



**AGENDA
CITY OF CREVE COEUR
PLANNING AND ZONING COMMISSION
300 NORTH NEW BALLAS RD
APRIL 6, 2026
6:00 PM**

CALL TO ORDER

ROLL CALL

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

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

ACCEPTANCE OF THE AGENDA

APPROVAL OF MINUTES

- 1. March 16, 2026 Planning and Zoning Commission Draft Meeting Minutes**

PUBLIC COMMENT

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

UNFINISHED BUSINESS

NEW BUSINESS

- 1. Capital Improvement Program Fiscal Years 2027-2031**

City Staff is currently developing the annual update to the City's five-year Capital Improvement Program (CIP). Staff will present the draft CIP to the Planning and Zoning Commission and plan to seek the Commission's recommendation on this plan. Adoption of the plan by the City Council is currently scheduled for consideration on April 13th. The current draft CIP is included as an attachment to this agenda item. The draft CIP can also be found on the City's website at:

<https://www.crevecoeurmo.gov/95/Capital-Improvement-Program>



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WORK AGENDA

PENDING APPLICATIONS

1. April 20, 2026

- **Conditional Use Permit for Fitness Labs, LLC at 10425 Old Olive Street Road**
- **Site Development Plan for Temporary Tents for Children's Summer Camp at Shaare Emeth, 11645 Ladue Road**

DEPARTMENT REPORTS

Missouri American Water Tanks Replacement Update (9989 Old Olive Blvd)

ADJOURNMENT

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

Posted by: _____

Date/Time posted: _____

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



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**DRAFT MINUTES
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ZOOM MEETING INFORMATION

Members of the public may access live audio and/or video by accessing the following:

<https://us02web.zoom.us/j/89237383730>

phone: 1 312 626 6799

Webinar ID: 892 3738 3730

CALL TO ORDER

A regular meeting of the Planning and Zoning Commission of the City of Creve Coeur was called to order by Vice Chair Rhonda O'Brien at the City Council Chamber, 300 North New Ballas Rd, City of Creve Coeur Government Center, Creve Coeur, MO 63141 on Monday, March 16, 2026, at 6:00 PM.

ROLL CALL

Ms. Julie LaBonte (Chair) – via Zoom

Mr. Thomas Buelter

Ms. Rhonda O'Brien

Mr. Larry Potashnick – absent

Ms. Marjorie Richter – absent

Mr. Stephan Tomlinson

Mr. AJ Wang

Mr. Carl Lumley, City Attorney

Mr. Jason Jaggi, AICP, Director of Community Development

Ms. Bethany L. Moore, AICP, City Planner

**Ms. Claralyn Bollinger, Recording Secretary, Administrative Services
Supervisor**

ACCEPTANCE OF THE AGENDA

RESULT: APPROVED (UNANIMOUS)



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MOVER: Mr. Wang
SECONDER: Mr. Tomlinson
AYES: Mr. Buelter, Ms. LaBonte, Ms. O'Brien, Mr. Tomlinson, Mr. Wang
NAYS: None

The vote on the motion being 5 ayes and 0 nays, motion carried.

APPROVAL OF MINUTES

1. March 2, 2026 Planning and Zoning Commission Meeting Draft Minutes

RESULT: APPROVED (UNANIMOUS)
MOVER: Mr. Wang
SECONDER: Mr. Tomlinson
AYES: Mr. Buelter, Ms. LaBonte, Ms. O'Brien, Mr. Tomlinson, Mr. Wang
NAYS: None

The vote on the motion being 5 ayes and 0 nays, motion carried.

PUBLIC COMMENT

No Public Comments tonight.

UNFINISHED BUSINESS

1. Application #26-003: Review and Adoption of an Amendment to the Comprehensive Plan for the Bayer East Campus

Mr. Jaggi spoke about this item. The consultants presented the draft plan to the Commission at the March 2 meeting. This document will provide guidance for any redevelopment of the Bayer East campus.

RESULT: APPROVED (UNANIMOUS)
MOVER: Mr. Wang
SECONDER: Mr. Buelter
AYES: Mr. Buelter, Ms. LaBonte, Ms. O'Brien, Mr. Tomlinson, Mr. Wang
NAYS: None

The vote on the motion being 5 ayes and 0 nays, motion carried.



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Mr. Jaggi thanked the Commission for their work on this item over many meetings, and he said this plan will be recorded at St. Louis County and become part of our overall Comprehensive Plan.

2. Public Hearing. Applications #25-034 and 25-035: Applications for a Rezoning From "GC" General Commercial District to the Graeser Station "PMD" Planned Mixed-Use Development District With a Site Concept Plan and Site Development Plan for 11004, 11026, 11032 and 11056 Olive Boulevard and 825 and 827 Graeser Road

Those desiring to speak were sworn.

Mr. Jaggi said that August 2025 was the first introduction of this plan. December discussion was extended to January 20. A draft ordinance has been prepared for tonight if the Commission is ready to vote.

Ms. Ceclia Dvorak with Steadfast City Economic and Community Partners gave the Garrison Companies / developer's presentation. Graeser Station is a mixed-use development. There are three ground-floor commercial spaces, and one is for a restaurant. This development intentionally places activity along the Olive Blvd. corridor. Building revisions were made to push the building closer to Olive and away from the residences south on Graeser Rd. April 2025 was the initial presentation to the Planning staff. Ms. Dvorak spoke of the project history and revisions to the development plan. Now the plan offers 147 apartment units with 260 parking spots. They heard from the residents at past meetings and have revised the plan. The retaining wall height, landscaping and screening and amenities take into consideration respect for adjacent residents.

First-floor residential units were removed and that side parallel to Graeser was replaced with tuck-under the building parking. 260 on-site parking spaces are proposed now. 82% of parking will be occupied at maximum time, one empty space for every 5-6 filled spaces. Added a "pork-chop style" entrance off Olive with no exit onto Olive from the development. More landscaping has been provided along Olive. The previously proposed dog park has been removed from the project. Density has been reduced; parking has been increased. The retaining wall has been softened with more landscaping.

Per Ms. Dvorak, the local municipalities of Clayton (20% reduction of already lower parking requirements in PUD districts), Maplewood (up to 100% reduction via planned district or CUP) and Richmond Heights (30% reduction near transit) have flexibility in



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zoning and parking.

The proposed restaurant seating in the draft ordinance is currently 50 seats by right for all restaurant uses. They are requesting a change to 100 seats by right for only Limited-Service Restaurants. 50 seats is inadequate to make the rentable square footage work on this project.

Lighting: they requested a change of 16 feet maximum height to nearest residential to the south and they will ensure that a warm type of Kelvin lighting is used.

Mr. Buelter asked if the dog park is removed, will dogs not be allowed in the apartments? No, they will be allowed and must never be off leash per Ms. Dvorak.

There will be studios and one-bedroom apartments primarily and a few two-bedroom apartments per Ms. Dvorak.

Ms. O'Brien asked if there will be a gym in the building? Ms. Dvorak said yes.

Assumption of just over 1 1/2 cars per unit per Ms. Dvorak. The intention of the owner is to retain ownership of the building, expecting to keep it long term at this point.

Mr. Wang asked how the parking was determined per unit. For the first 50, two parking spots per unit, anything above 100 is 1.75 per unit so he came up with 258. The proposal is to use a shared parking model so parking can be optimized on site. A reduction of 20% doesn't account for a full-service restaurant's parking needs.

Ms. LaBonte agreed with Mr. Wang's questions about the parking. Clayton and Maplewood comparison is not similar to Creve Coeur since there is no street parking in this neighborhood.

Ms. LaBonte said there are references to low-density multifamily housing in the City's Comprehensive Plan. High-density multifamily is over 20 units per acre in the Plan. Can you talk about this? Ms. Dvorak said that they are speaking to the parts that refer to medium-density and the Comprehensive Plan document contradicts itself in some spots. Ms. LaBonte asked what are we looking for as benefits to the neighborhood, not just the residents of the project? Ms. Dvorak said that there are planned districts and allowable parking reductions. Clayton and Maplewood have proximity to MetroLink.



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Mr. Jaggi gave the City's presentation. This site used to contain two older retail buildings that were not maintained well in recent years. There is a lot of frontage along Olive Blvd. with a single owner of the land. Most of the other properties in the East Olive Corridor have mixed ownership on smaller lots. Re-zoning from "GC" General Commercial to "PMD" Planned Mixed Use District is proposed. There is a pending Lot Consolidation Plat to consolidate the parcels here into one lot. This is a four-story mixed-use development with 8,472 square feet of first-floor retail, 147 residential units and 260 parking spots on site. The setback is a minimum of 21 feet from Olive, 10 feet from Graeser Road and includes a 35-foot residential buffer along the southern property line.

Public amenities include a landscaped plaza with public art and benches and a covered, outdoor dining option. Staff considers this to be a hybrid design with urban and suburban elements. The lighting plan was recommended to be 16-foot light poles in the area adjacent to residences. Heavy landscaping between residences and development is proposed.

There is a tiered retaining wall to provide additional screening and break up the massing. The plan includes a cross-access easement for future access from the adjacent commercial property on Mary Meadows Lane.

