



**AGENDA REVIEW MEETING
CHESTERFIELD CITY COUNCIL
Monday, August 30, 2021
6:15PM**

I. Appointments – Mayor Bob Nation

II. Council Committee Reports

**A. Planning and Public Works Committee – Chairperson Mary Monachella,
Ward I**

- 1. Bill No. 3350 – P.Z. 01-2021 City of Chesterfield (Unified Development Code – Article 4 and Article 10)** An ordinance amending Article 04-05 Sign Requirements and Article 10-04 Signage Terms of the Unified Development Code [P.Z. 01-2021 City of Chesterfield (Unified Development Code-Articles 4 and 10)]
(Second Reading) Planning Commission recommends approval. Planning & Public Works Committee recommends approval.
- 2. Bill No. 3354 – Trailers in Residential areas –** An ordinance amending Section 210.240 “Regulation of Portable Storage Units” of the City of Chesterfield Code to address storage trailers. **(First Reading) Planning & Public Works Committee recommends approval**
- 3. Bill No. 3355 – P.Z. 04-2021 Wings Corporate Estates, Lots 14 & 16 -** An ordinance amending the Unified Development Code of the City of Chesterfield by changing the boundaries of an existing “PI”—Planned Industrial District to a new “PI”—Planned Industrial District for a 3.083-acre tract of land located at the southwest corner of the intersection of Wings Corporate Drive and Buzz Westfall Drive. (P.Z. 04-2021 Wings Corporate Estates, Lots 14 & 16 {Stock and Associates, Inc.} 18W440122, 18W440133). **(First Reading) Planning Commission recommends approval. Planning & Public Works Committee recommends approval**
- 4. Bill No. 3356 - P.Z. 06-2021 O’Sullivan Mortuary (St. Andrew Kim Parish) –** An ordinance amending City of Chesterfield Ordinance 1313 to incorporate an additional 0.17-acre tract of land and modify permitted uses for an existing “C8” Planned Commercial District located at 13996 Olive Boulevard (P.Z. 06-2021 O’Sullivan Mortuary [St. Andrew Kim Parish] 16Q130977, 16R340281). **(First Reading) Planning Commission recommends approval. Planning & Public Works Committee recommends approval**

5. 2021 Sidewalk Program – Recommendation to authorize the Director of Public Works to incorporate mudjacking into the Sidewalk Program and to re-purpose existing budgeted funds for this purpose. **(Roll Call Vote) Planning & Public Works Committee recommends approval**

6. Next Meeting – Thursday, September 2, 2021 (5:30pm)

B. Finance and Administration Committee – Chairperson Michael Moore, Ward III

1. Next Meeting – Tuesday, August 31, 2021 (5:30pm)

C. Parks, Recreation and Arts Committee – Chairperson Mary Ann Mastorakos, Ward II

1. Next Meeting – Not yet scheduled

D. Public Health and Safety Committee – Chairperson Tom DeCampi, Ward IV

1. Next Meeting – Not yet scheduled

III. Report from the City Administrator & Other Items Requiring Action by City Council – Mike Geisel

1. Trustee Services Recommendation – Recommendation for Financial Trustee. Staff recommendation to approve BOK Financial, N.A. as financial trustee for Series 2016, Series 2020A and Series 2020B Certificates of Participation. Staff recommends approval. **(Roll Call Vote)**

IV. Other Legislation

1. Bill No. 3351 – Ordinance Re-adopting the procedure established in Ordinance No. 605 of the City of Chesterfield as the procedure for disclosure of conflicts for certain municipal officials. **(Second Reading)**

2. Bill No. 3352 – Ordinance amending municipal code section 105.030 relating to Declaration of Candidacy for Municipal office and filing procedures. **(Second Reading)**

3. **Bill No. 3353** – Ordinance amending section 130.020 of the City of Chesterfield Municipal code regarding Municipal court functions. **(Second Reading)**
4. **Bill No. 3357** – Ordinance amending Chapter 600 of the City of Chesterfield Municipal code regarding the hours intoxicating liquor may be sold on Sundays. **(First Reading)**

V. Unfinished Business – Mayor Bob Nation

1. **2021 Budget Transfer Request** - Wilson Avenue Recommendation for a supplemental funding in the Capital Projects Fund of \$320,000 for engineering design services associated with Wilson Avenue to fund roadway design plans, project specifications, a construction cost estimate, and any additional services necessary to allow City Staff to submit a grant application in early 2022. Details of the grant application, including scope and costs, would be submitted to the PPW Committee for review and approval in early 2022. **(Roll Call Vote) Planning & Public Works Committee recommends approval.**

VI. New Business – Mayor Bob Nation

VII. Adjournment

NOTE: *City Council will consider and act upon the matters listed above and such other matters as may be presented at the meeting and determined to be appropriate for discussion at that time.*

Notice is hereby given that the City Council may also hold a closed meeting for the purpose of dealing with matters relating to one or more of the following: legal actions, causes of action, litigation or privileged communications between the City's representatives and its attorneys (RSMo 610.021(1) 1994; lease, purchase or sale of real estate (RSMo 610.021(2) 1994; hiring, firing, disciplining or promoting employees with employee groups (RSMo 610.021(3) 1994; Preparation, including any discussions or work product, on behalf of a public governmental body or its representatives for negotiations with employee groups (RSMo 610.021(9) 1994; and/or bidding specification (RSMo 610.021(11) 1994.

PERSONS REQUIRING AN ACCOMMODATION TO ATTEND AND PARTICIPATE IN THE CITY COUNCIL MEETING SHOULD CONTACT CITY CLERK VICKIE MCGOWND AT (636) 537-6716, AT LEAST TWO (2) WORKDAYS PRIOR TO THE MEETING.



AGENDA
CITY COUNCIL MEETING
Chesterfield City Hall
690 Chesterfield Parkway West
Monday, August 30, 2021
7:00PM

- I. CALL TO ORDER** – Mayor Bob Nation
- II. PLEDGE OF ALLEGIANCE** – Mayor Bob Nation
- III. MOMENT OF SILENT PRAYER** – Mayor Bob Nation
- IV. ROLL CALL** – City Clerk Vickie McGownd
- V. APPROVAL OF MINUTES** – Mayor Bob Nation
 - A. Executive Session Minutes** – August 16, 2021
 - B. City Council Meeting Minutes** – August 16, 2021
- VI. INTRODUCTORY REMARKS** – Mayor Bob Nation
 - A. Tuesday, August 31, 2021 – F&A Committee (5:30pm)**
 - B. Thursday, September 2, 2021 – Planning & Public Works (5:30pm)**
 - C. Monday, September 6, 2021 – City Hall Closed in observance of Labor Day**
 - D. Monday, September 13, 2021 – Planning Commission (7pm)**
 - E. Monday, September 20, 2021 – City Council Meeting (7pm)**
- VII. COMMUNICATIONS AND PETITIONS** – Mayor Bob Nation
- VIII. APPOINTMENTS** – Mayor Bob Nation

IX. COUNCIL COMMITTEE REPORTS

A. Planning and Public Works Committee – Chairperson Mary Monachella, Ward I

- 1. Bill No. 3350 – P.Z. 01-2021 City of Chesterfield (Unified Development Code – Article 4 and Article 10) –** An ordinance amending Article 04-05 Sign Requirements and Article 10-04 Signage Terms of the Unified Development Code {P.Z. 01-2021 City of Chesterfield (Unified Development Code-Articles 4 and 10)}. **(Second Reading) Planning Commission recommends approval. Planning & Public Works Committee recommends approval**
- 2. Bill No. 3354 – Trailers in Residential areas –** An ordinance amending Section 210.240 “Regulation of Portable Storage Units” of the City of Chesterfield Code to address storage trailers. **(First Reading) Planning & Public Works Committee recommends approval**
- 3. Bill No. 3355 – P.Z. 04-2021 Wings Corporate Estates, Lots 14 & 16 -** An ordinance amending the Unified Development Code of the City of Chesterfield by changing the boundaries of an existing “PI”—Planned Industrial District to a new “PI”—Planned Industrial District for a 3.083-acre tract of land located at the southwest corner of the intersection of Wings Corporate Drive and Buzz Westfall Drive. (P.Z. 04-2021 Wings Corporate Estates, Lots 14 & 16 {Stock and Associates, Inc.} 18W440122, 18W440133). **(First Reading) Planning Commission recommends approval. Planning & Public Works Committee recommends approval**
- 4. Bill No. 3356 - P.Z. 06-2021 O’Sullivan Mortuary (St. Andrew Kim Parish) –** An ordinance amending City of Chesterfield Ordinance 1313 to incorporate an additional 0.17-acre tract of land and modify permitted uses for an existing “C8” Planned Commercial District located at 13996 Olive Boulevard (P.Z. 06-2021 O’Sullivan Mortuary [St. Andrew Kim Parish] 16Q130977, 16R340281). **(First Reading) Planning Commission recommends approval. Planning & Public Works Committee recommends approval**
- 5. 2021 Sidewalk Program –** Recommendation to authorize the Director of Public Works to incorporate mudjacking into the Sidewalk Program and to re-purpose existing budgeted funds for this purpose. **(Roll Call Vote) Planning & Public Works Committee recommends approval**
- 6. Next Meeting – Thursday, September 2, 2021 (5:30pm)**

B. Finance and Administration Committee – Chairperson Michael Moore, Ward III

1. Next Meeting – Tuesday, August 31, 2021 (5:30pm)

C. Parks, Recreation and Arts Committee – Chairperson Mary Ann Mastorakos, Ward II

1. Next Meeting – Not yet scheduled

D. Public Health and Safety Committee – Chairperson Tom DeCampi, Ward IV

1. Next Meeting – Not yet scheduled

X. REPORT FROM THE CITY ADMINISTRATOR – Mike Geisel

- 1. Trustee Services Recommendation** – Recommendation for Financial Trustee. Staff recommendation to approve BOK Financial, N.A. as financial trustee for Series 2016, Series 2020A and Series 2020B Certificates of Participation. Staff recommends approval. **(Roll Call Vote)**

XI. OTHER LEGISLATION

- A. Bill No. 3351** – Ordinance Re-adopting the procedure established in Ordinance No. 605 of the City of Chesterfield as the procedure for disclosure of conflicts for certain municipal officials. **(Second Reading)**
- B. Bill No. 3352** – Ordinance amending municipal code section 105.030 relating to Declaration of Candidacy for Municipal office and filing procedures. **(Second Reading)**
- C. Bill No. 3353** – Ordinance amending section 130.020 of the City of Chesterfield Municipal code regarding Municipal court functions. **(Second Reading)**
- D. Bill No. 3357** – Ordinance amending Chapter 600 of the City of Chesterfield Municipal code regarding the hours intoxicating liquor may be sold on Sundays. **(First Reading)**

XII. UNFINISHED BUSINESS – Mayor Bob Nation

- A. 2021 Budget Transfer Request** - Wilson Avenue Recommendation for a budgetary transfer from the General Fund – Fund Reservices in the amount of \$320,000 for engineering design services associated with Wilson Avenue to fund roadway design plans, project specifications, a construction cost estimate, and any additional services necessary to allow City Staff to submit a grant application in early 2022. Details of the grant application, including

scope and costs, would be submitted to the PPW Committee for review and approval in early 2022. **(Roll Call Vote) Planning & Public Works Committee recommends approval.**

XIII. NEW BUSINESS – Mayor Bob Nation

XIV. ADJOURNMENT

NOTE: City Council will consider and act upon the matters listed above and such other matters as may be presented at the meeting and determined to be appropriate for discussion at that time.

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PERSONS REQUIRING AN ACCOMMODATION TO ATTEND AND PARTICIPATE IN THE CITY COUNCIL MEETING SHOULD CONTACT CITY CLERK VICKIE MCGOWND AT (636) 537-6716, AT LEAST TWO (2) WORKDAYS PRIOR TO THE MEETING.

AGENDA REVIEW – MONDAY 8/30/2021 – 6:15 PM

An AGENDA REVIEW meeting has been scheduled to start at **6:15 PM, on Monday, August 30, 2021.**

Please let me know, ASAP, if you will be unable to attend this meeting.



RECORD OF PROCEEDING

MEETING OF THE CITY COUNCIL OF THE CITY OF CHESTERFIELD AT 690 CHESTERFIELD PARKWAY WEST

AUGUST 16, 2021

The meeting was called to order at 7 p.m.

Mayor Bob Nation led everyone in the Pledge of Allegiance and followed with a moment of silent prayer.

A roll call was taken with the following results:

PRESENT

ABSENT

Mayor Bob Nation
Councilmember Mary Monachella
Councilmember Barbara McGuinness
Councilmember Aaron Wahl
Councilmember Mary Ann Mastorakos
Councilmember Dan Hurt
Councilmember Michael Moore
Councilmember Tom DeCampi
Councilmember Gary Budoor

APPROVAL OF MINUTES

The minutes of the August 2, 2021 City Council meeting were submitted for approval. Councilmember Moore made a motion, seconded by Councilmember Budoor, to approve the August 2, 2021 City Council minutes. A voice vote was taken with a unanimous affirmative result and the motion was declared passed.

INTRODUCTORY REMARKS

Mayor Nation announced that the next meeting of City Council is scheduled for Monday, August 30, at 7 p.m.

COMMUNICATIONS AND PETITIONS

Mr. David Stokes, Director of Public Policy for Show-Me Institute, spoke in opposition to the proposed Reimbursement Agreement for Legal Expenses.

APPOINTMENTS

There were no appointments.

COUNCIL COMMITTEE REPORTS AND ASSOCIATED LEGISLATION

Planning/Public Works Committee

Bill No. 3350 Amends Article 04-05 Sign Requirements and Article 10-04 Signage Terms of the Unified Development Code {P.Z. 01-2021 City of Chesterfield (Unified Development Code-Articles 4 and 10)} **(First Reading) Planning Commission recommends approval. Planning & Public Works Committee recommends approval**

Councilmember Mary Monachella, Chairperson of the Planning/Public Works Committee, made a motion, seconded by Councilmember McGuinness, for the first reading of Bill No. 3350. A voice vote was taken with a unanimous affirmative result and the motion was declared passed. Bill No. 3350 was read for the first time.

Councilmember Monachella made a motion, seconded by Councilmember Moore, to approve the proposed Resolution of Intent regarding Ordinance No. 1430. A voice vote was taken with a unanimous affirmative result and the motion was declared passed. The successful resolution became Chesterfield Resolution No. 471.

Councilmember Monachella announced that the next meeting of this Committee is scheduled for Thursday, August 19, at 5:30 p.m. In addition, a Committee of the Whole has been scheduled for Monday, August 23, at 5:00 p.m.

Finance and Administration Committee

Councilmember Michael Moore, Chairperson of the Finance and Administration Committee, made a motion, seconded by Councilmember Hurt, to approve the funding agreement with TSG Downtown Chesterfield and Wildhorse Village, LP, to reimburse

the City for any related expenses. Discussion ensued. A roll call vote was taken with the following results: Ayes – Hurt, Mastorakos, Monachella, Budoor, Moore, McGuinness and Wahl. Nays – DeCampi. Mayor Nation declared the motion passed.

Councilmember Moore made a motion, seconded by Councilmember Mastorakos, to approve the renewal of the professional services contract with Gamble & Schlemeier and to authorize a \$40,000 budgetary transfer from General Fund Fund Reserves for this purpose. Discussion ensued. A roll call vote was taken with the following results: Ayes – Moore, McGuinness, Mastorakos, Monachella, Budoor, Wahl and Hurt. Nays – DeCampi. Mayor Nation declared the motion passed.

Councilmember Moore made a motion, seconded by Councilmember Wahl, to approve a proposed resolution identifying designated staff as authorized account representatives for financial institutions. A roll call vote was taken with the following results: Ayes – DeCampi, McGuinness, Mastorakos, Monachella, Hurt, Wahl, Budoor and Moore. Nays – None. Mayor Nation declared the motion passed. The successful resolution became Chesterfield Resolution No. 472.

Councilmember Moore made a motion, seconded by Councilmember Wahl, to approve the Budget Workshop dates as recommended by staff and the Finance and Administration Committee. A voice vote was taken with a unanimous affirmative result and the motion was declared passed.

Parks, Recreation & Arts Committee

Councilmember Mary Ann Mastorakos, Chairperson of the Parks, Recreation & Arts Committee, made a motion, seconded by Councilmember Moore, to approve the budget transfer associated with the Parks Planning Grant previously contracted for Central Park, in the amount of \$10,000. A roll call vote was taken with the following results: Ayes – Mastorakos, Moore, Wahl, Budoor, McGuinness, Hurt, Monachella and DeCampi. Nays – None. Mayor Nation declared the motion passed.

Public Health & Safety Committee

Councilmember Tom DeCampi, Chairperson of the Public Health & Safety Committee, indicated that there were no action items scheduled on the agenda for this meeting.

REPORT FROM THE CITY ADMINISTRATOR

City Administrator Mike Geisel reported that Staff is recommending award of a contract for construction of the Riparian Trail, Phase Two. Based upon review of information provided by Director of Public Works/City Engineer Jim Eckrich, Mr. Geisel joined with him in recommending award of a contract to Ideal Landscape Management in an amount not to exceed \$880,000.

Councilmember Hurt made a motion, seconded by Councilmember Moore, to approve the low bid as submitted by Ideal Landscaping and to authorize the City Administrator to execute a contract in an amount not to exceed \$880,000 for construction of the Riparian Trail, Phase Two project, to be funded by a budgetary transfer in the amount of \$880,000 in both the revenue and expense accounts to reflect Transportation Alternatives Program (TAP) Grant and Transportation Development District (TDD) funding, all of which is conditioned upon approval from the Missouri Department of Transportation. A roll call vote was taken with the following results: Ayes – McGuinness, Monachella, Hurt, DeCampi, Mastorakos, Moore, Budoor and Wahl. Nays – None. Mayor Nation declared the motion passed.

OTHER LEGISLATION

Bill No. 3351 Re-adopts the procedure established in Ordinance No. 605 of the City of Chesterfield as the procedure for disclosure of conflicts for certain municipal officials **(First Reading)**

Councilmember Moore made a motion, seconded by Councilmember Monachella, for the first reading of Bill No. 3351. A voice vote was taken with a unanimous affirmative result and the motion was declared passed. Bill No. 3351 was read for the first time.

Bill No. 3352 Amends municipal code section 105.030 relating to Declaration of Candidacy for Municipal office and filing procedures **(First Reading)**

Councilmember Monachella made a motion, seconded by Councilmember Moore, for the first reading of Bill No. 3352. A voice vote was taken with a unanimous affirmative result and the motion was declared passed. Bill No. 3352 was read for the first time.

Bill No. 3353 Amends section 130.020 of the City of Chesterfield Municipal code regarding Municipal court functions **(First Reading)**

Councilmember Wahl made a motion, seconded by Councilmember Moore, for the first reading of Bill No. 3353. A voice vote was taken with a unanimous affirmative result and the motion was declared passed. Bill No. 3353 was read for the first time.

UNFINISHED BUSINESS

There was no unfinished business scheduled on the agenda for this meeting.

NEW BUSINESS

Councilmember McGuinness advised the public that the Census figures were released, and the City of Chesterfield population was 49,999.

ADJOURNMENT

There being no further business to discuss, Mayor Nation adjourned the meeting at 8:22 p.m.

Mayor Bob Nation

ATTEST:

Vickie McGownd, City Clerk

APPROVED BY CITY COUNCIL: _____

UPCOMING MEETINGS/EVENTS

- A. Tuesday, August 31, 2021 – F&A Committee (5:30pm)**
- B. Thursday, September 2, 2021 – Planning & Public Works (5:30pm)**
- C. Monday, September 6, 2021 – City Hall Closed in observance of Labor Day**
- D. Monday, September 13, 2021 – Planning Commission (7pm)**
- E. Monday, September 20, 2021 – City Council Meeting (7pm)**

COMMUNICATIONS

APPOINTMENTS

There are no appointments scheduled for Monday's meeting.

PLANNING AND PUBLIC WORKS COMMITTEE

Chair: Councilmember Monachella

Vice-Chair: Councilmember Hurt

Bill No. 3350 – P.Z. 01-2021 City of Chesterfield (Unified Development Code – Article 4 and Article 10) – An ordinance amending Article 04-05 Sign Requirements and Article 10-04 Signage Terms of the Unified Development Code {P.Z. 01-2021 City of Chesterfield (Unified Development Code-Articles 4 and 10)}. **(Second Reading) Planning Commission recommends approval. Planning & Public Works Committee recommends approval**

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2021 Sidewalk Program – Recommendation to authorize the Director of Public Works to incorporate mudjacking into the Sidewalk Program and to re-purpose existing budgeted funds for this purpose. **(Roll Call Vote) Planning & Public Works Committee recommends approval**

NEXT MEETING

The next meeting of the Planning & Public Works Committee is scheduled for Thursday, September 2, 2021, at 5:30 pm.

If you have any questions or require additional information, please contact Director of Planning - Justin Wyse, Director of Public Works – Jim Eckrich, or me prior to Monday’s meeting.

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 **Virtual** Meeting
Summary Thursday, August 19, 2021



A meeting of the Planning and Public Works Committee of the Chesterfield City Council was held via Zoom on Thursday, August 19, 2021.

In attendance were: **Chair Mary Monachella** (Ward I), **Councilmember Mary Ann Mastorakos** (Ward II), and **Councilmember Dan Hurt** (Ward III). Councilmember Tom DeCampi (Ward IV) was absent – he had notified Justin Wyse in advance of the meeting of a work conflict.

Also in attendance were: Councilmember Aaron Wahl (Ward II); Planning Commission Chair Merrell Hansen; Jim Eckrich, Director of Public Works/City Engineer; Justin Wyse, Director of Planning; Natalie Nye, Planner; Chris Dietz, Planner; 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 August 5, 2021 Committee Meeting Summary

Councilmember Mastorakos made a motion to approve the Meeting Summary of August 5, 2021. The motion was seconded by **Councilmember Hurt**.

Discussion after the Motion

Chair Monachella asked that the New Business Item III.C. be amended to say "...there was a resident" instead of "...there is a resident."

Councilmember Hurt made a motion to approve the Meeting Summary of August 5, 2021, **as amended**. The motion was seconded by **Councilmember Mastorakos** and **passed by a voice vote of 3-0**.

II. UNFINISHED BUSINESS

A. Trailers in Residential Areas

STAFF PRESENTATION

Chair Monachella stated that at the August 5, 2021 Planning & Public Works Committee meeting, Staff was directed to prepare a draft ordinance amending Section 210.2460, Regulation of Portable Storage Units, to specifically list storage trailers in sub-sections B through F. Upon review, it was determined that sub-section F was redundant with sub-section E, thus it was proposed for removal. Additionally, it was noted that "residentially zoned" was added to sub-section E to clarify the intent was for residential areas.

Chair Monachella made a motion to forward an Ordinance amending the Unified Development Code Section 210.2460: Regulation of Portable Storage Units, to City Council with a recommendation to approve. The motion was seconded by Councilmember Mastorakos.

Discussion after the Motion

Councilmember Hurt asked if there was a current restriction on parking trailers in the street. Jim Eckrich, Director of Public Works/City Engineer, stated that he believed there was such a restriction but could not cite the specific section of code. Justin Wyse, Director of Planning, clarified that the proposed legislation would specifically prohibit the parking of trailers and portable storage units in the street.

There was a brief discussion on whether or not storage trailers were addressed previously and the reason why the topic was being brought up again at this 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 August 30 City Council Meeting. See Bill #

[Please see the attached report prepared by Justin Wyse, Director of Planning, for additional information on an Ordinance amending the Unified Development Code Section 210.2460: Regulation of Portable Storage Units.]

III. NEW BUSINESS

- A. P.Z. 04-2021 Wings Corporate Estates, Lots 14 & 16 (Stock and Associates):** A request for a zoning map amendment from the 'PI' Planned Industrial District to a new 'PI' Planned Industrial District for a 3.083-acre tract of land located at the southwest corner of the intersection of Wings Corporate Drive and Buzz Westfall Drive (18W440122, 18W440133). (Ward 4)

STAFF PRESENTATION

Chris Dietz, Planner, stated that this is a request to rezone Lots 14 and 16 of the Wings Corporate Estates subdivision into a new "PI" Planned Industrial District with the intent to store and sell motorcycles, All-Terrain Vehicles (ATVs), small trailers, equipment and accessories onsite. The request includes changes to the permitted uses for both lots with the inclusion of two new uses that are not currently permitted under the governing ordinance, as well as the allowance of limited outdoor display of these vehicles during business hours.

A Public Hearing was held on June 28 where issues were raised relating to permitted uses, open space and screening of outdoor storage of goods onsite. The Applicant submitted a revised narrative addressing these issues and on August 9, the Planning Commission unanimously approved the revised petition.

In addition to the two new permitted uses, the rezoning also includes modifications to the structure and parking setbacks, as well as floor area, height and building requirements.

Councilmember Hurt made a motion to forward P.Z. 04-2021 Wings Corporate Estates, Lots 14 & 16 (Stock and Associates) to City Council with a recommendation to approve.

The motion died due to a second.

Discussion after the Motion

In response to questions, Mr. Dietz replied that the two lots will be consolidated and the building currently on Lot 14 is proposed to be the main building from which to conduct business. In front of that building, there will be a small area for outdoor display which would be limited to business hours. The back lot will be for storage.

Mr. Dietz also confirmed that the current governing ordinance does not allow for motorcycle, ATV or similar vehicles to be sold on site, which is one of the reasons for the submission of the petition. To further clarify, Justin Wyse, Director of Planning, stated that City Council recently approved changes to regulations regarding automobile, motorcycle, ATV and RV sales and storage and identified districts where such activity was permissible if it were included in the governing ordinance. This use was identified as a permitted use in the "PI" zoning district and is consistent with the Comprehensive Plan.

There was additional discussion on the permitted uses that were eliminated and the reasons why they were eliminated. Inclusion of the "golf course" use was held with discussion of the consistency with the Comprehensive Plan. It was noted that there is an existing golf course in the industrial land use designation and other recreational uses throughout the area. The UDC permits these uses in the "PI" District and no immediate conflicts with the Comprehensive Plan were noted.

Chair Monachella made a motion to forward P.Z. 04-2021 Wings Corporate Estates, Lots 14 & 16 to City Council with a recommendation to approve. The motion was seconded by Councilmember Hurt and **passed by a voice vote of 3-0.**

Note: One Bill, as recommended by the Planning Commission, will be needed for the August 30 City Council Meeting. See Bill #

[Please see the attached report prepared by Justin Wyse, Director of Planning, for additional information on P.Z. 04-2021 Wings Corporate Estates, Lots 14 & 16.]

- B. P.Z. 06-2021 O'Sullivan Mortuary (St. Andrew Kim Parish):** An ordinance amending City of Chesterfield Ordinance 1313 to incorporate an additional 0.17-acre tract of land and modify permitted uses for an existing "C8" Planned Commercial District located at 13996 Olive Boulevard (16Q130977, 16R340281). (Ward 1)

STAFF PRESENTATION

Natalie Nye, Planner, presented the request for an ordinance amendment to incorporate an additional 0.17-acre tract of land and to modify the permitted uses for an existing "C8" Planned Commercial District. Specifically, the Applicant is requesting to add "churches and other places of worship" as a permitted use in addition to adding a small piece of adjacent land to the overall parcel.

A Public Hearing was held on August 9, 2021 at which time the request was unanimously approved by the Planning Commission.

DISCUSSION

Councilmember Hurt discussed the importance of access management on Olive and asked if one of the current access points could be eliminated. Justin Wyse, Director of Planner, stated that

one of the access points is shared with the adjacent building. Originally, two access points were required by the Fire District; however, if cross access to the adjacent sites can be obtained in the future, then it may be possible to remove one access point.

There was also discussion regarding parking regulations for churches. Ms. Nye stated that parking is reviewed during the relevant site plan or Municipal Zoning Approval. However, if the church expands in the future and requires additional parking, their intent is to add more parking spaces on the additional parcel.

Councilmember Mastorakos made a motion to forward P.Z. 06-2021 O'Sullivan Mortuary (St. Andrew Kim Parish) to City Council with a recommendation to approve. The motion was seconded by Chair Monachella.

Discussion after the Motion

The Committee discussed the safety aspect of having one versus two access points off of Olive Boulevard. As requested by the Committee, Staff will contact the Fire District and determine whether two access drives are still required by the Fire District. That answer will be provided to the City Council prior to its next meeting.

The above motion passed by a voice vote of 3-0, with Councilmember Hurt noting that his support may change if the Fire District does not require two access points.

Note: One Bill, as recommended by the Planning Commission, will be needed for the August 30 City Council Meeting. See Bill #

[Please see the attached report prepared by Justin Wyse, Director of Planning, for additional information on P.Z. 06-2021 O'Sullivan Mortuary (St. Andrew Kim Parish).]

C. 2021 Sidewalk Program

STAFF PRESENTATION

Jim Eckrich, Director of Public Works, stated that the City maintains 254 miles of sidewalk which includes 2,280 ADA curb ramps. Sidewalks are inspected on a 3-year cycle with one-third of the City's sidewalks inspected each year. The results of those inspections, as well as ongoing Requests for Action (RFAs) from residents, are used to plan annual sidewalk work.

Mr. Eckrich explained the current state of the City's sidewalks system and explained how deficiencies are prioritized, along with the various methods used to address deficiencies. He also explained the three funding methods used for sidewalk repairs:

1. Annual allocation of \$300,000 in the Capital Projects Fund (aka Project A).
2. Annual participation in the Community Development Block Grant (CDBG) program administered by St. Louis County, typically resulting in a grant-funded expenditure of approximately \$50,000 to replace ADA compliant curb ramps.
3. Supplemental allocation of \$200,000 from the General Fund-Fund Reserves to account for sidewalk work that would typically be addressed by Street Maintenance personnel who are currently dedicated to Ash Tree Removal. This allocation is scheduled to terminate after 2022 when all the Ash trees have been removed. (Project B).

While the City's sidewalk program is very effective, Mr. Eckrich believes it can be improved by incorporating mudjacking as a primary maintenance treatment. Mudjacking costs approximately \$55 per slab, whereas slab replacement is approximately \$160 per slab. Additionally, mudjacking is less unsightly than grinding or asphalt patching, and no restoration (dirt/seed/straw) is needed. While not all sidewalk deficiencies can be addressed via mudjacking, the use of this technique would allow the City to address many more deficient sidewalks in Project A.

Regarding Project B, this work will be performed mostly by the Street Maintenance personnel in the future after the Ash tree removals are complete. Mudjacking will not replace all grinding, asphalt, and slab replacement, but it would address most sidewalk deficiencies. In order to accomplish this, Street Maintenance Staff is recommending the purchase of a Poly Jack Trailer, including all necessary attachments and material, at a cost of \$63,906. This purchase would be made using savings within the Street Maintenance Budget, and no additional monies are requested at this time. A portion of the savings will come by eliminating the purchase of a new sidewalk grinder included as part of the 2021 Budget.

To summarize, Mr. Eckrich stated that it is Staff's recommendation that the City revise its Sidewalk Program to implement mudjacking as a primary maintenance treatment. Specifically, Sidewalk Project A will be revised to incorporate a mudjacking component to address as many trip hazards as practical prior to initiating slab removal. Additionally, the Street Maintenance Division will purchase a Poly Jack Trailer by reallocating existing budgeted funds. This will allow the Street Maintenance Division to implement a mudjacking procedure to increase output and address a larger number of deficient sidewalk slabs each year.

DISCUSSION

In response to Councilmember Hurt's question, Mr. Eckrich replied that when used in the appropriate situation, the lifespan of mudjacking should be comparable to full replacement. The City will not be able to use mudjacking in all situations. Grinding, asphalt ramps, and sidewalk replacement will still be utilized where appropriate.

Councilmember Mastorakos made a motion to incorporate mudjacking into the Sidewalk Program and reallocate existing budgeted funds to purchase a Poly Jack Trailer and necessary attachments and material and forward to City Council with a recommendation to approve. The motion was seconded by Councilmember Hurt.

Discussion after the Motion

In response to Councilmember Mastorakos' questions, Mr. Eckrich stated that mudjacking was most recently utilized on Royalbrook Drive, where a disabled resident was having trouble navigating the sidewalk. That project has been success and was well received by area residents.

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

[Please see the attached report prepared by Jim Eckrich, Director of Public Works/City Engineer, for additional information on the 2021 Sidewalk Program.]

IV. OTHER – None.

V. ADJOURNMENT

The meeting adjourned at 6:32 p.m.

MEMORANDUM

TO: Mike Geisel, City Administrator

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

SUBJECT: Planning & Public Works Committee of the Whole Meeting
Summary – Monday, August 23, 2021



A meeting of the Planning and Public Works Committee of the Whole was held on Monday, August 23, 2021 in the Council Chambers.

In attendance were: Chair Mary Monachella (Ward I), Councilmember Barbara McGuinness (Ward I), Councilmember Mary Ann Mastorakos (Ward II), Councilmember Aaron Wahl (Ward II), Councilmember Tom DeCampi (Ward IV); and Councilmember Gary Budoor (Ward IV). Councilmember Dan Hurt (Ward III) and Councilmember Michael Moore (Ward III) were absent.

Also in attendance were: Mayor Bob Nation; Mike Geisel, City Administrator; Jim Eckrich, Director of Public Works/City Engineer; Zach Wolff, Assistant City Engineer; Steve Merk, Civil Engineer; and Kathy Juergens, Recording Secretary.

The meeting was called to order at 5:00 p.m.

I. Public Informational Meeting Regarding Proposed Improvements to Wilson Avenue

Chair Monachella began the meeting and stated that even though this topic had been discussed several times, there continues to be a great deal of confusion and misinformation associated with the project. She stated that the purpose of the meeting was to share the City's vision and intentions for the improvement of Wilson Avenue. It is the City's desire to minimize the improvements necessary for Wilson Avenue while retaining the rural character of the road. The City has no desire or intent to increase capacity or create an urban character. However, it is the City's responsibility to provide a safe and sustainable roadway.

Mike Geisel, City Administrator, then stated that there is no current project nor is there any funding currently allocated for repairs to Wilson Avenue. If the City obtains a grant, the money can only be used for the improvements specified in the grant application.

Mr. Geisel stated that while there are obvious needs, the impetus for this discussion is actually an effort to secure grant funding to leverage City money. There are a limited number of City maintained roads that qualify for federal assistance and Wilson Avenue is one of them. In order to effectively apply for grant funding, you have to have a well-developed plan and cost estimate. The Planning & Public Works Committee has recommended funding the engineering design phase that is necessary to develop a plan, which does not currently exist, to clearly describe the proposed improvements and the associated costs. Having a set of engineering plans will not only provide a complete set of plans and cost estimates, but it will also provide a vehicle to communicate with the public the exact improvements that are proposed while concurrently maximizing the City's chances of obtaining grant funding.

Mr. Geisel stated that at its most recent meeting, the Planning & Public Works Committee directed Staff to limit the scope of the project and to retain the rural character of the roadway. It is mutually beneficial for the City to limit the scope of the project and to minimize the improvements as this also minimizes the costs. The City has spent the last 30 years maintaining the road to the best of its ability. The City has spent considerable effort applying band-aids to some of the problem areas. However, that approach is not sustainable in the long term and the roadway will experience failure at some point in the future for which we need to be prepared for.

STAFF PRESENTATION

Jim Eckrich, Director of Public Works/City Engineer introduced himself and stated that the purpose of the meeting was to provide information on the proposed Wilson Avenue grant/project and give the public the opportunity to comment and ask questions.

Mr. Eckrich gave a detailed PowerPoint presentation depicting the following:

- History of Wilson Avenue
- Current condition including deficiencies
- The Walnut Hill Subdivision request
- Resident survey results
- The scope of the unsuccessful 2021 grant submittal versus the revised scope of the 2022 grant proposal
- Staff's recommendation to allocate funds for engineering design services.
- Recommendations from the Walnut Hill and Todd Evan Trail residents' proposal with signatures of 42 residents in concurrence

Questions

Mr. Eckrich and Mr. Geisel addressed numerous questions from the residents and Councilmembers.

In addition to the questions, there were several speakers who filled out speaker cards. Those speakers are delineated below.

Speakers in Favor

Tim Schoen – 1215 Walnut Hill Farm
Sheryl Triplett – 1224 Wilson Road
John Foster – 18 Wheatley Court
Judy Blix – 1251 Walnut Hill Farm
Mehnaz Habib – 1230 Walnut Hill Farm

Speakers in Opposition – There were two speakers who submitted speaker cards and indicated opposition but they only spoke during the question / answer session. Many of the speakers who spoke during the question / answer session appeared to be opposed to at least certain aspects of the project.

Speakers - Neutral

Don Imholz – 16901 Todd Evan Trail. Mr. Imholz indicated that he was neutral on the speaker card but he was part of the Walnut Hill / Todd Evan Trail compromise referenced during the meeting. He indicated that he is in favor of the project only if the scope was limited as detailed in that proposal.

II. **ADJOURNMENT**

Chair Monachella thanked the residents for attending the meeting and providing input. She then adjourned the meeting at 6:52 p.m.

DRAFT

BILL NO. 3350 _____

ORDINANCE NO. _____

AN ORDINANCE AMENDING ARTICLE 04-05 SIGN REQUIREMENTS AND ARTICLE 10-04 SIGNAGE TERMS OF THE UNIFIED DEVELOPMENT CODE {P.Z. 01-2021 CITY OF CHESTERFIELD (UNIFIED DEVELOPMENT CODE-ARTICLES 4 AND 10)}.

WHEREAS, the City of Chesterfield Unified Development Code contains regulations and requirements pertaining to the development of land within the City; and,

WHEREAS, the Unified Development Code serves to promote the public health, safety, and general welfare of the citizens of the City of Chesterfield; and,

WHEREAS, the City of Chesterfield seeks to update the regulations and definition pertaining to Window Signs; and,

WHEREAS, a Public Hearing was held before the Planning Commission on March 22nd 2021; and,

WHEREAS, the Planning Commission, having considered said request, recommended approval; and,

WHEREAS, the Planning and Public Works Committee, having considered said amendments, recommended approval; and,

WHEREAS, the City Council, having considered said amendments, voted to approve the updates to Article 4 and Article 10 of the Unified Development Code pertaining to the regulations and definition of Window Signs.

NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI, AS FOLLOWS:

Section 1. The City of Chesterfield hereby approves the updates to Article 4 and Article 10 of the Unified Development Code pertaining to the regulations and definition of Window Signs as set out in Attachment “A” which is attached hereto and made part thereof.

Section 2. If any section, paragraph, subsection, clause or provision of this Ordinance shall be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of this Ordinance as whole, or any part thereof.

Section 3. The provisions of the Ordinance may be amended in the future by the City Council of the City of Chesterfield.

Section 4. Where this Ordinance differs or conflicts with other laws, rules and regulations, unless the right to do so is preempted or prohibited by the County, State, or Federal government, the more restrictive or protective of the City and the public shall apply.

Section 5. This Ordinance shall be codified within the Municipal Code of the City of Chesterfield.

Section 6. This Ordinance shall be in full force and effect from and after its passage and approval.

Passed and approved this _____ day of _____, 2021.

PRESIDING OFFICER

Bob Nation, MAYOR

ATTEST:

Vickie McGownd, CITY CLERK

FIRST READING HELD: 08/16/21

Article 04

Development Requirements And Design Standards

Section 405.04.050 Sign Requirements.

[CC 1990 § 31-04-05; Ord. No. 2801 § 3 (Exh. A), 6-16-2014]

A. Purpose.

1. The purpose of the sign regulations provided herein is to encourage excellence in design of signs, fostering economic viability of the community, and provide safe and concise directional information designed to facilitate traffic flow. Signs shall be designed so as to protect motorists, bicyclists, and pedestrians from distractions that may cause accidents or other detrimental impacts.
2. Signs shall not overload the public's capacity to receive information, or cause visual confusion by interfering with pedestrian or vehicular traffic. Signs shall conform to the character of the community, enhance the visual harmony of development, and preserve the public health, convenience, welfare and/or safety within the City of Chesterfield by maintaining the high aesthetic quality of the community.

B. Scope Of Provisions.

1. These regulations are supplemented and qualified by the regulations of the particular zoning district in which a sign may be located and by additional general regulations appearing elsewhere in this UDC which are incorporated as part of this Section by reference. This Section contains regulations applicable to all signs in all zoning districts.
2. Regulations for any signs may be made more restrictive in the conditions of the ordinance governing a particular planned district or special procedure. Regulations may also be modified when a sign package is submitted and approved by the City of Chesterfield.
3. On the effective date of this UDC, no sign, except a sign presently so lighted, shall be illuminated by intermittent light sources. This prohibition shall not apply to signs displaying time and temperature, stock market quotes or the manual changeable copy on a sign.
4. When sign illumination is desired, it shall be arranged so as not to cast light directly from any source of illumination on any public right-of-way or on adjoining properties in the

NU Non-Urban, PS Park and Scenic, AG Agricultural or any residential district.

C. Permits And Municipal Zoning Approvals (MZAs) For Signs.

1. Unless excepted by these regulations or the City of Chesterfield Building Code, no sign shall be erected, constructed, posted, altered, enlarged, maintained, or relocated until an MZA has been issued by the Department and a sign permit issued by St. Louis County Department of Public Works. Before any MZA is issued, an application, provided by the Department, shall be filed, together with drawings and specifications as may be necessary to fully advise and acquaint the Department and St. Louis County Department of Public Works with the location, construction, materials, manner of illuminating, and securing or fastening, and the wording or delineation to be carried on the sign. All signs that are to be illuminated by one (1) or more sources of artificial light shall require a separate electrical permit and inspection conducted by St. Louis County Department of Public Works.
2. Structural and safety features and electrical systems shall be in accordance with the requirements of the City of Chesterfield Building Code or any applicable building codes being enforced by the City of Chesterfield. No sign shall be approved for use unless it has been inspected by the Department issuing the permit and is found to be in compliance with all the requirements of this UDC and applicable technical codes. Signs found to be in violation of the requirements of this UDC and/or applicable technical codes and which are determined to be a danger to public health and safety may, after fifteen (15) days of an inspection determining said violation and after notification to the property owner, be dismantled and removed by the City of Chesterfield. The expense for such action shall be charged to the owner of the property on which the sign is erected and shall be filed as a special lien thereon.
3. Planning Commission Approval. The proponent of a sign subject to Planning Commission approval as set out in subsequent sections shall file with the Department, in addition to those document requirements specified in Section 405.04.050(C) of this Article, a written statement addressing the following information:
 - a. The underlying business, directional, or informational purpose of such a sign.
 - b. Why such a sign should exceed the maximum height and/or outline area specification for a particular sign in order to accomplish the underlying purpose as stated in Subsection **(C)(3)(a)** above.

- c. What the proponent of such a sign believes the adverse impact may be upon the underlying business, directional, or informational purpose of such a sign if the proponent is compelled to reduce the height and/or outline area of such a sign to within the maximum height and/or outline area specification for any one (1) sign and the factual basis supporting such belief.
- d. The approximate distance the proposed sign will be from other existing or planned structures visible or planned to be visible within a radius of one thousand (1,000) feet from said sign, identifying such structures with sufficient particularity to enable the Planning Commission to determine whether there is a reasonable likelihood of an adverse public health, convenience, welfare and/or safety impact within the one-thousand-foot radius area while maintaining the high aesthetic quality of said area.
- e. What steps, if any, the proponent has taken to integrate the design with the surrounding environment, including, but not limited to, use of colors and materials, size and character of typeface(s), regularity of overall shape, type of illumination, orientation and situation of such a sign in order to minimize the amount of visual clutter, and to avoid the distraction to pedestrians and motorists beyond that necessary to convey the underlying business, information, or directional purpose of said sign.
- f. If no steps [referred in Subsection **(C)(3)(e)** above] have been taken, provide information as to why such steps should not be required of the applicant.
- g. Any other information, such as length of frontage, special speed limit or topographic considerations, that the proponent deems pertinent to the approval of such a sign request.

