

MEMORANDUM

TO: Mike Geisel, City Administrator

FROM: Justin Wyse, Director of Planning *JW*
James Eckrich, Director of Public Works/City Engineer *JE*

SUBJECT: Planning & Public Works Committee Meeting Summary
Thursday, May 19, 2022



A meeting of the Planning and Public Works Committee of the Chesterfield City Council was held on Thursday, May 19, 2022 in Conference Room 101.

In attendance were: **Chair Dan Hurt** (Ward III), **Councilmember Mary Monachella** (Ward I), **Councilmember Mary Ann Mastorakos** (Ward II), and **Councilmember Merrell Hansen** (Ward IV).

Also in attendance were: Mayor Bob Nation; Councilmember Michael Moore (Ward III); Councilmember Gary Budoor (Ward IV); Jim Eckrich, Director of Public Works/City Engineer; Justin Wyse, Director of Planning; Mike Knight, Assistant City Planner; Shilpi Bharti, Planner; and Kathy Juergens, Recording Secretary.

The meeting was called to order at 5:32 p.m.

I. APPROVAL OF MEETING SUMMARY

1. Approval of the May 5, 2022 Committee Meeting Summary

Councilmember Mastorakos made a motion to approve the Meeting Summary of May 5, 2022. The motion was seconded by Councilmember Hansen and **passed by a voice vote of 3-0** (Councilmember Monachella was not present for the vote.)

II. UNFINISHED BUSINESS – None.

III. NEW BUSINESS

- A. **POWER OF REVIEW: Terra Corporate Park, Lot 7 (Scooter's Coffee) SDSP**: Site Development Section Plan, Landscape Plan, Lighting Plan and Amended Architectural Elevations for a drive-up coffee shop located on a 0.84-acre tract of land located west of Trade Center Blvd. and north of Chesterfield Airport Road, zoned "PI" Planned Industrial. (Ward 4)

STAFF PRESENTATION

Planner Shilpi Bharti presented the Site Development Section Plan, Landscape Plan, Lighting Plan and Amended Architectural Elevations for a drive-up coffee shop known as Scooter's Coffee.

The project was reviewed by the Architectural Review Board (ARB) on February 10, 2022. At that time, the Board made a motion to forward the petition to the Planning Commission with conditions. The applicant has since fulfilled those conditions.

The petition was reviewed by the Planning Commission on May 9, 2022 and the Commission recommended approval by a vote of 7-0.

Governing Ordinance 2395 states that City Council shall have automatic power of review for all Terra Corporate Park Subdivision outlots. City Council will then take appropriate action relative to the proposal.

DISCUSSION

In response to Chair Hurt's inquiry, Ms. Bharti stated that ARB requested additional landscaping around the transformer on the southern boundary and around the trash enclosure.

(Councilmember Monachella arrived at 5:36 p.m.)

Councilmember Hansen made a motion to forward Terra Corporate Park, Lot 7 (Scooter's Coffee) SDSP to City Council with a recommendation to approve. The motion was seconded by Councilmember Mastorakos and **passed by a voice vote of 4-0.**

Note: This is a Site Development Section Plan which requires a voice vote at the June 7, 2022 City Council Meeting.

[Please see the attached report prepared by Justin Wyse, Director of Planning, for additional information on Terra Corporate Park, Lot 7 (Scooter's Coffee) SDSP.]

B. POWER OF REVIEW: Wildhorse Village (3rd ASDCP): An Amended Site Development Concept Plan, Landscape Concept Plan and Lighting Fixture Concept Plan for the 78.4 acre tract of land located south of Wild Horse Creek Road, west of Chesterfield Parkway, and north and east of Burkhardt Place. (Ward 4)

STAFF PRESENTATION

Mike Knight, Assistant City Planner, presented the request for an Amended Site Development Concept Plan, Lighting Fixture Concept Plan and Landscape Concept Plan. This is the third Amended Concept Plan.