There are four eligibility criteria that apply to all Planned Developments. The Eligibility criteria will determine if the proposal is an appropriate use of the planned Zoning District procedure. Design Criteria must be satisfied for projects within the planned Mixed-Use Zoning District procedure. Sufficient buffer adjacent to residential. Efficient use of parking has been met.

Additional review criteria must be present in the proposal. Criterion 1 The proposed development is in harmony with the general purpose and intent.

The parking study did account for uses and demand during the day. 1.45 parking spaces per residential apartment was the ratio used in the study. If we used traditional zoning code, they would need to provide 345 parking spaces. 260 spaces proposed equals a 20.3% reduction to the City's traditional parking requirements for these uses. Projected peak demand of 214 parking spaces.

If approved, the development standards would regulate the site, and future uses in lieu of the standard zoning code.

A master sign plan would be required. Allowed uses follow the current "GC" General



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Commercial zoning district allowances with a few exceptions. The proposed density is 147 units at 33.4 residential units per acre within a four-story building.

Ms. O'Brien asked some questions, including the plan would not come back for Commission review after tonight except for Conditional Use of the restaurant? Mr. Jaggi agreed.

Ms. O'Brien asked how to enforce any problems with the pool and parties, trash enclosure or the retaining wall. Mr. Jaggi said we have mechanisms in place to handle those situations.

Ms. O'Brien asked why is it a Conditional Use on the restaurant? Mr. Jaggi said that staff took a more cautious approach to this since it's a little bit of an unknown. Mr. Jaggi agreed that a 3,500 square foot restaurant with only 50 seats would be very unusual. We don't count parking for outdoor seating to incentivize outdoor dining.

Mr. Lumley said there are nuisance ordinances for trash. We don't have regulations about outdoor pool use nor for people's backyard pools. We don't have general pool use regulations. Mr. Jaggi said hours of operation could be added to the development standards or ordinance.

Mr. Wang asked about enforcing an easement across the west property. They must work with the property to the west per Mr. Jaggi. The way this parking lot is designed might need to take out some parking spaces along the west side of the project in the future for a future easement across the west property but the option is there.

Ms. LaBonte said this is zoned as General Commercial to facilitate development. Maximum height structure of 3 stories is in the Comprehensive Plan, and this does not meet the Comprehensive Plan's guidelines. We define more than 20 units per acre as "high-density". There are no apartments similar to this along the south side of Olive.

She is struggling with a definition of a high-density walkable corridor, boutiques and small-scale restaurants for this property.

Per Mr. Jaggi the Comprehensive Plan review supports a variety of medium- to low-density commercial, retail, office, neighborhood service businesses, and residential development in a commercial corridor with shallow lot depths. DeMun Pointe in Clayton is a 36 unit per acre mixed-use development. The townhouses at Station Plaza in Kirkwood is a mixed-use development and both are shown in the plan as examples of appropriate development in the corridor.



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Ms. O'Brien asked about the pool regulations. Mr. Jaggi said the hours can be set in the ordinance and the development plan.

Public Comments began at 7:37 PM.

Ms. Beth Levy spoke. A four-story apartment building is not the answer for this site. There have been minimal adjustments to the plan. No benefit to our community by putting this project there. Inadequate landscaping buffer. She couldn't make heads nor tails of the traffic study provided by the developer. She lives off Spoede Road. The Nest is an example of a visually distasteful apartment building crammed onto a too small lot. Developers will always want greater density. The land at Olive and Graeser is an attractive property; please wait for an equally attractive proposal.

Mr. Bill Arnold spoke. He has twins who moved to Nashville's Gulch area. Everybody that's voting tonight, vote for low-density. 147 units is 294 new neighbors. 441 new neighbors if 3 people per apartment. 2.3 year apartment tenancy. These folks don't pay property taxes. Average equity of apartment dweller is \$10,000. Neighbors should have a say in who their neighbors will be. It's zoned Commercial now; why are we changing it? People consistently drive 50-60 miles per hour along Graeser. This is a suburban corridor, not an urban corridor.

Ms. Lynn Berry spoke. Her husband Henry Clouse ceded his speaker time to her. This is high-density at over 20 units per acre. She did research about density. Comparisons to other developments are not adequate as they are not located in the East Olive Corridor. Removal of the dog park provides no boundaries or rules for the area and is not desirable. A pool fence doesn't address noise. Will the pool operate year-round? City would require 326 parking spaces under current rules. The traffic study is understated. We need meaningful improvements to the Graeser traffic problems. Stormwater management is an issue too. Could nearby properties be affected? Pre-approval of the plan from Metropolitan Sewer District should be required. We ask the Commission not to approve this proposal.

Ms. Linda Rezny spoke. Her husband Dwight Rezny ceded his time to her. They live near Walgreens and it's not being maintained. She spoke to people who live near The Oliver apartment building, and some have apartment residents parking near their houses and dogs pooping on their lawns. This plan is not in the spirit of the Comprehensive Plan. I was there in 2017 to work on the Comprehensive Plan. She sent a copy of the Garrison Companies' website to the Commission. There is the



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proposed pool with grill, yard area for yoga; this is going to turn into a party area. Pool will be open until 10:00 PM. Pet washing area and storage areas for renters. On average, 40% of apartment renters have dogs. The developer will seek sales tax waivers and tax abatement. Site is blighted with former dry cleaning operation and that's a flimsy excuse to get tax abatement. In the traffic plan at the Olive and Graeser intersection, 80% of drivers go to Olive and 5% go to Spoede, Mosley, Schulte and Graeser. The parking is inadequate.

Mr. Mike Fadedis spoke. He lives at 755 Graeser Road, and he would see the back side of the development from his back patio. Someone wants to change or break the rule. Low- to mid-density speaks for itself. The site is 4.45 acres and only 3 acres are usable. Walk the site. The owner of the property is selling it for too much money. Why did no in-town developer take this on? I don't know if your job is to create the new rule. Thank you Commission for what you do.

Mr. Jim Cornelison: He lives at 10 Pine Manor Drive, and he is a retired civil engineer. This high-density building does not belong on this site and it's not what most people want. We like the low-density. Two main problems: density and parking and aesthetic value. His daughter works in Chicago with Opus Construction, and they have problem with renting retail spaces if there is not enough parking.

Mr. Gordon Dong spoke. He lives at 848 Mary Meadows Lane. He requested that the trash dumpsters be relocated away from his home and into a better location. It's right by his home now and he needs a buffer from flies and pests. The restaurant there now has 106 seats. Flies, pests and odors are coming from the trash and discarded food. Move the trash dumpsters. Switch locations so lose no parking places. It will make a big difference for my family. I will get a court order if you cannot move the dumpsters.

Mr. Mark Huck spoke. He lives at 906 Woodshire Lane. He is concerned about the additional density of cars on Olive and Graeser brought by this development.

Mr. Wayne Drewes spoke. He lives at 525 Graeser Road. Would any of you want this project on the corner of your neighborhood? Some of you nonchalantly said no in a past meeting. 1 to 2 families per acre is what's in this area now. This proposal would bring 33 families per acre, 10-foot setback and be an urban, high-density development. You have been bantering about minor changes for months. The only reason this could proceed is if you change the zoning. It's a huge deal. Planned Mixed Use is more suited for an urban neighborhood. The developer is trying to create that. There are no other



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Planned Mixed Use developments like this in the entire City of Creve Coeur on Olive Blvd. Nobody in our neighborhood walks to a restaurant or the pharmacy; we all drive. We pay extremely high residential property taxes to live where we live in the Ladue School District. You would be forcing a huge monstrosity into our single-family neighborhood. Nobody wants this project to proceed.

Mr. Mark Rothstein spoke. He made a model at 1/75th scale of the proposed building. We need the right type and size of development, but this is too big and too dense. The applicant moved people around on a spreadsheet. The project didn't get any smaller. Under the best-case scenario, we will be one grade above failure for the Graeser Road intersection with a 150-foot long traffic line and 67-second wait time. The traffic will overrun Graeser and Spuede. I urge you to vote against it.

Ms. O'Brien asked about the stormwater analysis. Mr. Jaggi said that they have a preliminary plan and MSD would need to approve it.

Mr. Johnny Zhang spoke. He has lived here 16 years. Half of the density story was not told. Kirkwood Station is in downtown Kirkwood and people can take the train and do not need a car. Everyone here will have to drive. Clayton has public transportation access.

Mr. Brett Berger spoke. He lives at 10 Winfield Pointe Lane. His wife ceded her time to him. Thank you for your work. It's just too big, Why should we break the rules to allow 33 units per acre? The seller wants to sell for too much money and so it requires a larger development. You're doubling the footprint and multiplying it by 4. You're going to put 33 adjacent to 3 units per acre? That is not ok. None of the neighbors want this. Does 5 acres allow Planned Mixed Use by default? Mr. Jaggi replied that at least 3 acres can be considered. If it were 5 acres would they get it automatically? A minimum 3 acres can be considered per Mr. Jaggi. I misunderstood that piece. I don't think that the example comparisons were fair apples-to-apples comparisons. They were three-story buildings with fourth-story dormers. It's two or three times too large for this property.