D. Sign Package Submittals. [Ord. No. 3060, 8-19-2019]

- 1. The purpose of a sign package is to provide comprehensive, complementary and unified signage throughout a single development or contiguous lots under common ownership. If a sign package exists for a multi-lot development or subdivision, then individual lots within that subdivision or development may not submit their own, separate sign package. In addition, developments of a certain size, quality, or mix of uses may require special signage consideration. Therefore, in order to encourage superior design, quality and character, comprehensive sign packages allow for specialized review of signs and

flexibility from standard signage requirements.

2. When a sign package is requested for a proposed or existing development, the criteria for signs, as provided for in this Article, may no longer be applicable in its entirety or portions thereof. The reason for the requested modification is to provide for flexible sign criteria that promotes superior design and is tailored to a specific development which may vary from general ordinance provisions.
3. Consideration of flexibility in sign criteria is based on a number of review factors, including, but not limited to, the physical impact of the proposed comprehensive sign package, the quality of the proposed comprehensive sign package, and mitigation of unfavorable conditions such as excessive signs, light spillover from signs, height, and other related conditions and potentially negative impacts.
4. When a sign package is requested for a development, the following shall be submitted to the Department:
 - a. A narrative detailing the reasoning for the sign package request and why it will enhance the proposed development above what would be permitted through the City of Chesterfield UDC.
 - b. The maximum number of proposed signs.
 - c. Location, size, height, construction material, and placement of all proposed signs.
 - d. General elevations of all proposed freestanding, monument, wall, and any other sign that requires City of Chesterfield approval.
 - e. Illumination level, color and type. Illumination shall conform to Section 405.04.030, Lighting Standards, of this Article.
 - f. Dimensions, height, square footage of all existing signs or note that none exist for both freestanding and attached signs (submit picture of all existing signage).
 - g. Material specifications for proposed signs, including sign materials and colors.
 - h. Landscaping of any freestanding or monument signs.
5. Electronic Message Centers.

- a. In addition to submittal requirements noted in Subsection (D)(4), any request for an electronic message center shall comply with the following:
- 1) Distance. Electronic message centers that exceed the size requirements eligible for administrative approval per the Unified Development Code (UDC) for permanent freestanding signs shall not be permitted within two thousand (2,000) feet of any property with a land use designation that permits residential uses as determined by the Comprehensive Land Use Plan.
 - 2) Distance. Electronic message centers that exceed the size requirements eligible for administrative approval per the Unified Development Code (UDC) for permanent freestanding signs shall not be permitted within one thousand (1,000) feet from the center point of two intersecting arterial roadways as designated within the City of Chesterfield Street Classification Map.
 - 3) Duration Of Image Display. Each image displayed shall have a minimum duration of ten (10) seconds.
 - 4) Presentation. The image shall be a static display. No portion of the image shall flash, scintillate, fade in or fade out, scroll, twirl, change color, or in any manner imitate movement. No motion imagery, special effect to imitate movement, or presentation of graphics displayed in a progression of frames that give the illusion of motion shall be permitted.
 - 5) Transition. When the image or any portion thereof changes, the change sequence shall only be accomplished by means of instantaneous repixelization.
 - 6) Dimmer Control. The electronic message center shall be equipped with an automatic dimmer control to automatically produce a distinct illumination change from a higher illumination level to a lower level according to ambient light conditions and for the time period between sundown and sunrise.
 - 7) Brightness. The electronic message center shall not exceed a maximum of seven thousand (7,000) nits (candelas per square meter) during daylight hours and a maximum illumination of six hundred (600) nits (candelas per square meter) between sundown and sunrise measured from the sign's face at maximum brightness.

- 8) Fluctuating Or Flashing Illumination. No portion of the electronic message center may fluctuate in light intensity or use intermittent, strobe or moving light or light that changes in intensity in sudden transitory bursts, streams, zooms, twinkles, sparkles or that in any manner creates the illusion of movement.
 - 9) Malfunction And Non-Compliance. In the case of malfunction, digitally-illuminated signs are required to contain a default design to freeze the sign message in one position.
 - 10) Resolution And Pixel Spacing. The electronic message center shall not have a pixel pitch larger than sixteen (16) millimeters (mm).
 - 11) Angle. When the interior angle formed by the faces of a V-shaped sign is less than one hundred eighty degrees (180°) , both faces of the sign must display the same image.
- b. In considering a sign package that includes an electronic message center, the Planning Commission shall consider the following additional items in their review:
- 1) Proximity of the proposed electronic message center to other similar signs;
 - 2) Proximity and impact on adjacent land uses with particular consideration given to residential properties and uses;
 - 3) Impact of the total amount of signage on the site in conjunction with the use of the electronic message center;
 - 4) Nature and character of the roadway on which the project is located;
 - 5) Nature and character of the proposed use and area within which the project is located;
 - 6) Size of the project and roadway frontage; and
 - 7) Resolution of proposed sign accounting for size of sign, roadway characteristics, and other relevant features.
- c. Any of the standards in Subsection (D)(5)(b) of this Section may be modified by a

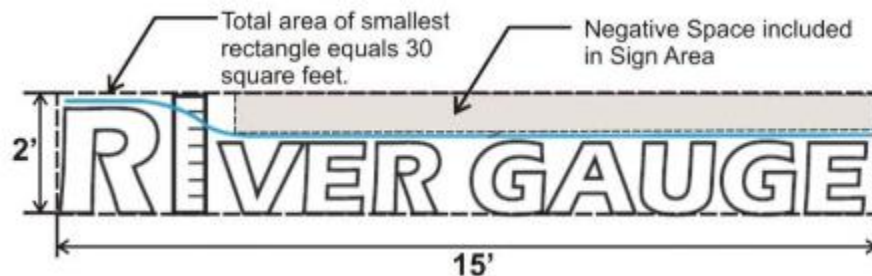
separate two-thirds (2/3) vote of the Planning Commission.

- d. Sign packages, including electronic message centers shall only apply to on-site signage. Advertising signs (billboards) are prohibited.
6. Planning Commission Action. The Planning Commission may approve, approve with modifications, or deny the proposed sign package based on its conformance with this Subsection, findings of the submittals furtherance of the purpose in Subsection (A) of this Section, and consistency with the Comprehensive Plan.
7. Appeals. Appeals from any portion of this Subsection, including the Planning Commission's decision on the electronic message center, shall be made to the City Council in accordance with the process and requirements in Section 405.02.190.

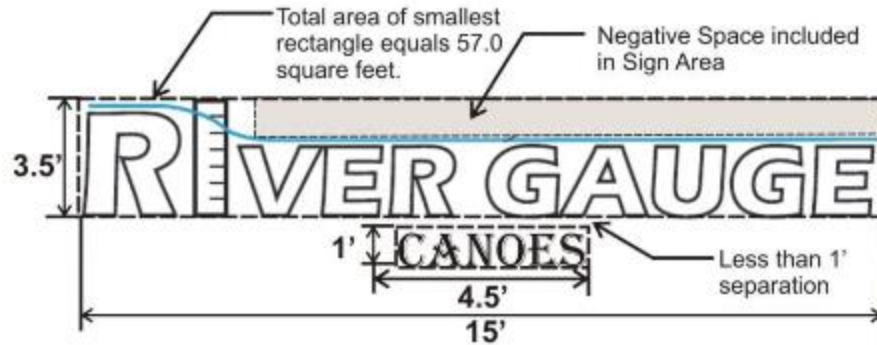
E. Sign Regulations: Area And Height Computations. The following regulations shall govern the computation of sign area and height computations:

1. Freestanding Sign: Outline Area.
 - a. The outline area of a freestanding sign shall include the area within a continuous perimeter of a plane enclosing the limits of writing, graphic representation, logo, or any figure or similar character, together with the outer extremities of any frame, or other material or color forming an integral part of the display which is used as a background for this sign. The area of a freestanding sign of individually cut out writing, graphic representation, logo, or any figure or similar character which is not enclosed by framing, and which projects from a sign support or main body of a sign, is the sum of the areas of all of the triangles or parallelograms necessary to enclose each writing, graphic representation, logo, or any figure or similar character, including the space between individual letters comprising a word, but not including the space between individual words.
 - b. The outline area of a freestanding sign shall not include the necessary supports for the sign when such supports do not extend above the sign and are not a part of the overall design of a sign. The outline area of a freestanding sign shall also not include the area between separate cabinets or modules of such sign or any pole covers, lighting fixtures, or landscaping, provided that they contain no writing, graphic representation, logo, or any figure or similar character.
2. Freestanding Signs: Height.

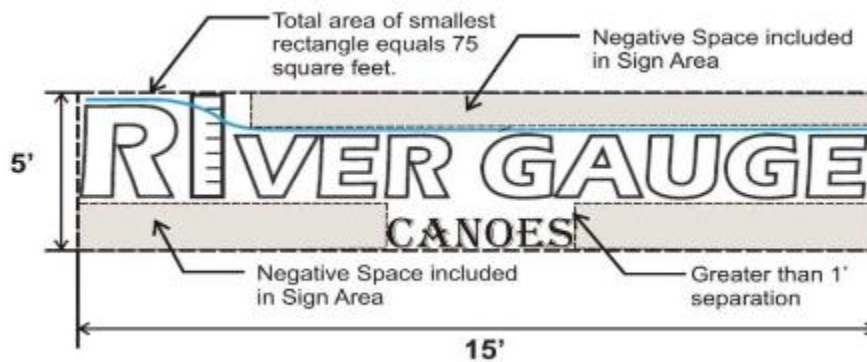
- a. Except as may be specifically noted in these regulations, setbacks for all signs shall be governed by the minimum setback yard requirements in each particular zoning district.
 - b. Freestanding business signs shall not exceed the maximum allowed height above the ground elevation. The ground elevation of freestanding signs shall be measured at the elevation of the adjacent street or the average existing finished ground elevation at the base of the sign, whichever is higher.
 - c. The height of all signs on corner lots shall not exceed three (3) feet above the elevation of the adjacent street pavement when located within the sight distance triangle.
3. Attached Sign: Outline Area. The size of attached wall signs shall be measured in the following manner:
- a. The outline area of an attached sign shall include all lettering, graphic representation, logo, design or any figures, together with the background, whether open or enclosed, upon which they are displayed.
 - b. A sign consisting of individually cut out writing is measured as the total area of a rectangle or square enclosing all words. This includes any negative space.



- c. A sign with multiple lines of wording, where the lines are one (1) foot or less apart from each other, shall be measured as the area enclosing the wording on the first line plus the area enclosing the wording on subsequent lines.

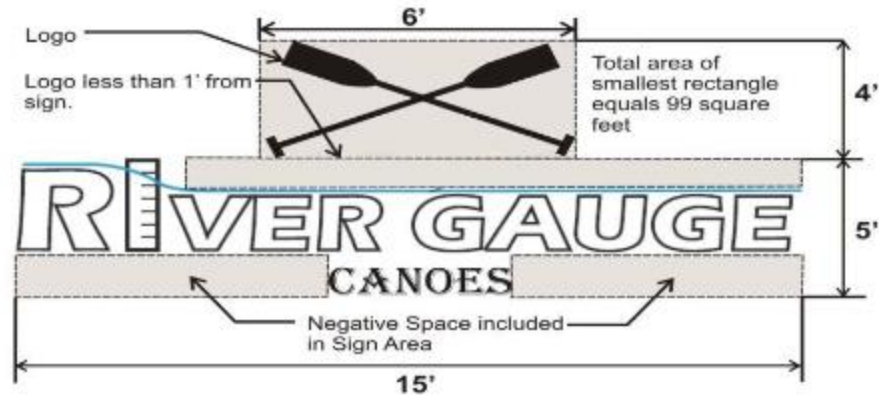


- d. A sign with multiple lines of wording where the lines are greater than one (1) foot apart shall be measured as the total area of the smallest rectangle or square enclosing all words.

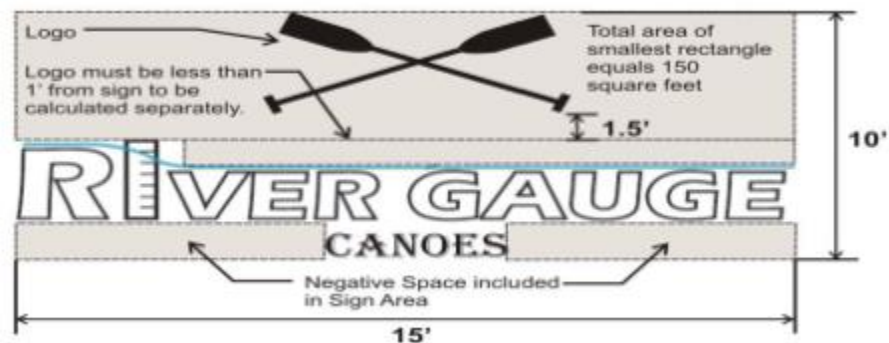


- e. Logos or other graphic representation:

- 1) When an attached wall sign includes a graphic representation or logo located one (1) foot or less directly above individually cut out writing, the outline area shall be calculated as the sum of the area within the limits of writing plus the area within a rectangle or square enclosing the graphic representation or logo.



- 2) When an attached wall sign includes a graphic representation or logo located more than one (1) foot directly above individually cut out writing or when a logo or graphic representation is located on either side of individually cut out writing, the outline area shall include the area within a rectangle or square, which completely contains all the sign's letters, logos, figures, designs, graphic representations or symbols.



4. Outline Area: Double-Faced Signs. Only one (1) side of a double-faced sign shall be included in the sign area. Double-faced signs shall include those signs where the sign face is parallel or where the interior angle formed by the faces of a V-shaped sign is sixty degrees (60°) or less. If the two (2) faces of a double-faced sign are of unequal area, the area of the sign shall be the area of the larger face.
5. Sign Area On Walls Of Circular Buildings And Other Buildings With Curved Wall Surfaces.
 - a. The area constituting a single wall of a circular building shall be designated by the owner on a portion of the wall, but shall be limited to be determined by multiplying three-fourths (3/4) of the diameter of an area of the building by the average height of the exterior walls of the building at the finished ground

elevation of the building.

- b. The area contained on a single wall of a non-circular building with continuous curved wall surfaces shall be designated by the owner on a portion of the wall but shall be limited to an area determined by multiplying three-fourths (3/4) of the average diameter of the building by the average height of the exterior walls of the building at the finished ground elevation of the building.
 - c. The area contained on any single curved wall of a building that is not totally circular or is not composed of a continuous curved wall surface shall be determined by multiplying the shortest distance between the two (2) ends of the arc forming the curved wall surface by the average height of the exterior walls of the curved wall surface at the finished ground elevation of that surface.
 - d. The horizontal length of any single wall of a building that is characterized by the multiple curved wall surfaces or other irregular wall surfaces shall be measured as a straight line extending between both edges of the wall.
6. Outline Area: Exceptions. The total outline area for any freestanding signs shall be exclusive of any decorative trim. Said trim shall not exceed thirty percent (30%) of the outline area as determined in accordance with Section 405.04.050(F)(1) of this Article.

F. Sign Regulations: Permanent Signs. The following provisions shall govern the erection of all permanent signs, together with their appurtenant and auxiliary devices, with respect to size, number, height, location and construction.

1. General Provisions.

- a. Permitted business, information, and directional signs may either be a flat sign permanently affixed to the face of a building, awning or canopy or be freestanding. Business information and directional signs affixed to buildings shall not project above the eave line of the roof, except as an integral roof sign.
- b. Permitted information or directional signs may be flat signs permanently affixed to a boundary wall or fence. However, other than a horizontal projection of not more than six (6) inches, such signs shall not project beyond the surface of the boundary wall or fence.

- c. All freestanding signs shall be located so as not to impair the visibility of any official highway sign or marker, and no business sign shall be so placed as to unnecessarily obstruct the visibility of any other business sign.

2. Business And Identification Signs: Freestanding.

a. General.

- 1) Subject to other provisions of this Section, each developed lot may have no more than one (1) freestanding business sign facing each roadway on which the lot has frontage, regardless of the number of buildings upon the lot. Furthermore, each building, regardless of the number of lots upon which it may be located, shall have no more than one (1) freestanding business sign facing each roadway on which its lot or lots has frontage. For the purpose of these regulations, an aggregation of two (2) or more structures connected by a wall, firewall, facade or other structural element, except for a sidewalk, shall constitute a single building.
- 2) The height of all business and identification signs shall not exceed six (6) feet when located within the minimum front yard setback of a particular zoning district.

b. Specific Regulations And Exceptions.

- 1) A freestanding business sign shall not exceed six (6) feet in height above the average existing finished grade at the base of the sign, or the elevation of the adjacent street, whichever is higher. The total outline area per face shall not exceed fifty (50) square feet or twenty-five one hundredths (0.25) square foot of signage per linear foot of street frontage up to one hundred (100) feet of street frontage and one-tenth (0.1) square foot of signage per linear foot of street frontage thereafter, whichever is less. (See exceptions below.)
- 2) Said sign face shall be attached to a proportionate enclosed base, integrated planter or structural frame, the width of which shall be a minimum of one-half ($1/2$) the width of the widest part of the sign face. The bottom of the sign face shall not exceed a height of three (3) feet above the average existing finished grade at the base of the sign, or elevation of the adjacent street, whichever is higher. An enclosed sign base or integrated planter shall not be required if the sign face is within one (1) foot of the average finish grade at

the base of the sign.

a. Exceptions:

1. For each additional four-foot setback from the minimum yard requirement, one (1) additional foot may be added to the sign height to a maximum of ten (10) feet above the average existing finished grade at the base of the sign or elevation of the adjacent street, whichever is higher. However, at no time shall the bottom of the sign face exceed a height of three (3) feet above the average existing finished grade at the base of the sign or the elevation of the adjacent street, whichever is higher; or
 2. The maximum outline area and/or height of any freestanding business sign may be increased to a maximum of one hundred (100) square feet in outline area and/or twenty (20) feet in height above the average existing finished grade elevation at the base of the sign or elevation of the adjacent street, whichever is higher, with no height restriction for the bottom of the sign face subject to Planning Commission approval as outlined in Section 405.04.050(C) of this Article.
- 3) An individual lot having a minimum of eight hundred fifty (850) feet of frontage on any roadway, and a minimum size lot of twenty (20) acres or more, shall be allowed two (2) freestanding business signs on each roadway frontage exceeding seven hundred fifty (750) feet of frontage. However, a minimum of four hundred (400) feet shall separate the two (2) permitted signs. In lieu of the two (2) permitted freestanding signs, one (1) freestanding business sign may be permitted, the maximum outline area of which may be increased to one hundred fifty (150) square feet, subject to Planning Commission approval as outlined in Section 405.04.050(C)(3), Planning Commission approval, of this Article.
- 4) A single commercial or industrial development or subdivision which is in excess of twenty (20) acres in size shall be permitted a project identification sign at each main entrance to the subdivision or development identifying the name of the project and/or containing a directory of tenants. The sign may include the name and/or logo of the development or subdivision. Such sign

may be located on any platted lot or common ground of a development or subdivision or any unplatted portion of the development or subdivision identified as part of a particular development on an approved preliminary plat, site development concept plan, site development section plan, or site development plan.

- 5) A project identification sign shall not exceed six (6) feet in height above the average existing finished grade at the base of the sign or elevation of the adjacent street, whichever is higher, with the total outline area per face not to exceed fifty (50) square feet or twenty-five one hundredths (0.25) square foot of signage per linear foot of street frontage up to one hundred (100) feet of street frontage and one tenth (0.1) square foot of signage per linear foot of street frontage thereafter, whichever is less.

a. Exceptions:

- 1) For each additional four-foot setback from the minimum yard requirement, one (1) additional foot may be added to the sign height of a project identification sign to a maximum of ten (10) feet above the average existing finished grade at the base of the sign or elevation of the adjacent street, whichever is higher. However, at no time shall the bottom of the sign face exceed a height of three (3) feet above the average existing finished grade at the base of the sign or the elevation of the adjacent street, whichever is higher; or
 - 2) The minimum outline area and/or height of any project identification sign may be increased to a maximum of one hundred (100) square feet in outline area and/or twenty (20) feet in height above the average existing finished grade elevation at the base of the sign or elevation of the adjacent street, whichever is higher, with no height restriction for the bottom of the sign face subject to Planning Commission approval as outlined in Section 405.04.050(C)(3), Planning Commission Approval, of this Article.
- 6) Commercial, industrial or mixed use subdivisions of ten (10) lots/units or more that are less than twenty (20) acres shall be permitted a subdivision identification sign at each main entrance to the subdivision and may include the name, logo and/or the directory of tenants of the subdivisions. Such sign shall not exceed fifty (50) square feet in outline area per face, nor extend

more than six (6) feet above the average existing finished grade at the base of the sign or elevation of the adjacent street, whichever is higher. Commercial, industrial or mixed use subdivision identification signs shall be located within an easement on any platted lot or on common ground of subdivision. Such sign may also be located on any unplatted portion of the subdivision identified as part of a particular development on an approved preliminary subdivision plat, site development concept plan, site development section plan, or site development plan. No subdivision identification sign shall be permitted for a development permitted a project identification sign.

- 7) Developments over twenty (20) acres located adjacent to major arterials may increase the height and the size of the project identification sign by decreasing the number of permitted project identification signs with approval of the Department. The maximum size of one (1) sign utilizing this Section shall be thirty (30) feet in height and one hundred fifty (150) square feet of outline area per face. Total square footage is not to exceed the original allowed by the Planning Commission.
 - 8) Landscaping. All permanent freestanding signs shall have landscaping, which may include, but not be limited to, shrubs, annuals, and other materials, adjacent to the sign base or structural supports. If the outline area and/or a height increase for any permanent freestanding sign is requested, the required landscaping for such a sign will be subject to Planning Commission approval.
- c. A service station shall be permitted one (1) separate price sign attached to the same structure of any one (1) permitted freestanding business sign on the lot or lots on which the use may be located. The outline area of a separate price sign shall not exceed twenty (20) square feet per face.
 - d. A movie theater shall be permitted one (1) additional freestanding business sign, with manual changeable copy only, facing each roadway on which the lot containing the movie theater has frontage. All size requirements as provided for in Section 405.04.050(F) of this Article shall apply.

3. Business Signs: Attached To Wall.

- a. General Provisions.

- 1) Subject to the specific regulations set out below, each business occupying a tenant space or being the sole occupant of a freestanding building shall have no more than one (1) attached business sign on any two (2) walls of a building that are exterior walls of the particular building or tenant space. In addition to identifying a particular business, such signs may be used for the name and logo of the building or development project.
- 2) The outline area of each sign shall not exceed five percent (5%) of the wall area of the business on which said sign is attached. No business sign shall exceed three hundred (300) square feet in outline area.
- 3) Countable wall area shall include the entire surface of a wall, such as gable and similar areas, and the vertical face of a mansard roof, whether real or artificial, which extends above the wall of the business on which the sign is attached. However, the countable area of mansard roofs shall be limited to the area not greater than six (6) feet above the eave line of the roof times the length of associated wall.

Example: Where "Z" equals the maximum square footage of a wall sign. The height of a building "Y" is multiplied the width of a building "X" to provide the total square footage of the facade. This value is then multiplied by five hundredths (0.05) or five percent (5%) to provide "Z" the maximum signage square footage. See Illustration A:



b. Specific Regulations And Exceptions.

- 1) For a business being the sole occupant of a building located on a corner lot or a lot with double frontage, said business may have one (1) attached business sign on any three (3) walls of a building that are exterior walls.

- 2) Where a lot or parcel of land is developed with more than one (1) building, interior buildings shall be permitted the same type and number of wall signs on the interior buildings as are allowed on peripheral buildings. The mounting requirements of the permitted signs shall be the same as any attached business sign.
- 3) In buildings containing single or multiple tenants where public access to individual tenant space(s) is gained via interior entrances, said building shall be allowed no more than one (1) attached business sign on any two (2) walls having roadway frontage. Said attached business signs shall be the same, each identifying either the building or major tenant.
- 4) Individual letters (exclusive of words), a symbol or graphic logo pertaining to a business on premises, may be painted or otherwise permanently affixed to the surface of an awning or canopy. The outline area of the message shall not exceed fifteen percent (15%) of the horizontal projection in elevation of the exterior surface of the awning or canopy. Said message outline area, when utilized as a design accent only as described above, shall not be counted toward the allowable outline area for a business sign.
- 5) Where a multitenant building contains both public access to individual tenant space(s) via interior entrances and an additional exterior access point(s) that services only one (1) tenant, signage may be permitted above said exterior access point of the tenant. This signage is in addition to the exterior signage permitted in Subsection (F)(3)(b)(3) above. The outline area of each sign shall not exceed five percent (5%) of the wall area of the business on which said sign is attached. No business sign shall exceed three hundred (300) square feet in outline area.

4. Directional Signs.

- a. Directional signs shall not exceed ten (10) square feet in outline area per facing. Freestanding directional signs shall not extend more than six (6) feet above the elevation of the adjacent street or elevation of the average existing finished grade at the base of the sign, whichever is higher.
- b. The height of all directional signs shall not exceed three (3) feet when located within the minimum front yard setback of each particular zoning district.

- c. No directional sign shall be located on or over a public right-of-way without approval of the City of Chesterfield, and/or St. Louis County Department of Highways and Traffic, and/or the Missouri Department of Highway and Transportation as applicable.

5. Advertising Signs (Billboards).

- a. Advertising signs [Subsection (F)(5) refers to billboards only] are permitted in the Planned Commercial District, Planned Industrial District, and MXD Mixed Use Development District if permitted in the conditions of the ordinance governing the particular planned district.
- b. Advertising signs shall not exceed eight hundred (800) square feet in outline area, nor extend more than thirty-five (35) feet above the elevation of the adjacent street. Subject to more restrictive regulations of the zoning district in which it is located, an advertising sign shall not be located closer than one hundred (100) feet to any other advertising sign or building, nor within fifty (50) feet of any PS Park and Scenic or any residentially zoned property or any property line of any NU Non-Urban zoned property, nor within ten (10) feet of any side or rear property line. Not more than one (1) advertising sign shall be permitted on one (1) structure, except that where a structure is located perpendicular to the street right-of-way, two (2) sign facings shall be permitted in each direction.
- c. No outdoor advertising sign shall be located within fifty (50) feet of any roadway right-of-way line, except that where existing buildings on immediately adjacent tracts (on both sides) are located closer to the roadway right-of-way than fifty (50) feet, an advertising sign may be placed within the average setback of the existing buildings on each side of the advertising sign. Where a building on an adjacent tract exists on one (1) side only, located closer to the roadway right-of-way than fifty (50) feet, an advertising sign may be placed within the average setback of the existing building and the fifty-foot setback required by these regulations.
- d. Notwithstanding the regulations as set out above, all advertising signs (billboards) must be in conformance with Sections 226.500 through 226.600 RSMo., as amended.
- e. Separation From Other Zoning Districts. No advertising sign shall be located within one thousand (1,000) feet of any NU Non-Urban District, AG Agricultural,

residential districts, or PS Park and Scenic District zoned tract, or any tract subject to the landmark and preservation area special procedure.

- f. **Separation From Other Advertising Signs.** No advertising sign shall be erected within five (5) miles of any existing sign on the same side of the highway. No sign shall be located in such a manner as to obstruct or otherwise physically interfere with the effectiveness of any official traffic sign, signal, or device, or obstruct or physically interfere with motor vehicle operators' view of approaching, merging, or intersecting traffic. The separation requirements between advertising signs outlined in this Subsection shall be measured perpendicular to the center line off the subject highway. The separation distance shall apply only to advertising sign structures located on the same side of the subject highway.
- g. **Lighting.** No revolving or rotating beam or beacon of light that simulates any emergency light or device shall be permitted as part of any advertising sign. No flashing, intermittent, or moving light or lights shall be allowed. External lighting, such as floodlights, thin line and gooseneck reflectors may be permitted in the conditions of the ordinance governing a particular planned or mixed use district, provided that the light source is directed upon the face of the sign and is effectively shielded so as to prevent beams or rays of light from being directed into any portion of the public right-of-way. Lights shall not be of such intensity so as to cause glare, impair the vision of the driver of a motor vehicle, or otherwise interfere with a driver's operation of a motor vehicle. No sign shall be so illuminated that it interferes with the effectiveness of, or obscures, an official traffic sign, device, or signal, nor shall any sign illumination cast light on adjacent properties.
- h. In accordance with the authority granted to the City pursuant to H.B. 831, 89th General Assembly (1997), the following regulations shall apply to all billboards and outdoor advertising structures, within the meaning of H.B. 831 and Sections 226.500 to 226.600, RSMo., which are placed or proposed to be placed at any location within the view of any federal, State, interstate, primary or other highway within the City:
 - 1) No outdoor advertising structure or billboard shall be erected or maintained which exceeds fifteen (15) feet in height above ground level.
 - 2) No outdoor advertising structure or billboard shall be erected or maintained within the view of any federal, State, interstate or primary highway at a

distance of less than five (5) miles from any other outdoor advertising structure or billboard within the City which is visible to persons traveling in the same direction on such highway.

- 3) No outdoor advertising structure or billboard, other than on-premises signage specifically regulated pursuant to other provisions of the UDC of the City of Chesterfield, shall be lighted or artificially illuminated after dark in any manner visible from any location outside the right-of-way of the highway from which the outdoor advertising structure or billboard is visible.

6. Informational Signs.

- a. Informational signs shall not exceed sixteen (16) square feet in outline area per facing. Freestanding informational signs shall not extend more than six (6) feet above the elevation of the adjacent street or elevation of the average existing finished grade at the base of the sign, whichever is higher.
- b. No informational sign shall be located on or over a public right-of-way without approval of the City of Chesterfield, and/or St. Louis County Department of Highways and Traffic, and/or the Missouri Department of Highway and Transportation as applicable.
- c. The height of all informational signs shall not exceed six (6) feet when located within the minimum front yard setback of each particular zoning district.
- d. Outdoor public artwork or public art displays are permitted one (1) information sign. Signage shall not exceed three (3) feet in height, from grade to top of sign, and the sign face shall not exceed ten (10) inches by ten (10) inches or five (5) inches by twenty (20) inches in outline area. Requests for modification to the size limitation shall be reviewed by the City of Chesterfield City Council. Said modification shall require a two-thirds-vote of the City Council.

7. Residential Subdivision Identification Signs. Residential subdivisions of ten (10) lots/units or more shall be permitted a subdivision identification sign at each main entrance to the subdivision and may include the name or logo or both of the subdivision. Such sign shall not exceed fifty (50) square feet in outline area per face, nor extend more than six (6) feet above the average existing finished grade at the base of the sign or elevation of the adjacent street, whichever is higher. Residential subdivision identification signs shall be located within an easement on any platted lot or on common ground of a subdivision.

Such sign may also be located on any unplatted portion of the subdivision identified as part of a particular development on an approved preliminary subdivision plat or site development concept plan, site development section plan, or site development plan.

8. Supplementary Regulations.

a. Church Or House Of Worship.

- 1) A church or house of worship located in any district shall be permitted one (1) freestanding identification sign. However, a church or house of worship which has a minimum frontage of four hundred (400) feet on each of two (2) or more roadways shall be permitted one (1) freestanding identification sign on each of two (2) such roadways. Said identification sign height shall be in accordance with Section 405.04.050(F), Sign Regulations: Permanent Signs, of this Article. The copy portion of such sign shall not exceed fifty (50) square feet in area, exclusive of one (1) separate religious symbol without lettering which may have an additional outline area not exceeding twenty (20) square feet.
- 2) A church or house of worship shall have no more than one (1) attached identification sign with the size requirements in accordance with Section 405.04.050(F), Sign Regulations: Permanent Signs, of this Article.
- 3) A church or house of worship within the City of Chesterfield is permitted to have two (2) off-site directional signs, not to exceed six (6) square feet. The sign message shall be limited to church name and location/direction. A permit is required for all church signs. If the sign is not maintained, the City will require its repair or removal.

- b. Hospitals, public park and recreation facilities, schools, libraries, auditoriums, and similar institutions for public assembly having a minimum frontage of two hundred fifty (250) feet on a roadway shall be permitted one (1) freestanding identification sign not to exceed fifty (50) square feet in outline area per face on each roadway meeting the above minimum frontage requirements. Said identification sign height shall be in accordance with Section 405.04.050(F), Sign Regulations: Permanent Signs, of this Article. Each hospital, public park and recreation facility, school, library, auditorium, or other similar institutional use shall have no more than one (1) attached identification sign with the size requirements in accordance with Section 405.04.050(F), Sign Regulations:

Permanent Signs, of this Article.

- c. Signs placed on vending machines, express mailboxes, or service station pumps advertising products sold or services offered from the particular machine, mailbox, or pump are permitted. However, no vertical or horizontal projection greater than six (6) inches from the surface of the machine, mailbox, or pump is permitted. Any other sign placed on the machine shall be considered as an advertising, business, directional, or information sign, subject to the regulations of the zoning district in which such sign is located.
- d. A restaurant with a drive-up or drive-through food pickup facility may have either one (1) freestanding or one (1) wall menu sign not to exceed thirty-two (32) square feet in area associated with the order station. No freestanding menu sign shall exceed eight (8) feet in height or width or be illuminated in any manner other than from an internal source.
- e. A financial institution with an outdoor automatic teller or similar facility may have either one (1) freestanding or one (1) wall sign not to exceed sixteen (16) square feet in outline area associated with the facility. No freestanding sign for such a facility shall exceed eight (8) feet in height or width or be illuminated in any manner other than from an internal source.
- f. A service station with a canopy may have no more than one (1) sign which may include the name and logo of the business and one (1) sign which may include the words "self-service" and "full service" attached on each of any two (2) sides of the vertical face of the canopy, excluding canopy supports. The outline area of each sign shall not exceed ten (10) square feet in outline area. Each sign shall be a flat sign permanently affixed to the vertical face of the canopy and shall not project above or below the vertical face of the canopy more than one (1) foot. No projection shall be permitted from any other side of the vertical face of the canopy. Such signs shall only be illuminated by internal and non-intermittent light sources. For service stations located on corner lots, such signs may be located on each of any three (3) sides of the vertical face of the canopy, excluding canopy supports.
- g. In addition to other freestanding or attached wall signs in this Section, an individual lot or project may have a sign displaying time and temperature, and/or stock market activity not to exceed twenty-four (24) square feet in outline area per face. Such sign may be attached to the same structure of any permitted

freestanding business sign, or may be a flat sign permanently affixed to the face of a building. When affixed to a building, such sign shall not project above the eave line of the roof.

G. Sign Regulations: Temporary Signs And Attention-Getting Devices. The provisions of this Section shall govern the erection of all temporary signs and attention-getting devices, together with their appurtenances, with respect to size, height, location, and construction.

1. General.

- a. A sign not permanently affixed to a vehicle or trailer which is parked or located such that the primary purpose is to display such sign is prohibited. This prohibition shall not apply to signs or lettering on buses, trucks, or other vehicles while in use in the normal course of business.
- b. For the purpose of these regulations, a temporary sign shall be considered any sign permitted for a duration not to exceed one (1) year.

2. Advertising Or Informational Signs (On-Premises). The following provisions shall govern the erection of all temporary advertising/informational signs and appurtenances with respect to size, height, location and construction.

- a. Banners. Commercial banners, except those used for real estate leasing, affixed to a fence or wall or similar structure are allowed in conjunction with a special promotion or grand opening with a temporary sign authorization. The use of a banner in conjunction with a grand opening shall be limited to a fifteen-day period. Banners used for special promotions shall be limited to thirty (30) days per calendar year for each business. Said banner shall not exceed fifty (50) square feet in outline area.
- b. Flags. One (1) commercial flag incorporating a business name and/or logo may be flown in conjunction with a flag display in all commercial, industrial and mixed use development districts. One (1) commercial flag incorporating a business name and/or logo used in conjunction with a flag display may be flown in the NU Non-Urban District, AG Agricultural and all residential districts operating under a conditional use permit. A minimum of three (3) flags, including a local, State or national flag in addition to one (1) permitted commercial flag shall constitute a flag display. All flag lengths, excepting the national flag, shall not exceed ten (10)

feet, with a pole height not to exceed forty (40) feet. An MZA and building permit is required prior to erecting any flagpole.

- c. **Garage Sale.** Garage sale signs may be erected on premises in the NU Non-Urban District, AG Agricultural and all residential districts only. A temporary sign authorization is not required for garage sale signs.
- d. **Public Information Signs.** Freestanding public information signs are allowed in any zoning district with a temporary sign authorization. Said signs shall not exceed thirty-two (32) square feet nor extend more than ten (10) feet above the elevation of the street adjacent, or the average existing finished grade at the base of the sign, whichever is higher. The height of any public information sign shall not exceed six (6) feet when located in the minimum front yard setback of a particular zoning district.
- e. **Sandwich Boards.** Sandwich boards, not to exceed eight (8) square feet per face, may be used to convey commercial messages in all commercial districts, Industrial districts and MXD Mixed Use Development Districts. A sandwich board shall be considered as an incidental sign and therefore should not be visible from off site. At no time shall a sandwich board block a public walkway. An MZA is not required for a sandwich board.
- f. **Window Signs.**
 - 1) Window Signs shall not occupy more than twenty five percent (25%) of any single window area. The window area may include multiple panes of glass separated only by supporting framing materials but not separated by architectural elements. Such signs are solely permitted on a window of that particular tenant space and solely on a façade that has an entrance to said tenant space.
 - 2) Window Signs are solely permitted on the first and second floor of a building.
 - 3) A sign permit shall not be required for any window sign.
- g. **Living or human signs** associated with a commercial or retail business or activity are permitted on the premises of the business for which the advertising is for. The maximum size of a sign that may be held by an individual is three (3) square feet. These signs do not require an MZA and are not permitted off-site or within the right-of-way.

3. Advertising Or Informational Signs (Off-Premises).

- a. General. Temporary off-premises advertising/informational signs, such as portable signs attached to vehicles, are prohibited by the provisions of these regulations.
- b. Specific Regulations And Exemptions. Banners and freestanding public information signs which convey public, not-for-profit, or civic information are permitted with a temporary sign authorization. Street banners shall not exceed thirty (30) inches by eighty-four (84) inches per face. Freestanding public information signs shall not exceed thirty-two (32) square feet in outline area or ten (10) feet in height above the elevation of the adjacent street, or average existing finished grade at the base of the sign, whichever is higher. Signs that are accessory to signage for a civic, non-commercial event shall be subject to Department approval.

4. Political Signs: political campaign signs announcing the candidates seeking public political office and other pertinent data. The maximum area for any one (1) sign shall be eight (8) square feet, with a total area of sixteen (16) square feet permitted for each lot or unit. These signs shall be erected only on private property and shall be removed within seven (7) days after the election for which they were made.

5. Temporary Off-Premises Directional Signs.

- a. Temporary off-premises directional sign(s) shall be allowed for businesses where recent changes in traffic patterns adversely affect access to said businesses, as determined by the Department. Said temporary direction sign(s) may be erected for a period not to exceed six (6) months following completion of construction.
- b. Said temporary directional sign(s) shall not exceed ten (10) square feet in outline area per face, nor extend more than six (6) feet above the elevation of the adjacent street or elevation of the average existing finished grade at the base of the sign, whichever is higher.
- c. The height of a temporary directional sign shall not exceed three (3) feet when located within the minimum front yard setback of each particular zoning district.
- d. No temporary directional sign shall be located on or over a public right-of-way without approval of the City of Chesterfield, and/or St. Louis County Department

of Highways and Traffic, and/or the Missouri Department of Highway and Transportation, as applicable.

6. Temporary Signs: Development Related.

- a. General. Only one (1) construction, future use of site, or subdivision promotion sign may be erected per roadway frontage at any one time after first obtaining the required zoning approval and sign permit. At no time shall guy wires or auxiliary support posts be used to anchor a temporary development related sign.
- b. Banners, Subdivision Identification. Subdivision identification banners are allowed in any zoning district with a temporary sign authorization. Said banners shall not exceed thirty (30) inches by eighty-four (84) inches in sign area and shall be erected, internal to a subdivision, for a period not to exceed one (1) year.
- c. Flags, Subdivision Promotion. Within developing subdivisions, subdivision promotion flags are allowed without securing a temporary sign authorization; however, an MZA and building permit are required prior to erecting a flagpole. Said flags shall not be flown on poles exceeding sixteen (16) feet in height with a flag length not to exceed two and one-half (2 1/2) feet.
- d. Temporary Construction Signs.
 - 1) Construction signs which identify the architects, engineers, contractors or other individuals or firms involved with construction on a site may be erected during the construction period. Each construction site may have no more than one (1) such sign facing each roadway on which the site has frontage. No construction sign shall exceed thirty-two (32) feet in outline area, nor exceed ten (10) feet in height above the average existing finished grade.
 - 2) The signs shall be confined to the site of the construction and shall be removed no later than fourteen (14) days after completion of all construction on the site or after ninety (90) days of suspension of work. The message on a construction sign shall not include any advertisement of a product but may include information announcing the character of the business enterprise or the purpose for which the business is intended.
 - 3) The maximum outline area of a temporary construction sign may be increased to sixty-four (64) square feet subject to Planning Commission

approval as outlined in Section 405.04.050(C)(3) of this Article.

e. Temporary Signs Announcing Future Use Of Site.

- 1) Signs announcing the future use of a site, by a use permitted by the regulations of the particular zoning district in which the lot or development is located or by an approved special procedure permit, may be erected immediately following the approval of said use but not more than six (6) months prior to construction or development of the site. If after six (6) months construction has not commenced, the sign(s) must be removed. Signs announcing future use of a site shall be erected only on the lot or development in question and shall be removed within fourteen (14) days after the completion of construction of a building on the site in the case of a previously undeveloped site, or the occupancy of an existing building, or the beginning of the intended use of the site where no building is to be constructed.
- 2) Each site may have no more than one (1) such sign facing each roadway on which the site has frontage. No such sign shall exceed thirty-two (32) square feet in outline area per facing, nor exceed ten (10) feet in height above the average existing finished grade elevation of the sign or elevation of the adjacent street, whichever is higher.
- 3) The maximum outline area of temporary signs announcing future use of a site may be increased to sixty-four (64) square feet, subject to Planning Commission approval, as in Section 405.04.050(C)(3) of this Article.

f. Subdivision Direction Signs.

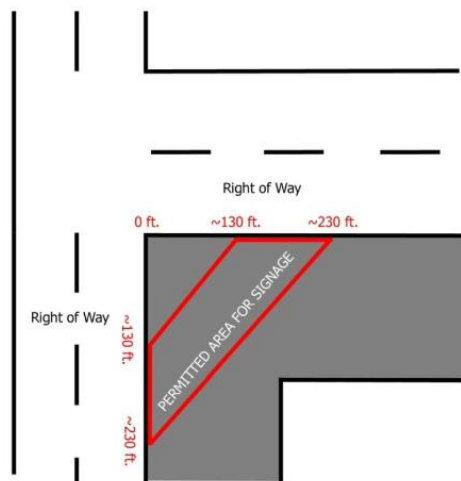
- 1) For the purpose of these regulations, a subdivision direction sign is a sign placed at some location outside the limits of a residential subdivision intended to inform and direct the general public to an approved or pending development. Subdivision direction signs may not be erected until a site plan or preliminary plat has been approved for the subject development. The message upon the sign shall be limited to the name of the subdivision, the name of the developer, insignia, price range, a directional arrow, and written directions.
- 2) Signs may have one (1) face, a face on each side of the sign board, or be V-

shaped [not to exceed an interior angle of sixty degrees (60°)] and contain two (2) faces.

- 3) Subdivision direction signs may be erected on properties at any of the corners of intersecting streets, highways or roads, subject to the following criteria. See Illustration B.

- a. Location:

- 1) Within the area bounded by the street right-of-way lines, a line connecting two (2) points from the street right-of-way lines one hundred thirty (130) feet from the point of intersection of the street right-of-way lines, but not including the area within the sight distance triangle; or
- 2) Subdivision direction signs may be erected beyond a point located not closer than one hundred thirty (130) feet, but not farther than two hundred thirty (230) feet from the point of intersection of the street right-of-way lines, as measured along the right-of-way line.
- 3) In the case of non-symmetrical intersections, the limits established for sign placement shall be measured from the prolongation of the right-of-way lines on the opposite side of the street.
- 4) No subdivision direction sign shall be erected within the sight distance triangle or otherwise be placed to obstruct vehicular sight distance.



