



**JOINT WORK SESSION MEETING
AGENDA
CITY OF CREVE COEUR
CITY COUNCIL & FINANCE
COMMITTEE
300 NORTH NEW BALLAS RD
MARCH 9, 2026
6:00 PM**

CALL TO ORDER

ROLL CALL

DISCUSSION ITEMS

- 1. Approval of February 23, 2026, City Council Work Session Minutes**
- 2. FY2027-FY2031 Capital Improvement Program**
Summary: Staff will review and discuss the FY2027-FY2031 Capital Improvement Program with the City Council and Finance Committee.

ADJOURNMENT

Pursuant to Section 610.022 RSMo., the City Council 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.



**WORK SESSION MEETING
MINUTES
CITY OF CREVE COEUR
CITY COUNCIL
300 NORTH NEW BALLAS RD
FEBRUARY 23, 2026
6:00 PM**

CALL TO ORDER

A work session meeting of the City Council of the City of Creve Coeur was called to order by Mayor Robert Hoffman at the City Council Chamber, 300 North New Ballas Rd, City of Creve Coeur Government Center, Creve Coeur, MO 63141 on Monday, February 23, 2026, at 6:00 PM.

ROLL CALL

Mayor Robert Hoffman
Council Member, Ward 1 Mark Manlin
Council Member, Ward 2 Nicole Greer
Council Member, Ward 2 Kimberly Norwood
Council Member, Ward 3 Drew Newman
Council Member, Ward 4 Mara Berry
Council Member, Ward 4 Scott Saunders

Council Member, Ward 1 Donna Spence, and Council Member, Ward 3, David Hoffman were absent.

Staff Present: City Administrator Kris Simpson, Assistant City Administrator Sharon Stott, City Attorney Carl Lumley, Director of Community Development Jason Jaggi, Director of Finance Lori Obermoeller, Interim Director of Public Works Jim Heines, Interim Assistant Director of Public Works Dione Garson, Director of Recreation Jason Valvero, Chief of Police Jeffrey Hartman, Public Information Officer and Management Analyst Melissa Bradford, and City Clerk Kellie Henke.

DISCUSSION ITEMS

1. Strategic Plan FY2026-2028 Annual Review

Assistant City Administrator Sharon Stott presented the FY2026–2028 Annual Review (Exhibit A). She reviewed the City’s vision and core values—empathy, accountability, integrity, respect, and forward-thinking—and outlined the corresponding goals and strategic priorities. She led discussion about actions taken and planned relative to the goals and strategies. Ms. Stott also discussed emerging initiatives and provided strategic plan update recommendations for Council consideration related to Goal 1 and Goal 4.

Goal 1: Provide Excellent City Services

Strategies include attracting and retaining highly qualified employees; preserving and enhancing funding to maintain service levels; and continuously improving processes



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and systems to deliver effective, efficient, and customer-focused services.

Goal 2: Invest in Infrastructure and Facilities to Support the Local Economy and Quality of Life

Strategies include maintaining and improving City streets; enhancing the sidewalk and trail network; mitigating stormwater issues affecting the most impacted properties; and addressing long-term City facility needs.

Goal 3: Ensure the Safety and Well-Being of the Community

Strategies include delivering high-level police services; providing community safety outreach; effectively administering code enforcement and building inspection programs; and enhancing street lighting throughout the community.

Goal 4: Engage Creve Coeur Residents and Other Stakeholders to Obtain Diverse Perspectives

Strategies include effectively utilizing a variety of communication methods to reach residents and stakeholders; expanding and enhancing community events; increasing the level of stakeholder outreach and education (Chamber, Committees, Legislature); and enhancing recreation programming.

Goal 5: Strengthen and Diversify the Local Economy

Strategies include creating an environment supporting high-quality development; Olia Village oversight and implementation of site plan vision; identifying commercial areas in need of enhancement, improvements, or repurposing; increasing housing stock diversity; and supporting growth of the 39 North Innovation District.

Staff were present to respond to questions and provide additional information.

ADJOURNMENT

The meeting adjourned at 6:55 p.m.

Submitted by:

Kellie Henke
City Clerk

Dr. Robert Hoffman
Mayor



Strategic Plan FY2026 - 2028

Achievements to Date and Priorities Ahead

February 23, 2026





Vision

Creve Coeur is the ideal community to live, learn, work, and play.

Mission

The City of Creve Coeur provides the highest quality of life through exceptional services that enhance the well-being of the community.





Values

Empathy

We actively listen and seek to understand the perspectives, challenges, and needs of others to create a supportive and inclusive environment.

Accountability

We take responsibility for our actions and commitments, ensuring transparency and reliability in everything we do.

Integrity

We uphold the highest ethical standards, acting with honesty and fairness in all our interactions.

Respect

We treat everyone with dignity, valuing diverse perspectives and fostering a culture of mutual trust.

Forward -thinking

We embrace innovation and continuous improvement, striving to create a better future through proactive solutions and adaptability.



Goals

Goal 1

Provide excellent City services.

Goal 2

Invest in infrastructure and facilities to support the local economy and quality of life.

Goal 3

Ensure the safety and well-being of the community.

Goal 4

Engage Creve Coeur residents and other stakeholders to obtain diverse perspectives.

Goal 5

Strengthen and diversify the local economy.



Goal 1

Provide excellent City services.

Strategies

- **Attract and retain highly qualified employees**
 - **FY26:** Hired new City Administrator
 - **FY26:** Hire new Director of Public Works, Assistant Director of Public Works, and Director of Finance
 - **FY27:** Implement annual fitness evaluation for police officers
 - **Ongoing:** Continue employee recreation programs such as the staff pickleball league to enhance employee wellness
 - **Ongoing:** Complete salary survey annually to review pay competitiveness
- **Preserve and augment funding to maintain excellent services**
 - **FY26:** Extended 5-year trash contract with Republic Services
 - **FY26:** Passed Creve Coeur Use Tax
 - **FY26:** Anticipate receiving \$6.1 million in grant funding during FY26
 - **Ongoing:** Received GFOA Distinguished Budget Presentation Award



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Goal 1

Provide excellent City services.

Strategies

- **Continuously improve processes and systems to deliver effective, efficient, and customer -focused service**
 - **FY26:** Updated electronic media policy to include AI policies
 - **FY26:** Began review of updated NAICS codes and evaluate business types requiring a conditional use permit
 - **FY26:** Review zoning code for possible update to establish a pre-application review process for major developments utilizing the Planned Zoning District procedure
 - **FY27:** Research ways to utilize technology in various departments
 - **Ongoing:** Update website to be ADA compliant (WCAG 2.1 Level AA) by April 26, 2027, per the ruling by the Department of Justice

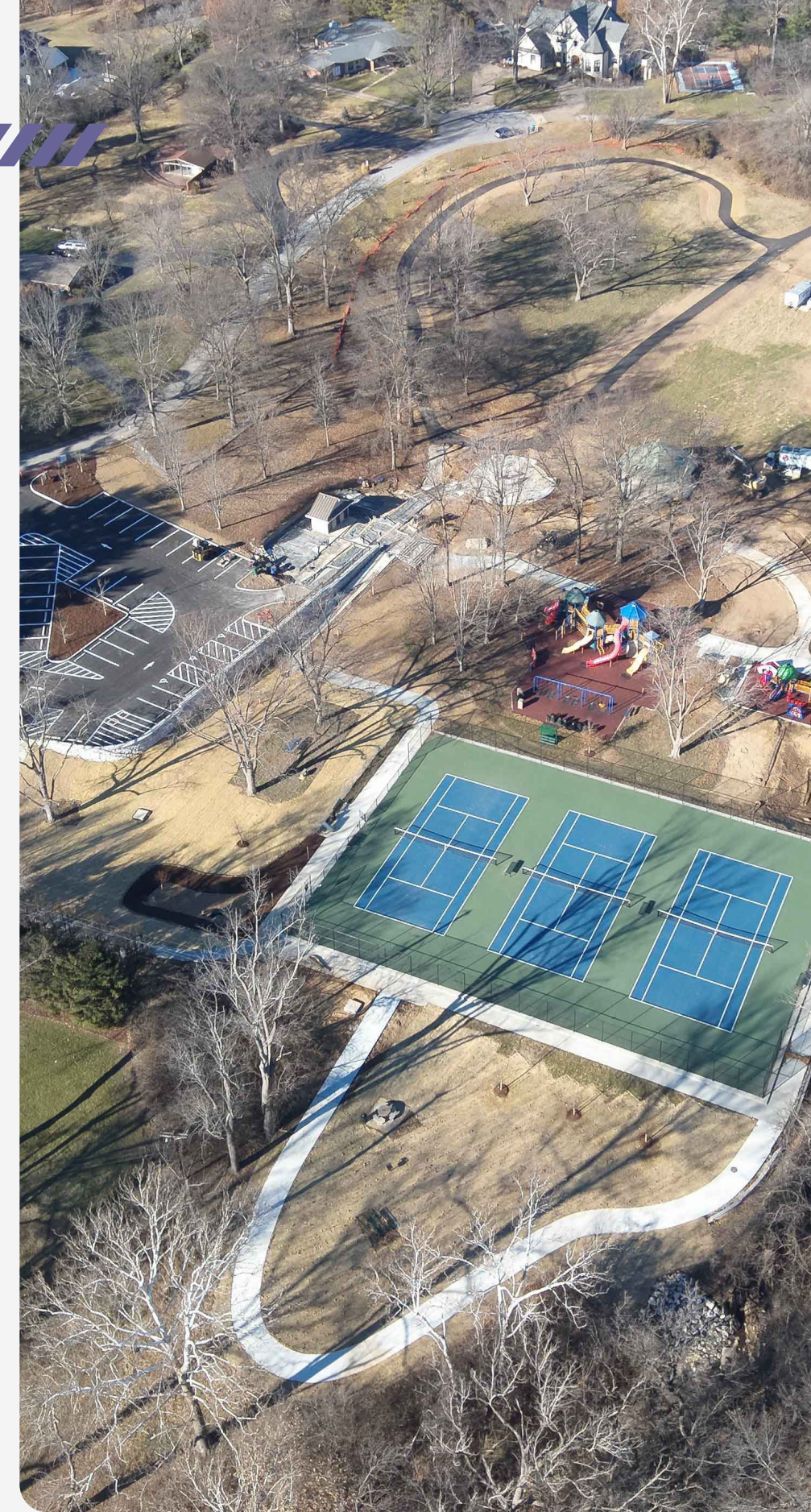


Goal 2

Invest in infrastructure and facilities to support the local economy and quality of life.

Strategies

- **Maintain and improve Creve Coeur streets**
 - **FY26:** Completed research on alternative de-icing methods
- **Enhance sidewalk and trail network**
 - **FY26:** Advanced Fernview Sidewalk Project Phase 1 to temporary construction easement stage
 - **FY26:** Review with the City Council the quote for preparing an engineering study about possible Ladue bike lanes
 - **FY26:** Submitted Transportation Alternative Program (TAP) grant for Ladue (west of 270) sidewalk project
 - **FY27:** Complete feasibility study for sidewalks along Falaise Drive
 - **FY27:** Complete Fernview Drive Sidewalk Project Phase 1
 - **FY27:** Develop conceptual plan for Fernview Drive Sidewalk Project Phases 2 & 3
 - **FY27:** Begin construction on Centennial Greenway (39N Connector)



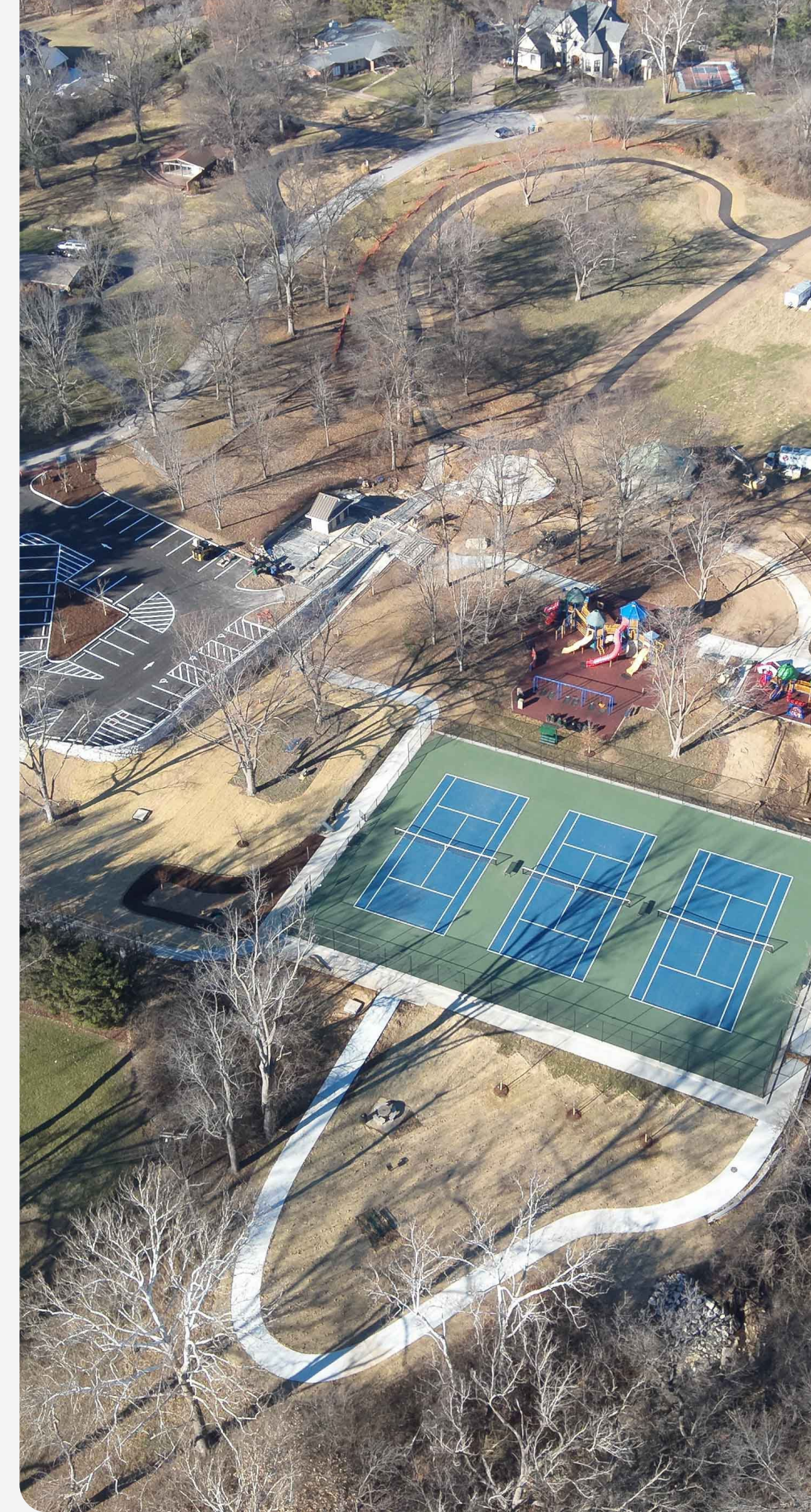
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Goal 2

Invest in infrastructure and facilities to support the local economy and quality of life.

Strategies

- **Mitigate stormwater issues on the most impacted properties**
 - **FY26:** Council approved Stormwater Management Cost-Share Program Rounds 2 & 3
 - **FY26:** Began video inspection of city-owned storm systems
 - **FY27:** Revisit the City's Stormwater Policy
- **Address long -term City facility needs**
 - **FY26:** Reduced bond schedule by four years through principal payment from excess bond proceeds 2x
 - **FY26:** Complete Golf Course Irrigation Project
 - **FY27:** Consider ballot initiative for Government Center
 - **FY27:** Complete planning and design for renovated Golf Pro Shop



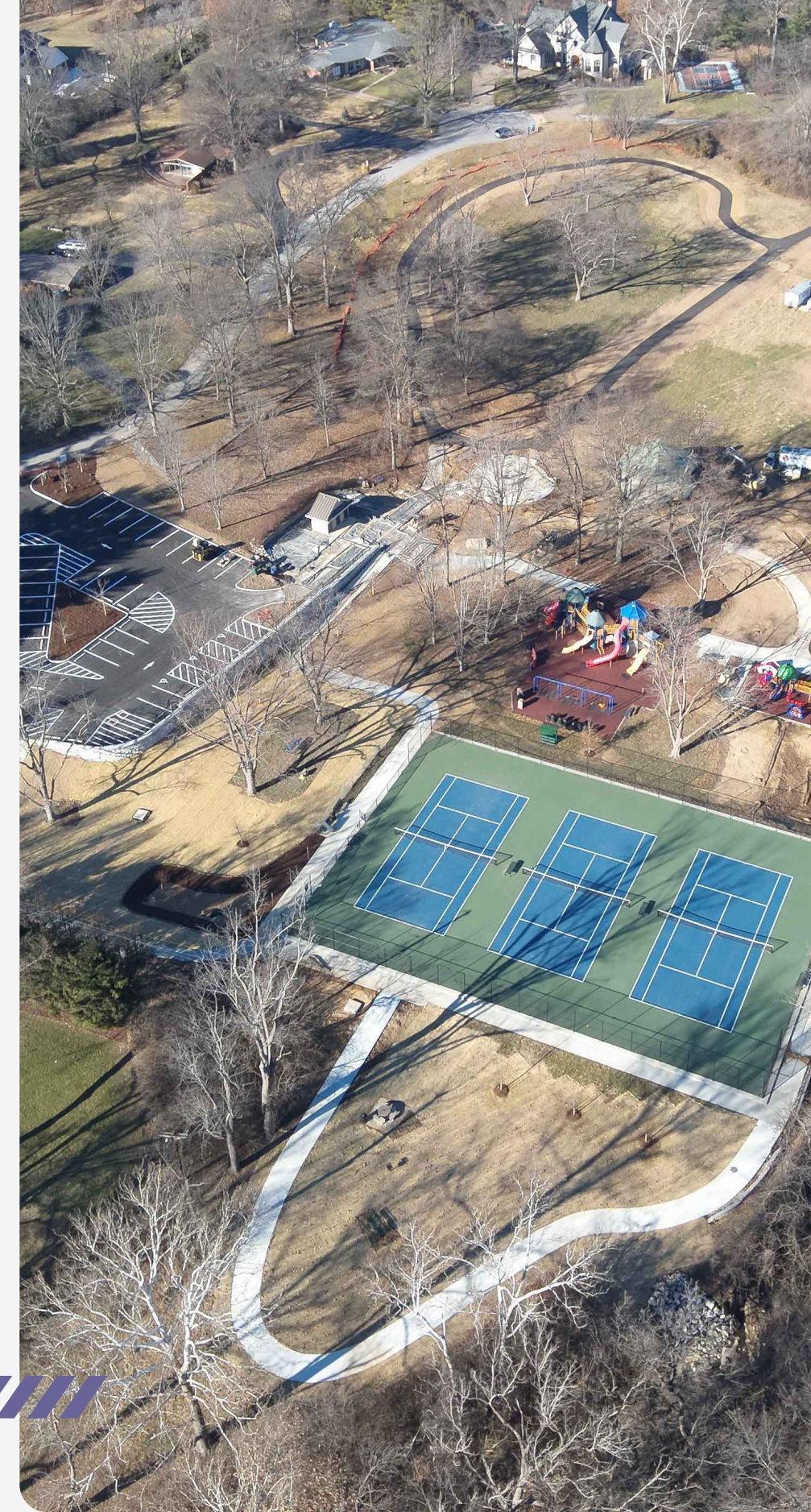
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Goal 2

Invest in infrastructure and facilities to support the local economy and quality of life.

Strategies

- **Continue implementing the Parks Master Plan**
 - **FY26:** Complete Venable Park renovations and memorial installation
 - **FY26:** Complete development of Lake School Park Master Plan
 - **FY27:** Install new playground at Lake School Park



Goal 3

Ensure the safety and well-being of the community.

Strategies

- **Deliver high -level police services**

- FY26: Purchased new traffic speed trailer
- FY26: K-9 Kali joined CCPD as community resource canine
- FY26: Purchased software to better identify traffic issues citywide
- FY26: Installed cameras at Venable Park
- FY26: Install cameras at Olive & 270
- FY26: Renew contract for St. Louis County Municipal Police Academy
- FY26: Successfully pass year 4 compliance audit for CALEA Accreditation
- FY26: Partner with St. Louis County Regional Crisis Intervention Team
- Ongoing: Maintain CALEA accreditation & pass annual compliance audits

- **Provide community safety outreach**

- Ongoing: Promotion through newsletter and social media



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Goal 3

Ensure the safety and well-being of the community.

Strategies

- **Effectively administer code enforcement & building inspections**
 - Ongoing: Increase public education through newsletter articles, etc.
- **Enhance street lighting**
 - FY26: Amended city's lighting code to set maximum of 3,000K
 - FY27: Verify street light inventory with department interns



Goal 4

Engage Creve Coeur residents and other stakeholders to obtain diverse perspectives.

Strategies

- **Effectively utilize a variety of communication methods to reach residents and stakeholders**
 - **FY26:** Recreation Department launched its own Instagram page; began posting videos on social media to promote recreation programming
 - **FY26:** Launched CiCi, the city website chatbot
 - **FY27:** Develop e-newsletter for residents
- **Expand and improve upon community events**
 - **FY26:** Increased participation in Electronics Recycling Event
 - **FY27:** Continue partnership with Chamber for concert series
 - **FY27:** Identify ways to increase collaboration among committees



(Continued) ➔

Goal 4

Engage Creve Coeur residents and other stakeholders to obtain diverse perspectives.

Strategies

- **Increase the level of stakeholder outreach and education (Chamber, Committees, Legislature)**
 - **Ongoing:** Increase awareness of City committees and accomplishments through newsletter and social media
- **Enhance recreation programming**
 - **FY26:** Held two events at the dog park with local business sponsors
 - **FY26:** Enter into reciprocal agreement with City of Olivette for recreation facilities
 - **FY27:** Establish partnerships with organizations for new programming



Goal 5

Strengthen and diversify the local economy.

Strategies

- **Create an environment supporting high -quality development**
 - **FY26:** Complete update to Comp Plan to provide land use guidance for Bayer East site for use with the development proposal for this property
 - **FY26:** Develop economic development incentives guide for City Council review and adoption
- **Olia Village oversight and implementation of site plan vision**
 - **FY26:** Approved Lot 1 for Olia Village (Schnucks, retail building, and parking garage)
 - **FY26:** Approved Lot 16 for Olia Village (67 single-family townhomes)
 - **Ongoing:** Review site development plans for each individual lot as they are submitted to the City



(Continued) ➔

Goal 5

Strengthen and diversify the local economy.