Mr. Lumley entered the exhibits into the record.

The public hearing portion was closed by Ms. O'Brien.

By and large it is a recommendation to the City Council. A unique aspect of the boundary adjustment is under the purview of the Commission.



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Pool hours will be from 10:00 AM to 10:00 PM from the Friday of Memorial Day weekend to Labor Day and quiet hours start at 9:00 PM.

Ms. LaBonte said we need to include these items.

Motions will be needed on 24-034 and 24-035 for the site concept plan and site development plan with motions to amend lighting standards to 16 feet and pool hours.

Mr. Garrison Hassenflu, the developer, spoke over Zoom. Thank you for all the comments and input and for the staff presentation. We have been working on this for a full year, and we have had meetings with the neighborhood. We have reduced the commercial square feet and number of apartment units. We had the parking study done, and it indicated what we had was feasible. The concept is New Urbanism style by keeping parking in the interior of the complex. It comes down to one big question: if not this development, then what development will be sufficient? There have been five proposals in 15 years. This is a wonderful opportunity to increase foot traffic. It won't impact the school district with the focus on studios and one-bedroom units.

Motion to amend to reduce maximum height of light standards south of building to 16 feet.

RESULT: APPROVED (UNANIMOUS)

MOVER: Mr. Wang

SECONDER: Mr. Tomlinson

AYES: Mr. Buelter, Ms. LaBonte, Ms. O'Brien, Mr. Tomlinson, Mr. Wang

NAYS: None

The vote on the motion being 5 ayes and 0 nays, amendment motion carried.

Motion to amend to add the stated pool hours of operation as a condition of approval.

RESULT: APPROVED (UNANIMOUS)

MOVER: Mr. Wang

SECONDER: Mr. Tomlinson

AYES: Mr. Buelter, Ms. LaBonte, Ms. O'Brien, Mr. Tomlinson, Mr. Wang

NAYS: None

The vote on the motion being 5 ayes and 0 nays, amendment motion carried.



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Motion to relocate the dumpster as described above. Eight-foot tall solid masonry enclosure on top of a 15-foot retaining wall per Mr. Jaggi. The applicant may need to speak if this can be serviced by a trash hauler if moved. The proposal is to move it away from Mary Meadows Lane. Mr. Hassenflu said that the only concern is there needs to be a drive aisle to the dumpster and service to Graeser Road. Mr. Jaggi said that the trash hauler would need to speak about this drive lane matter.

Motion revised on dumpster for staff to work with the applicant to move it away from 848 Mary Meadows Lane with this information presented to Council.

RESULT: APPROVED (UNANIMOUS)
MOVER: Mr. Wang
SECONDER: Mr. Tomlinson
AYES: Mr. Buelter, Ms. LaBonte, Ms. O'Brien, Mr. Tomlinson, Mr. Wang
NAYS: None

The vote on the motion being 5 ayes and 0 nays, amendment motion carried.

Motion made to allow up to 100-seat, limited-service restaurant as a Permitted Use. Mr. Jaggi expressed concern if there are all these empty restaurants, we could be setting this up to fail without 100 seats.

RESULT: APPROVED
MOVER: Mr. Tomlinson
SECONDER: Mr. Wang
AYES: Mr. Buelter, Mr. Tomlinson, Mr. Wang
NAYS: Ms. LaBonte, Ms. O'Brien

The vote on the motion being 3 ayes and 2 nays, amendment motion carried.

Main motion to recommend approval of the proposed Olive Graeser development.

RESULT: FAILED
MOVER: Mr. Tomlinson
SECONDER: Mr. Wang
AYES: Ms. O'Brien, Mr. Tomlinson, Mr. Wang
NAYS: Mr. Buelter, Ms. LaBonte



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The vote on the motion being 3 ayes and 2 nays, motion failed because 4 affirmative votes required.

Motion made to approve the boundary adjustment.

RESULT: APPROVED (UNANIMOUS)

MOVER: Mr. Wang

SECONDER: Mr. Tomlinson

AYES: Mr. Buelter, Ms. LaBonte, Ms. O'Brien, Mr. Tomlinson, Mr. Wang

NAYS: None

The vote on the motion being 5 ayes and 0 nays, motion passed.

NEW BUSINESS

1. Public Hearing. #26-004: A Conditional Use Permit for a Residential Remodelers Use for PJP Construction Group Located at 1067 North Warson Road, Building A

moved to first item ahead of other items

Those wishing to speak were sworn.

Ms. Jade Corbitt, Office Manager, gave the PRP Construction Group, Inc. presentation about 1067 North Warson Road. She is standing in for Mark Miller, Owner. Their company specializes in custom construction, renovations and project management. Approximately 9,318 square feet building. This will benefit the community and improve their business operations.

Mr. Buelter asked about hours of operation. Ms. Corbitt said 7:30 AM to 3:30 PM Monday to Friday.

Ms. Moore gave the City's presentation. This is a "LI" Light Industrial Zoning District location. Currently, this is a Conditional Use. No exterior changes are associated with this use. She shared the Site Plan and Floor Plan. The landscaping is in good condition. Plenty of lights on the parcel. The use will require 19 parking spaces and there are 205 on site. 7:30 AM to 3:30 PM Monday to Friday office hours.

Mr. Buelter asked about any trash enclosure. Ms. Moore said that the trash enclosure is



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in good condition.

Ms. Moore said that there will not be any outdoor storage; they have all indoor materials.

Mr. Wang asked about permitted use in the future. Ms. Moore said staff may propose that. Mr. Lumley entered exhibits into the record.
Motion to recommend approval to City Council.

<p>RESULT: APPROVED (UNANIMOUS) MOVER: Mr. Wang SECONDER: Mr. Tomlinson AYES: Mr. Buelter, Ms. LaBonte, Ms. O'Brien, Mr. Tomlinson, Mr. Wang NAYS: None</p>
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The vote on the motion being 5 ayes and 0 nays, motion carried.

WORK AGENDA

Mr. Jaggi gave an update on the Olia Village project. Lot 16 townhomes were approved by the City Council in February. They are finalizing leases for retail building next to Schnucks and the outlots. Lots 2 and 3 will probably come before the Commission in the summer. All the sitework has to be done by the end of this calendar year, and they are likely going to ask for a change to that from the City.

Staff is working with PGAV Planners on the development incentive guide for the Council. It will provide guidance for staff and the Council. A draft guide will be ready in 4 to 6 weeks.

Mr. Wang said the items on Garrison's website are outdated. Mr. Jaggi agreed.

LifeTime Fitness wants to expand their parking, and they presented their plan to neighbors in late February. No time frame yet for this to come to the Commission.

We will have a lighter agenda on April 6.

PENDING APPLICATIONS

- 1. April 6--FY2027-FY2031 Capital Improvement Plan Review**



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DEPARTMENT REPORTS

1. Capital Improvement Plan Review

Thank you for all of your work on the Bayer East Comprehensive Plan. There was a lot to consider on this Graeser Olive project and thank you.

ADJOURNMENT

Meeting adjourned at 9:04 PM.

Submitted by:

Recording Secretary

Chair

MEMORANDUM



DATE: April 2, 2026
TO: Planning & Zoning Commission
FROM: Dione Garson, PE, CFM, Assistant Director of Public Works
CC: Jim Heines, Interim Director of Public Works
SUBJECT: FY2027-FY2031 Capital Improvement Program

Capital Improvement Program Overview

The Capital Improvement Program (CIP) is:

- The City's long-range plan for improvements to infrastructure, parks, and other community facilities.
- A tool to assess the long-term capital needs, values, and desires of the City.
- The mechanism for establishing funding for high-priority projects in a timely and cost-effective manner.
- A living document that is subject to amendment by the City Council.

The full report and spreadsheet are attached to this memo. The report gives descriptions of each proposed project. The spreadsheet shows the proposed budget for each project.

Capital Improvement Program 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 help ensure 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.

Guidance from Planning Documents

Planning documents also guide the selection of projects for inclusion in the CIP. Planning documents include:

- 2030 Comprehensive Plan
- Pedestrian Plan
- Parks Master Plan
- FY2026-FY2028 Creve Coeur Strategic Plan
- Triennial Surveys
- Pavement Condition Index
- 2024 Watershed Management Plan

Funds in the CIP

Three funds contribute to the City's CIP. For FY2027-FY2031, the three funds in total have a projected revenue of \$55.9 million and projected expenditures of \$55.7 million.

