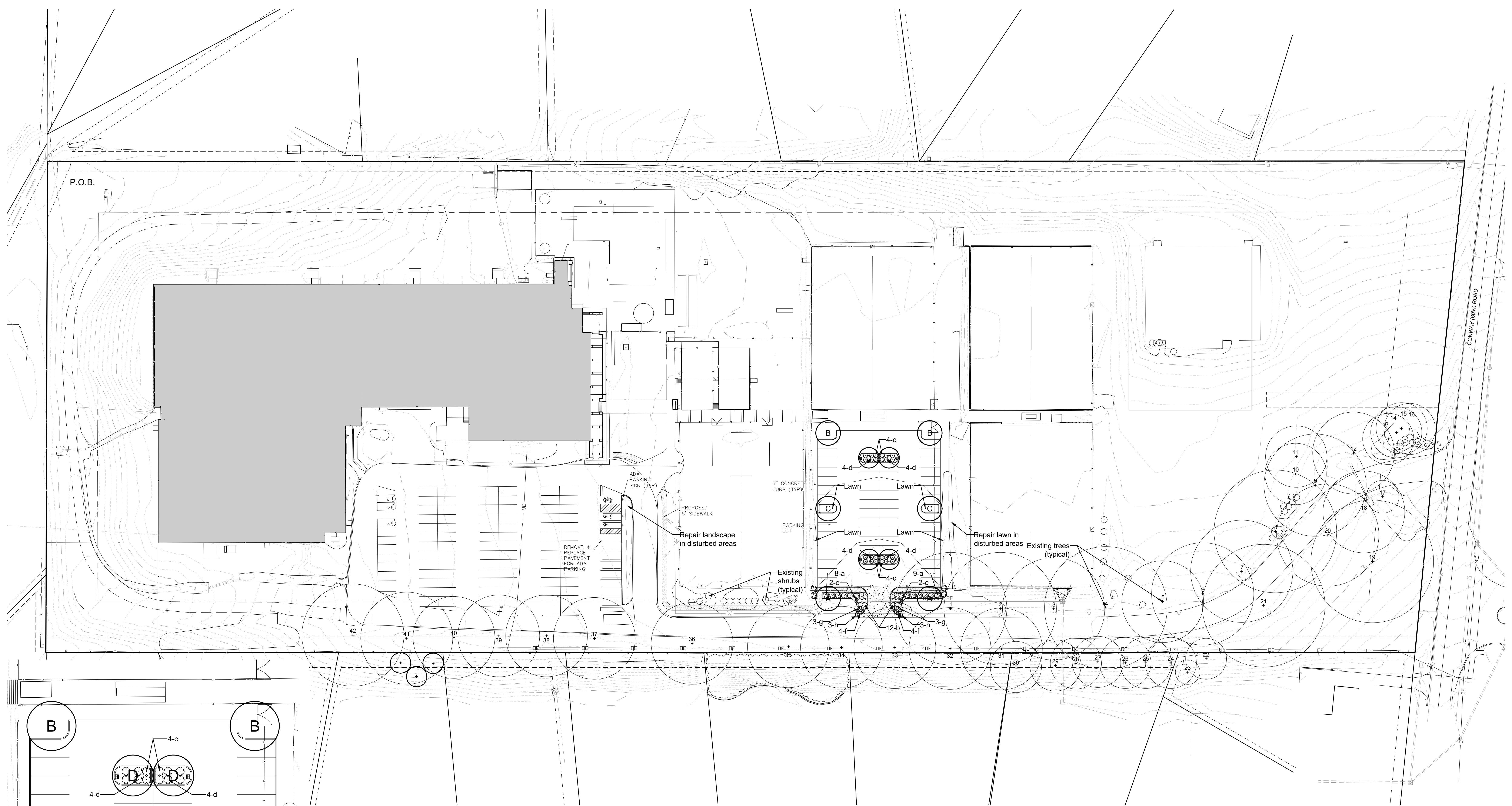
Tree Protection Detail

Tree Protection Notes:

- 1) Pre-construction meeting to be held on-site to include a presentation of tree protection measures to operators, construction supervisors, developer's representative, and city zoning inspector.
- 2) Clearing Limits to be rough staked in order to facilitate location for installation of protection fencing. No early maintenance schedule is required.
- 3) No clearing or grading shall begin in areas where the treatment and preservation measures have not been completed, including the installation of tree protection fencing as shown on the plan. Where necessary, Contractor may perform minor tree clearing prior to installing silt fencing and tree protection fencing provided they maintain tree protection area.
- 4) Tree Protection Fencing shall be 4-foot high temporary plastic construction fence. No equipment traffic/parking, concrete washout, material storage or other such construction activity shall be permitted to penetrate the protection fencing except for the removal of dead or invasive plant material. All ground plane in planting areas shall be mulched with hardwood bark mulch. Tree Protection Signage will be placed along the Protection Fencing as shown as the dashed line on the plan.
- 5) Tree protection measures to be maintained throughout construction sequence.

Tree Protection Action Key Sequence:

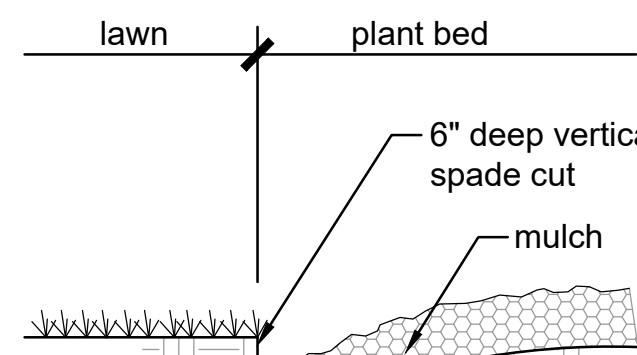
- 1) Survey limit of disturbance.
- 2) Perform root pruning.
- 3) Install tree protection fencing.
- 4) Post tree protection signage on fence (No signs will be posted on trees).
- 5) Maintain tree protection area as an off-limits zone.



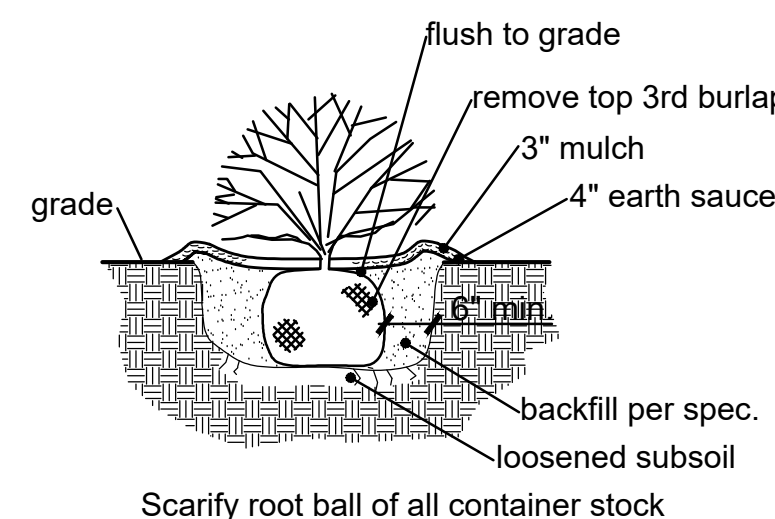
Partial Landscape Plan
SCALE 1"=20'

Landscape Plan
SCALE 1"=40'

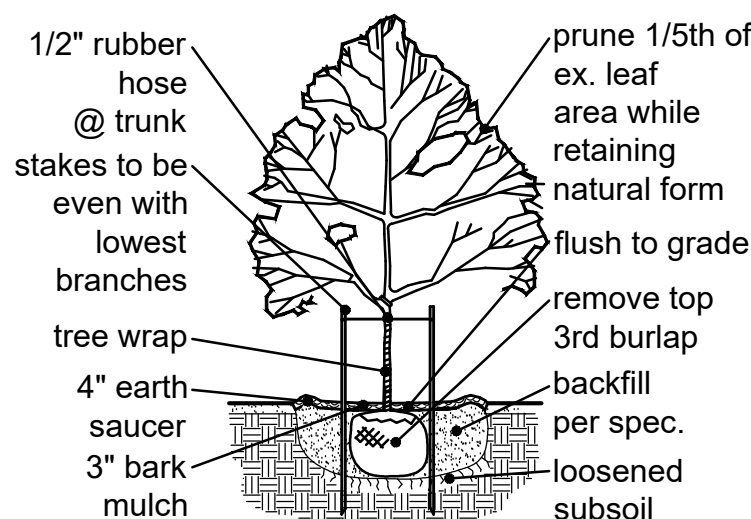
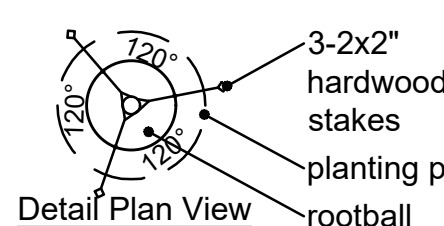
PLANTING SCHEDULE					
ID	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
CANOPY-SHADE TREE					
A	2	Quercus shumardii	Shumard Oak	3" caliper	B & B
B	2	Quercus bicolor	Swamp White Oak	3" caliper	B & B
C	2	Acer saccharum	Sugar Maple	3" caliper	B & B
D	4	Acer rubrum 'Bowhall'	Bowhall Red Maple	3" caliper	B & B
SHRUBS-ORNAMENTAL GRASSES-PERENNIALS-ANNUALS-GROUNDCOVER					SPACING
a	17	Ilex x meserveae 'Blue Girl' & 'Blue Boy'	Berri-Magic Kids Holly Combination	24"	72" o.c.
b	12	Hydrangea paniculata 'SMHPLQF'	Little Quick Fire Hardy Hydrangea	18"	48" o.c.
c	8	Fothergilla gardenii	Dwarf Fothergilla	18"	48" o.c.
d	16	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	18"	48" o.c.
e	4	Hydrangea paniculata 'SMNHPK'	Fire Light Tidbit Panicle Hydrangea	18"	36" o.c.
f	8	Hypericum frondosum 'Sunburst'	Sunburst St. John's Wort	18"	36" o.c.
g	6	Cornus sericea 'Kelsey'	Kelsey's Dwarf Red-Osier Dogwood	18"	24" o.c.
h	6	Spiraea japonica 'Walburna'	Magic Carpet Spirea	18"	24" o.c.



