

I.A. MEMORANDUM



TO: Michael G. Herring, City Administrator

FROM: Mike Geisel, Director of Planning & Public Works

SUBJECT: Planning & Public Works Committee Meeting Summary
Thursday, November 4, 2010

A meeting of the Planning and Public Works Committee of the Chesterfield City Council was held on Thursday, November 4, 2010 in Conference Room 101.

In attendance were: **Chair Matt Segal** (Ward I); **Councilmember Bruce Geiger** (Ward II); **Councilmember Mike Casey** (Ward III); **Councilmember Connie Fults** (Ward IV) *arrived during discussion of Item III.B as noted on page 3.*

Also in attendance were: *Acting-Mayor Barry Flachsbart arrived during discussion of Item III.C as noted on page 5;* Councilmember Lee Erickson (Ward II); Councilmember Randy Logan (Ward III); G. Elliott Grissom, Planning Commission Chair; Michael Herring, City Administrator; Mike Geisel, Director of Planning & Public Works; Brian McGownd, Public Works Director/City Engineer; Justin Wyse, Project Planner; and Kristine Kelley, Recording Secretary.

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

Chair Segal then recognized Councilmember Randy Logan and Councilmember Lee Erickson in attendance.

I. APPROVAL OF MEETING SUMMARY

A. Approval of the October 21, 2010 Committee Meeting Summary.

Councilmember Casey made a motion to approve the Meeting Summary of October 21, 2010. The motion was seconded by Chair Segal and **passed by a voice vote of 3 to 0.**

II. OLD BUSINESS – None

III. NEW BUSINESS

A. August Hill Drive Road Dedication and Easement Plat

STAFF REPORT

Brian McGownd, Public Works Director/City Engineer explained that the dedication and easement plat grants the right-of-way for the Lydia Hill Drive and August Hill extension through the Sachs property for the roadway as well as the drainage easement for the box culvert.

Mr. Geisel mentioned that typically the record plats go directly to City Council. However, since multiple easements are required on parcels that will be retained by Sachs Properties as well as those that are being transferred, it is preferred to have these easements and right-of-way dedicated prior to the land swap.

Councilmember Geiger made a motion to forward the August Hill Drive Road Dedication and Easement Plat to City Council with a recommendation to approve. The motion was seconded by Councilmember Casey and **passed by a voice vote of **3 to 0**.**

Note: One Bill, as recommended by the Planning & Public Works Committee, will be needed for the November 15, 2010 City Council Meeting. See Bill #

[Please see the attached report prepared by Brian McGownd, Public Works Director/City Engineer, for additional information on August Hill Drive Road Dedication and Easement Plat].

B. Monarch Chesterfield Levee Trail – Three Party Agreement – Land Swap

STAFF REPORT

Brian McGownd, Public Works Director/City Engineer gave a PowerPoint presentation showing an aerial of the site. Mr. McGownd stated the following:

The Edison Crossing trailhead/parking area which is located on the southeast corner of Edison Avenue and Long Road has just been completed. A majority of the trailhead is located on the Edison Crossing property, which the City has already secured the necessary easements. However, a portion of the trailhead is located on a small parcel approximately 500 square feet, owned by Mr. Bill Kirchoff.

Mr. Kirchoff was in the process of acquiring another small parcel owned by the Monarch Chesterfield Levee District located on the north side of Edison Avenue, which is contiguous with property he already owns. He said that the parcel being acquired by Mr. Kirchoff is already fully encumbered by an existing stormwater easement to the City and the Levee District.

The parcel remnants were actually created when Mr. Kirchoff donated the right of way for Edison Avenue. Although it can be done, it is a little difficult for Mr. Kirchoff to acquire this parcel directly from the Levee District, as he sits on their board. Therefore, Mr. Kirchoff has proposed that the City purchase the small parcel from the Levee District and swap it with him for his parcel on the south side of Edison Avenue that is needed for the trailhead. Staff has discussed the matter with the Levee District and they agreed to sell the Levee District's parcel on the north side of Edison Avenue to the City for the appraised value of \$1,500, which is less than the standard \$3,500 levee trail convenience payment which is typically offered for levee trail easement.

Mr. Geisel noted that the project is being funded by the Great River Greenway and TDD funds.

Councilmember Fults arrived to the meeting at this point.

Councilmember Casey made a motion to forward the Monarch Chesterfield Levee Trail – Three Party Agreement – Land Swap to City Council with a recommendation to approve. The motion was seconded by Councilmember Geiger and passed by a voice vote of 4 to 0.

Councilmember Geiger felt that it would be important to mention to City Council that City funds are not being used – rather the Great River Greenway and TDD funds are being used.

C. Amendment to City of Chesterfield City Code Sec. 18-111. Parking of Recreational Vehicles on Residential Lots.

STAFF REPORT

Justin Wyse, Project Planner gave a PowerPoint presentation showing photos of areas where the problems occur. Mr. Wyse stated the following:

At the September 2, 2010 Committee meeting, Staff was asked to research the issue of parking large vehicles, including commercial and recreational vehicles, in residential areas and provide draft language regarding the regulation thereof. It was noted that Staff will be presenting language regarding commercial vehicles at a later date.

