



# **CAPITAL IMPROVEMENT PROGRAM**

## **FISCAL YEARS 2022-2026**



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**CAPITAL FUND**

**PARKS-STORMWATER TAX FUND**

**BUILDING PROJECT BOND FUND**

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# EXECUTIVE SUMMARY

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

The CIP is intended to ensure that policy makers are responsible to the citizens of Creve Coeur with respect to the expenditure of City funds for capital improvements.

## CIP Goals

The following are goals of the CIP:

- Provide a planned replacement of deteriorating infrastructure
- Repair deteriorated 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 planned replacement of major equipment required for City operations

## CIP Criteria

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

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

- *Availability of Outside Funding*: projects that are eligible for and are likely to be considered for grant funding or shared-cost programs.
- *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
- *Citizen Demand*: projects that have received a level of demonstrated citizen 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 identified in other City-adopted plans.
- *Economic Growth*: projects focused on maintaining housing values and attracting businesses, residents, or visitors to the City. Projects supporting private development must include return on investment ratios or a fully documented cost/benefit analysis.
- *Operating Efficiency*: equipment or facilities improvements to streamline work processes or benefit from technological advancements; projects which reduce the cost of operations will receive priority. Projects which increase the cost of operations shall have identified trade-offs to support those additional costs.
- *Protection & Conservation*: improvements to the City's park system or historical landmarks that allow these facilities to be enjoyed by future generations or projects that reduce the City's environmental impact.

- *Public Safety*: improvements that focus on preserving and protecting the general public from harm and reducing the City’s risk exposure.

## **Relationship between the CIP and the Creve Coeur 2030 Comprehensive Plan**

According to the Creve Coeur 2030 Comprehensive Plan:

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

## **Development and Adoption of the CIP**

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

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

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

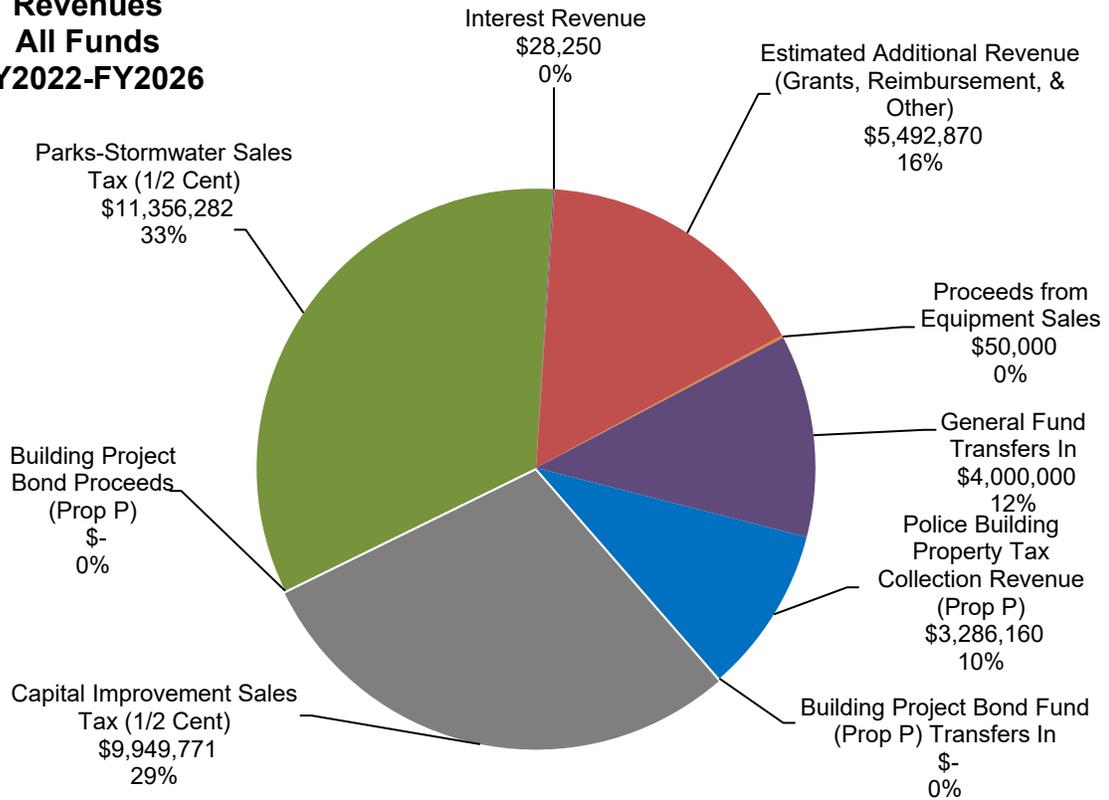
## **Funds in the CIP**

There will be three funds that contribute to the FY2022-FY2026 CIP. These funds are:

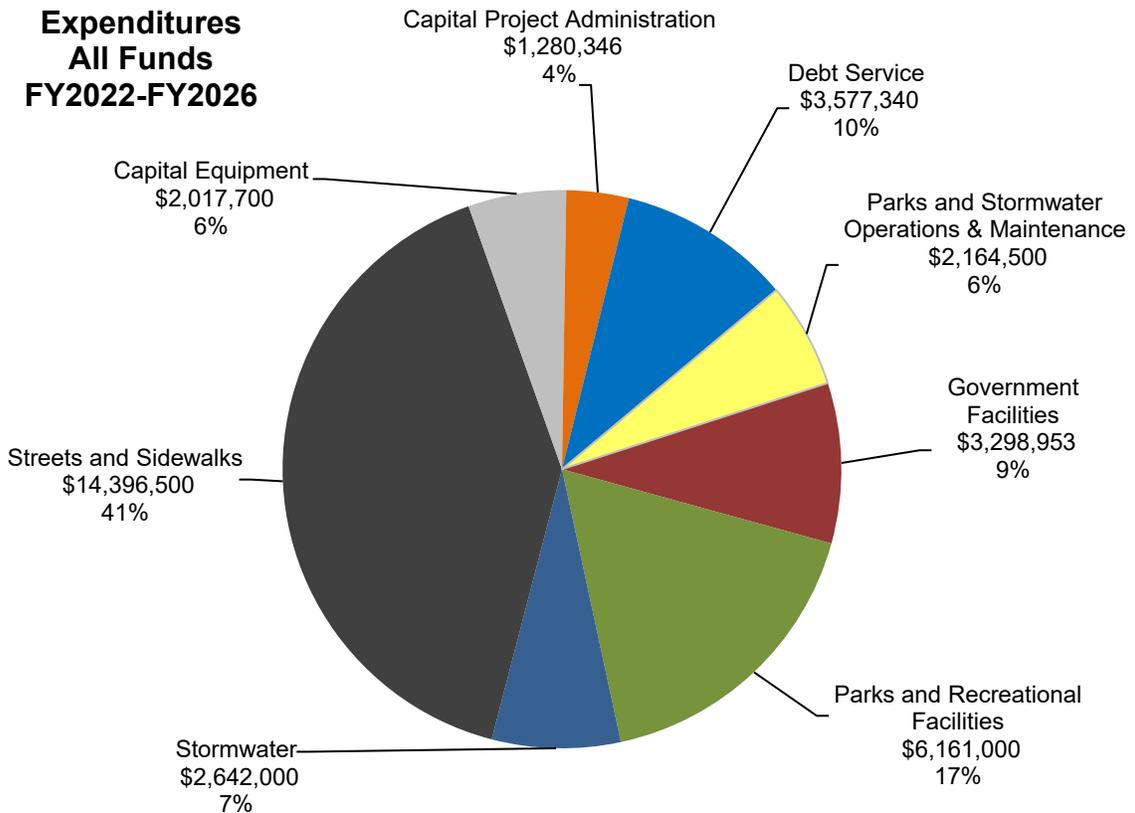
1. Capital Fund. This fund is financed by a half-cent capital improvement sales tax, which is supplemented by annual transfers from the General Fund and project-specific grants.
  - Total Capital Fund revenues: \$18.0 million
  - Total Capital Fund expenses: \$19.5 million
2. Parks-Stormwater Tax Fund. 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 new revenue source necessitated the creation of the Parks-Stormwater Tax Fund, which will be supplemented by grants and other outside funding related to parks and stormwater.
  - Total Parks-Stormwater Tax Fund revenues: \$12.9 million
  - Total Parks-Stormwater Tax Fund expenses: \$11.3 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, so the majority of this fund’s project-related expenses are complete. However, investments into the Government Center and the fund’s debt service will be active in the FY2022-FY2026 CIP.
  - Total Building Project Bond Fund revenues: \$3.3 million
  - Total Building Project Bond Fund expenses: \$4.7 million

Combined, these three funds have a projected revenue of \$34.2 million and projected expenses of \$35.5 million for the FY2022-FY2026 CIP. The charts below break down these revenues and expenses into the general categories that are found in the CIP.

**Revenues  
All Funds  
FY2022-FY2026**



**Expenditures  
All Funds  
FY2022-FY2026**



More detail is provided for each of the three funds in the sections that follow. Each fund is briefly described, and the revenues and expenses for each fund are summarized for the duration of the FY2022-FY2026 CIP. Project-specific summaries and financial projections are included for each line item that appears in the five-year CIP. Projects that are expected to be completed in FY2021 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: FY2022-FY2026 CIP Spreadsheets
- Appendix B: FY2017-FY2026 CIP 10-Year Summary
- Appendix C: Community Comments and Requests
- Appendix D: Future Project List

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 Matt Wohlberg, City Engineer, at [mwohlberg@crevecoeurmo.gov](mailto:mwohlberg@crevecoeurmo.gov) or (314) 442-2084.

## CAPITAL FUND

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

### Capital Fund Revenues

The City's Capital Fund has three main funding sources: a half-cent capital improvement sales tax, grants and other outside funding, and transfers from the General Fund. Together, these funding sources are projected to generate \$18.0 million over the FY2022-FY2026 CIP.

Half-Cent Capital Improvement Sales Tax. Projected sales tax revenues are approximately \$9.95 million for the FY2022-FY2026 CIP, which averages out to approximately \$1.99 million per year in the plan.

Sales tax revenue projections were reduced significantly in 2020 due to the uncertainty and economic downturn associated with the COVID-19 pandemic. Sales tax revenue has been lower than normal, but it has also been greater than planned. Sales tax projections in the FY2022-FY2026 CIP include an estimated 2% increase each year, which will return the sales tax revenues to the FY2020 level by FY2025.

Grants and Outside Funding. Federal grants for roadway projects and accessibility improvements will provide approximately \$3.98 million over the FY2022-FY2026 CIP.

Staff will seek additional grant funding during for this period, but applications for that funding are either in the evaluation process or not yet available. For projects that anticipate grant funding that has not yet been awarded, the City's matching funds are shown as the project costs in the fiscal years when the phases of the project are planned to occur. The full cost of the project and the associated grant funding will be programmed into the CIP upon notification of award of the grant.

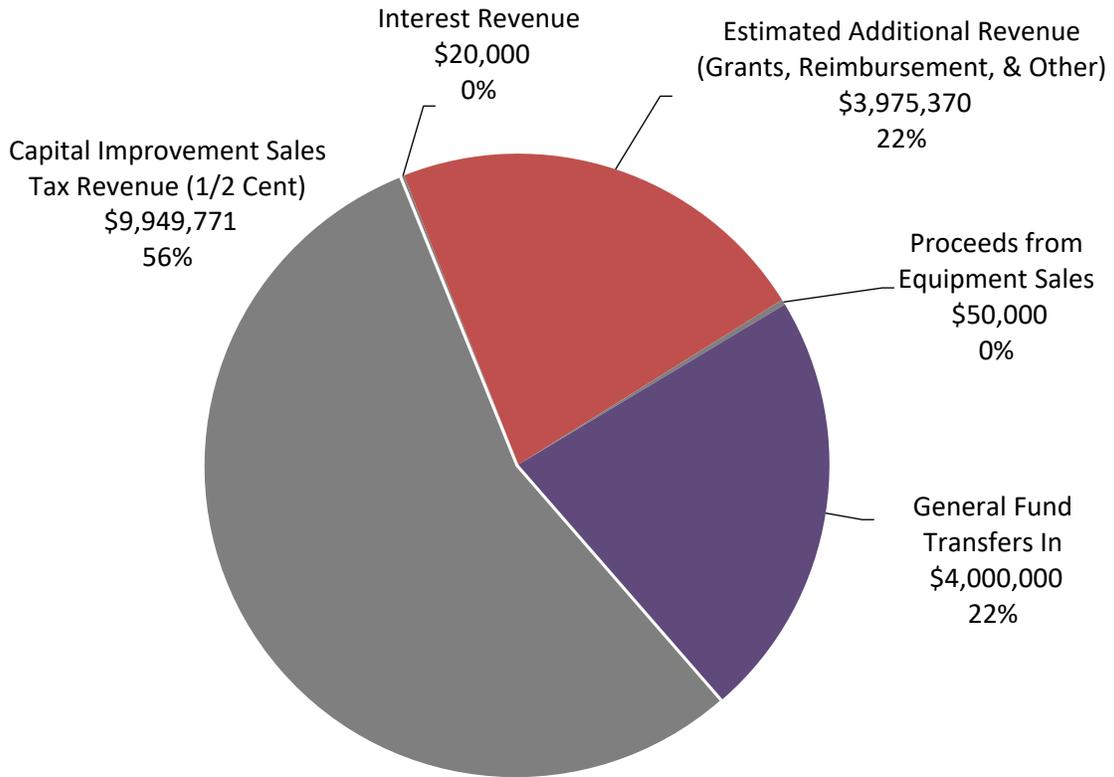
Transfers from the General Fund. The total transfer from the General Fund to the Capital Fund over the proposed FY2022-FY2026 CIP is \$4.0 million.

A transfer from the General Fund to the Capital Fund is proposed for each fiscal year in the proposed CIP. General Fund transfers to the Capital Fund of \$400,000 are made in most years and are appropriate based on the transportation-oriented revenue sources of the General Fund which include the County road and bridge tax revenues.