Spade Cut Bed Edge



Typical Shrub Planting



Typical Canopy Tree Planting

Landscape Notes:

- Lawn areas shall be turf-type Tall Fescue Grass or approved equivalent.
- All 3:1 or steeper slopes shall be lawn seed and have erosion control blanket.
- Topsoil in all disturbed lawn areas at 6" depth.
- Soil mix in all shrub beds at 8" depth.
- All mulch to be double ground bark mulch.
- Bed edges to be spade cut.
- Per City of Creve Coeur (Section 405.540 Landscaping F.10.):
In order to present a healthy, neat and orderly appearance, all landscaped areas including interior parking lot islands and grass areas shall be provided with adequate irrigation for the maintenance of grass, shrubs, ground covering and other landscaping. An underground irrigation system shall be installed, operated and maintained to meet the intent of this Section. Such systems shall be required for all new developments and redevelopments projects.
For sites proposing additions and/or expansions, an underground irrigation system shall be installed, operated and maintained to meet the intent of this Section, where physically practical and reasonable, as determined by the Planning and Zoning Commission.
- Refer to Tree Census, sheet TC, for existing conditions, tree survey information, and tree preservation measures.

Revisions:

Date	Description	No.

Drawn: KP
Checked: RS

Project		Catalog #		Type	
Prepared by		Notes		Date	



McGraw-Edison

GPC Galleon Pedestrian Companion

Area / Site Luminaire

Product Features



Product Certifications



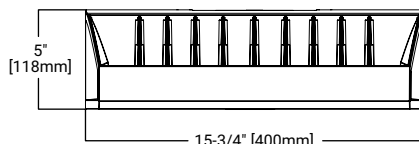
Interactive Menu

- Ordering Information [page 2](#)
- Product Specifications [page 2](#)
- Optical Configurations [page 3](#)
- Energy and Performance Data [page 4](#)
- Control Options [page 6](#)

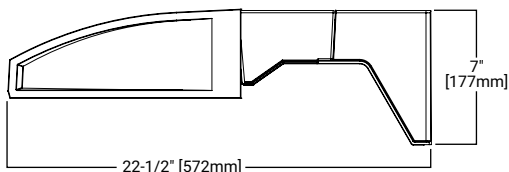
Quick Facts

- Choice of sixteen high-efficiency, patented AccuLED Optics
- Quick mount pole or mast-arm mounting configurations
- Eight lumen packages from 3,215 up to 17,056 lumens
- IP66 rated housing and LED light squares

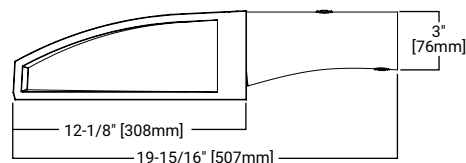
Dimensional Details



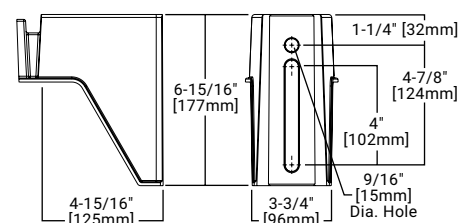
Quick Mount Arm



Mast Arm Mount



Quick Mount Arm (Pole Mounting Details)



EPA

Effective Projected Area (Sq. Ft.)	
Quick Mount Arm	0.73
Mast Arm	0.62

Weight

Approximate Net Weight
27 lbs. (12.2 kgs.)

NOTES:

1. Visit <https://www.designlights.org/search/> to confirm qualification. Not all product variations are DLC qualified.
2. IDA Certified for 3000K CCT and warmer only.

Ordering Information

SAMPLE NUMBER: **GPC-SA2C-740-U-T4FT-GM**

Product Family	Light Engine		Color Temperature	Voltage	Distribution	Mounting Options	Finish
	Configuration	Drive Current					
GPC =Galleon Pedestrian Companion BAA-GPC =Galleon Pedestrian Companion, Buy American Act Compliant ³³ TAA-GPC =Galleon Pedestrian Companion, Trade Agreements Act Compliant ³³	SA1 =1 Square SA2 =2 Squares ²	A =615mA B =800mA C =1000mA D =1200mA ⁴ Z =Configured ³⁷	722 =70CRI, 2200K 727 =70CRI, 2700K 730 =70CRI, 3000K 735 =70CRI, 3500K 740 =70CRI, 4000K 750 =70CRI, 5000K 760 =70CRI, 6000K 827 =80CRI, 2700K 830 =80CRI, 3000K AMB =Amber, 590nm ^{3,4}	U =120-277V 1 =120V 2 =208V 3 =240V 4 =277V 8 =480V ^{6,7} 9 =347V ⁶ DV =277-480V DuraVolt Drivers ^{7,8,35}	T2 =Type II T2R =Type II Roadway T3 =Type III T3R =Type III Roadway T4FT =Type IV Forward Throw T4W =Type IV Wide SL2 =Type II w/Spill Control SL3 =Type III w/Spill Control SL4 =Type IV w/Spill Control SLL =90° Spill Light Eliminator Left SLR =90° Spill Light Eliminator Right RW =Rectangular Wide Type I 5NQ =Type V Square Narrow 5MQ =Type V Square Medium 5WQ =Type V Square Wide AFL =Automotive Frontline	QM =Quick Mount Arm for Round or Square Pole ^{2,13} MA =2-3/8" Mast Arm ^{2,14}	AP =Grey BZ =Bronze BK =Black DP =Dark Platinum GM =Graphite Metallic WH =White
Options (Add as Suffix) ¹		Controls and Systems Options (Add as Suffix)			Accessories (Order Separately) ³³		
F =Single Fused (120, 277 or 347V. Must Specify Voltage) FF =Double Fused (208, 240 or 480V. Must Specify Voltage) 10K =10kV Surge Module 20K =20kV UL 1449 Fused Surge Protective Device DIM =External 0-10V Dimming Leads ^{9,10} L90 =Optics Rotated 90° Left R90 =Optics Rotated 90° Right HSS =Factory Installed House Side Shield ²³ GRSBK =Factory Installed Glare Shield, BK ^{4,27} GRSWH =Factory Installed Glare Shield, WH ^{4,27} UPL =Uplight Housing ¹³ HA =50°C High Ambient ¹² LCF =Light Square Trim Plate Painted to Match Housing ²² MT =Factory Installed Mesh Top CC =Coastal Construction finish ⁵ CE =CE Marking and Small Terminal Block ²⁴ AHD145 =After Hours Dim, 5 Hours ¹⁶ AHD245 =After Hours Dim, 6 Hours ¹⁶ AHD255 =After Hours Dim, 7 Hours ¹⁶ AHD355 =After Hours Dim, 8 Hours ¹⁶ DALI =DALI Driver ¹¹		BPC =Button Type Photocontrol (120, 208, 240 or 277V. Must Specify Voltage) PR =NEMA 3-PIN Twistlock Photocontrol Receptacle PR7 =NEMA 7-PIN Twistlock Photocontrol Receptacle ¹⁵ FADC =Field Adjustable Dimming Controller ³⁵ SPB1 =Dimming Occupancy Sensor with Bluetooth Interface, <8' Mounting ^{19,31} SPB2 =Dimming Occupancy Sensor with Bluetooth Interface, 8'-20' Mounting ^{19,31} SPB4 =Dimming Occupancy Sensor with Bluetooth Interface, 21'-40' Mounting ^{19,31} MS-LXX =Motion Sensor for On/Off Operation ^{17,18,19} MS/DIM-LXX =Motion Sensor for Dimming Operation ^{17,18,19} WPS2XX =WaveLinX Pro, SR Driver, Dimming Motion and Daylight, WAC Programmable, 7' - 15' Mounting ^{29,30,37} WPS4XX =WaveLinX Pro, SR Driver, Dimming Motion and Daylight, WAC Programmable, 15' - 40' Mounting ^{29,30,37} WLS2XX =WaveLinX Lite, SR Driver, Dimming Motion and Daylight, Bluetooth Programmable, 7' - 15' Mounting ^{30,37} WLS4XX =WaveLinX Lite, SR Driver, Dimming Motion and Daylight, Bluetooth Programmable, 15' - 40' Mounting ^{30,37} LWR-LW =Enlightened Wireless Sensor, Wide Lens for 8'-16' Mounting Height ^{19,20,21} LWR-LN =Enlightened Wireless Sensor, Narrow Lens for 16'-40' Mounting Height ^{19,20,21}			OA/RA1013 =Photocontrol Shorting Cap OA/RA1016 =NEMA Photocontrol - Multi-Tap 105-285V OA/RA1201 =NEMA Photocontrol - 347V OA/RA1027 =NEMA Photocontrol - 480V MA1252 =10kV Circuit Module Replacement MA1059XX =Thru-branch Back Box (Must Specify Color) LS/HSS =Field Installed House Side Shield ^{23,25} LS/GRSBK-2PK =Glare Shield, Black ^{8,25,27} LS/GRSWH-2PK =Glare Shield, White ^{8,25,27} LS/PFS =Perimeter Shield, Black FSIR-100 =Wireless Configuration Tool for Occupancy Sensor ¹⁷ WOLC-7P-10A =WaveLinX Outdoor Control Module (7-pin) ^{26,28}		
NOTES: 1. DesignLight Consortium® Qualified. Refer to www.designlights.org , Qualified Products List under Family Models for details. 2. Customer is responsible for engineering analysis to confirm pole and fixture compatibility for all applications. Refer to our white paper WP513001EN for additional information. 3. Narrow-band 590nm +/- 5nm for wildlife and observatory use. Choose drive current A; supplied at 500mA drive current only. Available with 5WQ, 5MQ, SL2, SL3 and SL4 distributions. Can be used with HSS option. 4. Not available with HA option. 5. Coastal construction finish salt spray tested to over 5,000-hours per ASTM B117, with a scribe rating of 9 per ASTM D1654. 6. Require the use of a step down transformer. Not available in combination with sensor options at 1200mA. 7. 480V not to be used with ungrounded or impedance grounded systems. 8. DuraVolt drivers feature added protection from power quality issues such as loss of neutral, transients and voltage fluctuations. Visit www.signify.com/duravolt for more information. 9. Cannot be used with other control options. 10. Low voltage control leads extended 18" from fixture. 11. Not available in 1200mA. When used with CBP or HA options, only available with single light square. 12. Not available in 1200mA, UPL or CBP options. Available with single light square. 13. Quick mount arm adapter is factory installed. Pole mounting bracket shipped in box. Suitable for 1.5G. Fits square and round poles up to 6" O.D. 14. Mast arm adapter factory installed (2-3/8" O.D. arm only). Suitable for 3G vibration. 15. Compatible with standard 3-PIN photocontrols, 5-PIN or 7-PIN ANSI controls. 16. Requires the use of BPC photocontrol or the PR7 or PR photocontrol receptacle with photocontrol accessory. See After Hours Dim supplemental guide for additional information. 17. The FSIR-100 configuration tool is required to adjust parameters such as high and low modes, sensitivity, time delay and cutoff. Consult your lighting representative at Cooper Lighting Solutions for more information. 18. Replace LXX with L08 (<8' mounting), L20 (8'-20' mounting) or L40W (21'-40' mounting). 19. Includes integral photosensor. 20. Enlighted wireless sensors are factory installed requiring network components in appropriate quantities. 21. Bronze sensor is shipped with Bronze fixtures. White sensor shipped on all other housing color options. 22. Not available with HSS or GRS options. 23. Not for use with 5NQ, 5MQ, 5WQ or RW optics. The light square trim plate is painted black when the HSS option is selected. 24. CE is not available with the 1200, DALI, LWR, MS, MS/DIM, BPC, PR or PR7 options. Available in 120-277V only. 25. One required for each light square. 26. Requires PR7. 27. Not for use with T4FT, T4W or SL4 optics. 28. Cannot be used in conjunction with additional photocontrol or other controls systems (BPC, PR, PR7, MS, LWR). 29. WAC Gateway required to enable field-configurability: Order WAC-PoE and WPOE-120 (10V to PoE injector) power supply if needed. 30. Replace XX with sensor color (WH, BZ, or BK). 31. Smart device with mobile application required to change system defaults. See controls section for details. 32. Only product configurations with these designated prefixes are built to be compliant with the Buy American Act of 1933 (BAA) or Trade Agreements Act of 1979 (TAA), respectively. Please refer to DOMESTIC.PREFERENCES website for more information. Components shipped separately may be separately analyzed under domestic preference requirements. 33. For BAA or TAA requirements, Accessories sold separately will be separately analyzed under domestic preference requirements. Consult factory for further information. 34. Not available in 1 square configuration at 800mA or below. Not available with any control option except SPB. 35. Cannot be used with PR7 or other motion response control options. 36. Customer specific specifications utilizes standard products with small adjustments to meet unique requirements such as packaging, labels, wattage adjustments, etc. 37. Controls system is not available with photocontrol receptacles (PR, PR7) or other controls systems (FADC, SPBx).							

