AGENDA
CITY OF CREVE COEUR
STORMWATER COMMITTEE
COUNCIL CHAMBER
300 NORTH NEW BALLAS RD
JANUARY 21, 2026
4:45 PM

CALL TO ORDER

ROLL CALL

APPROVAL OF AGENDA

APPROVAL OF MINUTES

1. **December 10, 2025 Draft Meeting Minutes**

COMMENTS FROM THE GENERAL PUBLIC

BUSINESS FROM STAFF

2. **Discussion and recommendations on expanding the City's Stormwater Projects Guidelines and Policy**
3. **Joint Work Session with the City Council on January 26, 2026, from 6:00 pm to 7:00 pm**

BUSINESS FROM MEMBERS

BUSINESS FROM COUNCIL LIAISON

NEXT MEETING DATE

4. **February 11, 2026**

ADJOURNMENT

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.

MINUTES
CITY OF CREVE COEUR
STORMWATER COMMITTEE
COUNCIL CHAMBER
300 NORTH NEW BALLAS RD
DECEMBER 10, 2025
4:45 PM

CALL TO ORDER

The meeting was called to order by Chair, Bernard Feldman at 4:48pm

ROLL CALL

Committee Chair Bernard Feldman
Committee Member Samantha Davies
Committee Member John Filla via Zoom
Committee Member Mary Helen Gerst
Committee Member Kathleen Rizzo via Zoom

Others Present: City Council Liaison Mark Manlin, Interim Public Works Director Jim Heines, Interim Assistant Director of Public Works Dione Garson, and Administrative Services Associate TaMara Pelkey.

APPROVAL OF AGENDA

RESULT: Approval of Agenda
MOVER: Samantha Davies
SECONDER: Mary Helen Gerst
AYES: Bernard Feldman, Samantha Davies, Mary Helen Gerst, Kathleen Rizzo, John Filla
NAYS: None

APPROVAL OF MINUTES

1. **Approve draft meeting minutes from 11-12-2025**

RESULT: Approval of 11-12-2025 Meeting Minutes
MOVER: Samantha Davies
SECONDER: Mary Helen Gerst
AYES: Bernard Feldman, Samantha Davies, Mary Helen Gerst, Kathleen Rizzo, John Filla
NAYS: None

COMMENTS FROM THE GENERAL PUBLIC

None present

DRAFT

MINUTES
CITY OF CREVE COEUR
STORMWATER COMMITTEE
COUNCIL CHAMBER
300 NORTH NEW BALLAS RD
DECEMBER 10, 2025
4:45 PM

BUSINESS FROM STAFF

2. Discussion of FY2027-FY2031 Capital Improvement Program

Interim Assistant Director of Public Works Dione Garson presented possible projects for the CIP FY2027-FY-2031. The Committee explored whether to use public funds for various stream bank erosion and floodplain projects, leading to a decision to develop clearer criteria for funding decisions and postpone judgments on several high-scoring projects due to complex issues.

3. General updates

The group reviewed progress on the Watershed Management Plan and agreed to continue discussions about funding additional projects in future meetings.

BUSINESS FROM MEMBERS

None

BUSINESS FROM COUNCIL LIAISON

None

NEXT MEETING DATE - Tentative date — Wednesday, January 14, 2026, at 4:45pm

In order to secure a quorum, the Stormwater Committee Meeting will be moved to **Wednesday, January 21st, 2026 at 4:45pm**.

ADJOURNMENT

RESULT: Adjournment
MOVER: Mary Helen Gerst
SECONDER: Samantha Davies
AYES: Bernard Feldman, Samantha Davies, Mary Helen Gerst, Kathleen Rizzo, John Filla
NAYS: None

DRAFT

MEMORANDUM

DATE: January 8, 2026
TO: Stormwater Committee and City Council
FROM: Dione Garson, PE, Interim Assistant Director of Public Works
CC: Jim Heines, Director of Public Works
SUBJECT: Stormwater Projects Guidelines and Policy

Background and Goals

The City's 2024 *Watershed Management Plan* (WMP) included a Public or Private Checklist. The checklist was used to develop Appendix E, Potential Projects of the WMP. The checklist was developed with input from the Stormwater Committee.

City staff is seeking direction from the Stormwater Committee and the City Council regarding site conditions and issues beyond those listed in the Public or Private Checklist. The WMP identified a list of possible projects. The checklist combined with the decisions made from questions in this memo will be the basis for a City policy that will help guide decisions about which projects from the list will be funded.

The Watershed Management Plan is a Planning Tool

The WMP is a planning tool that gives City staff, the Stormwater Committee, and the City Council a consistent method for evaluating possible stormwater projects for funding under the City's Capital Improvement Program (CIP). Inclusion in the WMP is not a guarantee that a project will be funded.

The Stormwater Committee makes recommendations on projects for inclusion in the CIP. The City Council approves the City's CIP and funding for individual projects before design and construction phases.

Even if the CIP allocates funding for a project, the City Council may choose not to approve an engineering design or construction contract.

The planning and approval process provides the Stormwater Committee and the City Council the opportunity to consider costs, benefits, bids, grant funding, and other factors when determining if advancing a project is in the public's best interest.

Public or Private Checklist

The checklist served as a decision-making framework that helped ensure that each identified stormwater issue had the same opportunity to be listed in the WMP as a potential public project.

WMP Public or Prive Checklist:
Is a stormwater issue public or private?
If one or more boxes are checked, then a publicly-funded solution might be considered.

- Would it be an unreasonable burden or unreasonably difficult for the homeowner to solve the issue? Check for yes
- Does the stormwater issue threaten public or private structures? Check for yes
- Does the stormwater issue threaten public or private roadways? Check for yes
- Does the stormwater issue threaten public infrastructure or publicly-funded improvements? Check for yes
- Is the issue caused by an undersized stormwater conveyance infrastructure? Check for yes
- Does the proposed project address regional or systematic channel instability? Check for yes
- Was the issue caused by altered upstream conditions? Check for yes
- Was the issue caused by inadequate system design under previously less restrictive development or redevelopment regulations? Check for yes
- Was the issue caused by inadequate maintenance of a public system? Check for yes
- Will the project improve public safety? Check for yes
- Has the stormwater issue been identified as a monitor project? Check for yes
- Is the focus of the project utility work? Check for no
- Does the work focus on privately-owned infrastructure? Check for no

Ranking Possible Projects Based on a Benefit-Cost Ratio

Possible projects listed in the WMP have associated benefit-cost scores. In general, higher benefit-cost scores indicate greater benefit from each dollar spent.

The WMP states:

- Benefit-cost scores (the plan's Prioritization Ranking System) are one of many factors that are used in CIP development and project programming (WMP Section 7.2 Potential Project Implementation, page 7-1).
- High benefit-cost ratios are not a guarantee that a project will be funded in a CIP (WMP Section 7.2 Potential Project Implementation, page 7-2).
- If the location of the work is within a floodplain or floodway, the Stormwater Committee and the City Council may choose not to fund the project (WMP Section 7.2 Potential Project Implementation, page 7-2).

Expanding the City's Stormwater Policy

Staff is seeking Stormwater Committee and City Council guidance on expanding the City's Stormwater policy for potential projects that fall under one or more of the following categories:

- Proposed improvements within the floodplain
- Proposed improvements within the floodway
- Proposed projects to address streambank erosion on common ground or vacant areas
- Proposed projects that address stormwater issues within a neighboring municipality requiring an intergovernmental agreement
- Projects that make repairs to failing culverts, abutments, or wingwalls under private driveways
- Proposed improvements within the Missouri Department of Transportation (MoDOT) right-of-way

Below is a list of potential projects listed in Appendix E of the WMP. Each of the potential projects on the list fit within one or more of the categories listed above. Descriptions of each project can be found on the following pages along with questions. A summary list of all questions is on the last page of the memo.

