

# MEMORANDUM

TO: Mike Geisel, City Administrator

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

SUBJECT: Planning & Public Works Committee Meeting Summary  
Thursday, June 10, 2021



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A meeting of the Planning and Public Works Committee of the Chesterfield City Council was held on Thursday, June 10, 2021 in the Council Chambers.

In attendance were: **Chair Mary Monachella** (Ward I), **Councilmember Dan Hurt** (Ward III), and **Councilmember Tom DeCampi** (Ward IV). Councilmember Mary Ann Mastorakos was absent.

Also in attendance were: Planning Commission Chair Merrell Hansen; Jim Eckrich, Director of Public Works/City Engineer; Justin Wyse, Director of Planning; and Kathy Juergens, Recording Secretary.

The meeting was called to order at 5:30 p.m.

## I. APPROVAL OF MEETING SUMMARY

### A. Approval of the May 20, 2021 Committee Meeting Summary

Councilmember Hurt made a motion to approve the Meeting Summary of May 20, 2021. The motion was seconded by Councilmember DeCampi and **passed by a voice vote of 3-0**.

## II. UNFINISHED BUSINESS

### A. **POWER OF REVIEW: Incarnate Word Sign Package**: A request for a Sign Package consisting of an Electronic Message Center for a 9.92-acre tract of land located on the south side of Olive Boulevard, west of State Highway 141 (16Q311770). (Ward 1)

Chair Monachella stated that she called Power of Review because of the height of the sign. As specified in the Unified Development Code, the standard height for all freestanding signs in similar type locations is a maximum of 6 feet high. The City is regulating sign height to reduce clutter and ensure uniformity. There are several areas in the City where the signs do not comply because they are old and pre-date the current code. As older signs are replaced or when redevelopment occurs, the new standards must be met.

Bill Behrens, Warren Sign Company, briefly explained why the request is for an 8'4" high sign. He stated that the proposed height is necessary since Olive Boulevard has five lanes of traffic and even though the existing monument sign is 9'4" tall, that sign is hidden due to the height of most cars traveling on Olive. Any sign less than 8'4" would be blocked entirely from view most of the time. He also noted that the existing 9'4" tall sign has never been an issue previously.

## DISCUSSION

Councilmember Hurt concurred with Chair Monachella. He also questioned the cycle time of the message, which is once every 10 seconds. He cited that the church on Clayton Road is limited to a cycle time of once every 30 minutes. Justin Wyse, Director of Planning, stated that the 10 second cycle time does meet Code and also explained that the Code allows for modification of the height which would require a majority vote by the Planning Commission and a super-majority vote by the Council.

After some discussion on how to proceed, **Councilmember DeCampi made a motion to forward the Incarnate Word Sign Package to City Council with a recommendation to approve.** The motion was seconded by Councilmember Hurt.

**Councilmember Hurt made a motion to amend the above motion to restrict the cycle time to no more than once every 30 minutes.** The motion was seconded by Chair Monachella and **passed by a voice vote of 3-0.**

**Chair Monachella made a motion to amend the original motion to restrict the height of the sign to 6 feet high.** The motion was seconded by Councilmember Hurt and **passed by a voice vote of 2-1** with Councilmember DeCampi voting nay.

**Councilmember Hurt made a motion to forward the Incarnate Word Sign Package to City Council, as amended, with a recommendation to approve.** The motion was seconded by Councilmember Hurt and **passed by a voice vote of 2-1** with Councilmember DeCampi voting nay.

**[Please see the attached report prepared by Justin Wyse, Director of Planning, for additional information on Incarnate Word Sign Package.]**

### III. NEW BUSINESS

- A. **P.Z. 02-2021 Conway Point Office (SMS Group)**: An ordinance amendment to modify permitted uses for a tract of land totaling 1.492 acres zoned "PC" Planned Commercial District located at the southwest corner of the intersection of Chesterfield Parkway East and Conway Road (18S310557). (Ward 2)

Chair Monachella stated that the applicant is requesting to add "Administrative Offices for Educational or Religious Institutions" and "Church and Other Places of Worship" to the permitted uses.

## DISCUSSION

There was some discussion on how the additional uses would affect parking. Justin Wyse, Director of Planning, stated that this is a concern and will be reviewed when a site plan is submitted. There was also some discussion regarding access points and a shared parking agreement with the adjacent parcel that is currently under development.