Product Specifications

Construction

- Driver enclosure thermally isolated from optics for optimal thermal performance
- Die-cast aluminum heat sinks
- IP66 rated housing
- 1.5G vibration rated

Optics

- Patented, high-efficiency injection-molded AccuLED Optics technology
- 13 optical distributions
- Dark Sky Approved (3000K CCT and warmer only)

Electrical

- LED driver assembly mounted for ease of maintenance
- Standard with 0-10V dimming
- Optional 10kV or 20kV surge module
- Suitable for operation in -40C to 40C ambient environments. Optional 50C high ambient (HA) configuration.
- Luminaire available with the field adjustable dimming controller (FADC) to manually adjust wattage and reduce the total lumen output and light levels. Comes pre-set to the highest position at the lumen output selected

Mounting

- Gasketed and zinc plated rigid steel mounting attachment
- "Hook-N-Lock" mechanism for easy installation

Finish

- Housing finished in super durable TGIC polyester powder coat paint, 2.5 mil nominal thickness
- Heat sink is powder coated black
- RAL and custom color matches available
- Coastal Construction (CC) option available

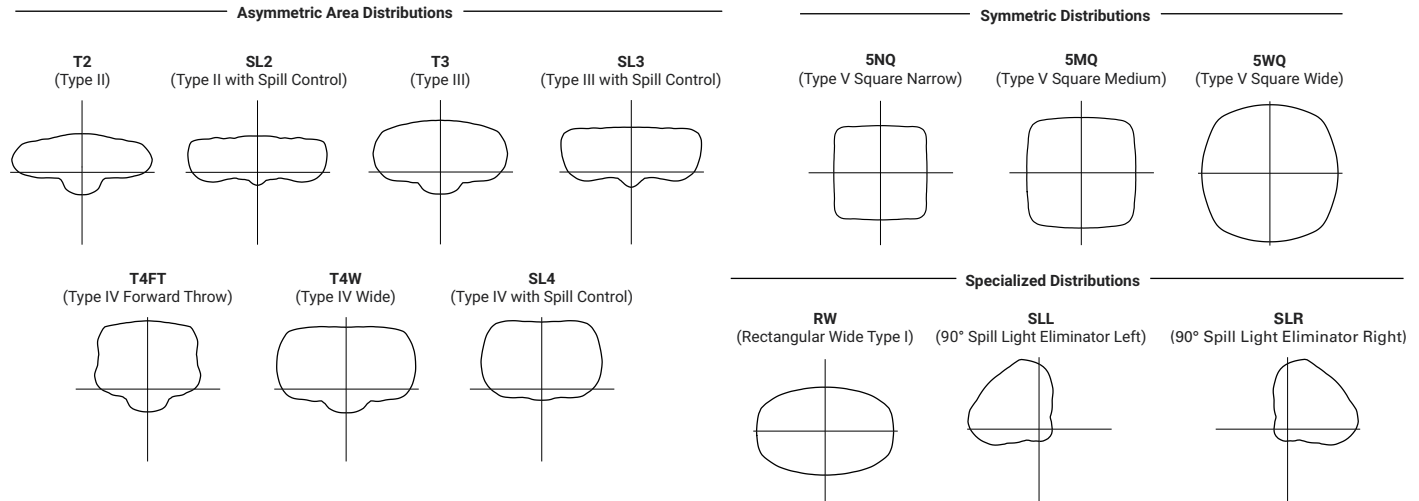
Typical Applications

- Outdoor, Parking Lots, Walkways, Roadways, Building Areas

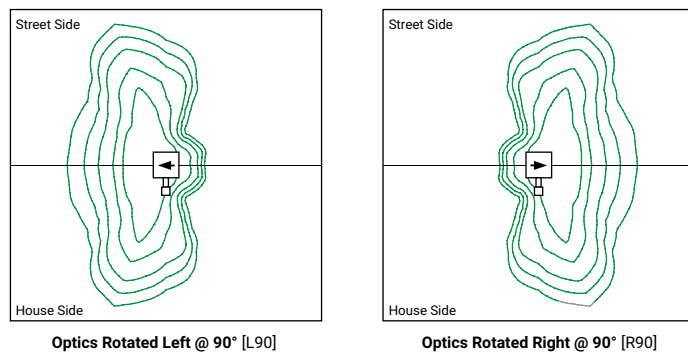
Warranty

- Five year limited warranty, consult website for details. www.cooperlighting.com/legal

Optical Distributions



Optic Orientation



Energy and Performance Data

Lumen Multiplier

Ambient Temperature	Lumen Multiplier
0°C	1.02
10°C	1.01
25°C	1.00
40°C	0.99
50°C	0.97

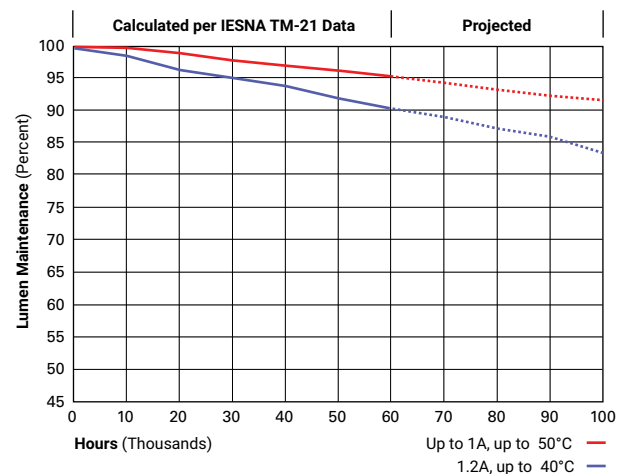
FADC Settings

FADC Position	Lumen Multiplier
1	25%
2	46%
3	55%
4	62%
5	72%
6	77%
7	82%
8	85%
9	90%
10	100%

Note: +/-5% typical value

Lumen Maintenance

Drive Current	Ambient Temperature	TM-21 Lumen Maintenance (60,000 Hours)	Projected L70 (Hours)
Up to 1A	Up to 50°C	> 95%	> 416,000
1.2A	Up to 40°C	> 90%	> 205,000



Energy and Performance Data

 [View GPC Galleon Pedestrian IES files](#)