- CC-C-12 680 Bellerive Estates Drive
    - Floodplain and floodway
- CC-C-29 Royal Manor Drive
    - Floodplain and floodway
    - Streambank erosion issues in common ground
- DC-C-11 Brooktrail Court South
    - Floodplain
    - Erosion issues in the common ground
- DC-C-12 Brooktrail Court North
    - Common ground
- CC-C-20 Falaise Drive
    - Common ground
- CC-C-30 151 Royal Gate Drive
    - Common ground
- DC-C-28 Tealwood Drive
    - Culverts/abutments/wingwalls under private driveways
    - Adjacent to a site undergoing redevelopment
- DC-C-10 Villa Coublay Drive
    - Sections of the project are in Frontenac requiring an intergovernmental agreement
    - Floodplain
    - Erosion issues in the common ground
- DC-C-27 22 South Tealbrook Drive
    - Culverts/abutments/wingwalls under a private driveway
    - Sections of the project are in Ladue requiring an intergovernmental agreement
- CC-C-08 Bellerive Country Club
    - Sections of the project are in Town & Country requiring an intergovernmental agreement
    - Streambank erosion areas are on vacant/agricultural land
- CC-C-09 Amboise Drive
    - Floodplain and floodway

    - Streambank erosion in the common ground
    - Sections of the project are in Town & Country requiring an intergovernmental agreement
- CC-C-28 2 Chasselle Lane
    - Proposed work in the MoDOT Right-of-way
- DC-C-26 Lindbergh Boulevard
    - Proposed work in the MoDOT Right-of-way

Floodplain and Floodway Definitions and Regulatory Requirements

Source for definitions: Federal Emergency Management Administration website fema.gov

Federal Emergency Management Agency (FEMA)
1. An agency within the U.S. Department of Homeland Security charged with responding to Presidentially-declared disasters.
2. The Federal agency under which the National Flood Insurance Program (NFIP) is administered.

National Flood Insurance Program (NFIP)
The NFIP is a program that makes federally-backed flood insurance available in those states and communities that agree to adopt and enforce floodplain management ordinances to reduce future flood damage. The program of flood insurance coverage and floodplain management is administered under Title 44 of the Code of Federal Regulations, Subchapter B.

Flood
A general and temporary condition of partial or complete inundation of two or more acres of normally dry and/or two or more properties from:
- Overflow of inland or tidal waters; or
- Unusual or rapid accumulation or runoff of surface waters from any source; or
- Mudslides which are proximately caused by flooding and are akin to a river of liquid and flowing mud on the surfaces of normally dry land areas, as when earth is carried by a current of water and deposited along the path of the current; or,
- Collapse or subsidence of land along the shore of a lake or similar body of water as a result of erosion or undermining caused by waves or currents of water exceeding anticipated cyclical levels that result in a flood as defined above.

Base flood
A flood having a one percent chance of being equaled or exceeded in any given year. This regulatory standard is also referred to as the “100-year flood.” The base flood is the national standard used by the National Flood Insurance Program (NFIP) and all Federal agencies for the purposes of requiring the purchase of flood insurance and regulating new development. Base Flood Elevations (BFEs) are typically shown on Flood Insurance Rate Maps (FIRMs).

Floodplain (also referred to as the Special Flood Hazard Area)
The area inundated by the base flood.

Special Flood Hazard Areas (SFHAs)
An area having special flood, mudflow, or flood-related erosion hazards and shown on a Flood Hazard Boundary Map (FHBM) or a Flood Insurance Rate Map (FIRM). The SFHA is the area

where the National Flood Insurance Program's (NFIP's) floodplain regulations must be enforced and the area where the mandatory purchase of flood insurance applies.

Base Flood Elevations (BFE)
The elevation of surface water resulting from a flood that has a 1% chance of equaling or exceeding that level in any given year. The BFE is shown on the Flood Insurance Rate Map (FIRM).

Flood Insurance Rate Map (FIRM)
Official map of a community on which FEMA has delineated the Special Flood Hazard Areas (SFHAs), the Base Flood Elevations (BFEs), and the risk premium zones applicable to the community.

Regulatory Floodway
The regulatory floodway is the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than the designated height. Communities must regulate development in these floodways to ensure that there are no increases in upstream flood elevations.

Floodways are extremely hazardous due to the velocities of floodwaters that carry debris and potential projectiles.

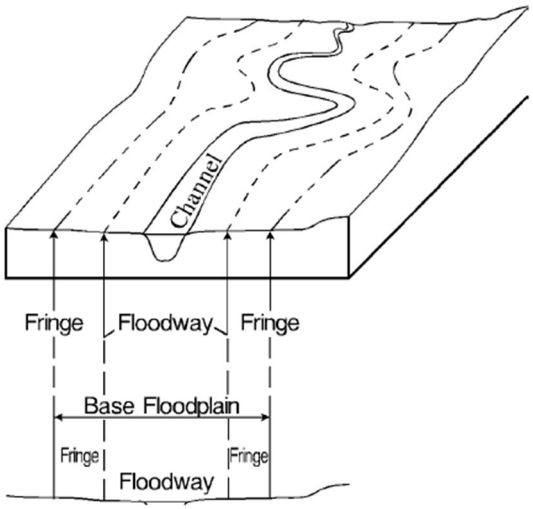


Figure 1: Floodway and Floodplain (Source: National Flood Insurance Program Floodplain Management Requirements, FEMA 480, February 2005)

No-Rise Certificate for Floodways
Any project within a floodway must be reviewed to determine if the project will increase flood heights. An engineering analysis must be conducted before a permit can be issued. The No-Rise Certificate must be supported by technical data and signed by a registered professional engineer.

Substantially Damaged Building
A building that has incurred damage of any origin whereby the cost of restoring the building to its before damaged condition would equal or exceed 50% of the market value of the building before the damage occurred.

Substantially Improved Building
A building that has undergone reconstruction, rehabilitation, additions, or other improvements, the cost of which equals or exceeds 50% of the market value of the building before the start of construction of the improvement.

Suspension from the National Flood Insurance Program
The National Flood Insurance Act of 1968 prohibits FEMA from providing flood insurance in a community unless the community adopts and enforces floodplain management regulations that meet or exceed minimum NFIP criteria. A community can be suspended from the NFIP for failure to enforce floodplain management requirements. New flood insurance coverage cannot be purchased and policies cannot be renewed in a suspended community.

City of Creve Coeur Flood Hazard Control Regulations
To enable residents to be able to obtain and maintain flood insurance policies under the National Flood Insurance Program (NFIP), the City of Creve Coeur Code of Ordinances Chapter 415 Flood Hazard Control Regulations defines requirements for floodplain development and redevelopment including:

- A floodplain development permit is required for all proposed construction or other development in the floodplain.
- New construction or substantial improvement of any residential structures shall have the lowest floor, including the basement, elevated to one foot above the base flood elevation.
- For new construction or substantial improvement of any residential structures, fully enclosed areas below the lowest floor that are subject to flooding shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. A registered professional engineer or architect must certify that:
    - A minimum of two openings have a total net area of not less than one square inch for every square foot of enclosed area subject to flooding; and
    - The bottom of all openings shall be no higher than one foot above grade.

The City's Definition of the Regulatory Floodway
City code defines the regulatory floodway as the area that is designated to carry the waters of the base flood without increasing the water surface elevation of the base flood more than one foot at any point.