Existing Vehicle Regulations

Currently, the City has seven (7) ordinances which restrict both the parking of various types of vehicles and the locations where various vehicle types may be parked. The table listed on the following page provides an ordinance summary.

Ordinance	Regulates	Summary
159	Parking location	Parking not permitted in grassy areas
163	Residential districts	No parking in required front yard
164	Roadway	No vehicle on roadway for more than 24 hours
165	Roadway	No parking on roadway to display vehicles for sale or for working on vehicles
166	Residential districts	No commercial vehicle over 12,000 pounds parked on a roadway in a residential district between midnight and 6 A.M.
169	Restrictions on parking in various places	No parking for various areas (on sidewalk, in crosswalk, etc.)
2345	Residential districts	No tractor or tractor trailer or tractor trailer truck in any driveway in any residential district

Staff did extensive research throughout several municipalities including; local, national and the State of Missouri. It was noted that each municipality has their own way of regulating recreational vehicles and there is no consistent way it is done. Some municipalities require screening to reduce or eliminate the visual impact, provide time limits, limit the number of large vehicles allowed, and restrict certain areas of the yard and setbacks.

Recommended Definition of Recreational Vehicles

Recreational Vehicle: A term encompassing any type of vehicle used primarily for recreational pleasure. Examples include but not limited to travel trailers, motor homes, boats, jet skis, etc. This term shall also include the trailers used for transporting recreational vehicles. Recreational vehicles shall include any mobile structure designed for temporary occupancy, but shall exclude manufactured homes.

Staff's Recommended language regarding restrictions

Sec. 18-111. Parking of Recreational Vehicles on Residential Lots.

- A. Not more than one recreational vehicle may be located outside of a fully enclosed building or structure on any lot or parcel of land, whose primary use is residential, subject to the following restrictions:
1. A recreational vehicle may be temporarily placed, kept or maintained upon any lot or parcel primarily used for residential purpose for a period not to exceed two times per month and for not more than 72 hours per occurrence.
 2. Parking of recreational vehicles must comply with all other regulations of the City of Chesterfield City Code.

- B. Recreational vehicle shall be defined as, “A term encompassing any type of vehicle used primarily for recreational pleasure. Examples include, but are not limited to, travel trailers, motor homes, boats, jet skis, etc. This term shall also include the trailers used for transporting recreational vehicles. Recreational vehicles shall include any mobile structure designed for temporary occupancy, but shall exclude manufactured homes.”

OR

Sec. 18-111. Parking of Recreational Vehicles on Residential Lots.

- A. Not more than one recreational vehicle may be located outside of a fully enclosed building or structure on any lot or parcel of land, whose primary use is residential, subject to the following restrictions:
 - 1. Residential properties less than one (1) acre may temporarily park a recreational vehicle for a period not to exceed two times per month and for not more than 72 hours per occurrence.
 - 2. Residential properties containing one (1) acre or more may park or store a recreational vehicle on the site. The parking and / or storage area must not be located within the required front, side, or rear yard.
 - 3. Parking of recreational vehicles must comply with all other regulations regarding the parking of vehicles with the City of Chesterfield City Code.
- B. Recreational vehicle shall be defined as, “A term encompassing any type of vehicle used primarily for recreational pleasure. Examples include, but are not limited to, travel trailers, motor homes, boats, jet skis, etc. This term shall also include the trailers used for transporting recreational vehicles. Recreational vehicles shall include any mobile structure designed for temporary occupancy, but shall exclude manufactured homes.”

The first recommendation basically treats every property equally and only allows RVs to be parked on a temporary basis. It maintains the current regulation, which restricts parking in the front yard and on grassy areas. It allows parking on a paved surface for 72 hours for not more than two times per month. The second recommendation is based upon lot size and has a similar allowance for properties under one acre. It allows only temporary parking and the vehicle must be located out of the front yard setback and not on the grassy area. For properties over one acre, vehicles can be parked or stored as long as they are not in the required front, side, or rear setbacks.

Acting-Mayor Barry Flachsbart arrived to the meeting at this point.

Councilmember Casey asked how the proposed language would affect the parked RV's that were brought to the Committee's attention at the September 2, 2010 Committee meeting by two residents from Ward II.

Mr. Wyse then explained that this parcel would fall under the one (1) acre size, which would allow parking for a maximum of two (2) times a month for no more than 72 hours of each occurrence. Mr. Geisel noted that on one (1) acre or more a large vehicle allows for continuous parking.

There was additional discussion concerning the time restrictions of 72 hours. Mr. Geisel pointed out that the 72-hour restriction only pertains to parking on the residential property - street parking is restricted to no more than 24 hours.

The Committee then discussed the fact that other municipalities allow parking in the rear yard, but it was felt that this would be problematic within the City.