1. Capital Fund – Financed by a half-cent capital improvement sales tax and 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
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. The fund is supplemented by grants and other outside funding.
 - Total Parks-Stormwater Tax Fund revenues: \$28.1 million
 - Total Parks-Stormwater Tax Fund expenditures: \$29.3 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: \$5.9 million
 - Total Building Project Bond Fund expenditures: \$3.2 million

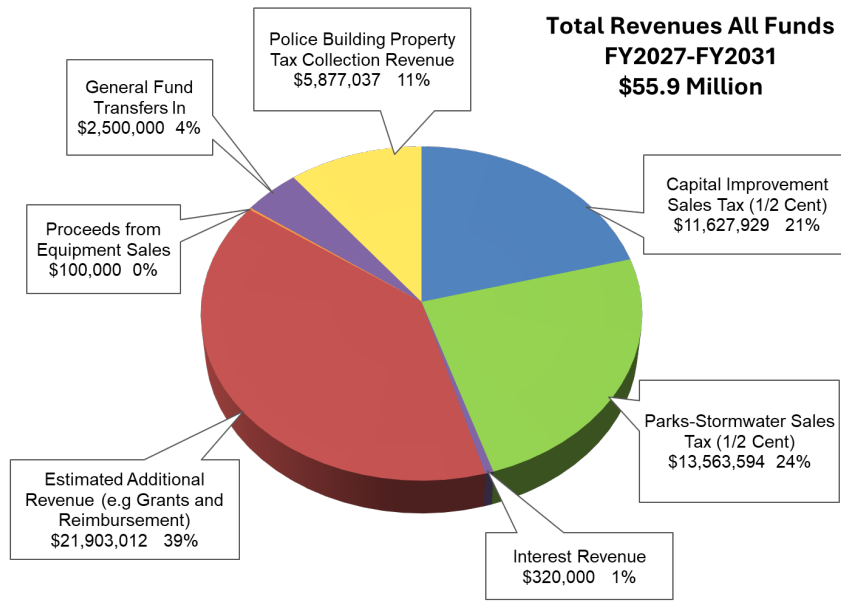


Chart 1: Total Revenue FY2027-FY2031

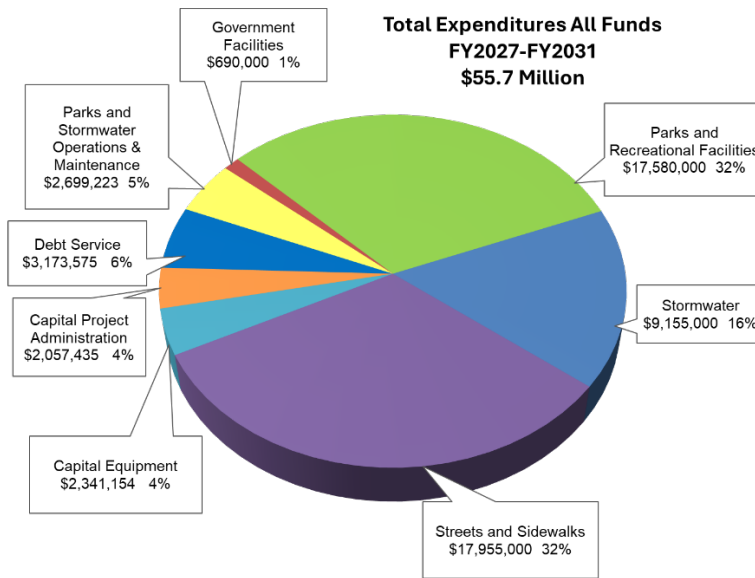


Chart 2: Total Expenditures FY2027-FY2031

Capital Fund

Overview

- Funding Sources:
 - Half-Cent Sales Tax
 - Grants and Outside Funding
 - Transfers from the General Fund
- Categories Financed:
 - Government Facilities
 - Dielmann Recreation Complex
 - Streets & Sidewalks
 - Capital Equipment
 - Capital Project Administration

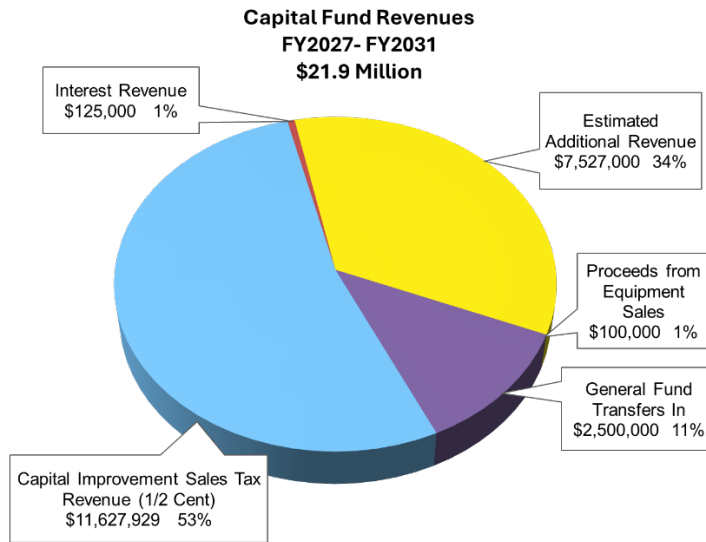


Chart 3: Capital Fund Revenues FY2027-FY2031

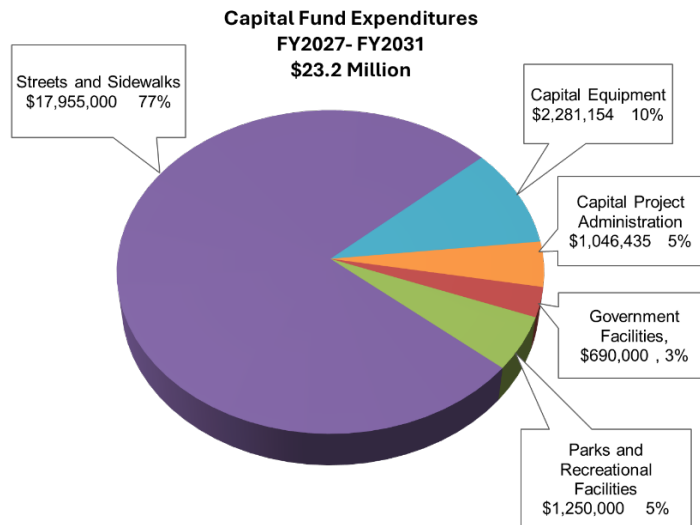


Chart 4: Capital Fund Expenditures FY2027-FY2031

Project Highlights

The following are some Capital Fund projects proposed for FY2027-FY2031 CIP:

- Under Government Facilities
 - The CIP allocates \$600,000 in FY2027 for the conceptual design and cost estimates for a new Government Center.
 - The Dielmann Recreation Center (DRC) will undergo renovations for the concession area and Pro Shop. The project will be funded in part by a \$525,000 Municipal Park Grant.
 - The DRC east parking lot will be milled and resurfaced.
- Under Streets & Sidewalks
 - Yearly Pavement Maintenance Program
 - The program has three maintenance activities:
 - Concrete Pavement Replacement
 - Asphalt Pavement Resurfacing
 - Microsurfacing
 - Roadways are selected for the program by using the Pavement Condition Index.
 - The Pavement Condition Index is completed by a third-party.
 - Each roadway is inspected and scored.
 - The Pavement Condition Index is updated approximately every five years.
 - 39 North AgTech Innovation District Improvements
 - Olive Boulevard at Olia Village Median and Irrigation Plantings
 - Old Olive Road Improvements
 - The City will take ownership of the roadway. The Missouri Department of Transportation currently owns and maintains Old Olive Road.
 - The City plans to apply for federal grants for rehabilitation projects.
 - Olive Boulevard at Olia Village Median Irrigation and Plantings
 - The project includes the removal of existing trees and landscaping.
 - A new irrigation system will be installed.
 - A planting plan will be developed.
 - Federal Grant Projects
 - North New Ballas Road (Federal Surface Transportation Program Grant)
 - Ladue Road Improvements from Emerson Road to Lindbergh Boulevard (Federal Surface Transportation Program Grant)
 - Fernview Sidewalks (Federal Transportation Alternatives Program Grant)
 - Falaise Drive Sidewalks (potential Federal Transportation Alternatives Program Grant)

Parks & Stormwater Fund

Overview

- Funding Sources
 - Half-Cent Parks & Stormwater Tax
 - Grants and Outside Funding
- Categories Financed
 - Parks Projects
 - Stormwater Projects
 - Capital Project Administration
 - Parks Maintenance