Strategies

- **Identify commercial areas in need of enhancement, improvements, or repurposing**
 - **FY26:** Complete review of Graeser Station rezoning application, as underutilized site
 - **FY27:** Evaluate possible expansion of uses in planned office districts when updating the land use code
- **Increase housing stock diversity**
 - **FY26:** If approved, review of Graeser Station application, an apartment building with a focus on studio and one-bedroom units
- **Support growth of the 39 North Innovation District**
 - **FY27:** Update land use codes to support “RO” District (Research and Office)





Emerging Initiatives for Strategic Plan Update

Insights from Interim Leadership—Suggestions for Council Consideration

Under Goal 1

- **Preserve and augment funding to maintain excellent services**
 - Monitor and respond to county, state, and federal actions impacting municipal revenues
- **Attract and retain highly qualified employees**
 - Evaluate staffing levels to ensure alignment with community service expectations

Under Goal 4

- **Increase the level of stakeholder outreach and education**
 - Enhance onboarding and ongoing training for elected officials

CAPITAL FUND

9501 GOVERNMENT FACILITIES	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
02 Government Center Renovations	30,000	14,579	30,000	30,000	30,000		-
07 Demo of 1030 N Lindbergh Blvd Building (105E)							
08 Roofing for Public Works Garage	575,000	363,452					
09 EV Charging Stations at the Police Station and Government Center							
10 Public Works Garage Parking Lot Repairs							
11 Public Works Settlement Study (100E)							
12 Government Center Building			600,000				
Subtotal (Government Facilities)	605,000	378,031	630,000	30,000	30,000	-	-
% of Total Capital Fund Outlay	5%	3%	9%	1%	1%	0%	0%

9506 PARKS AND RECREATIONAL FACILITIES	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
14 Ice Arena Refrigerant Switchover (Municipal & ARPA Grant)	-		-	-	-	-	-
16 Dielmann Recreation Complex HVAC Replacement - Phase 2 (Dielemann East)	-		-	-	-	-	-
23 Dielmann Complex Concessions & Pro Shop Renovation (Municipal Park Grant)	75,000	75,000	650,000	-	-	-	-
26 Golf Course Maintenance Bridge	-		-	-	400,000	-	-
29 Roofing for Ice Arena (Insurance Claim)	425,000	425,000					
32 Golf Course Maintenance Building Replacement						100,000	-
33 Golf Course Irrigation System Replacement (Municipal Park Grant) (219E)	1,220,000	889,300	-	-			
34 DRC - East Parking Lot Mill & Resurface			100,000				
Subtotal (Parks and Recreational Facilities)	1,720,000	1,389,300	750,000	-	400,000	100,000	-
% of Total Capital Fund Outlay	15%	12%	11%	0%	9%	3%	0%

9510 STREETS AND SIDEWALKS	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
01 Street and Sidewalk Maintenance Program (600E)	1,538,368	1,400,000	1,530,000	1,560,000	1,590,000	1,620,000	1,500,000
02 Street Reconstruction/Rehabilitation (600E)	300,000	281,032		305,000	310,000	315,000	320,000
04 Fernview Sidewalk - Phase 1 Olive to Gallagher (TAP Grant) (19701E)	277,233	277,233	645,000	-	-	-	-
05 New Ballas Median Plantings	-		-	-	-	-	-
10 N Ballas Road Improvements - Phase 1 - Olive to Craig (STP Grant) (21701E)	-		-	-	-	-	-
11 425 N. New Ballas Sidewalk - (TAP Grant) (604E)	330,000	269,000	300,000	-	-	-	-
12 Lindbergh-Old Olive Intersection (State Cost-Share; STP Grant) (21702E)	2,227,189	2,202,085	-	-	-	-	-
13 Olive-Lindbergh Interchange & Olive Enhancements	50,000		-	-	-	-	-
14 Pavement Condition Ratings Update	-		60,000	-	-	-	-
15 Olive Median Enhancement Stock	20,000	81,038	-	20,000	-	20,000	-
16 Craig Road Improvements (STP Grant) (18702E)	1,600,000	2,000,000	-	-	-	-	-
17 N Ballas Road Improvements - Phase 2 S. New Ballas (STP Grant) (608E)	1,379,875	1,379,875	-	-	-	-	-
18 N Ballas Road Improvements - Phase 3 - Ladue to Magna C (STP Grant) (612E)	166,900	166,900	10,000	850,000	-	-	-
19 N Ballas Road Improvements - Phase 4 - Magna C to Olive (STP Grant)			150,000	25,000	750,000		-
20 Ladue Road Improvements - Phase 1 (STP Grant) (609E)	177,130	177,130	1,800,000	-	-	-	-
21 Olive-270 Overpass Cleaning & Painting	25,000		150,000	-	-	-	-
23 Fernview Sidewalk - Phase 2 Gallagher to LeHavre (TAP Grant eligible)	-		60,000		125,000	100,000	800,000
24 Mason Road Pedestrian Signal (610E)							
25 Powder Coat Signals on Ladue (MoDOT project)							
26 Old Olive Road Imp. - Phase 1 - Lindbergh to Olive (west) (STP Grant)				-	125,000	25,000	1,000,000
27 Olive Blvd at Olia Village - Median Irrigation and Plantings (2)		20,395	150,000				
28 Olive Median Project - Woodcrest to Mason	92,000	77,198					
29 Mary Meadows Resurfacing - South of Olive (NID)	75,000	80,660					

30 Ladue Road Bike Lane Study - East of I-270 to Eastern City Limits	35,000		100,000				
31 Feasibility Studies - Falaise Drive Sidewalk & Pathway Connections	35,000	54,864					
32 Old Olive Road Imp. Phase 2 - Lindbergh to Olive (east) (STP Grant)					125,000	25,000	
33 Sidewalk Rehabilitation Program	50,000		50,000		-	-	
34 City Place @ Olive Blvd. - Pedestrian Crossing	100,000	60,000					
35 West Ladue Sidewalk (TAP Grant)		5,180	100,000	20,000	500,000		
36 Falaise Drive Sidewalk Project			-	125,000	25,000	750,000	
37 Asset Management System			20,000				
Subtotal (Streets and Sidewalks)	8,478,695	8,532,590	5,075,000	2,955,000	3,425,000	2,955,000	3,645,000
% of Total Capital Fund Outlay	73%	76%	72%	82%	75%	80%	84%

9516 CAPITAL EQUIPMENT	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
01 Public Works Capital Equipment	698,000	671,521	419,000	404,374	476,805	404,057	496,918
02 Golf Course Capital Equipment	-		-	-	-	-	-
09 Capital Equipment Back Order	-						
Subtotal (Capital Equipment)	698,000	671,521	419,000	404,374	476,805	404,057	496,918
% of Total Capital Fund Outlay	6%	6%	6%	11%	10%	11%	11%

CAPITAL PROJECT ADMINISTRATION	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
01 Project Management	191,506	191,506	201,081	205,103	209,205	213,389	217,657
Subtotal (Administration)	191,506	191,506	201,081	205,103	209,205	213,389	217,657
% of Total Capital Fund Outlay	2%	2%	3%	6%	5%	6%	5%

TOTAL CAPITAL FUND OUTLAY	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
	11,693,201	11,162,948	7,075,081	3,594,477	4,541,010	3,672,446	4,359,575

CAPITAL FUND REVENUES	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	5,464,210	4,955,340	1,457,375	831,140	828,021	181,939	116,048
Estimated Capital Improvement Sales Tax Revenue (Half-Cent Sales Tax)	2,311,500	2,290,991	2,302,446	2,313,958	2,325,528	2,337,156	2,348,841
Estimated Interest Revenue	25,000	82,000	25,000	25,000	25,000	25,000	25,000
Estimated Additional Revenue (Grants, Reimbursement, and Other)	5,052,100	3,871,992	3,601,400	732,400	1,024,400	724,400	1,444,400
Proceeds from Equipment Sales	20,000	20,000	20,000	20,000	20,000	20,000	20,000
General Fund Transfers In	1,400,000	1,400,000	500,000	500,000	500,000	500,000	500,000
Total Revenues & General Fund Transfers In - Capital Fund	8,808,600	7,664,983	6,448,846	3,591,358	3,894,928	3,606,556	4,338,241
Total Anticipated Year End Expenditures	11,693,201	11,162,948	7,075,081	3,594,477	4,541,010	3,672,446	4,359,575
Ending Fund Balance (Cash Basis) - Capital Fund	2,579,609	1,457,375	831,140	828,021	181,939	116,048	94,715

ESTIMATED ADDITIONAL REVENUE (FUNDING SOURCES)	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
New Ballas Improvements - Phase 1 (STP Grant) (21701E)	-		-	-	-	-	-
Lindbergh-Old Olive Intersection (State Cost-Share Program) (21702E)	350,000	350,000	-	-	-	-	-
Lindbergh-Old Olive Intersection (STP Grant) (21702E)	920,000	993,000	-	-	-	-	-
New Ballas Sidewalk - Phase 3 (TAP Grant) (604E)	273,000	200,000	228,000	-	-	-	-
Craig Road Improvements (STP Grant) (18702E)	960,000	960,000	-	-	-	-	-
Misc.	35,000		-	-	-	-	-
Olive Median Enhancement Stock (Insurance Proceeds)	20,000		-	20,000	-	20,000	-
Ice Arena Refrigerant Switchover & dehumidification (ARPA)							
New Ballas Improvements - Phase 2 (STP Grant) (608E)	1,060,000	40,000	1,020,000				
Fernview Sidewalk - Phase 1 (TAP Grant) (19701E)	184,000	184,000	516,000				
Missouri American Water Concrete Reimbursement							
Lindbergh-Old Olive Intersection (Governor's Cost Share) (21702E)	575,100	575,100					
Ladue Road Improvements (STP Grant) (609E)			1,300,000				
New Ballas Improvements - Phase 3 (STP Grant) (612E)			8,000	672,000	-		
Lawsuit settlement for Govt. Center, PW & DRC roof damages							
Municipal Park Grants Awarded (Irrigation System)	525,000	525,000	-	-			
Municipal Park Grants Projected (Consession Stand)			525,000				
TAP Grants Awarded (All projects)							
TAP Grants Projected (All projects)				16,000	420,000	680,000	640,000
STP Grants Awarded (All projects)			-				
STP Grants Projected (All projects)				20,000	600,000	20,000	800,000
Mary Meadows Resurfacing NID		44,892	4,400	4,400	4,400	4,400	4,400
Ameren Bizsaver Funds for Ammonia System							
Olive Blvd TDD Close Out Funds	150,000						
Bommarito Const. For Craig Road							
Subtotal	5,052,100	3,871,992	3,601,400	732,400	1,024,400	724,400	1,444,400

PARKS AND STORMWATER FUND

9506 PARKS AND RECREATIONAL FACILITIES	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
03 Historic Building Rehabilitation and Preservation	25,000	-	110,000	25,000	25,000	25,000	25,000
10 Park Furniture Replacement (209E)	20,000	-		20,000		20,000	
11 Malcolm Terrace Park Trail Improvements	25,000	18,130	-	25,000	-	-	30,000
14 Millennium Park Improvements - Phase 1 (204E)	-	-	-	-	-	-	-
15 Millennium Park Improvements - Ph 2: Trails & Ridgemoor Forest Pedestrian Bridge	-	-	100,000	350,000	-	-	-
17 Venable Park Improvements - Phase 1 - Trail, Bridge & Tennis Courts (218E)	2,024,477	2,297,866		-	-	-	-
19 Playground Replacement (MTP 2027 & Conway 2030)	-	-		30,000	525,000	30,000	525,000
21 Millennium Park - Phase 3 - Park Entrance & Parking Lot Improvements (221)			-			70,000	400,000
22 Lake School Park Renovations Ph I: Playground & Parking Lot (217E)	208,810	198,355	800,000				
23 39N Greenway Connection to Centennial Trail	-	-				300,000	20,000
24 Venable Park Memorial (HDR Foundation Grant)	142,080	81,200			-	-	-
25 Malcolm Terrace Park Pavilion Replacement (222E)	80,000	99,175			-	-	-
26 Millennium Park - Parking Lot Solar Lighting (221E)							
27 Demolition of Bridge in Malcolm Terrace Park (50% of costs)	75,000	-	75,000				
28 Conway Park Sidewalk & Lot Resurfacing				65,000			
29 Conway Park Pavilion (222E)	70,000	103,200					
30 Maintenance of Racket Sport Courts (Conway and Venable)				45,000		38,000	
31 Lighting of Conway Pickelball Courts & Parking Lot						10,000	75,000
32 Park Restroom Roof Replacement					50,000		
33 599F Centennial Greenway Warson to Baur				3,200,000			
34 599I Centennial Greenway Research to Schuetz					7,667,000		
35 Lake School Park Renovation Ph 2: Tennis Courts & Paths (217E)				150,000	1,500,000		
Subtotal (Parks and Recreational Facilities)	2,670,367	2,797,926	1,085,000	3,910,000	9,767,000	493,000	1,075,000
% of Total Parks and Stormwater Fund Outlay	53%	78%	22%	68%	87%	25%	41%

9509 STORMWATER	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
01 Watershed Management Plan Update (400E)	-	-			75,000		
11 Conway Park Pocket Wetland & Golf Course Pond (408E)	503,253	5,352	550,000	500,000			
13 Stormwater Management Cost-Share Program	90,000	46,851	60,000	60,000	60,000	60,000	60,000
15 FY2025 Stormwater Projects (412 E)	455,459	183,400	650,000				
16 Beaver Drive Crossing (Deer Creek OMCI) (409E)	726,897	30,000	1,000,000				
17 Sona Lane (Deer Creek OMCI) (411E)	54,228	3,995	10,000				
20 Various Projects - University City (OMCI)		-		175,000			
22 Grant Funding Consultant Research for Stormwater Projects	25,000	-					
23 Video Inspection Ballas storm sewer (Olive to Conway) Video of Roadway Culverts	75,000	75,000					
26 Demolition of Bridge in Malcolm Terrace Park (50% of costs)	75,000	17,123	75,000				
27 Projects from Watershed Management Plan (WMP)		-			200,000	1,200,000	1,300,000
28 FY2026 Stormwater Projects (413E)	160,000	198,492	1,200,000				
29 FY2027 Stormwater Projects			100,000	600,000			
30 FY2028 Stormwater Projects				300,000	900,000		
31 Asset Management System (50% of costs)			20,000				
Subtotal (Stormwater)	2,164,837	560,213	3,665,000	1,635,000	1,235,000	1,260,000	1,360,000
% of Total Parks and Stormwater Fund Outlay	43%	16%	74%	28%	11%	64%	51%

9516 CAPITAL EQUIPMENT	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
01 Parks Capital Equipment	30,000	30,000	30,000		30,000		
Subtotal (Capital Equipment)	30,000	30,000	30,000	-	30,000	-	-
% of Total Parks and Stormwater Fund Outlay	1%	1%	1%	0%	0%	0%	0%

CAPITAL PROJECT ADMINISTRATION	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
01 Project Management	185,021	185,021	194,272	198,157	202,121	206,163	210,286
Subtotal (Administration)	185,021	185,021	194,272	198,157	202,121	206,163	210,286
% of Total Parks and Stormwater Fund Outlay	4%	5%	4%	3%	2%	11%	8%

CAPITAL OUTLAY SUMMARY	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
Total Parks-Stormwater Tax Fund Outlay	5,050,225	3,573,160	4,974,272	5,743,157	11,234,121	1,959,163	2,645,286
% of Total Annual Expenses	90%	87%	90%	91%	95%	78%	83%

OPERATIONS AND MAINTENANCE	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
Transfer Out - General Fund (Parks and Stormwater Operations and Maintenance)	543,887	543,887	534,473	537,145	539,831	542,530	545,243
Subtotal	543,887	543,887	534,473	537,145	539,831	542,530	545,243
% of Total Annual Expenses	10%	13%	10%	9%	5%	22%	17%

PARKS AND STORMWATER FUND REVENUES	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	3,127,616	3,127,616	1,734,935	193,917	338,272	69,475	644,499
Estimated Parks-Stormwater Tax Revenue (Half-Cent Sales Tax)	2,719,433	2,672,365	2,685,727	2,699,155	2,712,651	2,726,214	2,739,846
Estimated Interest Revenue	25,000	52,000	25,000	25,000	25,000	25,000	25,000
Estimated Additional Revenue (Grants, Reimbursement, and Other)	971,478	-	1,257,000	3,700,503	8,767,503	325,503	325,503
Capital Fund Transfers In	-	-	-	-	-	-	-
General Fund Transfers In	-	-	-	-	-	-	-
Proceeds from Equipment Sales	-	-	-	-	-	-	-
Total Revenues & Transfers In - Parks and Stormwater Fund	3,715,911	2,724,365	3,967,727	6,424,658	11,505,154	3,076,717	3,090,349
Total Anticipated Year End Expenditures	5,594,112	4,117,047	5,508,745	6,280,303	11,773,952	2,501,693	3,190,529
Ending Fund Balance (Cash Basis) - Parks and Stormwater Fund	1,249,416	1,734,935	193,917	338,272	69,475	644,499	544,318

ESTIMATED ADDITIONAL REVENUE (FUNDING SOURCES)	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
ADA Improvements (Community Development Block Grant)	-	-	-	-	-	-	-
Stormwater Improvements (Deer Creek OMCI)	950,000	-		125,503	125,503	125,503	125,503
Venable Park Memorial (Private Donations)	-	-	-	-	-	-	-
Various Projects - (University City OMCI)				175,000	-	-	-
Miscellaneous Donations/Reimbursements							
MSD Proposition S Funds (Most stormwater projects eligible)			200,000	200,000	200,000	200,000	200,000
Alden Lane refund from MOAW	21,478						
Municipal Park Grant Awarded (All Projects)							
Municipal Park Grant Projected (All Projects)					525,000		
TIP Grant and GRG - 599F Centennial Greenway Warson to Baur				3,200,000			
TIP Grant and GRG - 599I Centennial Greenway Research to Schuetz					7,667,000		
Beaver Drive Crossing (Deer Creek OMCI) (409E)			742,000				
Pine Manor (Deer Creek OMCI)			300,000				
Deer Creek OMCI Project					250,000		
Missouri Department of Conservation Grant (Conway Park Wetland)			15,000				
Annual Total	971,478	-	1,257,000	3,700,503	8,767,503	325,503	325,503

BUILDING PROJECT BOND FUND (PROP P)

BUILDING PROJECT BOND FUND REVENUES	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	-	1,028,639	0	0	0	0	0
Estimated Bond Proceeds	-	-	-	-	-	-	-
Estimated Interest Revenue	-	585	-	-	-	-	-
Reimbursement from Smoke Evacuation System Settlement	-	-	-	-	-	-	-
Transfers In	-	-	-	-	-	-	-
Total Revenues & Transfers In	-	585	-	-	-	-	-
9501 BUILDING DESIGN AND CONSTRUCTION	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 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	-	-	-	-	-	-	-
Transfers Out	1,033,790	1,029,224	-	-	-	-	-
Total Anticipated Year End Expenditures & Transfers	1,033,790	1,029,224	-	-	-	-	-
Ending Fund Balance (Cash Basis) - Building Project Bond Fund	(1,033,790)	0	0	0	0	0	0

9514 DEBT SERVICE	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
DEBT SERVICE (PROP P) REVENUES							
Beginning Fund Balance (estimated Cash Basis as of July 1)	1,166,284	1,166,284	470,650	867,248	1,292,717	1,746,012	2,248,689
Estimated Property Tax Collection Revenue	1,003,100	1,003,100	1,033,193	1,064,189	1,096,114	1,128,998	1,162,868
Estimated Interest Revenue (includes Transfer In)	1,047,790	1,043,224	14,000	14,000	14,000	14,000	14,000
Total Anticipated Revenues	2,050,890	2,046,324	1,047,193	1,078,189	1,110,114	1,142,998	1,176,868
DEBT SERVICE (PROP P) EXPENSES							
Estimated Expenditures	320	320	320	320	320	320	320
Estimated Interest Expenses	191,288	146,638	135,275	122,400	106,500	90,000	73,050
Estimated Principal Expenses	2,595,000	2,595,000	515,000	530,000	550,000	550,000	565,000
Total Anticipated Expenditures	2,786,608	2,741,958	650,595	652,720	656,820	640,320	638,370
Ending Cash Balance - Debt Service	430,566	470,650	867,248	1,292,717	1,746,012	2,248,689	2,787,187

CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2027-2031



Draft – March 5, 2026

CAPITAL FUND

PARKS AND STORMWATER FUND

BUILDING PROJECT BOND FUND

Adopted by the City Council of the City of Creve Coeur through Resolution No. XXXX on April XX, 2026.

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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. The CIP also establishes funding for 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 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 City costs.
- *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 planning level documents.
- *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 additional costs.
- *Protection & Conservation*: improvements to the City's park system or historical landmarks that allow help ensure the facilities will be enjoyed by future generations or projects that reduce the City's environmental impact.
- *Public Safety*: improvements that focus on preserving and protecting the 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.

Before 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 before 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 before 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

The following three funds contribute to the FY2027-FY2031 CIP:

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: \$21.9 million
- Total Capital Fund expenditures: \$23.2 million

The expenditures exceed the revenues because the beginning fund balance in FY2027 is approximately \$1.4 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 is supplemented by grants and other outside funding related to parks and stormwater.