**Councilmember Hurt made a motion to forward P.Z. 02-2021 Conway Point Office (SMS Group) to City Council with a recommendation to approve.** The motion was seconded by Councilmember DeCampi and **passed by a voice vote of 3-0.**

**Note: One Bill, as recommended by the Planning Commission, will be needed for the June 21, 2021 City Council Meeting. See Bill #**

[Please see the attached report prepared by Justin Wyse, Director of Planning, for additional information on P.Z. 02-2021 Conway Point Office (SMS Group).]

## **B. COVID-19 Ordinance**

Chair Monachella stated that this Ordinance provides for a six-month extension of the current Ordinance that allows for exceptions in the enforcement of other governing Ordinances. She agrees that this has been beneficial to businesses but feels that this should be the last extension.

**Chair Monachella made a motion to forward to City Council a recommendation to approve a six-month extension of Ordinance 3124 with the stipulation that this is to be the last extension.** The motion was seconded by Councilmember DeCampi.

### **Discussion after the Motion**

There was some discussion on the enforcement of the Ordinance and different scenarios where the Ordinance would apply. It was noted that the Ordinance contains an appeal process and if necessary, the Ordinance can be rescinded at any time.

The above motion **passed** by a voice vote of 3-0.

**Note: One Bill, as recommended by the Planning & Public Works Committee, will be needed for the June 21, 2021 City Council Meeting. See Bill #**

[Please see the attached report prepared by Justin Wyse, Director of Planning, for additional information on COVID-19 Ordinance.]

## **C. Wilson Avenue Update**

Chair Monachella stated that the grant submittal to East-West Gateway Council was unsuccessful so the Committee must now decide how to proceed. The City can try to correct all the deficiencies that were outlined in the grant, correct some of the deficiencies, or do nothing to improve the road. Because there are longstanding concerns with this road, she feels that it should be brought up to City standards. Wilson Avenue is a public road that the City must maintain. The City does not have the option to let a Chesterfield road deteriorate to the point of having to close the road. It would be an entirely different situation if this were a private road. Since it is a public road, it has to be brought up to City standards. The City has the obligation to properly maintain its roads for the benefit of all citizens.

Because of funding issues, Chair Monachella suggested that the City pursue a new grant application and just focus on the two main sources of concern: the intersection of Wilson Avenue and Wild Horse Creek Road and the "S" curve.

### **DISCUSSION**

Jim Eckrich, Director of Public Works/City Engineer, further explained the three options under consideration.

Option One: Forego the grant and maintain the road in its current configuration. If this option were chosen, City Staff would budget for an asphalt overlay and replace the failing culvert at the south end of the "S" curve in its current location.

Option Two: Apply for another grant and only include the two biggest safety components; the intersection at Wild Horse Creek Road and straightening of the “S” curve. The scope of the grant can be pared down and not go as far south as Baxter Crossing or the hill but stop at a reasonable proximity after the “S” curve. Pedestrian and bicycle accommodations will also have to be included in the submittal as without them, the grant will not be awarded.

Option Three: Proceed with an additional survey to obtain further clarification from the residents.

Mr. Eckrich stated that there were a number of unknowns in the previous grant, which led to difficulties estimating the project. The scope of the project has to be well defined and reduced in order to better define and lower the costs. He suggested hiring a consultant to work with Staff to put together a defined preliminary design of improvements and then resubmit the grant next February or March. He estimated the design cost to be \$300,000 which could be included in the 2022 budget.

Councilmember DeCampi stated that when he went door-to-door during the last campaign, everyone except for two residents said they did not want anything done to the road. Other people have also contacted him stating that they did not want anything done to the road. There is the belief that any improvements will contribute to the natural progression of turning Wilson into a high-traffic thoroughfare from Wild Horse Creek Road to Clarkson Road.