For floodways, Chapter 415 prohibits any encroachments, including fill, new construction, substantial improvements, and other development within the adopted regulatory floodway unless it has been demonstrated through hydrologic and hydraulic analysis performed in accordance with standard engineering practice that the proposed encroachment will not result in any increase in flood levels within the city during base flood discharges (No-Rise Certificate).

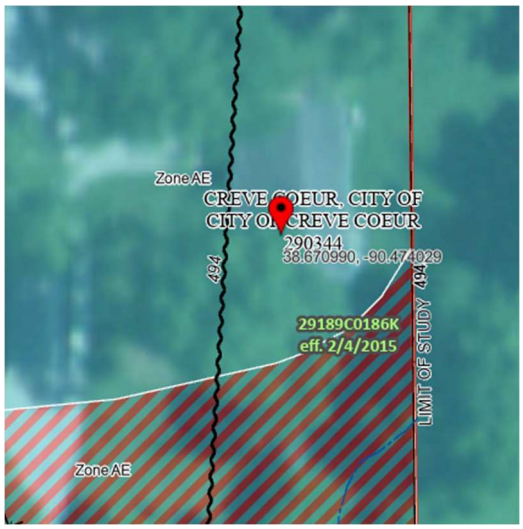
Examples and Questions
The following potential projects provides examples that illustrate the issues to be discussed by the Stormwater Committee and the City Council. The City's expanded stormwater policy will apply equally to all current and future possible projects with similar site conditions.

Floodplain and Floodway

CC-C-12 680 Bellerive Estates Drive

- Identified stormwater issue:
  - Creekbank erosion threatening a home in the floodplain
- Concept approach from the WMP:
  - Creekbank stabilization
- Additional information:
  - The proposed project would not lower the flood risks to the home. The project addresses erosion not flooding issues.
  - The concept approach from the WMP is below. Pink represents streambank stabilization, red lines are potential easement limits, and the dotted yellow represents construction limits.

- The FEMA map below shows that 680 Bellerive Estates Drive is within the floodplain (blue) and has sections of the property that are within the floodway (striped). The second image shows parcel data. The dark black line shows the boundary of the floodway.



- If the home is substantially damaged, then the home would need to come into compliance with Chapter 415.
- A home is substantially damage if it is damaged by any means to the extent that the cost of restoring the building to its before damaged condition would equal or exceed 50% of the market value of the building before it was damaged.
- Any home that has been substantially damaged in the floodplain must comply with the Chapter 415 requirement that the structure's lowest floor, including the basement, must be elevated one foot above the base flood elevation.
- A substantially damaged home cannot be approved for a floodplain development permit for repairs that do not put the structure in compliance with Chapter 415.

Questions for the Stormwater Committee and City Council:

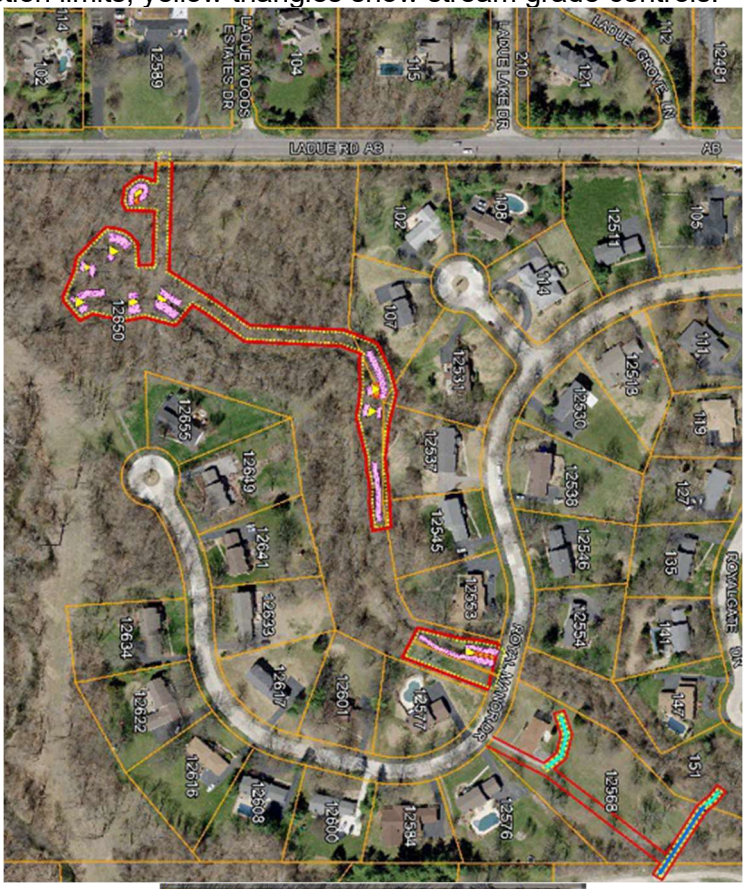
- **What should be the City's policy for using public funds on projects that seek to address erosion issues within the floodway?**

- **What should be the City's policy for using public funds on projects that seek to address erosion issues within the floodplain?**

Common Ground and Floodplain

CC-C-29 Royal Manor Drive

- Identified stormwater issues:
  - Streambank erosion threatening miscellaneous structures (retaining walls and a floating private pedestrian bridge) and a residential roadway (Royal Manor Drive).
  - Basement and yard overland flooding.
- Concept approach from the WMP:
  - Pink represents streambank stabilization, green is swales, dark blue lines are pipes, red lines are potential easement limits, dotted yellow represents construction limits, yellow triangles show stream grade controls.