4000K/5000K/6000K CCT, 70 CRI

Number of Light Squares		1				2			
Drive Current		615mA	800mA	1050mA	1.2A	615mA	800mA	1050mA	1.2A
Nominal Power (Watts)		34	44	59	67	66	86	113	129
Input Current @ 120V (A)		0.30	0.39	0.51	0.58	0.58	0.77	1.02	1.16
Input Current @ 208V (A)		0.17	0.22	0.29	0.33	0.34	0.44	0.56	0.63
Input Current @ 240V (A)		0.15	0.19	0.26	0.29	0.30	0.38	0.48	0.55
Input Current @ 277V (A)		0.14	0.17	0.23	0.25	0.28	0.36	0.42	0.48
Input Current @ 347V (A)		0.11	0.15	0.17	0.20	0.19	0.24	0.32	0.39
Input Current @ 480V (A)		0.08	0.11	0.14	0.15	0.15	0.18	0.24	0.30
Optics									
T2	Lumens	4,883	5,989	7,412	8,131	9,543	11,703	14,485	15,891
	BUG Rating	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3	B2-U0-G3
	Lumens per Watt	144	136	126	121	145	136	128	123
T3	Lumens	4,978	6,105	7,556	8,288	9,729	11,929	14,764	16,196
	BUG Rating	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3
	Lumens per Watt	146	139	128	124	147	139	131	126
T4FT	Lumens	5,008	6,140	7,599	8,337	9,783	11,998	14,850	16,290
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G3	B1-U0-G3	B2-U0-G3	B2-U0-G3	B2-U0-G3	B2-U0-G3
	Lumens per Watt	147	140	129	124	148	140	131	126
T4W	Lumens	4,942	6,060	7,502	8,229	9,658	11,843	14,658	16,080
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3	B3-U0-G3
	Lumens per Watt	145	138	127	123	146	138	130	125
SL2	Lumens	4,874	5,979	7,399	8,117	9,528	11,684	14,461	15,863
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G3	B2-U0-G3	B2-U0-G3	B2-U0-G3	B3-U0-G3
	Lumens per Watt	143	136	125	121	144	136	128	123
SL3	Lumens	4,976	6,104	7,555	8,287	9,727	11,927	14,763	16,194
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B1-U0-G3	B2-U0-G3	B2-U0-G3	B2-U0-G3
	Lumens per Watt	146	139	128	124	147	139	131	126
SL4	Lumens	4,729	5,799	7,178	7,873	9,239	11,333	14,025	15,387
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G3	B1-U0-G3	B1-U0-G3	B1-U0-G3	B2-U0-G4	B2-U0-G4
	Lumens per Watt	139	132	122	118	140	132	124	119
5NQ	Lumens	5,134	6,296	7,793	8,547	10,033	12,303	15,226	16,704
	BUG Rating	B2-U0-G1	B2-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G2	B3-U0-G2
	Lumens per Watt	151	143	132	128	152	143	135	129
5MQ	Lumens	5,228	6,412	7,935	8,705	10,216	12,529	15,508	17,011
	BUG Rating	B3-U0-G1	B3-U0-G1	B3-U0-G2	B3-U0-G2	B3-U0-G2	B4-U0-G2	B4-U0-G2	B4-U0-G2
	Lumens per Watt	154	146	134	130	155	146	137	132
5WQ	Lumens	5,242	6,428	7,956	8,728	10,244	12,563	15,548	17,056
	BUG Rating	B3-U0-G1	B3-U0-G2	B3-U0-G2	B3-U0-G2	B4-U0-G2	B4-U0-G2	B4-U0-G2	B4-U0-G2
	Lumens per Watt	154	146	135	130	155	146	138	132
SLL/SLR	Lumens	4,373	5,365	6,640	7,283	8,547	10,481	12,973	14,231
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B1-U0-G3	B2-U0-G3	B2-U0-G3	B2-U0-G3
	Lumens per Watt	129	122	113	109	130	122	115	110
RW	Lumens	5,087	6,238	7,721	8,472	9,941	12,190	15,088	16,553
	BUG Rating	B2-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G2	B4-U0-G2	B4-U0-G2
	Lumens per Watt	150	142	131	126	151	142	134	128

* Nominal lumen data for 70 CRI. BUG rating for 4000K/5000K. Refer to IES files for 3000K BUG ratings.

3000K CCT, 80 CRI

Number of Light Squares		1				2			
Drive Current		615mA	800mA	1050mA	1.2A	615mA	800mA	1050mA	1.2A
Nominal Power (Watts)		34	44	59	67	66	86	113	129
Input Current @ 120V (A)		0.30	0.39	0.51	0.58	0.58	0.77	1.02	1.16
Input Current @ 208V (A)		0.17	0.22	0.29	0.33	0.34	0.44	0.56	0.63
Input Current @ 240V (A)		0.15	0.19	0.26	0.29	0.30	0.38	0.48	0.55
Input Current @ 277V (A)		0.14	0.17	0.23	0.25	0.28	0.36	0.42	0.48
Input Current @ 347V (A)		0.11	0.15	0.17	0.20	0.19	0.24	0.32	0.39
Input Current @ 480V (A)		0.08	0.11	0.14	0.15	0.15	0.18	0.24	0.30
Optics									
T2	Lumens	3,880	4,759	5,890	6,461	7,583	9,300	11,510	12,628
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G3
	Lumens per Watt	114	108	100	96	115	108	102	98
T3	Lumens	3,956	4,851	6,004	6,586	7,731	9,479	11,732	12,870
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G2
	Lumens per Watt	116	110	102	98	117	110	104	100
T4FT	Lumens	3,980	4,879	6,038	6,625	7,774	9,534	11,800	12,945
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B2-U0-G3	B2-U0-G3	B2-U0-G3
	Lumens per Watt	117	111	102	99	118	111	104	100
T4W	Lumens	3,927	4,816	5,961	6,539	7,675	9,411	11,648	12,778
	BUG Rating	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3
	Lumens per Watt	116	109	101	98	116	109	103	99
SL2	Lumens	3,873	4,751	5,880	6,450	7,571	9,285	11,491	12,605
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B2-U0-G3	B2-U0-G3	B2-U0-G3
	Lumens per Watt	114	108	100	96	115	108	102	98
SL3	Lumens	3,954	4,851	6,004	6,585	7,729	9,478	11,731	12,868
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B2-U0-G3	B2-U0-G3
	Lumens per Watt	116	110	102	98	117	110	104	100
SL4	Lumens	3,758	4,608	5,704	6,256	7,342	9,006	11,145	12,227
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B1-U0-G3	B1-U0-G3	B1-U0-G3	B1-U0-G3
	Lumens per Watt	111	105	97	93	111	105	99	95
5NQ	Lumens	4,080	5,003	6,193	6,792	7,973	9,776	12,099	13,274
	BUG Rating	B2-U0-G0	B2-U0-G1	B2-U0-G1	B2-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G2
	Lumens per Watt	120	114	105	101	121	114	107	103
5MQ	Lumens	4,154	5,095	6,305	6,917	8,118	9,956	12,323	13,518
	BUG Rating	B2-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G2	B3-U0-G2	B4-U0-G2	B4-U0-G2
	Lumens per Watt	122	116	107	103	123	116	109	105
5WQ	Lumens	4,166	5,108	6,322	6,936	8,140	9,983	12,355	13,553
	BUG Rating	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G2	B3-U0-G2	B4-U0-G2	B4-U0-G2	B4-U0-G2
	Lumens per Watt	123	116	107	104	123	116	109	105
SLL/SLR	Lumens	3,475	4,263	5,276	5,787	6,792	8,329	10,309	11,309
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B1-U0-G3	B2-U0-G3	B2-U0-G3
	Lumens per Watt	102	97	89	86	103	97	91	88
RW	Lumens	4,042	4,957	6,135	6,732	7,900	9,687	11,990	13,154
	BUG Rating	B2-U0-G1	B2-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G2	B3-U0-G2
	Lumens per Watt	119	113	104	100	120	113	106	102

* Nominal lumen data for 70 CRI. BUG rating for 4000K/5000K. Refer to IES files for 3000K BUG ratings.

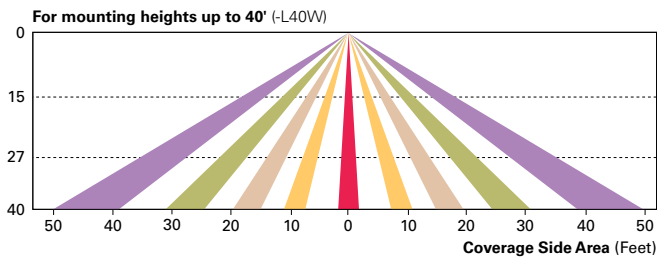
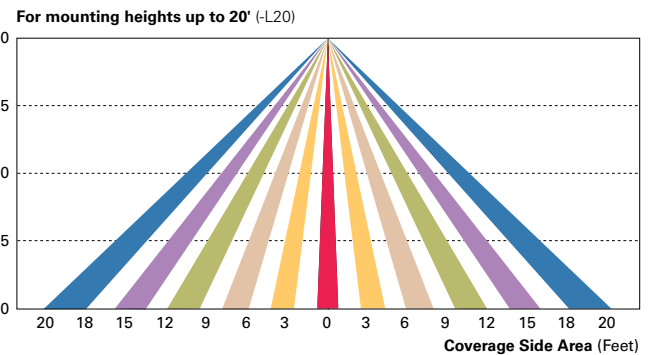
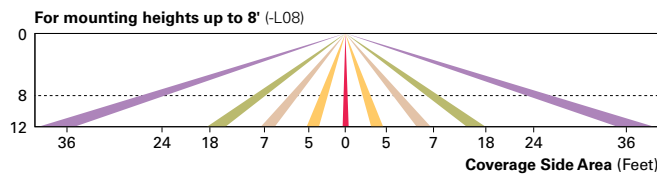
Control Options

0-10V This fixture is offered standard with 0-10V dimming driver(s). The DIM option provides 0-10V dimming wire leads for use with a lighting control panel or other control method.

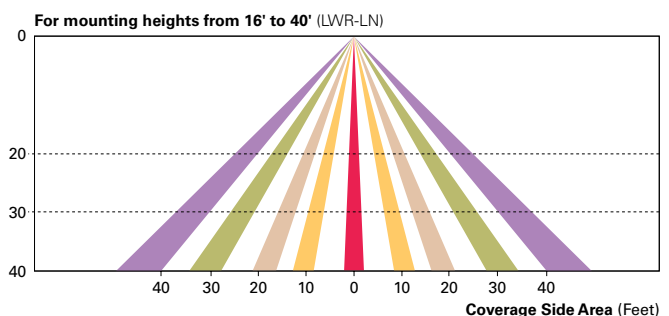
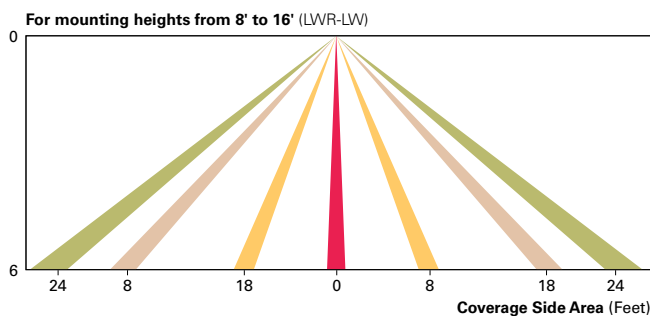
Photocontrol (BPC, PR, and PR7) Optional button-type photocontrol (BPC) and photocontrol receptacles (PR and PR7) provide a flexible solution to enable “dusk-to-dawn” lighting by sensing light levels. Advanced control systems compatible with NEMA 7-pin standards can be utilized with the PR7 receptacle.