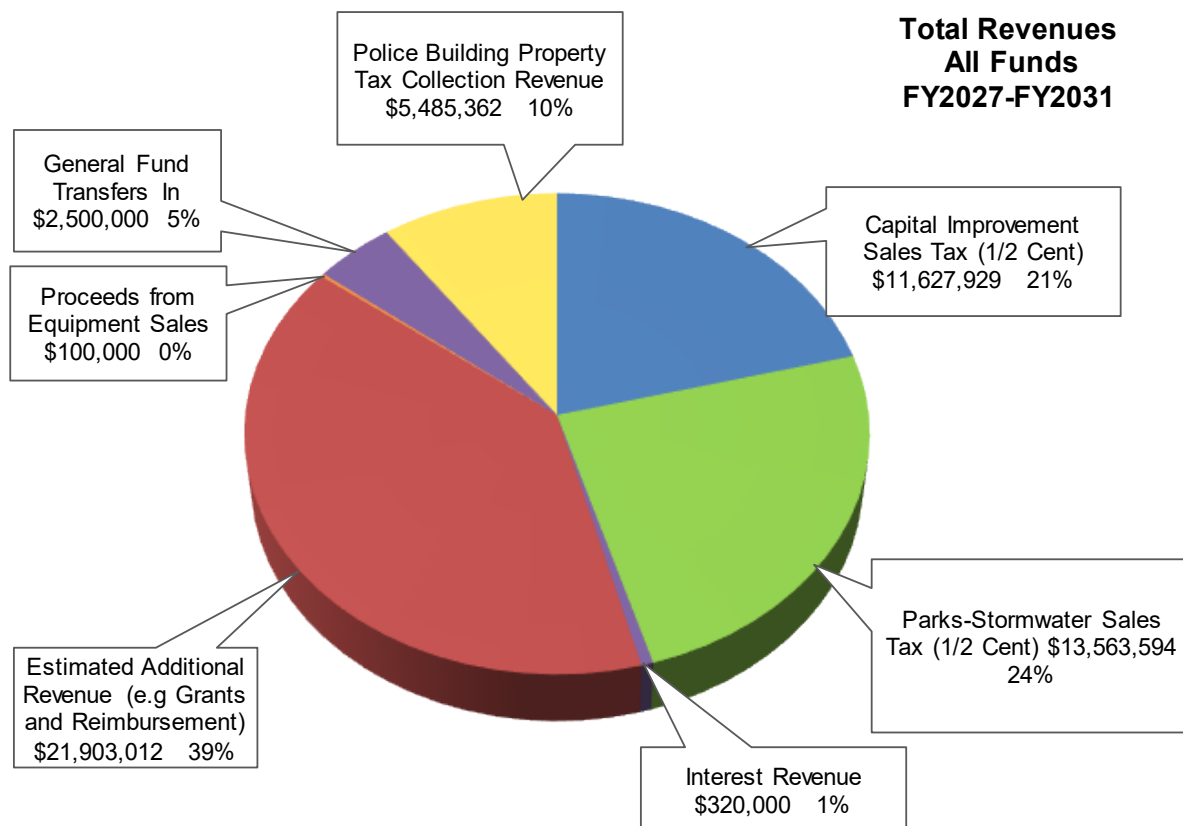
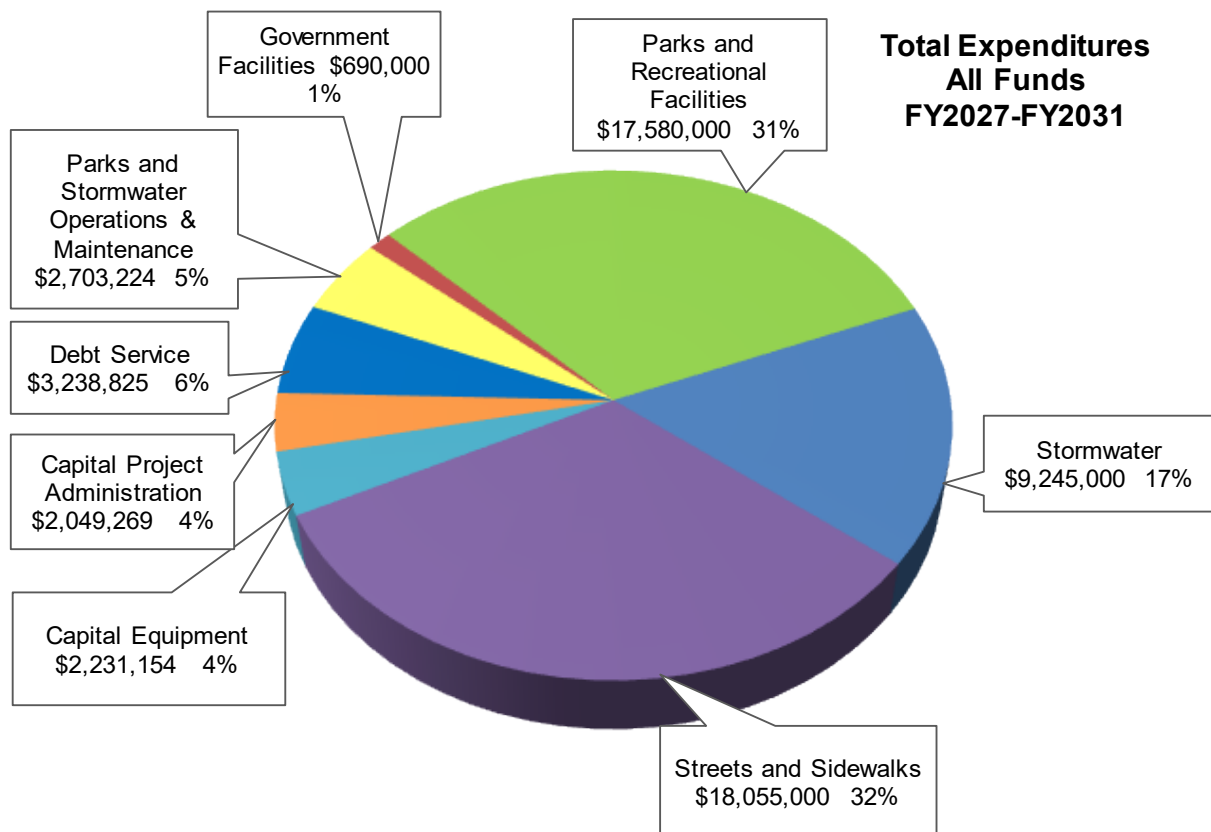
- Total Parks-Stormwater Tax Fund revenues: \$28.0 million
- Total Parks-Stormwater Tax Fund expenditures: \$29.3 million

The expenditures exceed the revenues because the beginning fund balance in FY2027 is approximately \$1.7 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, and the majority of this fund's project-related expenses is complete. Most of the activity in the FY2027-FY2031 CIP is related to the fund's debt service.

- Total Building Project Bond Fund revenues: \$6.1 million
- Total Building Project Bond Fund expenditures: \$5.5 million

Combined, these three funds have a projected revenue of \$55.5 million and projected expenditures of \$55.7 million for the FY2027-FY2031 CIP. The charts below show the allocation of revenues and expenditures.



In the following sections of this report, each fund is briefly described, and the revenues and expenses are summarized. 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 FY2026 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: FY2027-FY2031 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 Kris Simpson, City Administrator, at ksimpson@crevecoeurmo.gov or (314) 872-2515.

CAPITAL FUND

The City's Capital Fund is the primary mechanism for funding capital projects. 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 \$21.9 million over the FY2027-FY2031 CIP.

Half-Cent Capital Improvement Sales Tax. Projected sales tax revenues are approximately \$11.6 million for the FY2027-FY2031 CIP, which averages out to approximately \$2.33 million per year in the plan.

Sales tax projections in the FY2027-FY2031 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 \$3.2 million during the FY2027-FY2031 CIP.

Projected Federal grants for roadway projects and accessibility improvements are estimated to provide approximately \$3.2 million over the FY2027-FY2031 CIP. Staff will seek additional grant funding, but applications for such funding are either in the evaluation process or not yet available.

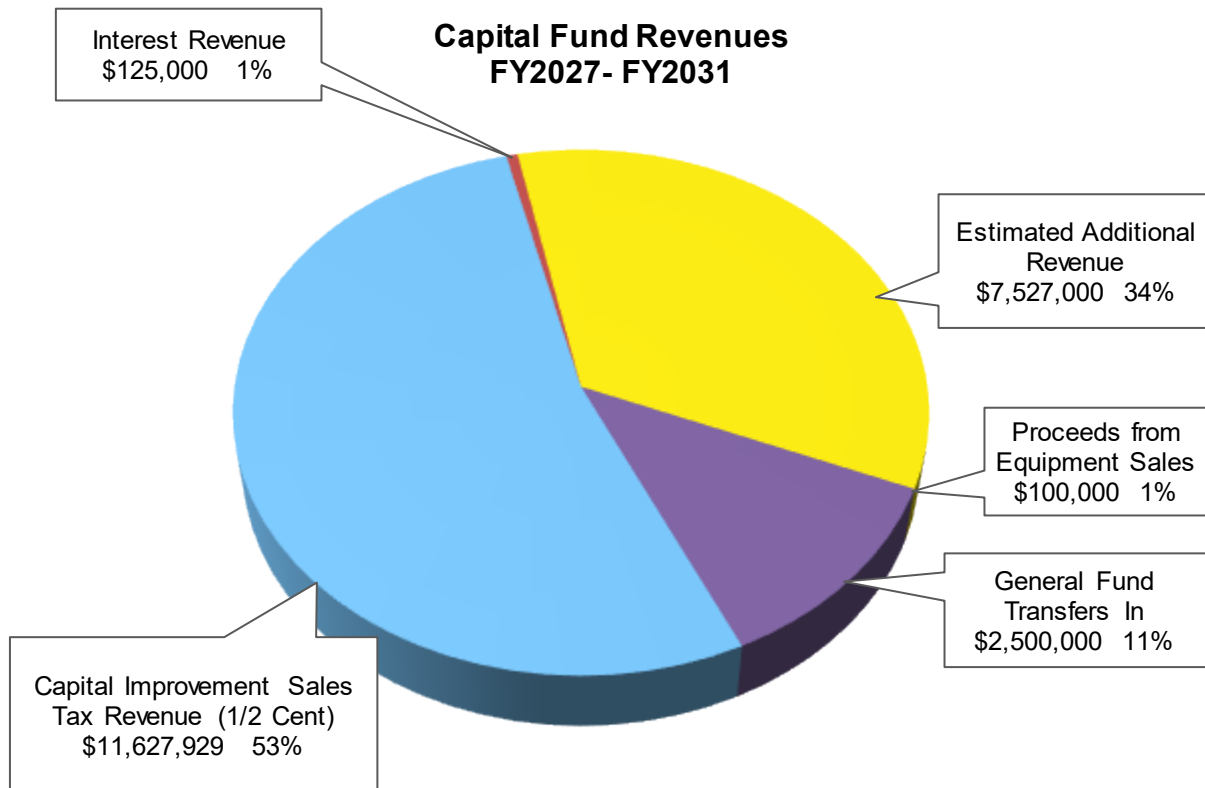
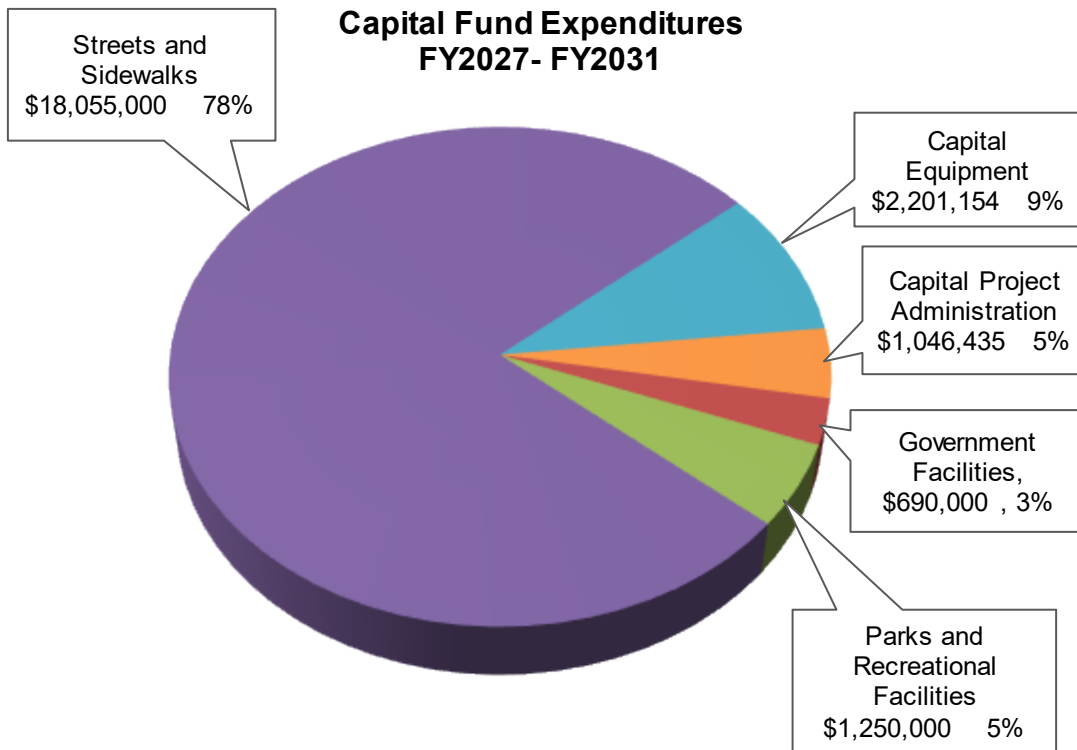
The full costs of projects are stated in the spreadsheets and detailed descriptions for each project. The spreadsheets list grants as being awarded or projected and have separate line items for each type of grant and indicate if funds are awarded or projected. The summary tables in individual project descriptions 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 FY2027-FY2031 CIP is \$2.5 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 are \$500,000, based on the transportation-oriented revenue sources of the General Fund which include the county road and bridge tax revenues.

Capital Fund Expenditures

Capital expenditures from the Capital Fund are projected to be approximately \$23.2 million over the proposed FY2027-FY2031 CIP, with a maximum annual expenditure of \$7.0 million in FY2027. Details about proposed expenditures can be found in the project summary sheets that follow.



GOVERNMENT CENTER RENOVATIONS

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
n/a	\$30,000	\$30,000	\$30,000	\$0	\$0	\$0

Project Description:

Proposed projects in FY2027 will focus repairs and renovations that will make the Government Center more inviting to residence and staff. Project will likely include restroom upgrades throughout the building and Council Chamber upgrades.

Existing Conditions:

The Creve Coeur Government Center restrooms and Council Chambers are dated and in poor condition. Renovations are needed to make the Government Center more accommodating, welcoming, and useful for both residents and staff.

Justification: *Operating Efficiency; Condition of Existing Facility*

The proposed projects for FY2027 will include painting, new counter tops, ceiling tiles, and upgraded restroom fixtures. Council Chambers will include painting, ceiling tiles, new carpeting, and improved audio visual technology.

Operating Budget Impact:

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

Comments:

None

GOVERNMENT CENTER RENOVATIONS**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 10,000
Land Acquisition	\$ 0
Construction	\$ 80,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2027 – FY2031)	\$ 90,000

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	\$ 90,000
Total Funding	\$
City's Contribution (FY2027 – FY2031)	\$ 90,000

GOVERNMENT CENTER BUILDING

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$600,000	\$0	\$0	\$0	\$0	\$0

Project Description:

Proposed project will include community outreach, plan development, and cost estimates for a new Creve Coeur Government Center.

Existing Conditions:

The Creve Coeur Government Center was originally built in 1951 as Weber Elementary School. Since that time, it has undergone several renovations to accommodate its current function as the Creve Coeur Government Center. The center has ongoing issues and functional limitations due to its age and original purpose. The existing building is past the end of its useful life.

Justification: *Operating Efficiency; Condition of Existing Facility*

The proposed project would hire an architectural / engineering firm to provide conceptual design and cost estimates for a new Government Center. Community outreach and support service would also be employed to assist in securing funding for the building project as well as ensuring all current and future government needs are met. A new government building will eliminate ongoing maintenance repairs associated with the roofing and HVAC system, plus provide improved functional used for the municipal court, city council, City staff, and City residents.

Operating Budget Impact:

The proposed renovations will replace aging building that needs frequent and costly maintenance.

Comments:

None

GOVERNMENT CENTER RENOVATIONS**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 600,000
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2027 – FY2031)	\$ 600,000

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	\$ 600,000
Total Funding	\$ 0
City's Contribution (FY2027 – FY2031)	\$ 600,000

DRC CONCESSIONS & PRO SHOP RENOVATION (MUNICIPAL GRANT)

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$90,500	\$650,000	\$0	\$0	\$0	\$0	\$0

Project Description:

The project will completely renovate the existing concession stand (including cabinets, count tops, flooring, etc.) and eating area (including flooring, popcorn, ceiling, etc.). The Dielmann East meeting room will also be remodeled to make room for an expanded Pro Shop.

Existing Conditions:

The concession area is approaching the end of its useful life. The concession area is the only section of the recreation complex that has not been renovated. The current Pro Shop is located within the area.

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

The concession stand plumbing needs to be replaced to minimize health and safety risks. The flooring in the eating area has been reglued in areas to keep it from becoming a tripping hazard. The Pro Shop is not in a secured area, and the computer and other valuable items are in the open and easily accessible. The City received a \$10,000 municipal park grant for the planning of this project. In October 2025, the City received a Municipal Park Grant that will fund \$525,000 of the total \$650,000 construction cost estimate.

Operating Budget Impact:

The Pro Shop will have a fully-functioning area that will be secure. The improved efficiency of the concession stand will allow to the staff to better serve the customers.

Comments:

None

DRC CONCESSIONS & PRO SHOP RENOVATION

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 75,000
Land Acquisition	\$ 0
Construction	\$ 650,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 725,000

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	\$ 725,00
Total Funding Projected	\$ 535,000
City's Contribution - Projected	\$ 190,000

GOLF COURSE MAINTENANCE BRIDGE

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$0	\$0	\$400,000	\$0	\$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 are in poor condition. Over time, the bridge approach has sunk by approximately three feet. An additional cart path bridge crosses the same drainage ditch at the third hole, which is in poor condition and not rated for typical Golf Course equipment loads. This proposed project will include the construction of abutments and replacement of the golf cart 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. Additionally, the upgrade of the cart path bridge will improve safety for golfers and eliminate one bridge crossing of the Deer Creek tributary.

Operating Budget Impact:

None

Comments

None

GOLF COURSE MAINTENANCE BRIDGE

CONTINUED

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

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	\$ 400,000
Total Funding	\$ 0
City's Contribution	\$ 400,000

GOLF COURSE MAINTENANCE BUILDING REPLACEMENT

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$19,750	\$0	\$0	\$0	\$100,000	\$0	\$0

Project Description:

The project will develop a concept design for a replacement Golf Course maintenance building. The concept report/design was completed in the summer of 2025. The existing facility is more than 70 years old and has been expanded several times to accommodate the equipment needed to maintain the high-quality course that is currently enjoyed by residents and visitors. The 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

GOLF COURSE MAINTENANCE BUILDING REPLACEMENT**CONTINUED**

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

DRC – EAST PARKING LOT MILL & RESURFACING

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$100,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project will include 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. The project will widen the lot six (6) feet to the north from the entrance to the east edge of the parking lot.

Existing Conditions:

The existing lot is in poor condition and warrants full removal and replacement of the asphalt materials. The entrance to the parking lot is narrow and restricts traffic flow. Large community center events restrict parking availability in the lot.

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. The expansion of the lot will reduce safety concerns for entry and exit out of the parking lot and provide additional parallel parking options.

Operating Budget Impact:

This project 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	\$ 100,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 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	\$ 100,000

STREET AND SIDEWALK MAINTENANCE PROGRAM

Estimated Annual Costs						
Prior Year	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$1,400,000	\$1,530,000	\$1,560,000	\$1,590,000	\$1,620,000	\$1,500,000	\$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 functionality and 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**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 7,800,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2027-FY2031)	\$ 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 (FY2027 – FY2031)	\$ 7,800,000

STREET RECONSTRUCTION / REHABILITATION

Estimated Annual Costs						
Prior Year	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$0	\$305,000	\$310,000	\$315,000	\$320,000	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 funding for FY2027 will be redirected to the Ladue Road Improvement STP Project. 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.

STREET RECONSTRUCTION / REHABILITATION**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 1,250,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2027-FY2031)	\$ 1,250,000

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	\$ 1,250,000
Total Funding	\$ 0
City's Contribution (FY2027 – FY2031)	\$ 1,250,000

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

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$371,338	\$645,000	\$0	\$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 Drive. The result of this project would be a unified system 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. Expanding the City's sidewalk system is supported by the *Creve Coeur 2030 Comprehensive Plan*, *Creve Coeur Pedestrian Plan*, *FY2026-FY2028 Creve Coeur Strategic Plan*, *Creve Coeur Triennial Surveys* (2005, 2008, 2011, 2014, 2018, 2021, 2024), and *City of Creve Coeur Climate Action Plan Phase III: 2025-2050*.

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	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$305,585	\$300,000	\$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 FY2026 & FY2027. MOAW completed the water main relocation work in the spring of 2025.

Existing Conditions:

No sidewalk currently exists at this site, but pedestrians commonly use the small grass strip. 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	\$ 53,585
Land Acquisition	\$ 16,000
Construction	\$ 536,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 605,585

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	\$ 605,585
Total Funding	\$ 448,000
City's Contribution	\$ 157,585

PAVEMENT CONDITION RATINGS UPDATE

Estimated Annual Costs						
Prior Year	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$60,000	\$0	\$0	0	\$0	\$0

Project Description:

The project involves engineering consulting services to provide an independent assessment of the City's pavement conditions and ride quality. Pavement conditions guide the recommendations of City staff for the annual Pavement Improvement Program.

Existing Conditions:

Pavement conditions were independently evaluated in FY2022. Since then, City staff have updated the condition ratings for approximately 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 to be reliable tools for planning pavement repairs and evaluating the performance of the Pavement Improvement Program.

Operating Budget Impact:

None

Comments:

None

PAVEMENT CONDITION RATINGS UPDATE

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 60,000
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other (Construction Inspections)	\$ 0
Total Expenditures (FY2027)	\$ 60,000

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	\$ 60,000
Total Funding	\$ 0
City's Contribution	\$ 60,000

OLIVE MEDIAN ENHANCEMENT STOCK

Estimated Annual Costs						
Prior Year	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$81,038	\$0	\$20,000	\$0	\$20,000	\$0	\$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 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 claims.

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

OLIVE MEDIAN ENHANCEMENT STOCK**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 40,000
Equipment	\$ 0
Other (Construction Inspections)	\$ 0
	\$ 40,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source:(Insurance)	\$ 40,000
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 40,000
Total Funding	\$ (40,000)
City's Contribution (FY2027 – FY2031)	\$ 0

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

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$166,900	\$10,000	\$850,000	\$0	\$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. 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 FY2027 & FY2028.

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	\$ 166,900
Land Acquisition	\$ 10,000
Construction	\$ 850,000
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 1,026,900

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	\$ 1,026,900
Total Funding	\$ (680,000)
City's Contribution - Projected	\$ 346,900

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

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$150,000	\$25,000	\$750,000	\$0	\$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 applied for federal grant assistance for this project in February of 2026 with a requested amount of \$620,000. If the grant is awarded in the fall of 2026, it is anticipated that then the City will commence with design phase in FY2027 in the estimated amount of \$150,000. FY2028 includes right of way acquisition and FY2029 includes construction costs, of which 80% will be covered with STP funding if the grant is awarded. It is anticipated that the City will 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 more improvements are needed. 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	\$ 750,000
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 925,000

Funding Type	Amount
Federal Surface Transportation Program Grant Projected Award Amount	\$ 620,000
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source ()	\$ 0
Total Funding - Projected	\$ 620,000

Summary	Amount
Total Expenditures	\$ 925,000
Total Funding - Projected	\$ (620,000)
City's Contribution - Projected	\$ 305,000

LADUE ROAD IMPROVEMENTS PHASE 1

(DESIGN & STP GRANT)

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$199,341	\$1,800,000	\$0	\$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 area 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	\$ 174,341
Land Acquisition	\$ 25,000
Construction	\$ 1,800,000
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 1,999,341

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	\$ 1,999,341
Total Funding	\$ (1,300,000)
City's Contribution	\$ 699,341

OLIVE-270 OVERPASS CLEANING & PAINTING

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$25,000	\$150,000	\$0	\$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 require traffic control to close several lanes of the highway during each night of work. Construction work can't begin until MoDOT completes the current I-270 project.