The amendment has three primary components:

1. Split Lots 2B and 2C into four lots totaling the same acreage. The same land area and density allocations remain, however, where there were four buildings over two lots, there will now be four condominium buildings over four lots.
2. Update street tree species per coordination with the Monarch Fire Protection District. Instead of planting street trees with a maximum height of 50 feet, they will be replaced with trees that have a maximum height of 35 feet. This change will not affect any of the view corridors.
3. Allocate 70 residential units to Lot 2A-2. Commercial use had never been allocated for this lot. The previous designation was for a parking garage to support parking for office buildings that were previously programmed for lots 2B and 2C. Lots 2B and 2C are now condominium buildings that will have their own internal parking garages.

The project was reviewed by the Planning Commission on May 9, 2022. At that time, the Commission recommended approval of the request by a vote of 7-0.

Governing Ordinance 3161 states that City Council shall have automatic power of review of all Site Development Concept Plans for the subject development. City Council will then take appropriate action relative to the proposal.

DISCUSSION

Chair Hurt expressed his concern for the lack of commercial development. Councilmember Mastorakos voiced her concern regarding the residential density citing a total of 408 units in this general area. She believes that residential has reached its limit.

There was considerable discussion regarding the availability of parking. The condominium buildings will have underground parking garages for the residents, but there was concern regarding available parking for guests visiting residents and for the general public who come to dine and partake in the other amenities. The previous parking garage would have allowed for overflow parking on evenings and weekends.

Mr. Knight stated that the Governing Ordinance permits each individual section plan to reduce the City's minimum parking standards because of the internal parking. The condominium buildings with internal garages all exceed the City's minimum standard. There are approximately 70 spaces of street parking from Burkhardt Place to the I-64 off-ramp extension. Staff reviews each section plan to make sure it meets code taking into consideration the reduction allowed by the planned district ordinance. So far, the developer has always met or exceeded that standard. As other lots come in, Staff will continue to review parking requirements. The sole purpose of the parking garage on Lot 2A-2 was allocated for the office buildings on Lots 2B and 2C, which are now proposed as condominiums. There were no other lots utilizing that parking garage. The developer for Lots 2A-2 and 2A-1 has indicated that if parking does become an issue, they could work out a joint parking garage agreement.

Jeff Tegethoff, Operating Partner for CRG, addressed the Committee noting that from the beginning, they have never been allowed to utilize surface parking, so overflow parking has always been a concern. The only location that allowed surface level parking was near the grocery store. They have always strived to include structured parking on every lot including residential lots.

There are a couple of reasons for the shift from non-office to residential on Lots 2B and 2C. COVID immediately changed the demand for office space, and it was felt that a less dense "for-sale" product would do well. While Fisher Homes was building a 3-story condominium, it was felt that a single-level floorplan would be advantageous for those who did not want multi-levels. With Lot 2A-2 originally being planned as a parking garage to solely service office buildings on Lots 2B and 2C, it now opened up that lot for residential.

Studies have shown that if the parking garage had remained on Lot 2A-2, it would have been too far to walk from the garage to the amphitheater, Central Park and the YMCA. Therefore, overflow parking really needs to complement those amenities and should be located closer to Burkhardt Place to accommodate this. At this point, two restaurant parcels are under contract and a Letter of Intent has been received for the grocery store. However, nothing will be finalized until the location for a public parking garage has been determined. Mr. Tegethoff also pointed out that residents are needed, not office, before retail opens as people grocery shop close to where they live not work.

With regard to residential density, Mr. Tegethoff stated that the City has approved 1,000 residential units, but they are currently under 700 units, which is more than 30% under what was

approved. They have already removed a lot of density from the original plan. They have lowered the unit count considerably by increasing the percentage of “for-sale” units vs. “for-rent” units. They originally had almost 600 “for-rent” units, which has now been reduced to 330 (less than 50% vs. 70% rentals).