After Hours Dim (AHD) This feature allows photocontrol-enabled luminaires to achieve additional energy savings by dimming during scheduled portions of the night. The dimming profile will automatically take effect after a “dusk-to-dawn” period has been calculated from the photocontrol input. Specify the desired dimming profile for a simple, factory-shipped dimming solution requiring no external control wiring. Reference the After Hours Dim supplemental guide for additional information.

Dimming Occupancy Sensor (SPB, MS/DIM-LXX and MS-LXX) These sensors are factory installed in the luminaire housing. When the SPB or MS/DIM sensor options are selected, the occupancy sensor is connected to a dimming driver and the entire luminaire dims when there is no activity detected. When activity is detected, the luminaire returns to full light output. The MS/DIM sensor is factory preset to dim down to approximately 50 percent power with a time delay of five minutes. The MS-LXX sensor is factory preset to turn the luminaire off after five minutes of no activity. SPB motion sensors require the Sensor Configuration mobile application by Wattstopper to change factory default dimming level, time delay, sensitivity and other parameters. Available for iOS and Android devices. The SPB sensor is factory preset to dim down to approximately 10% power with a time delay of five minutes. The MS/DIM occupancy sensors require the FSIR-100 programming tool to adjust factory defaults.



Enlighted Wireless Control and Monitoring System (LWR-LW and LWR-LN) The Enlighted control system is a connected lighting solution, combining LED luminaires with an integrated wireless sensor system. The sensor controls the lighting system in compliance with the latest energy codes while collecting valuable data about building performance and use. Software applications utilizing energy dashboards maximize data inputs to help optimize the use of other resources beyond lighting.



WaveLinx Wireless Outdoor Lighting Control Module (WOLC-7P-10A) The 7-pin wireless outdoor lighting control module enables WaveLinx to control outdoor area, site and flood lighting. WaveLinx controls outdoor lighting using schedules to provide ON, OFF and dimming controls based on astronomic or time schedules based on a 7 day week.







BATHER
LOAD LIMIT
100 PEOPLE

CREVE COE
CLUB



Green Golf
Resort Co.
FOUNDED
JUNE 27
1966

SAFETY FIRST

- Do not leave children, children, animals, unaccompanied in your vehicle at any time.
- Lock vehicles in your trunk or keep with you.
- Vehicles with animals or children left unaccompanied will be opened and contents seized.
- Absolutely no alcohol, drugs, tobacco, or weapons are allowed on parking lot.
- No open burning or picnicking is allowed at any time.

Call 314-434-0344 or 911
for any Safety Concerns



















CAUTION
DOOR

CAUTION
DOOR

SAFETY FIRST

- Do not leave children, children, animals, unaccompanied in your vehicle at any time.
- Lock vehicles in your truck or keep with you.
- Vehicles with animals or children left unattended will be opened and authorized entry.
- Absolutely no alcohol, drugs, tobacco, or firearms are allowed on parking lot.
- No open burning or smoking is allowed on any time.

Call 314-434-0344 or 911 for any Safety Concerns

FDC

Handicap Accessible
Push to Open





















PROPERTY DESCRIPTION

A TRACT OF LAND BEING PART OF LOTS 8 AND 9 OF THE SUBDIVISION OF SAMUEL PHELP'S ESTATE IN SECTIONS 9 AND 16, TOWNSHIP 45 NORTH RANGE 5 EAST, ST. LOUIS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS: BEGINNING AT THE NORTHWEST CORNER OF PROPERTY CONVEYED TO GEORGE M. HEINTZ AND WIFE BY DEED RECORDED IN BOOK 1698 PAGE 458 OF THE ST. LOUIS COUNTY RECORDS; SAID POINT BEING ALSO IN THE NORTH LINE OF SAID LOT 8, THENCE LEAVING SAID POINT AND RUNNING SOUTHWARDLY ALONG THE WEST LINE OF SAID HEINTZ PROPERTY, SOUTH 0 DEGREES 17 MINUTES 00 SECONDS EAST 1387.65 FEET TO AN OLD CONCRETE MONUMENT SET IN THE NORTH RIGHT OF WAY LINE OF CONWAY ROAD, 60 FEET WIDE; THENCE WESTWARDLY ALONG SAID NORTH LINE, NORTH 84 DEGREES 11 MINUTES 00 SECONDS WEST 254.53 FEET AND NORTH 84 DEGREES 46 MINUTES 48 SECONDS WEST 228.08 FEET TO AN OLD CONCRETE MONUMENT; THENCE. LEAVING SAID NORTH LINE AND RUNNING NORTH 0 DEGREES 16 MINUTES 36 SECONDS WEST 1340.51 FEET TO AN OLD CONCRETE MONUMENT SET IN THE NORTH LINE OF SAID LOT 9, BEING ALSO A POINT IN THE SOUTH LINE OF PROPERTY NOW OR FORMERLY OF STERNBERG AS DESCRIBED IN DEED RECORDED IN BOOK 1883 PAGE 204 OF THE ST. LOUIS COUNTY RECORDS; THENCE EASTWARDLY ALONG THE SOUTH LINE OF SAID STERNBERG PROPERTY, BEING ALSO THE NORTH LINE OF SAID LOTS 9 AND 8, NORTH 89 DEGREES 55 MINUTES 45 SECONDS EAST 479.97 FEET TO THE POINT OF BEGINNING, ACCORDING TO SURVEY MADE BY THE ELBRING COMPANY DURING THE MONTH OF JUNE, 1974.



Bethany Moore <bmoore@crevecoeurmo.gov>

Fwd: CCRC Drainage Problem

1 message

James Watson <jawatson1977@gmail.com>

Thu, Mar 13, 2025 at 11:00 AM

To: bmoore@crevecoeurmo.gov, nnye@lt.life

Bethany, thank you for the information you shared with me yesterday. Natalie, we are 40 year members of CCRC and 40 year residents of 362 Conway Lake Drive, which sits across the driveway and below the proposed parking lot expansion. We also own 314 Conway Lake Drive, which is located on the other side of the fence from the main parking lot near the back building.

In advance of the hearing on March 17th, I wanted to ask Natalie a few questions and share some observations:

1. Project Scope - I have read the Notice of Public Hearing, reviewed material available online and the letters sent to members. I understand the description of the 50-space addition and plans to improve the interior of the club. My question is about the long-range plans for increasing membership and expanding the building complex footprint. Can you provide any additional insight at this stage?
2. Parking Expansion - Did you evaluate other options for increasing parking capacity? In my opinion, the dormant grass courts could be returned to their original purpose providing expanded outdoor tennis and pickleball, while the overflow parking lot could be located near the inactive croquet court area. Walking access between the hard courts would not be much further to the clubhouse & pool.
3. Lighting - How bright will the lights be and what will the hours of operation be? Even though the lights are downward facing, neighboring houses sit below grade, so they would appear to be very visible. Headlights facing our house, especially the second floor, could be a nuisance. The oak trees along the driveway do not provide any buffer due to trimming necessary to protect Ameren power lines.
4. Drainage - Rainwater runoff has been a significant issue for us over the years. Turning the grass courts into a paved lot has the potential to exaggerate the problem. Attached are photos of our back and side yards during a heavy rain. What drainage mitigation measures will you be taking?
5. Safety - Speed limit signs have been posted on the driveway, but that has not prevented occasional speeding down the driveway. With increased activity coming from the new 50 spaces, I am concerned about the opportunity for traffic issues on the other side of our 4' fence. Do you have plans for installing speed bumps or some other form of deterrent?

Dan & Deb Apted have been wonderful friends and neighbors over the years. We have enjoyed our long association with the CCRC, and hope to continue in that tradition with Lifetime. However, we have a significant investment in the two homes bordering the club, and we are concerned about protecting our value. A Conway Lake resident and CCRC members just sold their home over similar concerns. I was hoping to share these issues privately to see if you would provide more information and work with us to find acceptable solutions.

Natalie, I'm hoping we can meet at one of the public hearings, or separately, if you'd like. Bethany, thank you for your help.

Begin forwarded message:

From: James Watson <jawatson1977@gmail.com>

Subject: CCRC Drainage Problem

Date: March 13, 2025 at 9:55:28 AM CDT

To: James Watson <jawatson1977@gmail.com>







Jim Watson
314-409-3296
jawatson1977@gmail.com

March 14, 2025

City of Creve Coeur
Planning Division
300 North New Ballas Road
Creve Coeur, Missouri 63141

Dear Ms. Moore,

Life Time's application for a Conditional Use Permit application appropriately mitigates impact on west side residences with a Landscaping Plan. Life Time's proposal offers no mitigation for my home and is, therefore, unacceptable.

The CUP amendment proposal assumes that distance and the embankment sufficiently mitigate impact. This is incorrect. The parking lot lights will be directly visible from my backyard and a defining characteristic of my home. The entire parking lot will be directly visible from bedroom windows.

A Landscaping Plan like that provided for the west side is appropriate mitigation.

The existing River Birch and Evergreen trees are deteriorating and of no value.

The existing parking lot and lights are 90% blocked from my property by structures, trees, and bushes. The proposed new parking lot and lights are, therefore, a major alteration of the status quo. Mitigation is essential to achieve fairness.

The row of ten Arborvitae trees I planted on my side of the property line is testament to the importance of screening existing CCRC activities and lights. In the name of fairness, Life Time should assign the same importance to mitigating the impact of the proposed new parking lot and lights.

My home directly faces and is near the CCRC Swimming Pool and Entertainment area where Bands and Disc Jockeys are situated for outdoor events. The music is highly intrusive. I request that you review the outdoor event restriction (Section 3, paragraph 5) with an eye for strengthening and ensuring that Life Time understands its importance.

Bands and Disc Jockeys are allowed to play until Midnight. In keeping with Life Time's desire to be a member of our community they should accept a CUP revision changing "Midnight" to 10:00 PM. Historically, Creve Coeur Racquet Club has ended music by 9:00 PM with the event ending no later than 10:00 PM. This is the status quo and should be incorporated in the CUP.