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

OLIVE 270 OVERPASS CLEANING & PAINTING**CONTINUED**

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	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$60,000	\$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 have conceptual plans developed prior to applying for federal grant assistance for this project. 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 FY2029 in the estimated amount of \$125,000. FY2030 includes right of way acquisition and FY2031 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 will 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 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	\$ 185,000
Land Acquisition	\$ 100,000
Construction	\$ 800,000
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 1,085,000

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	\$ 1,085,000
Total Funding - Projected	\$ 720,000
City's Contribution - Projected	\$ 365,000

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

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$0	\$0	\$125,000	\$25,000	\$1,000,000	TBD

Project Description:

The new traffic signal installation at Old Olive Road and Lindbergh Boulevard is anticipated to be operational by summer of 2026. 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 \$820,000. If the grant is awarded in the fall of 2028, it is anticipated that then the City will commence with design phase in FY2029 in the estimated amount of \$125,000. FY2030 includes right of way acquisition and FY2031 will 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 will 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	\$ 1,000,000
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 1,150,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant – Projected Grant Amount	\$ 820,000
State Cost-Share Program	\$ 0
Outside Funding Source:	\$ 0
Total Funding Projected	\$ 820,000

Summary	Amount
Total Expenditures	\$ 1,150,000
Total Funding - Projected	\$ 820,000
City's Contribution	\$ 330,000

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

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$20,395	\$150,000	\$0	\$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) feature trees and grass. Neither island currently has 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	\$ 20,395
Land Acquisition	\$
Construction	\$ 150,000
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 170,395

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	\$ 170,395
Total Funding	\$ 0
City's Contribution	\$ 170,395

LADUE ROAD BIKE LANE STUDY**EAST OF I-270 TO EASTERN CITY LIMIT**

Estimated Annual Costs

Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$100,000	\$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. Sidewalk run along the north side of Ladue from Ballas Road to Mosley Road, then the sidewalk switches to the south side from Mosley to Spoele. The sidewalk switches to 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 been supported by public input. 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	\$ 100,000
Land Acquisition	\$ 0
Construction	\$ 0
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

OLD OLIVE ROAD IMPROVEMENTS**PHASE 2 LINDBERGH TO OLIVE (EAST) - STP**

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	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 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 will commence with design phase in FY2030 in the estimated amount of \$125,000. FY2031 includes right of way acquisition and FY2032 will 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 will 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	\$ 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

SIDEWALK REHABILITATION PROGRAM

MULTIPLE LOCATIONS

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$0	\$50,000	\$0	\$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:

The project is likely to result in a nominal decrease in the City operational budget.

Comments:

None

SIDEWALK REHABILITATION PROGRAM**MULTIPLE LOCATIONS****CONTINUED**

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

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

WEST LADUE ROAD SIDEWALK**LADUE PINES TO PINEHURST ESTATES (DESIGN & TAP GRANT)**

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$100,000	\$20,0000	\$500,000	\$0	\$0	\$0

Project Description:

Ladue Road is a MoDOT-maintained road from Emerson Road west to Mason Road; however, the sidewalks from the Countryside Montessori School at 12218 Ladue Road to Ladue Pine Woods Drive and from Laduemont Drive to Pinehurst Estates Drive are outside of MoDOT right-of-way and maintained by the City. In the fall of 2025, MoDOT replaced their sidewalks on Ladue Road with concrete. The existing sidewalk in the City-maintained asphalt sidewalk sections of Ladue are in poor condition. This project would remove the existing asphalt sidewalk and replace it concrete to create a consistent sidewalk network on West Ladue Road. Staff applied for federal grant assistance for this project in February of 2026 with a requested amount of \$416,000. 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 \$100,000. FY2028 includes right of way acquisition and FY2030 includes construction costs - 80% of these costs would be covered with STP funding if the grant is awarded. It is anticipated that the City will not move forward with design services until the grant has been awarded.

Existing Conditions:

After MoDOT's project replaced sidewalk sections in their right-of-way, pedestrians on Ladue Road have to alternate between walking on new concrete sidewalk and then on deteriorated asphalt sidewalk. The West Ladue Road Sidewalk project will create a continuous network of ADA-compliant concrete sidewalk.

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. Replacing non-compliant sidewalk that is in poor condition will make progress toward this goal.

Operating Budget Impact:

None

Comments:

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

WEST LADUE ROAD SIDEWALK**LADUE PINES TO PINEHURST ESTATES (DESIGN & TAP GRANT)****CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 100,000
Land Acquisition	\$ 20,000
Construction	\$ 500,000
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 620,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant – Projected Grant Amount	\$ 416,000
State Cost-Share Program	\$ 0
Outside Funding Source:	\$ 0
Total Funding Projected	\$ 416,000

Summary	Amount
Total Expenditures	\$ 620,000
Total Funding - Projected	\$ (416,000)
City's Contribution - Projected	\$ 204,000

FALAISE DRIVE SIDEWALK PROJECT

CROSS CREEK TO HIBLER ROAD (DESIGN & TAP GRANT)

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$	\$125,000	\$25,000	\$750,000	\$0	\$0

Project Description:

The City hired Lochmuller Group to develop a concept plan to add a sidewalk along Falaise Drive from Hibler Road to Wild Turkey Court. The result of this project would be a continuous sidewalk on Cross Creek Drive/Falaise Drive from Olive Boulevard to Hibler Road. Staff plans to have conceptual plans developed prior to applying for federal grant assistance for this project. The anticipated requested amount of TAP funds is \$620,000. If funding is awarded it is anticipated that then the City will 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:

Currently sidewalk exists on 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*

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 Falaise Drive 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.

FALAISE DRIVE SIDEWALK PROJECT**CROSS CREEK TO HIBLER ROAD (DESIGN & TAP GRANT)****CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 125,000
Land Acquisition	\$ 25,000
Construction	\$ 750,000
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 900,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant – Projected Grant Amount	\$ 620,000
State Cost-Share Program	\$ 0
Outside Funding Source:	\$ 0
Total Funding	\$ 620,000

Summary	Amount
Total Expenditures	\$ 900,000
Total Funding	\$ (620,000)
City's Contribution	\$ 280,000

ASSET MANAGEMENT SYSTEM

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$20,000	\$0	\$0	\$0	\$0	\$0

Project Description:

City staff is proposing the development of a map-based asset management system. Asset management practices enable the City to more proactively maintain, repair, and replace assets. Proactive planning reduces long-term costs, increases public safety, and minimizes unexpected interruptions to public systems. Map-based asset management will help the City collect, maintain, search, and use data about assets and activities. Information collected and stored in the asset management tool can help the City staff, committee, and City Council make data-based decisions. On the job site, City crews will be able to input data about projects and maintenance activities such as location of the work, extent of the work, materials used, labor hours, and equipment. In the office, any City staff member will be able to click on a location on a map to see information about a City asset, project, or maintenance activity. The system can be designed to track reports, inventory, maintenance activities, repairs, and replacements for: roadways, sidewalks, street lights, stormwater issues, and stormwater management installations.

Costs will be equally shared with 9509 Stormwater.

Justification: *Condition of Existing Facility, Operating Efficiency*

An asset management system will help staff maintain the City's infrastructure, facilities, and equipment so that it remains in a serviceable, safe, and efficient condition. Asset management will also help streamline work processes.

Operating Budget Impact:

None

Comments:

None

ASSET MANAGEMENT SYSTEM**CONTINUED**

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

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	\$ 0

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

PUBLIC WORKS CAPITAL EQUIPMENT

Estimated Annual Costs						
Prior Year	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$671,521	\$419,000	\$404,374	\$476,805	\$404,057	\$496,918	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.

PUBLIC WORKS CAPITAL EQUIPMENT

CONTINUED

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	\$ 186,000.00	2012 Two-ton Dump Truck
One-ton Dump Truck	\$ 105,000.00	2015 One-ton Dump Truck
Skid Steer	\$ 70,000.00	2012 Skid Steer
Mini Skid Steer	\$ 58,000.00	New To Fleet
	\$ 419,000.00	

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
Pickup Truck (PW Engineering)	\$ 56,287.00	2010 - Project Manager Truck
3/4-ton Pickup Truck (Service Body)	\$ 76,090.00	2014 3/4-ton Pickup (Sign Truck)
Leaf Vacuum (20 CY; Diesel Powered)	\$ 113,439.00	2016 Leaf Vacuum (Diesel Powered)
	\$ 404,374.00	

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
Back Hoe	\$ 150,000.00	2008 John Deere 410J
4 - Mobile Column Lifts for Large Trucks	\$ 50,938.00	New to Fleet Maintenance
	\$ 476,805.00	

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	\$ 55,000.00	2016 3/4 ton Pickup Truck
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
	\$ 404,057.00	

FY2031 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	\$ 196,918.00	2017 Two-ton Dump Truck
Front Loader	\$ 300,000.00	2012 John Deere 544K
	\$ -	
	\$ -	
	\$ 496,918.00	

PUBLIC WORKS CAPITAL EQUIPMENT**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 2,201,154
Other	\$ 0
Total Expenditures (FY2027–FY2031)	\$ 2,201,154

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

Summary	Amount
Total Expenditures	\$ 2,201,154
Total Funding	\$ 0
City's Contribution (FY2027 – FY2031)	\$ 2,201,154

PROJECT MANAGEMENT

Estimated Annual Costs						
Prior Year	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$191,506	\$201,081	\$201,103	\$209,205	\$213,389	\$217,657	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.

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

PROJECT MANAGEMENT**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 1,046,435
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2027-FY2031)	\$ 1,046,435

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

Summary	Amount
Total Expenditures	\$ 1,046,435
Total Funding	\$ 0
City's Contribution (FY2027 – FY2031)	\$ 1,046,435

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 infrastructure 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 \$28 million over the FY2027-FY2031 CIP.

Half-Cent Parks and Stormwater Sales Tax. The projected sales tax revenues are approximately \$13.6 million for the FY2027-FY2031 CIP, which averages out to approximately \$2.7 million per year in the plan.

Grants and Outside Funding. The primary outside funding sources for parks and stormwater improvements are: the Municipal Park Grant, Metropolitan St. Louis Sewer District (MSD) Operation, Maintenance, and Construction Improvement funds (OMCI) reimbursement program, and MSD Municipal Grants, and Transportation Improvement Program (TIP) Grants.

- *Municipal Park Grant.* The City can seek Municipal Park Grant to supplement up to \$525,000 for parks improvements approximately yearly. This funding source will be shared with the Capital Fund.
- *MSD OMCI Reimbursement.* The Metropolitan St. Louis Sewer District (MSD) offers a reimbursement program for stormwater-related operations, maintenance, and construction improvements 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, a relatively small geographic area north of Olive Boulevard and east of North Lindbergh Boulevard is within the University City MSD OMCI District. The City plans to seek approximately \$1.3 million in reimbursement from this program over the five-year CIP.
- *MSD Municipal Grants.* 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, which went into effect January 2025. With this tax, MSD will allocate \$200,000 per year to the City of Creve Coeur to address storm water improvement projects anywhere within City limits.
- *Transportation Improvement Grants (TIP).* The City is partnering with the Great Rivers Greenway (GRG) for the installation of greenways in the northeastern section of the City. The greenways will connect City residents to the larger network of greenway trails that span the region. Costs for the project will be covered by a combination of grants and GRG funding.

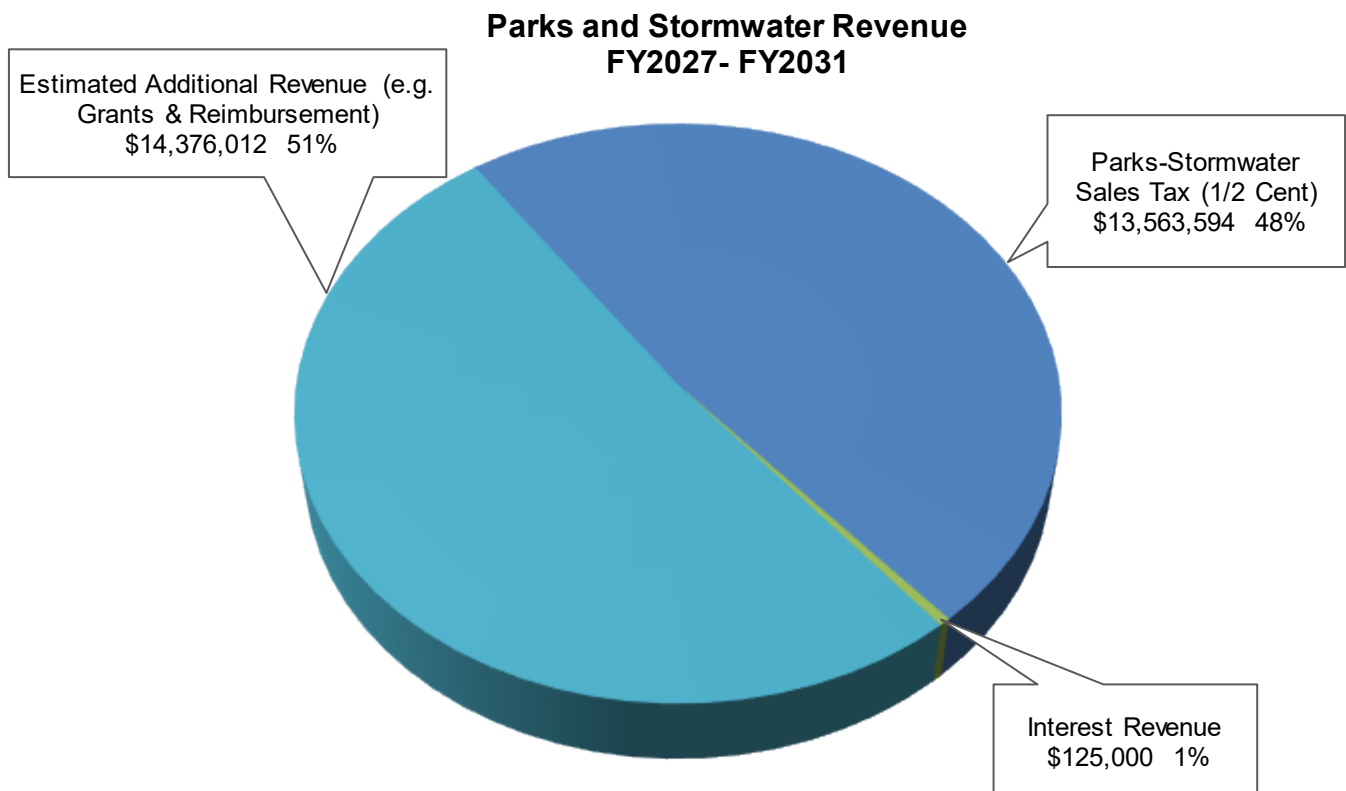
Parks and Stormwater Fund Expenditures

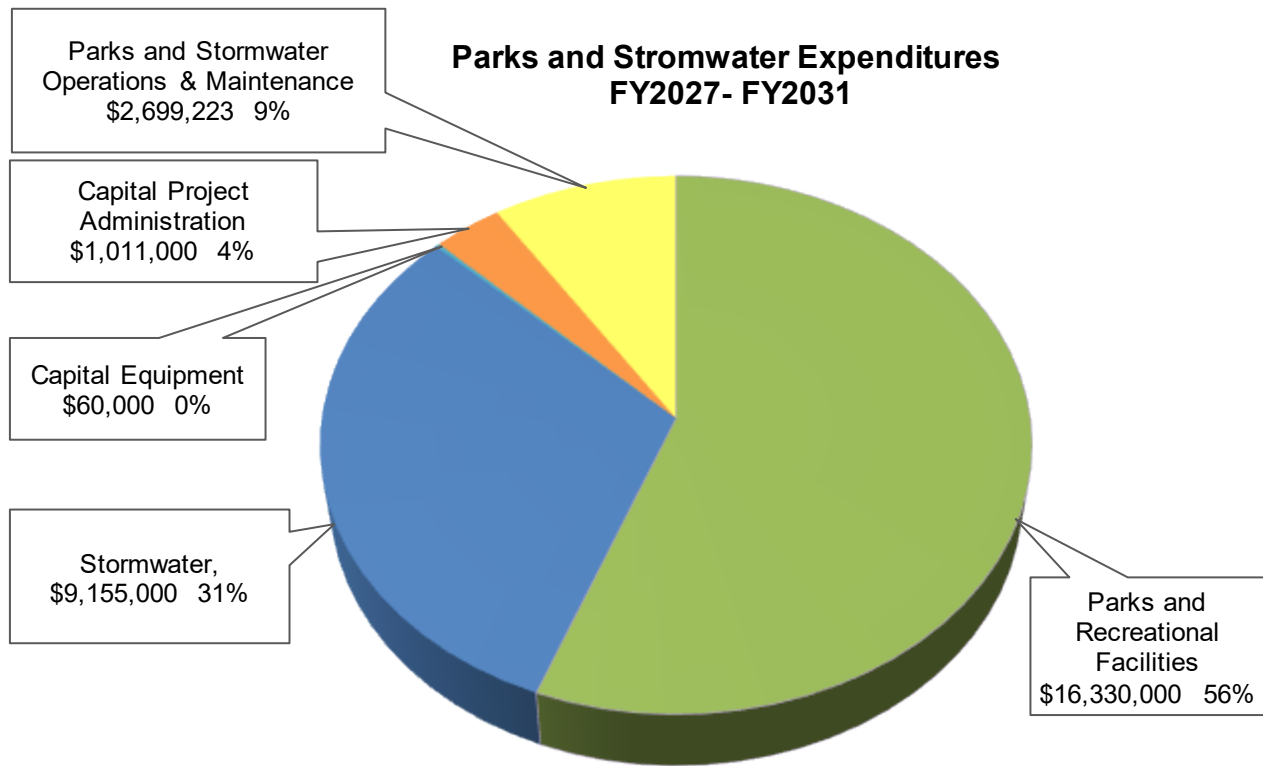
This sales tax revenue does not have a designated division of how it will be spent. The City Council can decide to set the allocation amounts or to evaluate the division of funds through each CIP process. The proposed five-year CIP includes the following allocation of the sales tax revenue:

- Parks Projects 56%
- Stormwater Projects 31%
- Capital Project Administration 4%
- Parks and Stormwater Operations & Maintenance 9%

At this time, the proposed CIP does not include investment into the Dielmann Recreation Complex or the Creve Coeur Golf Course though the Parks-Stormwater Tax Fund. Projects for the Dielmann Recreation Complex and Creve Coeur Golf Course are line items under the Capital Fund.

The summaries of the projected revenues and expenditures for the Parks and Stormwater Fund. Details about the projects and proposed expenses can be found in the following project summary sheets.





HISTORIC BUILDING REHABILITATION AND PRESERVATION

Estimated Annual Costs						
Prior Year	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$110,000	\$25,000	\$25,000	\$25,000	\$25,000	TBD

Project Description:

This project sets aside annual funding for repairs and improvements to the Tappmeyer House at Millennium Park. In FY2027, the focus will be on repairing the existing gutters to eliminate water leaks and repainting the Tappmeyer House and addressing lead paint issues.

Existing Conditions:

The interior and exterior of the Tappmeyer House have issues that need attention in the coming years including: repairs to the interior wall from water damage, repair and reconditioning of a few interior window sills, clearing clogged downspouts, repairing holes in the gutters, and sealing chipping exterior paint.

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

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

Operating Budget Impact:

Improvements to the City's historic building will help reduce the maintenance needs and costs for the up keep for the building.

Comments:

None

HISTORIC BUILDING REHABILITATION AND PRESERVATION CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 210,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2027-FY2030)	\$ 210,000

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	\$ 210,000
Total Funding	\$ 0
City's Contribution (FY2027 – FY2031)	\$ 210,000

PARK FURNITURE REPLACEMENT

Estimated Annual Costs						
Prior Year	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$0	\$20,000	\$0	\$20,000	\$0	\$0

Project Description:

This project involves the regular replacement of park furniture that is at the end of its useful life including: benches, trash receptacles, and picnic tables. **Note:** In FY2026 this budgeted cost was absorbed into the Venable Park Improvements project to purchase new benches and picnic tables.

Existing Conditions:

City parks offer dozens of benches, trash receptacles, and picnic tables. Park furniture is exposed to the elements year-round. Over time, paint fades, materials degrade, and the furniture becomes unsightly and perhaps even unsafe. In some cases, the style of older furniture is inconsistent with the look and feel of City parks.

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

During the aging process and through normal wear-and-tear, sharp edges and other hazards can develop on park furniture. Replacing park furniture that is past its useful life keeps the City's parks safer and makes the public spaces 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 is expected to be virtually maintenance free for the next five to ten years.

Comments:

None

PARK FURNITURE REPLACEMENT**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 40,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2027-FY2031)	\$ 40,000

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	\$ 40,000
Total Funding	\$ 0
City's Contribution (FY2027 – FY2031)	\$ 40,000

MALCOLM TERRACE PARK TRAIL IMPROVEMENTS

Estimated Annual Costs						
Prior Year	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$18,130	\$0	\$25,000	\$0	\$0	\$30,000	\$0

Project Description:

In FY2022, the wooded trails in Malcolm Terrace Park were re-established as rock trails. Additionally, the FY2022 project installed trail markers, protective railings along areas bordering Deer Creek, and trail maps at each of the trail system entrances. This project will maintain and repair the rock trail and drainage repairs along these paths.

Existing Conditions:

More than a mile of nature trails weave through the woods of Malcolm Terrace Park. These trails are currently in fair condition.

Summary of the City Park Trail System:

- 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 in the City's *Strategic Plan* is 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. Within the *FY2026-2028 Creve Coeur Strategic Plan*, Strategy 2.5 calls for adding and improving trails within the parks.

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	\$ 55,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2027 – FY2031)	\$ 55,000

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	\$ 55,000
Total Funding	\$ 0
City's Contribution (FY2027 – FY2031)	\$ 55,000

PHASE 2: TRAILS AND RIDGEMOOR FOREST PEDESTRIAN BRIDGE

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

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 100,000
Land Acquisition	\$ 0
Construction	\$ 350,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 450,000

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

Summary	Amount
Total Expenditures	\$ 450,000
Total Funding Projected	\$ 0
City's Contribution (FY2027 – FY2031)	\$ 450,000

PLAYGROUND REPLACEMENT

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$0	\$30,000	\$525,000	\$30,000	\$525,000	TBD

Project Description:

This project involves the replacement of the playground equipment and safety surface at Malcolm Terrace in FY2029 and Conway Park in FY2031.