With respect to adequate parking, Mr. Tegethoff compared this development to a similar one in Kirkwood. That development has less parking; however, they have sold well. If parking was an issue, the market would respond and they would not sell. They have overparked each parcel individually plus they have added street level parking. They have also improved the aesthetics by removing the parking garage on Lot 2A-2. He also noted that they are considering building a three-story pre-cast public parking garage facing Burkhardt Place corner.

Councilmember Hansen made a motion to forward Wildhorse Village (3rd ASDCP) to City Council with a recommendation to approve. The motion was seconded by Councilmember Monachella and **passed by a voice vote of 4-0.**

Note: This is an Amended Site Development Concept Plan which requires a voice vote at the June 7, 2022 City Council Meeting.

[Please see the attached report prepared by Justin Wyse, Director of Planning, for additional information on Wildhorse Village, (3rd ASDCP).]

- C. POWER OF REVIEW: Wildhorse Village, Lot 2B-1 (Wildhorse Village Condos)**
SDSP: A Site Development Section Plan, Landscape Plan, Lighting Plan, Architectural Elevations and Architect’s Statement of Design for a 0.8 acre tract of land zoned “PC&R” – Planned Commercial and Residence District located southeast of the intersection of Parkview Terrace and Wildhorse Lake Blvd. (Ward 4)

STAFF PRESENTATION

Mike Knight, Assistant City Planner, presented the project request for a 16-unit condominium building which is four stories tall, 62’ in height, and contains a 32-space parking garage internal to the building hidden from the public view. This is the fourth Site Development Section Plan for the 20-lot development known as Wildhorse Village.

The project was reviewed by the Planning Commission on May 9, 2022. At that time, the Commission recommended approval of the request by a vote of 7-0.

Mr. Knight noted that the Governing Ordinance requires all roof-top mechanical units to be fully enclosed including a roof on the mechanical unit. The applicant is requesting a modification to that requirement. The Architectural Review Board (ARB) discussed this modification in detail and it was noted that these are residential mechanical units and not large office mechanical units. They are much smaller units and are located in the center of the building. The parapet is higher than the units themselves making them less visible. Both ARB and the Planning Commission were supportive of the modification request.

Governing Ordinance 3161 states that City Council shall have automatic power of review of all Site Development Section Plans for the subject development. City Council will then take appropriate action relative to the proposal.

DISCUSSION

Mr. Knight clarified that the rooftop units on this building will not be visible from the building to the north as the finished floor elevations for those two buildings are almost identical.

Councilmember Hansen made a motion to forward Wildhorse Village, Lot 2B-1 (Wildhorse Village Condos) SDSP to City Council with a recommendation to approve. The motion was seconded by Councilmember Mastorakos and **passed by a voice vote of 4-0.**

Note: This is a Site Development Section Plan which requires a voice vote at the June 7, 2022 City Council Meeting.

[Please see the attached report prepared by Justin Wyse, Director of Planning, for additional information on Wildhorse Village, Lot 2B-1 (Wildhorse Village Condos) SDSP.]

D. P.Z. 03-2022 530 N. Eatherton Road (Rise Development): A request for a zoning map amendment from the “NU” Non-Urban District to “PI” Planned Industrial for 16.6 acres located on the east side of North Eatherton Road (17W130064). (Ward 4)

STAFF PRESENTATION

Shilpi Bharti, Planner, presented the request for a zoning map amendment from the “NU” Non-Urban District to a “PI” Planned Industrial District. The purpose of the rezoning is to develop the land for the office and warehouse uses.

Permitted uses requested by the applicant include:

1. Plumbing, electrical, air conditioning and heating equipment sales, warehousing and repair facility
2. Mail order warehouse
3. Industrial sales, service and storage
4. Professional and technical service facility
5. Office general
6. Warehouse, general

The Preliminary Development Plan shows two water quality basins on the northeast and southeast corners of the property; two exit points from North Eatherton Road; cross access easement for the property to the east; and 21 buildings that would comprise the warehouse and office use.