- b. Subdivision direction signs shall be located no closer to the street right-of-way line than permitted under the requirements for structure setbacks of the applicable zoning district.
- c. Guy wires shall not be utilized to anchor the sign.
- d. Subdivision direction signs shall not be located closer than twenty (20) feet to any other sign.
- e. Not more than four (4) subdivision direction signs, each authorizing the placement of a single subdivision direction sign at a location, will be authorized for each development at any given time. Each development is allowed not more than four (4) sign locations concurrently. For the purposes of this Section, multiple plats or phases of contiguous development shall be considered a single development without regard to ownership.
- f. All subdivision direction signs shall be removed within one (1) year of the date the authorization was issued for said sign.
- g. A limit of one (1) sign per development shall be allowed at an intersection.
- h. A residential subdivision located outside the City limits of the City of Chesterfield shall be permitted one (1) subdivision directional sign to be located within the City of Chesterfield.
- i. A limit of four (4) subdivision direction signs shall be allowed per intersection. Only one (1) of the four (4) subdivision direction signs per intersection shall be permitted for a residential development located outside the City limits of the City of Chesterfield.
- j. Each sign face shall have a decorative border of a minimum width of one and one-half (1 1/2) inches.
- k. No single sign shall exceed thirty-two (32) square feet or be less than sixteen (16) square feet in outline area. The total permitted sign area allocated for an individual development shall not exceed ninety-six (96)

square feet.

- 4) An MZA shall be obtained from the Department for the placement of all subdivision direction signs. Applicant must provide a written consent authorizing the removal of said sign upon permit expiration. Any existing subdivision directional sign erected prior to the establishment of this UDC shall be permitted until expiration of the municipal zoning approval.
- 5) Sign Maintenance. The permittee of any approved subdivision direction sign is required to maintain such signage in a safe and satisfactory manner. A sign is considered to be unsafe and in unsatisfactory condition if the sign contains peeling paint, and/or the sign surface or support structures are rotted, warped, damaged, faded, sun-baked or deteriorated. If the Department determines repair is needed and the owner fails to repair said sign within thirty (30) days of receiving notification of the disrepair, the City will remove such signs at the permittee's expense.

g. Subdivision Promotion Signs.

- 1) For the purpose of these regulations, a "subdivision promotion sign" is a sign which may be erected within a subdivision in progress and which is intended to inform the general public about the project. Subdivision promotion signs may not be erected until a site plan or preliminary plat has been approved for the subject development. The message upon the sign shall be relevant to the subdivision, including the name of the subdivision, the name of the developer, insignia, price range, and related information.
- 2) Subdivision promotion signs shall not exceed thirty-two (32) square feet. The maximum outline area of a subdivision promotion sign may be increased to sixty-four (64) square feet subject to approval by the Planning Commission as outlined in Section 405.04.050(C)(3) of this Article.
- 3) Subdivision promotion signs shall not exceed ten (10) feet in height above the average existing finished grade at the base of the sign or above the elevation of the adjacent street.
- 4) Location.
 - a. Subdivision promotion sign(s) may be erected at each main entrance to

a subdivision or at the entry to each individual plat of a subdivision.

b. No subdivision promotion sign shall be erected within the sight distance triangle or otherwise be placed to obstruct vehicular sight distance.

c. No subdivision promotion sign shall be located within a street right-of-way, access easement or designated emergency accessway.

5) Guy wires shall not be utilized to anchor the sign.

6) An MZA shall be obtained from the Department for the placement of all subdivision promotion signs. The applicant must provide a written consent authorizing the removal of said sign upon permit expiration.

7) Sign maintenance. The permittee of any approved subdivision promotion sign is required to maintain such signage in a safe and satisfactory manner. A sign is considered to be unsafe and in unsatisfactory condition if the sign contains peeling paint, and/or the sign surface or support structures are rotted, warped, damaged, faded, sun-baked or deteriorated. If the City of Chesterfield determines repair is needed and the owner fails to repair said sign within thirty (30) days of receiving notification of the disrepair, the City will remove such signs at the permittee's expense.

h. Display House Signs.

1) For the purpose of these regulations a "display house sign" is a sign placed on a subdivision lot where a display house has been properly permitted by the City. The display house sign is intended to provide information to the general public related to the display home. In those instances where lots have not yet been permitted, display house signs shall only be permitted in those locations where construction has been authorized by an approved display house plat.

2) A single display house promotion sign may be erected on each lot on which a display house has been erected.

i. Attention-Getting Devices (On-Premises). Attention-getting devices, which shall include, but are not limited to, inflatables, beacons, festoons, pennants and streamers, shall be allowed in conjunction with a grand opening for each

business. Said devices shall be in use for a period not to exceed fifteen (15) consecutive days and only upon the initial opening of each business. Attention-getting devices, with the exception of balloons, may be used in conjunction with a special promotion for a period not to exceed forty-five (45) days per calendar year. A temporary zoning approval is not required for an attention-getting device.

H. Sign Regulations: Exempt, Prohibited, And Real Estate Signs.

1. Exempt Signs. The following signs shall be exempt from the provisions of this UDC. However, setback and height requirements for all structures, where applicable, shall be in accord with the regulations of the particular zoning district in which the structure is located.
 - a. Official traffic or government signs, including memorial plaques and signs of historical interest.
 - b. Flags of any nation, government, or non-commercial organization.
 - c. Scoreboards on athletic fields.
 - d. Display window signs, not attached to a window, incorporated and related in content to such a display.
 - e. Temporary signs indicating a potential danger.
 - f. Public notices and legal notices required by law.
 - g. Signs mandated by the federal, State, local or City government.
 - h. "Now Hiring" banners under twenty-five (25) square feet and attached to a permanent structure.
 - i. Holiday or seasonal displays. Property owners and tenants shall be permitted to put up and display decorations and displays celebrating or denoting religious holidays or events, the seasons of the year, State and national holidays, and similar occasions; provided, however, that this shall not allow balloons or similar devices prohibited herein; nor shall such seasonal displays be in place for a period longer than thirty (30) days. Should any seasonal display fail to meet these

criteria, it shall be considered a sign under this Section. If any seasonal display conveys a commercial advertising message or bears the name of the business, it shall be considered a sign.

- j. Gravestones.
- k. Statues.
- l. Commemorative tablets and monument citations of less than ten (10) square feet that are an integral part of a permanent structure.
- m. Incidental signs, such as signs placed on vending machines, mailboxes, or service station pumps. Any sign such as a sandwich board with a commercial message that cannot be understood from a position off-site shall be considered incidental.
- n. Accessory signs not exceeding four (4) square feet in outline area, which have an accessory use with respect to the lot on which the sign is located.
- o. Identification signs which shall consist of lettering permanently attached to a wall or building, not exceeding four (4) square feet in outline area, which announce the name, and/or occupation of the building occupant and are absent of any illumination.
- p. Post Office Address.
 - 1) All buildings and structures having a post office address shall list the street number of such post office address on the front of the building or structure in a type of sufficient size as to be clearly visible from any street adjacent to the property. In any case where the building or structure is not visible from the street that is adjacent to the property, or if the building is more than one hundred fifty (150) feet from the street adjacent to the property, the street number must be placed at some location on said property within fifty (50) feet of the adjacent street. This number need not always be on a mailbox, but a number on the mailbox on said property will satisfy the requirements of this statute. In the case of buildings or structures which are adjacent to more than one (1) street, the number shall be visible from the street to which the post office address corresponds.
 - 2) All buildings or structures which are used for business, commercial, industrial, manufacturing or public purposes which have post office

addresses shall list the street number of such post office address on the front of the building in a type of sufficient size [minimum three (3) inches, maximum twelve (12) inches] as to be clearly visible from a street adjacent to the property and on the rear of the building on the right edge of the building when facing the rear of the building and not less than six (6) feet nor more than eight (8) feet above the ground level.

2. Prohibited Signs. All signs not expressly permitted under this UDC or expressly exempt from regulation hereunder in accordance with the above Section are prohibited within the City of Chesterfield. Such signs shall include:
 - a. Abandoned signs.
 - b. Inflatables.
 - c. Electronic message centers.
 - d. Neon Prohibited. The use of visible neon tubing as a sign or for an architectural element, whether located on the exterior or interior of a wall or window, if visible from the street, is prohibited.
 - 1) Exceptions. Neon window "OPEN" signs are permitted and are not subject to review by the Planning Commission. Said signs shall not exceed in aggregate an area equal to more than twenty percent (20%) of the window glass area on which it is located. Said signs may not utilize an intermittent light source or flash and/or blink.
 - 2) Request For Exception. Requests for the allowance of a neon sign shall be made to the Planning Commission, which shall review the same in accordance with the following criteria:
 - a. (A written statement from an architect explaining the intended use of the neon lighting and its relationship to the project and surrounding environment shall be submitted to the Planning Commission demonstrating that the neon will encourage, promote, or reward good architecture and/or urban planning.
 - b. The light plan, including neon, shall be submitted for review to the Department and shall adhere to all conditions set forth in this Section of the UDC.

- c. (In reviewing a request for such an exception, the Planning Commission shall consider safety, design and other factors deemed appropriate and shall verbally make a record relative to its specific determination.
 - e. Off-premises signs, other than those specified previously in this Section of the UDC.
 - f. Portable signs, unless used to convey public, not-for-profit, or civic information.
 - g. Projecting signs.
 - h. Rooftop signs.
 - i. Signs attached or painted on vehicles parked and visible from the public right-of-way, unless said vehicle is used in the normal day-to-day operations of a business.
 - j. Signs affixed to bus stop shelters or other similar structures.
3. Real Estate Signs. Real estate signs advertising the sale, rental or lease of a property or portion thereof may be erected on the property being offered. Each property may have no more than one (1) such sign facing each roadway on which the property has frontage. These signs may be either freestanding or attached wall signs or banners. Such signs shall be confined to the property in question and shall be removed within fourteen (14) days after the sale, rental or lease being advertised. A sign permit and MZA shall not be required for freestanding real estate signs which are not greater than twenty-five (25) square feet in outline area.
- a. Total area of real estate signs in the "FP Flood Plain District, PS Park and Scenic District, NU Non-Urban District, AG Agricultural" or any residential district on vacant, undeveloped property containing five (5) or more acres in area shall not exceed thirty-two (32) square feet in outline area per frontage or eight (8) feet in height.
 - b. Total area of other real estate signs located in the FP Flood Plain District, PS Park and Scenic District, NU Non-Urban District, AG Agricultural, and all residential districts shall not exceed sixteen (16) square feet in outline area per frontage or three (3) feet in height.
 - c. Total area of real estate signs located in any commercial, industrial, or mixed use

zoning district shall not exceed thirty-two (32) square feet in outline area per frontage or five (5) feet in height.

I. Sign Regulations: Non-Conforming Signs. Information on non-conforming signs may be found in Article 07 of this UDC.

J. Sign Regulations: Real Estate Signs. The following provisions shall govern the erection of all real estate signs, together with their appurtenant and auxiliary devices with respect to size, number, height, location and construction.

1. Real Estate Signs. Real estate signs advertising the sale, rental or lease of a property other than single-family residential property or portion thereof may be erected on the property being offered.

a. Signs Erected Prior To Occupancy Of A Building.

- 1) Each property may have no more than one (1) such sign facing each roadway on which the property has frontage. These signs may be either freestanding, attached wall sign, or banner attached to the unoccupied building.
- 2) Such signs shall be confined to the property in question and shall be removed within fourteen (14) days after the closing of the sale, rental or lease being advertised.
- 3) A sign permit shall not be required for freestanding real estate signs which are not greater than nine (9) square feet in outline area; however, an MZA is required for all real estate signs.
- 4) Real estate signs in the FP Flood Plain District, PS Park and Scenic District, NU Non-Urban District, or any residence district on vacant, undeveloped property containing five (5) or more acres in area shall not exceed thirty-two (32) square feet in outline area per facing. Signage for parcels less than five (5) acres shall not exceed nine (9) square feet in outline area per facing.
- 5) Real estate signs located in any commercial, industrial district, or mixed use zoning district shall not exceed thirty-two (32) square feet in outline area per facing.

b. Signs Erected After Occupancy Of A Building.

- 1) Each property may have no more than one (1) such sign facing each roadway on which the property has frontage. These signs shall be freestanding.
- 2) Such signs shall be confined to the property in question and shall be removed within fourteen (14) days after the closing of the sale, rental or lease being advertised.
- 3) Signs shall not exceed sixteen (16) square feet in outline area per facing.
- 4) Approval shall be required by the City of Chesterfield for all signage with the exception of those in the FP Flood Plain District, PS Park and Scenic District, NU Non-Urban District, or any residence district.

2. Application shall include:

- a. Information on how such sign coordinates with the overall sign package for the development.
- b. For real estate signs indicating property for rent or lease, a report shall accompany the application indicating the available lease space. Such reports shall be updated on a yearly basis (January 1) for as long as the sign is being requested.

3. Residential Real Estate Open House Sign On Public Streets. Residential real estate open house directional signs may be placed in accordance with the restrictions on signs set forth in this Section. All residential real estate open house directional signs are subject to the following conditions:

- a. Size. The total face area of the signs shall not exceed three (3) square feet in size. No attention-getting devices shall be attached to any residential real estate open house directional sign.
- b. Height. The vertical distance measured from ground level to the highest point of such sign or sign structure or other support shall not exceed three (3) feet.
- c. Local Address. The sign shall only advertise a residence in the City of Chesterfield or for a property which can only be accessed through the City of Chesterfield.

- d. Limit. No more than six (6) signs per property for sale or lease shall be posted, and not more than one (1) sign at each required change of travel direction.
- e. Type. Signs shall be mounted either on stakes placed in the ground or with an A-frame support of sufficient weight so that the sign remains upright when mounted. Signs and any supporting structures shall be maintained in good condition at all times and shall be constructed out of quality materials normally used in professional signage.
- f. Location. No sign shall be placed, used or maintained in the following manners:
 - 1) On trees, traffic signs or utility poles, nor be placed in such a manner as to obstruct the view of any official public sign.
 - 2) In any location that obstructs the safe and convenient use by the public of any street, sidewalk, or curbside parkway area as determined by the City of Chesterfield.
 - 3) In any roadway area or center median area.
 - 4) At any location whereby the clear space for the passageway of pedestrians is reduced to a width that violates the Americans with Disabilities Act.
 - 5) On streets undergoing construction, nor on streets with special events.
 - 6) Within five (5) feet of any of the following: traffic signal; traffic sign; designated bus stop sign; bus bench; or any other bench on the sidewalk.
- g. Residential real estate open house directional signs shall only be displayed between 9:00 A.M. and 3:00 P.M. on Tuesdays and from 12:00 P.M. to 6:00 P.M. on Sundays, and only on days of an open house.
- h. Identification Required. Every person who places or maintains a residential real estate open house sign on the streets of the City of Chesterfield shall have his/her name, address, and telephone number affixed to the signs.
- i. Any sign installed, placed, or deposited in violation of the provisions of this UDC may be summarily removed by the City.

Article 10
Definitions

Section 405.10.040 Signage Terms.

SIGN, WINDOW

A sign placed on the surface of a window or other transparent surface and is visible from the exterior of the window or surface.

Memorandum

Department of Planning

To: Planning and Public Works Committee
From: Justin Wyse, Director of Planning *JW*
Date: August 19, 2021
RE: Trailers in Residential Areas



Summary

Staff was directed by the Planning and Public Works Committee on August 5, 2021 to prepare a draft ordinance amending Section 210.2460: Regulation of Portable Storage Units to include restrictions on sub-sections B – F. Staff has prepared the attached redline and draft ordinance to show these changes. While preparing the draft, it was found that sub-section G. would prohibit portable storage units and storage trailers in commercial and industrial applications. As the discussion at the last P&PW meeting was focused on regulations for residentially zoned areas, the draft includes a provision to clarify that the regulations only pertain to residentially zoned areas.

Sub-Section E:

*It shall be unlawful for any person to park, place or suffer placement of a portable storage unit, **storage trailer**, or similar device upon any **residentially zoned** lot or property in the City of Chesterfield for more than ten (10) consecutive days or on more than three (3) occasions in any twelve-month period.*

Additionally, sub-section E includes time limits of 10 days on 3 occurrences, while sub-section F. restricts the location in the front yard to no more than 10 days. As the time limits are the same, sub-section E. applies to the property in its entirety, and sub-section E. includes the number of occurrences, sub-section F. becomes redundant and is therefore recommended for removal.

Sub-Section F:

~~It shall be unlawful for any person to park, place or suffer placement of a portable storage unit, **storage trailer**, or similar device upon any front yard, as defined in the Zoning Ordinance **Unified Development Code**, for more than ten (10) consecutive days.~~

Recommendation

The item should be forwarded to the Planning and Public Works Committee for their review.

BILL NO. 3354

ORDINANCE NO. _____

AN ORDINANCE AMENDING SECTION 210.2460 “REGULATION OF PORTABLE STORAGE UNITS” OF THE CITY OF CHESTERFIELD CITY CODE TO ADDRESS STORAGE TRAILERS.

WHEREAS, the City of Chesterfield City Code provides regulations regarding the type, number, and location of off-street and on-street parking and loading requirements in the City of Chesterfield; and

WHEREAS, Section 210.2460 defines Storage Trailers, but does not adequately regulate said trailers in accordance with the vision of the City’s residential neighborhoods; and

WHEREAS, the regulations conserve the existing quality of life and preserve the identity of existing neighborhoods and developments; and

WHEREAS, the City Council has determined that the restriction of Storage Trailers serves to protect the public safety, peace, comfort and general welfare of the citizens of the City of Chesterfield; and

WHEREAS, the City Council, having considered said request, voted to approve the addition of regulations for storage trailers.

NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI, AS FOLLOWS:

Section 1. The City of Chesterfield hereby amends Section 210.2460 “Regulation of Portable Storage Units” as set out in Attachment “A” that is attached hereto and made part thereof.

Section 2. This ordinance shall be codified within the Municipal Code of the City of Chesterfield.

Section 3. This ordinance shall be in full force and effect from and after its passage and approval.

Passed and approved this _____ day of _____,
2021

PRESIDING OFFICER

Bob Nation, MAYOR

ATTEST:

Vickie McGownd, CITY CLERK

FIRST READING HELD:_____

Attachment 'A'

Section 210.2460. Regulation Of Portable Storage Units.

- A. As used in this Section, the following terms shall mean as follows:

ACCESSORY BUILDING — A subordinate building customarily incidental to and located on the same lot occupied by a main building, subordinate in area, extent, or purposes to the main building, limited to and contributing to the comfort, convenience or necessity of the occupants of the main building. For purposes of this Section, an accessory building differs from a temporary storage device, portable on demand storage unit and storage shed in that it is constructed pursuant to a building permit, and is permanently affixed to realty.

PORTABLE STORAGE UNIT — A container designed, constructed and commonly used for non-permanent placement on property for the purpose of temporary storage of personal property.

STORAGE SHED — A prefabricated structure designed, intended and installed on property primarily for the long term storage of yard, pool and garden equipment and similar personal property.

STORAGE TRAILERS — Includes trucks, trailers, and other vehicles or parts of vehicles designed to be hitched or attached to trucks, tractors or other vehicles for movement from place to place used as a temporary storage device.

- B. It shall be unlawful for any person to park, place or suffer placement of a portable storage unit, storage trailer, or similar device in or upon any street, highway, roadway, designated fire lane or sidewalk in the City of Chesterfield.
- C. It shall be unlawful for any person to park, place or suffer placement of a portable storage unit, storage trailer, or similar device upon any lot or property in the City of Chesterfield other than on a concrete, asphalt or other improved surface.
- D. It shall be unlawful for any person to park, place or suffer placement of a portable storage unit, storage trailer, or similar device upon any lot or property in the City of Chesterfield used for commercial purposes or containing three (3) or more dwelling units in such a way as to block or interfere with access to a garage or off-street parking areas.

- E. It shall be unlawful for any person to park, place or suffer placement of a portable storage unit, storage trailer, or similar device upon any residentially zoned lot or property in the City of Chesterfield for more than ten (10) consecutive days or on more than three (3) occasions in any twelve-month period.
- F. This Section shall not apply to the use or placement of construction trailers and equipment on property in association with ongoing construction activities carried out pursuant to a valid building permit, nor to the placement of accessory buildings or storage sheds.

Memorandum

Department of Planning



To: Michael O. Geisel, City Administrator
From: Justin Wyse, Director of Planning *JW*
Date: August 30, 2021

RE: **P.Z. 04-2021 Wings Corporate Estates, Lots 14 & 16 (Stock and Associates):** A request for a zoning map amendment from the 'PI' Planned Industrial District to a new 'PI' Planned Industrial District for a 3.083-acre tract of land located at the southwest corner of the intersection of Wings Corporate Drive and Buzz Westfall Drive (18W440122, 18W440133).

Summary

Stock and Associates Consulting Engineers Inc., on behalf of "Let's Ride L.L.C.", has submitted a request to rezone Lots 14 and 16 of the Wings Corporate Estates subdivision into a new "PI"—Planned Industrial District with the intent to store and sell motorcycles, All-Terrain Vehicles (ATVs), small trailers, equipment and accessories onsite. The request includes changes to the Permitted Uses specifically for both lots with the inclusion of two (2) new uses that are not currently permitted under the governing ordinance in order to accomplish this objective, as well as the allowance of limited outdoor display of these vehicles during business hours.

A Public Hearing was held on June 28, 2021, where the City of Chesterfield Planning Commission raised three (3) issues regarding the requested permitted uses, open space and screening of outdoor storage of goods onsite.

The Applicant since submitted a revised narrative addressing these issues and on August 9, 2021, the Planning Commission approved this petition, as presented, by a vote of 9 to 0.

On August 19, 2021, Planning and Public Works Committee passed a motion to forward the project as presented to City Council with a recommendation of approval, by a vote of 3 to 0. The first reading for this petition will be held at the August 30, 2021 City Council meeting.

Attached to this report, please find a copy of the August 9, 2021 Staff Report, Draft Attachment A, Revised Narrative Statement, Preliminary Development Plan, and Survey.

Attachments: August 9, 2021 Staff Report
Draft Attachment A
Revised Narrative Statement
Preliminary Development Plan
Survey

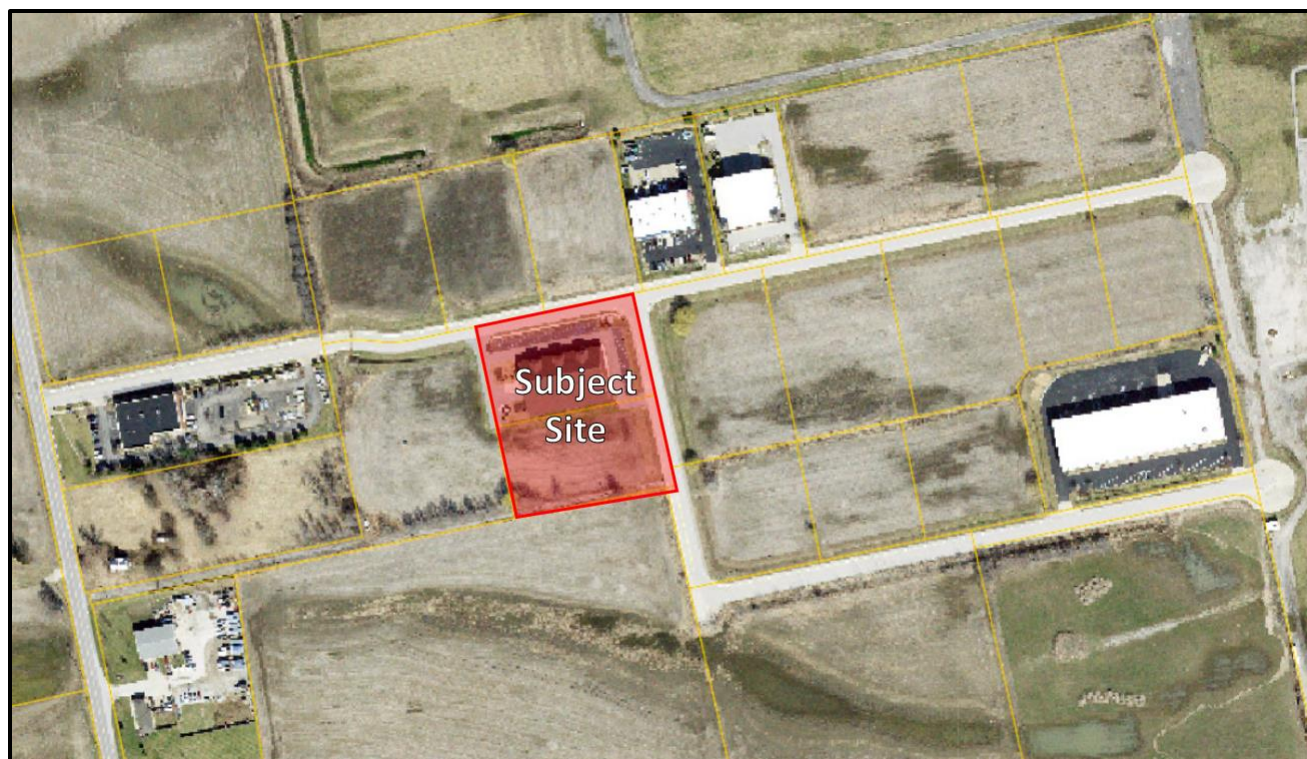


Figure 1: Subject Site Aerial

BILL NO. 3355

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE UNIFIED DEVELOPMENT CODE OF THE CITY OF CHESTERFIELD BY CHANGING THE BOUNDARIES OF AN EXISTING “PI”—PLANNED INDUSTRIAL DISTRICT TO A NEW “PI”—PLANNED INDUSTRIAL DISTRICT FOR A 3.083-ACRE TRACT OF LAND LOCATED AT THE SOUTHWEST CORNER OF THE INTERSECTION OF WINGS CORPORATE DRIVE AND BUZZ WESTFALL DRIVE. (P.Z. 04-2021 Wings Corporate Estates, Lots 14 & 16 {Stock and Associates, Inc.} 18W440122, 18W440133).

WHEREAS, the petitioner, Stock and Associates, Inc., has requested a rezoning to establish new development criteria for a 3.083-acre tract of land located at the southwest corner of the intersection of Wings Corporate Drive and Buzz Westfall Drive; and,

WHEREAS, a Public Hearing was held before the Planning Commission on June 28, 2021; and,

WHEREAS, the Planning Commission, having considered said request, recommended approval of the rezoning; and,

WHEREAS, the Planning and Public Works Committee, having considered said request, recommended approval of the request; and,

WHEREAS, the City Council, having considered said request voted to approve the rezoning request.

NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI, AS FOLLOWS:

Section 1. City of Chesterfield Unified Development Code and the Official Zoning District Map, which are part thereof, are hereby amended by establishing a new “PI”—Planned Industrial District designation for a 3.083-acre tract of land located at the southwest corner of the intersection of Wings Corporate Drive and Buzz Westfall Drive and as described as follows:

A tract of land being all of Lots 14 and 16 of Wings Corporate Estates, a subdivision according to the plat thereof as recorded in Plat Book 356, Page 79 through 81 of the St. Louis County Records, located in U.S. Survey 362 and 133,

Township 45 North, Range 3 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri being more particularly described as follows:

Beginning at the northwest corner of above said Lot 14, said point also being located on the centerline of Wings Corporate Drive, a 40 feet wide private roadway; thence along said centerline, North 78 degrees 12 minutes 40 seconds East, 329.73 feet to the northeast corner thereof, said point also being located on the centerline of Buzz Westfall Drive, a 40 feet wide private drive; thence along said centerline, South 12 degrees 45 minutes 00 seconds East, 403.49 feet to the southeast corner of above said Lot 16; thence along the south line of said Lot 16, South 78 degrees 41 minutes 30 seconds West, 338.40 feet to the southwest corner of said Lot 16; thence along the west lines of above said Lots 16 and 14, North 11 degrees 31 minutes 10 seconds West, 400.60 feet to the POINT OF BEGINNING. Containing 134,294 square feet or 3.083 acres, more or less.

Section 2. The preliminary approval, pursuant to the City of Chesterfield Unified Development Code is granted, subject to all of the ordinances, rules and regulations and the specific conditions as recommended by the Planning Commission in its recommendation to the City Council, which are set out in the Attachment 'A' and the preliminary plan indicated as Attachment 'B' which is attached hereto as and made part of.

Section 3. The City Council, pursuant to the petition filed by Stock and Associates, Inc., in P.Z. 04-2021, requesting the rezoning embodied in this ordinance, and pursuant to the recommendation of the City of Chesterfield Planning Commission that said petition be granted and after a public hearing, held by the Planning Commission on the 28th day of June, 2021, does hereby adopt this ordinance pursuant to the power granted to the City of Chesterfield under Chapter 89 of the Revised Statutes of the State of Missouri authorizing the City Council to exercise legislative power pertaining to planning and zoning.

Section 4. This ordinance and the requirements thereof are exempt from the warning and summons for violations as set out in Article 8 of the City of Chesterfield Unified Development Code.

Section 5. This ordinance shall be in full force and effect from and after its passage and approval.

Passed and approved this _____ day of _____, 2021

PRESIDING OFFICER

Bob Nation, MAYOR

ATTEST:

Vickie McGownd, CITY CLERK

FIRST READING HELD: 08/30/2021



690 Chesterfield Pkwy W • Chesterfield MO 63017-0760
Phone: 636-537-4000 • Fax 636-537-4798 • www.chesterfield.mo.us

Planning Commission Staff Report

Meeting Date: August 9, 2021

From: Chris Dietz, Planner *CD*

Location: 18350 Wings Corporate Dr. and 409 Buzz Westfall Dr.

Description: **P.Z. 04-2021 Wings Corporate Estates, Lots 14 & 16 (Stock and Associates):**
A request for a zoning map amendment from the 'PI' Planned Industrial District to a new 'PI' Planned Industrial District for a 3.083-acre tract of land located at the southwest corner of the intersection of Wings Corporate Drive and Buzz Westfall Drive (18W440122, 18W440133).

PROPOSAL SUMMARY

Stock and Associates Consulting Engineers Inc., on behalf of "Let's Ride L.L.C.", has submitted a request to rezone Lots 14 and 16 of the Wings Corporate Estates subdivision into a new "PI"—Planned Industrial District with the intent to store and sell motorcycles, All-Terrain Vehicles (ATVs), small trailers, equipment and accessories onsite. The request includes changes to the Permitted Uses specifically for both lots with the inclusion of two (2) new uses that are not currently permitted under the governing ordinance in order to accomplish this objective, as well as the allowance of limited outdoor display of these vehicles during business hours.

A Public Hearing was held for this project at the June 28, 2021 Planning Commission meeting, during which multiple issues were raised by the Commission. The applicant has since provided an updated proposal and a response letter regarding these issues for Planning Commission's consideration.

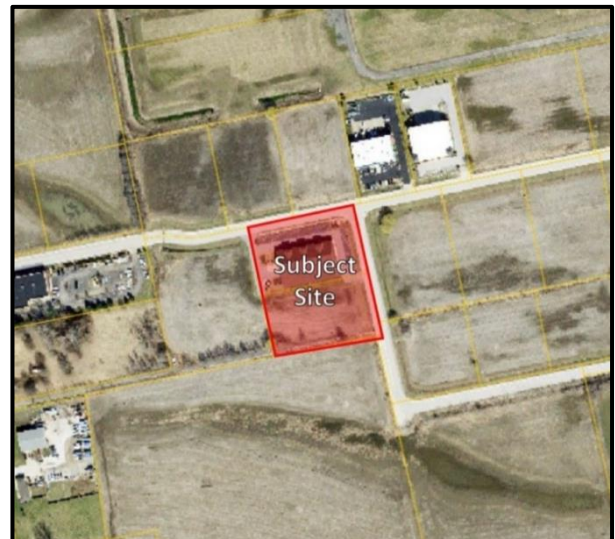


Figure 1: Subject Site Aerial

HISTORY OF SUBJECT SITE

The subject site was zoned “NU” prior to the City’s incorporation until 2006 when it was rezoned into the “PI”—Planned Industrial District as part of the Wings Corporate Estates development, with development criteria established in the provisions of Ordinance 2237. A Site Development Concept Plan for the development was also approved in 2006. Since then, multiple lots within Wings Corporate Estates have been developed. The Record Plat for the development was approved in 2008 to subdivide the development into 21 lots. This includes Lot 14, whose Site Development Section Plan was approved in 2015. This Site Development Section Plan was later amended in 2016 to incorporate minor changes to the building’s design, while Lot 16—located south of Lot 14—remains vacant. Both lots are currently governed by the provisions of Ordinance 2237.

LAND USE AND ZONING

The land use and zoning for the properties surrounding the subject site are as follows:

Direction	Zoning	Land Use
North	“PI”—Planned Industrial	Vacant (Agriculture)
South	“NU”—Non-Urban	Vacant (Agriculture)
East	“PI”—Planned Industrial	Vacant (Agriculture)
West	“PI”—Planned Industrial	Vacant (Agriculture)

COMPREHENSIVE PLAN

The Comprehensive Plan designates this site as within the Industrial Land Use character area, which is primarily characterized by conventional industrial parks and associated activity involving an airport. These areas generally support manufacturing and production uses, including warehousing, distribution, light manufacturing, airport support businesses, and assembly operations. The Comprehensive Plan also states that connectivity in the Industrial Character Area may vary as industrial parks may have low connectivity due to dead ends and lack of connection to adjacent areas, and that landscape buffering should be utilized between roadways to screen areas of surface parking and outdoor storage.

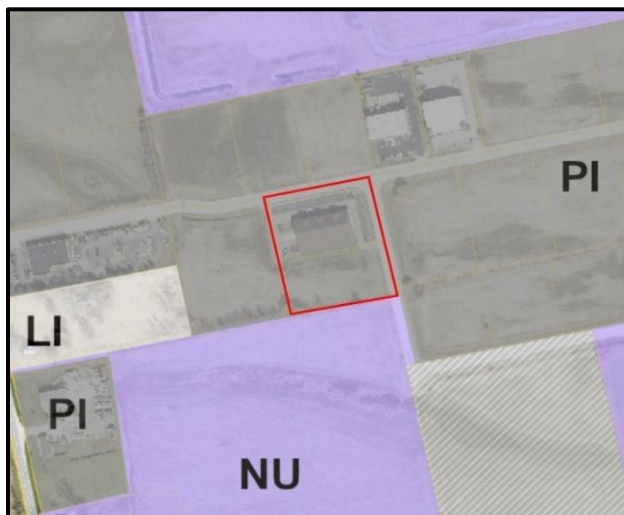


Figure 2: Zoning Map



Figure 3: Land Use Map

PUBLIC HEARING

A Public Hearing was held on June 28, 2021 in which three (3) issues were raised by Planning Commission. In light of these issues, the applicant has since provided an updated proposal, provided a resubmission to the City and has provided a response to each issue raised during the Public Hearing. Each of these issues will be discussed in the section below.

ISSUES RAISED

Issue #1—Uses

Issue: Planning Commission expressed that not all of the proposed uses would be necessary to the applicant's request and directed Staff to work with the applicant to refine the requested uses and eliminate those that may not be applicable.

Applicant Response: The applicant has since removed the following uses from the project narrative:

- | | |
|------------------------------------|--|
| a. Automobile Dealership | f. Commercial Service Facility |
| b. Automotive Detailing Shop | g. Industrial Sales, Service and Storage |
| c. Automotive Retail Supply | h. Oil Change Facility |
| d. Recreational Vehicle Dealership | i. Professional and Technical Service Facility |
| e. Automobile Storage | j. Recreational Vehicle Storage |

Staff has provided the remaining requested uses in the draft Attachment "A" language.

Issue #2—Open Space

Issue: Planning Commission stated that the open space for this district align with the UDC requirement for "PI"—Planned Industrial District of 35% as opposed to 30% as requested by the applicant.

Applicant Response: The applicant has revised the project narrative and Preliminary Development Plan to reflect a 35% open space requirement.

Staff has included a 35% minimum open space requirement for the entire district (both lots) in the Draft Attachment A Language for Planning Commission's consideration.

Issue #3—Screening of Outdoor Storage Materials

Issue: Substantial discussion was held by Planning Commission regarding how crates in the outdoor storage area were to be screened. The applicant mentioned that crates could be stacked up to four-high, or roughly twenty feet (20'). Planning Commission expressed concern as to how this will be fully screened from the site's exterior and directed Staff to review screening requirements with the Applicant.

Applicant Response: Applicant is amenable to Staff's proposal that an eight-foot (8') vinyl fence be located within structure setbacks to further screen these crates from view.

Language has been provided under the "Miscellaneous" section in the draft Attachment "A" to allow for this provision. Language has also been included to state that no stored goods shall be visible from offsite.

STAFF ANALYSIS

Since Ordinance 2237 was passed prior to the adoption of the Unified Development Code (UDC), some parts of the development criteria within it do not reflect the current language of the UDC requirements for Planned Districts. These criteria will be replaced with language that aligns with the UDC. The request can be broken down into three (3) categories in conjunction with its rezoning:

1. Permitted Uses
2. Setbacks
3. Floor Area, Height and Building Requirements

These categories are further described in the sections below.

Permitted Uses

The applicant is requesting a total of 23 permitted uses for this district—two (2) of which are currently not permitted under the current development criteria in Ordinance 2237. These uses would allow for the dealership of motorcycles, equipment and accessories to operate at this site. The revised list of new uses being requested are:

1. Motorcycle, ATV, and Similar Motor Vehicles Dealership
2. Motorcycle, ATV, and Similar Motor Vehicle Storage

In conjunction with the sales of motorcycles and ATVs, the applicant intends to sell trailers as an accessory to these vehicles. The UDC lists the storage, and sales rental and leasing of trucks, trailers, construction equipment and agricultural equipment as stand-alone uses permitted in the “PI” Planned Industrial District. However, these uses are not included in the request. As a result, the sales of trailers shall only be permitted in conjunction with the proposed uses as they pertain to motorcycles, ATVs and similar vehicles. Staff has added language to the Permitted Uses section of the Draft Attachment A reflecting this condition.

The other 21 uses proposed are currently permitted under Ordinance 2237 and would be carried over for the new “PI” District. All of the requested permitted uses are allowed in the “PI”—Planned Industrial District, as listed and defined the UDC. A complete list of permitted uses for this district is included in the applicant’s project narrative found in the Planning Commission packet.

Setbacks

Currently the structure and parking setbacks are based on the “PI” District boundaries of the Wings Corporate Estates subdivision and are not based on the internal streets within the development. With the rezoning of Lots 14 and 16 into a new “PI” Planned Industrial District, the location of these setbacks will be changed to only the boundaries of these two lots. Proposed setbacks for this district are shown in the tables below.

Structure Setbacks:

Direction	Existing	Proposed
Wings Corporate Dr. ROW (North)	N/A	20'
South	10' from fire lane (25' easement)	35' (10' from fire lane)
Buzz Westfall Dr. ROW (East)	N/A	20'
West	10'	10'

Parking Setbacks:

Direction	Existing	Proposed
Wings Corporate Dr. ROW (North)	N/A	10'
South	5' from fire lane (25' easement)	25' (0' from fire lane)
Buzz Westfall Dr. ROW (East)	N/A	10'
West	5'	5'

Floor Area, Height and Building Requirements

Current UDC regulations require at least 35% open space for the Planned Industrial District. As noted above, the applicant has revised their request to require the minimum 35% open space for the new district.

The height limitation of forty feet (40') requested by the applicant is consistent with the existing development criteria for the site. The maximum Floor Area Ratio (F.A.R.) is proposed to remain at .55, which is also consistent with the existing development criteria under the current ordinance.

PRELIMINARY DEVELOPMENT PLAN

The request includes a Preliminary Development Plan that depicts the proposed outdoor storage area on Lot 16 for future expansion of the dealership use. This plan also depicts areas where vehicles would be placed on display during business hours around the north, east and west sides of the building. A survey has also been provided with the Preliminary Plan.

Staff has completed its review and has no further comments regarding this petition. A copy of the draft Attachment "A", Project Narrative, Applicant Issues Response Letter, Preliminary Development Plan and Survey are attached to this report for further consideration.

Attachments: Draft Attachment "A"
 Project Narrative
 Issues Response Letter
 Preliminary Development Plan
 Survey

ATTACHMENT A

All provisions of the City of Chesterfield City Code shall apply to this development except as specifically modified herein.

I. SPECIFIC CRITERIA

A. PERMITTED USES

1. The uses allowed in this “PI” District shall be:
 - a. Postal Stations
 - b. Public Safety facility
 - c. Golf Courses
 - d. Gymnasium
 - e. Union Halls & Hiring Halls
 - f. Office – Dental
 - g. Office – General
 - h. Office – Medical
 - i. Motorcycle, ATV, and Similar Motor Vehicles Dealership
 - j. Plumbing, Electrical, Air Conditioning, and Heating Equipment Sales, Warehousing, and Repair Facility
 - k. Dry Cleaning Plant
 - l. Film Processing Plant
 - m. Financial Institution, No Drive-Thru
 - n. Mail Order Sales Warehouse
 - o. Manufacturing, Fabrication, Assembly, Processing, or Packing, Except Explosives or Flammable Gases or Liquids
 - p. Motorcycle, ATV, and Similar Motor Vehicle Storage

- q. Parking Area (Stand-Alone), Including Garages, for Automobiles. Not including Sales of Storage of Damaged Vehicles for More Than 72 Hours.
 - r. Research Laboratory and Facility
 - s. Transit Storage Yard
 - t. Vehicle Repair and Service Facility
 - u. Veterinary Clinic
 - v. Warehouse, General
 - w. Yard for Storage of Contractors' Equipment, Materials and Supplies
- 2. Hours of Operation.
 - a. Hours of operation for this "PI"—Planned Industrial District shall not be restricted.
 - 3. Accessory uses for the above referenced permitted uses shall be as follows:
 - a. Sales and storage of trailers shall be permitted only in conjunction with Motorcycle and ATV Dealership uses.
 - 4. Telecommunication siting permits may be issued for wireless telecommunications facilities per the requirements of the City Code.

B. FLOOR AREA, HEIGHT, BUILDING AND PARKING STRUCTURE REQUIREMENTS

- 1. Height
 - a. The maximum height of the building, exclusive of roof screening, shall not exceed forty feet (40').
- 2. Building Requirements
 - a. A minimum of 35% open space is required for this development.
 - b. This development shall have a maximum F.A.R. of 0.55.

C. SETBACKS

- 1. Structure Setbacks

No building or structure, other than: a fence no taller than eight feet (8') in height, a freestanding project identification sign, light standards, or flag poles will be located within the following setbacks:

- a. Twenty feet (20') from the right-of-way of Wings Corporate Drive on the north boundary of the Planned Industrial ("PI") District.
- b. Twenty feet (20') from the right-of-way of Buzz Westfall Drive on the east boundary of the Planned Industrial "PI" District.
- c. Thirty-five feet (35') from the south boundary of the "PI" District.
- d. Ten feet (10') from the west boundary of the "PI" District.

2. Parking Setbacks

No parking stall, loading space, internal driveway, or roadway, except points of ingress or egress, will be located within the following setbacks:

- a. Ten feet (10') from the right-of-way of Wings Corporate Drive on the north boundary of the Planned Industrial ("PI") District.
- b. Ten feet (10') from the right-of-way of Buzz Westfall Drive on the east boundary of the Planned Industrial "PI" District.
- c. Twenty-five feet (25') from the south boundary of the "PI" District.
- d. Five feet (5') from the west boundary of the "PI" District.

D. PARKING AND LOADING REQUIREMENTS

1. Parking and loading spaces for this development will be as required in the City of Chesterfield Code.
2. No construction related parking shall be permitted within right of way or on any existing roadways. All construction related parking shall be confined to the development.
3. Parking lots shall not be used as streets.
4. Provide adequate temporary off-street parking for construction employees. Parking on non-surfaced areas shall be prohibited in order to eliminate the condition whereby mud from construction and employee vehicles is tracked onto the pavement causing hazardous roadway and driving conditions.

E. LANDSCAPE AND TREE REQUIREMENTS

The development shall adhere to the Landscape and Tree Preservation Requirements of the City of Chesterfield Code.