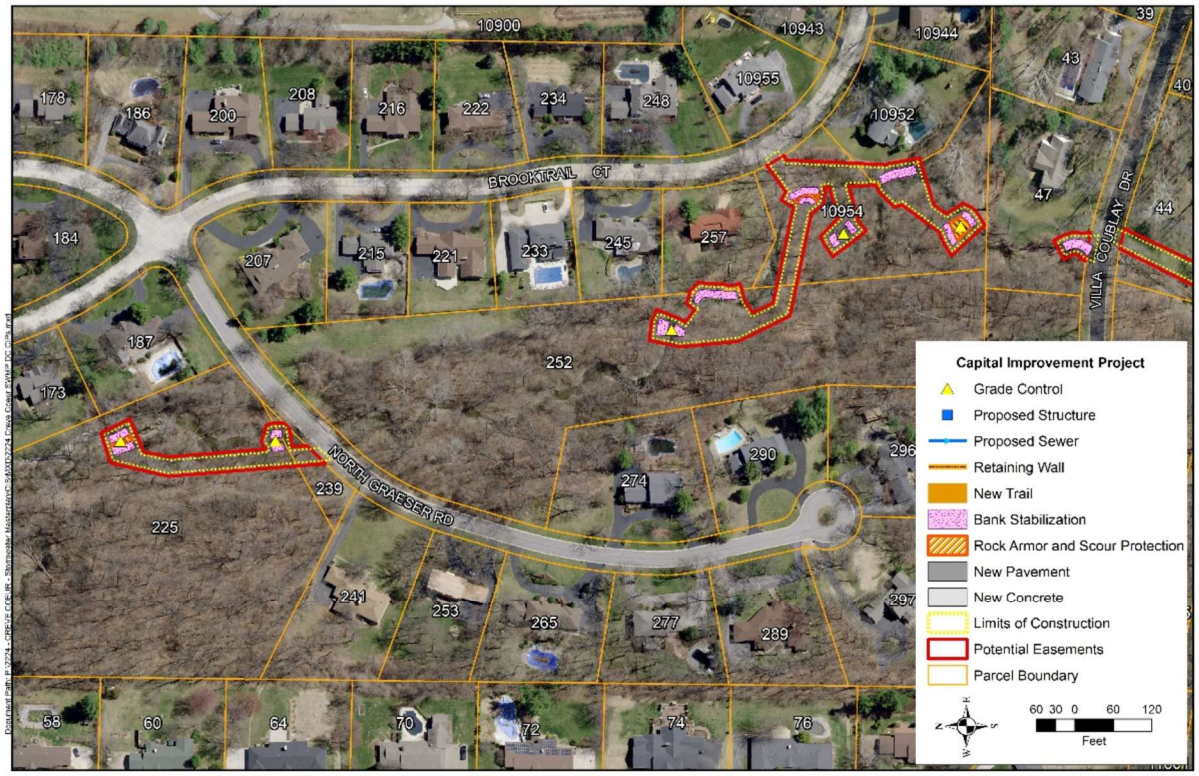


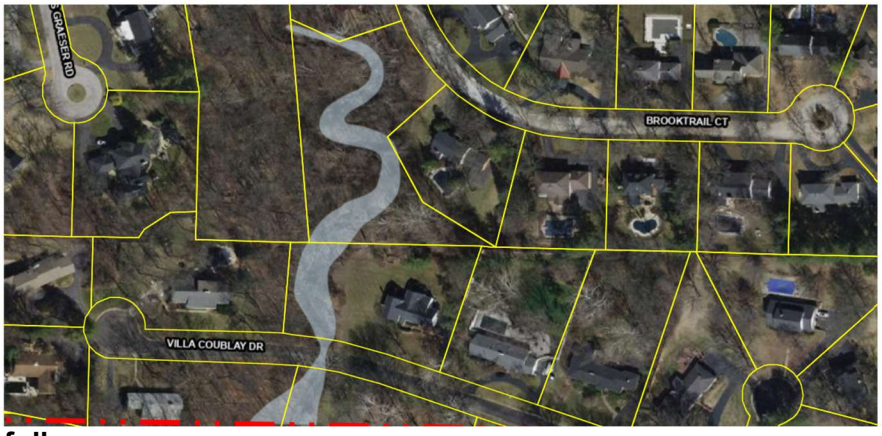
Questions to follow

Common Ground and Floodplain

DC-C-11 Brooktrail Court South

- Identified stormwater issues:
  - Streambank erosion
  - Failing grouted riprap
- Concept approach from the WMP:
  - Bank stabilization
  - Grade controls
- Additional information:
  - Areas of proposed work are in the common ground
  - Some areas of proposed work are in the floodplain



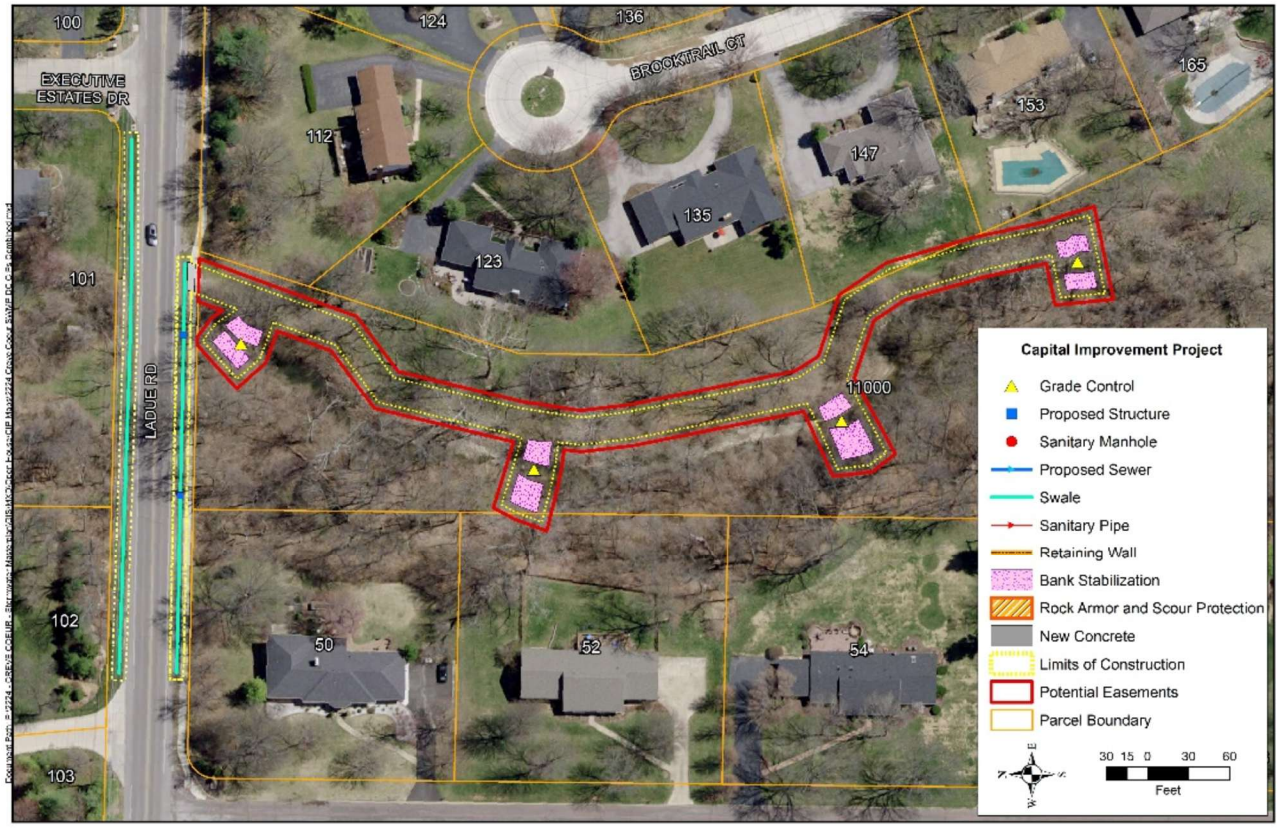


Questions to follow

Common Ground

DC-C-12 Brooktrail Court North

- Identified stormwater issues:
  - Streambank erosion
  - Failing grouted riprap
- Concept approach from the WMP:
  - Bank stabilization
  - Grade controls
  - Swales
- Additional information:
  - Areas of proposed work are in the common ground