A Public Hearing was held on April 11, 2022 at which time no issues were raised.

The petition was reviewed by the Planning Commission on May 9, 2022 and the Commission recommended approval by a vote of 7-0.

DISCUSSION

In response to Chair Hurt's question, Ms. Bharti stated that the distance between the two access points is 453 feet. Chair Hurt expressed his concern with the access points and stated that the required minimum distance between access points is usually 500 feet but due to the fact that no other development is planned, 453 feet should be fine. Justin Wyse, Director of Planning, stated that originally the southern access point was moved all the way down on the southern property line so it would have been over 500 feet. However, St. Louis County wanted the access point shifted to line up with the access point across the street.

Chair Hurt also expressed concerned with the proposed uses. From what he understands, there will be no storefront. People will come in to drop off and pick up merchandise but it is not clear as to what type of operations will take place. He asked for clarification as to the different type of electric phasing as that will provide information on the usage.

Jeremy Haynes, Rise Commercial District, stated that 90% of traffic coming into the site will be typical FEDEX and UPS vans, cars and trucks, however, occasionally a semi-truck will come into the site. No heavy manufacturing is expected on site. Chair Hurt asked the petitioner to provide information with respect to the highest voltage and phase of electric usage that will be brought into the development. The electrical usage will determine the type of businesses even if the tenants are not known at this time. Mr. Haynes agreed to provide that information before the Council Meeting.

Councilmember Hansen expressed concern with the proposed Wildwood development across the street from this project. They are developing nine warehouse buildings and large semi-trucks will be accessing the site. She is concerned that Eatherton Road will not be able to support the increased traffic.

Councilmember Hansen made a motion to forward P.Z. 03-2022 530 N. Eatherton Road (Rise Development) to City Council with a recommendation to approve if the information provided by the petitioner substantiates the usage as previously described. The motion was seconded by Councilmember Mastorakos and passed by a voice vote of 4-0.

Note: One Bill, as recommended by the Planning Commission, will be needed for the June 7, 2022 City Council Meeting. See Bill #

[Please see the attached report prepared by Justin Wyse, Director of Planning, for additional information on P.Z. 03-2022 530 N. Eatherton Road (Rise Development).]

E. Burkhardt Place - Parking Restriction and Bike Lanes (Ward 4)

STAFF PRESENTATION

Jim Eckrich, Director of Public Works, stated that in the fall of last year, both the Planning & Public Works Committee and City Council approved a parking restriction on Burkhardt Place that was to become effective when the road was opened to public traffic and when the striping of the bike lanes occurred. The construction manager has informed the City that Burkhardt Place will be completed and open to traffic as soon as June 6, 2022. This will include the striping of the bike lanes on both sides of Burkhardt Place.

During consideration of the parking restriction, the Committee requested to be notified prior to the striping of the bike lanes. Therefore, this item appears on the agenda. Once the bike lanes are striped, the parking restriction will be signed and formally implemented.

DISCUSSION

Councilmember Mastorakos wanted to make sure that the YMCA was made aware of the new parking restriction. Mr. Eckrich confirmed that this requirement is part of their approval ordinance and they have been notified of the pending parking restriction.

Councilmember Monachella made a motion to receive and file this information. The motion was seconded by Councilmember Mastorakos and passed by a voice vote of 4-0.

F. Highcroft Drive STP Grant Analysis (Ward 2)

STAFF PRESENTATION

Jim Eckrich, Director of Public Works, explained that Highcroft Drive is classified as a minor collector roadway which means it qualifies for grant funding. It is a little less than a mile long. It connects Old Baxter Road to Schoettler Road. The easternmost 650 feet near Schoettler Road is comprised of asphalt with the remainder of the road consisting of concrete. The section of Highcroft Drive between Schoettler Road and Schoettler Valley Drive is generally 26 feet wide and the section between Schoettler Valley Drive and Old Baxter Road is generally 38 feet wide. Four-foot-wide sidewalks are present on both sides of the road. Highcroft Ridge Elementary is located near the eastern end of the road. The Schoettler Valley Estates subdivision pool is located near the intersection of Highcroft and Schoettler Valley, and Eberwein Park is located just west of the intersection of Highcroft and Old Baxter. Single family homes are present along most of the roadway.