F. SIGN REQUIREMENTS

1. Signs shall be permitted in accordance with the regulations of the City of Chesterfield Code or a Sign Package may be submitted for the planned district. Sign Packages shall adhere to the City Code and are reviewed and approved by the City of Chesterfield Planning Commission.
2. Ornamental Entrance Monument construction, if proposed, shall be reviewed by the City of Chesterfield, and/or the St. Louis County Department of Highways and Traffic (or MoDOT), for sight distance considerations prior to installation or construction.

G. LIGHT REQUIREMENTS

Provide a lighting plan and cut sheet in accordance with the City of Chesterfield Code.

H. ARCHITECTURAL

1. The development shall adhere to the Architectural Review Standards of the City of Chesterfield Code.
2. Trash enclosures: All exterior trash areas will be enclosed with a minimum six (6) foot high sight-proof enclosure complemented by adequate landscaping. The location, material, and elevation of any trash enclosures will be as approved by the City of Chesterfield on the Site Development Plan.

I. ACCESS/ACCESS MANAGEMENT

1. Access to St. Louis County road right-of-way and improvements within County road right-of-way (Wings Corporate Drive and Buzz Westfall Drive) shall be as directed by St. Louis County Department of Transportation and the City of Chesterfield.
2. Access to the development shall be as shown on the Preliminary Site Plan and adequate sight distance shall be provided, as directed by the City of Chesterfield, the Missouri Department of Transportation and St. Louis County Department of Transportation, as applicable.
3. If adequate sight distance cannot be provided at the access location(s), acquisition of right-of-way, reconstruction of pavement and other off-site improvements may be required to provide the required sight distance as required by the City of Chesterfield and the agency in control of the right of way off which the access is proposed.

J. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

1. Any request to install a gate at the entrance to this development must be approved by the City of Chesterfield and the agency in control of the right of way off of which the entrance is constructed. No gate installation will be permitted on public right of way.
2. If a gate is installed on a street in this development, the streets within the development, or that portion of the development that is gated, shall be private and remain private forever.
3. Provide street connections to the adjoining properties as directed by the City of Chesterfield. Stub street signage, in conformance with Section 405.04.090 of the Unified Development Code of the City of Chesterfield, shall be posted within 30 days of the street pavement being placed.
4. All roadway and related improvements in each plat or phase of the development shall be constructed prior to issuance of building permits exceeding 60% for that plat or phase.
5. Provide a 5 foot wide sidewalk, conforming to ADA standards, along all frontages of the site. The sidewalk shall provide for future connectivity to adjacent developments and/or roadway projects. The sidewalk may be located within right-of-way controlled by another agency, if permitted by that agency or on private property within a 6 foot wide sidewalk, maintenance and utility easement dedicated to the City of Chesterfield.
6. Obtain approvals from the City of Chesterfield, St. Louis County Department of Transportation, and the Missouri Department of Transportation, and other entities as necessary for locations of proposed curb cuts and access points, areas of new dedication, and roadway improvements.
7. Prior to Special Use Permit issuance by the Saint Louis County Department of Transportation, a special cash escrow or a special escrow supported by an Irrevocable Letter of Credit, must be established with the Saint Louis County Department of Transportation to guarantee completion of the required roadway improvements.
8. Additional right-of-way and road improvements shall be provided, as required by St. Louis County Department of Transportation, the Missouri Department of Transportation, and the City of Chesterfield.

K. TRAFFIC STUDY

1. Provide a traffic study as directed by the City of Chesterfield and/or St. Louis County. The scope of the study shall include internal and external circulation and may be limited to site specific impacts, such as the need for additional

lanes, entrance configuration, geometrics, sight distance, traffic signal modifications or other improvements required, as long as the density of the proposed development falls within the parameters of the City's traffic model. Should the density be other than the density assumed in the model, regional issues shall be addressed as directed by the City of Chesterfield.

2. Provide a sight distance evaluation report, as required by the City of Chesterfield, for the proposed entrance onto Buzz Westfall Drive. If adequate sight distance cannot be provided at the access location, acquisition of right-of-way, reconstruction of pavement, including correction to the vertical alignment, and/or other off-site improvements shall be required, as directed by the City of Chesterfield and/or the Missouri Department of Transportation.

L. POWER OF REVIEW

The development shall adhere to the Power of Review Requirements of the City of Chesterfield Code.

M. STORM WATER

1. The site shall provide for the positive drainage of storm water and it shall be discharged at an adequate natural discharge point or an adequate piped system.
2. Detention/retention and channel protection measures are to be provided in each watershed as required by the City of Chesterfield and the Metropolitan St. Louis Sewer District. The storm water management facilities shall be operational prior to paving of any driveways or parking areas in non-residential developments or issuance of building permits exceeding sixty (60%) of the approved dwelling units in each plat, watershed or phase of residential developments. The location and types of storm water management facilities shall be identified on all Site Development Plans.
3. Emergency overflow drainage ways to accommodate runoff from the 100-year storm event shall be provided for all storm sewers, as directed by the City of Chesterfield.
4. Offsite storm water shall be picked up and piped to an adequate natural discharge point. Such bypass systems must be adequately designed.
5. The lowest opening of all structures shall be set at least one (1) foot higher than the one hundred (100) year high water elevation in detention/retention facilities. All structures shall be set at least 30 feet horizontally from the limits of the one hundred (100) year high water.
6. Locations of site features such as lakes and detention ponds must be approved by the City of Chesterfield and the Metropolitan Saint Louis Sewer District.

7. The developer shall be responsible for construction of any required storm water improvements per the Chesterfield Valley Master Storm Water Plan, as applicable, and shall coordinate with the owners of the properties affected by construction of the required improvements. In the event that the ultimate required improvements cannot be constructed concurrently with this development, the developer shall provide interim drainage facilities and establish sufficient escrows as guarantee of future construction of the required improvements, including removal of interim facilities. Interim facilities shall be sized to handle runoff from the 100-year, 24-hour storm event as produced by the Master Storm Water Plan model. The interim facilities shall provide positive drainage and may include a temporary pump station, if necessary. Interim facilities shall be removed promptly after the permanent storm water improvements are constructed.
8. The developer may elect to propose alternate geometry, size and/or type of storm water improvements that are functionally equivalent to the required improvements per the Chesterfield Valley Master Storm Water Plan. Functional equivalence is said to be achieved when, as determined by the Public Works Director, the alternate proposal provides the same hydraulic function, connectivity, and system-wide benefits without adversely affecting any of the following: water surface profiles at any location outside the development; future capital expenditures; maintenance obligations; equipment needs; frequency of maintenance; and probability of malfunction. The City will consider, but is not obligated to accept, the developer's alternate plans. If the Public Works Director determines that the developer's proposal may be functionally equivalent to the Chesterfield Valley Master Storm Water Plan improvements, hydraulic routing calculations will be performed to make a final determination of functional equivalence. The Director will consider the developer's proposal, but is not obligated to have the hydraulic analysis performed if any of the other criteria regarding functional equivalence will not be met. The hydraulic routing calculations regarding functional equivalence may be performed by a consultant retained by the City of Chesterfield. The developer shall be responsible for all costs related to consideration of an alternate proposal, which shall include any costs related to work performed by the consultant.
9. The developer shall provide all necessary Chesterfield Valley Storm Water Easements to accommodate future construction of the Chesterfield Valley Master Storm Water Plan improvements, and depict any and all Chesterfield Valley Master Storm Water Plan improvements on the Site Development Plan(s) and Improvement Plans. Maintenance of the required storm water improvements shall be the responsibility of the property owner unless otherwise noted.

10. All Chesterfield Valley Master Storm Water Plan improvements, as applicable, shall be operational prior to the paving of any driveways or parking areas unless otherwise approved.
11. The developer shall reimburse the Chesterfield Valley Mitigation Bank Program for any jurisdictional wetlands that have been identified on this site. The reimbursement is required prior to approval of a Grading Permit, Improvement Plans, or issuance of any Building Permits. The reimbursement amount is based on the total acres delineated on the site requiring mitigation and will be the proportionate share of the cost of establishment of the mitigation area.
12. Formal MSD review, approval, and permits are required.
13. The project is in the Caulks Creek Service area and is subject to the Caulks Creek Surcharge.
14. MSD will require approval from the Monarch Chesterfield Levee District and the City of Chesterfield indicating the project's conformance with the Chesterfield Valley Master Stormwater plan prior to issuing plan approval.
15. Post-construction BMP's will be required for disturbed area greater than one acre. Stormwater Management facilities and site design strategies shall be applied such that the extents of the project's disturbed areas are managed.
16. The site is considered new development; volume reducing BMPs will be required.

N. SANITARY SEWER

1. Sanitary sewers shall be as approved by the City of Chesterfield and the Metropolitan St. Louis Sewer District (MSD).
2. Sanitary flow estimates must be provided. These shall include the estimated average daily and peak flow rates.
3. These estimates are needed to determine the sanitary requirements for the site. Sanitary improvements, including pump station upgrades may be required based on the flow rates provided.
4. New encroachments will not be allowed.
5. Easements may be required to allow for future public sewer extensions to adjacent tracts.

O. GEOTECHNICAL REPORT

Prior to Site Development Plan approval, the developer shall provide a geotechnical report, prepared by a registered professional engineer licensed to

practice in the State of Missouri, as directed by the City of Chesterfield. The report shall verify the suitability of grading and proposed improvements with soil and geologic conditions and address the existence of any potential sinkhole, ponds, dams, septic fields, etc., and recommendations for treatment. A statement of compliance, signed and sealed by the geotechnical engineer preparing the report, shall be included on all Site Development Plans and Improvement Plans.

P. MISCELLANEOUS

1. Outdoor storage shall be fully screened. Stacking of goods in the outdoor storage area shall be limited in height to where goods are not visible offsite.
2. All utilities will be installed underground.
3. An opportunity for recycling will be provided. All provisions of Chapter 25, Article VII, and Section 25-122 thru Section 25-126 of the City Code shall be required where applicable.
4. Road improvements and right-of-way dedication shall be completed prior to the issuance of an occupancy permit. If development phasing is anticipated, the developer shall complete road improvements, right-of-way dedication, and access requirements for each phase of development as directed by the City of Chesterfield and Saint Louis County Department of Highways and Traffic. Delays due to utility relocation and adjustments will not constitute a cause to allow occupancy prior to completion of road improvements.
5. Prior to record plat approval, the developer shall cause, at his expense and prior to the recording of any plat, the reestablishment, restoration or appropriate witnessing of all Corners of the United States Public Land Survey located within, or which define or lie upon, the out boundaries of the subject tract in accordance with the Missouri Minimum Standards relating to the preservation and maintenance of the United States Public Land Survey Corners, as necessary.
6. Prior to final release of subdivision construction deposits, the developer shall provide certification by a registered land surveyor that all monumentation depicted on the record plat has been installed and United States Public Land Survey Corners have not been disturbed during construction activities or that they have been reestablished and the appropriate documents filed with the Missouri Department of Natural Resources Land Survey Program, as necessary.
7. If any development in, or alteration of, the floodplain is proposed, the developer shall submit a Floodplain Study and Floodplain Development Permit/Application to the City of Chesterfield and the City of Wildwood for approval. The Floodplain Study must be approved by the City of Chesterfield prior to the approval of the Site Development Plan, as directed. The Floodplain

Development Permit must be approved prior to the approval of a grading permit or improvement plans. If any change in the location of the Special Flood Hazard Area is proposed, the Developer shall be required to obtain a Letter of Map Revision (LOMR) from the Federal Emergency Management Agency. The LOMR must be issued by FEMA prior to the final release of any escrow held by the City of Chesterfield for improvements in the development. Elevation Certificates will be required for any structures within the Special Flood Hazard Area or the Supplemental Protection Area. All new roads within and adjacent to this site shall be constructed at least one (1) foot above the base flood elevation of the Special Flood Hazard Area. Improvements to existing roadways shall be required as necessary to provide at least one access route to each lot that is at least one (1) foot above the base flood elevation. Consult Section 405.05 of the Unified Development Code for specific requirements.

II. GENERAL CRITERIA

A. SITE DEVELOPMENT CONCEPT PLAN

1. Any Site Development Concept Plan shall show all information required on a preliminary plat as required in the City of Chesterfield Code.
2. Include a Conceptual Landscape Plan in accordance with the City of Chesterfield Code to indicate proposed landscaping along arterial and collector roadways.
3. Include a Lighting Plan in accordance with the City of Chesterfield Code to indicate proposed lighting along arterial collector roadways.
4. Provide comments/approvals from the appropriate Fire District, the St. Louis County Department of Highways and Traffic, Monarch Chesterfield Levee District, Spirit of St. Louis Airport and the Missouri Department of Transportation.
5. Compliance with the current Metropolitan Sewer District Site Guidance as adopted by the City of Chesterfield.

B. SITE DEVELOPMENT PLAN SUBMITTAL REQUIREMENTS

The Site Development Plan shall include, but not be limited to, the following:

1. Location map, north arrow, and plan scale. The scale shall be no greater than one (1) inch equals one hundred (100) feet.
2. Outboundary plat and legal description of property.
3. Density calculations.

4. Parking calculations. Including calculation for all off street parking spaces, required and proposed, and the number, size and location for handicap designed.
5. Provide open space percentage for overall development including separate percentage for each lot on the plan.
6. Provide Floor Area Ratio (F.A.R.).
7. A note indicating all utilities will be installed underground.
8. A note indicating signage approval is a separate process.
9. Depict the location of all buildings, size, including height and distance from adjacent property lines, and proposed use.
10. Specific structure and parking setbacks along all roadways and property lines.
11. Indicate location of all existing and proposed freestanding monument signs.
12. Zoning district lines, subdivision name, lot number, dimensions, and area, and zoning of adjacent parcels where different than site.
13. Floodplain boundaries.
14. Depict existing and proposed improvements within 150 feet of the site as directed. Improvements include, but are not limited to, roadways, driveways and walkways adjacent to and across the street from the site, significant natural features, such as wooded areas and rock formations, and other karst features that are to remain or be removed.
15. Depict all existing and proposed easements and rights-of-way within 150 feet of the site and all existing or proposed off-site easements and rights-of-way required for proposed improvements.
16. Indicate the location of the proposed storm sewers, detention basins, sanitary sewers and connection(s) to the existing systems.
17. Depict existing and proposed contours at intervals of not more than one (1) foot, and extending 150 feet beyond the limits of the site as directed.
18. Address trees and landscaping in accordance with the City of Chesterfield Code.
19. Comply with all preliminary plat requirements of the City of Chesterfield Subdivision Regulations per the City of Chesterfield Code.

20. Signed and sealed in conformance with the State of Missouri Department of Economic Development, Division of Professional Registration, Missouri Board for Architects, Professional Engineers and Land Surveyors requirements.
21. Provide comments/approvals from the appropriate Fire District, Monarch Levee District, Spirit of St. Louis Airport, Metropolitan St. Louis Sewer District (MSD) and the Missouri Department of Transportation.
22. Compliance with Sky Exposure Plane.
23. Compliance with the current Metropolitan Sewer District Site Guidance as adopted by the City of Chesterfield.

C. SITE DEVELOPMENT SECTION PLAN SUBMITTAL REQUIREMENTS

The Site Development Section Plan shall adhere to the above criteria and to the following:

1. Location map, north arrow, and plan scale. The scale shall be no greater than one (1) inch equals one hundred (100) feet.
2. Parking calculations. Including calculation for all off street parking spaces, required and proposed, and the number, size and location for handicap designed.
3. Provide open space percentage for overall development including separate percentage for each lot on the plan.
4. Provide Floor Area Ratio (F.A.R.).
5. A note indicating all utilities will be installed underground.
6. A note indicating signage approval is separate process.
7. Depict the location of all buildings, size, including height and distance from adjacent property lines and proposed use.
8. Specific structure and parking setbacks along all roadways and property lines.
9. Indicate location of all existing and proposed freestanding monument signs.
10. Zoning district lines, subdivision name, lot number, lot dimensions, lot area, and zoning of adjacent parcels where different than site.
11. Floodplain boundaries.

12. Depict existing and proposed improvements within 150 feet of the site as directed. Improvements include, but are not limited to, roadways, driveways and walkways adjacent to and across the street from the site, significant natural features, such as wooded areas and rock formations, and other karst features that are to remain or be removed.
13. Depict all existing and proposed easements and rights-of-way within 150 feet of the site and all existing or proposed off-site easements and rights-of-way required for proposed improvements.
14. Indicate the location of the proposed storm sewers, detention basins, sanitary sewers and connection(s) to the existing systems.
15. Depict existing and proposed contours at intervals of not more than one (1) foot, and extending 150 feet beyond the limits of the site as directed.
16. Address trees and landscaping in accordance with the City of Chesterfield Code.
17. Comply with all preliminary plat requirements of the City of Chesterfield Subdivision Regulations per the City of Chesterfield Code.
18. Signed and sealed in conformance with the State of Missouri Department of Economic Development, Division of Professional Registration, Missouri Board for Architects, Professional Engineers and Land Surveyors requirements.
19. Provide comments/approvals from the appropriate Fire District, Monarch Levee District, Spirit of St. Louis Airport, St. Louis Department of Highways and Traffic, Metropolitan St. Louis Sewer District (MSD) and the Missouri Department of Transportation.
20. Compliance with Sky Exposure Plane.
21. Compliance with the current Metropolitan Sewer District Site Guidance as adopted by the City of Chesterfield.

III. TRUST FUND CONTRIBUTION

The developer shall be required to contribute a Traffic Generation Assessment (TGA) to the Chesterfield Valley Trust Fund (No. 556). Traffic generation assessment contributions shall be deposited with St. Louis County prior to the issuance of building permits. If development phasing is anticipated, the developer shall provide the traffic generation assessment contribution prior to issuance of building permits for each phase of development.

A. ROADS

The roadway improvement contribution is based on land and building use. The roadway contributions are necessary to help defray the cost of engineering, right-of-way acquisition, and major roadway construction in accordance with the Chesterfield Valley Road Improvement Plan on file with the St. Louis County Department of Highways and Traffic. The amount of the developer’s contribution to this fund shall be computed based on the following:

<u>Type of Development</u>	<u>Required Contribution</u>
General Retail	\$2,373.42/ Parking Space

(Parking spaces as required by the City of Chesterfield Code.)

If types of development proposed differ from those listed, rates shall be provided by the Saint Louis County Department of Transportation.

If a portion of the improvements required herein are needed to provide for the safety of the traveling public, their completion as a part of this development is mandatory.

Allowable credits for required roadway improvements will be awarded as directed by the Saint Louis County Department of Transportation and the City of Chesterfield. Sidewalk construction and utility relocation, among other items, are not considered allowable credits.

Road Improvement Traffic Generation Assessment contributions shall be deposited with Saint Louis County Department of Transportation. The deposit shall be made prior to the issuance of a Special Use Permit (S.U.P.) by Saint Louis County Department of Transportation or prior to the issuance of building permits in the case where no Special Use Permit is required. If development phasing is anticipated, the developer shall provide the Traffic Generation Assessment contribution prior to the issuance of building permits for each phase of development. Funds shall be payable to Treasurer, Saint Louis County.

As this development is located within a trust fund area established by Saint Louis County, any portion of the traffic generation assessment contribution which remains following completion of road improvements required by the development shall be retained in the appropriate trust fund.

B. WATER MAIN

The primary water line contribution is based on gross acreage of the development land area. The contribution shall be a sum of \$954.57 per acre for the total area as approved on the Site Development Plan to be used solely to help defray the cost of constructing the primary water line serving the Chesterfield Valley area.

The primary water line contribution shall be deposited with the Saint Louis County Department of Transportation. The deposit shall be made before Saint Louis County approval of the Site Development Plan or Concept Plan unless otherwise directed by the Saint Louis County Department of Transportation. Funds shall be payable to Treasurer, Saint Louis County.

C. STORM WATER

The storm water contribution is based on gross acreage of the development land area. These funds are necessary to help defray the cost of engineering and construction improvements for the collection and disposal of storm water from the Chesterfield Valley in accordance with the Master Plan on file with and jointly approved by Saint Louis County and the Metropolitan Saint Louis Sewer District. The amount of the storm water contribution will be computed based on \$3,028.63 per acre for the total area as approved on the Site Development Plan.

The storm water contributions to the Trust Fund shall be deposited with the Saint Louis County Department of Transportation. The deposit shall be made prior to the issuance of a Special Use Permit (S.U.P.) by Saint Louis County Department of Transportation or prior to the issuance of building permits in the case where no Special Use Permit is required. Funds shall be payable to Treasurer, Saint Louis County.

D. SANITARY SEWER

The sanitary sewer contribution is collected as the Caulks Creek impact fee.

The sanitary sewer contribution within the Chesterfield Valley area shall be deposited with the Metropolitan Saint Louis Sewer District as required by the District.

The amount of these required contributions for the roadway, storm water and primary water line improvements, if not submitted by January 1, 2022 shall be adjusted on that date and on the first day of January in each succeeding year thereafter in accordance with the construction cost index as determined by the Saint Louis County Department of Highways and Traffic.

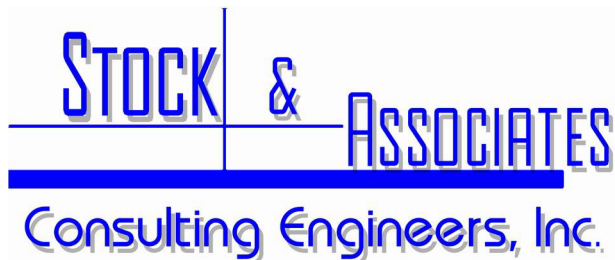
Trust Fund contributions shall be deposited with St. Louis County in the form of a cash escrow prior to the issuance of building permits.

IV. RECORDING

Within sixty (60) days of approval of any development plan by the City of Chesterfield, the approved Plan will be recorded with the St. Louis County Recorder of Deeds. Failure to do so will result in the expiration of approval of said plan and require re-approval of a plan by the Planning Commission.

V. ENFORCEMENT

- A.** The City of Chesterfield, Missouri will enforce the conditions of this ordinance in accordance with the Plan approved by the City of Chesterfield and the terms of this Attachment A.
- B.** Failure to comply with any or all the conditions of this ordinance will be adequate cause for revocation of approvals/permits by reviewing Departments and Commissions.
- C.** Non-compliance with the specific requirements and conditions set forth in this Ordinance and its attached conditions or other Ordinances of the City of Chesterfield shall constitute an ordinance violation, subject, but not limited to, the penalty provisions as set forth in the City of Chesterfield Code.
- D.** Waiver of Notice of Violation per the City of Chesterfield Code.
- E.** This document shall be read as a whole and any inconsistency to be integrated to carry out the overall intent of this Attachment A.



07/27/2021

PROJECT NARRATIVE

A Rezoning Request for Lots 14 & 16 of Wings Corporate Estates

18350 Wings Corporate Drive & 409 Buzz Westfall Drive

Date: July 27, 2021

(Stock Project No. 220-6831)

On behalf of the owner under contract, "Let's Ride, L.L.C.", Stock & Associates Consulting Engineers Inc. respectfully requests the City of Chesterfield's consideration in rezoning a comprised ± 3.083 Acre tract of land located at 18350 Wings Corporate Drive (Lot 14) and 409 Buzz Westfall Drive (Lot 16) from "PI" Planned Industrial District (City of Chesterfield Ord. 2237) to a "PI" Planned Industrial District to allow for a proposed BMW Dealership. The existing 16,616 s.f. building on Lot 14 will be used in place and retrofitted to accommodate a BMW dealership selling several lines of motorcycles, equipment, and accessories. Sales will include new & pre-owned motorcycles, ATVs, and small trailers. The dealership will perform repairs and equipment installation. Lot 16 will be used for outside storage. This area will be securely fenced and is for crated motorcycles or ATVs that are awaiting assembly. Future dealership expansion on Lot 16 is possible and would allow for the continued business activities of sales, repair services, and parking. The existing parking lot will be used in place and will be designated as Visitor and Customer parking. The outside display of motorcycles and ATVs for sale will be north, east, and west sides of the existing building. All display motorcycles and ATVs will be returned inside of the building each night and when the dealership is closed. Hours of outdoor display are from 8:00 a.m. to 6:00 p.m. on Tuesday through Friday, Saturday outdoor display will be from 8:00 a.m. to 5:00 p.m.. The dealership will be closed on Sunday, Monday and Holidays, there will be no outdoor display on these days, all motorcycles will be inside the dealership facility. The project will be done in two phases: Phase 1. Complete the purchase of the building and property on Wing's Lot #14 as soon as the re-zoning is completed. Accomplish the necessary interior build out and once required permits are granted begin operating the business. We anticipate a business start date of February 1st, 2022. Phase 2. Complete the purchase of unimproved property on Wing's Lot #16 as soon as the re-zoning is completed. Begin construction with approved permits of an additional facility intended for inventory, sales and service within 12 to 24 months of closing.

The City's Comprehensive Plan designates this site as well as the adjacent properties to the North, South, East, and West as "Industrial", which is consistent with the project request. We respectfully request the City's consideration on this item.

257 Chesterfield Business Parkway, St. Louis, MO 63005
636.530.9100 – Main | 636.530.9130 – Fax
www.stockassoc.com | general@stockassoc.com

Design Criteria Request:

Floor Area, Height, and Building Requirements:

1. Height
 - a. The maximum height for all buildings and structures shall be forty (40.0) feet.
2. Density
 - a. Maximum floor area ratio (F.A.R.) of fifty-five hundredths (0.55)
 - b. Open Space: a minimum open space of thirty-five percent (35%) for this PI District

Setbacks

1. Structure Setbacks

No building or structure, other than: a freestanding project identification sign, boundary and retaining walls, light standards, flag poles or fences will be located within the following setbacks:

 - a. Twenty (20) feet from Wings Corporate Drive right-of-way
 - b. Twenty (20) feet from Buzz Westfall Drive right-of-way
 - c. Thirty-five (35) feet from southern line of Lot 16
 - d. Ten (10) feet from western property lines
 - e. No internal building setbacks
2. Parking Setbacks

No parking stall, loading space, internal driveway, or roadway, except points of ingress and egress, will be located within the following setbacks:

 - a. Ten (10) feet from Wings Corporate Drive right-of-way
 - b. Ten (10) feet from Buzz Westfall Drive right-of-way
 - c. Twenty-five (25) feet from southern line of Lot 16
 - d. Five (5) feet from western property lines
 - e. No internal parking setbacks

Landscape and Tree Requirements:

1. The developer shall adhere to the Tree Manual of the City of Chesterfield Code
2. A minimum of thirty percent (30%) of any trees or wooded areas shall be maintained as protected wooded area without disturbing the roots of trees within the protected area.

Requested Permitted Uses:

1. Postal Stations
2. Public Safety Facility
3. Golf Courses
4. Gymnasium
5. Union Halls & Hiring Halls
6. Office-Dental
7. Office-General
8. Office-Medical

July 27, 2021

PROJECT NARRATIVE – REZONING REQUEST

Page 3

9. Motorcycle, ATV, and similar Vehicles Dealership
10. Plumbing, electrical, air conditional, and heating equipment sales, warehousing and repair facility
11. Dry Cleaning Plant
12. Film processing Plant
13. Financial Institution, no drive-thru
14. Mail order sales warehouse
15. Manufacturing, fabrication, assembly, processing, or packing, except explosives or flammable gases or liquids
16. Motorcycle, ATV, and similar motor vehicle storage
17. Parking area (Stand-alone), including garages, for automobiles. Not including sales or storage of damage vehicles for more than 72 hours.
18. Research laboratory and facility
19. Transit Storage Yard
20. Vehicle repair and service facility
21. Veterinary clinic
22. Warehouse, general
23. Yard for storage of contractors' equipment, materials and supplies

A TRACT OF LAND BEING LOTS 14 + 16 OF WINGS CORPORATE ESTATES P.B. 356 PGS 79-81 AS DESCRIBED IN
CHESTERFIELD ZONING ORDINANCE NO. 2237 AND BEING LOCATED IN U.S. SURVEYS 362 AND 133, TOWNSHIP 45
NORTH, RANGE 3 EAST OF THE 5TH PRINCIPAL MERIDIAN
CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI

ATG	ADJUST TO GRADE
B.C.	BACK OF CURB
C.B.	CLEANOUT
DB	DEED BOOK
E	ELECTRIC
ELEV.	ELEVATION
EX.	EXISTING
F.C.	FACE OF CURB
FL	FLOWLINE
FT.	FEET
FND.	FOUND
G	GAS
H.W.	HIGH WATER
LFb	LOW FLOW BLOCKED
M.B.	MANHOLE
N/F	NOW OR FORMERLY
PH.	PLAT BOOK
PG.	PAGE
PR.	PROPOSED
P.V.C.	POLYVINYL CHLORIDE PIPE
R.C.P.	REINFORCED CONCRETE PIPE
S/W	SEWER
SQ.	SQUARE
T	TELEPHONE CABLE
T.B.A.	TO BE ABANDONED
T.B.R.	TO BE REMOVED
T.B.R.&R.	TO BE REMOVED AND REPLACED
TYP.	TYPICALLY
U.I.P.	USE IN PLACE
U.O.G.	UNSATURATED OTHERWISE NOTED
V.C.P.	VITRIFIED CLAY PIPE
W	WATER
(86"W)	RIGHT-OF-WAY WIDTH

EXISTING SANITARY SEWER	
EXISTING STORM SEWER	
EXISTING TREE	
EXISTING BUILDING	
EXISTING CONTOUR	
SPOT ELEVATION	
EXISTING UTILITIES	
FOUND 1/2" IRON PIPE	
SET IRON PIPE	
FOUND CROSS	
FOUND STONE	
FIRE HYDRANT	
LIGHT STANDARD	
BUSH	
SIGN	
NOTES PARKING SPACES	
GUY WIRE	
POWER POLE	
WATER VALVE	
DENOTES RECORD INFORMATION	
ACCESSIBLE PAINTING	
PROPOSED CONTOUR	
PROPOSED SPOT	
PROPOSED STORM	
PROPOSED SANITARY	

1. BOUNDARY SURVEY FROM RECORD INFORMATION.
2. ALL UTILITIES SHOWN HAVE BEEN LOCATED BY THE ENGINEER FROM AVAILABLE RECORDS. THEIR LOCATION SHOULD BE CONSIDERED APPROXIMATE. THE CONTRACTOR HAS THE RESPONSIBILITY TO NOTIFY ALL UTILITY COMPANIES, PRIOR TO CONSTRUCTION, TO HAVE EXISTING UTILITIES FIELD LOCATED.
3. NO GRADE SHALL EXCEED 3:1 SLOPE.
4. GRADING AND STORM WATER M.S.D., MODOT, ST. LOUIS COUNTY, THE CITY OF CHESTERFIELD AND THE MONARCH CHESTERFIELD LEVEE DISTRICT.
5. ALL UTILITIES WILL BE INSTALLED UNDERGROUND.
6. SITE DEVELOPMENT SHALL BE IN ACCORDANCE WITH RECOMMENDATIONS AS OUTLINED IN THE GEOTECHNICAL REPORT AND ALL ITS SUPPLEMENTAL PROVISIONS AND ADDENDUMS.
7. SIGNAGE APPROVAL IS A SEPARATE PROCESS
8. THE CONTROLLING REGULATORY FLOODPLAIN ELEVATION FOR THIS SITE IS THE 100-YEAR HIGH WATER ELEVATION OF 460.00 IN ACCORDANCE WITH THE CHESTERFIELD VALLEY STORMWATER MASTER PLAN

LET'S RIDE LLC
ATTENTION: ROBERT HONZ
2690 MASTERSON AVENUE
ST. LOUIS, MO 63114
PHONE: (314) 303-5235

UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS, RECORDS AND INFORMATION, AND, THEREFORE DO NOT NECESSARILY REFLECT THE ACTUAL EXISTENCE, NON-EXISTENCE, SIZE, TYPE, NUMBER, OR LOCATION OF THESE FACILITIES, STRUCTURES AND UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UNDERGROUND FACILITIES, STRUCTURES, AND UTILITIES, EITHER SHOWN OR NOT SHOWN ON THE UNDERGROUND FACILITIES, STRUCTURES, AND UTILITIES MAP, PRIOR TO ANY GRADING, EXCAVATION OR CONSTRUCTION OF IMPROVEMENTS. THESE PROVISIONS SHALL IN NO WAY RELEASE ANY PARTY FROM COMPLYING WITH THE UNDERGROUND FACILITY SAFETY AND DAMAGE PREVENTION ACT, CHAPTER 319. RS.MS.

PRIOR TO OBTAINING A CONSTRUCTION PERMIT FROM THE METROPOLITAN ST. LOUIS SEWER DISTRICT, THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE THE DISTRICT WITH A COPY OF AN EXECUTED CERTIFICATE OF INSURANCE INDICATING THAT THE PERMITEE HAS OBTAINED AND WILL CONTINUE TO CARRY COMMERCIAL GENERAL LIABILITY AND COMPREHENSIVE AUTO LIABILITY INSURANCE. THE REQUIREMENTS AND LIMITS SHALL BE AS STATED IN THE "RULES AND REGULATIONS AND ENGINEERING DESIGN REQUIREMENTS FOR SANITARY AND STORMWATER DRAINAGE FACILITY", SECTION 10.090 (ADDENDUM).

STRUCTURE SETBACKS:

- TWENTY (20) FEET FROM WINGS CORPORATE DRIVE RIGHT-OF-WAY
- TWENTY (20) FEET FROM BUZZ WESTFALL DRIVE RIGHT-OF-WAY
- THIRTY-FIVE (35) FEET FROM SOUTHERN LINE OF LOT 16
- TEN (10) FROM WESTERN PROPERTY LINES
- NO INTERNAL BUILDING SETBACKS

- TEN (10) FEET FROM WINGS CORPORATE DRIVE RIGHT-OF-WAY
- TEN (10) FEET FROM BUZZ WESTFALL DRIVE RIGHT-OF-WAY
- TWENTY-FIVE (25) FEET FROM SOUTHERN LINE OF LOT 16
- FIVE (5) FROM WESTERN PROPERTY LINES
- NO INTERNAL PARKING SETBACKS

MAXIMUM FLOOR AREA RATIO (F.A.R.) OF 0.55

MINIMUM 35.0% OPEN SPACE

A MAXIMUM HEIGHT OF 40.0'

A TRACT OF LAND BEING ALL OF LOTS 14 AND 16 OF WINGS CORPORATE ESTATES, AS SUBDIVISION ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLATE BOOK 3566, PAGE 79 THROUGH 81 OF THE ST. LOUIS COUNTY RECORDS, LOCATED IN SECTION 26, TOWNSHIP 13 NORTH, RANGE 18 EAST OF THE FIFTH PRINCIPAL MERIDIAN, CITY OF WESTFELDER, ST. LOUIS COUNTY, MISSOURI BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF ABOVE SAID LOT 14, SAID POINT ALSO BEING THE CORNER OF SAID LOT 14 AND SAID LOT 16, THENCE ALONG THE WEST WIDE PRIVATE ROADWAY; THENCE ALONG SAID CENTERLINE, NORTH 78 DEGREES 12 MINUTES 40 SECONDS EAST, 329.73 FEET TO THE NORTHEAST CORNER THEREOF; SAID POINT ALSO BEING LOCATED ON THE CENTERLINE OF BUZZ WESTFALL DRIVE, THENCE ALONG SAID DRIVE, NORTH 78 DEGREES 12 MINUTES 40 SECONDS EAST, 100 FEET TO THE NORTHEAST CORNER OF SAID LOT 16; THENCE ALONG THE SOUTH LINE OF SAID LOT 16, SOUTH 78 DEGREES 41 MINUTES 30 SECONDS WEST, 338.40 FEET TO THE SOUTHWEST CORNER OF SAID LOT 16; THENCE ALONG SAID CENTERLINE, SOUTH 11 DEGREES 16 AND 14, NORTH 11 DEGREES 31 MINUTES 10 SECONDS WEST, 400.60 FEET TO THE POINT OF BEGINNING.

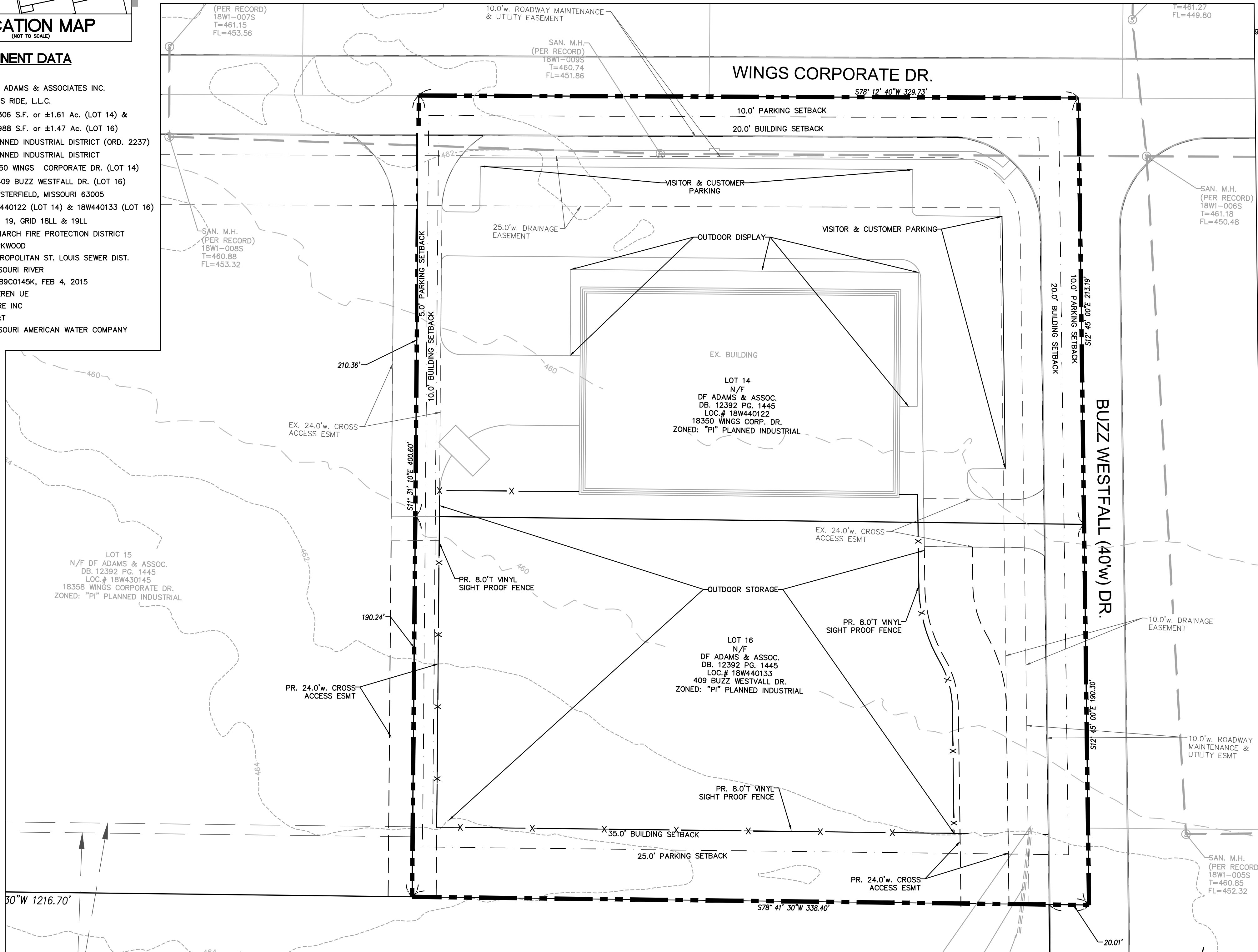
CONTAINING 14.294 SQUARE FEET OR 3.083 ACRES, MORE OR LESS.

THIS DESCRIPTION WAS PREPARED FROM RECORD AND AVAILABLE INFORMATION AND IS THEREFORE SUBJECT TO AN ACTUAL BOUNDARY SURVEY.