Existing Conditions:

New playground equipment and 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. Over time, safety surfaces lose flexibility and playground equipment reaches the end of its useful life cycle. Generally, playground equipment should be replaced within 20 to 25 years. The playground and safety surface at Conway Park was installed in 2011 and will be 20 years old in FY2031. The playground equipment at Malcom Terrace Park was installed in 2002 and will be 26 years old in FY2029. The equipment is seeing wear and damage from years of use. Broken parts are not easily replaceable and if significant would cause the playground to be shutdown. Staff will continue to evaluate the play equipment and surfaces at Millennium Park and Venable Park and recommend repairs or replacement accordingly.

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

The playground equipment and safety surfaces at the Conway Park and Malcolm Terrace Park playgrounds are nearing the end of useful life. Both playgrounds will require increased operational cost to reduce risks by maintaining safety performance. The City will seek Municipal Park Grand Funding to supplement the cost associated with this project. Keeping the playground equipment and 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 new playground equipment and safety surface at Conway Park and Malcolm Terrace Park will reduce annual cost incurred by the Public Works staff to replace broken equipment or in the case of Malcolm Terrace eliminate the need to remove and reinstall mulch.

PLAYGROUND REPLACEMENT**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 60,000
Land Acquisition	\$ 0
Construction	\$ 1,050,000
Equipment	\$
Other	\$ 0
Total Expenditures (FY2027 – FY2031)	\$ 1,110,000

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	\$ 1,110,000
Total Funding	\$ 525,000
City's Contribution (FY2027 – FY2031)	\$ 585,000

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

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$0	\$0	\$0	\$70,000	\$400,000	\$0

Project Description:

The Millennium Park Master Plan envisions reconfiguration and improvements to the park entrance and parking lot. This project includes 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 and pedestrian connections from Barnes Jewish West County 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 boost 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 (FY2027-FY2031)	\$ 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 (FY2027 – FY2031)	\$ 470,000

LAKE SCHOOL PARK RENOVATIONS PH1: PLAYGROUND & PARKING

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$198,355	\$800,000	\$0	\$0	\$0	\$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, make the restrooms year-round facilities (completed in FY2026), and improve the parking lot and walking trails.

Phases of the project include:

- FY2027 construction of a new playground area including a seating area incorporated into a new retaining wall and parking lot improvements.
- FY2028 will focus on design services for the remainder of the park renovations (Phase 2).
- FY2029 includes construction costs for the tennis complex and required stormwater management (Phase 2).

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 life cycle.

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 the tennis facilities. Existing courts will be good candidates for replacement in 3 to 5 years. Replacing the courts will reduce the maintenance associated with older facilities to keep them open for public use. Within the *FY2026-2028 Creve Coeur Strategic Plan*, Strategy 2.5 supports completing the Lake School Park Master Plan and beginning renovations.

Operating Budget Impact:

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

LAKE SCHOOL PARK RENOVATIONS

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 800,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2027-FY2031)	\$ 800,000

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	\$ 800,000
Total Funding	\$ 0
City's Contribution (FY2027 – FY2031)	\$ 800,000

39N GREENWAY CONNECTION TO CENTENNIAL TRAIL

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$69,900	\$0	\$0	\$0	\$300,000	\$20,000	TBD

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 Congestion Mitigation and Air Quality (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 also received a Carbon Reduction Program (CRP) grant for the section of the Centennial Greenway from Baur Blvd. to Lindbergh Blvd.

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:

The trail will be maintained by Public Works staff.

Comments:

None

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

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 369,900
Easement Acquisition	\$ 20,000
Construction	\$ TBD
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2027 – FY2031)	\$ 389,900

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	\$ 389,900
Total Funding	\$ TBD
City's Contribution (FY2027 – FY2031)	\$ 389,900

DEMOLITION OF BRIDGE IN MALCOLM TERRACE PARK

(50% OF COSTS SHARED WITH STORMWATER)

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$75,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project will remove the failing bridge in Malcolm Terrace Park located south of Townsend Street. The bridge is currently closed to vehicle, bicycle, and pedestrian traffic.

Before the bridge was closed, the City's Department of Public Works used the bridge to bring equipment into the park for maintenance activities, and pedestrians used the bridge to access the park's trails. Both City staff and the public have alternate routes to enter the park. The main access point is currently the low-water bridge at the end of Elzey Street.

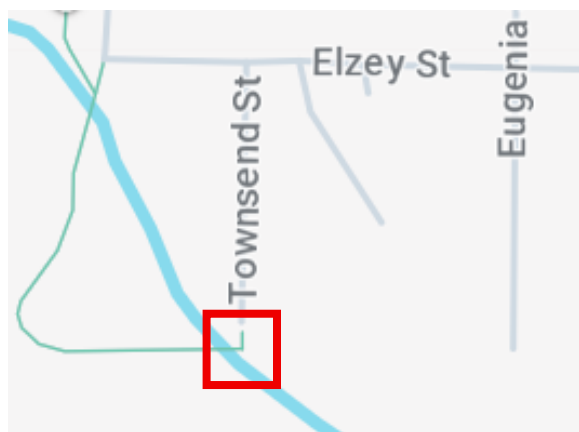
In 2017, the bridge was inspected for the possibility of a rehabilitation project. The project was put on hold due to costs relative to the available budget. In 2024, Engineers with Intuition & Logic along with Structures, Inc. re-inspected the bridge and completed an addendum to a 2017 engineering report. 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. Additionally, significant erosion at the abutments caused pavement settlement.

When considering replacement versus structural rehabilitation, the Missouri Department of Transportation's Engineering Policy Guide for decision-making 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 is 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 (9506 Parks and Recreational Facilities)	\$ 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 (FY2027 – FY2031)	\$ 0

Summary	Amount
Total Expenditures	\$ 75,000
Total Funding	\$ 0
City's Contribution (FY2027 – FY2031)	\$ 75,000

CONWAY PARK SIDEWALK & LOT RESURFACING

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$0	\$65,000	\$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 Americans with Disabilities Act (ADA) accessible ramps at Conway Park.

Existing Conditions:

Most of the asphalt pavement in the parking lot at Conway Park is in fair condition. 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 requiring total reconstruction. 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 provide good preventive maintenance for asphalt pavement, and such preventive maintenance will delay more intense and 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. Sealing, repainting, and improving accesses help park visitors feel welcome and have a positive first impression.

Operating Budget Impact:

Sealing pavement and replacing cracked concrete curbs and sidewalks help prevent the need for maintenance activities such as filling pot holes. Improvements also help ensure that sidewalks remain compliant with the ADA requirements.

Comments:

None

CONWAY PARK SIDEWALK & LOT RESURFACING

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 65,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 65,000

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 (FY2027 – FY2031)	\$ 0

Summary	Amount
Total Expenditures	\$ 65,000
Total Funding	\$ 0
City's Contribution (FY2027 – FY2031)	\$ 65,000

MAINTENANCE OF RACKET SPORT COURTS

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$0	\$45,000	\$0	\$38,000	\$0	\$0

Project Description:

The play surface at Conway Park will be repaired and resurfaced to eliminate cracks in the play surface and the remaining tennis court will be repurposed to two (2) full time pickleball courts, providing a total of four (4) pickleball courts in FY2028. Additionally, the tennis courts at Venable will be due for a resurfacing in FY2030 to maintain its condition and appearance.

Existing Conditions:

In FY2022 the tennis courts at Venable Park were resurfaced and two (2) dedicated pickleball courts were installed. The existing conditions of these courts are in good condition but showing some signs of deterioration due to use and environmental conditions. Likewise, the tennis courts at Venable were installed in FY2025 and in excellent conditions, it is recommended that the courts should be resurfaced every five (5) to six (6) years.

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

Repairs and resurfacing of the courts provide preventive maintenance. Regular proactive maintenance will delay more intense and costly repairs. Newly painted lines will clearly mark playing areas and help park visitors feel welcome and have a positive first impression. Additionally, the four (4) dedicated pickleball courts will offer visitors a destination for this activity and a better opportunity to play without significant wait times.

Operating Budget Impact:

Sealing cracks and resurfacing courts will help to extend the life of the playing surfaces and push replacement of the courts to the future, allowing time to collect funds for replacement.

Comments:

None.

MAINTENANCE OF RACKET SPORT COURTS

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 (FY2027 – FY2031)	\$ 0

Summary	Amount
Total Expenditures	\$ 83,000
Total Funding	\$ 0
City's Contribution (FY2027 – FY2031)	\$ 83,000

LIGHTING CONWAY PICKLEBALL COURTS & PARKING LOT

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$0	\$0	\$0	\$10,000	\$75,000	\$0

Project Description:

This project involves the installation of lighting for the pickleball court and parking lot at Conway Park.

Existing Conditions:

Currently the existing courts are not lit and do not offer an opportunity for pickleball play past daylight hours. Additionally, the parking lot is not lit since there are not activities that are held once night falls.

Justification: *Public Safety; Citizen Demand*

Providing lighting for pickleball courts will offer residents more opportunities to engage in the activity into times that are more advantageous for them. Having activities in the park after dark will require parking lot lighting to provide visibility of park users, reduce traffic accidents, and improve visitor safety.

Operating Budget Impact:

The City will see minor staff maintenance hours to maintain lighting and increase electrical usage at the park.

Comments:

None

LIGHTING CONWAY PICKLEBALL COURTS & PARKING LOT

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 10,000
Land Acquisition	\$ 0
Construction	\$ 75,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 85,000

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 (FY2027 – FY2031)	\$ 0

Summary	Amount
Total Expenditures	\$ 85,000
Total Funding	\$ 0
City's Contribution (FY2027 – FY2031)	\$ 85,000

PARK RESTROOM ROOF REPLACEMENT

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$0	\$0	\$50,000	\$0	\$0	\$0

Project Description:

At both Conway and Malcolm Terrace park restrooms, the existing asphalt roofs will be removed and replaced with new metal roofs. The restrooms will also receive vinyl fascia, soffit, and trim upgrades.

Existing Conditions:

The existing restroom roofs at Conway and Malcolm Terrace Park are in fair conditions but nearing the end of useful life. In FY2022, the restrooms were upgraded, but due to budget constraints the roof and siding improvements were not included as they were not in immediate need of replacement.

Justification: *Beatification; Protection & Conservation*

Replacement of the existing roofs at Conway and Malcolm Terrace will protect the investment made to modernize and upgrade the restrooms to year-round facilities. The metal roof, vinyl fascia, and trim upgrades will improve the look of the structures and match the look of the restrooms at Venable and Lake School Parks.

Operating Budget Impact:

The City will see reduced staff maintenance hours associated with painting and possible water damage due to leaking roofs.

Comments:

None

PARK RESTROOM ROOF REPLACEMENT

CONTINUED

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

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 (FY2027 – FY2031)	\$ 0

Summary	Amount
Total Expenditures	\$ 50,000
Total Funding	\$ 0
City's Contribution (FY2027 – FY2031)	\$ 50,000

CENTENIAL GREENWAY: WARSON TO BAUR

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$0	\$0	\$3,200,000	\$0	\$0	\$0

Project Description:

The Great Rivers Greenway (GRG) is a public agency connecting the St. Louis region with bike and walking trails. 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.

This phase of the Centennial Trail segment starts at Warson Road and Gateway Boulevard, proceeds west on Gateway Boulevard, north along Warson Road, then north along Research Boulevard to Baur Boulevard. The greenway will be fully funded by grants and GRG funds.

Existing Conditions:

GRG moved forward with preliminary design identified in the Centennial Trail 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.

Justification: *Availability of Outside Funding, Community Demand; Coordination; Economic Growth; Protection & Conservation*

GRG will fund a significant portion of the cost in planning, design, and construction of the Centennial Trail. 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 work and live.

Operating Budget Impact:

City staff will maintain the greenway.

Comments:

None

CENTENIAL GREENWAY: WARSON TO BAUR**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 3,200,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2027 – FY2031)	\$ 3,200,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Improvement Program Grant	\$ 3,200,000
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 3,200,000

Summary	Amount
Total Expenditures	\$ 3,200,000
Total Funding	\$ 3,200,000
City's Contribution (FY2027 – FY2031)	\$ 0

CENTENNIAL GREENWAY: RESEARCH TO SCHUETZ

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
\$0	\$0	\$0	\$0	\$7,667,000	\$0	\$0

Project Description:

The Great Rivers Greenway (GRG) is a public agency connecting the St. Louis region. 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.

This phase of the Centennial Trail segment starts at Research Boulevard and Baur Boulevard and proceeds west on Baur Boulevard, crossing North Lindbergh Boulevard with a bridge, and then connecting into Schuetz Road. The greenway will be fully funded by grants and GRG funds.

Existing Conditions:

GRG moved forward with preliminary design identified in the Centennial Trail in 2023. The project was awarded a Transportation Improvement Program (TIP), and this segment of the greenway is programmed to be constructed in 2029.

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

GRG will fund a significant portion of the cost in planning, design and construction of the Centennial Trail. 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:

City staff will maintain the greenway.

Comments:

None

CENTENNIAL GREENWAY: RESEARCH TO SCHUETZ**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 7,667,000
Equipment	\$ 0
Other	\$ TBD
Total Expenditures (FY2027 – FY2031)	\$ 7,667,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant	\$ 7,667,000
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 7,667,000

Summary	Amount
Total Expenditures	\$ 7,667,000
Total Funding	\$ 7,667,000
City's Contribution (FY2027 – FY2031)	\$ 0

LAKE SCHOOL PARK RENOVATIONS PH 2: TENNIS COURTS & PATHS

Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$0	\$150,000	\$1,500,000	\$0	\$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, make the restrooms year-round facilities (completed in FY2026), and improve the parking lot and walking trails.

Phases of the project include:

- FY2027 construction of a new playground area including a seating area incorporated into a new retaining wall and parking lot improvements (Contained in Phase 1).
- FY2028 will focus on design services for the remainder of the park renovations.
- FY2029 includes construction costs for the tennis complex and required stormwater management.

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.

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 the tennis facilities. Existing courts will be good candidates for replacement in 3 to 5 years. Replacing the courts will reduce the maintenance associated with older facilities to keep them open for public use. Within the *FY2026-2028 Creve Coeur Strategic Plan*, Strategy 2.5 supports completing the Lake School Park Master Plan and beginning renovations.

Operating Budget Impact:

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

Comments:

None

LAKE SCHOOL PARK RENOVATIONS

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 150,000
Land Acquisition	\$ 0
Construction	\$ 1,500,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2027 – FY2031)	\$ 1,650,000

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	\$ 1,650,000
Total Funding	\$ 0
City's Contribution (FY2027 – FY2031)	\$ 1,650,000

WATERSHED MANAGEMENT PLAN UPDATE

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$448,026	\$0	\$0	\$75,000	\$0	\$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:

- A desktop review of the projects 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 or City Staff.
- A desktop review of prioritization ranking of possible projects.
- Open house events to give residents the opportunity to report potential new projects.
- Identification of possible grant opportunities.
- Other scopes of work identified by Staff and/or the consultant hired for the update.

From the updated WMP will come a prioritized, coordinated list of potential stormwater projects. Inclusion in the WMP is not a guarantee or promise that a possible project will be funded, designed, or constructed. The WMP is a planning tool that identifies potential projects that the City could fund. The Capital Improvement Program determines what projects the City will fund.

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*

With the residents' approval of the Parks and Stormwater Sales Tax, the City is able to have a planned, proactive stormwater program that will be guided, in part, by the comprehensive Watershed Management Plan. An update to the adopted Watershed Management Plan will help the City qualify 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 (FY2027 – FY2031)	\$ 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 (FY2027 – FY2031)	\$ 75,000

CONWAY PARK POCKET WETLAND & GOLF COURSE POND

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$49,420	\$550,000	\$500,000	\$0	\$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 ponds have become shallower. At Conway Park, the depth of the pond 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.

With this project, Conway Park pond is planned to be converted to a pocket wetland in FY2027, and the Golf Course ponds will 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 ponds will likely need to be dredged again.

Existing Conditions:

Golfers have reported that the ponds at the Golf Course have a strong, unpleasant odor. Dredging the lakes will remove the organic material that is causing the odors.

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

A pocket wetland at Conway Park will create a vibrant and colorful wetland with an abundance of wildlife diversity. After the pond is dredged at the Golf Course, fountains and aeration systems can be installed, which will help improve water quality and prevent odors.

Operating Budget Impact:

For the forebay to be effective, deposited sediment will need to be regularly removed. Regular maintenance of the forebays will help prolong the amount of time until the ponds 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	\$ 101,520
Land Acquisition	\$ 0
Construction	\$ 1,000,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2027 – FY2031)	\$ 1,101,520

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ 0
DNR Section 319 Grant	\$ 0
Outside Funding	\$ 15,000
Total Funding	\$ 15,000

Summary	Amount
Total Expenditures	\$ 1,101,520
Total Funding	\$ 15,000
City's Contribution (FY2027 – FY2031)	\$ 1,086,520

STORMWATER MANAGEMENT COST-SHARE PROGRAM

(GRANT PROGRAM)

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$38,469	\$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 address stormwater issues that are unlikely to benefit from a City-funded project or funding from existing programs such as the Deer Creek Watershed Rainscaping 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 performing as designed. 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. Another 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 addressing stormwater issues. Managing stormwater benefits the City by: protecting public safety and economic investments by reducing flood risks for roadways and homes; decreasing stream bank erosion rates; improving water quality.

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 (FY2027 – FY2031)	\$ 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 (FY2027 – FY2031)	\$ 300,000

FY2025 STORMWATER PROJECTS

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$390,348	\$650,000	\$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 2024 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.

The projects at Mason Forest Drive, Fernpark Drive, and Bellington Lane were constructed in FY2026. Engineering design revealed that the scope of the Woodbridge Manor project is broader than the WMP anticipated, which required additional investigation, design, and MSD required modeling. Woodbridge Manor is in MSD review, and it is anticipated to be constructed in FY2027.

Existing Conditions:

The project seeks to address roadway, structural, and yard flooding.

Justification: *Community Demand; Public Safety*

The Stormwater Committee supports the use of public funds for projects that address the structural and roadway flooding. Roadway flooding is a public safety risk. Structural flooding is a health and safety risk. Reducing risks also helps protect public and private investments in the City.

Operating Budget Impact:

This project has no anticipated impact on the City's Operating Budget. Homeowners have the responsibility to maintain the swales installed at Mason Forest Drive, Fernpark Drive, and Bellington Lane. The City intends to have the system at Woodbridge dedicated to MSD.

Comments:

None

FY2025 STORMWATER PROJECTS

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 206,948
Land Acquisition	\$ 0
Construction	\$ 833,400
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2027 – FY2031)	\$ 1,040,348

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ 0
MSD Municipal Grant	\$ 200,000
Outside Funding	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 1,040,348
Total Funding	\$ 200,000
City's Contribution (FY2027 – FY2031)	\$ 840,348

BEAVER DRIVE CROSSING

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$191,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project will replace the failing existing rusting corrugated metal roadway culvert; protect the creek by replacing rusted gabion rock baskets with a retaining wall; and address structural flooding, yard ponding, and erosion issues at nearby homes. The project may require the relocation of an existing Missouri American Water line.

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 reduce public safety risks.

The Stormwater Committee is in favor of projects that address structural and roadway flooding.

Replacing the failing gabion rock baskets will help stabilize the creek banks, which helps protect 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	\$ 1,000,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2027 – FY2031)	\$ 1,191,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ 742,000
MSD Municipal Grant	\$ 0
Outside Funding	\$ 0
Total Funding	\$ 742,000

Summary	Amount
Total Expenditures	\$ 1,191,000
Total Funding	\$ 742,000
City's Contribution (FY2027 – FY2031)	\$ 449,000

SONA LANE

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$26,900	\$10,000	\$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, swales, inlets, and pipes between the homes on Sona Lane. The City has reached out to residents and held a neighborhood meeting to assess interest in signing the easements needed to move the project forward. In FY2027, City staff plans to reach out again to gage if interest has changed in the project. The budget for FY2027 represents possible additional funds for engineering design.

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*

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

SONA LANE

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 32,690
Land Acquisition	\$ 0
Construction	\$ TBD
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2027 – FY2031)	\$ 32,690

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	\$ 32,690
Total Funding	\$ TBD
City's Contribution (FY2027 – FY2031)	\$ 32,690

VARIOUS PROJECTS – UNIVERSITY CITY OMCI

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	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. The University City OMCI district serves the Upper River Des Peres Watershed. The watershed generally encompasses University City but also includes other municipalities such as Creve Coeur. Staff will recommend a project to the Stormwater Committee for review/approval, and then the selected project would be reviewed/approved by the City Council in FY2028.

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	\$ 50,000
Land Acquisition	\$ 0
Construction	\$ 125,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2027 – FY2031)	\$ 175,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ 175,000
DNR Section 319 Grant	\$ 0
Outside Funding	\$ 0
Total Funding	\$ 175,000

Summary	Amount
Total Expenditures	\$ 175,000
Total Funding	\$ 175,000
City's Contribution (FY2027 – FY2031)	\$ 0

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

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$17,123	\$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



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

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 37,200
Land Acquisition	\$ 0
Construction	\$ 150,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2027 – FY2031)	\$ 187,200

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	\$ 187,200
Total Funding	\$ 0
City's Contribution (FY2027 – FY2031)	\$ 187,200

PROJECTS FROM THE WATERSHED MANAGEMENT PLAN

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$0	\$0	\$1,100,000	\$1,200,000	\$1,300,000	\$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 (benefit/cost). Higher scores generally indicate that the project addresses more risks and offers more benefits for each estimated dollar of costs.

The City's Stormwater Committee gave City staff the direction to 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.

City staff and the Stormwater Committee will evaluate projects for FY2029 through FY2031 with the benefit of the information in the refreshed Watershed Management Plan.

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 MSD Municipal Grant 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 or if the assets are dedicated to MSD.

Comments:

None

PROJECTS FROM THE WATERSHED MANAGEMENT PLAN CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 500,000
Land Acquisition	\$ 0
Construction	\$ 3,100,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2027 – FY2031)	\$ 3,600,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ 0
DNR Section 319 Grant	\$ 0
MSD Municipal Grant	\$ 600,000
Total Funding	\$ 600,000

Summary	Amount
Total Expenditures	\$ 3,600,000
Total Funding	\$ 600,000
City's Contribution (FY2027 – FY2031)	\$ 3,000,000

FY2026 STORMWATER PROJECTS

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$198,492	\$1,200,000	\$0	\$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 go into the construction phase in FY2027.

- **North Spode Road & Mission Hills Court (DC-S-22)**
 - Stormwater issues include roadway flooding near the intersection of North Spode Road & Mission Hills Court.
- **Pine Manor Drive (DC-S-09)**
 - Stormwater issues include roadway, structural, and yard flooding.
- **18 Sackston Woods Lane (DC-S-02)**
 - Stormwater issues include yard flooding.
- **Alden Lane (DC-S-18)**
 - Stormwater issues include roadway flooding, failing streambank protections, yard flooding, and roadway sinkholes.