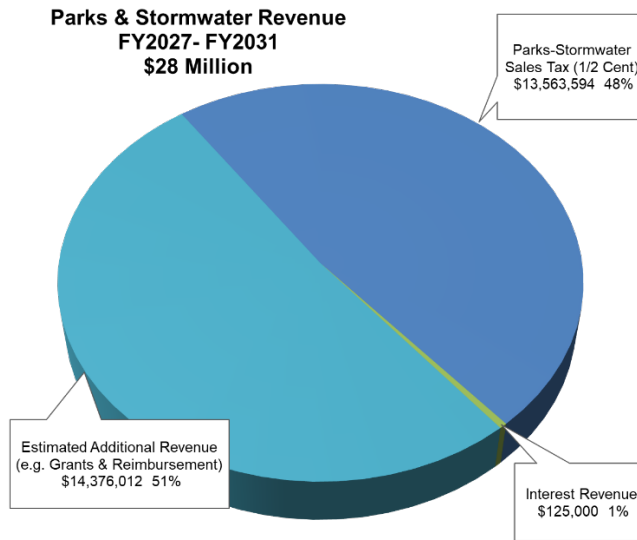


Chart 5: Parks & Stormwater Fund Revenues FY2027-FY2031

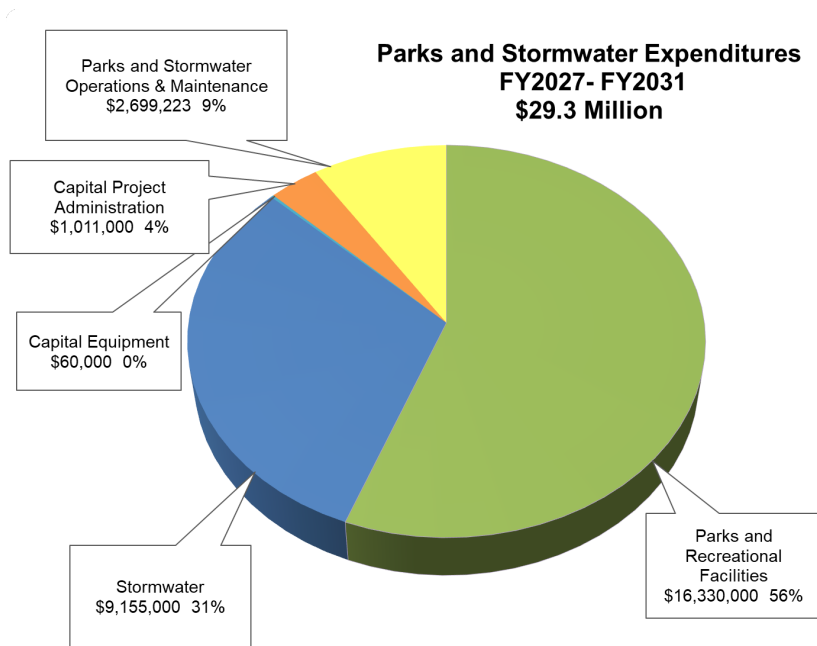


Chart 6: Parks & Stormwater Fund Expenditures FY2027-FY2031

Project Highlights

The following are some projects proposed for FY2027-FY2031 for the Parks & Stormwater Fund:

- Great Rivers Greenway Centennial Greenway (two segments)
 - Segment 6 extends from Warson Road, along Gateway and Research Boulevards, to Baur Boulevard.
 - Segment 7 continues the greenway
- 39 North Greenway Connection to the Great Rivers Greenway Centennial Greenway
 - Proposes a connection that extends from Stacy Park, north along Warson Road, west along Olive Boulevard, north along Corporate Square, and then connecting to the main Centennial Greenway path near Gateway and Research Boulevards.
 - The project will be phased.
 - The City plans to pursue grant funding.
- Millenium Park Improvements Phase 2
 - Trail enhancements
 - Ridgemore Forest pedestrian bridge
- Playground replacements
 - Malcolm Terrace Park in FY2027
 - Conway Park in FY2030
- Lake School Park Renovations
 - Phase one – playground and parking lot
 - Phase two – tennis courts and walking path
- Stormwater projects that address structural flooding, yard flooding, roadway flooding, roadway culvert replacement, and streambank erosion that is threatening structures.
 - Projects are selected based primarily on the 2024 Watershed Management Plan (WMP).
 - The WMP lists more than 100 possible projects, each of which as a benefit/cost score.
 - The scoring system is based on the system used by the St. Louis Metropolitan Sewer District.

Schedule and Next Steps

- March 9, 2026 – the CIP was presented to the City Council and the Finance Committee at a joint work session.
- March 11, 2026 – the CIP was presented to the Stormwater Committee and the Parks & Historic Preservation Committee
- April 6, 2026 – the CIP will be presented to the Planning and Zoning Commission
- April 13, 2026 – will be a public hearing followed by possible adoption by the City Council

City staff respectfully requests the Planning and Zoning Commission recommendation for the City Council to adopt the FY2027-FY2031 CIP.

Attachments:

- CIP FY2027-FY2031 Report Draft
- CIP FY2027-FY2031 Appendix A Spreadsheet Draft



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.
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- *Protection & Conservation*: improvements to the City's park system or historical landmarks that ensure 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 and 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.

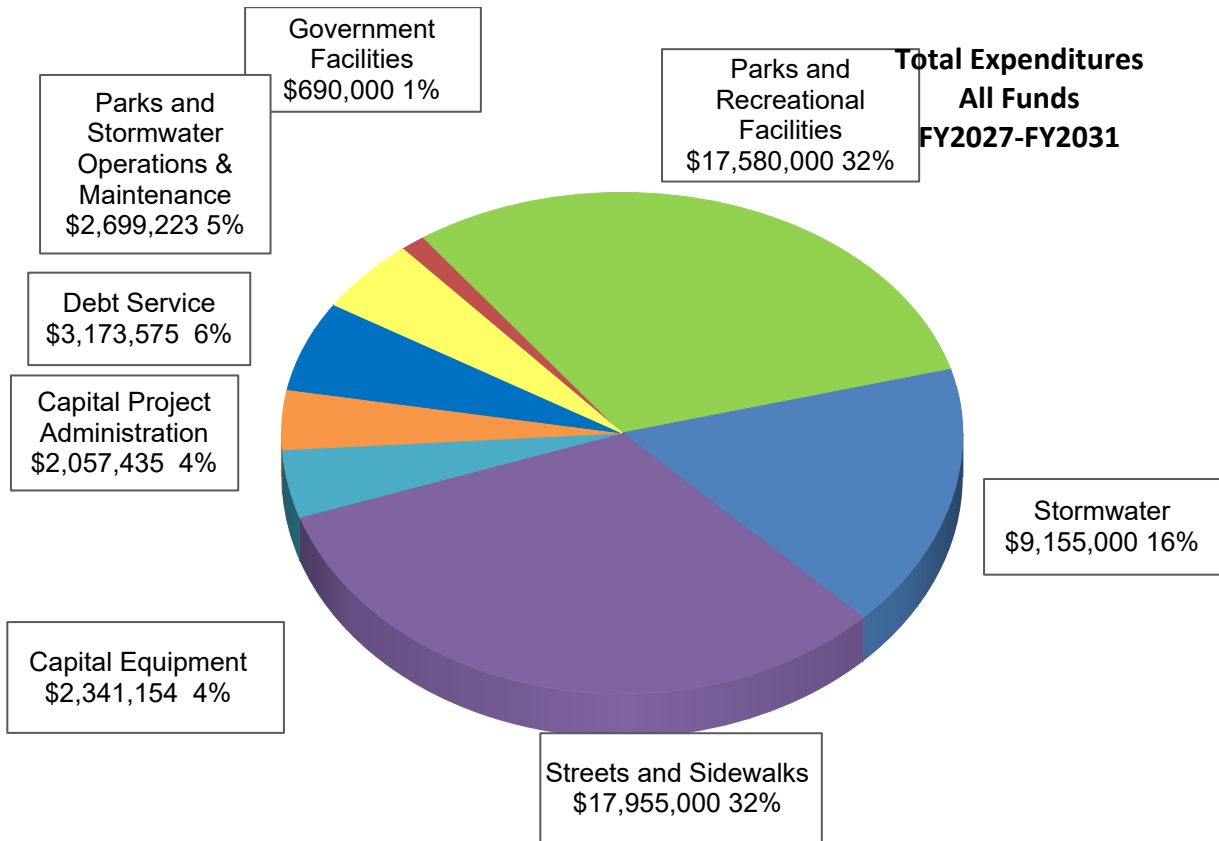
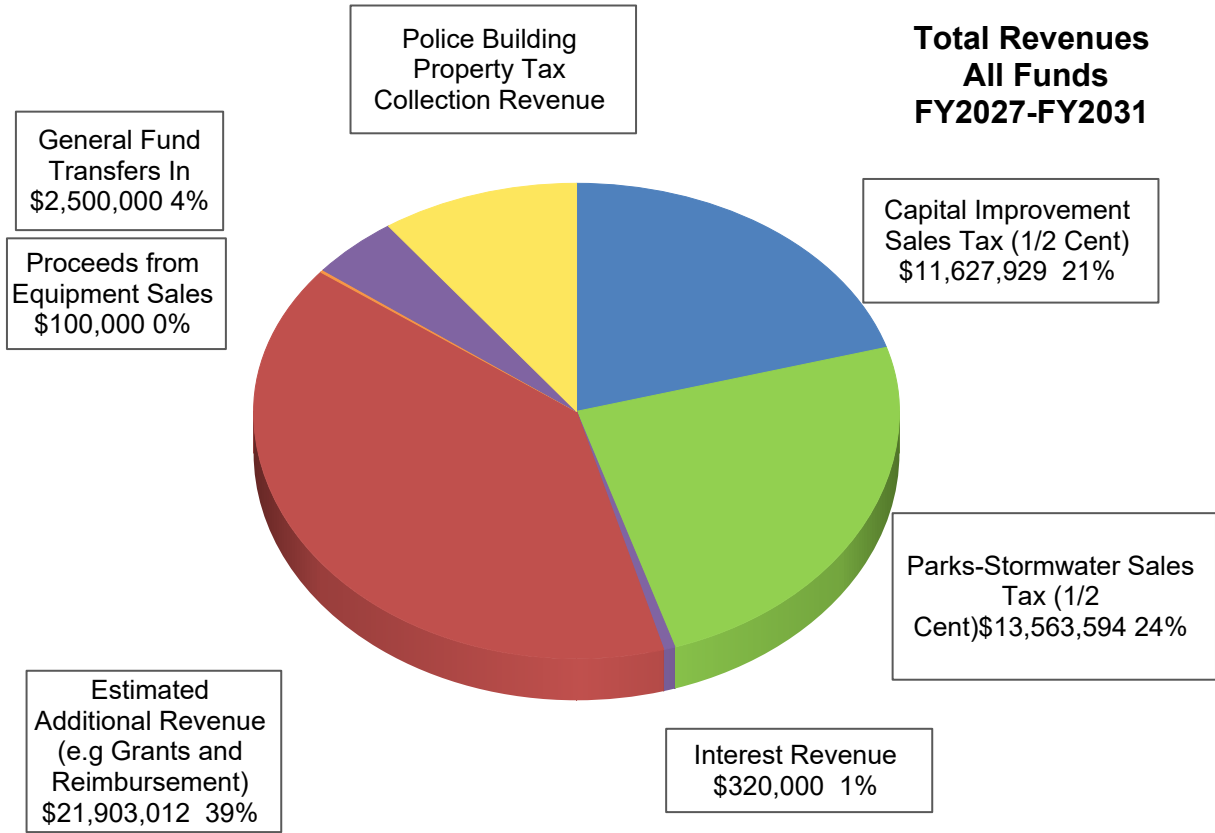
- Total Parks-Stormwater Tax Fund revenues: \$28.1 million
- Total Parks-Stormwater Tax Fund expenditures: \$29.3 million