1. ALL PROPOSED IMPROVEMENTS SHALL BE CONSTRUCTED TO ST. LOUIS COUNTY STANDARDS.
2. NO SLOPES WITHIN ST. LOUIS COUNTY RIGHT-OF-WAY SHALL EXCEED 3 (HORIZONTAL) TO 1 (VERTICAL).
3. STORM WATER SHALL BE DISCHARGED AT AN ADEQUATE NATURAL DISCHARGE POINT. SINKHOLES ARE NOT ADEQUATE DISCHARGE POINTS.
4. ALL PROPOSED ACCESS TO ST. LOUIS COUNTY ROADS SHALL MEET MINIMUM ST. LOUIS COUNTY SIGHT DISTANCE REQUIREMENTS.
5. ALL GRADING AND DRAINAGE SHALL BE IN CONFORMANCE WITH ST. LOUIS COUNTY AND MSD STANDARDS.
6. ALL HYDRANTS, POWER POLES OR OTHER POTENTIAL OBSTRUCTIONS WITHIN THE ST. LOUIS COUNTY ROAD RIGHT-OF-WAY SHALL HAVE A MINIMUM TWO (2) FOOT SETBACK FROM FACE OF CURB OR EDGE OF PAVEMENT, AS DIRECTED BY THE ST. LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC.
7. ANY ENTITY THAT PERFORMS WORK ON ST. LOUIS COUNTY MAINTAINED PROPERTY SHALL PROVIDE THE COUNTY WITH A CERTIFICATE OF INSURANCE EVIDENCING GENERAL LIABILITY COVERAGE (BODILY INJURY AND PROPERTY DAMAGE) IN THE AMOUNTS SPECIFIED AS THE LIMITS OF LIABILITY SET BY THE STATE FOR PUBLIC ENTITIES. SUCH CERTIFICATE SHALL ALSO INCLUDE ST. LOUIS COUNTY AS AN ADDITIONAL INSURED AND SHALL BE PROVIDED PRIOR TO THE ISSUANCE OF ANY PERMIT. CERTIFICATE SHALL PROVIDE FOR A 30 DAY POLICY CANCELLATION NOTICE TO ST. LOUIS COUNTY. UPON REQUEST, THE COUNTY WILL PROVIDE THE SPECIFIC AMOUNTS FOR BOTH PER PERSON AND PER OCCURRENCE LIMITS.
8. PRIOR TO "SPECIAL USE PERMIT" ISSUANCE BY THE ST. LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC, A SPECIAL CASH ESCROW OR SPECIAL ASSESSMENT SUPPORTED BY AN IRREVOCABLE LETTER OF CREDIT, MAY BE REQUIRED TO BE ESTABLISHED WITH THE ST. LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC TO GUARANTEE COMPLETION OF THE REQUIRED ROADWAY IMPROVEMENTS.
9. ST. LOUIS COUNTY WILL MAINTAIN EXCLUSIVE CONTROL OF WINGS CORPORATE DRIVE WITHIN THE 40.0' ROADWAY EASEMENT LIMITS

PERTINENT DATA

OWNER: D F ADAMS & ASSOCIATES INC.
OWNER UNDER CONTRACT: LET'S RIDE, L.L.C.
LOT AREA: 70,306 S.F. or ±1.61 AC. (LOT 14) &
63,988 S.F. or ±1.47 AC. (LOT 16)
EXISTING ZONING: PLANNED INDUSTRIAL DISTRICT (ORD. 2237)
PROPOSED ZONING: PLANNED INDUSTRIAL DISTRICT
SITE ADDRESS: 18350 WINGS CORPORATE DR. (LOT 14)
& 409 BUZZ WESTALL DR. (LOT 16)
CHESTERFIELD, MISSOURI 63005
LOCATOR NO: 18W440122 (LOT 14) & 18W440133 (LOT 16)
WUNNERNBERG'S: PG. 19, GRID 18LL & 19LL
FIRE DISTRICT: MONARCH FIRE PROTECTION DISTRICT
SCHOOL DISTRICT: ROCKWOOD
SEWER DISTRICT: METROPOLITAN ST. LOUIS SEWER DIST.
WATER SHED: MISSOURI RIVER
FEMA MAP: 29189C0145K, FEB 4, 2015
ELECTRIC COMPANY: AMEREN UE
GAS COMPANY: SPIRE INC
PHONE COMPANY: AT&T
WATER COMPANY: MISSOURI AMERICAN WATER COMPANY



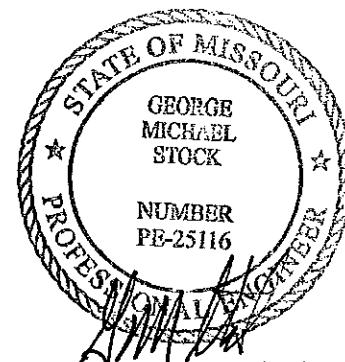
(IN FEET)
1 inch = 30 ft

PREPARED BY:

PRELIMINARY DEVELOPMENT PLAN FOR:

**WINGS CORPORATE ESTATES - REZONE LOTS 14 & 16
TO "P1" - PLANNED INDUSTRIAL**

LOTS 14 & 16 WINGS CORPORATE ESTATE
CHESTERFIELD, MO 63005



GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY
NUMBER: 000996

REVISIONS:

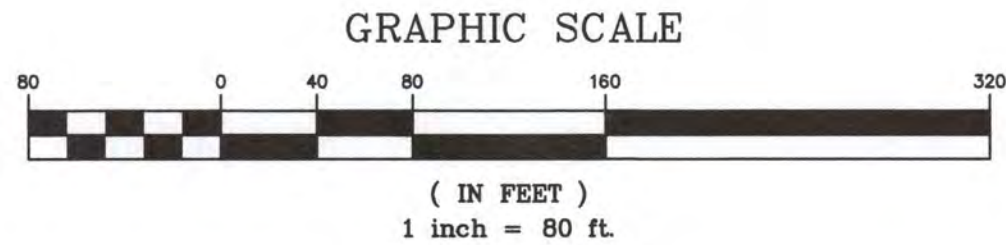
- | | |
|----|-------------------------|
| 1. | 2021-5-28 CITY COMMENT: |
| 2. | 2021-7-16 CITY COMMENT: |
| 3. | 2021-7-27 CITY LETTER |

DRAWN BY: K.S.G.	CHECKED BY: G.M.S.
DATE: 5/3/2021	JOB NO: 2020-683
M.S.D. P #: —	BASE MAP #: 17W & 18W
S.L.C. H&T #: —	H&T S.U.P. # —
M.D.N.R. #:	

PRELIMINARY DEVELOPMENT PLAN

SHEET NO.: C1.0

LEGEND	
	BENCH MARK
	FOUND IRON ROD
	FOUND IRON PIPE
	RIGHT OF WAY MARKER
	UTILITY POLE
	SUPPORT POLE
	UTILITY POLE WITH LIGHT
	LIGHT STANDARD
	ELECTRIC METER
	ELECTRIC MANHOLE
	ELECTRIC PEDESTAL
	ELECTRIC SPLICE BOX
	GAS DRIP
	GAS METER
	GAS VALVE
	TELEPHONE MANHOLE
	TELEPHONE PEDESTAL
	TELEPHONE SPLICE BOX
	CABLE TV PEDESTAL
	FIRE HYDRANT
	FIRE DEPARTMENT CONNECTION
	WATER MANHOLE
	WATER METER
	WATER VALVE
	POST INDICATOR VALVE
	CLEAN OUT
	STORM MANHOLE
	GRATED MANHOLE
	STORMWATER INLET
	GRATED STORMWATER INLET
	SANITARY MANHOLE
	TREE
	BUSH
	TRAFFIC SIGNAL
	PARKING METER
	STREET SIGN
	SPRINKLER
	MAIL BOX



RECORD BOUNDARY EXHIBIT

A TRACT OF LAND BEING WINGS CORPORATE ESTATES AS DESCRIBED IN CHESTERFIELD ZONING ORDINANCE NO. 2237 AND BEING LOCATED IN U.S. SURVEYS 362 AND 133, TOWNSHIP 45 NORTH, RANGE 3 EAST OF THE 5TH PRINCIPAL MERIDIAN
CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI

ABBREVIATIONS	
C.O.	CLEANOUT
DB.	DEED BOOK
E.	ELECTRIC
FL.	FLOWLINE
FT.	FEET
FND.	FOUND
G.	GAS
M.H.	MANHOLE
N/F.	NOW OR FORMERLY
PL.	PLAY BOOK
PG.	PAGE
P.V.C.	POLYVINYL CHLORIDE PIPE
R.B.	RADIAL BEARING
R.C.P.	REINFORCED CONCRETE PIPE
SQ.	SQUARE
T.	TELEPHONE CABLE
V.C.P.	VETRIFIED CLAY PIPE
W.	WATER
(86°W)	RIGHT-OF-WAY WIDTH



Legal Description for Lots 14 & 16 of Wings Corporate Estates

A tract of land being all of Lots 14 and 16 of Wings Corporate Estates, a subdivision according to the plat thereof as recorded in Plat Book 356m, Page 79 through 81 of the St. Louis County Records, located in U.S. Survey 362 and 133, Township 45 North, Range 3 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri being more particularly described as follows:
Beginning at the northwest corner of above said Lot 14, said point also being located on the centerline of Wings Corporate Drive, a 40 feet wide private roadway; thence along said centerline, North 78 degrees 12 minutes 40 seconds East, 329.73 feet to the northeast corner thereof, said point also being located on the centerline of Buzz Westfall Drive, a 40 feet wide private drive; thence along said centerline, South 12 degrees 45 minutes 00 seconds East, 403.49 feet to the southeast corner of above said Lot 16; thence along the south line of said Lot 16, South 78 degrees 41 minutes 30 seconds West, 338.40 feet to the southwest corner of said Lot 16; thence along the west lines of above said Lots 16 and 14, North 11 degrees 31 minutes 10 seconds West, 400.60 feet to the POINT OF BEGINNING.
Containing 134,294 square feet or 3.083 acres, more or less.
This description was prepared from record and available information and is therefore subject to an actual boundary survey.



DRAWING FILE: C:\DRAWING\2023\05\17\Survey\0517\Survey\0517.dwg, PLOT: 2408, PLOTTED: May 16, 2023, 4:15pm, PLOTTED BY: MHA.gao

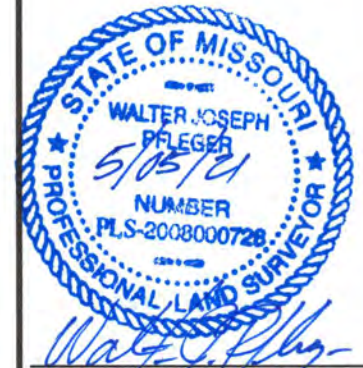
PREPARED FOR:
LET'S RIDE LLC
ATTENTION: ROBERT HONZ
2690 MASTERTON AVENUE
ST. LOUIS, MO 63114
PHONE: (314) 303-5235

PREPARED BY:

RECORD BOUNDARY EXHIBIT

WINGS CORPORATE ESTATES

CITY OF CHESTERFIELD, MISSOURI



WALTER J. PFEIFFER P.L.E.
MO. P.L.S. # 2008000728
CERTIFICATE OF AUTHORITY
LC-222-D

REVISIONS:

DRAWN BY:	CHECKED BY:
J.K.	W.J.P.
DATE:	JOB NO.
5/5/21	220-6831
M.S.D. P. #	BASE MAP #
P-XXXXXX	XXX
S.L.C. H&T #	H&T SUP. #
XXXX	XX-XXX-XX
M.D.N.R. #	
MC-XXXXXX	

SHEET TITLE:

RECORD BOUNDARY EXHIBIT

SHEET NO.:

SHEET #1

Memorandum

Department of Planning

To: Michael O. Geisel, City Administrator
From: Justin Wyse, Director of Planning *JW*
Date: August 30, 2021



RE: **PZ 06-2021 O’Sullivan Mortuary (St. Andrew Kim Parish)**: An ordinance amending City of Chesterfield Ordinance 1313 to incorporate an additional 0.17-acre tract of land and modify permitted uses for an existing “C8” Planned Commercial District located at 13996 Olive Boulevard (16Q130977, 16R340281).

Summary

Baalman Architects on behalf of the Archdiocese of St. Louis has submitted a request for an ordinance amendment to incorporate an additional 0.17-acre tract of land and modify the permitted uses for an existing “C8” Planned Commercial District located at 13996 Olive Boulevard. The governing ordinance is City of Chesterfield Ordinance 1313. The applicant would like to add “Churches and other places of worship” as a permitted use for the property. The applicant would also like to add a small piece of land to the overall parcel. The total acreage of the site would be 1.6 acres.

A Public Hearing was held on August 9, 2021, where the City of Chesterfield Planning Commission discussed the petition, but raised no issues. The Planning Commission motioned to approve this Ordinance Amendment —by a vote of 9 to 0.

On August 9, 2021, the petition was brought before the Planning & Public Works Committee. The Planning & Public Works Committee discussed the petition and questioned the need for both of the existing access points. The Planning & Public Works Committee recommended approval with the condition that Staff discuss the access with Monarch Fire District. Monarch Fire District has since confirmed that the two existing access points to the property shall remain for emergency vehicle access.

Attachments: Legislation



Figure 1: Subject Site Aerial

BILL NO. 3356

ORDINANCE NO. _____

AN ORDINANCE AMENDING CITY OF CHESTERFIELD ORDINANCE 1313 TO INCORPORATE AN ADDITIONAL 0.17-ACRE TRACT OF LAND AND MODIFY PERMITTED USES FOR AN EXISTING “C8” PLANNED COMMERCIAL DISTRICT LOCATED AT 13996 OLIVE BOULEVARD (P.Z. 06-2021 O’SULLIVAN MORTUARY [ST. ANDREW KIM PARISH] 16Q130977, 16R340281).

WHEREAS, the petitioner, Baalman Architects, has submitted a request for an ordinance amendment to incorporate an additional 0.17-acre tract of land currently zoned “C-2” Planned Commercial District into an existing “C-8” Planned Commercial District; and,

WHEREAS, the petitioner has requested to modify the permitted uses of said “C-8” Planned Commercial District; and,

WHEREAS, a Public Hearing was held before the Planning Commission on August 9, 2021; and,

WHEREAS, the Planning Commission, having considered said request, recommended approval of the planned district; and,

WHEREAS, the Planning and Public Works Committee, having considered said request, recommended approval of the request; and,

WHEREAS, the City Council, having considered said request voted to approve the ordinance amendment request.

NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI, AS FOLLOWS:

Section 1. City of Chesterfield Ordinance 1313 is hereby amended and the City of Chesterfield Unified Development Code and the Official Zoning District Map, which are part thereof, are hereby amended by establishing a “C-8” Planned Commercial District for a 1.60-acre tract of land located at 13996 Olive Boulevard and as described as follows:

A parcel of land being part of Lot B, of Hog Hollow Office Center, recorded in Plat Book 298 page 46, of the St. Louis County Recorder's Office and part of

the eastern 50.00 feet, of adjusted Lot A, of the Boundary Adjustment Plat, recorded in Plat Book 273 page 6, of the St. Louis County Recorder's Office, in the City of Chesterfield, St. Louis County, Missouri, more particularly described as follows;

Beginning at the southeastern corner of said Lot B, also being the southwest corner of Lot A of said Hog Hollow Office Center and a point, in the northern line of Lot 9, of Westbury Plat Two, recorded in Plat Book 108 page 14, St. Louis County Recorder's Office; Thence south 50 degrees 55 minutes 09 seconds west 30.47 feet, to a found concrete monument; Thence south 61 degrees 04 minutes 58 seconds west 439.74 feet, along the southern line of said Lot B, also being the northern lines of Lots 9, 10 and 11 of said Westbury Plat Two and the northern lines of Lots 12 and 13, of Westbury Plat Four, recorded in Plat Book 111 page 20, St. Louis County Recorder's Office, to a found concrete monument located at the southwestern corner of said Lot B, said point being in the eastern line of Lot 21, of Greenfield Village Plat 1, recorded in Plat Book 173 page 54, St. Louis County Recorder's Office; Thence north 06 degrees 31 minutes 10 seconds east 50.44 feet, along the western line of said Lot B, also being the eastern line of said Lot 21, to a point in the southern line of said adjusted Lot A; Thence north 61 degrees 03 minutes 23 seconds east 95.03 feet, along the northern line of said Lot B, also being the southern line of said adjusted Lot B, to a point; Thence north 28 degrees 58 minutes 15 seconds west 148.37 feet, along a line parallel with the eastern line of said adjusted Lot A, to a point in the southern line of Olive Street Road, irregular width; Thence north 60 degrees 59 minutes 31 seconds east 337.10 feet, along the southern line of said Olive Street Road, to a point, in the eastern line of said Lot B; Thence along the eastern line of said Lot B, the following courses and distances, south 28 degrees 59 minutes 06 seconds east 19.00 feet to a point; thence north 61 degrees 04 minutes 58 seconds east 8.00 feet to a point; thence south 29 degrees 04 minutes 48 seconds east 165.67 feet, to the southeastern corner of said Lot B being the point of beginning and containing 69,802 square feet or 1.60 acres, more or less.

Section 2. Section 1 of Attachment 'A' of City of Chesterfield Ordinance 1313 is hereby repealed and in lieu thereof the following is adopted:

1. PERMITTED USES

- A. The uses permitted in this "C-8" Planned Commercial District shall be:
 - i. One (1) office building; and

- ii. One (1) building for a mortuary use with an accessory apartment;
or
- iii. One (1) church or other place of worship

Section 3. The preliminary approval, pursuant to the City of Chesterfield Unified Development Code is granted, subject to all of the ordinances, rules and regulations and the specific conditions as recommended by the Planning Commission in its recommendation to the City Council, which are set out in the Attachment 'A'.

Section 4. The City Council, pursuant to the petition filed by Baalman Architects in P.Z. 06-2021, requesting the rezoning embodied in this ordinance, and pursuant to the recommendation of the City of Chesterfield Planning Commission that said petition be granted and after a public hearing, held by the Planning Commission on the 9th Day of August 2021, does hereby adopt this ordinance pursuant to the power granted to the City of Chesterfield under Chapter 89 of the Revised Statutes of the State of Missouri authorizing the City Council to exercise legislative power pertaining to planning and zoning.

Section 5. This ordinance and the requirements thereof are exempt from the warning and summons for violations as set out in Article 8 of the City of Chesterfield Unified Development Code.

Section 6. This ordinance shall be in full force and effect from and after its passage and approval.

Passed and approved this _____ day of _____, 2021

PRESIDING OFFICER

Bob Nation, MAYOR

ATTEST:

Vickie McGownd, CITY CLERK

FIRST READING HELD: 08/30 /2021

Memorandum

Department of Public Works



TO: Michael O. Geisel, P.E.
City Administrator

FROM: James A. Eckrich, P.E. *JAE*
Public Works Dir. / City Engineer

DATE: July 30, 2021

RE: City of Chesterfield Sidewalk Program

As you know, the City of Chesterfield maintains 254 miles of sidewalk and 2,280 curb ramps. The sidewalk and curb ramps are maintained in accordance with the City's ADA Transition Plan, approved by City Council on October, 2018 and updated annually, with the most recent update March, 2021. The ADA Transition Plan and City Sidewalk Program are supplemented with Council Policy PW-38, Council Policy PW-41, Planning and Public Works Departmental Policy PPW-046, and Planning and Public Works Departmental Procedures PPW-1013, PPW-1014, and PPW-1046. Each of these policies and procedures is attached.

Maintenance of the City's substantial sidewalk and curb ramp infrastructure requires annual inspections, significant documentation and planning, ongoing maintenance, and annual funding. Sidewalks are currently inspected on a three-year cycle, with one-third of the City's sidewalk inspected each year. The results of those inspections, as well as ongoing Requests for Action (RFAs) from residents, are used to plan annual sidewalk work. Sidewalk projects are currently funded in the following ways:

- Annual allocation of \$300,000 in the Capital Projects Fund (Account 120-079-5497).
- Annual participation in the Community Development Block Grant (CDBG) program administered by St. Louis County, typically resulting in a grant-funded expenditure of approximately \$50,000 to replace ADA compliant curb ramps.
- Supplemental allocation of \$200,000 from the General Fund – Fund Reserves to account for sidewalk work that would typically be addressed by Street Maintenance personnel who are currently dedicated to Ash Tree Removal. This allocation is scheduled to terminate after 2022, when all the City's Ash Trees have been removed.

It is my opinion that our current sidewalk program is effective and has been substantially improved over the past several years. This is primarily due to the revamping of the ADA Transition Plan, increased sidewalk inspection, and better planning for sidewalk projects. That said, with 254 miles of sidewalk and nearly 50,000 residents we are continuously receiving complaints about vertical sidewalk displacement (trip hazards), ponding water on sidewalk, cracking / spalling, and other concerns. Additionally, the City receives numerous insurance claims each year related to sidewalk “trip and falls.” These are not only harmful to injured residents, but they cost the City in deductibles and increased insurance rates. The City’s sidewalk program is intended to identify defects before they become hazards and address problems as effectively and efficiently as possible. It should also be understood that sidewalk defects can be seasonal and occur without advance detection. Further, in a significant number of instances, sidewalk heaving can self-heal as the seasons and weather changes.

Prior to making any recommendations on improving the sidewalk program, I think it is important that everyone understand the current state of the City’s sidewalk system and the methods we use to address sidewalk deficiencies.

The City’s sidewalk system currently contains approximately 15,000 faults or problems. Each of these faults is rated and prioritized within the City’s Transition Plan. Below is a summary of the faults as contained within the most recent update of the ADA Transition Plan. Please note that work orders have been entered for the worst vertical displacements (two inches and greater), and these are being addressed as part of 2021 Sidewalk Replacement Project B.

DESCRIPTION	# OF FAULTS*
Vertical Displacement (≥ 2 in)	153
Vertical Displacement (≥ 1 in but < 2)	1021
Vertical Displacement ($\geq 1/2$ in but < 1)	1174
Vertical Displacement ($\geq 1/4$ in but $< 1/2$)	5110
Cross Slope ($> 8\%$)	56
Cross Slope ($\geq 6\%$ but $< 8\%$)	203
Cross Slope ($\geq 4\%$ but $< 6\%$)	936
Cross Slope ($\geq 2\%$ but $< 4\%$)	3289
Fixed Obstruction	504
Vegetative Obstruction	272
Ponding	591
Cracking	1652
Spalling	61

While this is certainly a large number of faults and problems, it is important to remember that the City maintains 254 miles of sidewalk. Additionally, sidewalk is constructed in such a manner that it is jointed approximately every five feet. These joints control cracking and allow the sidewalk some flexibility to move without

creating additional cracks. Sidewalks placed over expansive soils such as clay will always move due to factors such as tree roots and soil expansion / contraction. This means that while the City could establish a goal of zero faults, the achievement of that goal is unrealistic and can never be attained for any extended period of time.

The faults shown on the previous page are prioritized in accordance with the parameters established within the ADA Transition Plan. This is accomplished by inspecting each slab, measuring and tabulating deficiencies, and then calculating a “barrier score.” Those barrier scores are then correlated to a number 0-10, with 10 being no deficiency. As you can see below, over 91 percent of the City’s sidewalk are rated as a 7 or higher. That leaves 110,937 linear feet (21 miles) of sidewalk rated as a 6 or below.

Current Sidewalk Ratings

<u>Rating</u>	<u>Barrier Score</u>	<u>L.F. Sidewalk</u>	
10	0.0000	508,189	37.92%
9	0.0500	386,658	28.9%
8	0.1000	223,371	16.7%
7	0.1500	110,869	8.3%
6	0.2000	58,939	4.4%
5	0.2500	27,354	2.0%
4	0.3000	19,177	1.4%
3	0.4500	3,905	0.3%
2	0.6000	1,562	0.1%
1	0.7500	-	0.0%
0	1.0000	-	0.0%
		1,340,024	100.00%

The City’s current practice regarding sidewalk improvements is that each year the City Engineering Staff provides Street Maintenance personnel with a list of all vertical displacements two inches or greater. Street Maintenance personnel then address these vertical displacements by grinding the sidewalk or by adding a temporary asphalt ramp. Both methods are shown in the photos on the next page. Our preference is to grind sidewalks whenever practical. While the grinding is somewhat unsightly, it is much more aesthetically appealing than adding asphalt and is mostly tolerated by residents. If a sidewalk fault can be grinded the action is documented in the City’s Work Order system and the Work Order is closed. If the sidewalk cannot be grinded the placement of an asphalt ramp is documented in the Work Order, which is then re-assigned to a Project Manager for sidewalk replacement.

Grinding



Temporary Asphalt Ramp



The City currently manages two sidewalk projects per year, not including the grant funded CDBG curb ramp project. The first project, funded at approximately \$300,000 annually, involves the City replacing all sidewalk deficiencies within a subdivision, or multiple subdivisions. The subdivisions are chosen based upon “clustering” of highly rated faults in the Transition Plan. This project has been effective and popular with residents, as it addresses all deficiencies within a subdivision. The second project, funded at approximately \$200,000 annually, involves the City replacing the asphalt ramps referenced in the previous paragraph, as well as isolated high priority sidewalk deficiencies the Transition Plan. This is work that could be accomplished by our Street Maintenance personnel if they were not exclusively allocated to Ash Tree removal at this time.

Not mentioned above is the fact that residents call throughout the year and report sidewalk deficiencies. These are each investigated by a Civil Engineer from the City, who responds to the resident with the course of action to be taken. If, after investigation, a sidewalk fault is one-inch or higher it is referred to the Street Maintenance division for grinding or construction of an asphalt ramp. If the sidewalk fault is less than one-inch the Civil Engineer explains the City’s Transition Plan and that faults such as these are prioritized and addressed as budget and workload permit.

While the sidewalk program delineated above is fair, effective, and better than most in the St. Louis area, I still think it can be improved. It is my belief that we can extend the effectiveness of the \$300,000 Project (aka Project A) by addressing these sidewalk deficiencies in a different manner. Specifically, there are number of contractors that eliminate sidewalk deficiencies via “mudjacking.” Mudjacking is a generic term whereby a contractor drills a small hole in a sidewalk and pumps material (such as cement slurry or polyurethane) to raise the sidewalk and eliminate a vertical displacement. This method is significantly cheaper than sidewalk replacement and is less unsightly than grinding or asphalt. Additionally, no restoration (dirt / seed / straw) is required. As shown in the photo below, the only evidence of the work is a small filled hole within the sidewalk. We have recently used this method on a few City streets, including Royalbrook Drive and Orchard Hill Drive. The responses have been positive with no complaints.

Grinding & Mudjacking



Mudjacking Holes



While not all sidewalk deficiencies can be addressed via mudjacking, the use of this technique would allow us to address many more deficient sidewalks in Project A. Mudjacking typically costs approximately \$55 per slab, while sidewalk replacement costs approximately \$160 per slab. If we first addressed sidewalks via a mudjacking contract, and then followed up with slab replacement on only areas which cannot be mudjacked, we could potentially more than double the amount of sidewalk we are able to address each year with the Project A contract.

Regarding Project B, that work will be performed mostly by the Street Maintenance Division after the Ash Tree removals are complete, estimated at early 2023. While grinding, asphalt ramps, and sidewalk replacement will always be necessary, our crews would also be able to dramatically increase output by implementing a mudjacking process. This would NOT replace all grinding, asphalt, and slab replacement. However, we do believe it would address most sidewalk deficiencies and become the primary means by which the City addresses vertical sidewalk displacement. In order to accomplish this, Superintendent of Maintenance David Barley has recommended the purchase of a Poly Jack Trailer, including all necessary attachments and material, at a cost of \$63,906. By purchasing this equipment and proceeding in this manner, the City could reduce its number of sidewalk grinders from two to one, eliminating the need to buy the sidewalk grinder budgeted for this year. In fact, Mr. Barley has earmarked \$62,530 in expenditure reductions within the Street Maintenance division in order to fund this purchase with no supplemental budgetary allocation.

In summary, it is my recommendation that the City of Chesterfield revise its Sidewalk Program to implement mudjacking as a primary maintenance treatment. Specifically, Sidewalk Project A will be revised to incorporate a mudjacking component to address as many vertical displacements as practical prior to initiating slab removal. Additionally, the Street Maintenance Division will purchase a Poly Jack Trailer by reallocating existing budgeted funds. This will allow the Street Maintenance Division to implement a mudjacking procedure to increase output and address a larger number of deficient sidewalk slabs each year. Grinding, asphalt, and sidewalk replacement will still be necessary, but only in areas where mudjacking is not practical or effective.

Action Recommended

This matter should be forwarded to the Planning and Public Works Committee of City Council. If PPW concurs with Staff's recommendation it should authorize the Director of Public Works to incorporate mudjacking into the Sidewalk Program. If PPW does not support the recommendation of the Director of Public Works, it should direct Staff to continue the existing sidewalk program and/or make other specified modifications.

Please forward to PPW for review and approval. If PPW concurs with your recommendation to re-purpose existing budgeted funds, it will be forwarded to City Council for final approval.

 2021-7-30

**CITY OF CHESTERFIELD
POLICY STATEMENT**

PUBLIC WORKS

NO. 38

SUBJECT Sidewalk within Driveway Limits **INDEX** PW

**DATE
ISSUED** 10/15/2018

**DATE
REVISED**

POLICY

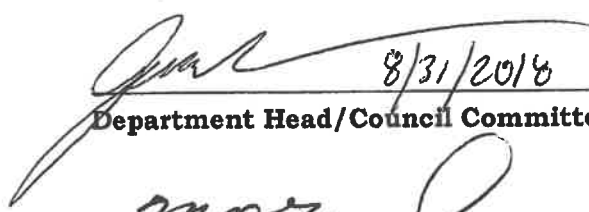
The City of Chesterfield constructs its concrete streets and sidewalks in accordance with Public Works Policy 23 – Pavement Acceptance. Streets and sidewalks are constructed using Portland Cement Concrete comprised of limestone aggregate, in accordance with Section 1005 of the Missouri Standard Specifications for Highway Construction. The concrete is broom finished.

Private driveways are maintained by the property owner, including the portion of the driveway located within public right of way. Private driveways do not serve a public purpose, they exist solely in order to access the private residence.

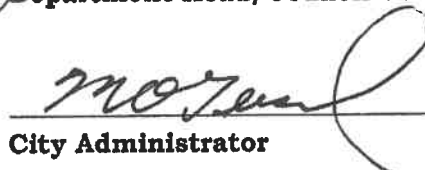
A resident desirous of reconstructing a driveway must obtain a Special Use Permit (SUP) from the Public Works Department. The SUP ensures that the work within the public right of way conforms to City standards. Residents may construct the driveway approach (the portion of the driveway between the curb and the sidewalk) using any hard surface, including asphalt, pavers, or concrete. However, should the City ever need to reconstruct the driveway approach, due to work on the street, the driveway approach will be reconstructed in standard concrete, in accordance with Public Works Policy 23.

If sidewalk is located within the driveway limits, the sidewalk cannot be removed and must be constructed with standard Portland Cement Concrete comprised of limestone aggregate, with a broom finish. This composition of sidewalk is required regardless of the material used to construct the remainder of the driveway.

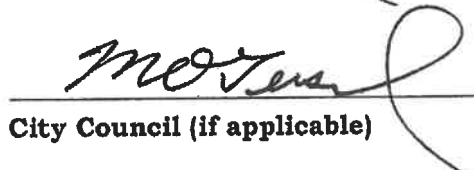
RECOMMENDED BY:

 8/31/2018 PPW
Department Head/Council Committee (if applicable)

9/20/2018
Date

 10/16/2018
City Administrator

10/16/2018
Date

 10/16/2018
City Council (if applicable)

10/16/2018
Date

**CITY OF CHESTERFIELD
POLICY STATEMENT**

PUBLIC WORKS	NO.	41	
SUBJECT	Water on Sidewalks	INDEX	PW
DATE	10/23/2019	DATE	
ISSUED		REVISED	

POLICY

The front yards of Residential Subdivisions in the City of Chesterfield are generally designed and graded to drain from the house to the street, where water is collected in a curb and gutter system and transported to a nearby curb inlet (storm sewer). For subdivisions containing sidewalk, water must necessarily travel over the sidewalk and through the tree lawn in order to reach the street.

Private yards slope toward the street at varying grades. The tree lawn is generally designed for a slope of four percent between the edge of sidewalk to the top of curb. The sidewalk generally contains a cross slope of one to two percent. While a higher cross slope is desirable for drainage purposes, a cross slope of more than two percent is a violation of the Americans with Disabilities Act (ADA).

As subdivisions mature some areas will settle and the ground will shift. Additionally, in many cases vegetation grows higher and more dense as subdivisions age. This can cause problems at the tree lawn, where raised ground or thick strands of grass prevent the water on the sidewalk from draining to the street. The result is water on the sidewalk ponding for varying periods of time.

Ponding water on the sidewalk within 48 hours of a rain event shall be considered normal, and no action will be taken by the City. In cases where water ponds longer than 48 hours and / or creates a public nuisance of some kind (i.e. ice or slick algae) the City will investigate the problem to determine whether corrective action can or should be taken by the City. Specific remedies may include, but are not limited to: replacement of sidewalk slabs which do not slope toward the street; replacement of sidewalk slabs which have settled creating a low area where ponding occurs; re-grading of the tree lawn to allow drainage from the sidewalk to the street; other actions which will, in the opinion of the City Engineer, eliminate or reduce the nuisance.

Residents shall be responsible for ensuring that conditions of their property are not contributing to any nuisance on the sidewalk. This includes maintaining the grass within the tree lawn in such a manner that it allows water to travel from the sidewalk to the street. Additionally, all drains routed toward the sidewalk must discharge at least ten feet from the property line AND must not create a public

nuisance. If a nuisance is created by a private drain, that nuisance must be abated by the property owner by any and all reasonable means, including re-routing sump pumps to rear yards or other drainage channels, when appropriate. In these cases the City's Engineering Division will work with the property owner, to offer alternatives to eliminate or minimize the nuisance.

In instances where water on the sidewalk is creating a significant and consistent sidewalk hazard, and there is no means for the property owner to reasonably reduce or eliminate the hazard, the City will design a Capital Project to correct the problem, the construction of which will be subject to City Council approval.

RECOMMENDED BY:

 9/18/2019 PPW
Department Head/Council Committee (if applicable)

10/10/2019
Date

APPROVED BY:

City Administrator

Date



City Council (if applicable)

10/24/2019
Date



PLANNING & PUBLIC WORKS POLICY



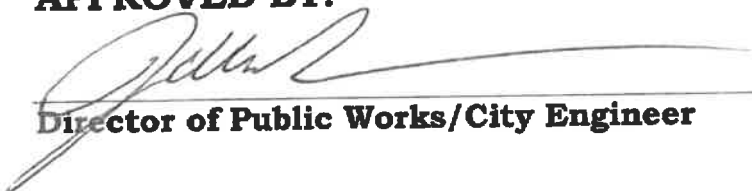
POLICY NO: PPW-046

SUBJECT: Sidewalk Inspections

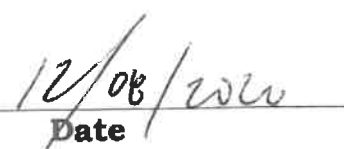
DATE ISSUED: 01/29/2013 **DATE REVISED:** 12/07/2020

Sidewalk inspections are conducted in accordance with the City's ADA Transition Plan, passed by Resolution 450 on October 15, 2018. Every tenth year, the ADA ramps shall be inspected in lieu of sidewalk inspections.

APPROVED BY:



Director of Public Works/City Engineer



Date

APPROVED BY:

City Administrator (if applicable)

Date



PLANNING & PUBLIC WORKS PROCEDURE



PROCEDURE NO: PPW-1013

SUBJECT: Requirements for Sidewalk
Construction

DATE ISSUED: 03/01/2003 **DATE REVISED:** 12/07/2020

All sidewalks constructed within the City of Chesterfield shall comply with the standards set forth in the Americans with Disabilities Act (ADA). Generally, sidewalks adjacent to residential streets shall be a minimum of four feet wide, with five foot passing zones constructed as required by the standards set forth in ADA. Sidewalks along collector and arterial roadways, or as directed by the City Engineer, shall be a minimum of five feet wide. Accessible ramps will be constructed at all stop and yield control intersections, and at other intersections, including "T" intersections, at the direction of the City Engineer. Sidewalks shall be constructed with a maximum cross slope of two percent, including within driveways.

Sidewalk constructed adjacent to a street shall generally be constructed with a running slope which does not exceed the slope of the street. Sidewalk not adjacent to a street shall be constructed with a running slope which does not exceed five percent. Sidewalk with a running slope of up to eight percent can be permitted, provided that landing zones are constructed in compliance with ADA.

A detectable warning consisting of truncated domes shall be placed at each curb ramp. If curb cuts are used to allow a crosswalk to pass through an island, then detectable warnings shall be placed at each exit point from the island. The detectable warnings shall be comprised of pre-molded tile cast directly into the concrete. The color of the warning surface shall be brick red, unless permission for another color is granted by the City Engineer.

APPROVED BY:



Director of Public Works/City Engineer

12/07/2020

Date



PLANNING & PUBLIC WORKS PROCEDURE



PROCEDURE NO: PPW-1014

SUBJECT: Sidewalk and Curb Ramp
Replacement

DATE ISSUED: 01/29/2013 **DATE REVISED:** 03/29/2021

All public sidewalks in the City of Chesterfield will be inspected and rated in conformance with the City's ADA Transition Plan, approved by the City of Chesterfield City Council on 10/15/2018 via resolution 450. The City of Chesterfield also maintains a rating of all curb ramps, which are visually inspected as part of the above-referenced sidewalk inspections and comprehensively rated every ten years.

Each January the Assistant City Engineer (or his designee) shall forward a list of all vertical displacements two inches or greater to the Maintenance Division. These vertical displacements shall be grinded, or a ramp constructed, by the Maintenance Division by May 1 to remove the vertical displacement. All action taken, including whether follow-up is needed, shall be logged within a Work Order and reported to the Assistant City Engineer by June 1. Please note that a two-inch standard will be used as that is expected to generate approximately 150 work orders. The two-inch standard may be adjusted in the future based upon the overall sidewalk condition and Street Maintenance Division workload.

Complaints or concerns regarding curb ramp or sidewalk faults will be entered into the City's work order system as a Request for Action (RFA) to be initiated as a Work Order by the Assistant City Engineer. The Assistant City Engineer (who may elect to assign this responsibility to another Staff Engineer or Inspector) will be responsible for investigating the RFA, deciding the appropriate maintenance response (including placing a cone or barricade if required), documenting the review, forwarding the Work Order, if appropriate, or adding the reported curb ramp or sidewalk fault to the City's GIS system in accordance with the ADA Transition Plan.

Concerns with vertical displacement one inch or greater, or where an accident has been reported, shall be forwarded to the Maintenance Division for grinding or construction of a temporary asphalt ramp to remove the vertical displacement. The action taken shall be logged in the Work Order by the Maintenance Division. If an asphalt ramp was placed to address the vertical displacement or, in the opinion of the Maintenance Supervisor, the grinding was so substantive that the sidewalk must be replaced, the Work Order shall be reassigned to Capital Improvement for inclusion in

a future project. Otherwise, if the trip hazard has been removed, the Work Order can be closed.

Vertical displacements less than one inch will be addressed as described in the ADA Transition Plan and the action taken will be based upon the corresponding Sidewalk Rating. The reason for the one-inch standard is that sidewalks are jointed at five-foot intervals which allows the sidewalk to move with controlled cracking, and there will always be some movement at the joints. Additionally, as documented in the ADA Transition Plan, due to financial and scheduling limitations it is not feasible to perform all sidewalk repairs immediately and the City must prioritize necessary repairs. Accordingly, reported sidewalk faults that do not warrant immediate action (i.e. faults less than one-inch, minor ponding, etc.) will be documented in accordance with the ADA Transition Plan where they will be ranked with all sidewalk and curb ramp deficiencies in the City for future action and the Work Order will be closed.

There shall be three sidewalk and curb ramp contracts presented to City Council each year for approval. The first shall be a sidewalk replacement project with the intention to remove all sidewalk deficiencies within the project limits. The project limits will be established by "clustering" the worst sidewalk deficiencies, as defined in the ADA Transition Plan. This project, to be known as Sidewalk Project A, will be funded at \$300,000, subject to City Council approval. Sidewalk Project A will be administered and managed by a Project Manager.

The second sidewalk project shall address any / all areas from the previous year where asphalt was placed to remove a vertical displacement or where sidewalk grinding was so substantive that the sidewalk must be replaced. Any remaining funds shall be used to address the worst sidewalk deficiencies as defined in the ADA Transition Plan. This project, to be known as Sidewalk Project B, will be funded at \$200,000, subject to City Council approval. Sidewalk Project B will be administered and managed by a Project Manager.

Curb ramps will be considered for replacement as part of both Project A and Project B. In general, curb ramps adjacent to or within 100 feet of a sidewalk repair shall be replaced when they rank in the top 75% of barrier scores or if the City has a record of any complaints regarding the curb ramp. Curb ramps with no record of complaint and not within the top 75% of barrier scores are considered functionally compliant and shall generally not be included as part of Project A or Project B. However, any non-compliant ADA ramp within the Project A limits or in the vicinity of a sidewalk repair in Project B may be included at the Project Manager's discretion, in consultation with the City Engineer.

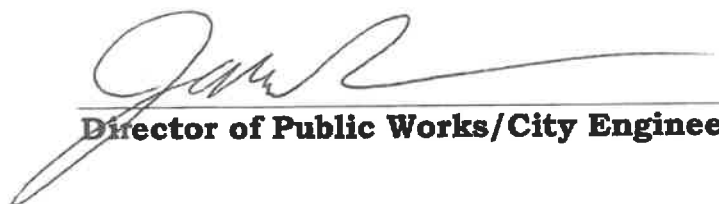
The third sidewalk project shall address non-compliant curb ramps. This project, known as the CDBG Project, shall utilize funding provided through the CDBG Program administered by St. Louis County. The curb ramps to be included in the CDBG project will be chosen by clustering areas with no curb ramps and/or existing

curb ramps with the highest barrier scores. The CDBG Project will be administered and managed by a Project Manager.

In addition to the sidewalk and curb ramp projects referenced above, the City of Chesterfield manages a number of capital street improvement project. When planning a capital street improvement project, the Engineer or Project Manager shall plan to add curb ramps at any location where a curb ramp is required within the project limits. Any deficient curb ramp with a record of complaint or within the top 75% of barrier scores shall be replaced as part of the capital street project.

Supplemental funding may be used to address specific curb ramp or sidewalk areas defined by City Staff or City Council.

APPROVED BY:



Director of Public Works/City Engineer

8/30/2021

Date



PLANNING & PUBLIC WORKS PROCEDURE

PROCEDURE NO: PPW-1046

SUBJECT: Sidewalk Maintenance
Responsibility and Easements

DATE ISSUED: 02/21/2018 **DATE REVISED:** 03/11/2021

Sidewalk shall be required and constructed in the City of Chesterfield in accordance with City Code Section § 405.04.080(G). Staff should endeavor to clearly establish the responsibility for sidewalk ownership/maintenance obligations prior to approval of improvement plans. Sidewalk will typically be maintained by the City, St. Louis County, MoDOT, or the adjacent property owner. The following information can be used to determine when the City will accept maintenance responsibility of sidewalk and when sidewalk should be maintained by another party.

- Non-residential: The City does not generally maintain sidewalk in non-residential areas regardless of street ownership.
 - Sidewalk along a City street in a non-residential area should be located on private property in a permanent sidewalk access easement dedicated to the City and maintained by the property owner.
 - Sidewalk along a County or MoDOT roadway in a non-residential area should either be located in a permanent sidewalk access easement and maintained by the property owner or, in right-of-way or a sidewalk easement dedicated to the County or MoDOT and maintained by County or MoDOT.
- Residential: The City does maintain residential sidewalk along public streets.
 - Sidewalk along public City streets in a residential area should either be located in ROW or in a 5' wide (minimum) sidewalk, maintenance, utility and roadway widening easement.
 - Sidewalk in a residential area along County or MoDOT streets should be dedicated to and maintained by County or MoDOT. However, if County or MoDOT is not willing to accept the sidewalk and the sidewalk is located on private property (typically subdivision common ground), it may be located in a permanent sidewalk easement dedicated to the City to be maintained by the City or, in a permanent sidewalk access easement dedicated to the City to be maintained by the Homeowner's Association.

- **Private Street:** The City does not maintain sidewalk along private streets.
 - Sidewalk along a private street should either be part of the private street dedication or in a sidewalk easement dedicated to the subdivision trustees. The roadways and sidewalk shall be private and remain private forever.
- **Special Cases:** When special cases exist such that a determination cannot be made or is contrary to the previous information, Staff should consult with the Director of Planning and/or the Director of Public Works for additional direction. Instances where the City may maintain sidewalk on private property or within right-of-way or easements of County or MoDOT should be governed by an agreement that clearly states the City's rights and responsibilities.

The following easements are typically utilized for sidewalks. In general, the width of the easement should be at least one foot wider than the sidewalk. Template easement documents are saved in the Forms and Template folder on the Public Services drive.

- **Permanent Sidewalk Easement**
 - Use when sidewalk will be dedicated to the City for maintenance.
 - This easement grants the City rights to construct, repair, and maintain the sidewalk for public use.
- **Permanent Sidewalk Access Easement**
 - Use when sidewalk will be on private property and maintained by the property owner.
 - This easement allows for public access to the privately-maintained sidewalk and includes specific language that the Grantor (property owner) is responsible for maintenance.
- **Sidewalk, Maintenance, Utility, and Road Widening Easement**
 - Use on residential projects when sidewalk will be located outside of right-of-way. This type of easement is typically dedicated on a record plat concurrent with establishment of right-of-way.
 - This easement allows broad use of the area in question that would typically be right-of-way but for special development criteria is allowed to be established as an easement.

The IT Department maintains sidewalk maps. Sidewalk maintenance information should be conveyed to IT so they may update the sidewalk map by either modifying existing sidewalk or creating new sidewalk with information pertaining to property ownership and maintenance obligations.

APPROVED BY:


Director of Planning

March 15, 2021

Date

FINANCE AND ADMINISTRATION COMMITTEE

Chair: Councilmember Moore

Vice-Chair: Councilmember McGuinness

There are no action items from the Finance and Administration Committee scheduled for Monday's meeting.

NEXT MEETING

The next meeting of the Finance and Administration Committee is scheduled for Tuesday, August 31, 2021, at 5:30 pm.

If you have any questions or require additional information, please contact Finance Director Jeannette Kelly or me prior to Monday's meeting.

PARKS, RECREATION AND ARTS COMMITTEE

Chair: Councilmember Mastorakos

Vice Chair: Councilmember Budoor.

There are no Parks, Recreation and Arts Committee action items scheduled on the agenda for this meeting.

NEXT MEETING

The next meeting of the Parks, Recreation and Arts Committee has not yet been scheduled.

If you have any questions or require additional information, please contact Parks, Recreation and Arts Director Thomas McCarthy or me prior to Monday's meeting.

PUBLIC HEALTH AND SAFETY COMMITTEE

Chair: Councilmember DeCampi

Vice Chair: Councilmember Wahl

There are no Public Health and Safety Committee action items scheduled on the agenda for this meeting.

NEXT MEETING

The next meeting of the Public Health and Safety Committee has not yet been scheduled.

If you have any questions or require additional information, please contact Chief Ray Johnson or me prior Monday's meeting.

REPORT FROM THE CITY ADMINISTRATOR & OTHER ITEMS REQUIRING ACTION BY CITY COUNCIL

Trustee Services Recommendation – Recommendation for Financial Trustee. Staff recommendation to approve BOK Financial, N.A. as financial trustee for Series 2016, Series 2020A and Series 2020B Certificates of Participation. Wells Fargo previously provided trustee services for these debt issuances, but have sold their financial services assets in Missouri, thereby making them ineligible to continue providing those services for the City of Chesterfield. The Finance Department solicited proposals from multiple firms and I join with Finance Director Jeannette Kelly in recommending acceptance of the proposal from BOK NA. Staff recommends approval. **(Roll Call Vote)**



Finance Director
636-537-4726

M E M O

DATE: August 4, 2021
TO: Mike Geisel, City Administrator
FROM: Jeannette Kelly, Finance Director *JSKelly*
RE: Trustee Services Recommendation

As you are aware, we solicited proposals for Trustee services on our outstanding Series 2016, Series 2020A, and Series 2020B Certificates of Participation because Wells Fargo Bank, N.A. is no longer an eligible trustee since Wells Fargo sold their Corporate Trust business to Australia's Computershare Ltd.