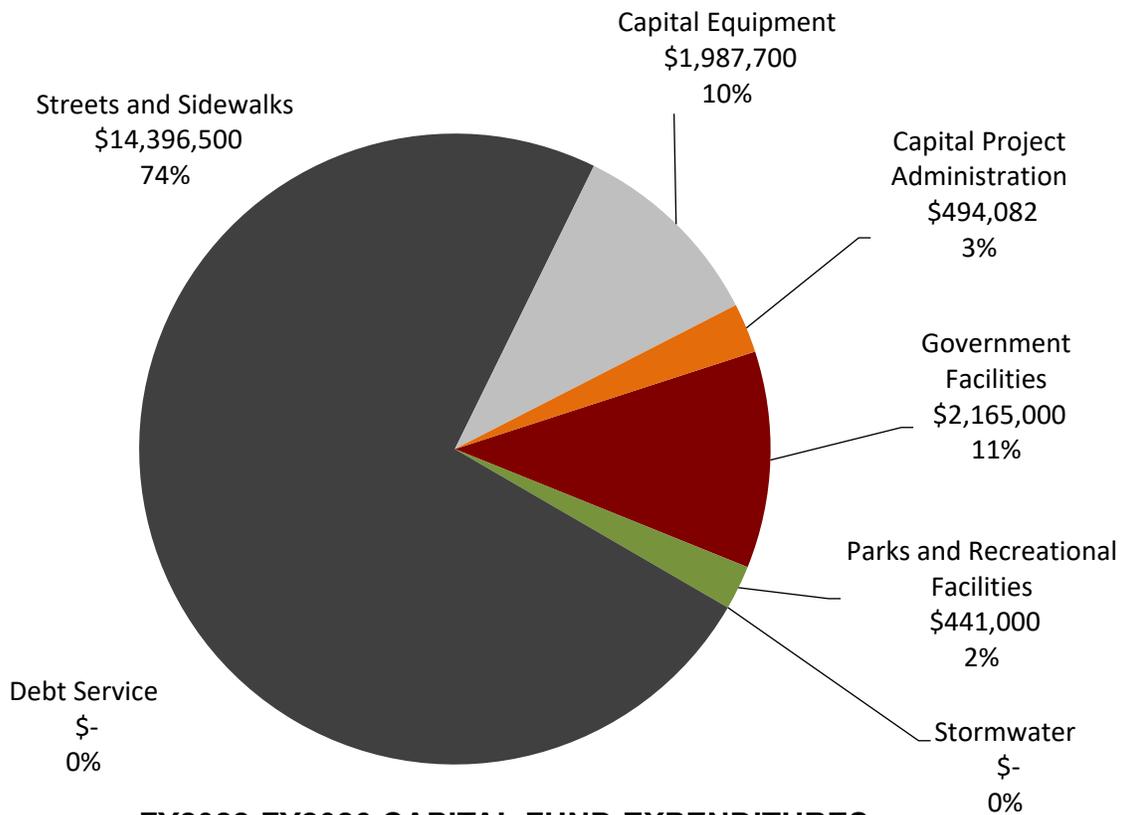
The City has set aside \$2.0 million in the General Fund for renovations to the Creve Coeur Government Center. Design and construction of those improvements is programmed into the proposed CIP, as are corresponding transfers from the General Fund to the Capital Fund.

### Capital Fund Expenses

Capital expenditures from the Capital Fund are projected to be approximately \$19.73 million over the proposed FY2022-FY2026 CIP, with a maximum annual expense of \$5.85 million in FY2024. Details about these expenses can be found in the project summary sheets that follow.



**FY2022-FY2026 CAPITAL FUND REVENUES**



**FY2022-FY2026 CAPITAL FUND EXPENDITURES**

**ACCESSIBILITY IMPROVEMENTS (CDBG)**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$0	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000

**Project Description:**

In FY2022, \$20,000 of Community Development Block Grant (CDBG) funds have been committed to providing accessibility improvements to the parking lot at Malcolm Terrace Park. That project and its costs will be managed through the Parks and Stormwater Tax Fund. Funding in FY2023 has been designated for accessibility improvements to several bus stops along New Ballas Road. Projects in FY2024-FY2026 will focus on accessibility improvements for public facilities elsewhere in the City.

**Existing Conditions:**

Projects are designed to improve facilities that are out of compliance with the current Americans with Disabilities Act (ADA) regulations.

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

Each project seeks to improve ADA compliance through accessibility improvements to government facilities and along public pedestrian routes. The focus of these projects is to provide public safety as well as to upgrade existing facilities.

**Operating Budget Impact:**

None. Projects that are undertaken as part of this program are relatively small in scope, and the City typically receives 100% reimbursement for the project costs through the CDBG federal grant.

**Comments**

The City is designating this funding with the anticipation of receiving grant funding in the amount of \$20,000 from the CDBG Commission. This is an annual grant available to municipalities to address accessibility projects. Scheduling of this project is subject to a successful grant application and availability of grant funding.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 20,000
Equipment	\$ 0
Other	\$ 0
<b>Total Annual Cost</b>	<b>\$ 20,000</b>

Total Annual Cost	\$ 20,000
Community Development Block Grant (CDBG)	\$ 20,000
City Share	\$ 0

# GOVERNMENT CENTER RENOVATIONS (LOWER LEVEL)

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$30,000	\$200,000**	\$0	\$0	\$0	\$0	\$0

\*\* Construction costs in FY2022 will be shared with the Building Project Bond Fund.

**Project Description:**

This project involves renovations and expansion of the existing court offices and dispatch area on the lower level of the Creve Coeur Government Center. Several adjacent offices that were previously used by the Police Department will be incorporated into the court office and dispatch center, the nearby restrooms will be renovated to become fully accessible, and portions of the heating and cooling system will be upgraded.

**Existing Conditions:**

The existing court offices are outdated with limited space for storage, and the dispatch area is not large enough to host the West Central Dispatch Center (WCDC). Adjacent to the court offices and dispatch area are several vacant offices that were used by the Police Department before the police staff moved to their new building. The adjacent restrooms are in poor condition and are deficient in several aspects with regard to accessibility. The heating and cooling system relies upon a network of pipes in the ceiling, and these pipes are wearing out, sometimes causing destructive and costly coolant leaks into the work space.

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

Renovation of the court offices will improve the ability of the court staff to serve the public and will make use of the space now available. The extra space will allow the City to consider expansion of the court function. Likewise, renovation of the dispatch area allows the City to host the WCDC.

**Operating Budget Impact:**

No significant costs are anticipated. New, energy-efficient light fixtures will decrease future electricity bills.

**Comments**

The City is exploring the feasibility of hosting the West Central Dispatch Center (WCDC) and is exploring creating and hosting a group of area municipal courts, similar to the WCDC. The City has set aside \$2.0 million in its General Fund for use for renovations to the Government Center. The construction cost associated with this project will be offset by General Fund transfers into the Capital Fund.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 30,000
Land Acquisition	\$ 0
Construction	\$ 200,000
Equipment	\$ 0
Other	\$ 0
<b>Total (Capital Fund Portion)</b>	<b>\$ 230,000</b>

Total Cost (Capital Fund Portion)	\$ 230,000
Outside Funding Source: (N/A)	\$ 0
City Share	\$ 230,000

# GOVERNMENT CENTER RENOVATIONS (UPPER LEVEL)

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$50,000	\$200,000	\$1,550,000**	\$0	\$0	\$0

\*\* Construction costs in FY2024 will be shared with the Building Project Bond Fund.

**Project Description:**

This project involves reviewing the existing concept-level renovation plans for the upper level of the Creve Coeur Government Center in FY2022, updating these plans and developing construction drawings for the renovation project in FY2023, and proceeding with construction in FY2024. The design is expected to include modifications to the City Council chamber, employee work spaces, and building equipment.

**Existing Conditions:**

The Creve Coeur Government Center has inadequate space for staff, meetings, archives, and storage. The former Police Department and the rest of the Government Center will require extensive renovations to move departments to more accessible locations and to make the Government Center more accommodating, helpful, and useful for both residents and staff.

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

Renovation of the Government Center will require careful design in order to create a building layout that promotes efficient and effective service to the City’s residents.

**Operating Budget Impact:**

The renovated Government Center will be more energy efficient and will replace aging systems that need frequent and costly maintenance.

**Comments**

The City has set aside \$2.0 million in its General Fund for use for renovations to the Government Center. The cost of this project will be offset by General Fund transfers into the Capital Fund. The cost of construction will also be shared with the Building Project Bond Fund, which has funding reserved for accessibility and security improvements at the Government Center.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 250,000
Land Acquisition	\$ 0
Construction	\$ 1,550,000
Equipment	\$ 0
Other	\$ 0
<b>Total (Capital Fund Portion)</b>	<b>\$ 1,800,000</b>

Total Cost (Capital Fund Portion)	\$ 1,800,000
Outside Funding Source: (N/A)	\$ 0
City Share	\$ 1,800,000

# GOVERNMENT CENTER PARKING LOT REPAIRS

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$25,000	\$0	\$0	\$0	\$0	\$0

**Project Description:**

This project involves minor asphalt repairs and crack sealing of the Creve Coeur Government Center parking lots prior to a new seal coat and new parking line striping.

**Existing Conditions:**

The parking lots at the Government Center were last sealed and painted approximately ten years ago. Open cracks, broken curbing, and failing sections of asphalt can be found throughout the lots. The asphalt and pavement striping have faded to the point where some parking spots are difficult to distinguish.

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

Crack sealing, asphalt repairs, and parking lot sealing will help to preserve the asphalt pavement. Pavement preservation is important to postpone more costly work to repave the lots. The sealing and repainting of the lines will make the lots easier to use, but will also help to make the Government Center more presentable.

**Operating Budget Impact:**

None.

**Comments**

This project is planned to be combined with similar parking lot improvements in the City’s parks. The parks parking lot improvements will be funded through the Parks and Stormwater Tax Fund.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 25,000
Equipment	\$ 0
Other	\$ 0
<b>Total</b>	<b>\$ 25,000</b>

Total Cost	\$ 25,000
Outside Funding Source: (N/A)	\$ 0
City Share	\$ 25,000

**SALT DOME ROOF REPAIRS**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$60,000	\$0	\$0	\$0	\$0	\$0

**Project Description:**

This project involves repairs and new shingles for the roof at the City's salt dome, where the majority of the City's winter de-icing salt is stored.

**Existing Conditions:**

The salt dome roof is 15 years old and has developed a leak. The leak, if not repaired, could begin to impact the City's de-icing salt supply.

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

While a repair could be made without replacing all of the shingles on the roof, the shingles are coming due for replacement, and the size and slope of the roof will make it more cost-effective to combine the repair and shingles than if completed in two separate projects.

**Operating Budget Impact:**

None.

**Comments**

None.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 60,000
Equipment	\$ 0
Other	\$ 0
<b>Total</b>	<b>\$ 60,000</b>

Total Cost	\$ 60,000
Outside Funding Source: (N/A)	\$ 0
City Share	\$ 60,000

**PARK OR DIELMANN COMPLEX IMPROVEMENTS (GRANT MATCH)**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$0	\$30,500	\$0	\$30,500	\$0	\$30,500

**Project Description:**

Funds listed in this account represent the City's anticipated matching funds for projects funded through Municipal Park Grants. The City needs to limit its applications for Municipal Park Grants to every other year in order to remain competitive. The grant applications in FY2023 and FY2025 are currently envisioned to be for two-phase implementation of the Ice Arena Refrigerant Switchover project. This approach and the scope of the project will be investigated further in FY2022 (see the project sheet for more information).

**Existing Conditions:**

Numerous aspects of the City's parks, ice arena, and golf course (including tennis courts, playgrounds, walking paths, pavilions, and other amenities) require maintenance, improvements, or replacement.

**Justification:** *Availability of Outside Funding; Condition of Ex. Facility; others depend upon the project*

By budgeting for the local match, a grant application can be completed without searching for available funds or making amendments to the program. Available grants may help to address any number of CIP criteria including, but not limited to, improving condition of existing facilities, operating efficiency, beautification, and protection and conservation of the park system or historical landmarks. These projects are supported by the needs assessments of the Dielmann Recreation Complex (FY2014) and Golf Course (FY2016) and the Parks and Recreation Master Plan (FY2019-FY2020).

**Operating Budget Impact:**

The improvements brought by these projects typically replace old or failing systems that require significant maintenance. These improvements should reduce operating costs.

**Comments**

The current maximum amount of funding that the City is eligible for through the Municipal Park Grant program is currently \$475,000 for a given project. These grants are competitive, and the City's contribution to the project affects the project application score and likelihood of a funding award. The City plans to provide a 6% grant match for its projects in order to maximize the number of points related to the City's contribution, which would make the grant match about \$30,500 for a project that receives the maximum grant funding.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ TBD
Land Acquisition	\$ TBD
Construction	\$ TBD
Equipment	\$ TBD
Other	\$ TBD
<b>Total (Grant Match)</b>	<b>\$ 30,500</b>

Total Cost	\$ TBD
Municipal Park Grant	\$ TBD
<b>City Share</b>	<b>\$ 30,500</b>

**ICE ARENA REFRIGERANT SWITCHOVER (DESIGN; PARK PLANNING GRANT)**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$9,400	\$20,000	\$0	\$0	\$0	\$0	\$1.2M to \$1.5M

**Project Description:**

The current system that cools the ice at the Creve Coeur Ice Arena operates using R-22 (Freon), a product that is now illegal to import into or produce in the United States. This project would include transitioning the current cooling system, through retrofit or replacement of the existing equipment, to an alternative coolant such as Ammonia or CO<sub>2</sub>. The equipment in the system was evaluated in FY2021, and further design is proposed in FY2022 to better determine the City's options and potential costs. Estimates for the cost of this project is range from \$1.2 to \$1.5 million. If possible, the project would be divided into phases and partially funded through Municipal Park Grants in FY2023 and FY2025.

**Existing Conditions:**

The existing equipment is currently operational, but the three compressors in this system have required frequent maintenance. Even small repairs to the system can result in a loss of coolant and, therefore, require a system "charge" or refill. Vendors who do these repairs are responsible for disposing of lost Freon, and the City often incurs service charges associated with these disposals.