Mr. Eckrich pointed out that from a maintenance standpoint, Wilson Avenue is difficult to maintain for a number of reasons. There are no defined roadside ditches, there are drainage issues, and due to the fact that there are no paved shoulders, cars frequently run off the road. Wilson Avenue has been difficult to maintain for several years, but the most important issue that has to be considered is that the culvert at the south end of the “S” curve is failing. The culvert is buttressed by a makeshift guardrail that is keeping the road in place. The area has recently been repaired with an asphalt patch that is settling and will require additional work. Patching is not an ideal long-term fix. Additionally, there is also an exposed sewer or water pipe. The culvert could be rebuilt in its current location within the “S” curve, but that would result in a roadway with a horizontal alignment that includes a sharp curve and does not meet today’s standards. From an engineering standpoint, the curve should be straightened and the culvert moved to the west. That would require easement acquisitions from the adjacent landowners. If nothing is done, the culvert will eventually fail.

The following residents were in attendance and spoke in favor of improving Wilson Avenue in terms of safety and access. Topics discussed were lack of pedestrian and bike facilities, emergency access, sharp curves, and the dangerous intersection at Wild Horse Creek Road.:

Tim Schoen, 1215 Wilson Hill Farm  
Paul Blasé, 1204 Walnut Hill Farm  
Lauren Strutman, 1216 Walnut Hill Farm  
Wendy Geckeler, 26 Chesterfield Lakes Road  
Merrell Hanson, 1234 Walnut Hill Road  
Don Flower, 15709 Sean Michael Square  
Jane Staniforth, 19 Wheatley Court  
Mary Brown, 62 Chesterfield Lakes

Another resident, Dan Hubbard (16420 Brandsford Point) stated that his preference would be for the City to forgo a grant with large scale improvements but instead utilize the money that would have been spent on the match to make incremental improvements such as surface repairs and shoulders. In response to Mr. Hubbard, Mr. Eckrich explained that the City’s 30% match to the

\$4.2 million grant was money that the City was going to leverage if the grant was successful. Prior to the submittal of the grant, the City's Five Year Capital Plan only included \$500,000 for an asphalt overlay. This amount would be insufficient for additional improvements such as the addition of shoulders and reconstruction of the culvert.

There was some discussion regarding the need and timing of an additional survey, and the validity of the initial survey. Mr. Eckrich stated that if another survey was conducted, it would have to be done prior to hiring a consultant as the results of the survey would dictate the design improvements. The current survey was done online resulting in 540 respondents, of which 70% were in favor of improvements but still wanting to maintain a country-style road. It was noted that signs on how to participate in the survey were posted on Wilson Avenue and anyone could respond to the survey.

Councilmember DeCampi stated that another survey could be issued, but if it was not targeted to the right audience, in his opinion, it would be of little value. If another survey was to be conducted, he suggested it be a more scientific survey targeted to residents only. However, he noted that he was not in favor of another survey as he believes a survey is not necessary given the feedback he received during campaigning. Ms. Hansen stated that the roadway is not limited to just nearby residents. Wilson Avenue is a public street that is heavily traveled by many residents and non-residents.

Further discussion was held regarding the need for another survey and the scope of a future project. The consensus of the Committee was that any future project should concentrate on safety improvements at the Wild Horse Creek Road intersection and the "S" curve. Mr. Eckrich reiterated that in order to submit a successful grant application, it is his opinion that the project scope be well defined in order to reduce contingency costs. This will necessitate hiring an engineering consultant to complete a preliminary design prior to the submittal of a grant application.

In summary, Mr. Eckrich stated that it is the Committee's desire to have Staff prepare another grant application for improvements to Wilson Avenue only from Wild Horse Creek Road through the "S" curve. The grant application will include drainage improvements, paved shoulders, and pedestrian and bicycle accommodations. Prior to submittal of the grant application, Staff will present the grant application to the Committee for review and approval. Proceeding in this manner will necessitate a supplementary budget allocation for engineering design services.

**Councilmember Hurt made a motion to direct Staff to determine the cost necessary to hire an engineering firm to perform the design services necessary for a project that would only include the section of Wilson Avenue from Wild Horse Creek Road to a tie-in just south of the "S" curve, including pedestrian and bicycle accommodations. The Planning & Public Works Committee will review that cost and determine whether or not to proceed with another grant application at the July 22, 2021 Planning & Public Works Committee meeting. The motion was seconded by Councilmember Monachella and **passed** by a voice vote of 3-0.**

#### **IV. OTHER**

#### **V. ADJOURNMENT**

The meeting adjourned at 7:00 p.m.