Kindest regards,



James Steger
12632 Conway Club Court
Saint Louis, MO 63141

Copies
Jason Jaggi
David Hoffman
Drew Newman

Limited swim meet parking (six per year)
is not equivalent to a new parking lot
and lights 365 days a year.
Jim

CREVE COEUR TENNIS CLUB LLC
12691 CONWAY ROAD
CREVE COEUR, MO 63141

April 29, 2024

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

RE: Creve Coeur Racquet Club
Conditional Use Permit dated April 22, 2019
Bill No. 5759, Ordinance No. 5635

Dear Mr. Jaggi:

As per the terms of the above Conditional Use Permit granted to Creve Coeur Racquet Club on April 22, 2019, please accept this letter as written confirmation that Creve Coeur Tennis Club LLC has leased the property covered by the above Conditional Use Permit.

As per Article 8 of our lease agreement, we do hereby agree to be bound by the approved site plan for the property and agree to operate the leased premises according to the Conditional Use Permit issued by the City of Creve Coeur.

If any additional information is required, please contact Margie Piot at 618-975-6572.

Sincerely,



Creve Coeur Tennis Club LLC
Daniel J. Apted, President
Apted-Hulling, Inc, Sole Member

BILL NO. _____

ORDINANCE NO. _____

**AN ORDINANCE AMENDING ORDINANCE NO. 5635 AUTHORIZING A
CONDITIONAL USE PERMIT FOR THE CREVE COEUR RACQUET CLUB, NOW
LIFE TIME CREVE COEUR, LOCATED AT 12691 CONWAY ROAD**

WHEREAS, an application was submitted by Natalie Nye, on behalf of Life Time, Inc, for an amendment to the conditional use permit (CUP), Ordinance No. 5635, to modify the terms and conditions of the ordinance relating to parking, and to include a Site Development Plan for a new parking lot with lighting and landscaping; and

WHEREAS, under Section 405.210 Table A, all Fitness and Recreational Sports Centers (NAICS # 713940) in the “A”, Single-family Detached Residential zoning district require the issuance of a CUP as provided in Section 405.1070, Conditional Use Permits; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, March 17, 2025 beginning at 6:00 p.m. or immediately following the close of the previous public hearing, for the conditional use permit amendment as provided by Section 405.1070(D)(2); and

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

WHEREAS, the Planning and Zoning Commission reviewed and, by a ____ vote, recommended approval of the conditional use permit, subject to the conditions contained herein, at its meeting on March 17, 2025; and

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

WHEREAS, the City Council finds that the application and evidence presented clearly indicate that the proposed amended conditional use, when subject to certain conditions set forth herein:

1. Complies with all applicable provisions of this Zoning Ordinance Chapter 405 including but not limited to environmental performance standards presented in Section 405.550, the criteria in Section 405.470 and the standards of this chapter in regard to yard and setback, parking and loading areas, screening and buffering, refuse, storage and service areas and signs.
2. Will contribute to and promote the welfare and convenience of the community at the specific location.
3. Will not cause substantial injury to the value of neighboring property.
4. Is consistent with the applicable provisions of the City’s Comprehensive Plan and any applicable neighborhood or sector plans, unless good cause is demonstrated for deviation there from.
5. Will provide, if applicable, erosion control and on-site stormwater detention in accordance with the standards contained in this Chapter.

BILL NO. _____

ORDINANCE NO. _____

Will be compatible with the surrounding area and thus will not impose an excessive burden or have a substantial negative impact on surrounding or adjacent users or on pedestrian or vehicular traffic or on community facilities or services, including but not limited to emergency services.

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

Section 1: Ordinance Numbers 5635 is hereby amended.

Section 2: Ordinance 5635, the Conditional Use Permit, is authorized to be amended pursuant to Section 4 hereof for Life Time Creve Coeur at 12691 Conway Road in the "A", Single-family Detached Residential zoning district, whose legal description is as follows:

A tract of land being part of Lots 8 & 9 of the SUBDIVISION OF SAMUEL PHELP'S ESTATE in Section 9 and 16, Township 45 North, Range 5 East, St. Louis County, Missouri and being more particularly described as: Beginning at the Northwest corner of property conveyed to George M. Heintz and wife by deed recorded in Book 1698 page 458 of the St. Louis County Records; said point being also a point in the North line of said Lot 8 and being also a point in the South line of property now or formerly of Sternberg as described in Book 1883 page 204 of the St. Louis County Records; thence Southwardly along the West line of said Heintz property South 0 degrees 16 minutes 40 seconds East 1387.55 feet to the North line of Conway Road, 60 feet wide; thence Westwardly along said North line, North 84 degrees 10 minutes 10 seconds West 254.70 feet and North 84 degrees 45 minutes 42 seconds West 227.80 feet to a point; thence North 0 degrees 16 minutes 40 seconds West 1340.18 feet to a point in the North line of said Lot 9, being also a point in the South line of said property now or formerly of Sternberg; thence Eastwardly along the South line of said property now or formerly of Sternberg; being also the North lines of said Lots 9 and 8, North 89 degrees 55 minutes East 480.00 feet to the point of beginning.

Section 3: All requirements of Ordinance No. 5635 shall remain in effect except as amended below:

1. Condition #8 of Ordinance #5635 is no longer valid and is to be removed.
2. Condition #9 of Ordinance #5635 is to be amended to state the following: No parking shall be permitted on tennis courts, lawns, service drives or any other areas not designed as a paved parking lot.
3. The parking lot expansion shall be in substantial conformance with the site improvements as shown on the Site Development Plan and Landscape Plan received February 21, 2025 as prepared by Stock and Associates.
4. All new interior sidewalks to be 6 feet in width per the requirements of Section 405.730(A)(2).
5. New parking lot lighting shall be subject to the same restrictions as outdoor lighting for sports courts and recreation facilities as outlined in condition #14 of Ordinance #5635.
6. The Applicant is required to submit Grading and Site Improvement Plans as may be required, showing all exterior improvements to the Planning Division for review, as

BILL NO. _____

ORDINANCE NO. _____

required by Section 410.380 of the Subdivision and Land Development Regulations (Subdivision Code). The Grading and Site Improvement Plans shall be in substantial conformance with the Site Development Plans and the Landscape Plan submitted on February 21, 2025 as bound together and submitted in conjunction with Application #25-004 by Stock and Associates, and as amended below.

7. All landscaping shall be maintained to the same standard as is shown in the existing landscaping plan and the parking lot landscaping plan submitted as part of Application #25-004 by Stock and Associates on February 21, 2025. Any vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed, and should any trees be removed, sufficient landscaping shall be provided on the property to be consistent with the Landscape Plan, as required under Section 505.540 Landscaping.

Section 4: The City Administrator of the City of Creve Coeur is hereby authorized and directed to issue a Conditional Use Permit amendment in accordance with the provisions of this ordinance, said permit to expressly provide for the conditions and stipulations set forth in Ordinance 5635 amended as hereinabove set out in Section 3 of this ordinance. Exercise of the rights granted pursuant to the issued permit shall constitute acceptance of all conditions and stipulations set forth herein.

Section 5: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS ____ DAY OF _____, 2025.

TIM CARNEY
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2025.

DR. ROBERT HOFFMAN
MAYOR

ATTEST:

KELLIE HENKE
CITY CLERK

BILL NO. _____

ORDINANCE NO. _____

**AN ORDINANCE REPEALING ORDINANCE NO. 486, 1593 AND 5338 AND
AUTHORIZING A CONDITIONAL USE PERMIT FOR THE CREVE COEUR
RACQUET CLUB, LOCATED AT 12691 CONWAY ROAD**

WHEREAS, an application was submitted by Dan Apted, on behalf of the Creve Coeur Racquet Club, for an amendment to the club's conditional use permit (CUP) to modify the terms and conditions of the ordinance relating to hours of operation, parking, the hosting of special events, and other matters associated with the use of the property; and

WHEREAS, under Section 405.210 Table A, all Fitness and Recreational Sports Centers (NAICS # 713940) in the "A", Single-family Detached Residential zoning district require the issuance of a CUP as provided in Section 405.1070, Conditional Use Permits; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Tuesday, February 19, 2019 beginning at 6:30 p.m. or immediately following the close of the previous public hearing, and continued on April 1, 2019 on said application for the conditional use permit amendment as provided by Section 405.1070(D)(2); and

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

WHEREAS, the Planning and Zoning Commission reviewed and, by a 6-0 vote, recommended approval of the conditional use permit, subject to the conditions contained herein, at its meeting on April 1, 2019; and

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

WHEREAS, the City Council finds that the application and evidence presented clearly indicate that the proposed amended conditional use, when subject to certain conditions set forth herein:

1. Will contribute to and promote the community welfare and convenience at the specific location.
2. Will not cause substantial injury to the value of neighboring property.
3. Meets the applicable provisions of the City's Comprehensive Plan and any applicable neighborhood or sector plans and complies with other applicable zoning district regulations and provisions of this Chapter, unless good cause exists for deviation therefrom.
4. Will be compatible with the surrounding area and thus will not impose an excessive burden or have a substantial negative impact on surrounding or adjacent users or on community facilities or services.

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

Section 1: Ordinance Numbers 486, 1593 and 5338 are hereby repealed.

Section 2: A Conditional Use Permit is authorized to be issued pursuant to Section 4 hereof to the Creve Coeur Racquet Club at 12691 Conway Road in the "A", Single-family Detached Residential zoning district, whose legal description is as follows:

A tract of land being part of Lots 8 & 9 of the SUBDIVISION OF SAMUEL PHELP'S ESTATE in Section 9 and 16, Township 45 North, Range 5 East, St. Louis County, Missouri and being more particularly described as: Beginning at the Northwest corner of property conveyed to George M. Heintz and wife by deed recorded in Book 1698 page 458 of the St. Louis County Records; said point being also a point in the North line of said Lot 8 and being also a point in the South line of property now or formerly of Sternberg as described in Book 1883 page 204 of the St. Louis County Records; thence Southwardly along the West line of said Heintz property South 0 degrees 16 minutes 40 seconds East 1387.55 feet to the North line of Conway Road, 60 feet wide; thence Westwardly along said North line, North 84 degrees 10 minutes 10 seconds West 254.70 feet and North 84 degrees 45 minutes 42 seconds West 227.80 feet to a point; thence North 0 degrees 16 minutes 40 seconds West 1340.18 feet to a point in the North line of said Lot 9, being also a point in the South line of said property now or formerly of Sternberg; thence Eastwardly along the South line of said property now or formerly of Sternberg; being also the North lines of said Lots 9 and 8, North 89 degrees 55 minutes East 480.00 feet to the point of beginning.