**Justification:** *Operating Efficiency; Condition of Existing Facility; Coordination; Availability of Outside Funding; Protection & Conservation*

This project directly affects operational efficiency. Under the U.S. Clean Air Act & the Montreal Protocol on Substances that Deplete the Ozone Layer, use of R-22 refrigerant has been phased out of use because of the damage these types of substances can cause to the earth's ozone layer. Starting on January 1, 2020, the U.S. no longer allowed the production or import of R-22 refrigerant. Any repair or catastrophic system failure could mean that the City will be unable to recharge the system to maintain cooling.

**Operating Budget Impact:**

Once the switch over occurs, the cost of maintaining the system will be included in the building's preventive maintenance contract. The real savings will be seen when the system moves away from the expensive R-22 cost, simply due to the lack of supply for R-22 coolant.

**Comments**

A grant will be applied for in FY2023 and, if approved, the project will take place in FY2023. The City received a planning grant from the Municipal Park Grant Commission to assist with the preliminary design cost.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 29,400
Land Acquisition	\$ 0
Construction	\$ TBD
Equipment	\$ TBD
Other	\$ 0
<b>Total (Design &amp; Grant Match)</b>	<b>\$ 29,400</b>

Total (Design & Grant Match)	\$ 29,400
Municipal Park Planning Grant	\$ 6,400
Municipal Park Grant(s)	\$ TBD
City Share	\$ 23,000

**DIELMANN RECREATION COMPLEX HVAC REPLACEMENT – PHASE 2**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$110,000	\$0	\$0	\$0	\$0	\$0

**Project Description:**

This project involves the removal and replacement of the remaining air handler and condensing unit that serve the Dielmann Recreation Complex. The replacement of this equipment will complement and complete the air handler, condenser, and boiler units that were replaced in FY2018.

**Existing Conditions:**

The Dielmann Recreation Complex uses two air handlers and two condensing units for its heating and air conditioning. The two units that are proposed to be replaced are beyond their useful lives.

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

New units will be more reliable and more efficient than the existing units, and the new units are expected to require little or no maintenance for several years.

**Operating Budget Impact:**

Increased efficiency and limited maintenance should result in lower operating costs.

**Comments**

None.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 110,000
Other	\$ 0
<b>Total</b>	<b>\$ 110,000</b>

Total Cost	\$ 110,000
Outside Funding Source: N/A	\$ 0
City Share	\$ 110,000

**DIELMANN RECREATION COMPLEX ROOF DRAINAGE**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$50,000	\$0	\$0	\$0	\$0	\$0

**Project Description:**

This project involves the design and construction of improved drainage systems to capture stormwater from a portion of the Dielmann Recreation Complex roof and carry it away from the building.

**Existing Conditions:**

Much of the roof above the ice arena and warming room at the Dielmann Recreation Complex drains toward the roof above the administrative offices. The gutters in this location are not capable of handling the amount of water that often comes to them, and the result is that the stormwater spills down the side of the building and onto the ground outside of the offices. The ground in this location is slightly sloped toward the building, and the offices have had several leaks over the past year during moderate and heavy storms.

**Justification:** *Condition of Existing Facility*

Controlling the roof drainage and surface drainage near the offices will help prevent future leaks into the building.

**Operating Budget Impact:**

None.

**Comments**

None.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 20,000
Land Acquisition	\$ 0
Construction	\$ 30,000
Equipment	\$ 0
Other	\$ 0
<b>Total</b>	<b>\$ 50,000</b>

Total Cost	\$ 50,000
Outside Funding Source: N/A	\$ 0
City Share	\$ 50,000

**ICE ARENA FLOORING REPLACEMENT**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$0	\$200,000	\$0	\$0	\$0	\$0

**Project Description:**

This project involves replacing the rubberized flooring that is around the ice rink, in the player's locker rooms, and in the referee's changing room.

**Existing Conditions:**

A majority of the flooring is the original floor from the major renovation project in 2003 and is near the end of its useful life. Some smaller areas have been replaced due to high traffic areas, including the areas beneath the player's benches and near the public entrance gate area that leads onto the ice rink.

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

The project will focus on preserving and protecting the general public from harm when using the ice rink for public skating, special events, or ice rentals and will reduce the City's risk exposure. The project will update the aging flooring and provide an aesthetic look to match the rest of the facility.

**Operating Budget Impact:**

The rink's ice will need to be taken out to allow the concrete floor temperature to rise to the manufacturer's recommendation to warranty the installation. This will cause a shutdown of the ice for approximately three weeks, two for the floor project and one for the removal and installation of new ice. The Ice Arena will schedule the replacement of the flooring to coincide with a shutdown of the ice in order to limit the construction impact on ice users and possible revenue losses. Once the floor is installed, there will be minimal upkeep involved.

**Comments:**

None.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 200,000
Equipment	\$ 0
Other	\$ 0
<b>Total</b>	<b>\$ 200,000</b>

Total Cost	\$ 200,000
Outside Funding Source: N/A	\$ 0
City Share	\$ 200,000

**PARK RESTROOM RENOVATIONS (DESIGN)**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$10,000	\$0**	\$0**	\$0	\$0	\$0	\$0

\*\* Construction of the restroom renovations will be funded through the Parks-Stormwater Tax Fund.

**Project Description:**

This project involves renovations to the restroom facilities at Conway Park, Lake School Park, Malcolm Terrace Park, and Venable Park to allow them to be open throughout the year and to improve their accessibility, function, and appearance. The design phase will determine if renovations are feasible, the scope of the renovations, and the estimated construction cost.

**Existing Conditions:**

The restroom facilities at Conway Park, Lake School Park, Malcolm Terrace Park, and Venable Park were constructed about 20 years ago and are substantially similar buildings based upon a common design. That design includes cinder block walls and an open-air roof meant for summertime operation. The buildings do not have temperature controls, insulation, or buried water service lines.

**Justification:** *Citizen Demand; Coordination*

One of the primary citizen requests in the Parks and Recreation Master Plan was to offer year-round restroom facilities in the parks.

**Operating Budget Impact:**

The main impact to the operating budget will be the need to staff the daily cleaning of the restrooms between the months of October and April when the restrooms are currently closed. The City will need to evaluate whether the restrooms can be cleaned effectively with the current staffing levels during labor-intensive operations, such as fall leaf collection and winter snow removal.

**Comments:**

Design of the renovations will be funded through the Capital Fund, but construction of the renovations will be financed through the Parks-Stormwater Tax Fund.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 10,000
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 0
<b>Total (Design Phase)</b>	<b>\$ 10,000</b>

Total Cost (Design Phase)	\$ 10,000
Outside Funding Source: N/A	\$ 0
City Share	\$ 10,000

**PARK PRELIMINARY DESIGNS – MILLENNIUM PARK**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$18,000	\$0 **	\$0 **	\$0	\$0	\$0	\$0

\*\* Park preliminary designs in FY2022 and FY2023 will be funded through the Parks-Stormwater Tax Fund.

**Project Description:**

This project will review and evaluate the feasibility of the improvements to Millennium Park that are envisioned by the Parks and Recreation Master Plan. The result will be a preliminary design that considers aspects like stormwater management and accessibility and will guide future stages of construction at Millennium Park.

**Existing Conditions:**

The Parks and Recreation Master Plan provided a list of possible improvements for Millennium Park. Several aspects of the park, including the walking paths, playgrounds, and ball fields, are in need of maintenance.

**Justification:** *Availability of Outside Funding; Condition of Existing Facility; Coordination; Citizen Demand*  
The preliminary design will advance the vision of the Parks and Recreation Master Plan into actionable phases of improvements that complement each other. Without such a design, the City runs the risk of limiting its future options with the initial phases of improvements.

**Operating Budget Impact:**

The preliminary designs will not directly impact operating expenses.

**Comments:**

The City received a planning grant from the Municipal Park Grant Commission to assist with the cost of this preliminary design.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 18,000
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 0
<b>Total</b>	<b>\$ 18,000</b>

Total Cost	\$ 18,000
Municipal Park Planning Grant	\$ 6,400
City Share	\$ 11,600

# STREET AND SIDEWALK MAINTENANCE PROGRAM

Estimated Annual Costs						
Prior Year	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$640,000	\$1,375,000	\$1,353,000	\$1,373,300	\$1,393,900	\$1,414,800	TBD

**Project Description:**

The project includes concrete pavement replacement, asphalt pavement resurfacing, asphalt pavement maintenance, microsurfacing, 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 ageing and failing pavement and sidewalks that need to be addressed.

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

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

**Operating Budget Impact:**

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

**Comments:**

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

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 30,000
Land Acquisition	\$ 0
Construction	\$ 1,345,000
Equipment	\$ 0
Other	\$ 0
<b>Total (FY2022)</b>	<b>\$ 1,375,000</b>

Total Cost (FY2022)	\$ 1,375,000
Outside Funding Source: N/A	\$ 0
City Share	\$ 1,373,000

**STREET RECONSTRUCTION / REHABILITATION**

Estimated Annual Costs						
Prior Year	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$0	\$300,000	\$0	\$200,000	\$300,000	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. Funding in FY2022 is shown to be \$0, because these funds have been allocated to help offset the cost of improvements to Mosley Road between Ladue Road and Tureen Drive and are included in the total for that project. The City plans to complete the pavement work in the Ladue Estates subdivision in FY2023, but 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; Citizen 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. Allocation of funds for reconstruction also allows for more of the maintenance budget to be used for maintaining and preserving streets that are in better condition. This allows for more streets and sidewalks to be addressed and will reduce the number of calls for City staff to make repairs.

**Comments:**

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

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 30,000
Land Acquisition	\$ 0
Construction	\$ 770,000
Equipment	\$ 0
Other	\$ 0
<b>Total (FY2022-FY2026)</b>	<b>\$ 800,000</b>

Total Cost (FY2022-FY2026)	\$ 800,000
Outside Funding Source: N/A	\$ 0
City Share	\$ 800,000

# FERNVIEW SIDEWALK (DESIGN AND GRANT MATCH)

Estimated Annual Costs						
Prior Year	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$26,653	\$35,000	\$0	\$111,000	\$80,000	\$0	\$0

**Project Description:**

The City developed a concept plan to add a sidewalk along Fernview Drive between Olive Boulevard and Gallagher Road. This project will involve expanding that sidewalk concept plan in FY2022 along the residential streets with sidewalks that connect to Fernview Drive, including Gallagher Road, Ferntop Drive, Ferntrails Drive, and Fernway Drive. Funding in FY2024 and FY2025 represents the City’s anticipated matching funding for a federal Transportation Alternatives Program (TAP) grant in FY2023.

**Existing Conditions:**

Fernview Drive is a collector roadway that serves a significant number of the residential subdivisions in Ward 4. Sidewalks were constructed throughout several 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:** *Citizen Demand; Public Safety; Availability of Outside Funding*

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

**Operating Budget Impact:**

None.

**Comments:**

The City’s anticipated portion of a grant-funded project are included in FY2024 and FY2025. 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.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 136,653
Land Acquisition	\$ 36,000
Construction	\$ 80,000
Equipment	\$ 0
Other	\$ 0
<b>Total (Design and Grant Match)</b>	<b>\$ 252,653</b>

Total Cost (Design & Grant Match)	\$ 252,653
Federal Transportation Alternatives Program Grant	\$ TBD
City Share	\$ 252,653

**SIGNAL ENHANCEMENT PROJECTS**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$243,011	\$180,000	\$0	\$0	\$0	\$0	TBD

**Project Description:**

These projects involve partnerships with the Missouri Department of Transportation (MoDOT) and the Olive Boulevard Transportation Development District (Olive TDD) to add black powder coating and illuminated street name signs to several traffic signals along Olive Boulevard, Lindbergh Boulevard, and North New Ballas Road. The work in FY2022 will involve a partnership with MoDOT to add black powder coating and illuminated street name signs along Olive Boulevard, from Interstate 270 to Fernview Drive.

**Existing Conditions:**

MoDOT owns and maintains the traffic signals along Olive Boulevard. In FY2022, MoDOT plans to replace the old and/or outdated traffic signals at the intersections of Olive at Tempo Drive, Ross/Questover, and Fernview Drive.

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

Including these enhancements to new traffic signals as part of the MoDOT projects will be much more cost effective and will result in better products than if completed as part of one or more independent projects to add these enhancements once the traffic signals are in place.

**Operating Budget Impact:**

The City will be responsible to maintain the illuminated street name signs and the black powder coating on the signal equipment, and the City will be responsible to pay the electric bills for the signs. These costs are expected to be minimal.

**Comments:**

The outside funding sources include construction reimbursement from the Olive TDD for the lighting work along Olive Boulevard and New Ballas Road and a development escrow (estimated at \$25,705) for illuminated street name signs at the intersections of New Ballas Road at Studt Avenue and at Old Ballas Road.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 44,292
Land Acquisition	\$ 0
Construction	\$ 378,719
Equipment	\$ 0
Other	\$ 0
<b>Total</b>	<b>\$ 423,011</b>

Total Cost	\$ 423,011
Olive TDD Reimbursement	\$ 72,575
Development Escrow	\$ 25,705
MoDOT Reimbursement	\$ 8,515
City Share	\$ 316,216

**MOSLEY ROAD IMPROVEMENT PROJECT (FEDERAL STP GRANT)**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$379,315	\$1,340,000	\$0	\$0	\$0	\$0	\$0

**Project Description:**

Improvements to Mosley Road will involve roadway resurfacing, localized roadway reconstruction adjust the vertical alignment, and sidewalk improvements from Olive Boulevard to Ladue Road. The City was awarded a federal Surface Transportation Program (STP) grant for 80% of the anticipated costs for the right-of-way and construction phases for the improvements between Olive Boulevard and Tureen Drive (up to a maximum reimbursement of \$760,000). The design for the project and the improvements south of Tureen Drive will be fully funded by the City.

**Existing Conditions:**

Mosley Road is an asphalt street that last saw major roadway work in 2000 with the addition of the existing sidewalk. The pavement is failing in areas, but the general need for the roadway is resurfacing. The roadway width is also inconsistent, with some areas less than 20 feet wide. Mosley Road was found to have an average pavement condition index (PCI) of 42 in 2020, which indicates that the pavement is a good candidate for resurfacing now, but also that it may soon deteriorate to the point where resurfacing is no longer an option.

**Justification:** *Public Safety; Condition of Ex. Facility; Citizen Demand; Availability of Outside Funding*

The pavement conditions of Mosley Road are among the worst of the City's collector and arterial streets. Complaints are common regarding the pavement condition, poor ride quality, and stormwater drainage issues. A preliminary design completed in FY2016 for Mosley Road also found several areas where the vertical or horizontal alignments do not meet design standards.