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: \$5.9 million
- Total Building Project Bond Fund expenditures: \$3.2 million

Combined, these three funds have a projected revenue of \$55.9 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 \$2.3 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 plus awarded grants for roadway projects and accessibility improvements are estimated to provide approximately \$7.5 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.

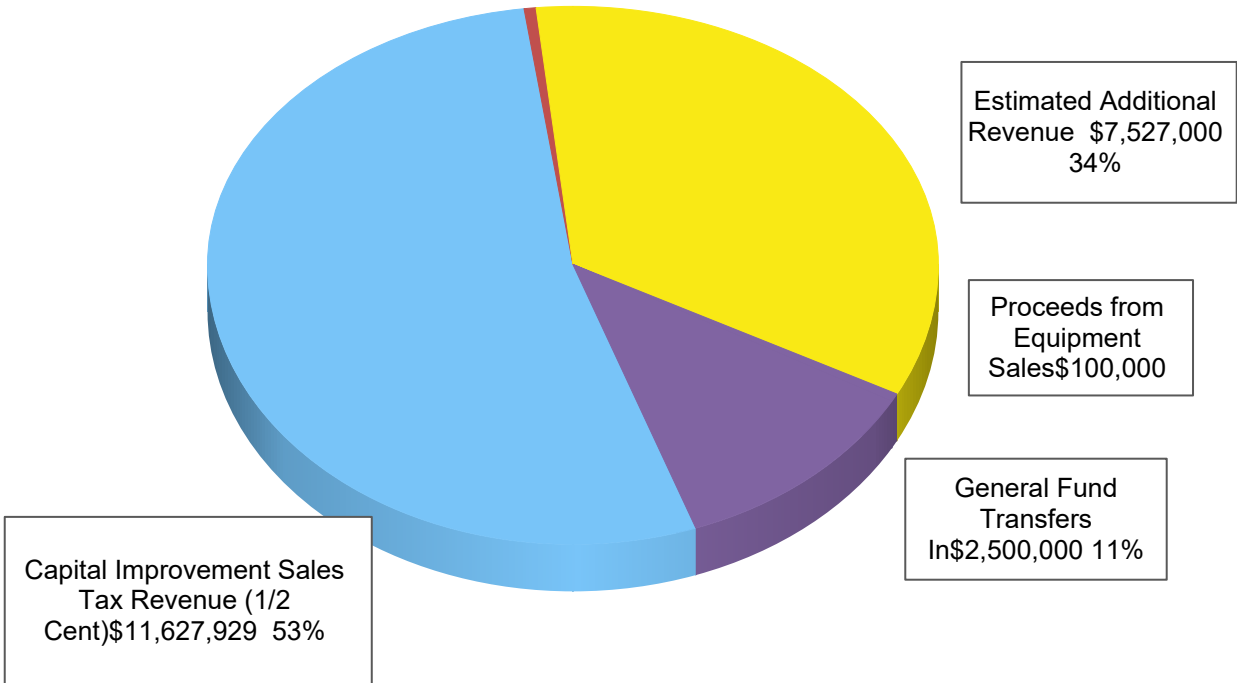
Transfers from the General Fund. The total transfer from the General Fund to the Capital Fund over the proposed FY2027-FY2031 CIP is \$2.5 million.

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.

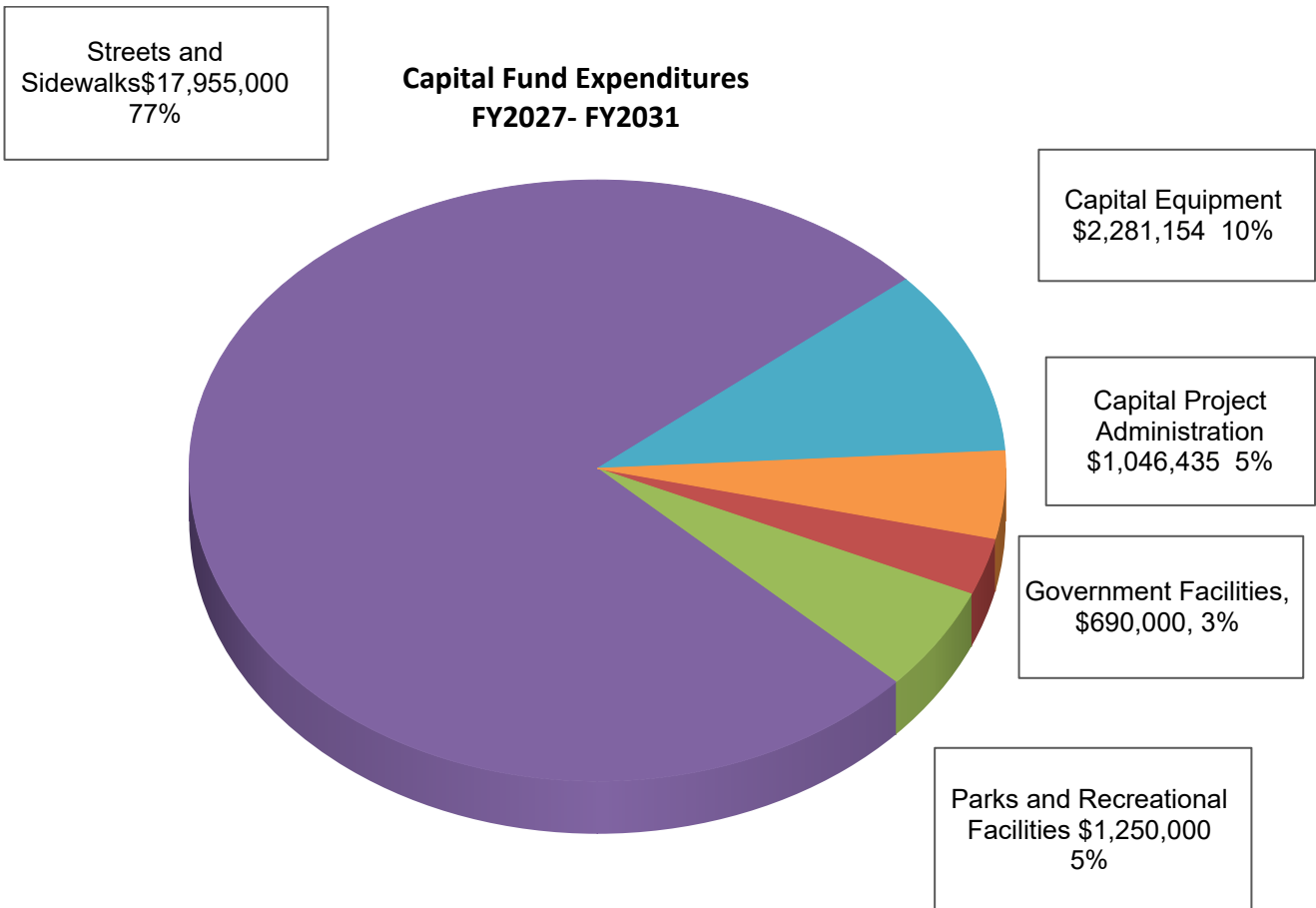
Capital Fund Expenditures

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.

**Capital Fund Revenues
FY2027- FY2031**



**Capital Fund Expenditures
FY2027- FY2031**



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, recompacting 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-FY20231)	\$ 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. Missouri American Water 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

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	\$499,000	\$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 and the Police Department. 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 and Police Department 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 and protect public safety. Without replacement, unreliable equipment could have an effect on public safety and affect the City's operating efficiency due to down time for repairs.