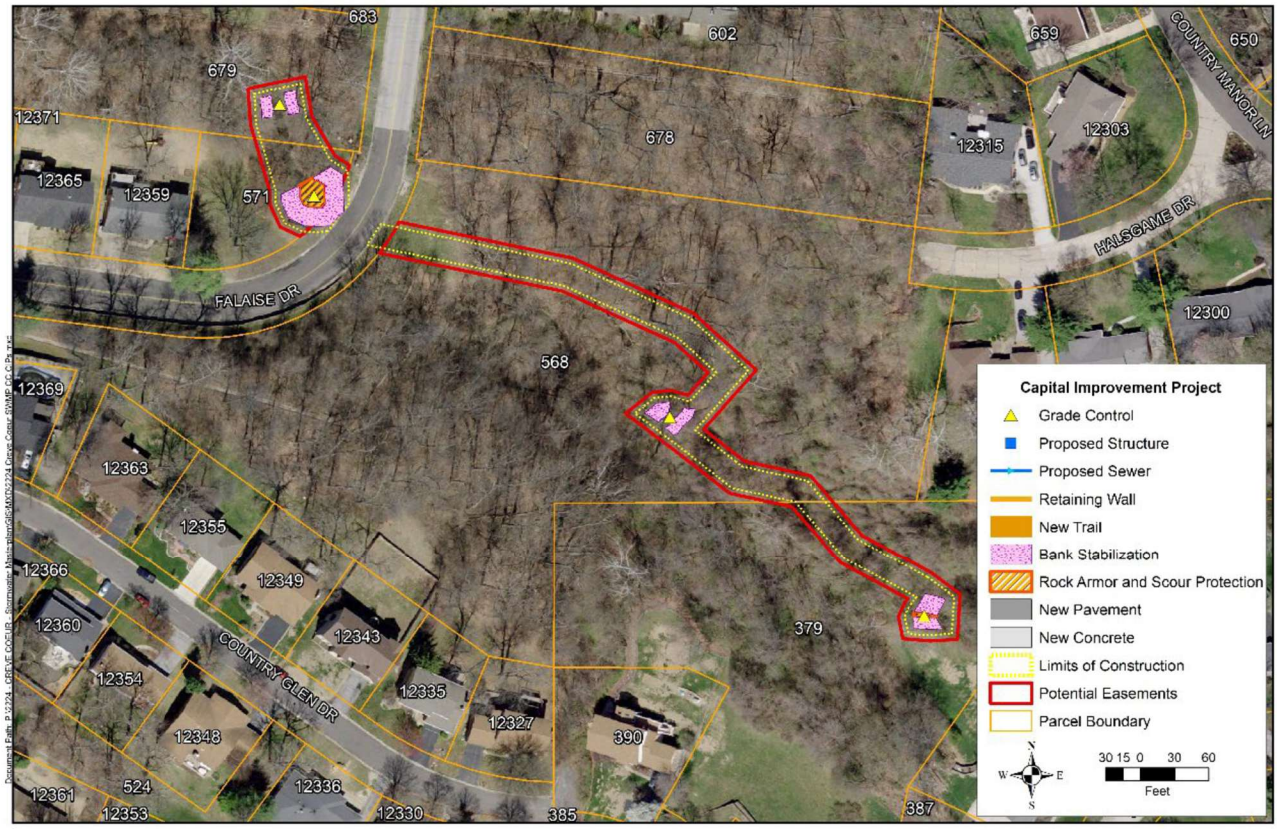


Questions to follow

Common Ground

CC-C-20 Falaise Drive

- Identified stormwater issues:
  - Streambank erosion
  - Kickpoints
- Concept approach from the WMP:
  - Bank stabilization
  - Grade controls
  - Rock armor and scour protection
- Additional information:
  - Proposed work is in common ground

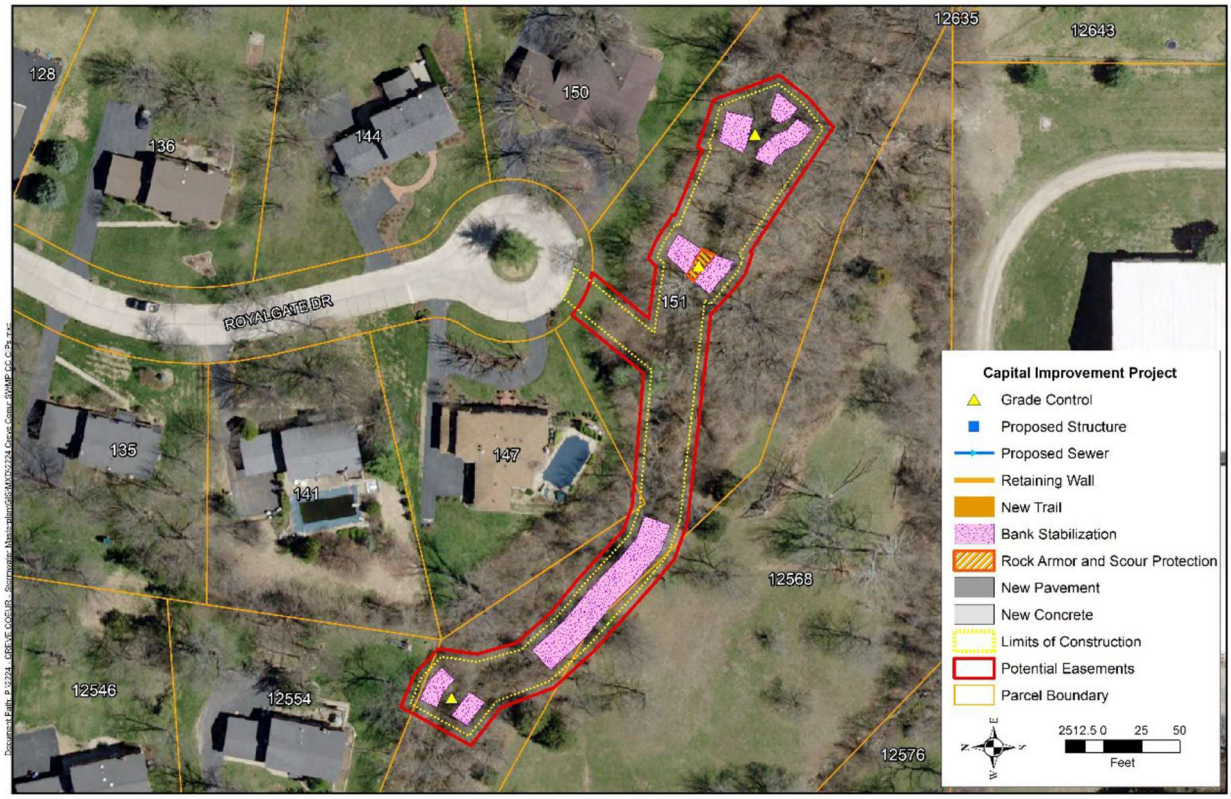


Questions to follow

Common Ground

CC-C-30 151 Royal Gate Drive

- Identified stormwater issues:
  - Streambank erosion
- Concept approach from the WMP:
  - Bank stabilization
  - Grade controls
  - Rock armor and scour protection
- Additional information:
  - Proposed work is in common ground



Questions for the Stormwater Committee and City Council:

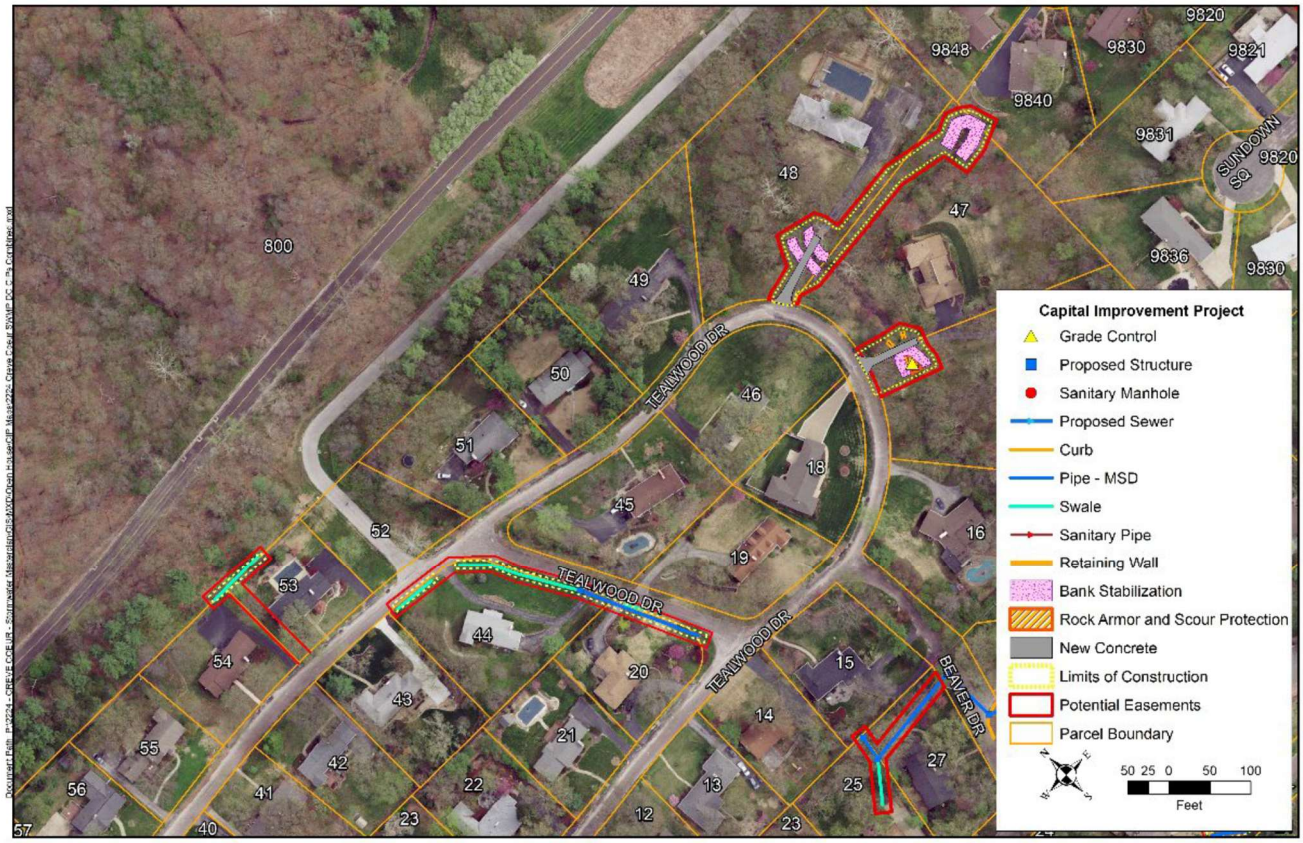
- **What should be the City's policy for using public funds on projects that seek to address erosion issues on common ground?**

- **What should be the City's policy for using public funds on projects that seek to address erosion issues within the floodplain or floodway on common ground?**

Private Drives and Adjacent Redevelopment

DC-C-28 Tealwood Drive

- Identified stormwater issues:
  - Failing existing gabion walls
  - Erosion threatening private driveways bridge abutments and wingwalls
  - Yard and structural flooding
  - Yard erosion
- Concept approach from the WMP:
  - Creekbank stabilization
  - Replace failing wingwalls
  - Install a swale and area inlet with associated stormwater pipes
- Additional information:
  - In the past, the City has not repaired or replaced failing bridge abutments or wingwalls for bridges over private drives or culverts under private drives.
  - Sections of Bayer east will be redeveloped. MSD will require stormwater management.
  - After redevelopment that includes changes to grading and the addition of stormwater management, runoff to the sites within the possible project limits will likely change.



Questions for the Stormwater Committee and City Council:

- **What should the City's policy be for replacing or repairing failing wingwalls and abutments for private driveways?**

- **If the City decides not to fund replacement or repair of wingwalls and abutments for private drives, should this work be removed from the scope of a possible future City project?**

- **Given that the adjacent site will be redeveloped and require MSD approval for stormwater management, should the City wait to consider this for possible inclusion in the CIP until after the redevelopment is complete?**

Intergovernmental Agreements

DC-C-10 Villa Coublay Drive

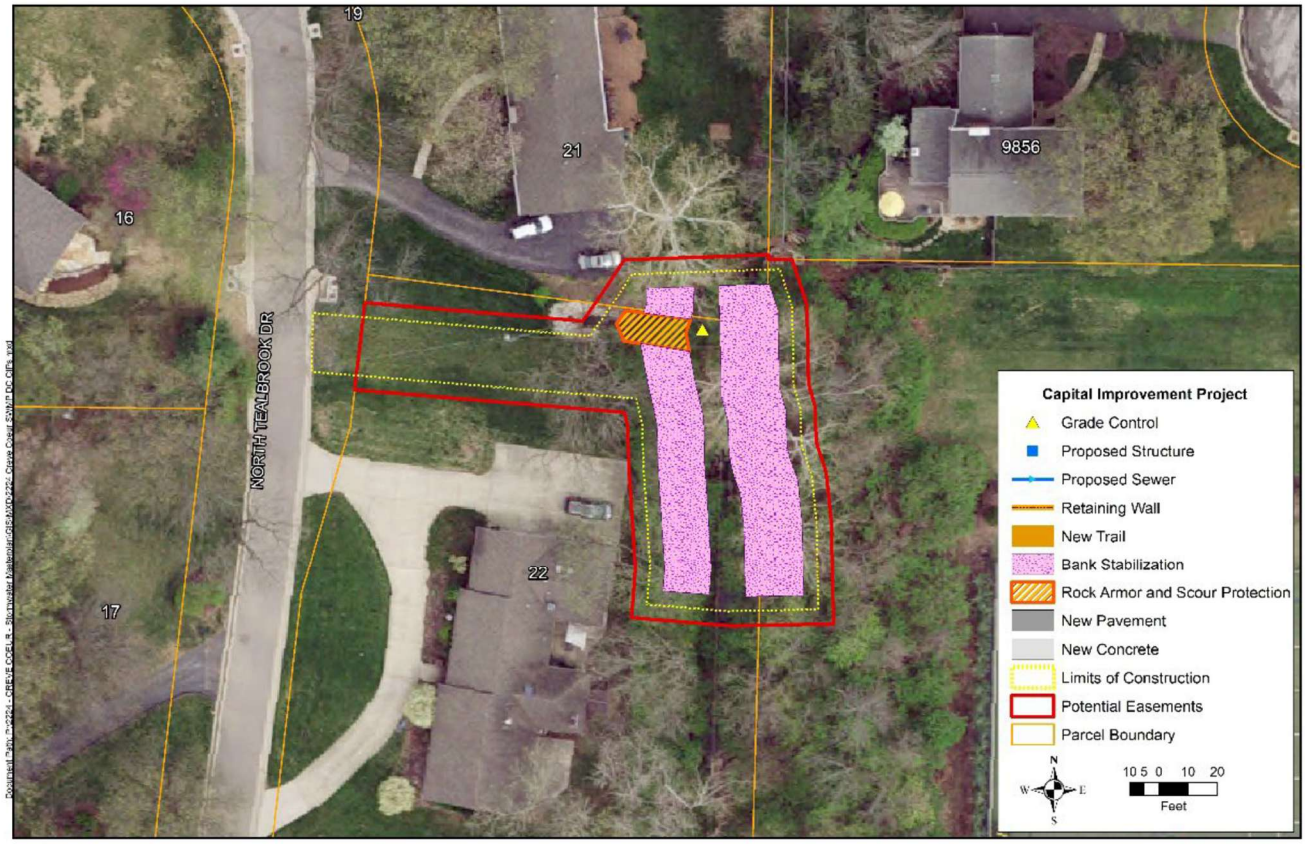
- Identified stormwater issues:
  - Streambank erosion
- Concept approach from the WMP:
  - Creekbank stabilization and grade controls
- Additional information:
  - Most of the possible project is within Frontenac
  - Grade controls and creekbank stabilization are shown to be in land owned by the Union Electric Company
  - Streambank stabilization would be in the floodplain

Questions to follow

Intergovernmental Agreements

DC-C-27 22 South Tealbrook Drive

- Identified stormwater issues:
  - Streambank erosion
- Concept approach from the WMP:
  - Creekbank stabilization
  - Grade control
- Additional information:
  - The north section of the site is within the City of Creve Coeur, and the south section of the site is within Ladue.