Highcroft Drive is in fair condition but deteriorating, with a rating of 7.5 on a 10-point scale. Of the approximate 850 total slabs, there are isolated ones with low ratings, including 47 slabs with a rating of 6 or less. This is typically when a roadway would be programmed into the City's CIP for planning purposes. Mr. Eckrich further discussed sections of the roadway where some repairs have already been made.

Because Highcroft Drive is a classified roadway by East-West Gateway, it qualifies for federal grant funding through the STP program. While potential grant funding is a great opportunity, it also creates questions and problems for the City Staff as it relates to planning for improvements to this roadway. The current roadway segment rating is nearing the level where residents will expect action to be taken. However, if the City acts to improve this roadway outside the scope of a grant, those actions will make it less likely that a future grant application is successful. Additionally, based on past experience and resident feedback, improvements to the roadway that could be beneficial for grant scoring, such as bike lanes, traffic calming and removal of existing unwarranted stop signs, may not be improvements that residents desire.

Since the roadway is deteriorating, the City needs to plan for capital improvements. We need to determine whether the City should pursue grant funding or City funding via the slab replacement program.

Cost Estimate

The cost estimate to reconstruct the entire roadway from Schoettler Road to Old Baxter Road is \$1.5 million. If the City were to pursue grant funding, the City expenditure would be reduced to less than \$500,000. If grant funding is not pursued, the City could incrementally address the road over time.

Challenges

There are three unwarranted stop signs on Highcroft Drive. Generally, a primary road has free-flowing access while side streets stop. However, there are three stop signs on Highcroft that require the traffic on the primary street to stop. Because these are stop-controlled intersections, the City would need to reconstruct these intersections such that they are ADA compliant. Not only does that mean installing pedestrian crossings, which do not currently exist, it means reconstructing the slope of the road so that it does not exceed a 2% slope; two of those intersections are more than 2% now. If ADA ramps were installed on the north side, these ramps will conflict with trees and driveways. If these intersections were not stop-controlled, they would

not have to meet the 2% maximum requirement and would not require accommodations to cross Highcroft Drive.

Grant Considerations

1. The benefit of grant funding is that the City can obtain up to \$1 million. However, there are drawbacks. If we plan for grant funding, we will need to let the road deteriorate further in order to qualify for grant funding. We would still continue to maintain the road but we would not plan for major slab replacement.
2. Should the City reconsider the three unwarranted stop signs? Removing the signs would likely be very unpopular to some of the residents. However, keeping the signs adds to the project cost. There is no “wrong” answer, but the answer impacts how we proceed due to ADA requirements for crossings and grade.
3. Should the City design a project on Highcroft using in-house Staff or a consultant? If we do not pursue a grant, we can plan projects with in-house design. If we pursue a grant, we will likely need to use a consultant. A consultant is absolutely necessary if we keep the stop signs.
4. Should we consider other improvements/alterations to improve grant scoring such as:
 - a. “Bump Ins” similar to Greentrails Drive South, Appalachian Trail and Stablestone Drive.
 - b. Bike lanes in the wider section.
 - c. Pedestrian signal/crossing enhancements near the school.

Any decisions will likely be favored by some and opposed by others.

Staff Recommendations

1. Staff recommends pursuing a future grant application.
2. Keep the roadway safe but avoid large-scale improvements in order to qualify for the grant.
3. Plan to use a consultant to design the roadway.
4. Engage area residents to determine whether any roadway improvements are desired.