After reviewing the five proposals (see attached comparison), **Staff recommends we transition the Trustee services from Wells Fargo Bank, N.A. to BOK Financial, N.A.** We have prior experience with BOK Financial with the City's Series 2013 Certificate of Participation as well as the Chesterfield Valley TDD's Series 2015 and Series 2018 Certificates of Participation. Although BOK Financial is not the lowest proposal, our past experience provides qualification of their ability to perform successfully for the City.

Should you have questions or require additional information on this project, please let me know.

Financial Advisor: Chris Collier Piper Sandler & Co. 8235 Forsyth Blvd., Suite 600 Clayton, MO 63105 (314) 726-7535		CITY OF CHESTERFIELD, MISSOURI CERTIFICATES OF PARTICIPATION SERIES 2016, SERIES 2020A, AND SERIES 2020B				
Trustee Comparison						
Bank	US Bank	BOK Financial	Regions Bank	Zion Bank	UMB Bank	
Contact:	Robert J. Kocher	Victor Zarilli	Troy Simmons	Matthew Biere	Jason Fry	
Phone Number:	(317) 264-2500	(314) 379-5277	(713) 244-8044	(314) 296-4855	(616) 350-0301	
Able to Affirm Eligibility	Yes	Yes	Yes	Yes	Yes	
Up-front Costs	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Annual Fee / Series	\$690.00	\$900.00	\$1,000.00	\$1,250.00	\$1,250.00	
Total Fees Paid (Over Life of Transaction)	\$15,180.00	\$19,800.00	\$22,000.00	\$27,500.00	\$27,500.00	
Additional Fees Charged	Reimbursement of Costs (at cost) as specified within Proposal	\$50 / Year Charged for postage, wire transfers, and courier services	\$500 Charge for Early Redemption of Bonds	None Specified	Additional Fees Itemized within Proposal	
Upfront Fees Charged on New Series of Certificates	\$500.00	\$500.00	\$500.00	\$750.00	\$1,250.00	
Bank Counsel Involvement and Costs	Should the City start a new indenture with new or unfamiliar terms or needs to close on an expedited manner, we may need to hire external trustee counsel. U.S. Bank will notify the City if bank external counsel will be required	Only in event of default or litigation	\$1,5000 charged if Certificates are issued under a new trust indenture	\$1,000 if Trustee Opinion is required	N/A (Included)	
PIPER SANDLER						

City of Chesterfield, Missouri

Request for Proposal

Trustee Services

Purpose

The City of Chesterfield (the “City”) is requesting proposals for services to be rendered as Trustee, Registrar and Paying Agent in connection with the City’s outstanding Refunding Certificates of Participation, Series 2016, Certificates of Participation, Series 2020A and Taxable Refunding Certificates of Participation, Series 2020B (collectively, the “Certificates”). The responses are due by E-Mail to Jeannette Kelly, Finance Director (jkelly@chesterfield.mo.us) and Chris Collier, Managing Director, Piper Sandler (Advisor) (chris.collier@psc.com) by Friday, July 30th at 5:00 PM (Central Time).

Background and Outstanding Debt

The City originally hired Wells Fargo Bank, N.A. as their Trustee on the Certificates. Wells Fargo is no longer an eligible trustee and the City is requesting bids to replace Wells Fargo as trustee.

Currently, the City has the following Certificates of Participation Outstanding:

Year	Series 2016	Series 2020A	Series 2020B	Total
12/1/2021	346,028	102,492	309,513	758,033
12/1/2022	350,228	94,125	617,250	1,061,603
12/1/2023	345,428	94,125	1,572,850	2,012,403
12/1/2024	349,428	94,125	1,494,350	1,937,903
12/1/2025	348,228	94,125	1,266,900	1,709,253
12/1/2026	343,778	1,564,125		1,907,903
12/1/2027	349,178	1,564,725		1,913,903
12/1/2028	347,310	1,569,725		1,917,035
12/1/2029		1,569,375		1,569,375
Totals	2,779,606	6,746,942	5,260,863	14,787,411

All Series (2016, 2020A, and 2020B) have payment dates of 6/1 and 12/1

Specific Proposal Questions

Please respond to the following questions within your proposal:

- 1) Please certify that you meet the following criteria:

“Any Trustee appointed under the provisions of this Section in succession to the Trustee will be a state or national trust company, association or bank having the powers of a trust company and being duly authorized to execute trust powers having a designated corporate trust office in the State [Missouri], in good standing in the State, having a combined capital and surplus of at least fifty million dollars (\$50,000,000), and subject to supervision and examination by federal or state authority. If such bank or trust company publishes a report of condition at least annually, pursuant to law or to the requirements of any supervising or examining authority above referred to, then for the purpose of this subsection the combined capital and surplus of such bank or trust company will be deemed to be its combined capital and surplus as set forth in its most recent report of condition so published.”

I certify that BOKF, N.A. meets the above criteria

- 2) Please provide your primary contact information, including address.

Victor Zarrilli & Admir Gusic
200 No. Broadway, Suite 1710
St. Louis, Mo 63102
Phones:
Victor – (314) 379-5277
Admir: (314) 379-5280
Emails:
Victor – vzarrilli@bokf.com
Admir – agusic@bokf.com

- 3) Please provide a brief narrative on the trustee bank’s qualifications to serve as the Trustee, Registrar and Paying Agent for the City of Chesterfield.

BOKF, N.A. is currently serving as trustee for the City’s Series 2013 Certificates of Participation and escrow agent for the City’s refunded Series 2014 Certificates of Participation as well as trustee for several of transportation development districts in the City. BOKF, N.A. provides trustee and/or paying agent services for over 5000 issues throughout the country serviced by thirteen offices including two in Missouri. (Kansas City and St. Louis) with over \$35 billion in outstanding debt. If selected the issues will be serviced out of our St. Louis office.

- 4) What annual fees would you charge? Please explain if this fee is per series of bonds or combined. Also provide when the payments would be due in 2021, and every year thereafter.

Our fee for services will be \$900 per Series and will be billed semi-annually each December 1 and June 1 at one-half the annual amount. We will pro-rate the fee due December 1, 2021.

- 5) What expenses or potential costs are not included in the fee listed above?

Estimated out-of-pocket expenses of \$50 per annum may be charged for postage, courier service, wire transfers etc.

- 6) In the event the City issues new Certificates of Participation, what would be the initial

acceptance fee charged by your bank?
\$500 per Series

- 7) Under what circumstances would the bank require bank counsel involvement, and at what cost to the City?

Outside counsel will be retained if there is an Event of Default or litigation involving the trustee. They would charge their hourly rate at the time. Under normal circumstances all other matters including document review are handled in-house corporate trust counsel at no additional cost.

- 8) Please provide any additional information you feel is important in the City's selection process. Given our existing relationship with the City there would be no transition issues and they are familiar with our primary contacts and the excellent quality of our services.

Contact Information

Please direct any questions to the following:

Jeannette Kelly, City of Chesterfield, Missouri, Finance Director
(636) 537-4726, jkelly@chesterfield.mo.us
Chris Collier, Piper Sandler, Managing Director
(314) 726-7535, chris.collier@psc.com

The City will select from the proposers a trustee bank which is considered to be the most qualified to serve the City as Trustee, Registrar and Paying Agent. The selection shall be at the sole discretion of the City of Chesterfield and shall be based upon experience, fee proposal and any other quality or characteristic deemed in the best interest of the City.

The City of Chesterfield reserves the right to reject any and all proposals.

OTHER LEGISLATION

Bill No. 3351 – An Ordinance re-adopting the procedure established in Ordinance No. 605 of the City of Chesterfield as the procedure for disclosure of conflicts for certain municipal officials. This ordinance reflects the annual adoption of the City's conflict of interest policies. **(Second Reading)**

Bill No. 3352 – An Ordinance amending municipal code section 105.030 relating to Declaration of Candidacy for Municipal office and filing procedures. The City Attorney has recommended adoption of the proposed ordinance due to recent statutory changes reducing the duration of the candidate filing period. **(Second Reading, The City Attorney recommends approval)**

Bill No. 3353 – An Ordinance amending the City code regarding municipal court functions, section 130.020. The City Attorney has recommended adoption of the proposed ordinance due to statutory changes which expands the juvenile court's services to all children under the age of eighteen years of age. **(Second Reading, The City Attorney recommends approval)**

Bill No. 3357 – An Ordinance amending Chapter 600 of the City's Municipal Code regarding the hours intoxicating liquor may be sold. The City Attorney has recommended adoption of the propose ordinance due to revisions to Missouri Statutes, related to Senate Bill 126 which takes effective August 28, 2021 which expands the hours in which packaged liquor and liquor by the drink may be sold on Sundays from 9 a.m. to midnight to 6 a.m. to 1:30 a.m. Monday. **(First Reading, The City Attorney recommends approval)**

UNFINISHED BUSINESS

Wilson Avenue Engineering Design – Budget transfer and appropriation. As recommended by the Planning and Public Works Committee at their June 10th, 2021 meeting, a budget transfer from General Fund – Fund Reserve in the amount of \$320,000 is requested to fund engineering design services for Wilson Avenue, in order to fully define the necessary scope of improvements and provide a detailed cost estimate. Subsequently, at the City Council meeting on August 2nd, 2021, City Council delayed action on this request until the City was able to conduct a public informational meeting related to this project. That meeting was held on Tuesday, 8/23/2021. If the budget transfer is approved, Staff will solicit proposals from qualified reputable engineering firms and return with a recommended professional services contract at a future meeting. A roll call vote is required. The Planning and Public Works Committee recommends approval.

NEW BUSINESS

BILL NO. 3351

ORDINANCE NO. _____

AN ORDINANCE RE-ADOPTING THE PROCEDURE ESTABLISHED IN ORDINANCE NO. 605 OF THE CITY OF CHESTERFIELD AS THE PROCEDURE FOR DISCLOSURE OF CONFLICTS FOR CERTAIN MUNICIPAL OFFICIALS.

WHEREAS, Missouri Statute 105.485 authorizes the City of Chesterfield to adopt an ordinance which establishes its own method of disclosing potential conflicts of interest; and,

WHEREAS, without such an ordinance, each official, officer or employee of the City, and each candidate for office shall be required to file a financial interest statement with the Missouri Ethics Commission, pursuant to subsection 2 of Section 105.485; and,

WHEREAS, the City Council originally adopted its own ordinance establishing a method of disclosing potential conflicts of interest with Ordinance No. 605, adopted August 19, 1991 and has renewed the ordinance at least biennially, and often annually, since 1991; and,

WHEREAS, the City Council finds it is in the best interest of the public to readopt Ordinance No. 605 as the procedure for disclosure of conflicts of interest for the City of Chesterfield;

NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI, AS FOLLOWS:

Section 1. The City of Chesterfield hereby formally re-adopts the procedure set out in Ordinance No. 605 as the procedure for disclosure of potential conflicts of interest and substantial interests.

Section 2. All requirements as set out in Ordinance No. 605 are to remain in full force and effect.

Section 3. The City Clerk is directed to send a certified copy of this Ordinance to the Missouri Ethics Commission prior to September 15, 2021.

Section 4. This Ordinance shall be in full force and effect from and after its passage and approval as provided by law.

Passed and approved this _____ day of _____, 2021.

PRESIDING OFFICER

Bob Nation, MAYOR

ATTEST:

Vickie McGownd, CITY CLERK

FIRST READING HELD: _____

BILL NO. 3352

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF CHESTERFIELD AMENDING MUNICIPAL CODE SECTION 105.030 RELATING TO DECLARATION OF CANDIDACY FOR MUNICIPAL OFFICE AND FILING PROCEDURES

WHEREAS, Section 115.127 RSMo establishes the election filing dates for candidates for municipal office; and,

WHEREAS, HB 271 was adopted by the 101st General Assembly of the State of Missouri and signed by the Governor on June 15, 2021; HB 271 amend, among other things, Section 115.127 RSMo by changing the dates for candidate filing for municipal elective office from the sixteenth (16th) to the seventeenth (17th) Tuesday prior to the election and changing the closing date for municipal elective office from the eleventh (11th) to the fourteenth (14th) Tuesday prior to the election date; and

WHEREAS, the City Council of the City of Chesterfield desire to amend the Municipal Code to reflect the changes in election filing dates to conform to state law.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHESTERFIELD, MISSOURI AS FOLLOWS:

Section I: Section 105.030 of the City of Chesterfield Municipal Code shall be deleted in its entirety and replaced with the following words and phrases:

- A.** Declarations of Candidacy filed for office in the municipal election shall be received by the City Clerk commencing at 8:00 A.M. on the 17th Tuesday prior to the election. No declaration for candidacy for office shall be accepted by the City Clerk after 5:00 P.M. on the 14th Tuesday prior to the election.
- B.** No candidate's name shall be printed on any official ballot unless the candidate has filed a written "Declaration of Candidacy" and paid the appropriate filing fee to the City Clerk.
- C.** Each Declaration of Candidacy shall contain such information as provided by state law, including the following:
 - 1. The candidate's full name; the name to be given will be exactly as it appears on the ballot.
 - 2. The date of birth of the candidate.
 - 3. The home address of the candidate and the date on which the candidate established residency in the City.

4. The name of the office for which the candidate is seeking election, including an acknowledgement that if elected, the candidate will serve in such office.

5. A declaration that the candidate is not in arrears for any unpaid city taxes or that any such arrearage shall be paid in full by the last day to file the declaration of candidacy.

6. The Declaration of Candidacy shall be subscribed and sworn as the candidate before an official authorized to accept their Declaration of Candidacy.

D. All candidates filing their Declarations of Candidacy shall personally file said declaration with the City Clerk.

E. Declarations of Candidacy will be received by the City Clerk in the order in which the candidates pass through the front door of City Hall and the City Clerk shall continue to accept filings in that order until all persons have filed.

Section II: This ordinance shall be codified within the Municipal Code of the City of Chesterfield.

Section III: This ordinance shall be in full force and effect from and after its passage and approval.

Passed and approved this _____ day of _____, 2021.

Presiding Officer

Bob Nation, Mayor

ATTEST:

Vickie McGownd, City Clerk

BILL NO. 3353

ORDINANCE NO.

AN ORDINANCE AMENDING SECTION 130.020 OF THE CITY OF CHESTERFIELD MUNICIPAL CODE REGARDING MUNICIPAL COURT FUNCTIONS

WHEREAS, pursuant to § 211.031 RSMo, the City is authorized to assert jurisdiction over certain types of municipal ordinance violations committed by minors; and

WHEREAS, SB 793 was adopted by the 101st General Assembly of the State of Missouri to amend, among other things, Section 130.020 to change the jurisdiction of the juvenile court; and

WHEREAS, the City Council of the City desire to amend the Municipal Code to reflect the changes in jurisdiction over minors to conform to state law;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHESTERFIELD, MISSOURI, AS FOLLOWS:

SECTION ONE: Section 130.020 of the City Municipal Code entitled **Jurisdiction** shall be amended as follows with language to be added underlined and language to be deleted ~~stricken~~:

Section 130.020 Functions

The Municipal Court shall be responsible for the regular hearing and determination of municipal ordinance violation cases of the City of Chesterfield committed by adults over the age of eighteen (18) and shall be operated in accordance with rules of the Supreme Court and rules of the Circuit Court. For municipal ordinance violations allegedly committed by minors under the age of eighteen (18)(“Minors”), the Municipal Court shall be responsible for the regular hearing and determination of those cases involving:

1. Involve a Minor fifteen (15) years of age or older who allegedly committed a municipal traffic violation, of which does not constitute a felony;
2. Involve any Minor who allegedly violated a municipal curfew ordinance;
3. Involve any Minor who allegedly violated a municipal ordinance prohibiting the use or possession of tobacco.

SECTION TWO: The Mayor and City Council are hereby authorized and directed to approve the amendments on behalf of the City.

SECTION TWO: All ordinances or parts of ordinance in conflict with this Ordinance and hereby repealed and replaced.

SECTION THREE: This Ordinance shall be in full force and effect both from and after its passage and approval by the Mayor and City Council.

Passed and approved this _____ day of _____, 2021.

Presiding Officer

Bob Nation, Mayor

ATTEST:

Vickie McGownd, City Clerk

FIRST READING HELD:

BILL NO. 3357

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF CHESTERFIELD AMENDING CHAPTER 600 OF THE MUNICIPAL CODE REGARDING THE HOURS INTOXICATING LIQUOR MAY BE SOLD

WHEREAS, Chapter 600 of the City's Municipal Code regulates the hours of sale of intoxicating liquor and currently limits the sale of intoxicating liquor on Sundays from 9 a.m. to midnight; and

WHEREAS, on July 7, 2021 the Governor signed Senate Bill 126 which, effective August 28, 2021, amends RSMo 311.200 such that the hours in which packaged liquor and liquor by the drink may be sold on Sundays are expanded from 9 a.m. to midnight, to 6 a.m. to 1:30 a.m. Monday; and

WHEREAS, the City Council of the City desire to amend the Municipal Code to reflect the changes made in state law;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHESTERFIELD, MISSOURI, AS FOLLOWS:

SECTION ONE: Section 600.020 of the City Municipal Code shall be amended as follows with language to be added underlined and language to be deleted ~~stricken~~:

Section 600.020 License Required – Classes of Licenses.

- A. No person shall sell or offer for sale intoxicating liquor in the City of Chesterfield without a currently valid liquor license issued by the City. A separate liquor license shall be required for each of the categories and subcategories of liquor sales in which the licensee desires to engage as set forth herein.
- B. General Licenses. Any person possessing the qualifications and meeting the requirements of this Chapter may apply for the following licenses to sell intoxicating liquor:
 - 1. Package Liquor — Malt Liquor Only. Sales of malt liquor at retail by grocers and other merchants and dealers for sale in the original package direct to consumers but not for resale and not for consumption on the premises where sold. This license may include Sunday sales from 6:00 A.M. to 1:30 A.M. Monday ~~9:00 A.M. to 12:00 Midnight~~.

2. Package Liquor — All Kinds. Sales of all kinds of intoxicating liquors in the original package at retail not for consumption on the premises where sold, including sales as set forth in Subsection (B)(1) of this Section.
3. Liquor By The Drink — Malt Liquor/Light Wine Only. Sales of malt liquor and light wines at retail by the drink for consumption on the premises where sold, including sales as set forth in Subsection (B)(1) and (4) of this Section.
4. Malt Liquor By The Drink. Sales of malt liquor at retail by the drink for consumption on the premises. This license may include Sunday sales from 6:00 A.M. to 1:30 A.M. Monday ~~9:00 A.M. to 12:00 Midnight.~~
5. Liquor By The Drink — All Kinds. Sales of intoxicating liquor of all kinds at retail by the drink for consumption on the premises where sold, including package sales as set forth in Subsection (B)(2) of this Section.

C. Sunday Sales. Except for any establishment that may apply for a license under Section 311.089, RSMo., any person possessing the qualifications and meeting the requirements of this Chapter, who is licensed to sell intoxicating liquor at retail may apply to the City for a special license to sell intoxicating liquor at retail between the hours of 6:00 A.M. on Sunday to 1:30 A.M. Monday ~~9:00 A.M. and 12:00 Midnight on Sundays.~~

D. Permits.

1. Temporary Permit For Sale By Drink. Any person who possesses the qualifications, meets the requirements and complies with the provisions of Section 600.030(B) below may apply for a special permit to sell intoxicating liquor for consumption on premises where sold.
2. Tasting Permit — Retailers. Any person who is licensed to sell intoxicating liquor in the original package at retail under Subsections (B)(2) and (C) of this Section above may apply for a special permit to conduct wine, malt beverage and distilled spirit tastings on the licensed premises; however, nothing in this Section shall be construed to permit the licensee to sell wine, malt beverages or distilled spirits for on-premises consumption.
3. Tasting Permit — Winery, Distiller, Manufacturer, Etc.
 - a. Any winery, distiller, manufacturer, wholesaler, or brewer or designated employee may provide and pour distilled spirits,

wine, or malt beverage samples off a licensed retail premises for tasting purposes provided no sales transactions take place. For purposes of this Subsection (D)(3), a "sales transaction" shall mean an actual and immediate exchange of monetary consideration for the immediate delivery of goods at the tasting site.

b. Notwithstanding any other provisions of this Chapter to the contrary, any winery, distiller, manufacturer, wholesaler, or brewer or designated employee may provide, furnish, or pour distilled spirits, wine, or malt beverage samples for customer tasting purposes on any temporary licensed retail premises as described in Sections 311.218, 311.482, 311.485, 311.486, or 311.487, RSMo., or on any tax-exempt organization's licensed premises as described in Section 311.090, RSMo.

c. Any Winery, Distiller, Etc., May Provide Or Furnish Distilled Spirits, Wine Or Malt Beverage Samples On A Licensed Retail Premises — When.

(1). Notwithstanding any other provisions of this Chapter to the contrary, any winery, distiller, manufacturer, wholesaler, or brewer or designated employee may provide or furnish distilled spirits, wine or malt beverage samples on a licensed retail premises for customer tasting purposes so long as the winery, distiller, manufacturer, wholesaler, or brewer or designated employee has permission from the person holding the retail license. The retail licensed premises where such product tasting is provided shall maintain a special permit in accordance with Section 311.294, RSMo., or hold a by the drink for consumption on the premises where sold retail license. No money or anything of value shall be given to the retailers for the privilege or opportunity of conducting the on-the-premises product tasting.

(2). Distilled spirits, wine, or malt beverage samples may be dispensed by an employee of the retailer, winery, distiller, manufacturer or brewer or by a sampling retained by the retailer, winery, distiller, manufacturer or brewer. All sampling service employees that provide and pour intoxicating liquor samples on a licensed retail premises shall be required to complete a server training program approved by the Division of Alcohol and Tobacco Control.

- (3). Any distilled spirits, wine, or malt beverage sample provided by the retailer, winery, distiller, manufacturer, wholesaler, or brewer remaining after the tasting shall be returned to the retailer, winery, distiller, manufacturer, wholesaler, or brewer.

SECTION TWO: Section 600.030 of the City Municipal Code shall be amended as follows with language to be added underlined and language to be deleted ~~stricken~~:

Section 600.030 License Regulations.

- A. Package Sales, Limitations. No license shall be issued for the sale of intoxicating liquor in the original package, not to be consumed upon the premises where sold, except to a person engaged in, and to be used in connection with, the operation of one (1) or more of the following businesses: a drugstore, a cigar and tobacco store, a grocery store, a general merchandise store, a confectionery or delicatessen store, nor to any such person who does not have and keep in his/her store a stock of goods having a value according to invoices of at least one thousand dollars (\$1,000.00), exclusive of fixtures and intoxicating liquors. Under such license, no intoxicating liquor shall be consumed on the premises where sold nor shall any original package be opened on the premises of the vendor except as otherwise provided in this Chapter or law.
- B. Temporary Permit For Sale By Drink — Certain Organizations.
 1. Notwithstanding any other provision of this Chapter, a permit for the sale of all kinds of intoxicating liquor, including intoxicating liquor in the original package, at retail by the drink for consumption on the premises of the licensee may be issued to any church, school, civic, service, fraternal, veteran, political or charitable club or organization for the sale of such intoxicating liquor at a picnic, bazaar, fair or similar gathering. The permit shall be issued only for the day or days named therein and it shall not authorize the sale of intoxicating liquor for more than seven (7) days by any such club or organization.
 2. If the event will be held on a Sunday, the permit shall authorize the sale of intoxicating liquor on that day beginning at 6~~11~~:00 A.M.
 3. At the same time that an applicant applies for a permit under the provisions of this Subsection, the applicant shall notify the Director of Revenue of the holding of the event by certified mail and by such notification shall accept responsibility for the collection and payment of any applicable sales tax.

4. No provision of law or rule or regulation of the City shall be interpreted as preventing any wholesaler or distributor from providing customary storage, cooling or dispensing equipment for use by the permit holder at such picnic, bazaar, fair or similar gathering.

C. Operating Hours, Days.

1. No person having a license issued pursuant to this Chapter nor any employee of such person shall sell, give away, or permit the consumption of any intoxicating liquor in any quantity between the hours of 1:30 A.M. and 6:00 A.M. on weekdays and between the hours of 1:30 A.M. on Sunday and 6:00 A.M. on Monday except as otherwise authorized and licensed for Sunday sales, and if said person has a license to sell intoxicating liquor by the drink, his/her premises shall be and remain a closed place as defined in Section 600.010 of this Chapter and between the hours of 1:30 A.M. and 6:00 A.M. on weekdays and 1:30 A.M. on Sunday and 6:00 A.M. on Monday. Where such licenses authorizing the sale of intoxicating liquor by the drink are held by clubs, hotels, or bowling alleys, this Section shall apply only to the room or rooms in which intoxicating liquor is dispensed; and where such licenses are held by restaurants or bowling alleys whose business is conducted in one room only, then the licensee shall keep securely locked during the hours and on the days herein specified all refrigerators, cabinets, cases, boxes and taps from which intoxicating liquor is dispensed.
2. When January 1, March 17, July 4 or December 31 falls on Sunday, and on the Sundays prior to Memorial Day and Labor Day and on the Sunday on which the national championship game of the National Football League is played, commonly known as "Super Bowl Sunday," any person having a license to sell intoxicating liquor by the drink may be open for business and sell intoxicating liquor by the drink under the provisions of his/her license on that day from the time and until the time which would be lawful on another day of the week, notwithstanding any provisions of this Chapter to the contrary.

D. General License Regulations.

1. Each license issued hereunder shall be conspicuously posted on the premises for which the license has been issued.
2. A separate license shall be required for each place of business. Every license issued under the provisions of this Chapter shall particularly describe the premises at which intoxicating liquor may be sold

thereunder, and such license shall not be deemed to authorize or permit the sale of intoxicating liquor at any place other than that described therein.

3. No license issued under this Chapter shall be transferable or assignable except as herein provided. In the event of the death of the licensee, the widow or widower or the next of kin of such deceased licensee, who shall meet the other requirements of this Chapter, may make application and the Clerk may transfer such license to permit the operation of the business of the deceased for the remainder of the period for which a license fee has been paid by the deceased. Whenever one (1) or more members of a partnership withdraws from the partnership, the Clerk, upon being requested, shall permit the remaining partner or partners originally licensed to continue to operate for the remainder of the period for which the license fee has been paid without obtaining a new license.
4. In the event any licensee desires to change the location of his/her place of business in the City, it shall be necessary for him/her to file an application in the same manner as herein provided for an original application, except that no additional fee shall be charged and the amended license, describing the new location, shall be issued immediately upon the approval of the application by the City Council. Any change of location of the enterprise prior to issuance of such an amended license shall constitute a violation of this Section.
5. Every licensee shall keep displayed prominently at all times on its licensed premises any City license designating the premises as a place licensed by the City to sell intoxicating liquors. Nonetheless, no application shall be disapproved by the Supervisor of Alcohol and Tobacco Control for failure to possess a City license when making application for a license. Within ten (10) days from the issuance of said City license, the licensee shall file with the Supervisor of Alcohol and Tobacco Control a copy of such City license.

SECTION THREE: The Mayor and City Council are hereby authorized and directed to approve the amendments on behalf of the City.

SECTION FOUR: All ordinances or parts of ordinance in conflict with this Ordinance and hereby repealed and replaced.

SECTION FIVE: This Ordinance shall be in full force and effect both from and after its passage and approval by the Mayor and City Council.

Passed and approved this_____day of_____, 2021.

Presiding Officer

Bob Nation, Mayor

ATTEST:

Vickie McGownd, City Clerk

FIRST READING HELD:

Memorandum

Department of Public Works



TO: Michael O. Geisel, P.E.
City Administrator

FROM: James A. Eckrich, P.E. *JA*
Public Works Dir. / City Engineer

DATE: June 28, 2021

RE: Wilson Avenue

On June 10, 2021 the Planning and Public Works (PPW) Committee considered how to proceed regarding Wilson Avenue. As discussed at that time, earlier in 2021 the City of Chesterfield submitted a grant application for the reconstruction of Wilson Avenue from Wild Horse Creek Road to the recently reconstructed culvert. That grant application included a funding request of \$2,970,000, with a total project cost of \$4,251,000. The City of Chesterfield was notified on May 17, 2021 that its grant submittal was not recommended for funding in 2021, as it did not meet the cost / benefit threshold established by East West Gateway.

As detailed in my May 25, 2021 memorandum, it is clear that in order to qualify for future grant funding, the City will have to limit and better define the scope of the project in order to reduce costs. Additionally, the City will have to consider increasing the local match, which was previously submitted at thirty percent. The PPW determined that the optimal way to do this would be to set the project limits from Wild Horse Creek Road to just south of the S Curve. Establishment of the project limits in this manner is beneficial in a number of ways. Specifically:

- It addresses the deficiencies at the Wild Horse Creek Road intersection, which nearly everyone agrees needs improvement.
- It includes the replacement of the failing culvert within the S curve.
- It reduces the length of the project from 3,000 feet to 1,400 feet.
- It stops well short of the potential tie-in at Baxter Crossing Lane, which was the most controversial part of the previous grant submittal.

The new grant application would include a new asphalt roadway section with appropriately sized lanes and paved shoulders. A shared use path for cyclists and pedestrians would also be included. The shared use path would be separated from the road wherever practical based upon available right of way and geometric / topographic restrictions. Wilson Avenue would be re-aligned through the S Curve at

a horizontal curvature that meets roadway standards and the project would include reconstruction of the failing stormwater culvert. Drainage would be accommodated via roadside ditches and curb/gutter where necessary.

At the June 10, 2021 PPW meeting I explained that in order to successfully acquire a grant, the City will need to complete preliminary design of the improvements in order to obtain a more detailed construction cost estimate. The PPW Committee accepted this and directed Staff to obtain a cost estimate for engineering design for the above-described improvements. I have spoken to a reputable engineering firm familiar with the project, and received a design cost estimate of \$320,000. Please note that this is an estimate only, and an actual cost can only be acquired through a detailed negotiation of scope and fee.

After considering the debate at the June 10, 2021 PPW meeting and further analyzing Wilson Avenue, **it is my recommendation that the City of Chesterfield City Council allocate \$320,000 for engineering services associated with Wilson Avenue. This will fund roadway design plans, project specifications, a construction cost estimate, and any additional services necessary to allow City Staff to submit a grant application in early 2022.** The details of that grant application, including scope and costs, would be submitted to the PPW Committee for review and approval in early 2022.

Action Recommended

This matter should be forwarded to the Planning and Public Works Committee for consideration. Should PPW concur with my recommendation, it should positively recommend to the full City Council a supplemental funding in the Capital Projects Fund of \$320,000 for engineering design services. Should PPW prefer an alternate course of action, it should direct City Staff as to how to proceed regarding Wilson Avenue.

Please forward to PPW for review and recommendation, with the understanding that a budget transfer from the General Fund - Fund Reserve will be necessary to contract for the proposed design contract.

 2021-6-29

Memorandum

Department of Public Works



TO: Michael O. Geisel, P.E.
City Administrator

FROM: James A. Eckrich, P.E. *JA*
Public Works Dir. / City Engineer

DATE: May 25, 2021

Please forward to PPW for review and
further direction.

RE: Wilson Avenue

MO Geisel

2021-5-28

On December 10, 2020 the Planning and Public Works Committee of City Council (PPW) directed Public Works Staff to submit an application for the reconstruction of Wilson Avenue from Wild Horse Creek Road to the recently reconstructed culvert. That grant application was submitted to East West Gateway in early 2021, with a total project cost of \$4,251,000. The requested grant funding was \$2,970,000. The City of Chesterfield was notified on May 17, 2021 that its grant submittal was not recommended for funding in 2021, as it did not meet the cost / benefit threshold established by East West Gateway.

As you will recall, the PPW discussed the Wilson Avenue project at both its October 8, 2020 and December 10, 2020 meetings. The October 8, 2020 meeting concentrated on the history of Wilson Avenue and a request for improvement submitted by the Walnut Hill Subdivision. The memorandum prepared for that meeting, dated October 1, 2020, is attached for your use. While I will not repeat all of the details from that memorandum again within this document, I do want to reiterate that the northern portion of Wilson Avenue contains numerous areas which do not meet current roadway standards and completely lacks pedestrian and bicycle accommodations. Further, it is extraordinarily challenging for the Street Maintenance Division to maintain this road given the existing configuration, lack of drainage accommodations, and the constricted right of way.

I think it bears mentioning that Wilson Avenue is not a “local road” or “subdivision street.” The reason that Wilson Avenue qualifies for federal grant funding is that it is classified as “major collector” by East West Gateway. As you might suspect, a collector road is a road that collects traffic from local roads (subdivision streets) and routes it to arterial roads. In this case Wilson Avenue collects traffic from the neighborhood subdivisions and routes it to one of two arterial roadways – Clarkson Road or Wild Horse Creek Road. In addition to vehicles, these collector roads should

also route pedestrians and cyclists to the arterial roadways. However, given the existing configuration of the northern portion of Wilson Avenue, that is not occurring.

As stated within the October 1, 2020 memorandum, the City of Chesterfield must make a decision regarding the future of Wilson Avenue. It currently is a substandard road with no pedestrian / bicycle accommodations that is extraordinarily difficult to maintain. The Public Works Department, including both Street Maintenance and Engineering Staff, believes the current condition is unsustainable and should be improved. That is what led to the 2020 recommendation to pursue grant funding, which was approved by the Planning and Public Works Committee at its October 8, 2020 meeting.

An example of the inability of the City to effectively maintain Wilson Avenue in its current configuration is the deterioration of the roadway culvert at the south end of the S Curve. That culvert has been failing for some time, and the roadway currently is supported by a makeshift guardrail located adjacent to and above the culvert. The culvert has not been replaced because the City cannot (or at least should not, from a liability standpoint) replace a culvert within a roadway alignment that does not meet today's standards. The correct method to replace this culvert would be to replace it to the west, straightening the road and removing the blind curve. However, given the controversial history of Wilson Avenue, detailed in the October 1, 2020 memorandum, such a reconstruction has not occurred. Instead, the road remains over a failing culvert within an unnecessarily sharp horizontal alignment.

Subsequent to the October 8, 2020 meeting, the City Staff created a survey to solicit input regarding the proposed Wilson Avenue grant application. The results of that survey were presented to PPW at its December 10, 2020 meeting. The memorandum prepared for that meeting, dated December 4, 2020, is attached for your use. You will note that five questions were submitted to PPW at that time. Those questions, and the direction provided by PPW, are detailed below.

- 1) *Should the Public Works Department continue to pursue a TIP grant for improvements to Wilson Avenue from Wild Horse Creek Road to the culvert?* DIRECTION FROM PPW: The Public Works Department should pursue the grant application. Prior to preliminary design the Public Works Department should solicit additional information from the public. Additionally, an Open House should be held after preliminary design is complete.
- 2) *Should the grant application include a connection (vehicular, bicycle, pedestrian,) from Wilson Avenue to Baxter Crossing Lane?* DIRECTION FROM PPW: A pedestrian and bike connection should be made. Public Works Staff should pursue a vehicular connection to Baxter Crossing Lane, but only utilizing non-participating grant funds. This will ensure that City Council has the flexibility to remove this connection from the project if desired. PPW directed that if the grant application is successful residents be notified of the conclusions of the GBA report showing an overall reduction in traffic if the connection is made.

This information would be presented to residents as part of the public input referenced in question number 1.

- 3) *Should bicycle and pedestrian accommodations be included as part of the project?* DIRECTION FROM PPW: The Public Works Department should include bicycle and pedestrian accommodations as part of the grant. These accommodations should be contained within a shared use path, separated from the road wherever practical.
- 4) *Should the City pursue a traffic signal and turn lanes at the intersection of Wild Horse Creek Road and Wilson Avenue?* DIRECTION FROM PPW: The Public Works Department should include improvements to the Wild Horse Creek Road intersection within the grant applications. These improvements, which could include lane additions, lane modifications, and/or a traffic signal, should be determined based upon design requirements and coordination with St. Louis County.
- 5) *Should the City include the hill south of the current project limits in the grant application?* DIRECTION FROM PPW: The project shall not be extended south to include reconstruction of the hill. While such an improvement is desirable, the PPW did not want to further increase the cost of the project and lessen the chances of acquisition of the grant.

The Department of Public Works used the direction from PPW to create a thorough and competitive grant application, with the City paying approximately thirty percent of the total project cost. Unfortunately, that grant application was not successful. Yet the need to improve Wilson Avenue remains, as detailed above. After reviewing the matter at length, the City Engineering Staff has determined that the best manner to proceed is to continue to pursue this project. Moving forward with this project requires grant funding, as the Capital Projects Fund simply cannot afford a \$4.2 million expenditure. Given the results of the previous application, we believe that a grant application with a 50% match would have a reasonable chance for funding. This would result in a City cost of \$2.1 million. While it would be challenging to find future Capital Projects funding in an amount of \$2.1 million, I believe we can and should do so given the importance of this roadway and the need for improvements.

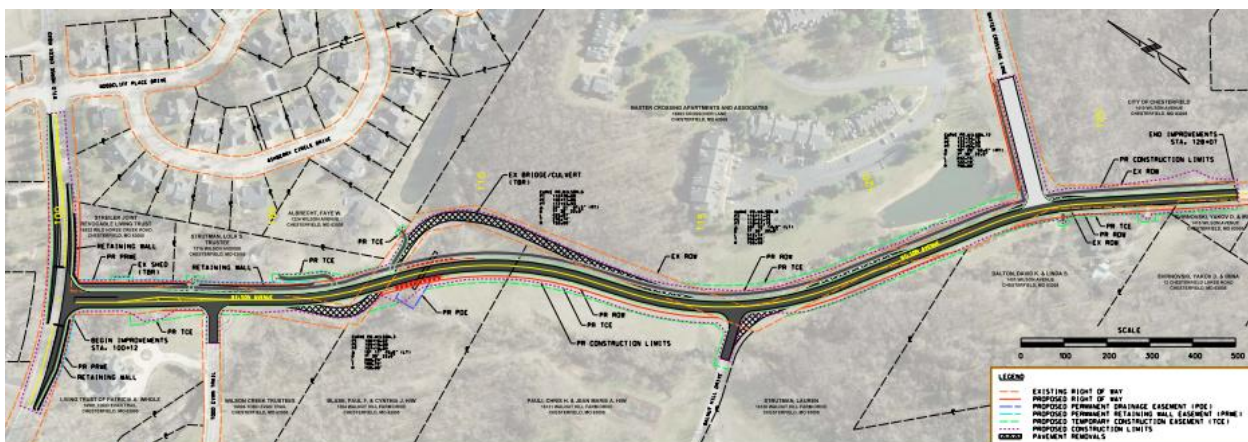
Prior to pursuing a grant further, we believe that additional input is necessary from area residents, motorists, and all other roadway users. In order to acquire this information, the City Staff proposes that we issue another four-question survey. The proposed survey questions are as follows, labeled A-D in order to avoid confusion with 1-5 above.

The survey would begin with an introduction notifying residents that the City's 2021 grant application to improve Wilson Avenue was not successful. However, the need to improve Wilson Avenue has not gone away, and the City continues to look for ways to best improve that roadway. Based upon input from the previous survey, the roadway will be a rural section, comprised of asphalt with a paved shoulder. There

will be an off-road shared use path for cyclists and pedestrians. The project would improve drainage by constructing roadside ditches and adding curb/gutter only where necessary. The Wild Horse Creek Road intersection will be improved by increasing turning radii, adding turn lanes, and constructing a traffic signal if warranted and approved by the St. Louis County Department of Transportation.

Next, area residents, motorists and roadway users would be notified that the City Council appreciates their response to the previous survey. That survey provided a wealth of useful information, but also requires clarification in certain areas. Specifically, we are asking area residents, motorists, and roadway users to answer the following four questions:

- A) The primary objection to the project based upon the previous survey was traffic impacts caused by the potential connection of Wilson Avenue to Baxter Crossing Lane. The City's traffic consultant (GBA) shows that traffic on Wilson Avenue will actually be reduced if the connection to Baxter Crossing Lane is made. The full report can be accessed [HERE](#). Provided this information, do you support a vehicular connection from Wilson Avenue to Baxter Crossing Lane. Please note that IF a vehicular connection is included as part of the project, the configuration of the connection will be studied by the Engineering Staff and the City's consultant and the final recommendation would be presented to the public at a later date.
- a. Yes – I favor a vehicular connection from Wilson Avenue to Baxter Crossing Lane.
 - b. No – I am opposed to a vehicular connection from Wilson Avenue to Baxter Crossing Lane.
- B) Another objection to the project based upon the comment section of the previous survey was the straightening of the sharp “S” curve. A schematic drawing of the existing condition and the proposed improvement is shown below. The current configuration does not meet today's standards, is considered unsafe by Engineering Staff, and cannot be properly maintained in perpetuity. Regarding the reconstruction of the “S” curve, which of the following do you prefer?



- a. Straighten the curve as much as practical, similar to what is shown in the drawing above.
 - b. Straighten the curve somewhat to meet safety standards and allow future maintenance. But maintain the feel of a curved, rural roadway.
- C) *Do you support the City increasing the scope of its engineering design services to study the remainder of Wilson Avenue – specifically the portion of Wilson Avenue from the culvert to Clarkson Road? The results of this study could lead to future grant application to reconstruct and lessen the grade of the steep hill and/or a project to improve pedestrian connectivity throughout the entire Wilson Avenue corridor? Please note these additional projects will NOT be added to the scope of the current grant submittal as the increased cost would decrease the likelihood of a successful grant application.*
- a. Yes – I support expanding engineering design services to study the entire Wilson Avenue corridor.
 - b. No – I do not support expanding engineering design services to study the entire Wilson Avenue corridor.
- D) In its current condition Wilson Avenue does not meet today’s roadway standards. There are numerous safety concerns and the road cannot be maintained its current configuration in perpetuity. That said, there were some respondents to the previous survey who expressed that Wilson Avenue is fine as-is and believe that no roadway improvements are necessary. While that opinion is not supported by roadway standards nor the City’s Engineering Staff, the City Council would like to know definitively the opinion of area residents, motorists, and roadway users. Please indicate your preference:
- a. Improve Wilson Avenue in accordance with today’s roadway standards, incorporating data from the majority of survey respondents as much as practical.
 - b. Make no large-scale improvements to Wilson Avenue. Only maintain the existing pavement in its current configuration.

If PPW proceeds as recommended by City Staff, the results of this survey would be presented to PPW at a later date in order to determine how to proceed with this project. If, after the survey, PPW determines that the project should be abandoned no additional action is necessary. The Public Works Staff will stop all work on the project and plan for an asphalt mill and overlay only. The roadway would continue to exist with safety deficiencies and lack accommodations for cyclists and pedestrians. Street Maintenance Staff would continue to maintain the roadway to the greatest extent practical, knowing that there is little to nothing that can or will be done about roadway drainage, utilities immediately adjacent to the road, and inadequate turning radii. The “S” curve will remain in its current state, with the understanding that failure could occur at any time, necessitating a long-term road closure.

Alternatively, if PPW concurs with City Staff and determines that we should continue to pursue the project, the City Staff will issue a Request for Qualifications (RFQ) for design services. The firm selected will work with Staff to submit a 2022 grant application and create plans, specifications, and estimate necessary to bid this project. The completion of design plans will be beneficial to future grant applications as the project scope will be better defined and cost contingencies may be reduced. The necessary design fees will be requested as part of the 2022 Budget. No additional financial allocation is necessary at this time.

This was stated as part of the previous memorandum, but I feel it is worth restating at this time. As the Director of Public Works / City Engineer it is my job to give you (PPW / Council) my recommendation - that Wilson Avenue should be improved. However, I acknowledge that I work for the Mayor and City Council through the City Administrator. I have no desire to push roadway improvements that are not valued by the City of Chesterfield, as determined by the Mayor and City Council. **Accordingly, it is my recommendation that the City issue the four-question survey detailed above. The results of that survey will be presented to PPW and ultimately used to determine how to proceed with the Wilson Avenue project.**

Action Recommended

This matter should be forwarded to the Planning and Public Works Committee for consideration and direction to City Staff. I will be prepared to answer questions and provide additional information at the meeting.