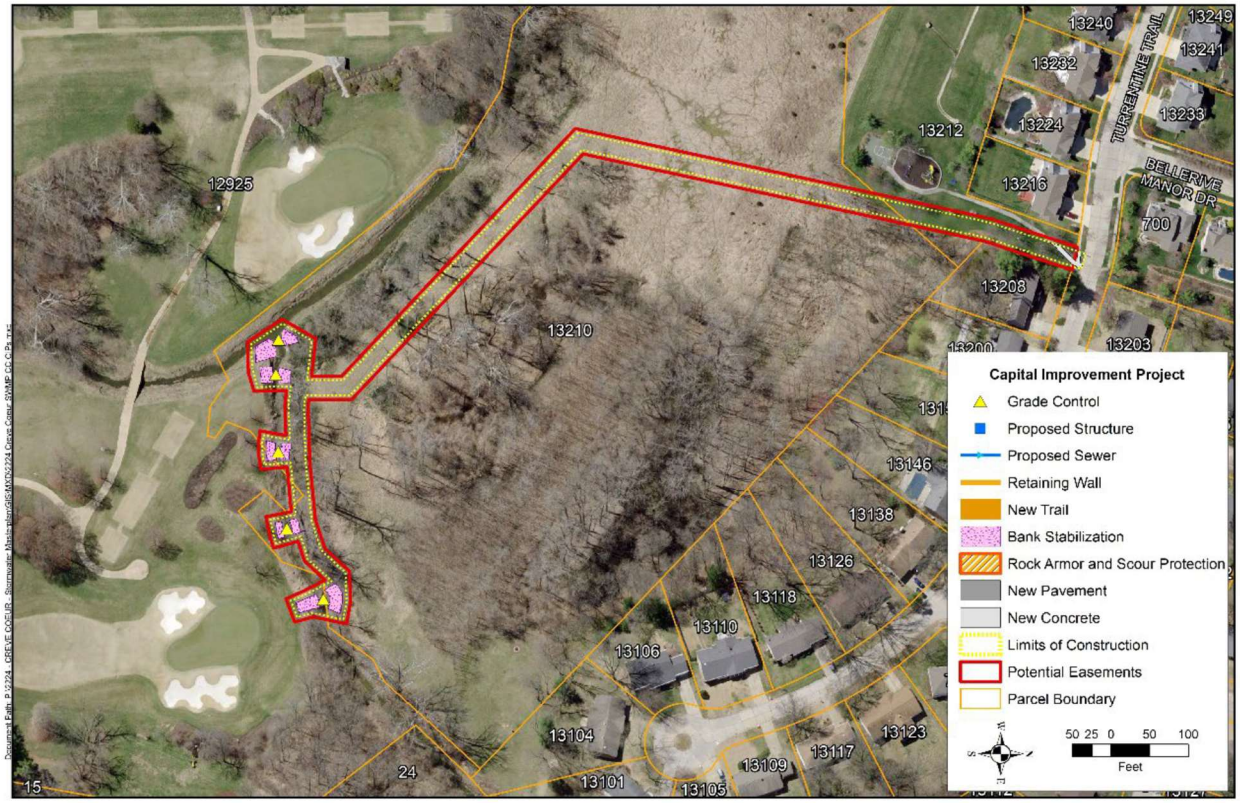


Questions to follow

Intergovernmental Agreements and Improvements on Vacant Land

CC-C-08 Bellerive Country Club

- Identified stormwater issues:
  - Kickpoints
    - Kickpoints are downstream increases in river gradient that often corresponds with incisions
    - Kickpoints disturb the creek's steady state
- Concept approach from the WMP:
  - Grade controls
- Additional information:
  - Sections of the proposed project are in Town and Country
  - The stormwater issues are on vacant/agricultural land

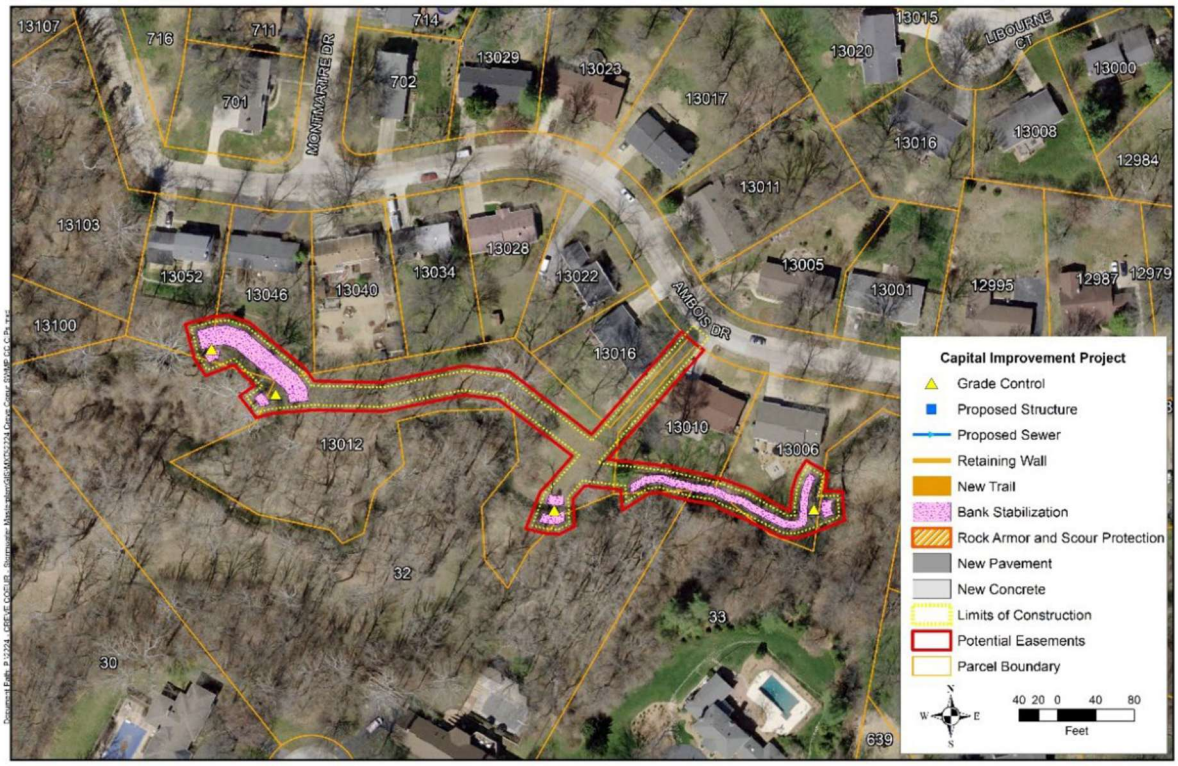


Questions to follow

Intergovernmental Agreements, Floodplain, and Common Ground

CC-C-09 Amboise Drive

- Identified stormwater issues:
  - Creekbank erosion
  - Kickpoints
- Concept approach from the WMP:
  - Bank stabilization
  - Grade control
- Additional information:
  - Sections of the proposed project are in Town and Country
  - The project would address erosion issues in the floodplain and floodway
  - Proposed work on common ground



Questions for the Stormwater Committee and City Council:

- **Does the City want to consider the possibility of entering into intergovernmental agreements for stormwater projects?**