It was recommended by Chair Segal to utilize a storage facility for long periods of time. Councilmember Logan felt that loading and unloading of the vehicle should be allowed for a specific period of time.

Councilmember Fults felt that rear parking impedes on the neighbors' visual impact and explained the problem areas within her ward. Mr. Geisel explained that Ward IV has several properties zoned Non-Urban, which are not considered residential districts so the proposed language would not apply to these areas.

The Committee was in agreement to allow parking on commercial and industrial lots, but there are restrictions in place to limit the number of large vehicles that can be parked at one time.

Councilmember Geiger stated that he is in opposition to allowing large vehicle parking in residential districts with the exception of loading and unloading.

Councilmember Logan recommended restricting parking within 5,000 yards in any direction of a residential area, which will cover the parcels of land that are zoned Non-Urban. Councilmember Fults accepted his recommendation.

Mr. Geisel asked for clarification from the Committee that recreational vehicles be prohibited from being parked on the street or in a yard in residential areas, but they are allowed to be parked in commercial and industrial areas. Mr. Geisel then discussed with the Committee some of the classes of "recreational vehicles".

Councilmember Geiger made a motion directing Staff to draft an ordinance to restrict parking of Recreational Vehicles in residential areas, including parking on residential streets and properties, but to allow visitor parking and loading and unloading up to 48 hours, no more than two times per month and bring that language back to the Committee for review and consideration. The motion was seconded by Councilmember Fults

It was confirmed that the recommendations will correct the problems within Wards II & IV.

There was additional discussion regarding the location of where a large vehicle can be parked. It was noted that the allowed 48-hour parking would not permit parking on grass – parking would be allowed on the street or on a paved pad that does not overhang the sidewalk.

The motion then **passed** by a voice vote of 4 to 0.

D. Agreement with St. Louis County regarding landscape areas on Page-Olive Connector.

STAFF REPORT

Mike Geisel, Director of Planning and Public Works explained that \$400,000 has been previously been earmarked for landscaping and aesthetic improvements in the Route 141 corridor. Staff has been working with St. Louis County because they are providing landscaping at the north side of Olive/141 intersection as part of their Page/Olive Connector project. The County will be providing the landscaping as part of their work, and the City has designed the associated irrigation plans. At a later date, Staff anticipates coming back to request funding the construction of the irrigation via a County change order, with the funding coming from the prior \$400,000 earmark.

Mr. Geisel then provided to the Committee aerial photographs of the Page-Olive Connector from River Valley Drive to Olive Boulevard and a site plan showing the landscape design. For all areas of construction where no specific plantings are indicated on the site plan, the areas will be seeded with grass.

The agreement identifies the obligations which require the City to maintain the landscape once placed. Mr. Geisel further explained that the agreement for maintenance is identical to the form used when the City agreed to landscape the medians on Chesterfield Parkway West. This will provide consistency amongst the various agreements. Staff is asking for a recommendation that City Council will authorize the City Administrator to execute said agreement that will allow St. Louis County to install the landscaping at their expense. The City will subsequently provide the irrigation and additional enhancements.

There was additional discussion regarding the location of the landscaping and aesthetic improvements. Mr. Geisel noted that St. Louis County provided the landscape plans, which were then reviewed by City Arborist/Urban Forester, Mindy Mohrman and a landscape architect who provided additional recommendations for the planting specifications. Staff is working with St. Louis County so that the landscaping and irrigation can be installed simultaneously.

Councilmember Casey made a motion to forward the Agreement with St. Louis County regarding landscape areas on Page-Olive Connector to City Council with a recommendation to approve. The motion was seconded by Councilmember Fults

DISCUSSION ON THE MOTION

Councilmember Logan noted that the plan is for the 1,000 feet north of Olive Boulevard, but questioned the landscape plans for the south side of Olive Boulevard. Mr. Geisel replied that MoDOT is not designing those improvements. Once the roadway is complete, the City will design and construct that area of landscaping.

Councilmember Logan then asked for clarification of the time frame of the “Termination” clause, which states that – “either party may terminate this Agreement, with or without cause, upon giving the other party 90 days prior written notice”. Mr. Geisel replied that if funding for maintenance of the landscaping is not available, the City has the option to walk away from the contract, which would no longer obligate St. Louis County to the agreement. It was pointed out that termination would only occur if the City would fail to maintain the area.

The motion then **passed** by a voice vote of 4 to 0.

Note: One Bill, as recommended by the Planning & Public Works Committee, will be needed for the November 15, 2010 City Council Meeting. See Bill #

[Please see the attached report prepared by Brian McGownd, Public Works Director/City Engineer, for additional information on Agreement with St. Louis County regarding landscape areas on Page-Olive Connector].

A. Proposed 2011 Meeting Schedule

Councilmember Casey made a motion to approve the Proposed 2011 Meeting Schedule. The motion was seconded by Councilmember Geiger and **passed by a voice vote of 4 to 0.**

It was noted that any proposed changes to the agenda could be discussed at a later date.

IV. ADJOURNMENT

The meeting adjourned at 6:06 p.m.