Memorandum

Department of Public Works



TO: Michael O. Geisel, P.E.
City Administrator

FROM: James A. Eckrich, P.E. *JA*
Public Works Dir. / City Engineer

DATE: December 4, 2020

**Please forward to PPW for review,
discussion and further direction.**

RE: Wilson Avenue Update

MO Geisel **2020-12-4**

As you will recall, on October 8 the Planning and Public Works Committee considered a request from the Walnut Hill Subdivision to improve the section of Wilson Avenue from Wild Horse Creek Road to the culvert. As part of that consideration I provided a memorandum and presentation delineating the deficiencies to Wilson Avenue, along with the history of that roadway. That memorandum, dated October 1, 2020, is attached for your reference. After debating the matter at length, the Planning and Public Works Committee ultimately concurred with my recommendation and directed the City Staff to pursue a Transportation Improvement Program (TIP) grant for the reconstruction of Wilson Avenue from Wild Horse Creek Road to the newly constructed culvert.

As detailed in the October 1 memorandum, and discussed at the October 8 PPW meeting, the first step in preparing the grant application is to obtain public input for the design details. As discussed during the PPW meeting, due to COVID19 restrictions this was accomplished via an online survey. The results of the survey are attached in a memorandum from Civil Engineer Steve Merk. As you can see, residents were asked questions regarding the desired character of the road, shoulder width and composition, bicycle and pedestrian accommodations, and a potential connection to Baxter Crossing Lane. As detailed in the memorandum from Mr. Merk, which includes all of the questions and a breakdown of the responses, 540 surveys were submitted.

The survey provided the City Staff with some important information regarding the future grant submittal. Specifically:

- 75% of respondents preferred a rural section (asphalt road with no curb and gutter)
- 70% of respondents preferred a paved shoulder

- 79% of respondents preferred an off-road shared use path for bicyclists and pedestrians.
- 65% of respondents were opposed to a vehicular connection from Wilson Avenue to Baxter Lane Crossing, while 64% favor a bicycle / pedestrian connection.

If the survey were to have ended prior to question 10 (Comments) I believe the City Staff would have the information it needs to pursue the grant application. However, the Comment section included 15 pages of comments from residents, many of whom oppose the project in its entirety. Due to the history of Wilson Avenue (detailed in the October 1, 2020 memo and not repeated here for brevity sake) the opposition to the project does not necessarily surprise me. However, prior to moving forward with the grant application, I did want to point out to the Council that the residents who entered comments opposed this project nearly two to one. Most of the objections were related to a belief that the project would result in increased traffic volumes, increased speed, and a change in the roadways rural characteristics and charm.

While I appreciate the comments provided by the area residents, there is one classification of comment that I consider unfair. That is that somehow the resident opinions and comments are not being considered, and that there has been no public comment. As previously detailed, especially due to the history of Wilson Avenue, were it not for COVID we would have held a meeting of some kind specifically to discuss the project. Such an in-person meeting could not be held safely, so we sent the survey to solicit input. The survey intentionally did not ask whether residents support improvements to Wilson Avenue for three primary reasons:

- Such a question is extremely vague and difficult to answer. There are undoubtedly residents who support some improvement and not others. Other than the Comment section, we wanted to ask specific questions that could be used as part of the grant application.
- The direction from PPW was to apply for the TIP grant. We know from the history of the road and the discussions at the October 8 meeting that some residents are going to oppose improvements to Wilson Avenue. We did not want to ask a question that did not provide any information on the desired design details and would not be used as part of the grant application.
- I do not believe “leave the road alone” is a viable option. As detailed in the presentation provided to PPW, the Public Works Staff does its best to maintain this section of Wilson Avenue. However, it is unsafe in its current condition and extraordinarily difficult to maintain.

There clearly is some level of support for the project based upon the original letter from the Walnut Hill Subdivision and the positive responses to the survey and comments. However, there is also clearly opposition to improvements to Wilson Avenue, ranging from some who object to specific items (straightening the roadway, adding pedestrian accommodations) to others who think the road is perfect as-is. This conflict is the reason little has been done to improve this section of roadway over

the 32 years of the City's existence, and the reason the roadway exists in its current state.

As the Director of Public Works / City Engineer I feel it is my job to give you (PPW / Council) my recommendation that the roadway should be improved. However, I acknowledge that I work for the Mayor and City Council through the City Administrator. I have no desire to push roadway improvements that are not valued by the City of Chesterfield, as determined by the Mayor and City Council. Accordingly, based upon the Survey and the Comments, I am requesting additional direction from the Planning and Public Works Committee at this time. Specifically:

- 1) Should the Public Works Department continue to pursue a TIP grant for improvements to Wilson Avenue from Wild Horse Creek Road to the culvert?*

As stated above, it remains my recommendation that the Public Works Staff pursue a TIP grant for improvements to Wilson Avenue. As detailed on page 5 of my October 1, 2020 memo, I believe there is a unique opportunity for us to successfully acquire such a grant in 2021 due in part to the financial impacts of COVID-19. However, if the Planning and Public Works Committee believes that the objections to this project are too large, or that the project should move at a slower pace, the City Staff can and will stop its efforts to apply for the grant. The TIP applications for 2021 are due on February 11, 2021, and we are currently moving forward as if a grant application will be submitted. This is a complicated grant submittal which will require a large amount of work. We simply have no ability to delay the work on this project and still submit a high-quality grant application by the deadline.

This is the first of several questions that must be answered regarding the grant. However, if PPW determines that the grant application should be stopped there is no need to answer the following questions at this time. If the grant application is to be pursued I am requesting additional direction.

Public Works Director Recommendation – Proceed with the grant application. We will likely know if the summer of 2021 if the grant application is successful. If it is we could hold a public meeting to solicit additional input on the project prior to preliminary design, as well as an Open House after preliminary design is complete. This is similar to the Open House MODOT recently held regarding Route 109 and Route CC, as well as the City's Open House regarding the Schoettler Road and Old Chesterfield Road projects. Note that what we are proposing here is significantly more resident input than what has occurred on prior projects.

- 2) Should the grant application include a connection (vehicular, bicycle, pedestrian,) from Wilson Avenue to Baxter Crossing Lane?*

Of the survey respondents, 65% oppose a vehicular connection to Baxter Crossing Lane, while 64% support a bicycle / pedestrian connection. Those who oppose the connection primarily do so on the basis of increased traffic. This was an issue in the

1990s when the connection was originally contemplated, and was the reason the connection was not made at that time. The traffic modeling done then and now actually shows that traffic on this portion of Wilson Avenue would be reduced by connecting Baxter Crossing Lane to Wilson Avenue. However, the perception of many residents will likely be that traffic has increased, and the majority of residents object to the connection, per the survey.

The City's traffic consultant GBA is finalizing a report on the traffic modeling associated with Wilson Avenue. That report is not available at this time, but will be forwarded to you as soon as it is available - prior to the December 10, 2020 PPW meeting.

One other factor to consider regarding the Wilson Avenue / Baxter Crossing Lane connection is that the connection allows southbound travelers the option of avoiding the steep hill (see question #5) via Baxter Crossing Lane / Baxter Road. This would be especially useful to motorists during inclement weather.

Public Works Director Recommendation – Proceed with a pedestrian and bicycle connection as part of the grant submittal. Proceed with a vehicular connection also, but clarify as part of the grant application that the vehicular connection may not be constructed at this time. If / when the connection is constructed the City will utilize non-participating funds (a.k.a. no grant monies). By proceeding in this manner the City would maintain the flexibility to exclude the vehicular connection as part of the project. This topic could be specifically addressed in future public meetings.

3) Should bicycle and pedestrian accommodations be included as part of the project?

The survey results clearly demonstrate that of the choices provided residents prefer an off-road shared use path for bicycles and pedestrians. However, as seen in the comments many residents oppose bicycle and pedestrian accommodations entirely. I think it bears mentioning that cyclists have the right to use any non-interstate roadway, and they currently have the right to use Wilson Avenue. The road is currently dangerous for cyclists and there are no pedestrian accommodations, which is inconsistent with our Comprehensive Plan.

Public Works Director Recommendation – Proceed by including an off-road shared use path for cyclists and pedestrians as part of the grant application. Please note that due to the adjacent topography and limited right of way achieving a fully separated shared-use path will be challenging. Accordingly, in select areas it may be necessary to construct the shared-use path in close proximity to the roadway.

4) Should the City pursue a traffic signal and turn lanes at the intersection of Wild Horse Creek Road and Wilson Avenue?

The traffic study from GBA referenced above will show that this intersection meets the warrants for a traffic signal and turn lanes. Additionally, the safety needs of this intersection seem to be the one area where most residents and motorists agree. Any lane additions and traffic signal at this intersection would ultimately need to be approved and accepted by the St. Louis County Department of Transportation as they maintain Wild Horse Creek Road. City Staff will coordinate with St. Louis County as part of the grant application to obtain their support prior to submitting the grant application.

Public Works Director Recommendation – Proceed by including intersection enhancements in the grant, including the cost for traffic lanes and a traffic signal. Make clear in the grant application that this will be coordinated with St. Louis County. Leave the grant application vague enough that certain enhancements could be included / excluded based upon engineering design. In addition to grant funding, talk to St. Louis County about other funding options that may be available through St. Louis County for improvements to their roadway network.

5) Should the City include the hill south of the current project limits in the grant application?

You will recall this matter being discussed during the October 8, 2020 PPW meeting. The curve and grade of the hill are a hazard to motorists. However, the current project is estimated to cost \$4.5 million dollars (ballpark), which already makes the acquisition of the grant difficult. By adding the reconstruction of the hill and an additional estimated cost of \$2.5 million dollars (ballpark) I believe we significantly reduce our chances of successfully obtaining a grant.

Public Works Director Recommendation – Do not include the reconstruction of the hill in this grant application. Consider funding the reconstruction of the hill as part of a future and separate grant application.

If you have questions or would like to discuss this matter, please let me know. Otherwise, **I am requesting that the Planning and Public Works Committee specifically address the questions above which will provide direction to Public Works Staff.** If the PPW Committee votes against pursuing the grant the Public Works Staff will stop compiling the grant application immediately. If the PPW Committee votes to continue pursuing the grant we will use the results of the survey and the questions above to submit a grant to improve Wilson Avenue from Wild Horse Creek Road to the culvert.

Action Recommended

This matter should be forwarded to the Planning and Public Works Committee for consideration and direction to City Staff. I will be prepared to answer questions and provide additional information at the meeting.

Memorandum

Department of Public Works



TO: Michael O. Geisel, P.E.
City Administrator

FROM: James A. Eckrich, P.E. *JA*
Public Works Dir. / City Engineer

DATE: October 1, 2020

RE: Wilson Avenue

Please forward to PPW for
review and direction.
2020-10-1

MO Geisel

Similar to the streets in most cities throughout the United States, the transportation network in the City of Chesterfield developed over a long period of time. Due to the manner in which the City of Chesterfield was developed, most streets in the City of Chesterfield were created as part of a subdivision and meet the majority of today's standards. However, there are a number of streets that were created many years ago, sometimes connecting area farms, serving agricultural or other purposes, which do not meet today's standards. Examples of streets in the City of Chesterfield that were constructed that way are: Hog Hollow Road, West Drive, Old Clarkson Road, River Valley Drive, Church Road, and Wilson Avenue.

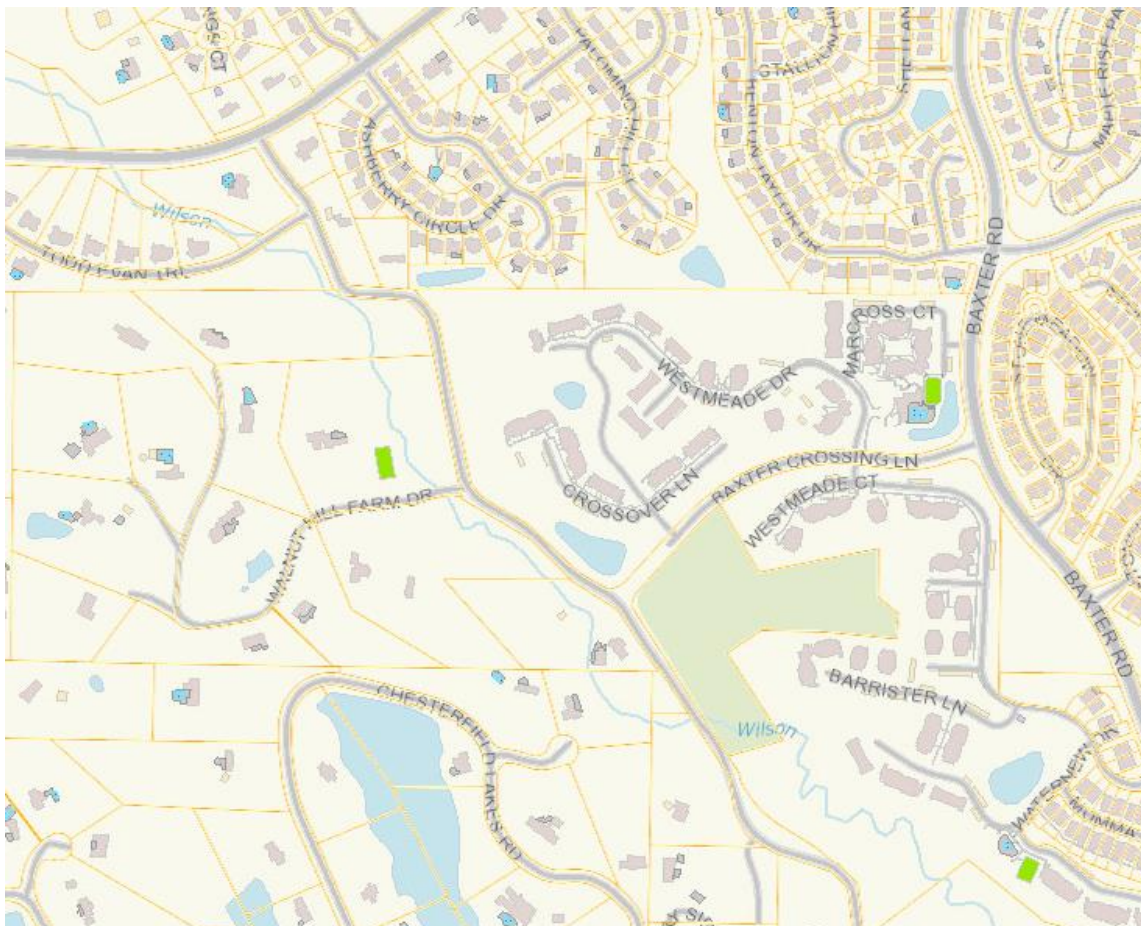
Wilson Avenue is particularly challenging because it serves as a collector road for a large number of subdivisions and residents desiring to access either Clarkson Road (south) or Wild Horse Creek Road (north). Over time the City has made incremental improvements to Wilson Avenue, including reconstruction of the intersection at Clarkson Road in the early 1990s and reconstruction of the culvert (previously one lane) just north of the steep hill in 2018. However, portions of the road, specifically the northern section near Wild Horse Creek Road, do not meet today's design standards and include multiple safety and maintenance concerns.

The problems with Wilson Avenue are certainly not new, and improvements to Wilson Avenue have been contemplated for years. In fact, when the Wilson Creek subdivision was platted additional right of way was dedicated for an anticipated new roadway alignment in that area. A quick bullet point list of the deficiencies on the northern portion of Wilson Avenue is as follows:

- Insufficient turning radii and sight distance at the intersection of Wilson Avenue and Wild Horse Creek Road.
- Narrow Wilson Avenue roadway with no shoulders and utility poles immediately adjacent to the road.

- Lack of adequate drainage ditches along Wilson Avenue in areas with persistent groundwater causing water and ice alongside and onto the roadway throughout the year.
- A severe “S Curve” in the roadway with adjacent utility poles and a nearby creek. In this area the Street Maintenance Division has actually had to “creatively engineer” a roadway base using sections of guardrail.
- Walnut Hill Farm intersects Wilson Avenue at a steep grade with insufficient sight distance. The creek along the west side of Wilson Avenue frequently rises above the bridge leading to the Walnut Hill subdivision, causing damage and limiting access to / from the subdivision.
- There are no pedestrian or bicycle accommodations in this section of Wilson Avenue.

While the Wilson Avenue safety concerns are predominantly located between Wild Horse Creek Road and the recently constructed culvert, I would be remiss in not mentioning the steep hill located just south of the culvert. That hill contains a 17 percent slope along a curve and is regularly impassible during inclement weather.



As you know, the City proposed a complete reconstruction of Wilson Avenue in the 1990s. That project, which would have been partially funded through a federal grant, would have addressed all of the safety deficiencies of Wilson Avenue. The road proposed at that time consisted of a full forty feet wide cross section, including two twelve feet wide lanes with an eight feet shoulder on each side. However, the project was not favored by a majority of area residents because the proposed design would have changed the character of Wilson Avenue. That project was ultimately abandoned and the grant funding was forfeited. Since that time the portion of Wilson Avenue south of the Forest subdivision (south of the steep hill) has been completely reconstructed. The remaining portion of Wilson Avenue, including the concerns referenced above, are maintained by City Staff to the best of our abilities.

While Wilson Avenue has been a concern of the Public Works Department for some time, I am bringing this matter to your attention now because the City has received the attached letter from the Walnut Hill subdivision. As you can see, Walnut Hill is requesting that the section of Wilson Avenue from Wild Horse Creek Road to the newly constructed culvert (shown above) be improved to address safety concerns. Specifically, Walnut Hill is requesting the following:

- An improved intersection at Wilson Avenue and Wild Horse Creek Road.
- Straightening of the “S curve” south of Wild Horse Creek Road.
- Reconstructing the Walnut Hill Farm Drive bridge to address the flooding problems and facilitate an improved connection to Wilson Avenue.
- Improved line of sight for drivers.
- The addition of shoulder on both sides of the road.
- The addition of a sidewalk on one side of the road.

I find the letter from Walnut Hill to be well written and I share their concerns regarding the safety of this section of Wilson Avenue. I believe the letter demonstrates that there is resident support for the City improving this section of Wilson Avenue. That said, there are likely residents who will once again oppose large scale improvement to Wilson Avenue. Accordingly, I believe this matter should be submitted to the Planning and Public Works Committee of City Council for it to determine whether City Staff should pursue financial assistance to construct improvements to Wilson Avenue. Please note that the request from Walnut Hill subdivision does NOT request any improvements to the steep hill south of the newly constructed culvert.

Wilson Avenue is classified as a Major Collector by East West Gateway, and is therefore eligible for grant funding through the Transportation Improvement Program (TIP). The City could potentially recoup up to eighty percent of the costs to reconstruct this roadway. However, this grant program has become extremely competitive in recent years, and the cost to reconstruct Wilson Avenue will be high. The high reconstruction cost makes it difficult to qualify for grant funding, as the grants are based upon a cost / benefit analysis. The good news, as it relates to the grant, is that there are myriad deficiencies in this section of Wilson Avenue.

Accordingly, the “benefit” points associated with the project will also be high, giving us a better chance of obtaining a TIP grant.

In the last ten to fifteen years, the City has had great success in obtaining TIP grants. These grants have funded projects such as Ladue Road, Edison Avenue, Stablestone Drive, Appalachian Trail, South Greentrails Drive, the Timberlake Manor Bridge, and the Schoettler Road Bridge. However, in more recent years TIP grants have become more difficult to acquire, and our most recent applications to fund improvements on Old Chesterfield Road, Schoettler Road, and Wilson Avenue have been unsuccessful. The unsuccessful 2020 grant application requested funding to construct an asphalt overlay on Schoettler Road and Wilson Avenue.

A grant request to reconstruct Wilson Avenue will be substantially different than the previous grant request for an asphalt overlay. An asphalt overlay is simply “pavement preservation” and ensures the road continues to function in its current state. A reconstruction project will change the roadway, eliminate or minimize safety concerns, and add enhancements for pedestrians. As stated earlier, a grant of this nature would generate a substantial number of favorable benefit points.

The cost to overlay the section of Wilson Avenue from Wild Horse Creek Road to the new culvert is approximately \$500,000. The cost to reconstruct the roadway will be substantially more expensive. A true estimate cannot be determined until a firm scope is defined. That said, I believe the cost to reconstruct Wilson Avenue from Wild Horse Creek Road to the new culvert, including realigning the roadway and addressing the safety deficiencies delineated above, will be approximately \$4.5 million dollars. This could be offset by as much as \$3.6 million (80 percent) in grant funding. Please note that this project does NOT include addressing the steep hill south of the new culvert. It is simply too substantive of a project and expensive to incorporate it into this project.

In the paragraph above I reference the scope of the project. This is an important decision prior to moving forward with the project. Specific decisions which need to be made include the following:

- Should the project contain no sidewalk/path/trail, a sidewalk/path/trail on one side, or a sidewalk/path/trail on both sides of the road?
- Should the project contain a bike lane or other bike accommodations?
- Should a shoulder be added to both sides of the road?
- Should open ditches be maintained, or should an enclosed stormwater system be contemplated?

In addition to the bullet points above, and not related to the safety or maintenance concerns of the roadway, is the originally planned connection from Wilson Avenue to Baxter Crossing Lane. This connection was determined to be undesirable by a significant majority of the residential communities located off of Wilson Avenue in the early 1990s, prior to the expansion and completion of Baxter Road. At that time there was concern that such a connection would encourage “cut-through” traffic to

Clarkson Road. However, the subsequent improvements and extension of Baxter Road make such “cut-through” traffic much less likely today. *Therefore, another consideration is whether City Council desires to complete the connection of Wilson Avenue to Baxter Crossing Lane, and whether such a connection should be incorporated into this project. Secondly, if a roadway connection is not constructed, should a connection be made for pedestrians and cyclists?*

These are important questions that need to be addressed prior to submitting the grant application, as the City will be held to the scope contained in the grant application. You will note that some of these questions / actions may be quite controversial. Accordingly, it is my recommendation that we solicit public input from area residents. Of course, Staff does not want to initiate this type of action without support from the City Council through the Planning and Public Works Committee. Note that the Walnut Hill subdivision has offered to assist in obtaining public support for the project.

One additional point I would like to bring up is that due to COVID-19 2021 will likely be a unique opportunity for the City of Chesterfield. Many cities and counties will likely be reducing upcoming projects due to unknown financial projections. While closely monitoring finances is prudent for all agencies, including the City of Chesterfield, it is important to note that the City of Chesterfield has a Capital Projects Fund exclusively dedicated to street and capital improvements. These funds cannot be used for general fund purposes. The TIP is an opportunity to leverage our funds to potentially acquire much larger funding to make a substantial improvement in our community. Due to the potential of fewer grant applications, a successful grant application in 2021 may be more likely than in other years. It should also be noted that if City Council directs that a grant application be initiated, and if that application is ultimately approved, it will be several years before construction begins. Once a TIP grant is approved, there is a multi-year cycle of engineering design, right of way acquisition, and then construction. Typically this process takes three to five years from the award of the grant.

If you have questions or would like to discuss this matter, please let me know. Otherwise, **I am requesting approval from the Planning and Public Works Committee for the City Staff to pursue grant funding for the reconstruction of Wilson Avenue from Wild Horse Creek Road to the newly constructed culvert.** If approved, Staff will immediately begin gathering data and public input in anticipation of submitting a grant application in February of 2021.

Action Recommended

This matter should be forwarded to the Planning and Public Works Committee for consideration. In conjunction with this memorandum, I will provide a presentation at the PPW meeting, with photos, detailing the deficiencies of Wilson Avenue. Should PPW concur with Staff’s recommendation and the request from Walnut Hill, it should

authorize Public Works Staff to pursue a TIP grant for the reconstruction of Wilson Avenue from Wild Horse Creek Road to the newly constructed culvert.

Should PPW determine that Wilson Avenue shall remain in its current configuration, the City Staff will continue to maintain it as-is and I will respond to Walnut Hill accordingly.

September 28, 2020

James A. Eckrich, P.E.
Director of Public Works / City Engineer
City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, MO 63017

Dear Mr. Eckrich:

This letter is submitted to you by the Chesterfield Walnut Hill HOA trustees, elected to serve the Walnut Hill Farm Drive (WHF) residents. Many WHF residents have lived in our subdivision for over 20 years, a number of us resided in WHF prior to the incorporation of Chesterfield. Since then, much has changed.

Chesterfield Valley has emerged as an entertainment and shopping destination. We have seen robust residential development throughout our community. Our urban core is in the planning and development stages and as we look to the future, we anticipate the continued evolution and growth of this great destination city.

The safety and welfare of Chesterfield's residents is paramount during our evolution and into the future. Our letter to you is written from our serious concern about **the critically unsafe passage along Wilson Avenue which impacts the significant number of residents (and visitors) who use Wilson Avenue, including those of us living in Walnut Hill Farm Drive.** This includes drivers and their passengers, walkers and bikers.

We ask you to consider our concerns and to support our recommendations in an effort to make the Wilson Avenue corridor a safe and welcome area for all the Chesterfield residents who use this avenue.

(While Wilson Avenue has other treacherous areas, the segment of Wilson our letter addresses, focuses on the northern portion of the road – specifically, beginning at the newly constructed culvert close to the Dalton residence (1401 Wilson Avenue) and extending to the corner of Wilson Avenue and Wild Horse Creek Road.)

Overarching Wilson Avenue Concerns

- Lack of Visibility
- Severe Road Curves
- Debris-filled Flooding Water
- Surging Creek Water
- Continual Spring Fed Water over Wilson Avenue and Adjacent Residential Property
- Steep Drop at Drainage Gully along Wilson Avenue and Wildhorse Creek Road

Details

1. Lack of Visibility and Severe Curves along Wilson Avenue

Wilson Avenue has severe, blind curves and hills making it impossible for drivers, walkers and bikers to safely navigate.

- There have been numerous accidents at the "S" curve in front of the Albrecht's house located at 1224 Wilson adjacent to the Blase land (1204 Walnut Hill Farm Drive) due to the sharp turns where drivers lose control of their vehicles. Nearby, a guard rail was installed on the roadside over the bridge just past the "S" curve to keep vehicles from sliding off the road into the creek. (Note: The railing may keep cars from falling into the creek, but it does not promote safe passage due to the severe curve and poor visibility.)
- Drivers also lose control on the steep curve located at the entry to the Walnut Hill Farm Drive (WHF) subdivision. Frequently, northbound drivers are unable to navigate this deceptively severe curve and they swerve off the road, speeding into the WHF low river crossing rails and onto the Pauli's (16121 Walnut Hill Farm Drive) field.
- The Wilson Avenue curve at Walnut Hill Farm's (WHF) entry holds other dangers, too. Northbound drivers, attempting to turn left into WHF are at a high risk of being rear-ended by any car traveling toward their vehicle - it is a blind curve where there is no visual warning for the oncoming car. Further, the northbound drivers "creep" out onto Wilson Avenue outside their own lane to get a better view. They are in danger of a collision with oncoming cars which aren't visible.
- Several other curves on Wilson are so severe that they prohibit a safe line of sight. Farther south on Wilson, there is another steep curve closer to the Dalton's (1401 Wilson Avenue). At that point, cars swerve over the center line, forcing oncoming vehicles to drive off the road, onto the narrow sometimes nonexistent road shoulders, over the lawns and fields of residents to avoid collisions.
- Back at the intersection of Wildhorse Creek and Wilson, drivers turning onto Wilson Avenue from Wildhorse Creek "shortcut" the curve, driving over the center line at the base of the short hill which has an obstructed line of sight. Oncoming traffic is forced to abruptly stop to avoid a collision.
- Walkers, joggers and bikers suffer from swerving cars, too. Because there are no sidewalks or separate bike paths on either side of Wilson, individuals are at great risk. We have to warn pedestrians to stay off Wilson Avenue when we see them walking there.

2. Debris-filled Flooding Water Surges over Walnut Hill Farm's Low Water Crossing, up to Wilson Avenue

- When originally constructed (in the 90's), on rare occasions, rainfall would cause water to flow over Walnut Hill Farm's Low Water Crossing and then it would subside. The past couple years, however, downpours have had a damaging and dangerous impact. The Wilson Creek surges today are much faster, and they are always filled with debris that is deposited on Walnut Hill Farm's (WHF) low water crossing. The largest debris presses hard against the

WHF railing and bridge infrastructure. WHF railings and surface pavement have been torn off repeatedly and the infrastructure is damaged from wear, augmented by the surging water and debris. After each occurrence, residents must clear off trees and tree limbs, mud, and trash (plastic, metal, etc.) to allow safe passing. It is an unfair burden to these residents and passersby.

Note: WHF has experienced a significantly greater water flow since the upstream bridge was expanded to accommodate 2 lanes. During that project, workers did a great job clearing out the upstream creek bed and now water (plus the aforementioned debris) surges past the new culvert toward the next obstacle which is Walnut Hill Farm Drive. Clearly, the old, one-lane bridge on Wilson had provided a restriction, blocking water and debris from quickly flowing through it. Today, the water surges up with remarkable force over the Walnut Hill Farm structure to Wilson Avenue. It is a horrific sight and inexperienced drivers make the terrible mistake of driving through these surges, attempting to overcome the water flow.

WHF residents have deep concerns about the need for emergency care during one of these water surges, doubting that passage by any emergency vehicle would be possible.

3. Underground Springs Constantly Output Water Along and Over Wilson

- Underground springs continually emit water along the perimeter of Wilson by the bridge adjacent to the Albrecht's (1224 Wilson) and Blase (1204 Walnut Hill Farm Drive) properties. Then the water flows onto the Pauli's and Strutman (16121 and 16120 Walnut Hill Farm Drive) properties. The pooled water provides another danger to drivers and pedestrians attempting to navigate Wilson when they are forced onto the shoulders which are softened from the spring water.
- The pooled water causes other problems for the residents, but it is particularly dangerous during winter months as it freezes along Wilson, adjacent to the Albrecht (1224 Wilson)/Blase (1204 WHF) "S" curve, and into Walnut Hill Farm Drive.

4. The Entry to Wilson Avenue from Wildhorse Creek Road – a necessary but dangerous 'snow route'

- At the entry of Wilson Avenue there is a steep drop into a drainage gully causing damage to vehicles - it is unsafe to turn from Wilson onto Wildhorse Creek. That busy and necessary intersection needs better infrastructure. Accidents occur here frequently. The line of sight to the east is poor at best.
- During inclement weather, the short hill on Wilson at the Wildhorse Creek intersection provides a perfect platform for cars to slide onto busy Wildhorse Creek Road.

5. Loss of Utilities

- Over the years, residents along this portion of Wilson suffer the loss of electricity because of vehicular accidents resulting in damaged equipment. We are not aware of any other neighborhood which loses its power as often as WHF. Residents, particularly those requiring home health care, suffer greatly.

6. Property Damage

- Because of the access from Wilson, there is often off-roading on the two (2) parcels of land (1204 Walnut Hill Farm Dr. and 16121 Walnut Hill Farm Dr.), causing significant rutting and damage to the grounds.

7. Well-traveled Wilson Avenue has Unnecessary Deficiencies

- Many sections of Wilson have no shoulder, creating dangerous conditions for drivers including significant numbers of delivery vehicles, construction trucks, lawn maintenance companies with equipment on trailers, etc. most-all of which cross over the middle of the narrow roadway. The oncoming traffic is forced to hug the edge of a road which has no shoulder. This situation leads to vehicles losing control, even colliding with oncoming vehicles, deer and pedestrians.

8. Missed Opportunity

- Given the emphasis on walkability, bike-ability and greenspace in Chesterfield, it is a lost opportunity for residents if Wilson Avenue is not fixed. The city has ensured that the southern end of Wilson is designed with sidewalks on either side of the road, that work should be finished.

If this road were constructed safely, drivers and pedestrians alike could actually enjoy the greenspace along Wilson Avenue.

It could offer connectivity to the nearby City amenities which is a clear goal of Chesterfield's updated Comprehensive Plan.

Consider a community feature in the 10 acres of land owned by Chesterfield on the east side of Wilson, close to the new culvert. Even though the land has a challenging topography, it could be used as a place to rest along Wilson, or perhaps a wide walk-way that ultimately connects to the City Park, in support of Chesterfield's Comprehensive Plan which notes, "Downtown should be well-connected to surrounding neighborhoods by bikeway and sidewalk so people can access the area without having to drive to get there." (Source: Envision Chesterfield, 2020). Further, the updated Comprehensive Plan states to consider, "Topography as A Feature, not a Foe: Use grade changes, as an advantage: add interest to the experience..."

Wilson Avenue offers a great opportunity for residents.

Recommendation/Request

We request that Wilson Avenue and its connection with Walnut Hill Farm Drive (WHF) including the WHF low water crossing be reconstructed to enable safer passage and a positive experience for all users. As such we support the rerouting of Wilson Avenue which also includes the elimination of the “S” curves, the blind curves and hills and areas with poor line of sight.

We request the improvement of the Wilson Avenue bridge by the Albrecht/Blase property (1224 Wilson Avenue and 1204 Walnut Hill Farm Drive) to prevent roadway water. We ask that a side walk (which enables/promotes safe walking and biking) be constructed on at least one side of Wilson Avenue.

Regarding the WHF entry and low water crossing, we ask that Chesterfield provide a safer water crossing/bridge on WHF where it joins Wilson Avenue which will prevent water surges from flooding and damaging Walnut Hill Farm Drive, Wilson Avenue and surrounding area.

The WH HOA Trustees offer to reach out to surrounding neighborhoods for neighborhood input and support.

We thank you for your attention and interest in serving our community.

We invite your questions and will be available at your convenience.

Respectfully submitted by,



Paul Blase
Walnut Hill Trustee
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Merrell Hansen
Walnut Hill Trustee
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314.503.8844
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Tim Schoen
Walnut Hill Trustee
1215 Walnut Hill Farm Dr.
314.486.7419
Schoen@brewhub.com

Memorandum

Department of Public Works



TO: Jim Eckrich, P.E.
Public Works Director / City Engineer

FROM: Steve Merk, P.E.
Civil Engineer

DATE: December 3, 2020

RE: Wilson Avenue Survey
Summary of Results

Between October 27, 2020 and December 1, 2020 Staff received 540 responses to the Wilson Avenue survey. Enclosed is a printout of the survey results, including the Additional Comments that residents added.

The following is a summary of the responses to the survey questions:

- 75% prefer a rural section
- 70% prefer a paved shoulder
- 79% prefer an off-road shared use path for bicycles and pedestrians
- 65% do not favor a vehicular connection to Baxter Crossing, while nearly the same number would favor a bicycle/pedestrian connection

There are also 15 pages of comments that were added by respondents. There are 116 comments that appear to be strongly in opposition to the project and 59 comments that appear to be strongly in favor of the project. There are other comments that oppose part of the project while supporting another part, and there were many more general comments.

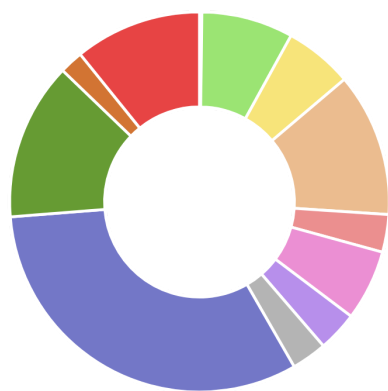
The primary objections to the project are related to increased traffic volume, increased traffic speed, and destruction of the country feel of the road. I found it interesting that several of the residents who objected to the project did support improvements to the Wild Horse Creek intersection though.

Those in favor of the project are obviously most concerned about safety. The Wild Horse Creek intersection is frequently mentioned followed by the narrow lanes/lack of shoulders.

cc: Zachary S. Wolff, P.E. – Assistant City Engineer

Demographics

1 In which subdivision do you live?



0% (1)	8% (39)
Baxter Crossing	Bent Tree
6% (29)	12% (61)
Chesterfield Lakes	Chesterfield Meadows
3% (16)	6% (30)
Sea Beauty Farms	The Forest
3% (17)	3% (15)
Walnut Hill Farms	Wilson Creek
32% (160)	13% (67)
Wilson Farm Estates	Wilson Manors II
2% (10)	11% (54)
Wilson View Estates	Other (Please Specify)
40.94	499
Standard Deviation	Responses

Woodcliffe Place...back of our property is just off Wilson Avenue at the "S" curve.

Wildhorse Springs

Chartrand dr in whispering oak wood off kehrs mill rd

Wilson Manors

Willson Manor Drive

Resident on Wilson ave

Live on Wilson ave

Corner of Wilson and Wildhorse (Corner Cottage)

Clarkson Woods

I live on Wilson Ave, #1216.

Meadowbrook Farms

Christopher Woods

private rd off wilson

Chesterfield estates

Wildhorse Springs

Bentley Place

Countryside Hill

Picardy

Green Trails

Fox Hill Farms

Wildhorse Springs Plat 1

On Wilson road

Wildhorse Springs

I live directly on Wilson , no subdivision

Wildhorse springs

Clarkson Woods

Somerset

Wilson Farm Estates

Fox hills

Somerset

Walden Pond

On Wilson

Chesterfield Farms Estates

eagle crest

On east side of wilson

Appaloosa Way

Country Place

16199 Wilson Manor Drive

Manors at Clarkson Valley

Countryside Hill

Chesterfield meadows

Wild horse springs

Woodcliffe Place

Manors of Clarkson Valley a continuation of Wilson Farm Estates

manors of Clarkson valley, a continuation of Wilson Farm Estates

Chesterfield Bluffs villas

Countryside Hill

Baxter Pointe

My address is 16120 Walnut Hill Farm Drive, I live in this subdivision, but I am not a part of this subdivision. My property fronts on Wilson Avenue.

Wilson Farm Estares

wilson farm estates

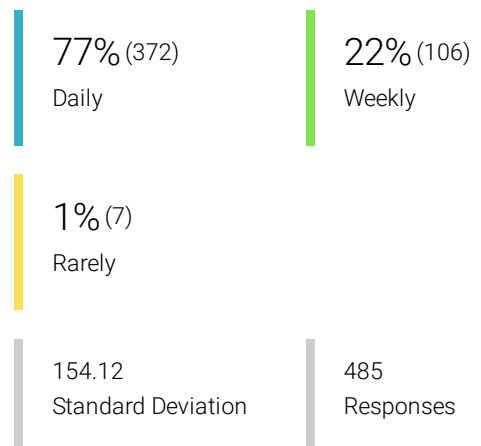
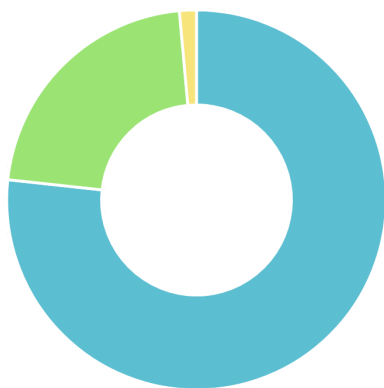
Trustee at Chesterfield Lakes Subdivision

City Hall

City Hall

City Hall

2 How often do you travel the section of Wilson Avenue between the new culvert and Wild Horse Creek Road?



Roadway Section

3 Which roadway configuration would you prefer for a reconstructed Wilson Avenue?



75% (332)

"Rural" character with asphalt pavement, roadside ditches, and consideration for shoulders

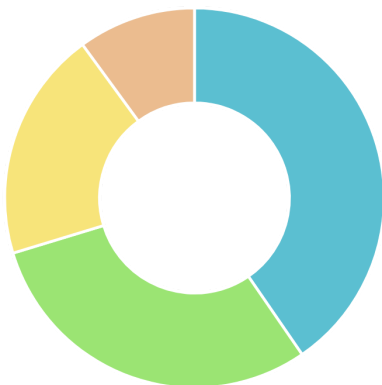
110
Standard Deviation

25% (112)

"Suburban" character with concrete pavement, curbs, and piped drainage

444
Responses

4 If a rural section is preferred, which type of roadway shoulder would you most prefer?



40% (181)

Paved, wide shoulder

20% (88)

Aggregate (i.e. gravel) shoulder

50.77
Standard Deviation

30% (134)

Paved, narrow shoulder

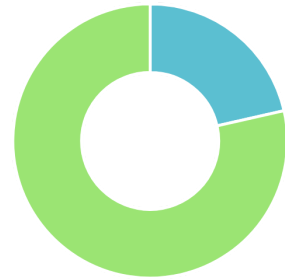
10% (45)

N/A

448
Responses

Pedestrian/Bicycle Accommodations

5 Which bicycle accommodation would you prefer?



21% (83)
On-road bike lane

79% (304)
Off-road shared use path
(with pedestrians)

110.5
Standard Deviation

387
Responses

6 Which pedestrian accommodation would you prefer?



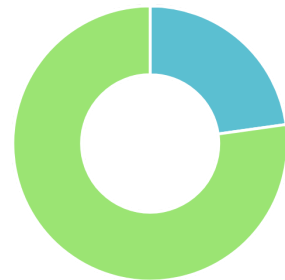
23% (86)
Traditional 5' sidewalk on
one or both sides of the
road

77% (283)
Off-road shared use path
(with bicyclists) on one
side of the road

98.5
Standard Deviation

369
Responses

7 Of these two options, which would you prefer?



23% (85)
On-road bike lane with
traditional sidewalk

77% (288)
Off-road shared use path
for bikes and pedestrians

101.5
Standard Deviation

373
Responses

Baxter Crossing Connection

- 8** Would you favor a vehicular and pedestrian/bicycle connection between Wilson Avenue and Baxter Crossing Lane through the existing public right-of-way?



35% (162)
Yes

65% (303)
No

70.5
Standard Deviation

465
Responses

- 9** If a vehicular connection is not made, would you favor a pedestrian/bicycle connection between Wilson Avenue and Baxter Crossing Lane?



64% (295)
Yes

36% (165)
No

65
Standard Deviation

460
Responses

Additional Comments

10 Please provide any other thoughts or suggestions you may have for a future Wilson Avenue road improvement project.

Keep the rural feel. NO AUTO CUT THRU TO APARTMENTS.

our neighborhoods already have well paved sidewalks and wide roads for bicycle traffic. Any of the proposed additions just eats into our own personal property without substantially adding any value to our already well-designed neighborhood. Use the grant money to help our schools!

we dont need a cut-through so Baxter residents can get somewhere 3 minutes sooner. With high school students using the road already, we don't need more non-resident people racing along our quiet area.

None of the options. This will totally change our road. We don't need double sidewalks and double bike paths tearing up our beautiful environment. That shortcut traffic will not benefit our residents as much as it will provide a cut-through for people trying to avoid traffic and/or rushing home from work! This will pose increased risk to our residents for the sake of a few minutes shaved off outsiders' commute.

Your questions allow for no alternatives. The shortcut to Baxter would drastically increase the shortcut traffic on a strictly residential road. The intrinsic natural appeal of the roadway would completely disappear with the increased expanse and shortcut traffic.

It is good to know that finally steps will be taken to correct the condition of the Wilson Avenue roadway from the recently reconstructed culvert to Wildhorse Creek Road. An effort to correct the narrow lanes, drainage, absence of shoulders, and the intersection with Wildhorse Road has been needed for many years. However, I cannot support the connection between Wilson Avenue and Baxter Crossing Lane nor incorporating grand bicycle pathways and pedestrian walkways (as shown in the survey pictures) while improving the designated area. I do hope the improvement project will provide for a safer road, but will not be so ambitious as to encourage an increased number of motorists to use it as a cross cut to Clarkson Road.

Odd survey. Seems designed to get to answer of major changes while I and others like the Avenue the way it is. Spend\$ in other places please.

Improving Wilson Road is critical to our safety and efficiency. Please make it happen and do it as soon as possible! Thanks!!

Too few choices on this survey. Wilson Avenue is good as it is today. Keep it rural and let walkers and bikers use levee trails nearby.

This is a rural road. We do not need sidewalks or bike paths on it as there is too much traffic and too few people to justify that expense. It would be nice to get the lanes widened a foot or so with some sort of narrow shoulder. That's all that is needed. Thank you.

Drove down to Valley this morning. Took time to notice all the trees. I like the rural character. The only thing worse than adding a bike lane would be a separate path.