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

Constructing the projects listed above will address public safety risks associated with roadway, structural, and yard flooding. The Alden Lane project will replace streambank protections that are in poor condition and also address issues impacting the public roadway. Outside funding may be available for the Pine Manor project.

Operating Budget Impact:

The roadway stormwater system improvement on North Spode Road and Mission Hills Court will likely be dedicated to MSD. The City is planning to discuss possible funding assistance with the Pine Manor Drive Project. The homeowner at 18 Sackston Woods Lane will have maintenance responsibilities. The improvements to Alden Lane are anticipated to have little if any impact on the operating budget.

Comments:

None

FY2026 STORMWATER PROJECTS

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 198,492
Land Acquisition	\$ 0
Construction	\$ 1,200,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2027 – FY2031)	\$ 1,398,492

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

Summary	Amount
Total Expenditures	\$ 1,398,492
Total Funding	\$ TBD
City's Contribution (FY2027 – FY2031)	\$ 1,398,492

FY2027 STORMWATER PROJECTS

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$100,000	\$600,000	\$0	\$0	\$0	\$0

Project Description:

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

- **Oak Hollow Drive (CC-C-23)** has the objective to address creekbank erosion that is threatening three habitable structures.
- **Villa Hill Lane (CC-C-16)** plans to address streambank erosion that is threatening a home and a retaining wall.

Both projects will likely install grade controls and bank bio-stabilization, which will enhance water quality and preserve natural resources.

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

Residents, the Stormwater Committee, and City Council have requested that the City address stormwater issues. The FY2027 Stormwater Projects protect public safety and economic investments. The projects also protect the City's natural water and waterway resources. MSD Municipal Grant Funding is available for these projects.

Operating Budget Impact:

Projects will impact the City's Operating Budget if the installed assets are City-owned rather than privately-owned. It is unlikely that these projects will impact the City's operating budget.

Comments:

None

FY2027 STORMWATER PROJECTS

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 100,000
Land Acquisition	\$ 0
Construction	\$ 600,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 700,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ 0
DNR Section 319 Grant	\$ 0
MSD Municipal Grant	\$ 200,000
Total Funding	\$ 200,000

Summary	Amount
Total Expenditures	\$ 700,000
Total Funding	\$ 200,000
City's Contribution (FY2027 – FY2031)	\$ 500,000

FY2028 STORMWATER PROJECTS

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$0	\$0	\$300,000	\$900,000	\$0	\$0

Project Description:

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

- **Ferngate Lane (CC-C-07)** this project intends to address stream erosion that is impacting two habitable structures.
- **740 North Mason Road (CC-S-05)** seeks to address yard flooding impacting twelve homes and yard erosion.
- **East Rue De La Banque Street (DC-C-03)** intends to address streambank erosion that is threatening a habitable structure.
- **Sunswept Drive (DC-C-24)** plans to address streambank erosion issues that are threatening habitable structures and a roadway.

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	\$ 900,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2027 – FY2031)	\$ 1,200,000

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	\$ 1,200,000
Total Funding	\$ TBD
City's Contribution (FY2027 – FY2031)	\$ 1,200,000

ASSET MANAGEMENT SYSTEM

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$20,000	\$0	\$0	\$0	\$0	\$0

Project Description:

City staff is proposing the development of a map-based asset management system. Asset management practices enable the City to more proactively maintain, repair, and replace assets. Proactive planning reduces long-term costs, increases public safety, and minimizes unexpected interruptions to public systems. Map-based asset management will help the City collect, maintain, search, and use data about assets and activities. Information collected and stored in the asset management tool can help the City staff, committee, and City Council make data-based decisions. On the job site, City crews will be able to input data about projects and maintenance activities such as location of the work, extent of the work, materials used, labor hours, and equipment. In the office, any City staff member will be able to click on a location on a map to see information about a City asset, project, or maintenance activity. The system can be designed to track reports, inventory, maintenance activities, repairs, and replacements for: roadways, sidewalks, street lights, stormwater issues, and stormwater management installations.

Costs will be equally shared with 9510 Streets and Sidewalks.

Justification: *Condition of Existing Facility, Operating Efficiency*

An asset management system will help staff maintain the City's infrastructure, facilities, and equipment so that it remains in a serviceable, safe, and efficient condition. Asset management will also help streamline work processes.

Operating Budget Impact:

None

Comments:

None

ASSET MANAGEMENT SYSTEM

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 20,000
Total Expenditures (FY2027 – FY2031)	\$ 20,000

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	\$ 20,000
Total Funding	\$ 0
City's Contribution (FY2027 – FY2031)	\$ 20,000

PARKS CAPITAL EQUIPMENT

Estimated Annual Costs						
Prior Year	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$30,000	\$0	\$30,000	\$0	\$0	\$0

Project Description:

The Department of Public Works proposes to purchase a Dingo Mini Skid Steer with attachments to maintain the park nature trails and surrounding grounds. This FY2027 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 Dingo Mini Skid Steer will be a new addition to the department and will greatly assist in nature trail, park ground, and golf course 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. The Dingo Mini Skid Steer will also be used by staff members at the golf course.

Operating Budget Impact:

The equipment will not have an impact on the operating budget.

Comments:

None

PARKS CAPITAL EQUIPMENT**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 60,000
Other	\$ 0
Total Expenditures (FY2027 – FY2031)	\$ 60,000

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

Summary	Amount
Total Expenditures	\$ 60,000
Total Funding	\$ 0
City's Contribution (FY2027 – FY2031)	\$ 60,000

PROJECT MANAGEMENT

Estimated Annual Costs						
Prior Year	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$185,021	\$194,272	\$198,157	\$202,121	\$206,163	\$210,286	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	\$ 1,011,000
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2027 – FY2031)	\$ 1,011,000

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

Summary	Amount
Total Expenditures	\$ 1,011,000
Total Funding	\$ 0
City's Contribution (FY2027 – FY2031)	\$ 1,011,000

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.

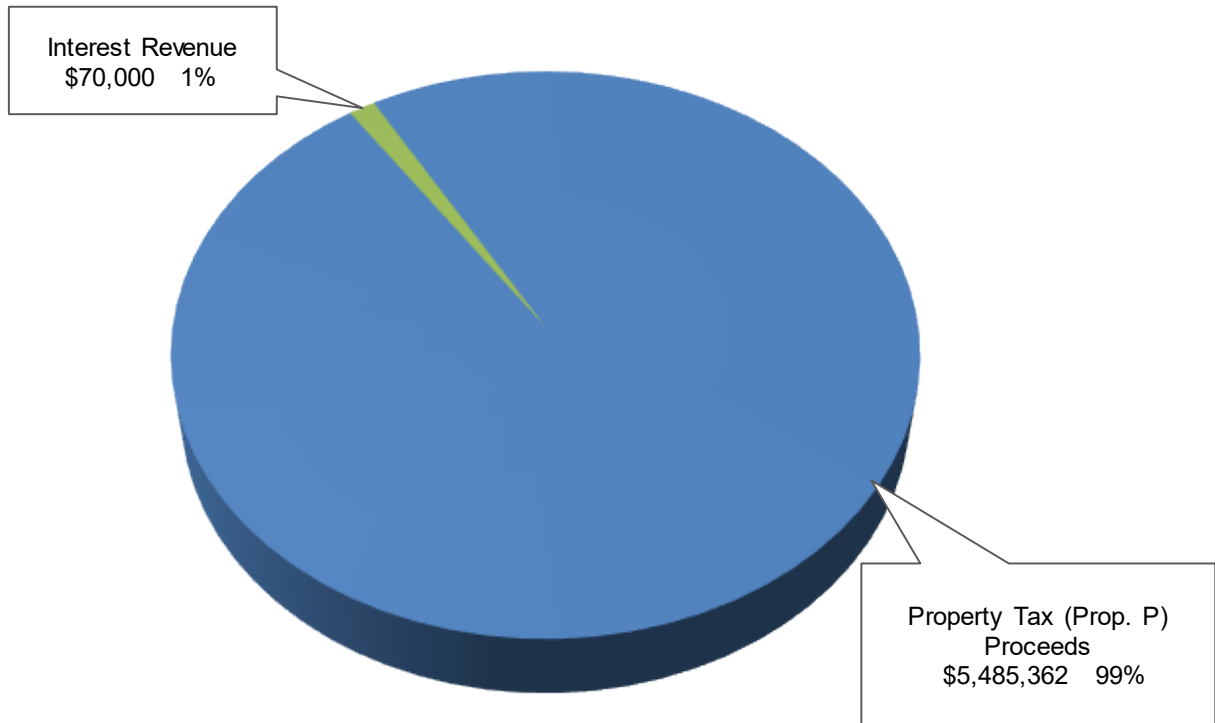
Debt Service

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.

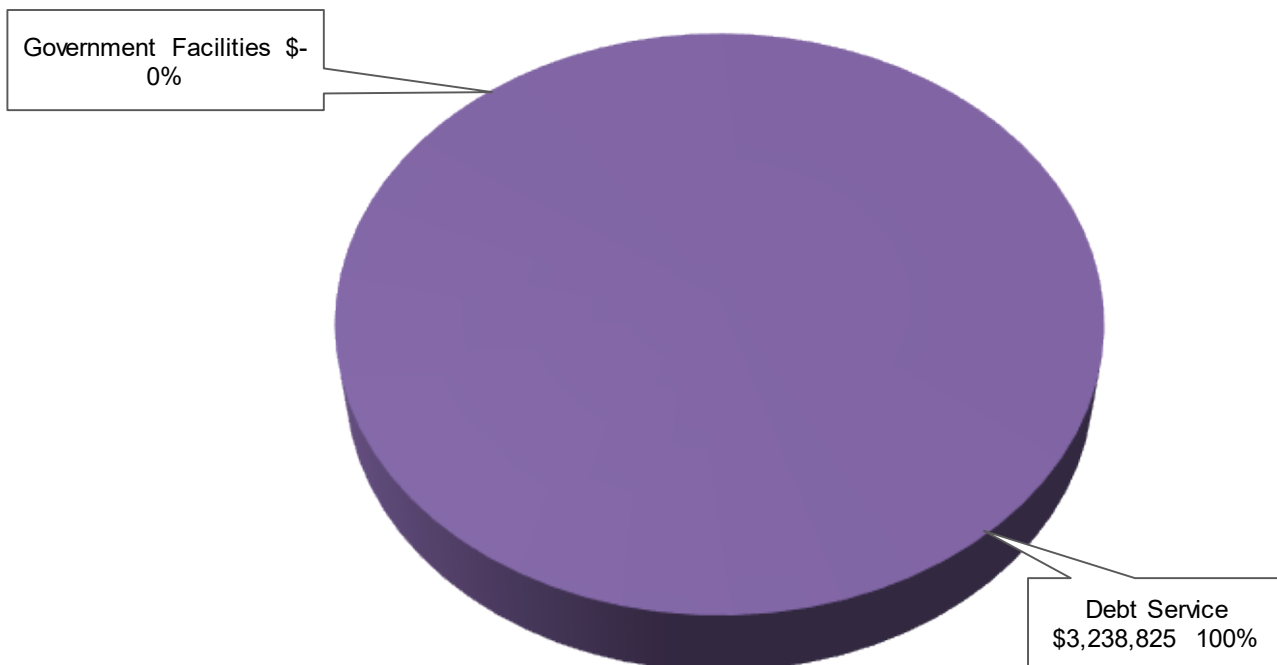
The property tax that funds the debt service was reduced by approximately 25% in FY2022 and is proposed to remain at this level through the five-year capital plan.

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.

Building Project Bond Fund Revenues FY2027-FY2031



Building Project Bond Fund Expenses FY2027-FY2031



CITY OF CREVE COEUR



MEMORANDUM

Date: March 4, 2026
To: Kris Simpson, City Administrator
From: Kevin Mulligan, Civil Engineer
CC: Dione Garson, Interim Assistant Director of Public Works
Jim Heines, Interim Director of Public Works
Subject: FY2027 Pavement Maintenance Program Recommendations

The Department of Public Works proposes the roadway and sidewalk maintenance program as outlined below for the 2027 fiscal year. This program is divided into six different programs that aim to preserve and improve the City's roadway and sidewalk networks.

Additional projects in the Capital Improvement Program are dedicated to improvements on a single street (such as the Lindbergh/Old Olive intersection, Craig Road, South New Ballas Road, and Ladue Road) and are not detailed in this memorandum.

Pavement Conditions and Roadway Selection

The City hired a consultant in FY2022 to complete an independent review of the City's roadway network. This review updated the City's pavement condition information and, combined with staff's own inspections, helped with the selection of each roadway included in the FY2027 Pavement Maintenance Program.

Concrete Pavement Replacement

Work involved in this program will include the removal and replacement of failed concrete pavement along concrete roadways.

Since early 2023, the City has bid out the annual concrete project in February or March because this allows the City to get bids from more contractors at better prices. Bids for this project will be opened in early April 2026.

Most of the City's concrete streets consist of many pavement "slabs." A pavement slab is the typically rectangular section of concrete pavement that extends across one lane of traffic. For most residential roadways in Creve Coeur, a pavement slab is 15-20 feet long and 10-13 feet wide. This program will replace approximately 180 concrete slabs. The locations for the proposed concrete pavement replacement program for 2026 are included on the attached map.

Sidewalk Improvements

The City is obligated to continue to improve the accessibility of its sidewalks in order to meet the requirements of the Americans with Disabilities Act (ADA). Accessibility improvements are typically made in conjunction with or in preparation for adjacent roadway projects, but the City undertakes stand-alone sidewalk improvements, as well. The proposed 2026 sidewalk program includes replacing the majority of the sidewalk on Ambois Drive. This work will be included in the 2026 Concrete Project.

Asphalt Resurfacing

Asphalt resurfacing typically involves the removal and replacement of the top two inches of asphalt pavement on a roadway. This becomes necessary as the pavement surface gets older, dries out, cracks, and fails. Full-depth patching is often needed to replace all of the pavement in areas where the base fails and potholes form. For asphalt streets, base failure occurs if the base was insufficient to begin with or the base is weakened, often by getting wet through cracks in the pavement. The locations for the proposed asphalt pavement resurfacing program for FY2027 is included on the attached map, with the majority of the work being on Conway Lake Drive, Conway Gardens Lane, Emerald Green Drive, Chaminade Drive, Notre Dame Drive, and Sarah Lane.

Asphalt resurfacing of the east parking lot at the Dielman Recreational Center will also be included in this program. \$100,000 from the Parks and Recreational Facilities account has been allocated for this work.

Microsurfacing

The proposed microsurfacing program will include minor street repairs and the application of a thin, asphaltic surface treatment to the entire roadway surface. This surface treatment is typically aimed at asphalt and composite roads that are in good condition, where its purposes are to help seal the pavement from water infiltration and to preserve the street's driving surface. Microsurfacing can also be used to slow the deterioration of local roads with distressed asphalt that are nearing the need for structural improvements like asphalt resurfacing. The goal of this program is to create a schedule that will return the program to a microsurfacing candidate roadway within the expected 8–10-year lifespan of the microsurfacing application. The locations for the proposed microsurfacing program for FY2027 are included on the attached map, including the Tealwood subdivision, Renee Lane and its side streets, and the asphalt side streets along Graeser Road.

Roadway Reconstruction/Rehabilitation

The funds for FY2027 roadway reconstruction have been programmed to fund a portion of the Ladue Road Improvement Project.

Pavement Marking

Repainting the centerlines, arrows, and other pavement markings are necessary on a rotation of approximately five years in order to maintain the reflectivity and effectiveness of the pavement markings. Spoede Road, Center Parkway, Decker Lane, and Emerson Road are proposed for restriping in FY2027.

Crack Sealing

Public Works staff will crack seal microsurfacing locations, as well as concrete pavement that has been replaced in the last 5 years.

Schedule

Bids for the 2026 Concrete Pavement Replacement Project will be opened in early April 2026. Construction is expected to begin in April and be completed by October. Staff plans to release bids for the Asphalt, Microsurfacing, and Pavement Marking proposed programs in May 2026 with the intent of presenting contracts to the City Council in late June or early July. Construction would generally begin in July and be completed before December.

Program Costs

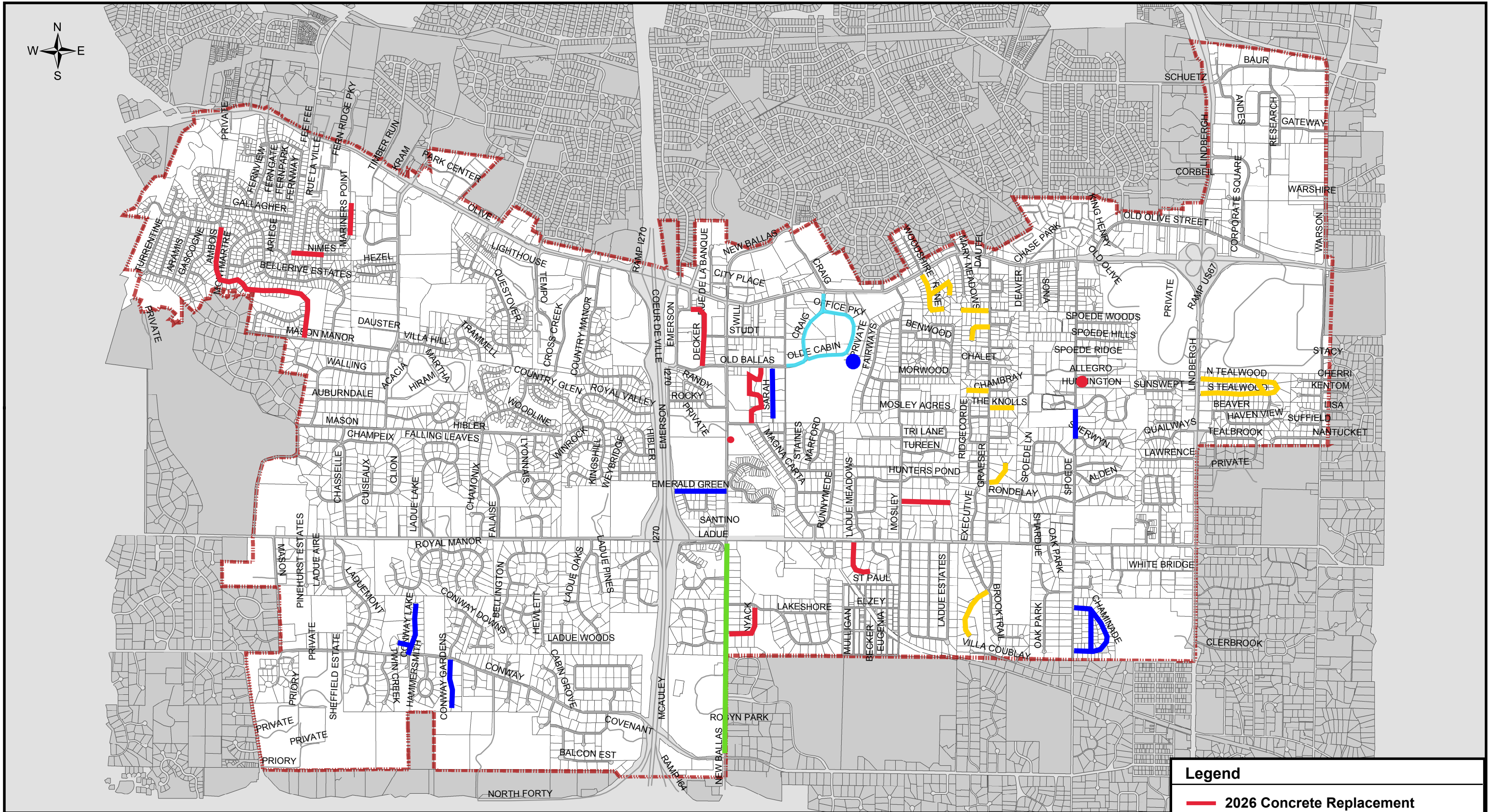
City staff estimates that completion of the proposed FY2027 Roadway Maintenance Program will cost approximately \$1,600,000, summarized as follows:

Concrete Pavement & Sidewalk Project (FY2026).....	\$ 600,000*
Asphalt Resurfacing.....	\$ 500,000**
Microsurfacing	\$ 250,000
Pavement Marking.....	\$ 100,000
Concrete Pavement & Sidewalk Project (FY2027).....	\$ 750,000
Total FY2027	\$ 1,600,000

*The annual concrete projects are bid in March or April with construction anticipated to start soon thereafter. The FY2027 Concrete Project will be developed by staff in early 2026, with construction to begin in Spring of 2026.

**\$100,000 has been allocated from the Parks and Recreation Facilities Account to resurface the east parking lot of the Dielman Rec Center.

Attachment: Map of Proposed FY2027 Roadway Maintenance Program

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MEMORANDUM

DATE: March 2, 2026
TO: Kris Simpson, City Administrator
FROM: Jim Heines, Interim Director of Public Works
CC:
SUBJECT: FY 2027-2031 Capital Equipment Replacement Schedule

Fleet Replacement Program Overview

Each year, the Public Works Department evaluates the condition of our fleet of vehicles and equipment as part of the annual Capital Improvement Program (CIP) update. As part of this process, we typically purchase one two-ton truck each year to maintain our 12-year rotation schedule. Additionally, we include other vehicles and equipment such as one-ton trucks, pickup trucks, leaf vacuums, chippers, skid steers, and other necessary equipment, depending on operational needs.

Over the past four-years, global supply chain disruptions and manufacturing delays have posed challenges in acquiring and receiving new equipment. However, manufacturers and aftermarket outfitters have made significant improvements in their ability to produce and outfit trucks within a year of order placement, helping to mitigate some of these delays.

Current Fleet Size

The size of our fleet is determined by the operational needs of the Maintenance Division to effectively deliver services. Some vehicles and equipment are designated for specific tasks, while others serve multiple functions throughout the year. Below are the details regarding the optimal fleet size and the specific job responsibilities associated with each vehicle and piece of equipment.

Two-ton Trucks

Dump Trucks

The two-ton trucks in our fleet are vital to the core operations of Public Works, with their use largely driven by the demands of leaf vacuuming and snow removal services. Over the years, we have strategically reduced the size of our fleet to better align with operational needs. This

includes transitioning to heavy-duty diesel trucks, streamlining operations, and trimming the fleet to minimize purchase and maintenance costs.

Leaf Collection Operations:

Leaf season is a significant undertaking that consumes a large amount of manpower and capital resources for several months each year. To meet the service expectations of our residents, we aim to deploy eight trucks and vacuums with three-man crews during the peak season. To ensure consistent service, a fleet of nine trucks is necessary, with one truck serving as a backup for potential breakdowns. However, when fully loaded, the leaf vacuum trailers are too heavy to be towed by our smaller one-ton trucks.