**Operating Budget Impact:**

The City completes significant pavement patching along Mosley Road nearly every year. Completing this project would eliminate this need and expense.

**Comments:**

A conceptual design for Mosley Road was completed for \$86,768 in FY2014-FY2016. FY2022 Roadway Reconstruction funds will be used to offset the cost of the improvements to Mosley south of Tureen Drive.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 185,947
Land Acquisition	\$ 106,600
Construction	\$ 1,310,000
Equipment	\$ 30,000
Other (Concept Plan – FY2016)	\$ 86,768
<b>Total</b>	<b>\$ 1,719,315</b>

Total Cost	\$ 1,719,315
Federal Surface Transportation Program Grant	\$ 760,000
City Share	\$ 959,315

**NEW BALLAS ROAD IMPROVEMENTS— PHASE 1 (FEDERAL STP GRANT)**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$155,411	\$180,000	\$1,020,000	\$0	\$0	\$0	\$0

**Project Description:**

The project includes the replacement of approximately 25% of the concrete pavement, joint replacement, and diamond grinding of the pavement surface along North New Ballas Road between Olive Boulevard and Craig Road. The project will also include sidewalk improvements and updates to highlight the signal at Cityplace Drive and the four-way stop at American Legion Drive. The City has been awarded a federal Surface Transportation Program (STP) grant that will fund 80% (up to \$960,000) of the costs related to right-of-way acquisition and construction.

**Existing Conditions:**

Areas of the concrete pavement are in good condition, but many areas are in poor condition and require replacement. Joint deterioration is the primary issue along this section of North New Ballas Road, and this issue causes poor ride quality. Much of the existing sidewalk was constructed in the early 1990’s and falls short of the current accessibility standards. This section of North New Ballas Road was found to have an average pavement condition index (PCI) of 61 in 2020.

**Justification:** *Public Safety; Condition of Ex. Facility; Availability of Outside Funding; Beautification*

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 concrete pavement, sidewalks, curbs, and entrances require a significant investment to correct, and grant assistance for the work will make affording these improvements much more manageable. An alternative to grant funding would have been to devote approximately 10% of the City’s annual concrete repairs to this section of New Ballas Road for approximately 5-10 years.

**Operating Budget Impact:**

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

**Comments:**

None

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 155,411
Land Acquisition	\$ 180,000
Construction	\$ 1,020,000
Equipment	\$ 0
Other (Concept Plan – FY2016)	\$ 0
<b>Total</b>	<b>\$ 1,355,411</b>

Total Cost	\$ 1,355,411
Federal Surface Transportation Program Grant	\$ 960,000
City Share	\$ 395,411

**LINDBERGH-OLD OLIVE INTERSECTION (STATE COST-SHARE/STP GRANT)**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$231,143	\$25,000	\$325,000	\$2,045,500	\$0	\$0	\$0

**Project Description:**

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

**Existing Conditions:**

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

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

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

**Operating Budget Impact:**

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

**Comments:**

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

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 231,143
Land Acquisition	\$ 350,000
Construction	\$ 1,870,500
Equipment	\$ 0
Construction Inspection	\$ 175,000
<b>Total</b>	<b>\$ 2,626,643</b>

Total Cost	\$ 2,626,643
State Cost-Share Program Grant	\$ 1,020,250
Federal Surface Transportation Program Grant	\$ 1,164,200
City Share	\$ 442,193

**OLIVE-LINDBERGH INTERCHANGE ENHANCEMENTS**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$216,386	\$30,000	\$0	\$0	\$0	\$0	TBD

**Project Description:**

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

The funding identified in FY2022 is for the design of landscaping for the Olive-Lindbergh interchange.

**Existing Conditions:**

The existing cloverleaf interchange is outdated and will be reconfigured to a more compact and more pedestrian-friendly design.

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

The Olive-Lindbergh interchange serves as one of the main entry points to the City and is located in the middle of the emerging 39 North District. Visual improvements in this area promote the City and encourage growth. Including these enhancements as part of the SLEDP project will be much more cost effective and will result in better products than if completed as part of one or more independent projects to add these enhancements once the traffic signals and bridge improvements are in place.

**Operating Budget Impact:**

The City will be responsible to maintain the signal and bridge enhancements, but these costs are expected to be minimal for the foreseeable future.

**Comments:**

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

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 85,000
Land Acquisition	\$ 0
Construction	\$ 161,386
Equipment	\$ 0
Other	\$ 0
<b>Total</b>	<b>\$ 246,386</b>

Total Cost	\$ 286,386
Outside Funding Source: (N/A)	\$ 0
City Share	\$ 286,386

# PAVEMENT CONDITION RATINGS UPDATE

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$45,000	\$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. These pavement conditions are used as a tool to guide the recommendations of City staff for the annual pavement improvement programs, and the data needs to be up-to-date to remain relevant and useful.

**Existing Conditions:**

The last time that the pavement conditions were independently evaluated was in FY2016. Since then, City staff have updated the condition ratings of about one quarter of the City’s streets each year. The City does not have the equipment to efficiently or effectively measure ride quality.

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

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

**Operating Budget Impact:**

None.

**Comments:**

None.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 45,000
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 0
<b>Total</b>	<b>\$ 45,000</b>

Total Cost	\$ 45,000
Outside Funding Source: (N/A)	\$ 0
City Share	\$ 45,000

**NEW BALLAS SIDEWALK EXTENSION (FEDERAL TAP GRANT)**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$65,057	\$0	\$210,000	\$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 has applied for federal funding for this project through the Transportation Alternatives Program. The grant would include 80% of the cost for right-of-way acquisition and construction costs.

**Existing Conditions:**

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

**Justification:** *Public Safety; Condition of Existing Facility; Availability of Outside Funding; Citizen 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 would 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 in FY2019 and FY2020 and funded through the Street and Sidewalk Maintenance Program.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 57,372
Land Acquisition	\$ 7,685
Construction	\$ 210,000
Equipment	\$ 0
Other	\$ 0
<b>Total</b>	<b>\$ 275,057</b>

Total Cost	\$ 275,057
Federal Transportation Alternatives Program (TAP) Grant	\$ 169,920
City Share	\$ 105,137

**CRAIG ROAD IMPROVEMENTS (DESIGN AND GRANT MATCH)**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$39,800	\$0	\$150,000	\$20,000	\$220,000	\$0	\$0

**Project Description:**

The project involves improvements to the intersection layout, pavement, and sidewalks of Craig Road and Olde Cabin Road between Old Ballas Road and Olive Boulevard. The City applied for federal STP grant funding in February 2021 to assist with the costs of this project, but whether or not the City will be awarded federal funding will not be known until later in 2021. The costs shown are for the full design cost and for an estimated 20% of the right-of-way acquisition and construction costs. The full cost of the project will be included upon award of a grant.

**Existing Conditions:**

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

**Justification:** *Public Safety; Condition of Existing Facility; Availability of Outside Funding; Citizen Request*  
Portions of Craig Road are in poor condition, and the City has provided increasing attention to pavement repairs and pothole patching. Improvements to the intersections along Craig Road are recommended to improve the flow and safety of this traffic and to provide better sidewalk crossings at these intersections.

**Operating Budget Impact:**

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

**Comments:**

City staff recommends including Craig Road in the FY2022 microsurfacing program if a grant is awarded, so that the pavement life can be extended until construction in FY2025.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 189,800
Land Acquisition	\$ 20,000
Construction	\$ 220,000
Equipment	\$ 0
Other	\$ 0
<b>Total (Design and Grant Match)</b>	<b>\$ 429,800</b>

Total (Design and Grant Match)	\$ 429,800
Federal Surface Transportation Program (STP) Grant	\$ TBD
City Share	\$ 429,800

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

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$0	\$0	\$100,000	\$25,000	\$250,000	\$0

**Project Description:**

The project includes pavement resurfacing, concrete curb and sidewalk replacement, and accessibility improvements along New Ballas Road from Conway Road to Ladue Road. The project will also include extending the existing planted median toward Conway Road, a pedestrian connection to the bus stop near Mercy Hospital along the east side of New Ballas, and a review of the traffic operations at New Ballas and Ladue Road. Staff plans to apply for a federal grant for this project in FY2022. The grant match for Phase 2 includes 100% of the design costs and 20% of the estimated land acquisition and construction costs. The full project cost will be included in the appropriate fiscal years if the City is successful in obtaining a grant.

**Existing Conditions:**

The asphalt pavement is generally in good condition, but many of the concrete sidewalks, curbs, and entrances are in poor condition. Although much of the sidewalk and curbing was replaced in FY2019, areas still fall short of the current accessibility standards. South New Ballas Road was found to have an average pavement condition index (PCI) of 70 in 2020, which indicates that the pavement is generally in “very good” condition and that is currently an appropriate candidate for pavement preservation. The pavement will be 20 years old at the time of the anticipated construction for this project, the pavement joints are cracking, and the overall pavement condition is expected to continue to decline such that repairs and resurfacing is necessary.

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

New Ballas Road is the City’s largest street and one of two City-maintained streets classified as a minor arterial. Preservation of this street’s pavement is a high priority, both for the traveling public and to control future costs. The deteriorating 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 second of what is expected to be four phases of work along New Ballas Road.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 100,000
Land Acquisition	\$ 25,000
Construction	\$ 250,000
Equipment	\$ 0
Other	\$ 0
<b>Total (Design and Grant Match)</b>	<b>\$ 375,000</b>

Total (Design and Grant Match)	\$ 375,000
Federal Surface Transportation Program (STP) Grant	\$ TBD
City Share	\$ 375,000

**NEW BALLAS IMPROVEMENTS – PHASE 3 (DESIGN AND GRANT MATCH)**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$0	\$0	\$0	\$100,000	\$20,000	\$250,000

**Project Description:**

The project includes pavement resurfacing, concrete curb replacement, illuminated street name signs, and accessibility improvements along New Ballas Road from Ladue Road to Magna Carta Drive. Staff plans to apply for federal grant assistance for this project in FY2023. The grant match for this phase includes 100% of the design and 80% of the land acquisition and construction costs. The full project cost will be included in the appropriate fiscal years if the City successfully obtains a grant for this work.

**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 70 in 2020, indicating the pavement was generally in “very good” condition at that time. New Ballas Road was last resurfaced in 2008, meaning that it will be over 20 years old and will need to be resurfaced by the time this 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.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 100,000
Land Acquisition	\$ 25,000
Construction (FY2027)	\$ 250,000
Equipment	\$ 0
Other	\$ 0
<b>Total (Design and Grant Match)</b>	<b>\$ 375,000</b>

Total (Design and Grant Match)	\$ 375,000
Federal Surface Transportation Program (STP) Grant	\$ TBD
City Share	\$ 375,000

**NEW BALLAS IMPROVEMENTS – PHASE 4 (DESIGN AND GRANT MATCH)**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$0	\$0	\$0	\$0	\$100,000	\$300,000

**Project Description:**

The project includes pavement resurfacing, concrete curb and sidewalk replacement, and accessibility improvements along New Ballas Road from Magna Carta Drive to Olive Boulevard. . Staff plans to apply for federal grant assistance for this project in FY2024. The grant match for Phase 4 includes 100% of the design costs and 20% of the estimated land acquisition and construction costs. The full project cost will be included in the appropriate fiscal years if the City is successful in obtaining a grant for the work.

**Existing Conditions:**

The asphalt pavement is generally in good condition, but many of the concrete sidewalks, curbs, and entrances are in poor condition. The City has improved the accessibility features at the signalized intersections, but improvements remain. This portion of North New Ballas Road was found to have an average pavement condition index (PCI) of 72 in 2020, which indicates that the pavement is generally in “very good” condition and that is currently an appropriate candidate for pavement preservation. The pavement will be over 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 over 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.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 100,000
Land Acquisition (FY2027)	\$ 25,000
Construction (FY2028)	\$ 275,000
Equipment	\$ 0
Other	\$ 0
<b>Total (Design and Grant Match)</b>	<b>\$ 400,000</b>

Total (Design and Grant Match)	\$ 400,000
Federal Surface Transportation Program (STP) Grant	\$ TBD
City Share	\$ 400,000

# OLIVE MEDIAN ENHANCEMENT STOCK

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$75,000	\$0	\$0	\$0	\$0	\$0

**Project Description:**

The City has installed decorative street lights and planter boxes along much of the median of Olive Boulevard. Unfortunately, several of the lights and planter boxes have been damaged or destroyed through vehicular accidents. While each driver’s insurance typically pays for the replacement of the damaged items, the process of ordering and installing the new lights or planters can take months, and there is no light or planter in place during that time. The City plans to order several decorative street lights and planter boxes to establish a stock of materials that can be used to more rapidly replace damaged lights. The City would then use applicable insurance proceeds from accidents to replenish the stock of equipment.

**Existing Conditions:**

The City maintains approximately 50 decorative street lights and 51 planter boxes in the medians along nearly two miles of the Olive Boulevard. These lights and planter boxes help illuminate Olive at night, beautify Olive during the day, and provide a sense of place in Creve Coeur.

**Justification:** *Public Safety; Operating Efficiency; Beautification*

The process of ordering and installing a new light can take months to complete. The City will be able to more rapidly replace damaged items if replacements are in stock.

**Operating Budget Impact:**

None.

**Comments:**

The stock of lights will be stored at one of the City’s Public Works facilities, where the equipment will be protected from the weather and from possible damage from on-site operations.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 75,000
Other	\$ 0
<b>Total Cost</b>	<b>\$ 75,000</b>

Total Cost	\$ 75,000
Outside Funding Source (N/A)	\$ 0
City Share	\$ 75,000

**PUBLIC WORKS CAPITAL EQUIPMENT**

Estimated Annual Costs						
Prior Year	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$243,700	\$313,300	\$365,900	\$300,300	\$359,800	\$384,400	TBD

**Project Description:**

The following major equipment purchases are planned for FY2022 as replacements for older equipment used by the Department of Public Works:

- Two-ton Dump Truck with Plow ..... \$ 124,800
- One-ton Dump Truck ..... \$ 69,500
- Crackseal Machine ..... \$ 48,800
- Limb Chipper ..... \$ 70,200
- \$ 313,300**

Equipment replacement is based upon a scheduled rotation that helps limit the financial impact on any one year. The equipment that will be replaced ranges in age from 9-21 years old.