Section 3: The Conditional Use Permit granted shall be subject to all applicable statutes, ordinances, rules and regulations, and the following conditions:

1. The Conditional Use Permit shall be for the operation of a private racquet and swim club on the property addressed as 12691 Conway Road.
2. The use of the property shall be in substantial conformance with the site improvements as shown on the Site Development Plan and Landscape Plan received March 13, 2019 as prepared by Weiss Design Group.
3. The Applicant is required to submit Grading and Site Improvement Plans as may be required, showing all exterior improvements to the Planning Division for review, as required by Section 410.380 of the Subdivision and Land Development Regulations (Subdivision Code). The Grading and Site Improvement Plans shall be in substantial conformance with the Site Development Plans and the Landscape Plan submitted on March 13, 2019 as bound together and submitted in conjunction with Application #19-006 by Weis Design Group, and as amended below.
4. A final landscape plan shall be provided indicating the plant materials, schedule, and planting details for the Zoning Administrator's approval. All landscaping shall be maintained per the approved plan. Any vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed, and should any trees be removed, sufficient landscaping shall be provided on the property to be consistent with the Landscape Plan, as required under Section 505.540 Landscaping
5. The hours of operation shall be as follows: Indoors, 5:30 AM to Midnight daily; Outdoors, 6:00 AM to 10:00 PM daily. One (1) outdoor event per month from May through September is permitted until Midnight.
6. The Club shall not sub-lease to outside users of the facility without the approval of an amended conditional use permit.
7. Full food and beverage service as an amenity for the users of the facility is permitted with indoor and outdoor seating as an accessory use in accordance with all applicable City, County and State licenses and permits.

8. Temporary parking is permitted within the area depicted on the site development plan for a maximum of six (6) events per year accommodating no more than 50 vehicles. The base of this area shall be reinforced to allow temporary vehicle parking but in all other respects shall be properly maintained as a lawn or grassy field without erosion, dust or other nuisance condition.
9. No parking shall be permitted on tennis courts, lawns, service drives or any other areas not designed as a paved parking lot, except as provided in Condition #8.
10. The service drive shall be used exclusively by employees and contractors. A lockable swing arm gate shall be installed at the entrance to the service drive and affixed with a No Parking sign to prevent unauthorized access to the service drive. An additional No Parking sign shall be placed at the entrance to the tennis courts from the parking lot to prohibit parking on the courts.
11. Wood posts and No Parking signs shall be provided at regular intervals along the west side of the parking lot and access drive to prohibit parking on lawns and within the buffer areas adjacent to residential uses, subject to final approval by Staff.
12. The existing gravel service drive shall be reduced in width to no more than 14-feet and the area around the service drive shall be restored and maintained as greenspace.
13. No exterior storage shall occur unless fully screened with a solid fence and gate and a fence permit issued by the City. The pool deck may be used for storage during the off-season for pool furniture and related items.
14. Outdoor lighting for any outdoor sports or recreation facilities shall not be used between 10:00 PM and sunrise except as provided in Condition #5 for special outdoor events for the swimming pool.
15. Any new exterior light fixtures shall require approval by the Planning and Zoning Commission pursuant to Section 405.680 of the Zoning Code.
16. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code.
17. Any new mechanical equipment installed for the site shall be properly screened with approved materials.
18. Any future enlargement, extension, expansion or alteration in the use of the structures or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as an amendment to the Conditional Use Permit before a Building Permit for the enlargement, expansion or alteration may be issued.
19. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation of said permit by the City Council, provided, however, no permit shall be revoked without prior notice to the owner of the intention of the City Council to revoke this permit and reasonable time granted to the owner to correct or remedy any such breach of conditions, except for repeated breaches or violations.
20. No conditional use permit granted by the City Council shall be valid for a period longer than one year from the date it grants the conditional use permit, unless within such period: (1) a building permit is obtained and construction is begun; or (2) if a building permit is not required, an occupancy permit is obtained and the use of the building commenced. The City Council may grant extensions to the one (1) year period of not more than one hundred and eighty (180) days each, without notice or hearing, provided that a written request for such extension is filed by the original applicant and approved by the City Council prior to the date the conditional use permit is scheduled to expire.
21. Any transfer of ownership or lease of the property shall include in the transfer or lease agreement a provision that the purchaser or lessee agrees to be bound by the approved Site Development Plan for the property and the conditions herein set forth, and written confirmation thereof signed by the new owner or lessee shall be filed with the City at the

BILL NO. 5759

ORDINANCE NO. 51035

time of such transfer or lease. Failure to comply with this provision shall not excuse anyone from these conditions.

Section 4: The City Administrator of the City of Creve Coeur is hereby authorized and directed to issue a Conditional Use Permit in accordance with the provisions of this ordinance, said permit to expressly provide for the conditions and stipulations hereinabove set out in Section 3 of this ordinance. Exercise of the rights granted pursuant to the issued permit shall constitute acceptance of all conditions and stipulations set forth herein.

Section 5: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS 22nd DAY OF April, 2019.


DR. SCOTT SAUNDERS
PRESIDENT OF CITY COUNCIL

APPROVED THIS 22nd DAY OF April, 2019.

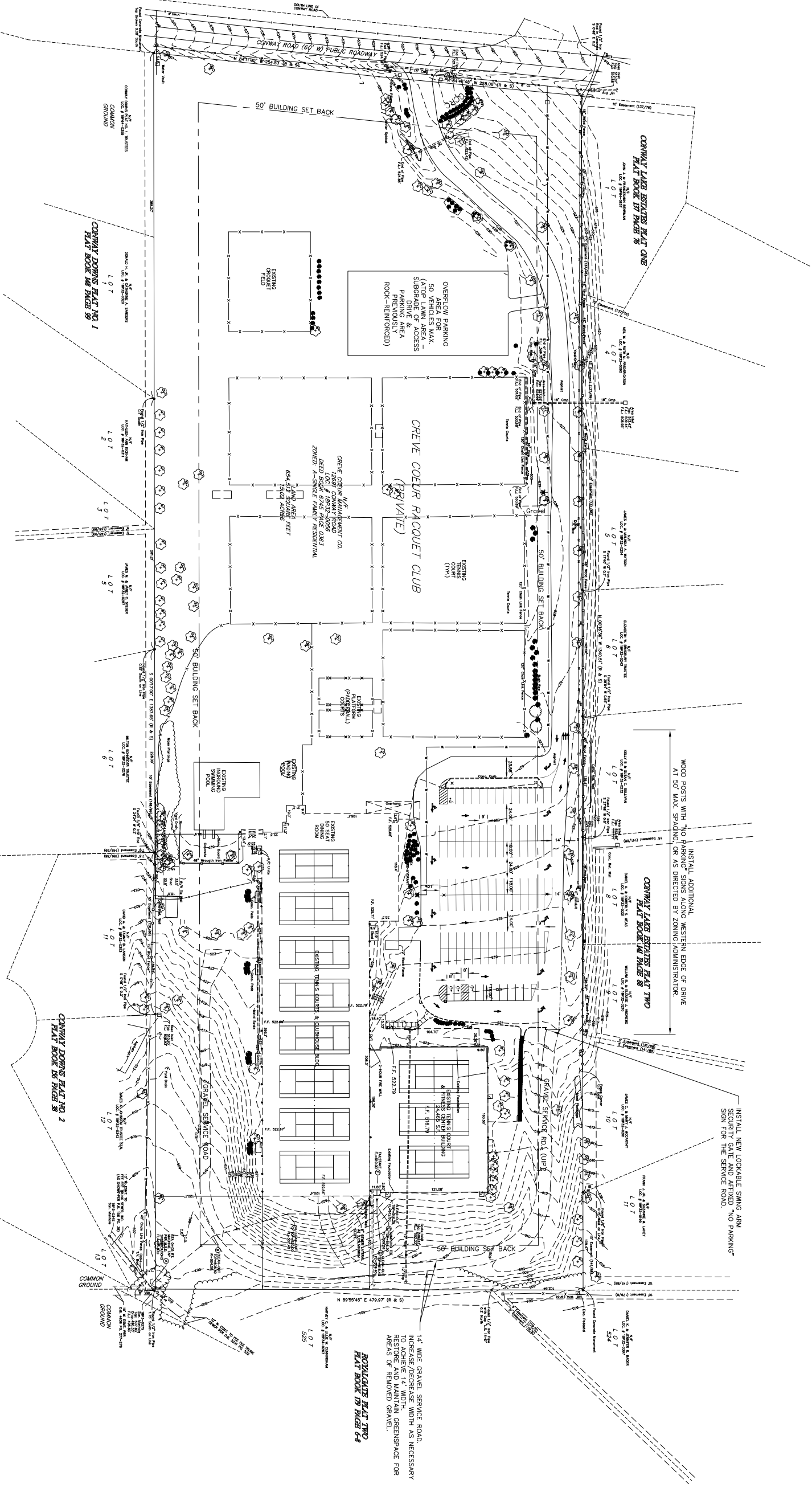

BARRY GLANTZ
MAYOR

ATTEST:


DEBORAH RYAN, MPCC
CITY CLERK



PREPARED FOR:



NOTE:

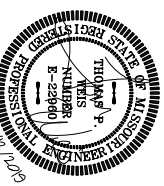
THE SITE COVERAGE COMPUTATIONS HAVE BEEN GENERATED WHILE USING THIS PREVIOUS SURVEY INFORMATION, AND WDG ASSUMES NO LIABILITY FOR ACCURACY OF THE PREVIOUS SURVEY.

COMPUTATIONS

SITE:
 PARCEL AREA: 15.02 ACS = 654,271 SF
 SITE COVERAGE (BUDGS/PARKING LOT/DRIVES) 149,058 SF = 3.42 ACS
 PERCENT SITE COVERAGE = 3.42 AC/15.02ACS x 100 = 22.78%
 PARKING:
 CURRENT: 105 TOTAL SPACES (4 ADA STALLS & 101 STD STALLS)

[illegible]

CREVE COEUR RACQUET CLUB



E-22300
PROFESSIONAL ENGINEER

WDG **Weis Design Group**
16296 Westwoods Business Park Dr.
Ellisville, Mo. 63021
www.weisdesigngroup.com
(636) 207-0832
(618) 874-0320
f. (636) 207-0328

PROFESSIONAL ENGINEERING CORP.