To assist with the leaf collection effort, several years ago, the city entered into a contract with Hendel Lawncare to provide an additional truck, leaf vacuum, and crew. This partnership has been highly successful and has enabled us to stay on schedule throughout the entire fall leaf collection season.

Winter Operations:

During the winter, Public Works staff utilizes six to seven two-ton plow trucks per shift, along with two to three one-ton trucks, depending on driver availability. To maintain the current level of snow plow service, it is critical to have at least one backup two-ton plow truck available for use in the event of breakdowns, which are common during storm events.

Year-Round Use:

Outside of leaf collection and snow removal operations, the two-ton trucks are used regularly for hauling asphalt, rock, mulch, dirt, water tanks, and other materials to job sites throughout the city.

Replacement Plan:

Our current fleet includes 12 two-ton trucks, consisting of 9 dump trucks, 2 chipper trucks, and 1 aerial bucket truck. While the American Public Works Association (APWA) recommends a 10-year replacement cycle for these vehicles, we believe that our robust maintenance program allows us to extend the life of our trucks. As a result, we recommend continuing on a 12-year replacement cycle by replacing one two-ton truck nearly every year.

Chipper Trucks

The Public Works Department currently operates two chipper trucks, each equipped with a 25 CY Arbortech dump box. These trucks are specifically dedicated to chipping operations and are in use approximately 8 to 9 months each year. In addition to the chipper trucks, we maintain three chippers in total. Two of these chippers are stationed at the Public Works maintenance

shed, while the third is stored at the Golf Course, where it is available for use by the Golf Maintenance staff as needed.

Bucket Truck

In the fall of 2023, the City Council approved the purchase of a new bucket truck. This new Bucket Truck was delivered in September of 2025. This new truck, replaced our old bucket truck which was originally purchased from the City of Clayton in 2007. The bucket truck plays a critical role in our operations, including tree removal and pruning, as well as maintaining decorative lighting, banners, and holiday decorations along Olive Blvd. and in parking lots. We anticipate a minimum of 20-years of service from the 2025 Altec Bucket Truck.

One-ton Trucks

Public Works currently operates nine trucks rated in the one-ton range, three of which are dedicated to specific year-round duties:

- Concrete Foreman's Truck: Also functions as a service body truck for concrete tools and equipment
- Pothole Patch Truck: Remains ready year-round, fully stocked with cold patch material
- Water Tank Truck: Serves as a snow truck during the winter months

This leaves six one-ton trucks available for day-to-day operations and projects within the Streets and Parks divisions. These tasks include:

- Asphalt and concrete road repairs
- Sidewalk repairs
- Median and right-of-way (ROW) maintenance
- Small stormwater projects
- Dirt and turf repairs
- Tree removals
- Landscape and median planting/mulching
- Parks maintenance

The one-ton trucks are the backbone of our fleet during the construction season, supporting smaller projects and delivering tools and materials to most job sites, especially in hard-to-reach locations. According to the American Public Works Association (APWA), the recommended replacement cycle for these trucks is 10 years. However, Public Works has typically replaced these trucks in the 12- to 14-year range. Since transitioning to diesel-powered one-ton trucks, we've seen a significant reduction in repairs and downtime.

Future one-ton purchases will include two styles of truck:

- 350 Series Diesel-Powered Trucks: Used for general work tasks
- 550 Series Diesel-Powered Trucks: Heavier-duty trucks used for snow plowing

The primary difference between the two is the Gross Vehicle Weight Rating (GVWR). The 350 series have a GVWR of 14,000 lbs., while the 550 series have a GVWR of 18,000 lbs. In addition to the upgrade to diesel and higher payload ratings, staff recommends moving toward a 10-year replacement cycle to reduce repair costs and increase the reliability of these vehicles.

Pick-up Trucks

In the past, Public Works staff reduced the pickup truck fleet from nine to six in an effort to increase efficiency. Recently, the Engineering Division added a pickup truck to support Project Engineers and Project Managers with project management duties. As a result, our current fleet consists of eight trucks, which we believe is the optimal number for maintaining efficiency while meeting operational needs.

To maximize the utility of each truck, we have assigned specific duties to ensure each vehicle is used effectively. The trucks are currently designated for the following tasks:

1. Operations Superintendent Truck
2. Park Foreman Truck
3. Asphalt Foreman Truck/Flatbed (for transporting asphalt tools and supplies)
4. Service Body Truck (for sign repair and replacement)
5. Engineering/Inspector Truck (located at City Hall)
6. Engineering/Inspector Truck, Ranger Pickup Truck (located at City Hall)
7. Engineering/Inspector Truck (located at City Hall)
8. Engineering/Inspector Truck (located at City Hall)

According to the American Public Works Association (APWA) national guidelines, the recommended replacement cycle for these vehicles is between 7 and 10 years. Although our oldest pickup truck is 11 years old, Public Works has successfully adhered to a 10-year replacement schedule, ensuring that the fleet remains well-maintained and operational.

Given our past success with this maintenance schedule, staff recommends continuing with this approach moving forward.

Leaf Vacuums

Over the past 15 years, Public Works staff has transitioned the entire leaf vacuum fleet from gas-powered to diesel engines. This conversion has resulted in a more reliable and powerful fleet. We currently have nine leaf vacuums, with eight roadworthy units and one parts vacuum.

To meet the expected service level for our residents, we aim to have 6-7 city vacuums on the street, in addition to Hendel Lawncare's crew, during the peak fall season. As a result of contracting with Hendel Lawncare for assistance during the peak leaf collection season, we reduced our fleet by one leaf vacuum. This adjustment still allows for 6-7 vacuums on the road, while maintaining one in reserve and one as a parts vacuum.

To continue providing service at the expected level, we recommend having 7-8 vacuums on the street, including Hendel's crew, during peak fall season. Therefore, staff recommends that the city's optimum leaf vacuum fleet size be nine units—seven on the road, one in reserve, and one for parts.

Although there is no specific APWA life expectancy standards for this equipment, based on past experience, a 10-year replacement cycle is recommended for leaf vacuums.

Skid Steer

Public Works currently operates two skid steers, which play a crucial role in a wide variety of operations. At times, both units are utilized on the same job site, each with different attachments working concurrently to maximize efficiency. Some of the primary uses for these skid steers include:

- Asphalt milling and replacements
- Concrete removal and replacements
- Moving supplies and equipment around the shop yard and job sites
- Loading trucks
- Grading and excavating
- Operating various attachments, including augers, trenchers, millers, sweepers, punch bits, pavement breakers, snow boxes, mulch buckets, and more.

According to the American Public Works Association (APWA), the national average recommended replacement cycle for skid steers is 10 years. However, with regular maintenance, we aim to extend the lifespan of our units to 12-15 years.

Backhoe

The city's current backhoe was replaced in 2008 and remains an essential piece of equipment for a variety of tasks, including:

- Full-depth pavement removals
- Loading trucks on job sites
- Repairing and replacing bridges in parks and golf courses
- Backup for Front End Loader to load salt in the winter
- Small stormwater projects
- Installing drain pipes
- Grading
- Serving as backup to load trucks for winter operations

The American Public Works Association (APWA) recommends a 10-year replacement cycle for this type of equipment. However, through diligent preventative maintenance and storing the equipment under cover, we anticipate the backhoe will have a service life of up to 20 years.

Front Loader

The city's current front loader was replaced in 2012 and is a vital piece of equipment used for a variety of tasks, including:

- Moving leaf mulch and wood chips
- Loading trucks on job sites and for snow operations
- Lifting equipment into dump trucks
- Moving pallets of materials and supplies at the shop yard
- Placing gabion rock and storm pipe on smaller projects
- Grading

According to the American Public Works Association (APWA), the recommended replacement cycle for this equipment is 10 years. However, with regular preventative maintenance and storing the equipment under cover, staff anticipates a 20-year service life for the front loader.

Capital Equipment Purchasing Process and Strategy

When recommending vehicle and equipment purchases, Public Works staff thoroughly evaluates a variety of options before making a final recommendation. The options reviewed include:

- Purchasing new vehicles and equipment through the MoDOT Cooperative Purchase Program, Sourcewell, or other cooperative purchasing opportunities.
- City bidding for specific vehicles and equipment.
- Rent/Lease programs.
- Used vehicle/equipment purchases.

Over the years, we have found that the MoDOT Cooperative Purchase Program offers the most competitive pricing for new vehicles and equipment. Typically, new equipment purchased through this program is priced up to 37% lower than MSRP and 20% lower than the cost of city-bid individual purchases.

When evaluating used equipment, we've observed that purchasing a used unit that is a couple of years old with low miles/hours often costs the same as buying a new unit through the State Cooperative Purchase Program, which includes a warranty.

While Rent/Lease programs can provide the advantage of keeping the fleet stocked with newer vehicles, they are often a more expensive option. Past investigations into these programs have shown that lease payments over a 3 to 5-year period can equal the cost of purchasing a new unit. In the past, staff met with Enterprise Leasing to explore leasing options for trucks. We discovered that Enterprise does not lease two-ton trucks. However, for one-ton and pickup trucks, they purchase these vehicles through the same MoDOT Cooperative Purchase Program used by the city and then lease them to municipalities.

The attached FY2027-FY2031 Equipment Replacement Projections spreadsheet outlines the proposed replacement schedule for the next five years.

Adjustments to Fleet Size

Through our contract with Hendel Lawncare to assist city staff during the peak of the fall leaf season, Public Works has reduced the two-ton truck and leaf vacuum fleet by one truck and one vacuum.

Once the city assumes maintenance responsibilities for Old Olive and the streets in Olia Village, it is recommended that we revisit our crew and fleet size. These new responsibilities will necessitate both fleet additions and additional staffing to ensure efficient operations.

Conclusion

In the past, Public Works has utilized a rotational method for fleet replacement. However, we now follow the APWA guidelines to determine which trucks and equipment are replaced each year. The attached CIP 5-Year Equipment Replacement Schedules serve as a comprehensive guide for our long-term planning.

The city is fortunate to have a dedicated mechanic on staff who performs preventative maintenance and repairs for all vehicles and equipment, including Police vehicles. In previous years, particularly pre-COVID, we experienced a reduction in vehicle repair costs. However, with

delays of up to two years on new equipment deliveries, our maintenance costs have significantly increased as we work to keep older equipment serviceable.

To better track maintenance, repairs, and downtime, Public Works implemented a Fleet Maintenance Program. This system allows us to evaluate the factors used to assign condition points to vehicles and equipment, permitting staff to make more informed decisions regarding replacements.

We recognize that each year's equipment purchases represent a major investment, and the total investment in our fleet over the years is even larger. Staff uses all available data to make informed decisions about when to replace vehicles and equipment. We believe that our two-ton truck and leaf vacuum fleets have been optimized to maximize efficiency while staying within budgetary constraints. We will continue to seek opportunities to streamline the fleet and improve efficiency, all while meeting the service expectations of our residents.

We look forward to discussing the 5-year plan in greater detail during the Council Work Session on Monday, March 9, 2026.

MEMORANDUM



DATE: March 3, 2026
TO: Kris Simpson, City Administrator
FROM: Tom Delia, Project Manager - Engineer
CC: Jim Heines, Interim Director of Public Works
SUBJECT: FY2027-FY2031 Capital Improvement Program
Master Park Program Recommendations

The Department of Public Works recommends the projects listed in this memo for inclusion in the FY2027-FY2031 Capital Improvement Program.

Project Selection

The Creve Coeur Parks and Recreation Master Plan project is a community-based 10-year plan identifying improvements to City parks. Planning Design Studio, a St. Louis area landscape architecture firm specializing in park planning, led the study. Following extensive public engagement of residents, park users and public officials, the plan was adopted by City Council on September 23, 2019.

The Parks Master Plan objectives included: identifying current conditions in the parks; identifying needed improvements; exploring development scenarios to address the needs and desires of the community; exploring connectivity of biking/hiking opportunities in the area; developing a budget for proposed project and development scenarios; and identifying priorities and strategies for funding park improvements.

Park and Historic Preservation Committee

The Park and Historic Preservation Committee provides direction for final product selection and overall look for the parks. Advising the City Council on matters of historic preservation, including matters impacting city-owned historic buildings and policies and programs pertaining to historic record archiving.

Proposed Projects Programmed for FY2027-FY2031

The proposed FY2027-FY2031 CIP allocates a five-year estimated total of **\$16,330,000** for the following Park and Recreation projects.

Proposed Park and Recreation Projects FY2027-FY2031 CIP

9506 Parks & Recreational Facilities	FY2027 Projected	FY2028 Projected	FY2029 Projected	FY2030 Projected	FY2031 Projected
Historic Building Rehab & Preservation	110,000	25,000	25,000	25,000	25,000
Park Furniture Replacement		20,000		20,000	
Malcolm Terrace Park Trail Improvements	-	25,000	-	-	30,000
Millennium Park Improvements - Phase 1	-	-	-	-	-
Millennium Park Improvements - Ph 2: Trails & Ridgemoor Forest Pedestrian Bridge	100,000	350,000	-	-	-
Playground Replacement		30,000	525,000	30,000	525,000
Millennium Park - Phase 3 - Park Entrance & Parking Lot Improvements	-			70,000	400,000
Lake School Park Renovations Ph I: Playground & Parking Lot	800,000				
39N Greenway Connection to Centennial Trail				300,000	20,000
Demolition of Bridge in Malcolm Terrace Park (50% of costs)	75,000				
Conway Park Sidewalk & Lot Resurfacing		65,000			
Maintenance of Racket Sport Courts (Conway and Venable)		45,000		38,000	
Lighting of Conway Pickleball Courts & Parking Lot				10,000	75,000
Park Restroom Roof Replacement			50,000		
Centennial Greenway Warson to Baur		3,200,000			
Centennial Greenway Research to Schuetz			7,667,000		
Lake School Park Renovation Ph 2: Tennis Courts & Paths		150,000	1,500,000		
Subtotal (Parks & Recreation Facilities)	1,085,000	3,910,000	9,767,000	493,000	1,075,000
% of Total Parks & Stormwater Fund Outlay	22%	68%	86%	25%	41%

Table 1: Proposed Parks Projects in the FY2027-FY2031 CIP

Proposed Project Descriptions (for the next three years)

In FY2027, there will be four major park projects:

- Tappmeyer Homestead exterior painting, gutter repair, and structural repair.
- Millennium Park – Phase 2: Professional Service agreement for the design of pedestrian bridge from Ridgemoor Forest into the park, and associated task.
- Lake School Park – Phase 1: Expansion and resurfacing of the existing parking lot, relocation of the tennis court lighting, installation of new playground, and retaining wall.
- Demolition of the bridge at Malcolm Terrace (50% of cost – shared with Stormwater)

In FY2028, there will be seven major park projects:

- Millennium Park – Installation of the pedestrian bridge from Ridgemoor Forest Subdivision and one inch asphalt overlay of 1,875 feet of asphalt trail.
- Malcolm Terrace Park trails will be rocked in locations that have deteriorated

- Professional Service Agreement for the design of the Malcolm Terrace Park playground to replace existing that is nearing end of life. New playground will feature an upgrade from a mulch surface to a rubber safety surface and sidewalks.
- Conway Park parking lot to be resurfaced, stripped, and sidewalk and ADA access improvements.
- Conway Park Tennis / Pickleball courts to be repairs and resurfaced, making all courts pickleball only. The conversion will offer four permanent pickleball courts for visitors.
- Lake School Park (Phase 2) will involve the design site to include tennis courts, upgraded lighting, plaza, storage facility, and walking trails. Professional services to include, but be limited to, survey work, MSD stormwater report, BMP maintenance agreements, preliminary & construction plan set, and job specifications, and construction administration services.
- Centennial Greenway trail will be constructed running along Gateway Blvd from North Warson to Research Blvd. Continuing on Research north to Baur Blvd. (This project will be managed by a third party working for Creve Coeur)

In FY2029, there will be four major park projects:

- Lake School Park (Phase 2) construction of new post tension tennis courts, with new lighting, plaza, storage facility, stormwater bio basin, and walking trails.
- Malcolm Terrace Park playground replacement.
- Replacement of the existing restroom roofs at Malcolm Terrace Park and Conway Park with upgraded steel roofing system, including the metal soffit and fascia.
- Centennial Greenway trail will be constructed running along Baur Blvd from Research Blvd. to and across Lindbergh Blvd. The high cost for this project is associated with the pedestrian bridge over Lindbergh. (This project will be managed by a third party working for Creve Coeur)

Schedule for FY2027

Lake School Park phase one is anticipated to be released for bids in April 2026, with the intent to present contracts to City Council in May 2026. The construction could start in July 2026 and wrap up in the fall of 2026.

Staff will develop bid documents for repairs and painting for the Tappmeyer house over the summer, with an anticipated bid release in July 2026, and repairs and painting to occur in August or September 2026.

Staff will look to enter into a professional service agreement for the design of the pedestrian bridge into Millennium Park in the fall 2026, with bid documents ready for release in the late spring 2027.

Demolition of the bridge at Malcolm Terrace will depend on MSD coordination.

MEMORANDUM



DATE: March 4, 2026
TO: Kris Simpson, City Administrator
FROM: Dione Garson, PE, CFM, Interim Assistant Director of Public Works
CC: Jim Heines, Interim Director of Public Works
SUBJECT: FY2027-FY2031 Capital Improvement Program
Stormwater Program Recommendations

The Department of Public Works recommends the projects listed in this memo for inclusion in the FY2027-FY2031 Capital Improvement Program (CIP).

Over the five-year planning period, the FY2027-FY2031 CIP proposes \$9,155,000 in spending for stormwater projects.

During the five years, the City anticipates receiving:

- \$1,000,000 in St. Louis Metropolitan Sewer District (MSD) Municipal Stormwater Grant funding.
- \$1,292,000 in MSD Deer Creek Operations, Maintenance, and Construction Improvement (OMCI) funding.
- \$175,000 of MSD University City OMCI funding.
- \$15,000 grant from the Missouri Department of Conservation.

The total amount of anticipate additional revenue for stormwater projects is \$2,482,000.

Project Selection

Projects were selected from the City's adopted 2024 Watershed Management Plan (WMP). In the WMP, potential public projects are given scores based on risks, benefits, and estimated costs. Potential public projects with higher scores are likely to deliver greater risk reduction and more benefits per dollar spent than projects with lower scores. In an effort to deliver the greatest public good within budget, projects with higher scores are more likely to be included in the City's CIP sooner than projects with lower scores.

Inclusion in the WMP is not a guarantee or promise that a possible project will be funded, designed, or constructed.

Stormwater Committee Direction

The Stormwater Committee provides direction for the selection of projects. For the FY2027-FY2031 CIP, the Committee requested that Stormwater Program focus on:

- Projects that address structural flooding (for example, basement flooding)
- Projects that address roadway flooding
- WMP possible projects with a Prioritization Ranking Score (benefit/cost) of 1.0 or above

FY2027-FY2031 CIP – Parks and Stormwater Fund – Stormwater Program

9509 Stormwater	FY2027 Projected	FY2028 Projected	FY2029 Projected	FY2030 Projected	FY2031 Projected
Watershed Management Plan Update			75,000		
Conway Park Wetland & Golf Course Pond	550,000	500,000			
Stormwater Management Cost-Share Program	60,000	60,000	60,000	60,000	60,000
FY2025 Stormwater Projects	650,000				
Beaver Drive Crossing (Deer Creek OMCI)	1,000,000				
Sona Lane	10,000				
Various Projects University City OMCI		175,000			
Demolition of Bridge in Malcolm Terrace Park (50% of costs)	75,000				
Projects from the Watershed Management Plan			200,000	1,200,000	1,300,000
FY2026 Stormwater Projects	1,200,000				
FY2027 Stormwater Projects	100,000	600,000			
FY2028 Stormwater Projects		300,000	900,000		
Asset Management System	20,000				
Stormwater Total	3,665,000	1,635,000	1,235,000	1,260,000	1,360,000
Percentage of Total Parks & Stormwater Fund Outlay	74%	28%	12%	64%	51%

Table 1: Proposed Stormwater Projects in the FY2027-FY2031 CIP

Watershed Management Plan Update

- FY2029 will be approximately five years from the time the 2024 WMP was adopted.
- An update to the plan will allow for the consideration of stormwater issues identified after the 2024 WMP reporting window.
 - New potential projects will use the 2024 WMP's system for assessing risks and benefits.
 - Like projects currently listed in the 2024 WMP, a cost/benefit ratio will be used to determine the priority ranking of any new potential public projects.
- During the update, possible projects identified in the 2024 WMP may potentially be reevaluated, but only if site conditions have significantly changed from what is shown in the 2024 WMP.

Conway Park Pocket Wetland and Golf Course Pond Dredging

- The FY2027 proposed budget for this project includes construction costs for the Conway Park wetland and design costs for dredging of the Creve Coeur Golf Course ponds.
- The pond at Conway Park will be transformed into a wetland.
- The wetland will beneficially reuse excess sediment that has accumulated over time from stormwater inflows.
- The wetland will:
 - Feature a wide array of native plant species with a range of bloom times.
 - Deliver water quality benefits.
 - Establish habitat for song birds, amphibians, bees, butterflies, and other species.

- Provide a place for residents to enjoy recreational walks, scenic views, beautiful photo backdrops, quiet reflection, and outdoor relaxation.
- The wetland has been approved for a \$15,000 grant from the Missouri Department of Conservation.
- The project was in MSD review for longer than expected, and the construction start date has been moved back from spring 2026 (FY2026) to summer FY2027.
- In the next phase of this project, the ponds at the Golf Course will be dredged.
- Sediment and nutrient accumulation create conditions where algae flourishes.
- Dredging will restore adequate water depths and address the root causes of foul odors that are detracting from residents' enjoyment of the course.

Stormwater Management Cost Share Program

- The City's Stormwater Cost Share Program helps individual homeowners and Home Owner Associations address stormwater issues.
- Homeowners are eligible for a 50% reimbursement of approved costs up to \$5,000.
- Homeowner Associations are eligible for a 50% reimbursement of approved costs up to \$20,000.

FY2025 Stormwater Projects

- This line item represents proposed construction phase funding for DC-S-03 Woodbridge Manor.
- The existing stormwater conveyance system convey flows contributed by an approximately 170 acre watershed. The watershed includes developed areas as well as sections of Ladue Road and Interstate 270.
- The existing stormwater system near Woodbridge is not sized to accommodate the large volume of stormwater that reaches the site.
- Stormwater issues include structural flooding and roadway flooding.
- The project proposed to install a stormwater pipe that will run parallel to an existing pipe to reduce the risks of roadway and structural flooding.
- City staff have applied for a \$200,000 St. Louis Metropolitan Sewer District (MSD) Municipal Stormwater Grant.