**Existing Conditions:**

The current equipment has reached the end of its useful and dependable life. Significant maintenance costs can be expected if this equipment is kept in service.

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

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

**Operating Budget Impact:**

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

**Comments:**

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

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 313,000
Other	\$ 0
<b>Total Cost (FY2022)</b>	<b>\$ 313,000</b>

Total Cost (FY2022)	\$ 313,000
Outside Funding Source (N/A)	\$ 0
City Share	\$ 313,000

# GOLF COURSE CAPITAL EQUIPMENT

Estimated Annual Costs						
Prior Year	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$25,000	\$0	\$35,000	\$40,000	\$0	TBD

**Project Description:**

The following major equipment purchases are planned at the Creve Coeur Golf Course as replacements for older equipment:

- FY2022 – Heavy-Duty Turf Vehicle ..... \$ 25,000
- FY2024 – Greensmower ..... \$ 35,000
- FY2025 – Rough Mower..... \$ 40,000
- \$ 100,000**

These vehicles are used to maintain the fairways, rough, and greens at the golf course. The equipment that will be replaced will range in age from 24 to 29 years old at the time of replacement.

**Existing Conditions:**

The golf course staff uses a small fleet of equipment to maintain the golf course. Some of the existing equipment has begun to wear out with age, resulting in limited use, declining performance, and/or increased repair costs. Certain equipment, like the turf vehicles, are used for a variety of tasks. Other equipment, like the rough mower, has no back-up for its function.

**Justification:** *Condition of Existing Equipment; Operating Efficiency; Coordination*

Properly functioning and reliable equipment is needed for the effective maintenance of the golf course. The 2015 *Analysis of Golf Course Existing Conditions for Needs Assessment* report found that all of the equipment that is proposed for replacement has exceeded its useful life. The report recommended that all of this equipment be replaced by 2019.

**Operating Budget Impact:**

New equipment will be expected to require less maintenance than the current equipment, which should result in lower operating costs.

**Comments:**

None.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 100,000
Other	\$ 0
<b>Total Cost (FY2022-FY2026)</b>	<b>\$ 100,000</b>

Total Cost (FY2022-F2026)	\$ 100,000
Outside Funding Source (N/A)	\$ 0
City Share	\$ 100,000

**POLICE DEPARTMENT CAPITAL EQUIPMENT**

Estimated Annual Costs						
Prior Year	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$42,000	\$0	\$0	\$0	\$0	\$0

**Project Description:**

The Police Department plans to purchase a new investigations vehicle in FY2022.

**Existing Conditions:**

The new vehicle will be an SUV and will replace a ten-year-old Chevrolet Impala.

**Justification:** *Condition of Existing Equipment; Operating Efficiency*

The Police Department typically keeps its investigations vehicles in service for 6-8 years before maintenance costs and general wear begin to add up. The vehicle that the proposed investigations vehicle will replace is beyond the average life span in the investigations fleet.

**Operating Budget Impact:**

A new vehicle should have fewer maintenance needs than a ten-year-old vehicle, so a slight reduction in operating costs will be expected.

**Comments:**

A hybrid vehicle is often a consideration for new police vehicles, but a hybrid would not be a cost-effective option for an investigation vehicle, due to the limited amount of idling time expected for this vehicle.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 42,000
Other	\$ 0
<b>Total Cost</b>	<b>\$ 42,000</b>

Total Cost	\$ 42,000
Outside Funding Source (N/A)	\$ 0
City Share	\$ 42,000

**PHONE SYSTEM REPLACEMENT**

Estimated Annual Costs						
Prior Year	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$52,000	\$0	\$0	\$0	\$0	\$0

**Project Description:**

This project involves the replacement of the phone system used by the City's staff. The existing system will no longer be under warranty or supported after 2021.

**Existing Conditions:**

While the existing system is in fair condition, it seems likely that it will soon need a software or server upgrade.

**Justification:** *Condition of Existing Equipment; Operating Efficiency*

Technical support for the phone system is essential to keeping it functional, and the manufacturer will no longer offer technical support for the City's phone system beginning in 2021. The City's staff cannot fully perform their jobs without a functional phone system.

**Operating Budget Impact:**

A monthly licensing fee would be added to the operating budget of approximately \$25,800/year. This fee would be slightly offset by eliminating current PRI for phone (\$10,092/year) and phone maintenance (\$2,000/year).

**Comments:**

Due to Toshiba eliminating its telecommunications division, the current phone system will be unsupported after 2021, requiring the need to move to a new system that is up to date and supported.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 52,000
Other	\$ 0
<b>Total Cost</b>	<b>\$ 52,000</b>

Total Cost	\$ 52,000
Outside Funding Source (N/A)	\$ 0
City Share	\$ 52,000

**BUILDING DEPARTMENT SOFTWARE**

Estimated Annual Costs						
Prior Year	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$70,000	\$0	\$0	\$0	\$0	\$0

**Project Description:**

This project involves the procurement and implementation of new computer software to help manage the City's permitting and inspections.

**Existing Conditions:**

The City's Building Division completes thousands of inspections each year, and all of these inspections are filed and tracked using computer software. The existing software was developed for desktop computer use and is only marginally capable of use with current cell phone or tablet technology.

**Justification:** *Condition of Existing Equipment; Operating Efficiency*

More capable and efficient software will allow the Building Division to be more effective with its inspections, permit tracking, and archives.

**Operating Budget Impact:**

A monthly or annual licensing fee is expected for the software, but the software has not yet been selected, so the fees are not yet known.

**Comments:**

The Building Division considered using an extension of the City's current financial software, but that software did not offer a significant advantage over the existing software that is in use.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 70,000
Other	\$ 0
<b>Total Cost</b>	<b>\$ 70,000</b>

Total Cost	\$ 70,000
Outside Funding Source (N/A)	\$ 0
City Share	\$ 70,000

**PROJECT MANAGEMENT**

Estimated Annual Costs						
Prior Year	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$91,942	\$93,082	\$95,800	\$98,700	\$101,700	\$104,800	TBD

**Project Description:**

This item includes the costs associated with the full-time salary and benefits for a civil engineer to help oversee the design and construction of projects outlined in the Capital Improvement Program.

**Existing Conditions:**

The project manager assists the Public Works Department-Administration Division with monitoring construction activity, preparing contract documents, performing design surveys, and developing review processes in order to ensure compliance with codes and specifications for capital improvement projects for the City of Creve Coeur.

**Justification:** *Operating Efficiency*

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

**Operating Budget Impact:**

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

**Comments:**

Prior to FY2019, this position was fully funded through the General Fund – Public Works/Administration operating budget.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 93,082
<b>Total Cost (FY2022)</b>	<b>\$ 93,082</b>

Total Cost (FY2022)	\$ 93,082
Outside Funding Source (N/A)	\$ 0
City Share	\$ 93,082

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# PARKS-STORMWATER TAX FUND

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

## Parks-Stormwater Tax Fund Revenues

The City’s Parks-Stormwater Tax Fund has two main funding sources: a half-cent parks and stormwater sales tax and reimbursement from grants and other outside funding. Together, these funding sources are projected to generate approximately \$12.87 million over the FY2022-FY2026 CIP.

Half-Cent Parks and Stormwater Sales Tax. The projected sales tax revenues are approximately \$11.36 million for the FY2022-FY2026 CIP, which averages out to approximately \$2.27 million per year in the plan.

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

- *Municipal Park Grant.* The City can seek Municipal Park Grant to supplement up to \$475,000 for parks improvements about every other year. This funding source will be shared with the Capital Fund and will be identified in the proper fund as projects are identified.
- *MSD OMCI Reimbursement.* The Metropolitan St. Louis Sewer District (MSD) offers a reimbursement program for stormwater-related operations, maintenance, and construction improvements (OMCI) expenses in the Deer Creek watershed, which is generally the area in Creve Coeur east of Interstate 270 and south of Olive Boulevard. The City plans to seek approximately \$1 million in reimbursement from this program over the five-year CIP.

## Parks-Stormwater Tax Fund Expenses

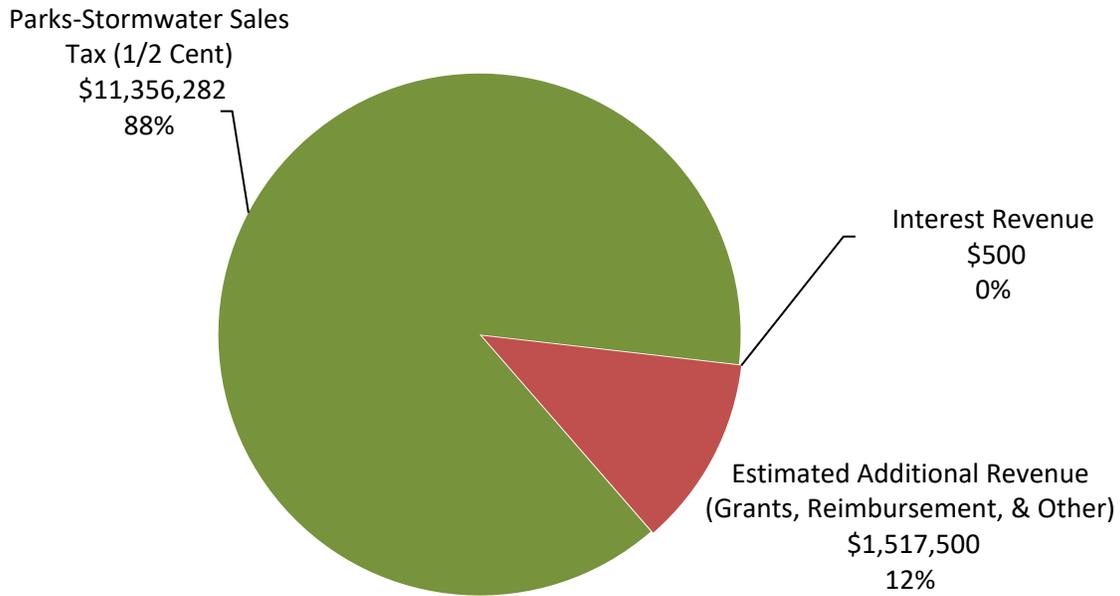
This sales tax revenue does not have a designated division of how it will be spent, but the City Council can decide to set the allocation amounts or to evaluate the division of funds through each CIP process. The proposed five-year CIP includes the following allocation of the sales tax revenue:

- Parks Projects..... 52%
- Stormwater Projects ..... 21%
- Capital Project Administration..... 7%
- Parks and Stormwater Operations & Maintenance..... 20%

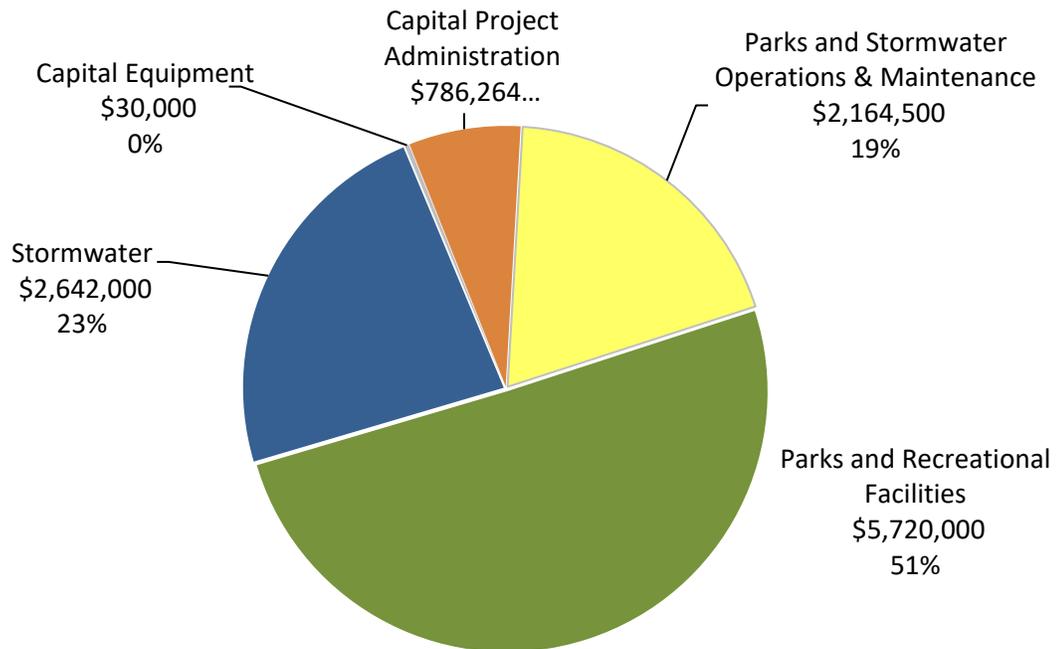
Funding for parks is proposed to be the greatest portion due a backlog of deferred parks maintenance, the improvements envisioned through the Parks and Recreation Master Plan, and the initial stormwater focus on developing a Stormwater Management Study.

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

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



**FY2022-FY2026 PARKS-STORMWATER TAX FUND REVENUES**



**FY2022-FY2026 PARKS-STORMWATER TAX FUND EXPENSES**

**PARK PRELIMINARY DESIGNS**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0 **	\$50,000	\$50,000	\$0	\$0	\$0	\$0

\*\* Park preliminary design for Millennium Park in FY2021 will be funded through the Capital Fund.

**Project Description:**

This project will review and evaluate the feasibility of the improvements envisioned by the Parks and Recreation Master Plan for each park. A preliminary design will be prepared for Millennium Park in FY2021 through a similar project financed through the Capital Fund. In FY2022, it is recommended that the City focus on Venable Park and Lake School Park, and then prepare preliminary designs for Conway Park, Malcolm Terrace Park, and Laverne Collins Park in FY2023. The result will be a preliminary design for each park that considers aspects like stormwater management and accessibility and will guide future stages of construction.

**Existing Conditions:**

The Parks and Recreation Master Plan provided a list of possible improvements and additions to the City's parks. Several aspects of the park, including the walking paths, playgrounds, and tennis courts, are in need of maintenance.