Operating Budget Impact:

Replacement of older equipment helps reduce the overall annual maintenance costs of the Public Works and Police Department fleets. 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 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 (Dingo)	\$ 58,000.00	New To Fleet (Shared 50% Cost with Parks)
Police Department	\$ 80,000.00	
	\$ 499,000.00	

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	\$ 2,281,154
Other	\$ 0
Total Expenditures (FY2027–FY2031)	\$ 2,281,154

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

Summary	Amount
Total Expenditures	\$ 2,281,154
Total Funding	\$ 0
City's Contribution (FY2027 – FY2031)	\$ 2,281,154

PROJECT MANAGEMENT

Estimated Annual Costs						
Prior Year	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$191,506	\$201,081	\$205,103	\$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; 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

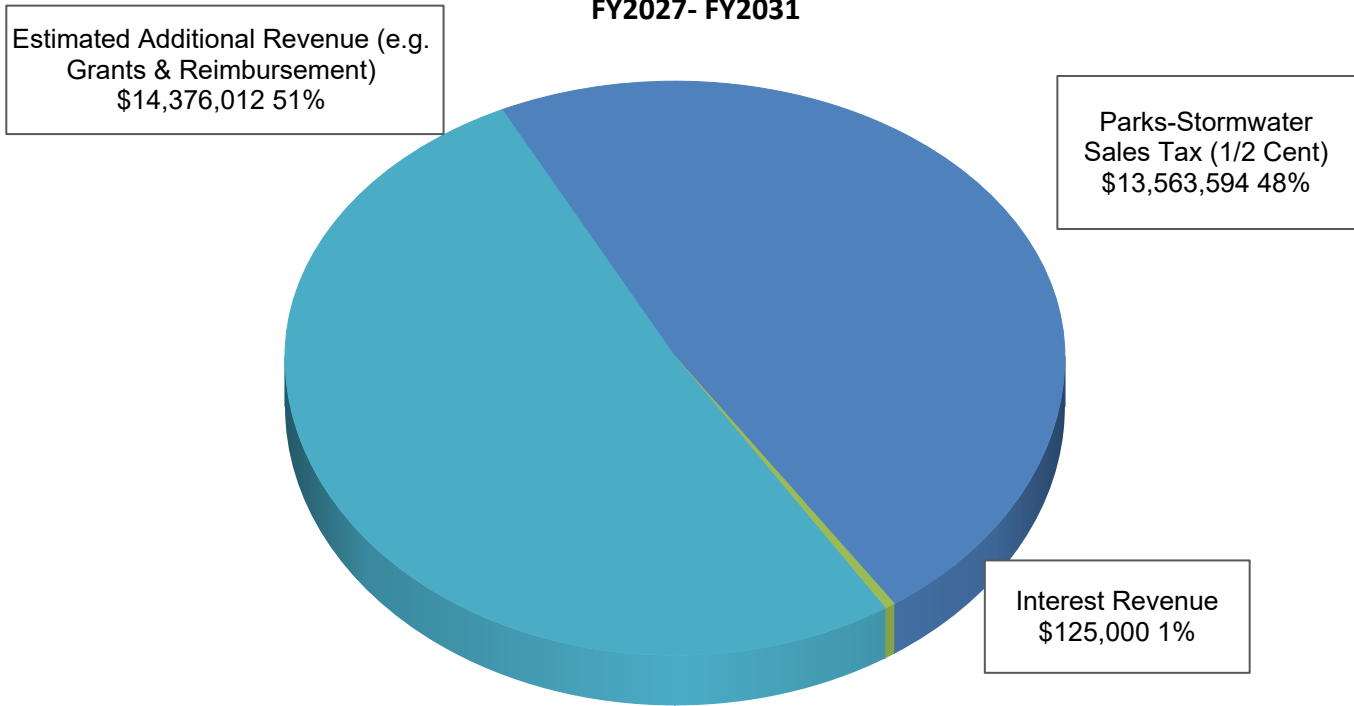
This sales tax revenue does not have a designated division of how it will be spent. The City Council can decide to set the allocation amounts or to evaluate the division of funds through each CIP process. The proposed five-year CIP includes the following allocation of the sales tax revenue:

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

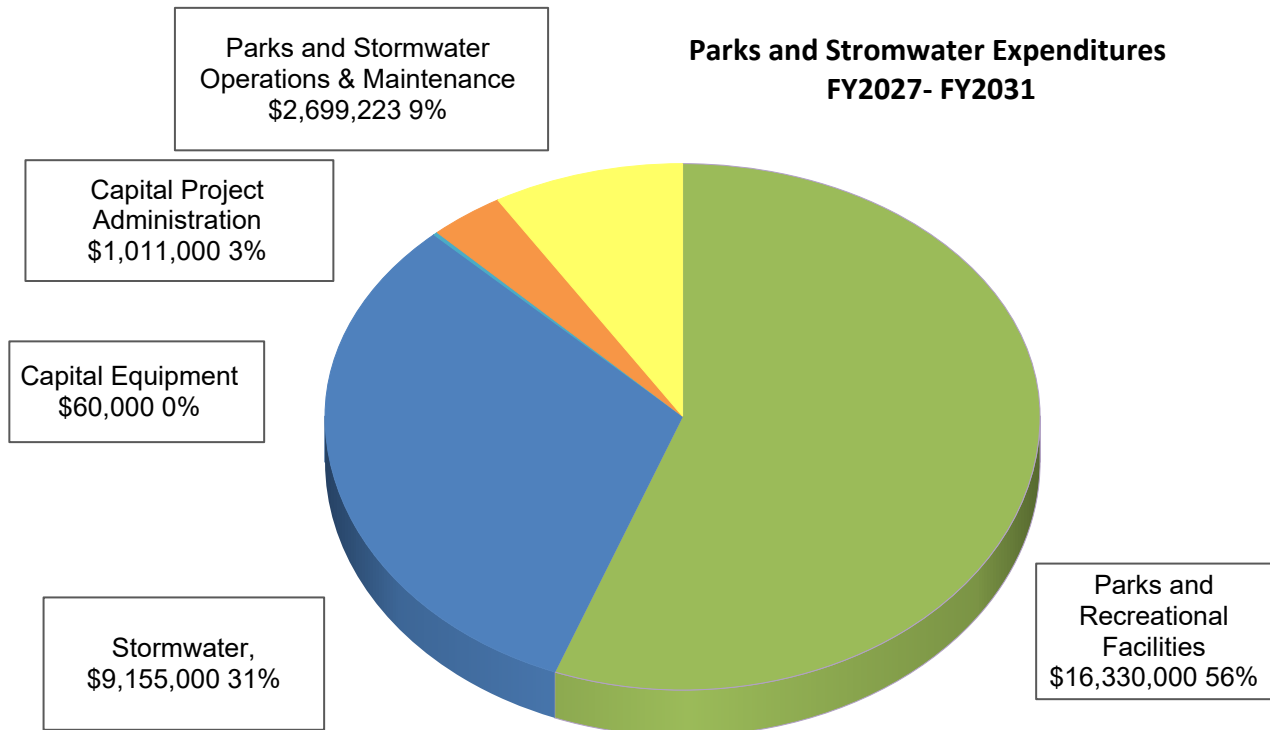
At this time, the proposed CIP does not include investment into the Dielmann Recreation Complex or the Creve Coeur Golf Course through the Parks-Stormwater Tax Fund. Projects for the Dielmann Recreation Complex and Creve Coeur Golf Course are line items under the Capital Fund.

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. Graphs can be found on the following page.

**Parks and Stormwater Revenue
FY2027- FY2031**



**Parks and Stormwater Expenditures
FY2027- FY2031**



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

MILLENNIUM PARK IMPROVEMENTS

PHASE 2: TRAILS AND RIDGEMOOR FOREST PEDESTRIAN BRIDGE

Estimated Annual Costs						
Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
\$0	\$100,000	\$350,000	\$0	\$0	\$0	\$0

Project Description:

This project involves asphalt overlay of sections of the existing walking trail at Millennium Park, as well as, the construction of a bridge at the north end of Deland Drive. The bridge would create a new connection between Millennium Park and the Ridgemoor Forest subdivision.

Existing Conditions:

The existing trail is popular walking destination for residents. The sections of the path were not repaved under past City projects are in poor condition.

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

The proposed project will connect neighborhoods more directly with the park. Pedestrian connectivity is supported by planning level documents. The City’s *2030 Comprehensive Plan* recommends the development of pedestrian walks to connect key streets, parks, and amenities. The *FY2026-2028 Creve Coeur Strategic Plan Strategy 2.2* supports enhancing the City’s sidewalk and trail network. Additionally, Strategy 2.5 calls for adding and improving trails within the parks.

Operating Budget Impact:

Maintenance of these bridges and trails is expected to be minimal.

Comments:

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



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

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 100,000
Land Acquisition	\$ 0
Construction	\$ 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 significate 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 facia, 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 facia, 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

CENTENNIAL 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

CENTENNIAL 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 property 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 (DC-S-03), Mason Forest Drive (CC-S-07), Fernpark Drive (CC-S-03), and Bellington Lane (CC-S-09) 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 verses 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 Spoeede Road & Mission Hills Court (DC-S-22)**
 - Stormwater issues include roadway flooding near the intersection of North Spoeede 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 Spoeede 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.