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**CONDITIONAL USE
PERMIT SITE PLAN**

ISSUE DATE: 3/12/2019
MSD P-

OF 2
WDG # 9902-19-1



city of CREVE COEUR

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

MEMORANDUM TO PLANNING AND ZONING COMMISSION

Meeting Date: March 17, 2025

To: Members of the Planning and Zoning Commission

CC:

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

Subject: Review of Scope of Services for Bayer East Campus Comprehensive Plan Update

Attached: Task Order and Scope of Services from PGAV

Staff has been working with the City's planning consultant, PGAV Planners, on a scope of services and fee to assist the City in preparing an update to the comprehensive plan for the Bayer East campus. As previously discussed with the Commission, Bayer is accepting purchase offers for a significant portion of its campus, located east of Lindbergh Boulevard. The comprehensive plan update will provide guidance to the City with respect to future development goals and land use recommendations for this property.

As a comprehensive plan update, this process will be led by the Planning and Zoning Commission, subject to City Council approval of the Task Order to authorize funds for this initiative. Staff requests review of the scope of services by the Commission and provide feedback prior to seeking City Council approval of the Task Order, currently scheduled for March 24, 2025.

ATTACHMENT A

TASK ORDER NUMBER TWO

In accordance with the Master Services Agreement between the City of Creve Coeur, Missouri (the “City”), and PGAV Planners, LLC. (“PGAV”) dated April 27, 2023, this Task Order Number Two (“Task Order”) serves as the written authorization to PGAV to provide the services described herein, in accordance with the attached work schedule and compensation structure.

I. SCOPE OF SERVICES

The scope of services to be performed pursuant to this Task Order (the “Scope of Services”) are as described in Exhibit A attached hereto, which describes the work to be performed and the schedule within which the work shall be delivered. PGAV shall furnish all labor, materials, supplies, equipment, supervision, and services necessary for and incident to the delivery of the Scope of Services. PGAV represents that it has thoroughly reviewed the Scope of Services and the Master Services Agreement and that it accepts the Task Order and the conditions under which the Task Order is to be performed.

II. INFORMATION TO BE PROVIDED BY THE CITY

Depending upon where such information may be located and maintained, the City will provide to PGAV available data as follows:

1. Data and/or contact persons who may provide information regarding the Site (as defined in Exhibit A) including the offering document, existing conditions, and/or site analyses.
2. Access to comprehensive plan, City ordinances and design guidelines via City web.
3. Data which the City has or which may be readily acquired without extensive research which may assist in conducting the work as outlined in Exhibit A, including information regarding, but not necessarily limited to, existing master development plans or conditional use permits, reviews of staff or consultants; and
4. The services of the City Attorney, the City Clerk, Community Development Director, or other staff, if necessary, for review of preliminary documents prepared by PGAV and assistance in establishing meetings with the City Council, Planning and Zoning Commission, property owners or developers (or their representatives), or other parties as may be required to conduct the work. PGAV acknowledges that it will not be a client of the City Attorney and all work by the City Attorney shall be solely on behalf of the City.

III. NOTICES

The relationship between the City and PGAV necessitates mutual trust, effective collaboration, prompt sharing and evaluation of relevant information, and a commitment to timely communication and responsiveness. If either party feels that their expectations or information needs (pertaining to the other party or within their control) are not being adequately met, they agree to inform the other party about the issue. The objective of such notices is to encourage prompt communication and to prevent disputes. A notice can be delivered through a phone call, email, fax, express, or postal service.

The project representatives are Andy Struckhoff, President of PGAV, and Jason Jaggi, Director of Community Development for the City of Creve Coeur, Missouri. PGAV staff assigned will include members of our team as appropriate to the work. A party may designate a new project representative by sending a notice of the change to the other party.

IV. PROJECT STAFFING & MANAGEMENT

PGAV hereby agrees to provide the qualified professional, technical, and clerical staff available within the firm to conduct the work in accordance with the tasks as outlined in this Agreement and within each Task Order.

V. FEE AND METHOD OF COMPENSATION

- A. Compensation shall be made to PGAV on an hourly basis in accordance with the hourly rates as set forth below. The overall fee for the services as set forth herein shall not exceed \$60,000 exclusive of reimbursable expenses.

- B. PGAV's standard hourly are as set forth at right. Any invoice issued for an assigned task will be based on the hourly rate of the PGAV staff involved in conducting the assignment. PGAV's standard hourly rates shown at right are subject to change once per year. PGAV's hourly rates subject to this agreement shall not be changed without the City's written consent.

Project Staff	Hourly Rate
President	\$290
Vice President	\$260
Senior Director	\$235
Associate Director	\$235
Senior Project Manager	\$220
Project Manager	\$185
Project Planner	\$160
Planner	\$130
Intern	\$65
Administrative/ Technical Assistance	\$95

- C. Reimbursable expenses will consist of mileage, long distance telephone charges, express delivery charges, photographic expenses, the cost of printing or other reproduction of documents, fees or charges for documents owned by others, and other "out-of-pocket" expenses required to provide the services described. Such expenses will be billed at their direct cost to PGAV.
- D. If the City fails to make payment due to PGAV for services and reimbursable expenses within 60 days after receipt of our initial statement, PGAV will suspend services under this agreement until PGAV has been paid in full the amounts due for services and expenses.
- E. If for any reason the City determines that a task properly initiated under the terms of this Agreement should not proceed, the City will inform PGAV in writing that they wish to terminate the task. The date of said termination shall occur upon receipt of the written notice of termination by PGAV via the U.S. Postal Service or facsimile (followed by receipt of an original signature copy). The City will pay to PGAV an amount representing the work performed to the date of termination in accordance with the hourly rate schedule herein for the classification of personnel involved with the work plus any reimbursable expenses which have been incurred by PGAV to that date.

VI. TIMING

This Scope of Services is to be performed over a six (6) month planning process upon approval of the Task Order by City Council, for completion by October 1, 2025.

VII. OWNERSHIP OF DOCUMENTS

PGAV agrees that any and all reports prepared, and conclusions reached hereunder, may be designated by the City as being for the confidential information of the City and that neither PGAV nor any member of the PGAV staff will disclose any such designated confidential materials with any person whatsoever, other than the City or their authorized representatives, except when called upon to testify in relation to such report or conclusion under oath in a judicial forum, or as may be otherwise required by law. PGAV will cooperate with the City regarding compliance with Federal or State “sunshine law” provisions. The City will have sole ownership of all documents, reports, maps, etc. prepared under this Agreement, including rights of copying and distribution.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed this _____ day of _____, 2024.

ATTEST:

CITY OF CREVE COEUR, MISSOURI

Mark Perkins
City Administrator

ATTEST:

PGAV PLANNERS, LLC

Andy Struckhoff
President

EXHIBIT A

SCOPE OF SERVICES

I. General Description

1. With the potential change in ownership of 92-acres of the current 151-acre East Bayer Campus (the “Site”) (outlined in red in the image below), an update to the City’s Comprehensive Plan, Creve Coeur 2030 (the “Comprehensive Plan Update”) is needed.



East Bayer Campus; the Site, highlighted in red.

The focus of the plan update is to identify appropriate future land uses and development objectives in order to position the Site to positively contribute to the City and the future development of the 39 North AgTech District. PGAV will perform the following tasks:

II. Site Analysis

1. Identify existing conditions and characteristics of the Site including uses, access, topography, zoning, etc.
2. Understand major factors including the planned 39 North Greenway, the trail connection from Stacy Park, the existing Tealwood Drive connection just south of the site, a potential extension of the Bayer Drive connection from Olive, and any plans for the Lindbergh Blvd overpass connecting the site to the Olia Village development.
3. Analyze Site characteristics and potential for functionality and walkability in accordance with City requirements and best planning and site design practices.
4. Coordinate with the Site’s existing owner to gain access to the Site.
5. Analyze uses and conditions of existing buildings located within the Site.

III. Market Analysis

1. Evaluate the market for reuse of some or all of the existing buildings and facilities.
2. Perform market analysis on potential future land uses, including residential, commercial, office, research, and lab components, and for those uses which will further the objectives of the 39 North Master Plan.

3. Describe existing market conditions and project future demand and absorption associated with each use described above and in terms of building square foot or, with respect to residential, number of units.

IV. Development Analysis

1. Identify the future role of this property within the broader 39 North District and how this property can contribute to the goals of the 39 North District and to the adjacent planned Olia Village development.
2. Consider future development scenarios for the Site. Depending on the information revealed in the site analysis phase and the data analyzed in the market analysis phase, these development scenarios may include concepts which include utilizing all existing buildings, utilizing some of the existing with new development, and assuming all existing buildings are demolished, and new development is planned on the site.
3. Provide future development recommendations identifying appropriate land uses, connectivity, open space, massing, building heights, and compatibility with adjacent residential uses.
4. Draft Comprehensive Plan Update.

V. Policy

1. Provide recommendations for development planning review mechanisms such as utilizing the City's planned zoning district procedure.
2. Identify general review criteria for the City's consideration of financial assistance or development incentives.
3. Work with City staff to formalize development incentive review criteria and public processes. This document will help to address incentives the City might be open to considering and what constraints and criteria are likely to be utilized when considering their use.
4. Draft Policy Framework.

VI. Public Outreach

1. Assist City staff with three public outreach components:
 - a) One (1) open house to seek public feedback about the future of the Site. It is anticipated that this meeting will allow residents to understand the current conditions and provide feedback to be used in the Development Analysis phase.
 - b) One (1) open house to review recommendations.
 - c) One (1) meeting to present the final draft of the Comprehensive Plan Update to the Planning & Zoning Commission at the Public Hearing.

VII. Deliverables

1. Prepare a written Comprehensive Plan Update addressing the Site, which update shall be in suitable form for adoption by the Planning and Zoning Commission.
2. Site Plans and related maps or GIS data.
3. Development Incentive Review Policy Framework.