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

The preliminary design will advance the vision of the Parks and Recreation Master Plan into defined, actionable phases of improvements that are understood and that complement each other. Without such a design, the City runs the risk of limiting its future options with the initial phases of improvements.

**Operating Budget Impact:**

The preliminary designs will not directly impact operating expenses.

**Comments:**

None.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 100,000
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 0
<b>Total</b>	<b>\$ 100,000</b>

Total Cost	\$ 100,000
Outside Funding Source: N/A	\$ 0
City Share	\$ 100,000

## IMPLEMENTATION OF PARK MASTER PLAN

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$500,000	\$800,000	\$800,000	\$800,000	\$800,000	TBD

**Project Description:**

The completion of the preliminary design for each park will identify the priorities and phases of improvements for each park so that the vision of the Parks and Recreation Master Plan can be implemented and maintained. Significant funding is identified in each fiscal year for these improvements, which might include such projects as creating new parks amenities, repaving park trails, and the replacement of aging tennis courts, playgrounds, and other features. Improvements in FY2022 are envisioned for the spring of 2022.

**Existing Conditions:**

The Parks and Recreation Master Plan lists many improvements for the City's parks. Some improvements will become priorities due to the conditions of the existing facilities that will be replaced, but some improvements will be a priority due to the new facilities that they will offer for parks users.

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

The Parks and Recreation Master Plan was adopted by the City Council in 2019 and serves as part of the foundation for the parks and stormwater sales tax that the residents of Creve Coeur approved in 2020. Implementing this plan and preserving the parks are necessary to meet the demands of the residents of Creve Coeur.

**Operating Budget Impact:**

Improvements to the parks will have varying impacts to the costs to operate and maintain the parks.

**Comments:**

As the individual projects are identified and scheduled, these projects will be broken out as separate line items in future Capital Improvement Program plans.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ TBD
Land Acquisition	\$ 0
Construction	\$ TBD
Equipment	\$ 0
Other	\$ 0
<b>Total (FY2022-FY2026)</b>	<b>\$ 3,700,000</b>

Total Cost (FY2022-FY2026)	\$ 3,700,000
Outside Funding Source: N/A	\$ 0
City Share	\$ 3,700,000

**HISTORIC BUILDING REHABILITATION AND PRESERVATION**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0**	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	TBD

\*\* Financed through the Capital Fund prior to FY2022.

**Project Description:**

This project sets aside annual funding for repairs and improvements to the Lake School House at Lake School Park and to the Tappmeyer House at Millennium Park. In FY2022, the focus will be on repairing the front porch at Lake School, and FY2023 will focus on stabilizing the support for Lake School and cleaning up the Lake School basement. Funds in future years may be combined to allow for a larger project or may be designated for preparations for the sale of the cabins at Conway Park.

**Existing Conditions:**

The front porch of the Lake School House needs to be stabilized to correct its sagging roof, some of the wood on the front of the building needs to be replaced, and a support column in the school's basement needs to be upgraded and/or replaced. The accessible lift and other aspects of the Tappmeyer House need regular maintenance and will eventually require replacement.

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

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

**Operating Budget Impact:**

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

**Comments:**

None.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 125,000
Equipment	\$ 0
Other	\$ 0
<b>Total (FY2022-FY2026)</b>	<b>\$ 125,000</b>

Total Cost (FY2022-FY2026)	\$ 125,000
Outside Funding Source: N/A	\$ 0
City Share	\$ 125,000

**PARK RESTROOM RENOVATIONS**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0**	\$110,000	\$130,000	\$0	\$0	\$0	\$0

\*\* Design for the restroom renovations was financed through the Capital Fund in FY2021.

**Project Description:**

This project involves renovations to the restroom facilities at Conway Park, Lake School Park, Malcolm Terrace Park, and Venable Park to allow them to be open throughout the year and to improve their accessibility, function, and appearance. The FY2021 design phase will determine if renovations are feasible and advisable.

**Existing Conditions:**

The restroom facilities at Conway Park, Lake School Park, Malcolm Terrace Park, and Venable Park were constructed about 20 years ago and are substantially similar buildings based upon a common design. That design includes cinder block walls and an open-air roof meant for summertime operation. The buildings do not have temperature controls, insulation, or buried water service lines.

**Justification:** *Citizen Demand; Coordination*

One of the primary citizen requests in the Parks and Recreation Master Plan was to offer year-round restroom facilities in the parks.

**Operating Budget Impact:**

The main impact to the operating budget will be the need to staff the daily cleaning of the restrooms between the months of October and April when the restrooms are currently closed. The City will need to evaluate whether the restrooms can be cleaned effectively with the current staffing levels during labor-intensive operations, such as fall leaf collection and winter snow removal.

**Comments:**

Design of the renovations will be funded through the Capital Fund, but construction of the renovations will be financed through the Parks-Stormwater Tax Fund.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 10,000
Land Acquisition	\$ 0
Construction	\$ 230,000
Equipment	\$ 0
Other	\$ 0
<b>Total</b>	<b>\$ 240,000</b>

Total Cost	\$ 240,000
Outside Funding Source: N/A	\$ 0
City Share	\$ 240,000

**PARK PATH IMPROVEMENTS (MUNICIPAL PARK GRANT)**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0**	\$680,000	\$0	\$0	\$0	\$0	\$0

\*\* Financed through the Capital Fund prior to FY2022.

**Project Description:**

This project extends from the FY2021 Capital Fund project that will replace the paved paths at Conway Park and Malcolm Terrace Park and will be substantially funded by a Municipal Park Grant. The path improvements at Conway Park offer an opportunity to replace two failing drainage swales as part of the path project with only one round of disturbance and restoration for Conway Park. This portion of the project includes the path and drainage swale replacement at Conway Park.

**Existing Conditions:**

The asphalt paths at Conway Park are old and broken, their width is less than the recommended minimum of 8 feet, and these paths do not meet current accessibility standards. In addition, two concrete drainage swales carry stormwater between the path and the pond at Conway Park. These swales have become undermined, and now stormwater runs both on the concrete (as intended) and below the concrete (not intended).

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

The replacement of the paths is necessary to provide the park experience and accessibility to park features, like the dog park. Replacement of the drainage swales offers an opportunity to modify the path project to include an underground drainage system instead of surface culverts and swales. The enclosed, underground system will be effective and should require little or no maintenance. Further, removal of the concrete swales will allow for that portion of Conway Park to be returned to grass, which will make that area feel more like a park.

**Operating Budget Impact:**

Removal of the concrete swales will eliminate the need for staff to maintain or try to repair or replace the paved swales.

**Comments:**

The replacement of the Malcolm Terrace Park path and the design for the Conway Park improvements was completed through the Capital Fund in FY2021 for a total of approximately \$116,000.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 680,000
Equipment	\$ 0
Other	\$ 0
<b>Total</b>	<b>\$ 680,000</b>

Total Cost	\$ 680,000
Municipal Park Grant	\$ 440,500
City Share	\$ 239,500

**MALCOLM TERRACE PARKING LOT IMPROVEMENTS (CDBG)**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$50,000	\$0	\$0	\$0	\$0	\$0

**Project Description:**

The project involves accessibility and pavement improvements to the parking lot at Malcolm Terrace Park. The City has applied for \$20,000 in Community Development Block Grant (CDBG) funding to assist with the cost of this project.

**Existing Conditions:**

The parking lot at Malcolm Terrace Park is an asphalt lot that has accessible parking spaces marked, but these spaces and the paths leading to them do not meet accessibility guidelines. The entrance to the park's restrooms is located adjacent to the parking lot, and the pavement at and near this entrance requires modifications to be considered accessible.

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

The City's parks are a sense of pride for Creve Coeur, and the City is obligated to provide adequate and safe access to the parks. Grant funding to assist with maintaining this access allows the City to meet its obligations at a reduced cost.

**Operating Budget Impact:**

New asphalt pavement and parking lot striping should require less maintenance than the existing lot, and this should reduce repairs that would be completed through the operating budget for the foreseeable future.

**Comments:**

This project was moved from FY2021 to FY2022 to better align with the funding schedule through the Community Development Block Grant program.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 50,000
Equipment	\$ 0
Other	\$ 0
<b>Total</b>	<b>\$ 50,000</b>

Total Cost	\$ 50,000
Community Development Block Grant (CDBG)	\$ 20,000
City Share	\$ 30,000

# PARK IDENTIFICATION SIGNAGE MASTER PLAN

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$20,000	\$0	\$0	\$0	\$0	\$0

### Project Description:

This project includes the City contracting with a consultant to review and assess the effectiveness of the signs that identify and lead visitors to the City's parks and recreational facilities. The consultant would then provide recommendations for improved or new signs.

### Existing Conditions:

The signs that identify City parks and facilities are of varying styles and are aging, and some are damaged and in need of replacement.

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

Development of a Sign Master Plan for the City's parks and recreational facilities was included as an action item in the FY2018-2021 Strategic Plan and is supported by the Park and Historical Preservation Committee.

### Operating Budget Impact:

This is a design and cost estimate for the purchase and construction new signage. While this design is not expected to have an effect on the operating budget, the eventual replacement of the signs could reduce maintenance costs.

### Comments:

The goal is to create a signage theme so that there are similarities with all City signs, thus creating sign branding unique to Creve Coeur.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 20,000
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 0
<b>Total</b>	<b>\$ 20,000</b>

Total Cost	\$ 20,000
Outside Funding Source: N/A	\$ 0
City Share	\$ 20,000

**PARK PARKING LOT IMPROVEMENTS/PRESERVATION**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$50,000	\$0	\$0	\$0	\$0	\$0

**Project Description:**

This project involves pavement repairs, crack sealing, seal coat, and restriping lines and arrows for the parking lots at Lake School Park, Millennium Park, and Venable Park. The pavement of these lots is generally in good condition, but the minor repairs and sealing will help preserve and extend the life of the lot pavement.

**Existing Conditions:**

Most of the asphalt pavement in the parking lots at Lake School Park, Millennium Park, and Venable Park is in good condition, but the asphalt is beginning to deteriorate, and the parking lot lines have faded.

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

Repairs, crack sealing, and a seal coat for the asphalt pavement combine to provide good preventive maintenance for asphalt pavement, and such preventive maintenance will delay more intense and more costly repairs. Newly painted lines will clarify the parking spaces and will make the lots easier to use. In addition, the parking lot is one of the first things that most parks visitors see, and the sealing and repainting will have an element of park beautification to help make that first impression a good one.

**Operating Budget Impact:**

Preventive maintenance will help reduce the need for City staff to make repairs to the parking lots.

**Comments:**

Improvements to the lots at Conway Park and Malcolm Terrace Park are not included in this project, because those lots are planned to be incorporated into other projects.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 50,000
Equipment	\$ 0
Other	\$ 0
<b>Total</b>	<b>\$ 50,000</b>

Total Cost	\$ 50,000
Outside Funding Source: N/A	\$ 0
City Share	\$ 50,000

**PARK FURNITURE REPLACEMENT**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$80,000	\$0	\$30,000	\$0	\$0	\$0

**Project Description:**

This project involves the replacement of benches, trash receptacles, picnic tables, and barbecue pits in its parks. This effort will focus on Millennium Park and Venable Park in FY2022 and then will focus on Malcolm Terrace Park, Conway Park, and Lake School Park in FY2024.

**Existing Conditions:**

The City offers dozens of benches, trash receptacles, and picnic tables and approximately ten barbecue pits for parks visitors to use and enjoy. Much of this furniture is original to each park, and many pieces have deteriorated with time. Some of the furniture has broken and needs to be removed or replaced. The style of the furniture is inconsistent among the parks and sometimes inconsistent within a particular park.

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

Replacement of the park furniture will provide new facilities for parks visitors to use and will provide a visual improvement over the existing faded and broken furniture. The new furniture will be installed with accessibility as a primary consideration.

**Operating Budget Impact:**

New furniture will be expected to be virtually maintenance-free for the next 5-10 years.

**Comments:**

None.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 10,000
Equipment	\$ 100,000
Other	\$ 0
<b>Total</b>	<b>\$ 110,000</b>

Total Cost	\$ 110,000
Outside Funding Source: N/A	\$ 0
City Share	\$ 110,000

# MALCOLM TERRACE PARK TRAIL IMPROVEMENTS

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$150,000	\$0	\$0	\$0	\$50,000	\$0

**Project Description:**

This project involves the widening, re-establishment, and marking of the wooded trails at the south end of Malcolm Terrace Park in FY2022. Maintenance of the trails, including new wood chips, is planned for FY2026.

**Existing Conditions:**

Over a mile of nature trails weave through the woods of Malcolm Terrace Park, but some of the trails have become overgrown and are difficult to distinguish. Most of the wood chips that once covered the trails is now gone. Also, few maps of the trails and no wayfinding within the trail network exist to guide trail users.

**Justification:** *Citizen Demand; Condition of Existing Facility; Coordination, Operating Efficiency*

One of the goals set out in the City’s Strategic Plan was to establish a more options for pedestrians. The Parks and Recreation Master Plan also called for the expansion of the parks trail network.

**Operating Budget Impact:**

Once re-established, the trails will require routine maintenance to keep the trails clear from the surrounding brush and to monitor the trail conditions.

**Comments:**

None.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 200,000
Equipment	\$ 0
Other	\$ 0
<b>Total</b>	<b>\$ 200,000</b>

Total Cost	\$ 200,000
Outside Funding Source: N/A	\$ 0
City Share	\$ 200,000

**REPAINT AND RESTRIPE CONWAY & LAKE SCHOOL TENNIS COURTS**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$75,000	\$0	\$0	\$0	\$0	\$0

**Project Description:**

This project involves sealing and smoothing cracks and making surface repairs before the entire tennis courts at Conway Park and Lake School Park repainted. The goal of the project will be to improve the playing experience for court users and to extend the life of the courts until the parks preliminary plans can be completed. Lines for pickleball will be incorporated into the newly painted courts.

**Existing Conditions:**

The tennis courts at Lake School Park were last resurfaced and painted in 2009. The paint for the Conway Park courts is older, and it has lost most of its color over time. Moderate cracking can be found at the courts.