- **Bundle of Three Projects** – these projects are grouped together because of the close proximity of the sites. Addressing multiple issues at the same time can result in cost savings.
 - **Ferngate Lane (CC-C-07)** this project intends to address stream erosion that is impacting two habitable structures.
 - **Ferntop Lane Bank Stabilization (CC-C-01)** intends to address an undermined pipe outfall and bank failures.
 - **Ferntop Lane Outfall Repair (CC-C-02)** addresses issues at the same location as CC-C-01.
- **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.

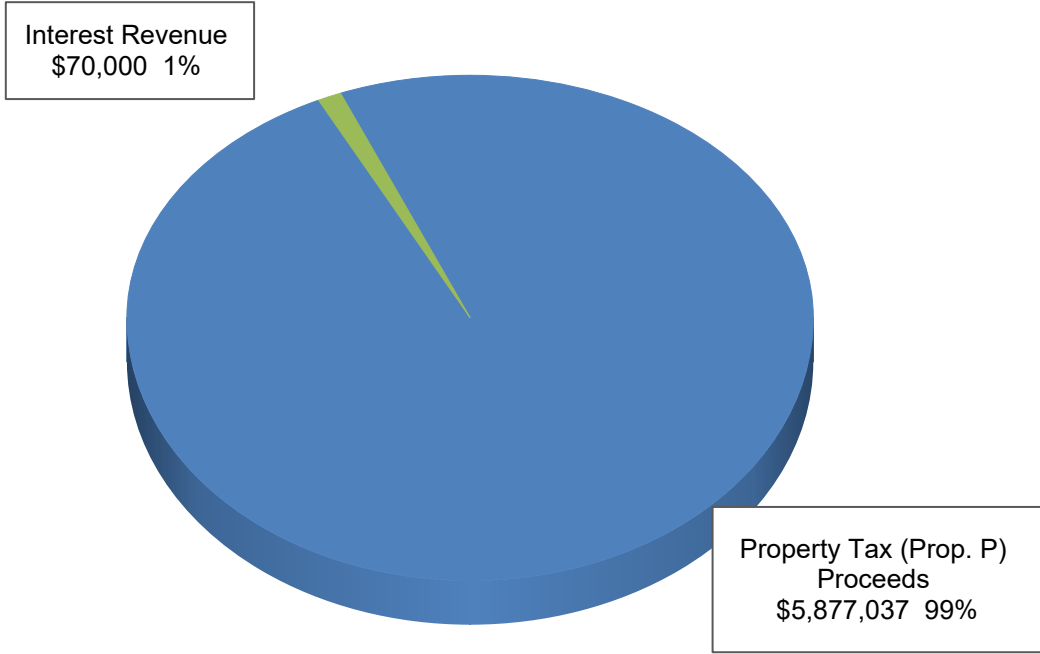
Debt Service

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.

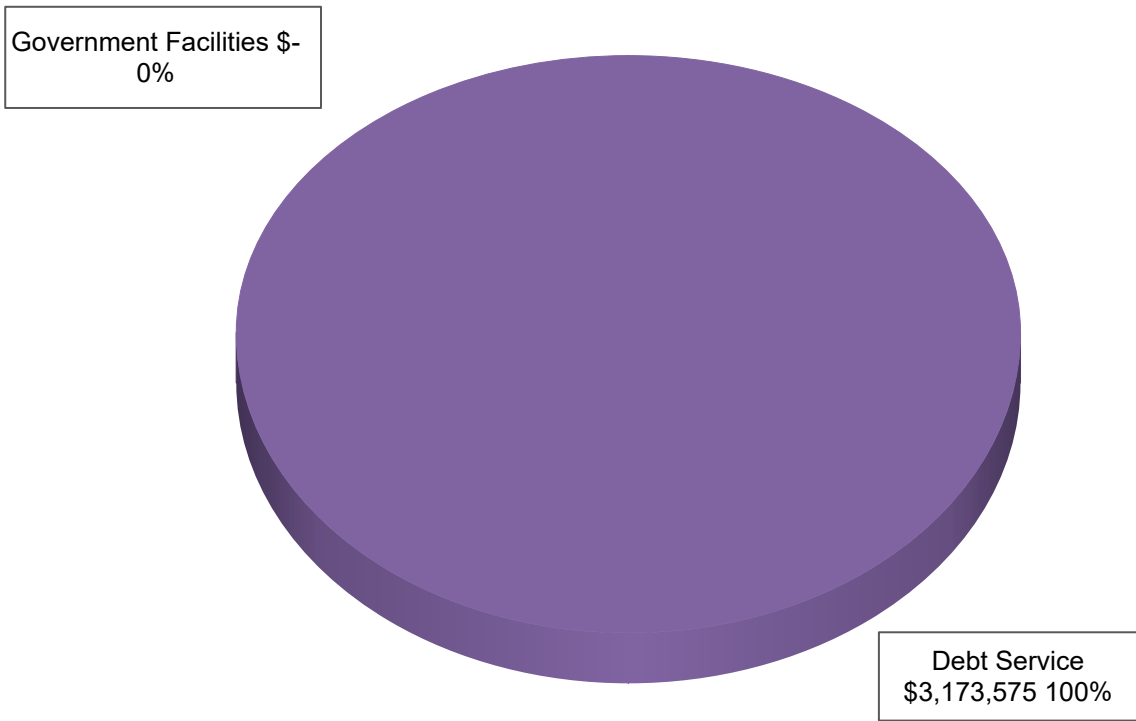
The property tax that funds the debt service was reduced by approximately 25% in FY2022 and is proposed to remain at this level through the five-year capital plan.

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**



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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						
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

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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	4,975,000	2,955,000	3,425,000	2,955,000
% of Total Capital Fund Outlay	73%	76%	71%	82%	75%	80%
						3,645,000

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							
10 Police Department Vehicles			80,000				
Subtotal (Capital Equipment)	698,000	671,521	499,000	404,374	476,805	404,057	496,918
% of Total Capital Fund Outlay	6%	6%	7%	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	7,055,081	3,594,477	4,541,010	3,672,446	4,359,575

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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	851,140	848,021	201,939	136,048
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	7,055,081	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	851,140	848,021	201,939	136,048	114,715

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 (Concession 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

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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 Pickleball 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	-	-

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% of Total Parks and Stormwater Fund Outlay	1%	1%	1%	0%	0%	0%	0%
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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%

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BUILDING PROJECT BOND FUND (PROP P)

BUILDING PROJECT BOND FUND REVENUES	FY2025 BUDGETED	FY2025 ACTUAL	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	1,209,147	1,209,147	-	1,028,639	0	0	0	0	0
Estimated Bond Proceeds	-	-	-	-	-	-	-	-	-
Estimated Interest Revenue	50,848	42,152	-	585	-	-	-	-	-
Reimbursement from Smoke Evacuation System Settlement	-	-	-	-	-	-	-	-	-
Transfers In	-	-	-	-	-	-	-	-	-
Total Revenues & Transfers In	50,848	42,152	-	585	-	-	-	-	-
9501 BUILDING DESIGN AND CONSTRUCTION	FY2025 BUDGETED	FY2025 ACTUAL	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	210,000	222,660	-	-	-	-	-	-	-
Transfers Out	-	-	1,033,790	1,029,224	-	-	-	-	-
Total Anticipated Year End Expenditures & Transfers	210,000	222,660	1,033,790	1,029,224	-	-	-	-	-
Ending Fund Balance (Cash Basis) - Building Project Bond Fund	1,049,995	1,028,639	(1,033,790)	0	0	0	0	0	0
9514 DEBT SERVICE	FY2025 BUDGETED	FY2025 ACTUAL	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)	750,484	817,269	1,166,284	1,166,284	571,966	1,079,421	1,618,501	2,165,068	2,748,246
Estimated Property Tax Collection Revenue	964,600	1,025,301	1,003,100	1,123,000	1,125,000	1,158,750	1,170,338	1,205,448	1,217,502
Estimated Interest Revenue (includes Transfer In)	19,190	20,020	1,047,790	1,043,244	14,000	14,000	14,000	14,000	14,000
Total Anticipated Revenues	983,790	1,045,320	2,050,890	2,166,244	1,139,000	1,172,750	1,184,338	1,219,448	1,231,502
DEBT SERVICE (PROP P) EXPENSES									
Estimated Expenditures	320	318	320	320	320	320	320	320	320
Estimated Interest Expenses	205,988	205,988	191,288	165,242	116,225	103,350	87,450	70,950	54,000
Estimated Principal Expenses	490,000	490,000	2,595,000	2,595,000	515,000	530,000	550,000	565,000	580,000
Total Anticipated Expenditures	696,308	696,306	2,786,608	2,760,562	631,545	633,670	637,770	636,270	634,320
Ending Cash Balance - Debt Service	1,037,966	1,166,284	430,566	571,966	1,079,421	1,618,501	2,165,068	2,748,246	3,345,428

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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)							
<i>Municipal Park Grant Projected (All Projects)</i>					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