There is no financial allocation being requested at this time. Staff would like direction from the Committee as to how to proceed.

DISCUSSION

In response to Councilmember Mastorakos' question, Mr. Eckrich stated that if there were no stop signs, an ADA compliant crossing would not be required. If there is a crossing with no stop signs, then the road slope can be up to 5%. If there is a stop-controlled intersection with a sidewalk on both sides, crossings need to be constructed with a cross slope of 2% or less.

Councilmember Hansen asked if Highcroft Drive was the worst street in the whole City. Mr. Eckrich replied that Highcroft is far from the worst street in the City. Staff rates every slab on every street on a three-year cycle. The reason we are discussing Highcroft today is that Highcroft is at a level that the overall street rating of 7.5 is approaching the point where we would program street improvements in our five-year plan. Does Council want to place Highcroft Drive in our five-year plan, with the City paying for the whole cost of the project, or should we apply for a grant in the future since Highcroft is eligible for grant funding? There are many other streets within the City that are in worse condition than Highcroft but they do not qualify for grant funding. Highcroft is not that bad right now but it will become worse. Staff is not asking the Committee to approve a grant submittal today but rather asking if you will allow Staff to plan for a grant in the future or prefer to simply add Highcroft to the City's five-year street replacement plan.

Councilmember Budoor asked why Highcroft would be prioritized over a street such as Wild Horse Creek Road that has myriad deficiencies. Mr. Eckrich clarified that Wild Horse Creek Road is a County and State road. The City does not maintain any portion of Wild Horse Creek Road.

Councilmember Moore stated that he drives the street every day and does not feel that it is too bad at this time. He indicated that while the stop signs are bothersome, there are numerous children in the neighborhood so the stop signs do have a traffic calming effect. Mr. Eckrich clarified that these stop signs do not meet MUTCD warrants and stop signs should not be used for traffic calming purposes. They should only be used where a true stop is warranted. Mr. Eckrich delineated reasons stop signs should not be used for traffic calming. Chair Hurt corroborated the information from Mr. Eckrich and indicated that this information has been previously provided to the City Council through Police Chief Johnson.

In response to Councilmember Mastorakos' question, Mr. Eckrich stated that before the City applies for a grant, public meetings would be scheduled to determine whether the elimination of stop signs should be considered. Mr. Eckrich reiterated that from a traffic engineer's perspective, unwarranted stop signs should never be used to slow traffic. These signs may slow traffic in the immediate vicinity of the stop sign but overall, they are ineffective at slowing the traffic. However, once stop signs are installed, it can be very difficult to remove them from a political perspective.

Chair Hurt provided a brief history of the origin of the three unwarranted stop signs. He agreed that it would be difficult to remove them now.

Councilmember Mastorakos made a motion to direct Staff to pursue a future grant submittal for the improvement of Highcroft Drive. The motion was seconded by Councilmember Monachella and **passed by a voice vote of 4-0.**

IV. OTHER

Councilmember Hansen stated that she and Councilmember Budoor spoke with a resident regarding the possibility of paying the City to plow their private street. She wanted to ask if this topic could be added to a future agenda. She explained that the City plows the portion of the street that is public, but then stops at the point where it becomes private. It is difficult to find someone to plow that section. The streets meet City standards; however, they are platted to be private forever. City Administrator Mike Geisel indicated it would be impossible to change the plat. She would like for the Committee to consider other options.

Chair Hurt stated that he would like to discuss the matter with Mr. Geisel first and then decide whether to place the topic on a future agenda. Chair Hurt asked Mr. Eckrich his opinion. Mr. Eckrich stated that this would create myriad problems and he is opposed to the City plowing private streets. There was some further discussion but the Committee concurred with Chair Hurt's decision to discuss the matter with Mr. Geisel. After the discussion with Mr. Geisel, Chair Hurt will determine whether to place this matter on a future agenda.

V. ADJOURNMENT

The meeting adjourned at 7:46 p.m.