Beaver Drive Crossing (Deer Creek OMCI)

- The Beaver Drive Crossing project seeks to replace a failing corrugated metal pipe culvert, address structural and yard flooding, and replace failing gabion walls.
- The project has undergone a redesign with hopes to reduce or eliminate the cost of relocating an existing Missouri American Water (MAW) line. The water line was mismarked on both MAW maps and by the utility relocation service during preliminary engineering. The map and the utility relocation service showed that the line was north of the construction limits.
- The pipe's actual location is within the construction limits. This was discovered when the plan was submitted to MAW for review and a no-conflict letter.
- The existing MAW line is within a MAW easement.
- The MAW initial estimate for relocating the pipe was \$300,000.
- The City requested that the design engineer explore design alternatives that could avoid the need to relocate the MAW line.
- MSD approved \$742,000 in Deer Creek OMCI funding for the project.

Various Projects - University City (OMCI)

- A small northeastern section of the City is within the MSD University City OMCI funding district.
- While the OMCI district is called University City, the funding the City receives from this source is for City of Creve Coeur projects. The City will not be working with any other municipality on projects that are approved for University City OMCI funding.
- City staff is exploring possible stormwater projects within the OMCI funding district.

Demolition of the Bridge at Malcom Terrace Park (50% of the costs)

- This line item represents proposed construction costs for the removal of the Malcom Terrace Park bridge located at the south end of Townsend
- In FY2025, the bridge at the end of Townsend Street underwent a structural inspection, which determined that the bridge is in poor condition and suggested that the bridge is past its useful life.
- To protect public safety, the bridge is currently closed to both vehicle and pedestrian traffic.
- The bridge was primarily used by the City's Public Works Staff to transport equipment for park maintenance activities.
- Public Works staff can alternatively use a nearby low-water crossing for moving equipment.
- If the bridge collapses, and debris could potentially add to the flood risks of nearby homes.
- To protect public safety and property, the bridge will be removed.
- The cost of the project will be shared equally by the Parks and Recreation Facilities and Stormwater funds.
- The project was in MSD review longer than anticipated while City staff successfully demonstrated to MSD that an existing MSD sanitary line within the project limits was in a

City right-of-way. If the City had not proved that right-of-way was not vacated, then MSD would have required for the City to replace the sanitary line at the City's expense.

FY2026 Stormwater Projects

- This budget line item represents proposed funding for the construction of:
 - DC-S-22 North Spoede Road & Mission Hills Court
 - DC-S-09 Pine Manor Drive
 - DC-S-02 18 Sackston Woods Lane
 - DC-C-18 Alden Lane
- DC-S-22 North Spoede Road & Mission Hills Court is designed to address roadway flooding by enhancing the existing stormwater conveyance system.
- DC-S-09 Pine Manor Drive seeks to address roadway, yard, and structural flooding.
 - During the engineering design phase, the design engineer and City staff met with residents and discovered that the stormwater issues were underreported to the WMP. The severity and frequency of roadway, yard, and structural flooding is greater than the scoring in the WMP reflects.
 - The cause of the stormwater issues is approximately 275 linear feet of an MSD 84-inch diameter pipe which was installed nearly flat. Video inspection shows that sections of the pipe have a back pitch likely due to the ground settling.
 - The scope of construction is beyond what the WMP anticipated. City staff is planning to meet with MSD about a possible partnership to address the issues with this major stormwater pipe.
- DC-S-02 18 Sackston Woods Lane seeks to manage the stormwater runoff that flows through this site.
 - The project will install a swale that will channel flows around the home and pool.
- DC-C-18 Alden Lane plans to address roadway flooding, roadway sinkholes, failing streambank stabilization, and yard flooding.
 - The project is moving towards MSD review.
 - Construction is anticipated to begin early FY2027.

FY2027 Stormwater Projects

- The following projects are recommended to enter into engineering design in FY2027 with the goal of construction starting in FY2028. Recommendations are based on the WMP benefit/cost score and guidance from the Stormwater Committee. The projects listed below were also listed in the FY2026-FY2030 CIP for design in FY2027.
- CC-C-16 Villa Hill Lane is listed in the WMP with a benefit/cost score of 2.28. The project seeks to address streambank erosion that is threatening a home and miscellaneous structure.
- CC-C-23 Oak Hollow Drive is listed in the WMP with a benefit/cost score of 1.55. The project seeks to address stream bank erosion that is threatening three habitable structures.

FY2028 Stormwater Projects and Projects from the Watershed Management Plan

- CC-S-05 740 North Mason Road plans to address yard flooding and erosion that impacts twelve homes. The project is listed in the WMP with a benefit/cost of 1.06.
- CC-C-07 Ferngate Lane seeks to address erosion that is threatening homes. The project is listed in the WMP with a benefit/cost of 1.09.
- DC-C-03 East Rue De La Banque Street intends to address streambank erosion that is threatening a habitable structure. The project is listed in the WMP with a benefit/cost of 1.52.
- DC-C-24 Sunswept Drive plans to address streambank erosion issues that are threatening habitable structures and a roadway. The project is listed in the WMP with a benefit/cost of 1.67.

Asset Management System

- City staff is proposing the development of a map-based asset management system.
- Asset management practices enable the City to more proactively maintain, repair, and replace assets. Proactive planning helps reduce long-term costs, increase public safety, and minimize unexpected interruptions to public systems.
- The cost of the proposed asset management is shared with the Capital Fund 9510 Streets and Sidewalks account.
- Map-based asset management will help the City collect, maintain, search, and use data about assets and activities. Information collected and stored in the asset management tool can help the City staff, committees, and City Council make data-based decisions.
- On the job site, City crews will be able to input data about projects and maintenance activities such as location of the work, extent of the work, materials used, labor hours, and equipment.
- In the office, any City staff member will be able to click on a map location to see information about a City asset, project, or maintenance activity.
- City staff proposes using the asset management system to help manage:
 - The City's sidewalk maintenance program.
 - The Pavement Condition Index (PCI). The PCI is the tool used for evaluating, prioritizing, and selecting roadways that will be programmed into the Pavement Maintenance Program.
 - Concrete pavement replacement, asphalt pavement resurfacing, microsurfacing, and reconstruction completed under the City's yearly Pavement Maintenance Program.
 - Roadway crack sealing and asphalt work performed by the City's Department of Public Works crews.
 - The City's streetlight inventory.
 - Stormwater projects and City-owned stormwater assets.
 - Reported stormwater issues and site-visit notes.
 - The location, type of installation, and volume of stormwater management completed under the Stormwater Management Cost-Share Program.
 - Floodplain development permits.

Stormwater Program Progress

Stormwater Projects	Benefit/Cost	Status
FY2024		
Alden Lane Drain Replacement		Complete
Ballas Culvert Erosion Rehabilitation (Terrytown)		Complete
Golf Course Pond Aeration		Complete
Hibler Woods Drain Replacement		Complete
FY2025		
Hibler Road Roadside Drainage		Complete
Conway Park Wetland		Moving to Bidding
Malcolm Terrace Park Bridge and Creekbank Stabilization		MSD Review
Drain Replacements -- West Rue De La Banque & Bellerive Manor		Complete
DC-S-03 Woodbridge Manor	6.83	MSD Review
CC-S-07 Mason Forest Drive	4.69	Complete
CC-S-09 252 Bellington Lane	1.29	Complete
DC-S-26 Warington Square (<i>homes within project limits are being rebuilt</i>)	1.29	Homes Being Rebuilt
CC-S-04 Fernpark Drive	2.07	Complete
DC-C-02 Beaver Drive Crossing	1.41	Design
DC-S-17 Sona Lane	2	Outreach
FY2026		
Culvert Video Inspection & Condition Assessment (Asset Management)		RFQ
DC-S-22 North Spoede Road & Mission Hills Court	1.19	Design
DC-S-09 Pine Manor Drive	1.05	Design
DC-S-19 308 South Spoede Road (<i>the homeowner has addressed the issues</i>)	1.21	Addressed
DC-S-02 18 Sackston Woods Lane	2.08	Design
DC-C-18 Alden Lane	1.47	Design
FY2027		
CC-C-16 Villa Hill Lane	2.28	CIP
CC-C-23 Oak Hollow Drive	1.55	CIP
Golf Course Pond Dredging		CIP
FY2028		
DC-C-24 Sunswept Drive	1.67	CIP
CC-C-07 Ferngate Lane	1.09	CIP
CC-S-05 740 North Mason Road	1.06	CIP
DC-C-03 East Rue De La Banque Street	1.52	CIP
Total Programed Projects (benefit/cost score)	46.09	
Total in the 2024 Watershed Management Plan (benefit/cost score)	93.36	
Percentage	49%	

We look forward to discussing the 5-year plan in greater detail during the Council Work Session.

**COMMUNITY REQUESTS AND STAFF RESPONSES
CAPITAL IMPROVEMENT PROGRAM
FISCAL YEARS 2027-2031**

Each request is detailed on the following pages with a corresponding response from City staff.

Barb Finnegan (No address given)

Bo Shi (11011 Martin Grove Lane)

Carolyn Bower (349 Magna Carta Drive) (1 of 2)

Carolyn Bower (349 Magna Carta Drive) (2 of 2)

Chrissy Nardini (No address given)

Dan Creston (415 Sheffield Estate Drive)

Diane Gannon (13006 Ambois Drive)

Walker Gaffney (11 Chilton Lane)

Katie Bader (365 Conway Gardens Court)

Linda Sher (No address given)

Melissa Inkley (12958 Ferntop Lane)

Stan Goldfader (219 Hewlett Court)

Steve Goldsmith (12314 Hibler Rd)

Anonymous Resident (No address given)

Barb Finnegan (No address given)

Request

I just read the newsletter and see you are accepting CIP ideas for projects.

I have been a resident for 37 years and would like to make a suggestion of which I have submitted to the City no less than 10 times over the years. I have also attended numerous Council meetings regarding this very important project.

My suggestion is that we complete a safe sidewalk section on the West side of Ballas Road and directly north of the Post Office. There lies an office building with a very narrow strip of Grass that runs right along the Road. It is a small stretch that needs this sidewalk yet an Extreme safety hazard to many who traverse this stretch. I have many videos and photos of individuals traversing this area either trying to approach the Post Office from the North or Bread Co from the South (including an elderly man with a cane).

I have been promised for decades (literally) that there had been an engineering study (of which Jim Heines personally showed me years ago.) and that it would be completed. This project gets kicked down the road continuously. Now I have been promised that it will be "NEXT" year as has been told to me countless times.

I believe this is so wrong that those students from DeSmet High School walk this stretch in the morning, in the afternoons and during Cross county. I am completely frustrated and disappointed that our City has not jumped overboard in alleviating this safety hazard. Someone is going to be seriously hurt sometime and I will not be afraid to present all of my continued letters to the City bringing this issue up.

Secondly, it cannot be that the City does not recognize this as it is almost directly across the street from City Hall.

Please exercise whatever rules we have to expedite the completion of this project. Please do not allow the city to ignore this very important safety issue and to "Kick the Can down the Road" once more.

Staff Response

Thank you for your suggestion to extend the sidewalk system on Ballas Road. Your suggestion will be included in the Community Requests and Staff Responses section of the FY2027-FY2031 Capital Improvement Program (CIP).

This project is moving forward. Please see the following updates:

- The engineering design for the sidewalk extension is complete.

- The City was approved for a Federal Transportation Alternative Program grant for this project.
- It is likely that this project will be completed before the end of 2026. At the very latest, the sidewalk extension will be installed by spring 2027.

Thank you again for your project suggestion.

Bo Shi (11011 Martin Grove Lane)

Request

I suggest building a park at the southwest corner of Graeser Road and Olive Boulevard. As shown in the city's Comprehensive Plan 2030, that place is one of the few that don't have a park within a 5-minute walk. Please see a screenshot from the Plan, page 34, below.

That lot is currently for sale. Last time a few years ago the community opposed a proposed project, and that project was cancelled. At this moment, there is an active application to build a high-density apartment complex. The community has serious concerns about the project, mainly due to its high density compared to surrounding subdivisions. Building a park in that spot will be a good solution.

Staff Response

Thank you for your email.

Your suggestion will be included in the Community Requests and Staff Response section of the FY2027-FY2031 Capital Improvement Program (CIP).

Your suggestion has also been shared with the Community Development team.

Request

With a goal of increasing community access to natural lands, I would like to suggest making the Creve Coeur Golf Course a city park in the next five to 10 years. A model could be the 6-acre park that the Heartlands Conservancy leased from the Village of Swansea, Illinois, in 2020. There is an effort there to actively restore the native habitat and trails for wildlife and the community. In addition, people who walk the park can get coffee or lunch at a nearby restaurant.

There are several reasons to make this transition in Creve Coeur:

1. Increase the walkability and safety of our city as a service to people who live and work nearby. We have a large number of apartments, condominiums and businesses near this property. Many people who live and work in those places walk in nearby subdivisions. A city park would offer a safe, off-road place. A city park would make apartments and condominiums and businesses more attractive. Creve Coeur has Malcolm Terrace and Venable, but they are not near businesses, apartments and condominiums.
2. Affordability. It costs a lot to keep up the golf course. Some years the revenue fails to keep pace with the expenditures.
3. Sustainability. A city park would be more sustainable and environmentally acceptable in a world increasingly threatened by climate change and loss of birds and other creatures. We could reduce the use of gas powered mowers. We could reduce the use of pesticides. We could reduce the use of water. We could eliminate leaf blowers. We could plant native grasses that could act as a carbon sink and hold water from flooding neighborhoods downstream.
4. Restoration of the Olive Street land that indigenous people knew. Native plants could attract birds and other creatures. A native garden could transform former golf course holes into a public demonstration garden showcasing native Missouri ecosystems. The prairie and woodland restoration could become home to a variety of wildlife, including pollinators, bobwhite quail, song birds, and other creatures.
5. Education. I envision wildflower meadows, native plant landscaping, interactive educational exhibits, and rainwater demonstrations. The garden could show how a watershed works by flowing from the roof of the hockey center or Golfview Condos through rain gardens, a creek, a meadow to ponds below. Plants would clean and use the water as it flows to lakes, allowing the lakes to become fishing ponds.

6. A gift to our children and grandchildren. Restoring this habitat would benefit future generations.

Staff Response

Thank you for your email. Your suggestion has been shared with the City's Director of Recreation.

Your suggestion will also be included in the Community Requests and Staff Response section of the FY2027-FY2031 Capital Improvement Program (CIP).

Request

I would like to suggest extending the bike lane on North New Ballas Road north of Clayton Road all the way to the end of North New Ballas and reducing North New Ballas to two lanes of traffic from four lanes and reducing the speed limit on North New Ballas to 30 mph from 40 mph.

My neighbors and I frequently walk down Magna Carta Drive to the Post Office. When we cross North New Ballas, cars often run the red light, and many go faster than the speed limit. The Creve Coeur Police reported that on Dec. 16, 2025, officers responded to the intersection of North New Ballas and Old Ballas for a pedestrian struck by a vehicle around 3:30 p.m. The pedestrian was transported to the hospital with non-disabling injuries and the driver was cooperating with an investigation.

My neighbors and I often cross New Ballas there to go to the dentist or physical therapy or area restaurants and shops. With so many elderly residents and residents who prefer to walk to the dentist, the local stores, restaurants, the post office or the hospital and schools and grocery stores, it seems logical to make Creve Coeur more pedestrian and bicycle friendly.

I noticed that Maryland Avenue in Clayton east of I-170 and west of Hanley has lowered the speed limit, added bike lanes and reduced the number of traffic lanes. Could we do something similar in Creve Coeur?

Staff Response

Thank you for your suggestions for North New Ballas Road.

Your email has been shared with the Chief of Police who will present your ideas at an upcoming Police & Safety Committee meeting.

Your suggestions will also be included in the Community Requests and Staff Responses section of the FY2027-FY2031 Capital Improvement Plan (CIP).

Chrissy Nardini (No address given)

Request

Hi small suggestion for improvement – the curb is disintegrating along Spoede Road between Sherwyn Lane and Middlebrook Road.

Staff Response

Thank you for your suggestion regarding the curb on Spoede Road.

Your suggestion will be shared with the engineer who manages the City's roadway programs.

Your suggestion will also be included in the Community Requests and Staff Responses section of the FY2027-FY2031 Capital Improvement Plan (CIP).

Dan Creston (415 Sheffield Estate Drive)

Request

My suggestion which I made a couple of years ago, was to complete the sidewalk on Mason Road between Ladue Road and Conway Road and also between Conway Road and the far southern entrance to Saint Louis Priory School.

Thanks for considering!

Staff Response

Thank you for your email.

Your suggestion will be shared with the engineer who manages the City's roadway and sidewalk programs.

Your suggestion will also be included in the Community Requests and Staff Response section of the FY2027-FY2031 Capital Improvement Program (CIP).

Diane Gannon (13006 Ambois Drive)
--

Request

I live at 13006 Ambois Drive with the creek running along the east side and back of my property. The major erosion problem was identified in the survey that was done recently. With every major rain, more of our backyard disappears.

I would like this to be put on the 2026 Capital Improvement List. Could someone tell us when stormwater issues will be addressed by the city?

Staff Response

Thank you for your email. Your suggestion will be included in the Community Requests and Staff Responses section of the FY2027-FY2031 Capital Improvement Plan (CIP).

The City's 2024 Watershed Management Plan lists CC-C-09 Amboise Drive as a possible future project. The Watershed Management plan is available on the [City's website](#) (link to Stormwater page with the plan).

Possible projects identified in the plan are listed in Appendix E. Possible projects listed in Appendix E have an associated Prioritization Ranking Score, which is a benefit/cost ratio. Higher scoring potential projects are typically considered for CIP programming before lower scoring potential projects. Inclusion in the WMP is not a guarantee that a possible project will be funded or constructed.

City staff, the Stormwater Committee, and City Council are currently in the process of identifying possible projects for the FY2027-FY2031 Capital Improvement Program (CIP). Possible projects will be considered for inclusion in the CIP based on factors including but not limited to the benefit/cost ratio and available budget. The CIP is generally adopted by the City Council in April.

Walker Gaffney (11 Chilton Lane)

Request

We live at 11 Chilton Lane in ward 1. Over the past few years, two new homes have been constructed around the circle at the top of our street. The resultant heavy truck traffic has destroyed the pavement on Chilton Lane and the curbs that direct storm water run-off via the street to the creek. Heavy rain now flows through breaks in the curbing and into our front yard (and basement). May I suggest a redo of Chilton Lane (similar to what was done at Fourwynde Court off Graeser) be added for consideration on the city's capital improvement wish list?

Staff Response

Thank you for your email.

Your suggestion has been shared with the engineer who manages the City's Roadway Maintenance Program.

Your suggestion will also be included in the Community Requests and Staff Response section of the FY2027-FY2031 Capital Improvement Program (CIP).

Katie Bader (365 Conway Gardens Court)

Request

We live on Conway Gardens and it seems our neighborhood could benefit (as well as many other neighborhoods in our area) from additional street lighting. Not sure if this falls under this directive, just a thought!

Staff Response

Thank you for your email. Your suggestion will be included in the Community Requests and Staff Response section of the FY2027-FY2031 Capital Improvement Program (CIP).

The City has two options for neighborhoods interested in street lights, the Ameren U.E. Street Light Program and the Solar Powered Street Light Cost Share Program. Both options are described on the [City's website](#) (link to Street Light Program page).

We will be happy to answer any questions you may have about the programs.

Linda Sher (No address given)

Request

The sidewalk on the north side of Ladue Road heading east from North Graeser Road needs to be re-graded as it's very dangerous for pedestrians in its current condition. This sidewalk abuts the church, so I'm not sure who is responsible for this portion.

Thanks for your consideration.

Staff Response

Thank you for your email.

Your suggestion will be shared with Public Works staff and included in the Community Requests and Staff Responses section of the FY2027-FY2031 Capital Improvement Program (CIP).

Melissa Inkley (12958 Ferntop Lane)
--

Request

We saw the call for suggestions for the five year CIP in the newsletter and would like for the creek bed behind our homes to be considered. As you may remember, it's been eroding for over 30 years, and has become quite a liability for us and for the city with the continued sinkholes. It's on a list the stormwater committee reviews occasionally, but has not been a priority there, so we are hoping it could be a priority through the CIP. Thank you for the opportunity to make a suggestion and let us know if you have any questions.

Staff Response

Thank you for your email.

Your suggestion will be shared with the Stormwater Committee and included in the Community Requests and Staff Response section of the FY2027-FY2031 Capital Improvement Program (CIP).

Stan Goldfader (219 Hewlett Court)

Request

As a longtime resident of Creve Coeur, I have always been disappointed that the Ladue Rd. 270 exits have not been landscaped like many other highway interchanges in Creve Coeur and elsewhere around the county. MODOT told me this was a Creve Coeur responsibility to request this beautification. I did reach out to Mayor Hoffman about this a couple times, and he was interested in the project. So let's put this on the schedule to landscape that exit on Ladue road as this would soften and beautify that interchange.

Staff Response

Thank you for your suggestion to landscape the areas near the Ladue Road 270 ramps.

Your idea will be included in the Community Requests and Staff Responses section of the FY2027-FY2031 Capital Improvement Program (CIP).

The City Council and Public Works staff will consider your landscaping idea during the project planning phase of the CIP's development.

Steve Goldsmith (12314 Hibler Road)
--

Request

We need a sidewalk, or shoulder, on Hibler Road from Falaise Drive to Hibler Oaks Drive. West of Falaise, there's a sidewalk, but the portion of Hibler Road east of Falaise Drive is very narrow and hilly. There is no shoulder on the road which is already narrow, there is heavy brush, and it's very hilly on each side so walkers have nowhere to get off of the roadway for vehicles to pass. Folks have to literally climb up into the brush if there waking their dog or pushing a stroller; it's kind of a mess. I've brought this up before and think it might be an easement issue but I would appreciate if someone could see if anything could be done to at least have a shoulder to walk on in that hilly stretch. Also, the new road improvements, which are great, may be causing folks to drive a bit faster in this section. Thank you for your consideration.

Staff Response

Thank you for your email and suggestion for extending the sidewalk system along Hiber Road.

Your suggestion will be included in the Community Requests and Staff Responses section of the FY2027-FY2031 Capital Improvement Plan (CIP).

The City intended to update the *Creve Coeur Pedestrian Plan*, which is a planning document that helps guide the City's decision-making process for sidewalk system expansions and enhancements. Your suggestion will be shared with the team that will work on refreshing this plan.

Additionally, City staff members actively apply for grants for sidewalk projects. Your suggestion will be considered as the City looks towards planning for future possible grant applications.

Anonymous Resident

Request

The resident requested that the City repave Sunswept Drive.

Staff Response

City staff has shared the resident suggestion with the engineer who manages the City's Pavement Maintenance Program. Sunswept Drive will be evaluated for possible repaving. The City uses the Pavement Condition Index (PCI) to select roadways for programming. Roadways with lower PCI scores are typically scheduled for maintenance activities before roadways with higher PCI scores.