**Justification:** *Citizen Demand; Condition of Existing Facility; Beautification*

Tennis and pickleball are popular sports in Creve Coeur. Repairing and repainting the surface of the courts at Lake School Park and Conway Park will offer a better playing experience for court users, and adding pickleball striping at each court will offer more options for players.

**Operating Budget Impact:**

None expected.

**Comments:**

None.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 75,000
Equipment	\$ 0
Other	\$ 0
<b>Total</b>	<b>\$ 75,000</b>

Total Cost	\$ 75,000
Outside Funding Source: N/A	\$ 0
City Share	\$ 75,000

# REMOVE SMALL PLAYGROUND AT MILLENNIUM PARK

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$20,000	\$0	\$0	\$0	\$0	\$0

**Project Description:**

This project involves the removal of the small playground and by the athletic fields at Millennium Park. After the playground is removed, its safety surface will be removed and replaced with concrete.

**Existing Conditions:**

The safety surface that serves this playground was found to be too small in late 2019, so the playground was shut down to public use. In order to meet safety standards, the playground’s safety surface would need to be extended outward.

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

Removal of the playground is unfortunate, but extending the safety surface involves removal of a portion of the surrounding concrete walkways, which is not recommended. The City is also considering its options for the site through the preliminary design plans for Millennium Park, and a different amenity might be installed in this location.

**Operating Budget Impact:**

Removal of the playground will eliminate the need for staff to regularly check on the playground and the fencing installed around it to keep children from playing on it.

**Comments:**

None.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 20,000
Equipment	\$ 0
Other	\$ 0
<b>Total</b>	<b>\$ 20,000</b>

Total Cost	\$ 20,000
Outside Funding Source: N/A	\$ 0
City Share	\$ 20,000

**PLAYGROUND SAFETY SURFACE REPLACEMENT**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0**	\$0	\$100,000	\$0	\$100,000	\$0	TBD

\*\* Similar projects prior to FY2022 were funded through the Capital Fund.

**Project Description:**

This project involves the replacement of damaged areas and rejuvenation or replacement of the rubberized safety surface beneath the City’s playgrounds at Conway Park, Millennium Park, and Venable Memorial Park. The safety surface beneath the primary playground at Millennium Park is scheduled for replacement in FY2023, and the safety surface for the playground at Venable Park is scheduled for replacement in FY2025.

**Existing Conditions:**

The rubberized surfaces beneath the City’s playgrounds provide the required protection for children and other users against injury from a fall off of the playground or swing set. Following the repair to the safety surface for the southern playground at Millennium Park, all of the City’s playground surfaces met the minimum requirements for fall protection in 2020. These surfaces lose their flexibility over time, and generally need to be rehabilitated or replaced within 12-15 years. Staff will continue to evaluate the surfaces at Conway Park, Millennium Park, and Venable Park and will recommend repairs or replacement to these surfaces accordingly.

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

Keeping the safety surface of the City’s playgrounds in good condition is required for the continuing use of the playgrounds and the safety of the playgrounds’ users.

**Operating Budget Impact:**

None.

**Comments:**

This work would qualify for grant funding through the Municipal Parks Grant program, but the next several grant opportunities will be directed toward other needs.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 200,000
Equipment	\$ 0
Other	\$ 0
<b>Total</b>	<b>\$ 200,000</b>

Total Cost	\$ 200,000
Outside Funding Source: N/A	\$ 0
City Share	\$ 200,000

**VENABLE PARK IMPROVEMENTS (GRANT MATCH)**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$0	\$0	\$150,000	\$0	\$0	\$0

**Project Description:**

In FY2023, the City plans to apply for a Land and Water Conservation Fund (LWCF) grant to make improvements to Dr. H. Phillip Venable Memorial Park. The project will depend on the outcome of the park preliminary design and could involve such improvements to the park as a new pavilion, new tennis courts, improved walking paths, or parking lot improvements. The maximum grant amount through the LWCF program is \$150,000, and it will require 50% participation from the City. The amount shown in FY2024 is the City's planned 50% grant match for a LWCF grant that could be for a stand-alone \$300,000 project or could be a supplement to a larger project.

**Existing Conditions:**

Several of the facilities at Venable Memorial Park are aging and require updates or replacement. The asphalt tennis courts have been overlaid multiple times and can no longer be reliably repaired, and facilities like the pavilion, asphalt paths, and playground safety surface have not been updated in the past ten years.

**Justification:** *Availability of Outside Funding; Citizen Demand; Condition of Existing Facility; Coordination*

The LWCF grant will allow the City to maximize the effect of the funding available for improvements to Venable Memorial Park. The project will coordinate with the recommendations of the Park Master Plan and the preliminary design plans for Venable Park.

**Operating Budget Impact:**

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

**Comments:**

None.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 150,000
Equipment	\$ 0
Other	\$ 0
<b>Total (Grant Match)</b>	<b>\$ 150,000</b>

Total Cost	\$ TBD
Land and Water Conservation Fund (LWCF) Grant	\$ 150,000
City Share	\$ TBD

**STORMWATER MANAGEMENT STUDY**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$15,000	\$0	\$0	\$0	\$0	TBD

**Project Description:**

This project involves an in-depth study of stormwater behavior and needs throughout Creve Coeur in order to provide a sound, clear, and prioritized basis for the City's stormwater management program. This process will include the review of existing studies and citizen complaints and an investigation of the creeks and infrastructure in Creve Coeur in order to create a prioritized and coordinated list of improvements. The scoping phase for this study is identified in FY2022.

**Existing Conditions:**

The last City-wide study was completed in the 1990's and was updated with additional project reviews in 2012. The study is outdated and does not provide a comprehensive list of issues and improvements to guide a stormwater program.

**Justification:** *Citizen Demand; Condition of Existing Facility; Coordination; Operating Efficiency*

In previous years, the City's capital improvement budget allowed for a small stormwater program that could respond to emergencies. With the residents' approval of the parks and stormwater sales tax, the City is now poised to have a planned and proactive stormwater program. Creating a comprehensive stormwater management study will help guide the stormwater program to operate in a logical and efficient manner.

**Operating Budget Impact:**

Development of the stormwater management study will not impact the operations and maintenance budget.

**Comments:**

Completion of the scoping phase is anticipated in FY2022. Upon completion of this phase, staff and the Stormwater Committee plan to provide a recommendation to the City Council regarding an appropriate scope and budget for the study, and possibly a request to amend the budget to begin the study in FY2022.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 15,000
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 0
<b>Total</b>	<b>\$ TBD</b>

Total Cost	\$ TBD
Outside Funding Source: N/A	\$ 0
City Share	\$ TBD

# STORMWATER IMPROVEMENTS PER MANAGEMENT STUDY

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$0	\$0	\$400,000	\$400,000	\$600,000	TBD

### Project Description:

This line item represents stormwater projects that will begin to be designed and constructed following the completion of the Stormwater Management Study. The locations and types of the projects are not yet known, but it is expected that FY2024 and FY2025 will concentrate on design, and that construction of projects will begin as early as FY2026. The actual schedule will depend on the complexity of the highest-priority projects. The projects and their associated costs will become specific line items in the CIP as they are defined, and this line item may not be necessary in future versions of the CIP.

### Existing Conditions:

The creeks that run through Creve Coeur have locations where erosion exists along their banks, and some streets are served by outdated or deteriorating stormwater infrastructure.

### Justification: *Citizen Demand; Condition of Existing Facility; Coordination; Operating Efficiency*

The residents of Creve Coeur approved the parks and stormwater sales tax in late 2020, which gives the City the ability to create a planned and proactive stormwater program.

### Operating Budget Impact:

Calls for staff to investigate stormwater concerns are expected to decrease as capital projects address stormwater issues.

### Comments:

None.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ TBD
Land Acquisition	\$ TBD
Construction	\$ TBD
Equipment	\$ 0
Other	\$ 0
<b>Total (FY2022-FY2026)</b>	<b>\$ 1,400,000</b>

Total Cost (FY2022-FY2026)	\$ 1,400,000
Outside Funding Source: N/A	\$ 0
City Share	\$ 1,400,000

**STORMWATER IMPROVEMENTS (DEER CREEK – DEER CREEK OMCI)**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$0	\$0	\$224,000	\$224,000	\$224,000	TBD

**Project Description:**

This line item is similar to the Stormwater Improvements per Management Study line item, in that it represents planned investment into the City's public stormwater infrastructure following the anticipated completion of the Stormwater Management Study. The distinction of this line item is that it involves investments into the Deer Creek watershed that will be at least partially funded through MSD's Operations, Maintenance, and Construction Improvement (OMCI) reimbursement program that applies only to the Deer Creek watershed. The actual type and schedule of projects in FY2024 and beyond will depend on the findings of the Stormwater Management Study and the scale and complexity of the highest-priority projects. The projects and their associated costs will become specific line items in the CIP as they are defined, and this line item may not be necessary in future versions of the CIP.

**Existing Conditions:**

The Deer Creek watershed generally includes the portion of Creve Coeur that is east of Interstate 270 and south of Olive Boulevard. Stormwater-related improvements within this area are eligible for reimbursement through MSD's OMCI program, which is funded through property taxes in the Deer Creek watershed.

**Justification:** *Condition of Existing Facility; Coordination; Availability of Outside Funding*

MSD offered to allow the City to seek reimbursement for the City's stormwater priorities within the Deer Creek watershed so that taxes paid in Creve Coeur will help make improvements in Creve Coeur. Improvements will follow the priorities set by the Stormwater Management Study.

**Operating Budget Impact:**

Capital improvements to the City's stormwater infrastructure are expected to reduce operating expenses for site reviews, maintenance, construction of repairs, and stabilization efforts.

**Comments:**

None.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ TBD
Land Acquisition	\$ TBD
Construction	\$ TBD
Equipment	\$ 0
Other	\$ 0
<b>Total (FY2022-FY2026)</b>	<b>\$ 672,000</b>

Total Cost (FY2022-FY2026)	\$ 672,000
Deer Creek Operations Maintenance and Construction Improvement (OMCI) Reimbursement	\$ 672,000
City Share	\$ 0

**HIBLER ROADSIDE DRAINAGE**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$50,000	\$100,000	\$0	\$0	\$0	\$0

**Project Description:**

This project will involve the re-establishment and improvement of roadside drainage along Hibler Road at several locations between Mason Road and Hibler Oaks Drive. Improvements will include new and improved roadside drainage swales and may incorporate some new curbing. Design is planned for FY2022, and construction is planned for FY2023.

**Existing Conditions:**

Portions of Hibler Road do not have curbing and use roadside swales and the adjacent grades to carry stormwater runoff. City staff have received complaints that this approach does not always work, and investigation into the complaints has found that improvements are recommended.

**Justification:** *Citizen Demand; Condition of Existing Facility; Operating Efficiency*

This project aims to address the concerns raised by several area residents and to improve the stormwater performance along Hibler Road.

**Operating Budget Impact:**

Addressing this concern through capital improvements will eliminate the need for City staff to attempt to address the situation through maintenance operations.

**Comments:**

None.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 50,000
Land Acquisition	\$ 0
Construction	\$ 100,000
Equipment	\$ 0
Other	\$ 0
<b>Total</b>	<b>\$ 150,000</b>

Total Cost	\$ 150,000
Outside Funding Source (N/A)	\$ 0
City Share	\$ 150,000

**ALDEN LANE DRAIN REPLACEMENT (DEER CREEK OMCI)**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$35,000	\$0	\$0	\$0	\$0	\$0

**Project Description:**

This project involves the design and construction needed to replace a small storm drain system that serves a section of Alden Lane. Design and construction are anticipated in FY2022.

**Existing Conditions:**

The drain system includes two small inlets – one on each side of Alden Lane – that carry stormwater from the street and the north side of Alden Lane to a small creek on the south side of the street. The drains are not standard drains and clog easily with mulch or leaf debris, and the clogged drains cause roadway flooding. In addition, an apparent failure of the drainage pipe has caused a large hole to form near the side of Alden Lane. This hole was found to be a potential hazard and has been filled with rock as a temporary measure.

**Justification:** *Citizen Demand; Condition of Existing Facility; Operating Efficiency*

Replacement of the existing inlets and pipes will improve the capacity and performance of this small stormwater system and will eliminate the hole that has formed. The new drains will have larger openings that will make them much less likely to clog.

**Operating Budget Impact:**

Replacement of the non-standard drains will eliminate the need for staff to monitor the inlets for clogs during typical rain storms, and replacing the pipes will eliminate the need for staff to monitor the area to see if the hole has formed again.

**Comments:**

This project is located within the Deer Creek watershed, meaning that the City will be eligible for reimbursement of design and construction costs through MSD's Operations, Maintenance, and Construction Improvements (OMCI) reimbursement program.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 20,000
Land Acquisition	\$ 0
Construction	\$ 15,000
Equipment	\$ 0
Other	\$ 0
<b>Total</b>	<b>\$ 35,000</b>

Total Cost	\$ 35,000
Deer Creek Operations Maintenance and Construction Improvement (OMCI) Reimbursement	\$ 35,000
City Share	\$ 0

**BALLAS CULVERT EROSION REHABILITATION (DEER CREEK OMCI)**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$75,000	\$250,000	\$0	\$0	\$0	\$0

**Project Description:**

This project involves the design and construction needed to address creek erosion for a short section of creek starting at the east side of South New Ballas Road and extending east behind the homes on Tarrytown Drive to the City line. Design is planned for FY2022, and construction is planned for FY2023. Easements may be necessary. If so, the type and size of these easements will be determined early in the design process, and these could impact the extent and schedule of this project.

**Existing Conditions:**

A stormwater culvert runs beneath South New Ballas Road just south of Tarrytown Drive, and water flows from west to east through this culvert. Significant erosion has been observed at the downstream (east) end of the culvert. City staff have also received complaints regarding erosion, poor drainage, and flooding along this creek downstream of New Ballas Road.

**Justification:** *Citizen Demand; Condition of Existing Facility; Operating Efficiency*

Improvements to address the erosion at the downstream end of the culvert will help prevent the situation from deteriorating to the point that it will impact South New Ballas Road, the most heavily traveled section of road that the City maintains. Addressing the creek downstream as part of this project should be less expensive and less intrusive to the neighboring properties than if the two projects were completed independently.

**Operating Budget Impact:**

None.