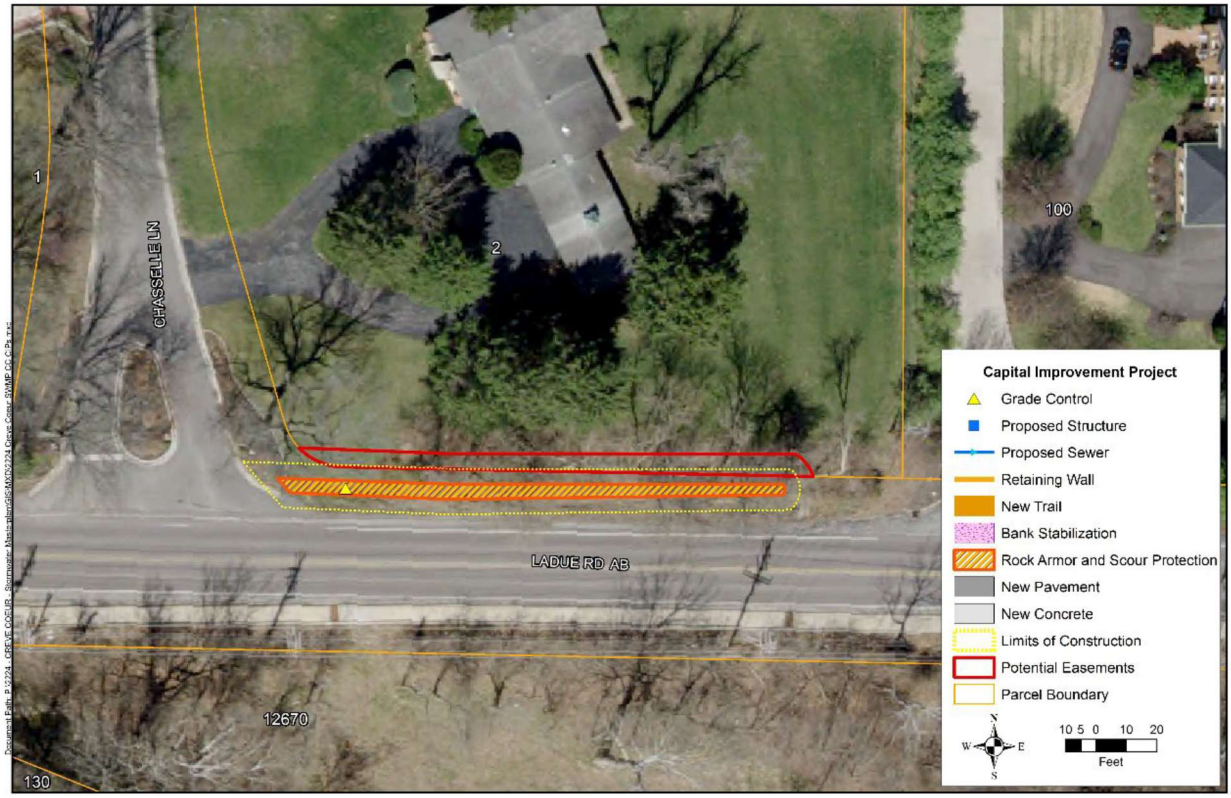
- **Are there some types of projects for which the City would or would not consider entering into intergovernmental agreements for stormwater projects? For example: The City's policy could allow for the possibility for intergovernmental agreements for projects that seek to address structural or roadway flooding only.**

- **Should the City use public funds to address creek issues on vacant/agricultural land?**

MoDOT Right of Way

CC-C-28 2 Chasselle Lane

- Identified stormwater issues:
  - Erosion along a roadway swale (Ladue Road)
  - Proposed work is within the MoDOT right-of-way
- Concept approach from the WMP:
  - Grade control
  - Line the swale with rock



Questions to follow

MoDOT Right of Way

DC-C-26 Lindbergh Boulevard

- Identified stormwater issues:
  - Failing asphalt swale along the Lindbergh Boulevard right-of-way
- Concept approach from the WMP:
  - Grade control
  - Bank stabilization

Question for the Stormwater Committee and City Council:

- **Should the City use public funds to address issues within the MoDOT right-of-way?**

Summary

Projects	Benefit/Cost	WMP Estimated Cost Adjusted	Issues
CC-C-12 Bellerieve Estates Drive	1.45	$217,000	Floodplain, floodway
CC-C-29 Royal Manor Drive	1.35	$1,226,000	Floodplain, floodway, common ground, and private pedestrian bridge
DC-C-11 Brooktrail Court South	0.98	$744,000	Floodplain, common ground
DC-C-11 Brooktrail Court North	0.93	$524,000	Common ground
CC-C-20 Falaise Drive	0.82	$447,000	Common ground
CC-C-30 151 Royal Gate Drive	0.71	$474,000	Common ground
DC-C-28 Tealwood Drive	1.34	$298,000	Culverts are under a private driveway, site to the north will be redeveloped
DC-C-10 Villa Coublay Drive	0.85	$325,000	Sections of project in Frontenac, floodplain, common ground
DC-C-27 22 South Tealbrook Drive	0.72	$217,000	Sections of project in Ladue, driveway culvert
CC-C-08 Bellerive Country Club	0.56	$521,000	Sections in Town & Country, work done on vacant land
CC-C-09 Amboise Drive	0.94	$617,000	Sections in Town & Country, floodplain, floodway, common ground
CC-C-28 2 Chasselle Lane	0.98	$747,000	Proposed work in the MoDOT right-of-way
DC-C-26 Lindbergh Boulevard	0.91	$424,000	Proposed work in the MoDOT right-of-way
Total	**12.54**	**$6,780,697**	
Percentage of WMP Total	**13%**	**15%**	

Please note: WMP estimated project costs are based on desk-top analysis. The engineering design phase may identify additional stormwater issues that were unknown at the time the WMP

was developed, and the scope of the project may change. Actual costs may be higher based on findings from the more in-depth engineering design process.
Adjustments made to the WMP estimated costs based on the City's estimated adjustment based on past City projects plus the Federal Reserve Bank of St. Louis Producer Price Index by Commodity:

- Construction Materials (327.644 to 338.598)
- Employment Cost Index: Wages and Salaries: Private Industry Workers: Construction (157.2 to 170.429)

Summary Listing of Questions for Enhancing the City's Stormwater Project Policy

- What should be the City's policy for using public funds on projects that seek to address erosion issues within the floodway?

- What should be the City's policy for using public funds on projects that seek to address erosion issues within the floodplain?

- What should be the City's policy for using public funds on projects that seek to address erosion issues on common ground outside of the floodplain or floodways?

- What should be the City's policy for using public funds on projects that seek to address erosion issues within the floodplain or floodway on common ground?

- What should the City's policy be for replacing or repairing wingwalls and abutments for private driveways? In the past, the City has not repaired or replaced bridge abutments or wingwall for bridges over private drives or culverts under private drives.

- If the City decides not to fund replacement or repair of wingwalls and abutments for private drives, should this work be removed from the scope of a possible future City project?

- Given that the adjacent site will be redeveloped and require MSD approval for stormwater management, should the City wait to consider this for possible inclusion in the CIP until after the redevelopment is complete? Redevelopment will likely change the stormwater runoff to the sites within this possible project's limits.

- Does the City want to consider the possibility of entering into intergovernmental agreements for stormwater projects?

- Are there some types of projects for which the City would or would not consider entering into intergovernmental agreements for stormwater projects? For example: The City's policy could allow for the possibility for intergovernmental agreements for projects that seek to address structural or roadway flooding only.

- Should the City use public funds to address creek issues on vacant/agricultural land?

- Should the City use public funds to address issues within MoDOT's right-of-way?