**Comments:**

This project is located within the Deer Creek watershed, meaning that the City will be eligible for reimbursement of design and construction costs through MSD's Operations, Maintenance, and Construction Improvements (OMCI) reimbursement program.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 75,000
Land Acquisition	\$ 0
Construction	\$ 250,000
Equipment	\$ 0
Other	\$ 0
<b>Total</b>	<b>\$ 325,000</b>

Total Cost	\$ 325,000
Deer Creek Operations Maintenance and Construction Improvement (OMCI) Reimbursement	\$ 325,000
City Share	\$ 0

**GOLF COURSE POND AERATION (DEER CREEK OMCI)**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$25,000	\$0	\$0	\$0	\$0	\$0

**Project Description:**

This project involves the addition of an aeration system for the south pond at the Creve Coeur Golf Course. The aerator was originally intended to be part of the dam stabilization project in 2017, but the need to upgrade the electrical power feed for the aerator forced the aerator to be eliminated from the dam project.

**Existing Conditions:**

A small electrical supply is located on the west side of the pond, slightly north of the #5 green. This electric supply currently powers the fountain in the pond, but it will need to be upgraded to be able to handle an aerator as well. The 2017 dam project removed the built-up silt from the pond, which made the pond deeper. An aerator will help circulate the water and promote a clear and algae-free pond.

**Justification:** *Condition of Existing Facility; Beautification; Availability of Outside Funding*

From a practical point of view, the aerator will help the City extend its investment into the pond. From an aesthetic point of view, the clarity of the pond that the aerator will promote will look better to golfers than an algae-covered pond would.

**Operating Budget Impact:**

The cost for the electricity for the aerator is expected to be negligible compared to the overall electricity needs of the Golf Course.

**Comments:**

This project is located within the Deer Creek watershed, meaning that the City will be eligible for reimbursement of design and construction costs through MSD's Operations, Maintenance, and Construction Improvements (OMCI) reimbursement program.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 5,000
Land Acquisition	\$ 0
Construction	\$ 20,000
Equipment	\$ 0
Other	\$ 0
<b>Total</b>	<b>\$ 25,000</b>

Total Cost	\$ 25,000
Deer Creek Operations Maintenance and Construction Improvement (OMCI) Reimbursement	\$ 25,000
City Share	\$ 0

# HIBLER WOODS DRAIN REPLACEMENT

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$0	\$20,000	\$0	\$0	\$0	\$0

**Project Description:**

This project involves the replacement of a broken trench drain that extends across Hibler Woods Drive.

**Existing Conditions:**

A resident in the Mason Forest Subdivision reported that one of the grates of this trench drain was broken in 2020, and City staff welded a repair for this grate as a temporary measure. As has been the case with several other trench drains in Creve Coeur, these drains are considered part of the street and are not maintained by MSD.

**Justification:** *Condition of Existing Facility*

The trench drain will need to be replaced in order to provide a sound structure for vehicle and pedestrian traffic.

**Operating Budget Impact:**

Replacement of the drain should eliminate the need for additional repairs to the drain for at least the next ten years.

**Comments:**

None.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 20,000
Equipment	\$ 0
Other	\$ 0
<b>Total</b>	<b>\$ 20,000</b>

Total Cost	\$ 20,000
Outside Funding Source (N/A)	\$ 0
City Share	\$ 20,000

**PARKS CAPITAL EQUIPMENT**

Estimated Annual Costs						
Prior Year	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$0	\$30,000	\$0	\$0	\$0	\$0

**Project Description:**

The Department of Public Works proposes to purchase a used tractor that will have the power and capability to perform proper maintenance at the parks, including such work as mowing the prairie areas of Conway Park, aerating the parks fields, and trimming brush along the perimeter and paths.

**Existing Conditions:**

The current tractor is aging and lacks the power to pull the equipment needed to best care for the City's parks. The Department of Public Works has needed to borrow equipment from the golf course to service the parks, because the current tractor was not able to do the job.

**Justification:** *Condition of Existing Equipment; Operating Efficiency*

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

**Operating Budget Impact:**

Although used, the proposed tractor will have fewer service hours and will likely require less maintenance than the existing equipment.

**Comments:**

None.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 30,000
Other	\$ 0
<b>Total Cost</b>	<b>\$ 30,000</b>

Total Cost	\$ 30,000
Outside Funding Source (N/A)	\$ 0
City Share	\$ 30,000

**PROJECT MANAGEMENT**

Estimated Annual Costs						
Prior Years	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$8,698	\$104,364	\$107,500	\$185,800	\$194,400	\$197,200	TBD

**Project Description:**

This item includes the costs associated with the full-time salary and benefits for a civil engineer to help oversee the design and construction of parks and stormwater projects outlined in the Capital Improvement Program beginning in FY2022. This item also envisions the addition of a second project manager or engineer upon the completion of the Stormwater Management Study to help manage the new stormwater program.

**Existing Conditions:**

The City's Department of Public Works manages the implementation of most of the Capital Improvement Program, but this staff consists of one project manager and two engineers. The Public Works staff can manage the projects outlined in the Capital Fund and Building Project Bond Fund, but staff does not have 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. Additional project management staff 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 ongoing employee training, city equipment, cell phone, and general supplies, which are anticipated to be approximately \$1,000 per employee per year.

**Comments:**

None.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 104,364
<b>Total Cost (FY2022)</b>	<b>\$ 104,364</b>

Total Cost (FY2022)	\$ 104,364
Outside Funding Source (N/A)	\$ 0
City Share	\$ 104,364

## 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.

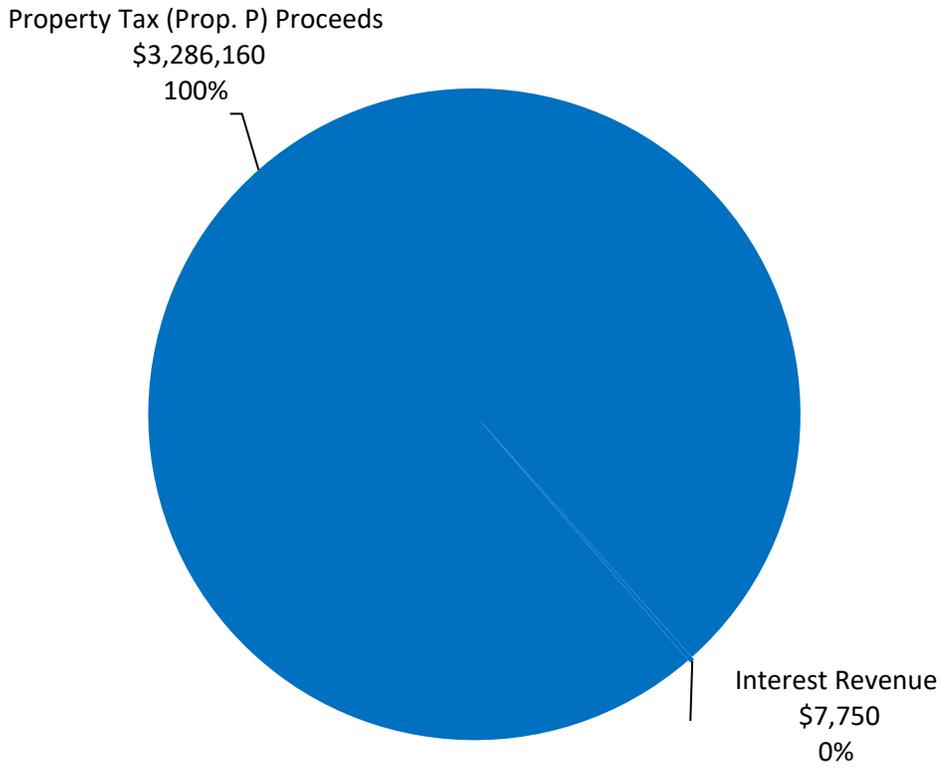
Now that the police building project is complete, the remaining balance of this fund will be allocated to safety, security, and accessibility improvements to the Creve Coeur Government Center. Renovations to the lower level and upper level of the Government Center are identified as projects in both the Capital Fund and the Building Project Bond Fund to designate the contribution of each fund toward those renovations. These renovations are tentatively planned for FY2022-FY2024.

### **Debt Service**

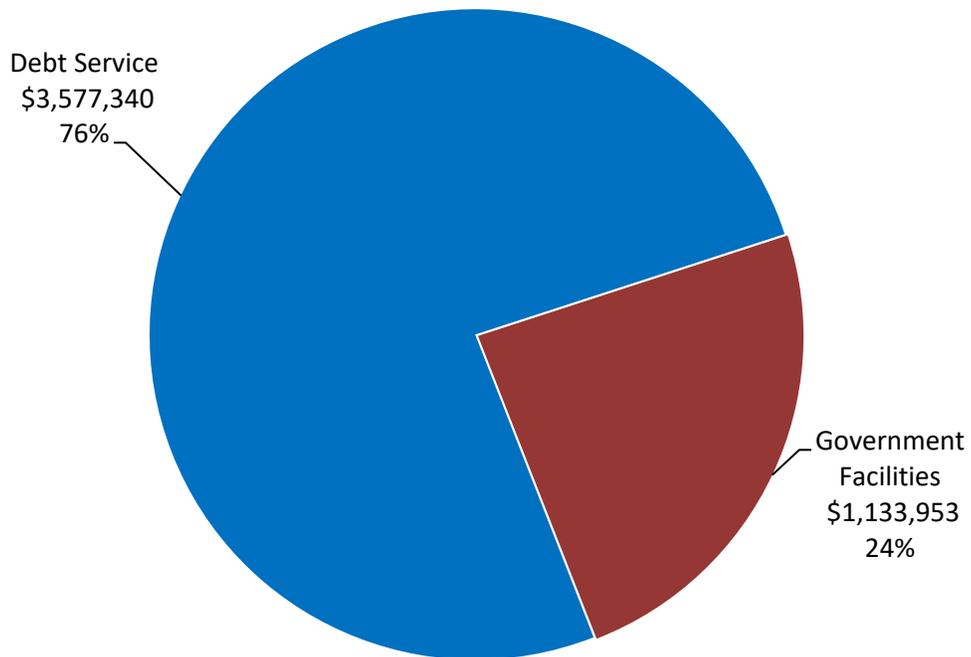
Most of the remaining revenues and expenses involve the debt service for the bonds. The debt service for the Building Project Bond Fund will be paid through a 20-year real estate and personal property tax levy, which is anticipated to sunset in 2037.

The property tax that funds the debt service is planned to be reduced beginning in FY2022. This will result in a reduction in the annual revenue by approximately \$277,000.

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.



**FY2022-FY2026 BUILDING PROJECT BOND FUND REVENUES**



**FY2022-FY2026 BUILDING PROJECT BOND FUND EXPENSES**

**GOVERNMENT CENTER ACCESSIBILITY & SECURITY IMPROVEMENTS**

Estimated Annual Costs						
Prior Year	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0	\$0**	\$0**	\$1,083,953**	\$0	\$0	\$0

\*\* Design and a portion of the construction cost for this project will be financed through the Capital Fund.

**Project Description:**

This project involves the assessment of and improvements to various aspects of the Creve Coeur Government Center building in order to bring the building into better compliance with current accessibility and security standards and expectations. These improvements will be incorporated into the Government Center Renovations (Upper Level) project that is identified in the Capital Fund. That project will begin design in FY2022 with construction anticipated in FY2024.

**Existing Conditions:**

The Creve Coeur Government Center is a renovated elementary school. Several aspects of the layout and features of the building do not meet the current standards for accessibility or security.

**Justification:** *Citizen Demand, Public Safety; Coordination*

Security and accessibility improvements to the Government Center were specifically outlined in the bond referendum. As a public building, the Creve Coeur Government Center is expected to be accessible and secure, both for visitors and City staff.

**Operating Budget Impact:**

Accessibility and security renovations are expected to have minimal impact on the operating budget. These renovations may replace aging equipment or facilities, which should decrease the maintenance costs associated with them.

**Comments:**

The amount shown in FY2024 represents the fund balance for the Building Project Bond Fund. The investment into the Government Center will be greater than the \$521,059 originally envisioned due to favorable prices and cost savings associated with the Police building project.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 1,083,953
Equipment	\$ 0
Other	\$ 0
<b>Total (Building Project Bond Fund Portion)</b>	<b>\$ 1,083,953</b>

Total (Building Project Bond Fund Portion)	\$ 1,083,953
Outside Funding Source (N/A)	\$ 0
City Share	\$ 1,083,953

**GOVERNMENT CENTER RENOVATIONS (LOWER LEVEL)**

Estimated Annual Costs						
Prior Year	FY2022	FY2023	FY2024	FY2025	FY2026	Future
\$0**	\$50,000**	\$0	\$0	\$0	\$0	\$0

\*\* Design costs and a majority of the construction costs will be financed through the Capital Fund.

**Project Description:**

This project involves renovations and expansion of the existing court offices and dispatch area on the lower level of the Creve Coeur Government Center. Several adjacent offices that were previously used by the Police Department will be incorporated into the court office and dispatch center, the nearby restrooms will be renovated to become fully accessible, and portions of the heating and cooling system will be upgraded. The Building Project Bond fund will assist with the construction of the accessibility and security improvements.

**Existing Conditions:**

The existing court offices are outdated with limited space for storage, and the dispatch area is not large enough to host the West Central Dispatch Center (WCDC). Adjacent to the court offices and dispatch area are several vacant offices that were used by the Police Department before the police staff moved to their new building. The adjacent restrooms are in poor condition and are deficient in several aspects with regard to accessibility. The heating and cooling system relies upon a network of pipes in the ceiling, and these pipes are wearing out, sometimes causing destructive and costly coolant leaks into the work space.

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

Security and accessibility improvements to the Government Center were specifically outlined in the bond referendum. As a public building, the Creve Coeur Government Center is expected to be accessible and secure, both for visitors and City staff.

**Operating Budget Impact:**

The planned improvements will install new and more energy-efficient facilities and systems that are likely to decrease the need for maintenance and decrease future electricity bills.

**Comments:**

None.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 50,000
Equipment	\$ 0
Other	\$ 0
<b>Total (Building Project Bond Fund Portion)</b>	<b>\$ 50,000</b>

Total (Building Project Bond Fund Portion)	\$ 50,000
Outside Funding Source (N/A)	\$ 0
City Share	\$ 50,000