Rather than connecting Wilson with the proposed road, please consider just widening Wilson enough to add a soft shoulder or a 2 foot wide shoulder on either side. It would be a better use of funds simply to make modest improvements on that road, than build a connection that doesn't seem to add much value or address any real needs. The real need is up the hill on Wilson where there is no margin for driver/deer error - thus my request to consider improving the road with shoulders. Also, Wilson road is deteriorating away in many places along the curves, that without some improvements, cars will be severely damaged if they get too close to the edge and may result in cars over-correcting into oncoming traffic.

Wilson Avenue is two different roads. The end at Clarkson has sidewalks and such but no character. The area toward Wild Horse Creek is more rural with a lot of character. As long as you go speed limit it is fine. A small shoulder would be ok but more than that would ruin the drive and make prone for those wanting to cut through.

I simply request all options be considered. With Baxter Rd already a major 4-lane travel route from Wildhorse to Clarkson, does Wilson need to be an alternative? If Wilson continues to be improved, traffic using Wilson as an alternative to Baxter will certainly increase with a stoplight required at its Wildhorse intersection. Does Wildhorse need another stoplight? If Wilson is connected to Baxter Crossing, does Wilson need to intersect Wildhorse at all? Could Wilson just be deadened before Wildhorse and local traffic going to Wildhorse could access Wildhorse via Baxter Crossing and Baxter Road. Alternatively, could Wilson be dead ended at the top and bottom of the hill? Possibly connect the top and bottom of the hill for bicycle and pedestrian use only. This would make addressing traffic safety at the hill in the future a non-issue. Again, I am just requesting that all options be considered, and connecting Wilson to Baxter Crossing creates many new options.

Our family likes Wilson better the way it is than the pictures. Our son loves to ride his bike but says the existing trails are more than adequate. Keep it the way it is with turns and hills.

Wilson takes 5 minutes from one end to the other. Nice drive with trees. Why would anyone want it to look like Baxter to maybe save 30 seconds? Leave the hill and turns, they add character.

sight improvements on Wilson Ave hill

I do not favor the addition of bike lanes or pedestrian walkways on Wilson – it is not needed and money can surely be spent on other things in Chesterfield. It would be nice to have a more structured shoulder in parts but I think the rural nature prevents speeding. I am not in favor of any changes other than clearing out the sight lines where Wilson ends at Wildhorse Creek and better enforcement of the speed limits on Wildhorse Creek. We have lived in Wilson Farm Estates for 20 years and Wilson is fine with simple adjustments such as clearing of the sight line at Wildhorse Creek and fixing those few places where the shoulder has washed out. There is absolutely no need to connect it to Baxter for vehicle, pedestrian or bicycle traffic. It is residential and rural and should not be turned into a cross through. Baxter and Kehrs Mill are sufficient for cut throughs, bicycles and pedestrian traffic.

I would not want bicycles or pedestrians on Wilson Rd. Just leave it the way it is!

Please preserve the rural integrity of Wilson Avenue by not turning it into a road with curbs and sidewalks. Please do not connect Wilson Ave to the Baxter Road Apartment complex. It is not needed and would only add unnecessary traffic to Wilson Ave. I would be nice to make Wilson Ave safer with shoulders and to add a safe walking/Biking path the entire length of Wilson Ave.

I drive to Clarkson daily. It's a nice drive. There is no need to do anything and this is case where less is more. A small shoulder would be ok but sidewalks and bike lanes would be huge mistake.

keep speed limit at 30 MPH and neforce it to improve safety!!!!!! Do not make this little road into a big street. no sidewalk and no bikeway. Having shoulders would be good.

Widening the road without the additional sidewalks and bike lanes would be sufficient. Also enforce the "speed limit" and "no commercial vehicles" postings.

Please keep the road rural. We do not need a major thoroughfare like Baxter Rd.

Wilson Avenue already has seen a significant increase in vehicular traffic. Any improvements to the road which would encourage more traffic or higher speeds on the road would be detrimental to local residents and local property values which then would mean lower tax revenue for the city.

I ride a lot. I live close and use that road regularly. It's a steep hill. Giving people a safe way around cyclists would make everyone happy. Thanks!

Keep Wilson rural. It is a gem in our town. Nobody wants the sidewalk or bike path... just a way for government to waste money. By widening the road, cars would drive faster and it would be much much more dangerous.

I have loved the rural quality of Wilson Avenue and hope you will not change the character of the road. Since it is a twisty road, vehicles are naturally controlling their speed which is also a safety issue. We live adjacent to Wilson Avenue in the Wilson Manors subdivision, and have already noticed a pick-up in traffic quantity and noise. If Wilson Avenue is straightened or widened, it will result in more speeding and possibly more dangerous accidents. Please keep all residents who use this road in mind before making this situation worse.

On several questions I was looking for "none of the above". I was here last time this came up. It was shouted down. I hope same thing happens this time. People need to slow down and enjoy the beauty. And there are other places to bike.

If speed limits are enforced, the current Wilson avenue road and sidewalks are appropriate and preferred.

Anything that you can do to improve Wilson Avenue would be appreciated. I have gotten 2 flat tires on one of the sharply curved sections because I had to go "off the road" onto the narrow shoulder in order to avoid cars coming from the other direction. The current shoulders do not help much at all because they are merely asphalt and often get potholes (which is what caused the flat tires).

The connection will only increase traffic. There is no need to increase traffic. Wilson Road should not encourage bicycles. Money could be spent on other projects in Chesterfield than for this project. Waste of money which creates results we don't want.

Keep us rural. It's part of the charm of this area. Don't turn us into part of the Communist architecture developments you are allowing to be built around Chesterfield mall. ☹️You've already ruined the character of our area. Leave Wilson Road rural. PLEASE!

Do not connect Wilson Ave to Baxter Crossing however I am in favor of adding a shoulder and a bike/pedestrian path to Wilson Ave.

First the hill can be very slippery when it first rains, put some tar and gravel on it. Second the road should widen a few feet that is all that is needed enough for two large SUVs to be able to get by. I do not think sidewalks or bike paths are needed and would cost too much.

The road has always been known as Wilson Rd. There is a Wilson Ave. on the Hill. It is confusing that there is TWO Wilson Ave's in West county. I do not know why it became Wilson Ave.

I really don't want any of these options that you provided. Upgrading the road will cause too much traffic at too high of speeds. Speed is already a concern on this stretch of the road. You really should have provided the option of nothing to make this a good survey.

If we are to improve the roadway on Wilson Road, make as little impact as possible.

A little more straight and reduced grade of hill.

We would prefer to limit traffic on Wilson Road due to the residential nature of the area. As such the priority should be preventing speeding traffic in areas where cars would be turning onto Wilson from the neighborhoods, families would be walking, etc.

Answer are if the road has to be improved. The road is fine as it is. The "hazards" of tight curves and narrow lanes only occur if drivers fail to obey the 30 mph speed limit. Widening the road will encourage higher speeds and more traffic, which is not needed and unwanted on Wilson.

A walkway to the apartments would be ok but not a road. Room for bikers or walkers along Wilson Road would make it less safe. And we don't need separate walkways either. And for sure we don't need the road wider or changed. Spend the \$ in other places that are suburban. Wilson Road is a gem as is today – was better actually before recent changes.

The picture for a rural road, complete with telephone polls, looks like what we have today except for a small shoulder. That would be ok with me. Adding bike paths and side walks would make it suburban and mistake. Less is more here if anything at all is done. Don't ruin it!

The road is extremely dangerous and should be fixed quickly.

Try to keep some of the rural feel.

I think you should keep the charm of the old road and not make it another generic suburban road.

Please do not change much with Wilson Road. We like it how it is!

Generally the City has done well with improvements. There has been some waste doing unneeded things but at least they are trying. This one though would be more than a waste. It would destroy one the most leisurely and pretty drives in our City. There are ample places to walk and bike. Roads like Wilson are few, don't change a thing.

Wilson Road is meant to be a rural road. It needs to retain it's beauty not meant for increased traffic. People can use Baxter Road and Kehrs Mill Road on either side of Wilson for the cut through. Do not disturb it's peaceful beauty. It's one reason the homes sell so well in this area. The intersection at Wilson and Wildhorse creek could use the work most of all.

The State is having public hearings on 109. But none here? The logo of city is a tree and yet trees are being removed for the Wildhorse development. Now proposal for a lot of concrete taking down a lot of trees along Wilson? Unwise and poorly thought out. Stop the insanity.

The less improvement the better. Road improvements will result in more cars driving faster through our area.

If the above can not be agreed to or if it would take a long time to complete; Would it be possible to fix the extremely dangerously deep hole on the last very sharp bend on the right as you approach Wild Horse Creek Road. It is currently very dangerous.

We love this area because there are deer and other wildlife. It's part of living by a lake and somewhat rural. Now we have neighbors using an accident with a deer to suggest we need a wider road. A wider road and higher speeds will just make the frequency and severity of accidents higher. I still think the road as is is better than the alternatives presented. SLOW DOWN

The existing road is dangerous and I look forward to it being made safer.

My wife and I both use Wilson Rd. to commute from home (Meadowbrook Farms on Country Ridge) to my business on Wildhorse Creek Rd. at Long Rd. We also both run/ bike around Chesterfield and would use a walkway/ bike path quite often. The existing roadway is functional, but is a bit dangerous with how narrow and curvy it is. Thanks.

I am not in favor of any of this. It is fine how it is. The last "improvement" on the bridge has added a lot of new traffic and if we enhance this again, it will be the biggest "cut thru" for anyone on Wild Horse Creek Road to get to Marquette High. I moved here because of lack of traffic. This will only continue to add more cars on the road and take away the natural beauty and wildlife.

My husband says don't do anything. I say do a little — small shoulders. Neither of us want bike lanes or bike paths. Need to not change the country nature of the road.

I would prefer to leave Wilson the way it is. If modified it will increase traffic

Keep it the way it is!

Surprised survey gives so few possible answers. The road is good where there are a lot of houses. The part by Wild Horse Creek is pretty and would be ruined with either option. People just need to go slow.

If the connection between Baxter and Wilson is made for vehicle traffic, concerned about the amount of extra traffic this will cause on Wilson, from that intersection point and going toward Clarkson, as it is starting to become very busy already. And many are not obeying the speed limit either. Would like to see multiple stop signs put on Wilson to help keep the speed down and space out the traffic.

I suggest back to the drawing board. We don't need or want a major road encouraging people to cut through. We don't need more walking or biking trails along Wilson. Minor changes might be warranted such as small gravel shoulders to existing width but that's about all if we even need that given low usage and wonderful scenery today. Keep trees!

whatever you do keep the rural feel of our area and protect our deer, turkey etc

Would prefer you just leave Wilson Avenue as it currently is ... no changes.

I feel that the north end of Wilson Road has become more dangerous over the years. Especially the intersection at Wild Horse Creek, which has very poor visibility. It is extremely difficult to navigate the narrow curves when there are large vehicles on the opposite side of the road, and I have had to pull over many times to wait for them to pass. It is especially difficult during the winter months, if there is any snow or ice on the road. I believe it is past time for this section of road to be brought up to the same standard as the south end of Wilson Road for the safety of those who must travel on this road every day. I realize that some of the residents hope to keep it a "country road", however, it is not a private road, only to be used by those who live on a subdivision lining Wilson, but a road that is used by other residents of Chesterfield, as well as larger trucks and delivery vehicles. It needs to be safe for all who use it.

Thank you for the opportunity to comment. I hope everyone comments. I didn't answer some questions because both options would be

bad for those of us living along the Road. I don't go that way every day but more than once a week. I definitely prefer it the way it is.

Extremely disappointed with this survey format. There has been no communication about the work for Wilson road and it is pretty clear no thought was given to the people that live along Wilson and how this may impact their home. It appears certain people have the inside political leverage to get what they want but not willing to discuss. Certainly there are other street projects more important. All Wilson road needs is for the hill at the intersection at Wild Horse to be leveled so it is easier to get up and down in the snow and ice and make for a safer stop when heading towards Wildhorse Creek Road.

Your option choices are too limited, bicycle paths and sidewalks have the Wilson Ave hill to worry about, nobody will ride or walk up it. Put sidewalks in and you will get the skateboarders, that's a major liability. With the hundreds of homes opening in Tienup Farms and all the other subdivisions off Wildhorse Creek, you will create a bottleneck and substantial congestion on Wildhorse Creek and Wilson Ave. by connecting Wilson and Baxter crossing. This short-cut to Baxter, Dierbergs, the banks, the Wine Store, etc. will potentially create backlogs to the top of the hill on Wilson.

A connection between Wilson and Baxter Crossing Lane will create a short-cut to Baxter and Dierbergs and will bottleneck and congest both Wilson Ave, and Wildhorse Creek Rd.

Leave Wilson Avenue as is. If reconstructed, it will add traffic to the road and speed of drivers will be increased causing a problem. I do not feel that bicyclists nor walkers/joggers should be allowed on Wilson Avenue past Wilson Forest because of the hill and curve before you get to the stretch of road requesting to be reconstructed.

Save the money and leave the road as it is to avoid more traffic on the road. We have driven the road for 38 years. The widening of the bridge completes the improvements.

The steep hill is extremely dangerous especially with wet weather. Straightening it and adding textured pavement are ideas.

I am not in favor of making this road a straight road as I think it will only increase speed. I have lived here for over 30 years and have no issues with the way the road is designed now. The curve forces drivers to slow down. I would like to see a report based on accidents on Wilson vs a road like Baxter.

I just drove it and realized how pretty it is this time of year with the trees and all. I don't see it needing much change. Maybe a little gravel shoulder. Maybe some signs for people that don't travel it much. But to widen it and add bike lanes and sidewalks from end to end would be a travesty.

Any so called improvements that add to traffic or bikers would be a big, big mistake. It's a nice road as is.

Wilson Road only an issue in bad weather. A few times a year. The rest of year it is pretty and relaxing. Make only minor changes if any at all.

We would greatly appreciate any enhancements to the safety of Wilson Road. It is somewhat dangerous because it is so narrow and does not have any measurable shoulder space alongside the road.

Beyond the proposed project, the constant speeding of cars and trucks on upper Wilson Road also needs to be addressed. If lower Wilson is improved, the volume of traffic on the road will increase and there will be more speeders.

Leave road as is but shore up shoulders safely AND FILL IN RUTS that currently exist.... if oncoming traffic overveers into oncoming traffic there are many places where it is dangerous to accommodate to the right as shoulders are ruts or potholes.....THIS IS WHERE YOUR CONCERNS NEED TO FOCUS!!!

Do not prefer a connection with Baxter Crossing Lane.

We like keeping Wilson Road's country road feel while fixing the intersection with Wildhorse. Safer biking would be a real plus as well given the blind corners and rises.

While I would like Wilson Avenue to be safer, I am afraid if you widen it too much, it will 1) take away the more rural feel of the area and 2) Cause a lot of traffic on Wilson Avenue with people who do not live off of Wilson using it as a cut through to avoid traffic on Clarkson Road and other bigger streets, especially now that Fienup Farms subdivision has been built.

The most dangerous section of Wilson Avenue is the two 90 degree turns just south of Wild Horse Creek Road. Loose gravel from a driveway and deep drop offs on the side of the road make this area extremely hazardous.

Thank you!!! This is much needed

This half of Wilson road is in desperate need of improvement. The "Wilson hill" is the site of many, many accidents every year particularly in winter. The original fear of the Chesterfield Lakes residents that there would be too much traffic on Wilson if Baxter were to be connected is no longer an issue since other roads have been improved.

If the road ended up looking like the pictures this would be huge step backward. Road is better the way it is. Spend the money in other places.

Poor survey. Just should consider more modest changes. Don't need new road. Don't need bike path. Keep it simple.

I have driven this stretch of road frequently for over 30 years and, although it is indeed narrow with sharp curves, I have never considered it unsafe. Drivers treat it with respect. Improvements will likely lead to heavier vehicular traffic including bicycles and a likely increase in accidents. If it is to be improved, it should not be attractive to increased traffic at higher rates of speed, especially truck traffic. Having said that, improvements to the Wilson/Wildhorse Creek road would definitely be helpful. Right turns off of Wilson onto eastbound Wildhorse are often dangerous because of the tight turn going up hill with traffic moving fast in both directions on Wildhorse.

The only real immediate improvement I think is needed is intersection at Wild Horse Creek. But bicycle access would also be nice.

There is nothing wrong with the existing roadway; stronger speed enforcement would help. The rural character of the road complete with curves and hills should remain with no hiking or biking additions that simply add to dangers. The increased through traffic would simply destroy the charm while increasing possible accidents involving deer and turkey and other wildlife. Leave it as is.

I go "down" Wilson several times a week but not every day. I love the drive today, seeing barns, rustic fences, wild life, and a lot of trees. It is so pretty. I don't rush, too many people do. The pictures of improvement make it look like Baxter, no character or charm. I say leave it as is.

We like it just the way it is with no changes.

Please remove the steep hill and sharp bends south of the new culvert.

Road is typical country road with character. Our bit of heaven. What would happen to all the trees and homes along the way. We don't need more concrete. Please don't make any major changes.

As currently exists, the roadway is very dangerous for bikers and pedestrians. Additionally dangerous for autos at night because of curves, limited sight areas and frequent deer crossings.

Wilson is NOT dangerous for any competent driver actually paying attention. It's a nice natural drive that should not be destroyed to appease the few. Please allow us to keep our green space along Wilson Road.

Enforce the speed limit, keep rural character, trim or remove bushes by curves on lower Wilson.

We skipped most questions like a lot of other people I've talked to. Survey is flawed. Either choice presented would completely ruin the feel of Wilson. Don't need sidewalks or bike trail.

Any connection from Baxter Crossing to Wilson will only congest Wilson Ave, and gridlock Wild Horse Creek and Wilson intersection & slow down travel on Wilson. Not every road needs a pedestrian/bicycle sidewalk. Straighten the road a bit OK, but We're OK with you leaving it the way it is, a better use of money would be to fix the potholes in the city.

Overall I am against this project. Please leave the road as is. Current conditions are safe if motorists travel at posted speed limits.

This project is LONG overdue, it's so dangerous!! I am nervous every time I pass a larger truck/SUV, they always go over the center line. Please widen this road before someone is seriously injured.

This survey is very narrow in scope. Does not provide residents with necessary information. Such a wasted survey.

I like the rural character. The sharp turns limit speeders. If you straighten it, you'll just allow cars to travel even faster.

Any improvement will increase traffic to/from Wild Horse Creek road. We will need a traffic light at that intersection

I think this is being done for the wrong reasons. This should remain a country lane for the subdivisions accessing it and be properly maintained. It should not be expanded to create another cut thru for all of Chesterfield. Suspect construction could becoming more intrusive to existing homes and subdivisions than stated as scope creeps for bikes and walkers and possibly the possible elimination of the worse hill and curve (before the new culvert down from Clarkson). That hill and blind curve before the new culvert would still be a problem (unless the scope creeps to eliminate it too). Turning off the new road onto Wilson road or off Wilson to new road would be problematic due to increased traffic and access. Can't tell is it a full stop and then turn or curve or what between the two? If have to stop after going down still existing largest hill and curve then accidents from backed up traffic would result similar to when they put a stop light before new culvert during construction. The subdivision it will run thru will be torn up more than a year or 2 affecting resale property values and after have to deal with a large number of drive thru traffic. Larger vehicles would be running thru that subdivision and traversing around and up the worse hill and curve as a cut thru hence increasing potential accidents there (i.e. large trucks pulling wide long trailers of mowing equipment and worse).

Would be ok if you did nothing

The rural concept is favored over some big wide road. Really all we need is a little bit of gravel shoulder in a few places. Too few choices on this survey. Don't need sidewalks or bike lanes. Hill is problem but I don't know what you do with it without destroying so much of what makes it look "country" today.

Wilson Rd does NOT need to be significantly widened. Bike lanes or pedestrian sidewalks are NOT needed. The road does need aggregate shoulders. The main issue is speed. People drive way to fast. If the 30 mph speed limit was followed, the road is fine. The only time it is an issue is when a large truck or vehicle with a trailer comes flying through. A small shoulder would allow enough room for safe passage. There is also a large hole right next to the road in the "s" curve. That must be repaired. I've seen several people put their tires in that hole. It is dangerous. Under no circumstances do we want any connection of any kind to Baxter. Any significant changes to Wilson Rd will ruin the country rural road feel of it. Chesterfield is just hell bent on destroying the feel of Chesterfield. Trees are being ripped out left and right. You just destroyed the entire wooded area by the lake. Horrible! Don't make any major changes to Wilson!!

I would like to see the new bike path or sidewalk extended up the hill to the existing sidewalk on Wilson.

Straighten road but keep minimal width of road to avoid more traffic on Wilson.

Please extend sidewalk to existing sidewalks on Wilson.

Please connect any new sidewalk or bike path project past the culvert to the existing sidewalk on Wilson going up the big hill. This would allow everyone living in the subdivisions on Wilson, as well as all of Clarkson rd the chance to enjoy the pedestrian and cycling access this project would allow.

Current road configuration is dangerous and drivers exceed the speed limit all the time. Would like to see wider lanes and shoulders. Combined use lanes for pedestrians and bicycles is an excellent idea. The daily use on Wilson Ave has increased immensely in the past 5 years and appears to be getting busier each year. Great plans!

I use Wilson Road once or twice a week and would be disappointed to see it turned into a more heavily used thoroughfare. I seldom encounter much traffic and enjoy driving the road. The design to the road causes me to drive more slowly and carefully. I do think some additional shoulder work would be helpful and the hairpin turn could use some widening, but large scale widening and improvements would no doubt bring heavier traffic through the area to the detriment of the local residents. Not every road needs pedestrian and bicycle lanes (I have never seen either on this road). Please - let's not get carried away here.

We prefer the rural, country feel. Widening the road will increase traffic and result in more speeders (that are too frequent already) and more traffic. Simply make the same improvements to the section from the forest to Wildhorse that were made from Clarkson to the Forest years ago.

I would like it to be safe but not so suburban. The part from Clarkson to Chesterfield Lakes is just fine and keeping with the somewhat rural feel.

I like the current road and the country feel of it. It is a nice respite and my favorite way to drive home. Very relaxing.

Fix the drainage issues but keep the character of the road. We don't need more bike lanes or sidewalks at the end toward Wild Horse Creek.

We bought our home off Wilson 10 years ago in large part because it is a beautiful and relatively quiet road. It feels like a neighborhood lane that is tucked away, even though it is right off Clarkson. I would be extremely disappointed if a bypass was added that increased traffic up and down our street. We let our kids ride bikes into friends' neighborhoods, we run our dogs regularly and always see familiar faces walking, jogging or cycling along the road as well. It has a quaint element to it that is important to those who live here and likely keeps property values high. I have no issue with adding a pedestrian path down the hill but would strongly oppose any additional vehicular connections. We do not need more traffic along Wilson.

This was tried years ago. It didn't make sense then and it really doesn't make sense to me now. There are a lot of roads in the area that have a lot more traffic that need work. I like our road the way it is. A link to the other subdivision for walking and bikers is about the only thing shown that I could support.

We have lived in Wilson Farm Estates and traveled Wilson Road for 25 years. Many neighbors and us like the winding country road. There are Very few accidents because the curves and steep grade force drivers to slow down. Please do not make Wilson into a race track like Baxter Road.

Prefer to keep commercial traffic cut through prohibited other than when destination is one of the subdivisions directly off Willson!

I like the country feel of Wilson Road

Don't change Wilson Road

Some street lights to make safer in early hours or evening

If nothing else just widening the existing road another foot to 18" on both sides would be a tremendous improvement. Thank you

There are too many trucks, school buses, and landscaping trucks, that are wider and much longer, making Wilson Road unsafe. I was almost forced off the road by a landscaper and there are no shoulders for escape.

The Wildhorse creek/Wilson intersection is dangerous with limited visibility and turning access.

What is the plan for the steep and curvy hill? Separating vehicular and pedestrian/bicycle use is a helpful idea. Widening the road the entire length would only increase the traffic volume and speed. Thank you for the opportunity to comment.

I found out about this on Nextdoor. There should be a choice to leave as is. I don't know anyone that wants road to be like Baxter.

Please keep the trees trimmed and leave the road the same.

I hope if anything is done, it's a path for walking or bicycle riding. Please leave Wilson Avenue as is!!

I'd like the shoulder to be improved but not in favor of anything else. I like the rural feel. Definitely do not want a connection with whatever the road is off Baxter. Don't want additional traffic cutting through.

I am concerned that the project will dramatically alter the existing roadside landscape (cutting down a sizeable forest area) without strong justification for needing a new road. Adding a short connection to Baxter crossing is fine but adding an entire sidewalk seems a bit much.

Please do not increase vehicular traffic on Wilson Ave

We are not in favor of the Baxter Road connection to Wilson because of the significantly increased traffic on Wilson. The only thing Wilson needs is improved shoulder work.

Shoulders on Wilson and take the curves out

Keep Wilson Road as it is presently configured.

We seem to have a number of roads like this in the City but they are part of our charm. I usually go to Clarkson rather than the other way. I actually prefer the present roadway style. I think bike lanes and sidewalks down at other end would probably make it an eyesore – grass and trees are pretty, concrete is not. I love seeing the deer near the one turn.

I thought the last time this was tried the residents all were up in arms. Nothing has changed. Homes on Wilson side are more expensive than ones on Clarkson side and rural nature of it as is might be part of the reason. I don't see need for change.

Most of Wilson is fine as is. Big hill is challenge but rest ok. Do not want more bike paths.

I would really like to keep the “rural” nature of this road. We drive this road daily and I like that there is not a heavy traffic load. There are a lot of wildlife in this area that should be preserved. However, widening it in some areas will make it safer. Extending the sidewalk/bike trail down the hill past the new culvert would be a benefit to many in the area. I am not interested in making this a thoroughfare for additional traffic by connecting it to other roads.

I would like to see the hill section on Wilson widened. Very dangerous section - needs shoulders.

not in favor of the project ...period

Timing of the light at Wilson Road and Clarkson needs to be revisited. The light is far too short for Wilson and wait times are too long. Timing of this light is inconsistent with adjacent lights such as at the high school and at Baxter Road.

Pictures make it look like you want Wilson to look like Baxter. Huge mistake. Maybe take curve out and maybe hump at end but don't need room for bikes or anything that makes it look different than today.

Straighten the road and improve sight lines at the Wildhorse Creek Rd intersection.

Please keep the road as it is! We moved here to enjoy the rural feel and enjoy seeing the wildlife.

Make it safe for cars and bikes . Most people do not walk on Wilson Road . Bikes off the road are best . Too dangerous on the road . Lived here for 31 years

The Baxter connection will result in increased traffic on Wilson road. It's not necessary.

If you connect to the large Baxter Crossing subdivision traffic will be much greater. This is wrong. Next would be stop lights. Even adding bike lanes or sidewalks is wrong.

Why must this project have a bike lane? Bicyclists do not pay gas taxes to support road construction and repair.

Where is option for neither on questions? Improvement would be waste of tax dollars, decrease safety, and negatively impact property values. The fewer changes to road the better.

I travel down to valley every day and prefer our road the way it is. The city should leave well enough alone.

I stopped submitting options for road improvements because we don't want the road to be widened. We purchased our home along Wilson because we love the home, our lot, and the meandering bends and rural feel of Wilson Road between Clarkson and WHC Road, while still being in the convenience of the City of Chesterfield. With that in mind, we do, however, feel that the "bump" in the road at the exact intersection of Wilson/WHC can be improved upon. It is a hazard and for anyone who is not familiar with Wilson, the bump can be quite hazardous and the stop sign on Wilson can come as quite a surprise. Improvements at the intersection is something that should be a serious consideration without compromising the rural feel and current condition of the road. A resident on Todd Evan Trail Road

Suggest leave road as is. Or maybe just straighten the curves (although they help slow people down). Width today all that we need or want. Could we have subdivision meeting on this?

there are some areas on Wilson that require IMMEDIATE attention where the pavement is totally missing. Would rather see lanes a little

wider with a small shoulder in lieu of a bike lane and pedestrian walkway and this survey suggests that nothing would be done in the hill area which is too narrow and also dangerous

This does not seem to address the hill which needs a shoulder

I really like the concept of making Chesterfield more bike friendly (for a variety of reasons like health, increased real estate values, etc), so I would strongly support a bike connection via the currently unused right of way.

There has to be more options for a survey like this. Curves might need some straightening. The hump at north end might be reduced. But the character of the road today is so much better than what you have in pictures. Please reconsider.

My neighbor told me about this survey. You should publicize it this more. There needs to be a place for neither on the questions. Spend our tax dollars somewhere else, improving the road will make it harder to get out of subdivision as people will just go faster.

We moved here from Wildwood. We like the road the way it is. Please don't make it like Baxter.

I like the charm of the country road. A lot of people don't use Wilson to cross over from Clarkson to Wild Horse because of this. I feel that this is a good thing.

The Wilson Road hill is the most dangerous part of the road. It needs wider and paved shoulders; and should be included for any bicycle/pedestrian improvement in the current project.

We don't need a "reconstructed" Wilson Avenue. Just lower the hump at the intersection. We don't need room for bikers or a separate trail, we have plenty of other options nearby (I'm a biker).

Plenty of places for bikers. No need for bike path. Really the only thing needed is to flatten hump by Wild Horse Crrek. Leave the rest of the road as is.

A stop light to slow down traffic somewhere on the road

I have concerns that improvements will lead to even more speeding and dangerous conditions. There does need to be widening in some areas requiring better visibility. So far no one has hit me. I have had to hit brakes or move as far as possible to side of road as pickup trucks pulling trailers with lawn equipment speed around corners with trailer following in my lane.

Please don't do it

Please don't not connect Wilson to Baxter Crossing-ever!!!

We love our little country road. Keep the curves and don't make it wider. People are in too much of a hurry today.

Don't feel any construction/improvements are needed. Like the "rural" road. Not many left and it adds character.

Widen

I actually live in Wilson Manor Subdivision I think it was incorrect in the survey. I love Wilson Road, as we still call it and I'm not highly in favor of this project. But if it must happen, I vote for the least amount of change Ann Horton

Great idea! Current conditions are very dangerous. We were almost ran off the road by a semi just last week because he couldn't make the sharp turn

Do the Baxter Crossing bike lane. Leave the rest of the road alone. Don't make it attractive for people cutting through.

We love the road as is. Where do we vote against fixing something that isn't broken?

Greatly appreciate widening the road from the top of Wilson Hill to Wild Horse.

I would love to have hiking connections that get you up to Central Park or the levee trails

I would love to have biking connections that get you up to Central Park or the levee trails

There needs to be attention given to the HUGE NEW SUBDIVISION construction on Wild Horse Creek Road in that the new traffic being generated should not have the ability to use Wilson Avenue as a SHORTCUT to Clarkson Road, rather than using the existing four lane Baxter Road route. A "NEW" configuration of Wilson Avenue, that would be TOO appealing, would create an attractive "potential shortcut" that would increase a dangerous situation for all those concerned and a danger to potential bike riders, walkers and entrances to existing subdivisions. Wilson Avenue from Wild Horse Creek road should NOT be the "new" shortcut to Clarkson Road and eventually Kerhs Mill, Clayton and Manchester Roads. It's curves and hills are not attractive to those who wish to shorten their travel time to Clarkson Road. As Wilson Avenue exists now, it has a rural country appeal to it now and should remain as a quite traveled route for all of us to enjoy.

Please protect your existing residents and DO NOT make these massive changes. This proposed improvement is NOT an example of responsible development. This is not a high density area. This street does NOT need sidewalks and bike paths. There is no need to take land from current owners to expand this into a raceway. That is not how a city should make improvements. This is a low density area. We should keep it that way for the sake of the current residents who do not want more activity. No one should walk on this road to Wildhorse. Wildhorse Creek Road is the street that needs safety improvements for pedestrians that choose to risk their lives walking on it. We implore the city to leave the road as it is - we do not need more traffic, more noise, more lights and potential for more accidents. This is not a wanted change for this section of road. It is not going to be a time saver or an area I will walk to.

We prefer the road remains rural. We love the 'feel' of the curves and bends in the road as it gives it a 'small town' feel. We don't want a wider path because it takes away from the rural feel of the street. There can be some improvements to the road to allow it to still have the 'small town' feel.

My preference would be to leave the road as a "rural" access to homes along Wilson. Improving Wilson with wider lanes and larger shoulder will result in excessive non resident cut through traffic.

Like our country road. Good to have the one-lane bridges fixed but no other changes needed. Keep it the way it has been. Don't want wider road.

Construction on this road would be a large inconvenience for us is Chesterfield Lakes subdivision. At this time I say we should leave it as is.

Wilson Road should not be made wider other than by adding shoulders. It should also not be connected to Baxter Crossing. Any of the other options being considered will cause significant increases in traffic by both automobiles and commercial vehicles. The current configuration of Wilson Road has helped keep the subdivisions it currently serves relatively quiet and very suburban. It needs to stay that way.

PLEASE DO NOT CONNECT WILSON TO THE APARTMENTS

Any significant change especially connecting to Baxter would increase non-local traffic. This is a residential area and does not need additional vehicle traffic. If implemented, Wilson Road would effectively become another Baxter for cut-through traffic increasing safety risks for residents due to significant traffic volume increases. There is no commercial need for significant expansion, this request is primarily a subdivision trying to make a short cut to the store. In addition, if the hill is not included in any reconstruction the highest risk area on Wilson would not be addressed. I know this topic was reviewed several years ago and the residents were significantly against it. Some of my prior selections are only based on if this moves forward, as I would be against it. It also seems to be a significant waste to make bike paths to nowhere; if paths do not meet up with upper Wilson road sidewalks at top of hill what is the point? I do believe there is opportunity for improved Wilson/Wildhorse exchange improvements.

Like the way it is.

I am in favor of a better road condition, but we need to make sure we are not creating a major and convenient "cut-through" for the population of people that do not live off of Wilson - IE, we will then create a congested and dangerous area for the rest of Wilson Road. The good thing about the road as it stands is that people don't like it - thus they do not use it as a cut-through. Thank you for exploring options, have a good day.

Straighten out the steep hill and curve on Wilson Ave.

Why would the improvements stop at the culvert and not connect to the part of Wilson already improved up the hill?

It is important to preserve the character of Wilson road and not turn it into another generic modern suburban street.

It would be great if the roadway was private only for the subdivisions use and those that service the area.

I love the "rural" feeling of the existing and feel as if that limits speeders using Wilson as a cut thru because of how it is. I don't want to make it too much like a normal street kids can speed down.

Please keep it mostly "as is" which is rural and No vehicle connection with Baxter Crossing apartments. Widening Wilson Road and continuing a combined sidewalk & biking path in one side for safety is preferred. Thanks for requesting inputs and doing this survey!

Are there actually pedestrians walking on Wilson Avenue?? Might not need to do a pedestrian "shoulder" but bike path only!!

Keep it the same. No additional traffic

A pedestrian/bicycle path down the hill that goes gradually through the woods. Can't be too steep

Wilson Road is not pedestrian or bike friendly. They should stay off of that road. Where will people be walking or biking to when there is that huge hill? Totally unsafe.

We do NOT want Wilson to become a major artery like Baxter became.

I would prefer not to have any major changes to the road. I would not object to adding shoulders, but I enjoy the current character of the road. Chesterfield is already looking to become some sort of sub-urban center. I like living in Missouri; not feeling like I'm in the suburbs of Chicago.

Prefer to leave almost the way it currently is configured with a couple feet of gravel at street grade on both sides so you don't drive in a ditch if required to move over.

I feel connecting Baxter Lane Crossing to Wilson would create too much traffic on Wilson.

We would prefer retaining the curved character of Wilson to keep the vehicle speed limit at 30 or 35 mph

I find it amazing that we have been told you couldn't just add a simple shoulder to Wilson and now you are considering bike paths, sidewalks and straightening the road. Although Wilson has long needed some improvements I prefer to keep the rural character of chesterfield where possible. It seems the city is determined to create a city without character or charm. People moved to Chesterfield in part due to its suburban/rural character, enjoy peace, quiet reasonable traffic and low density housing and wildlife. Thank you.

Wilson Avenue has always needed better shoulders due to the trucks that use Wilson and don't stay in their lane. We have been asking about this for the 30+ years we have lived here and have repeatedly been told this was not possible. Now you are talking about bike lanes, sidewalks and shoulders. We do need need more traffic on Wilson which is what would happen if we connect another subdivision.

We've lived here 42 and have always hoped for a cut through from Wilson.

There should be a light and turn lanes at Wilson and Wild Horse; and at Wilson and Baxter Crossing. If one is going to the trouble/expense of doing this project, one should plan for the next 10-15 years, what with the increased traffic and all; and should keep bikes and pedestrian traffic off of the road, for safety reasons. The "hill" should have wider lanes and better shoulders, as well.

Please don't make the connection between Baxter and Wilson it is not safe for our children and will make traffic unbearable

Not in favor of a road change for vehicles. It will create unwanted traffic on a road that is enjoyed for its rural feel. The stop at Wildhorse could be improved. A bike lane from Wilson to Baxter would be good in that you could sweep it over to the Monarch levy trail — if that is ever completed

When did Wilson switch from road to avenue?

short section of right turn and left turn lane coming from Wilson onto Wildhorse Creek or stoplight

Too much cut through traffic already—make it “emergency vehicle traffic only” starting at the gated community through wild horse and keep the road as is. People can use Baxter or Kehrs Mill instead.

I would like to see a pedestrian/bicycle switch back the public land side of Wilson Rd (from the top of the steep drop off to the bottom) so that I don't have to use the private road on the other side of Wilson Rd to get up and down the hill. There was a public hearing 10 years ago that I attended about developing a switch back and nothing ever happened. This is as big of an issue as straightening Wilson between the new culvert and Wild Horse Creek Rd. If you are trying to get grant money it is just as important that you fix this too.

This road is so special for wildlife - please be as least intrusive to them as possible while also maintaining safety for all. Thank you!

Curbs and drains have killed many turtles on the north end of Wilson. Keep the natural feeling while improving vehicular safety.

We prefer to keep Wilson Road a quiet/less congested road, and do NOT want to connect to Baxter Crossing.

For any construction on this road, please keep the beauty of hills and trees. Don't let this road, that is quiet and peaceful, become an alternative to Clarkson. Fix Clarkson instead. We don't need more traffic coming up and down Wilson. We moved here because of the privacy and 'road less traveled'.

If Wilson Road remains an improved 2 lane road with shoulders, opening up a vehicular lane from the apartments would likely create a traffic nightmare for rush hour motorists. Also vehicular speed is already hazardous particularly with deer population.

Do not want to see this become another Baxter Road—part of the appeal of Wilson is it reminds me of a street in New England—unique with character—should not become a thru-way for high traffic. Intersection at Wildhorse could be reconfigured for safety purposes—no stop light!

Any updates to the narrow winding road would be an improvement!

Thank you for soliciting input. I hope you will continue to do so as you get more data back about cost / choice trade offs, so we can provide informed opinions.

Please leave Wilson Road as it is. It is beautiful through the area and we do not need to encourage more traffic. It is not an unsafe road, just unsafe drivers.

Improve the sight distance at the wild horse intersection

Thank you for considering this project! We call this road 'suicide hill'. Drivers are going too fast and constantly cross the center line. Walkers and bikers frequently share the road. There is also an abundance of wildlife that crosses the road (deer, turkeys, etc). I do feel bad for the homeowners that keep losing part of their land to widen the road. I also notice large trucks have a very difficult time making it up the hill. The hill also gets very slippery when wet. The intersection of Wild Horse and Wilson is also a nightmare. The landscaping is very overgrown so it can be difficult to see. The road is so narrow it is difficult to turn onto Wilson if a car is at the stop sign. Not sure the road needs a sidewalk but adding a shoulder and widening would make a huge impact. It has been so nice since the bridge was widened for two cars. Thanks!

Keep it the way it is

Most important to me is to flatten Wilson Road at the intersection of Wilson and Wildhorse Creek Road. I think connecting to Baxter Rd would be a mistake for vehicles. Would cause more traffic on Wilson Road. Sidewalk or paths for pedestrian or bicycles is OK. Thanks for your time.

I prefer the rural nature of Wilson which provides a natural impediment to over use

I am against any so-called improvements. The road should stay as it is and with recent changes to get rid of one way bridges is perfect for the residents living along Wilson. Improving it will simply draw more traffic cutting through to and from Baxter to Wild Horse Creek. Any money would be better spent in other areas of the County.

As traffic continues to increase on Wilson Avenue, this project is of great importance.

A walkable option and connection between Wilson Ave. and Baxter Road and the Central Park area would be wonderful. We have no

practical and safe walkable options to the park area of Chesterfield from Wilson Road. This would be fantastic and would add to the sense of being connected to the community! Thank you!

I hope Wilson road is not being made into a major thoroughfare between Chesterfield Valley and Clarkson Rd

I love this stretch of road for the country feeling but as it is, it's dangerous. Paved shoulders would be terrific.

A turning lane from Wildhorse to Wilson would be extremely helpful.

This area is dire need of improvements for safety of passenger car drivers/passengers aside from it eventually being beneficial to walkers/runners/cyclists

Clearer visual access to the curves by removal of undergrowth.

Would rather not spend the tax dollars on this project.

Complete reduction of Wilson road hill. Dangerous in wet and snowy weather. Widen and straighten Wilson north of hill. Light at Wilson and wild Horse Creek roads. Improve intersection with dedicated turn lane on Wildhorse Creek road onto Wilson.

Glad you're moving ahead on this - it's very dangerous.

It is not a very populated area and the steep hill limits the bike traffic, so a single sidewalk/bike path would be all that is needed. I would be grateful for the road improvements because of the many times I have met cars on my side of the narrow road. It will be nice not to have blind curves where deer and turkeys appear out of nowhere.

Wilson Creek's water shed has increased it's volume enormously during the 50 years of Walnut Hill's existence resulting stress and damage to the bridge. This bridge is the only access to the subdivision. The water shed begins in the area of Baxter and Clarkson Roads. Walnut Hill deserves some consideration!

The road is fine how it is. It would cause more accidents if improved because people would drive faster. If someone wants to ride bikes, Chesterfield and STL County has plenty of places to ride.

Please keep the character of Wilson Ave as rural. It is a special part of Chesterfield and the rural character is special. Making the road wider will only make people feel more comfortable driving too fast and lead to accidents.

Possibly "safety grade" steep hill asphalt so it grips in ice and snow. Keep brush/trees/bushes/weeds but back further and address it more often. Please address the end of Wilson as it turns right onto WildHorse Creek. There have been joggers and walkers who "appear out of nowhere!" THANK YOU for keeping the road safe and nice for all of us. The new bridge is wonderful!!

Thank you for addressing this issue

Safety with greater use by the Citizens of Chesterfield should be the goal.

With the increased subdivisions off of Wilson and on Wildhorse Rd there is little room right now for 2 way traffic when there are delivery trucks on Wilson or a truck with a trailer.

The road turn from Wild Horse Creek Road onto Wilson Avenue is not very safe. Wilson is much higher level than Wild Horse Creek Road. They should be at the same level and all the winding curves should eliminated. Sidewalks on both sides will make this area safe and enjoyable. Specially during this time walking and jogging are the few outlets of recreation for our families. Thanks

Whatever you do, please do not shut wilson road down for extended periods of time...

Existing road is hazardous for bikes and pedestrians. Most accidents I've seen are single car from speeding or inattention. Connecting roads would increase traffic shortcutting to Clarkson.

I believe this area NEEDS to be made safer... But do not wish it to become a major thorough-fare with greatly increased traffic and cars traveling at higher speeds. Simply adding paved shoulders and straight line of sights would make this stretch of road significantly

safer... Not sure why we would need to connect to any new roadways.

Because the road is steep, windy and narrow, I don't really prefer the idea of enticing bikers and pedestrian walkers/joggers to take Wilson Farm all the way to Wild Horse Creek. I feel that is an accident waiting to happen. That's why, if you have to add anything, I voted for the path that is separate from the road.

When Wilson was up for improvement people complained that they wanted a rural feeling to the road. I thought that was ridiculous then and I still do. One day I saw four cars off the road in the winter. This is a busy road and definitely needs to be wider to be safe.

Very happy you are addressing this very dangerous stretch of Wilson Road. Over the years traffic has increased so much. It is impossible to walk or bike down this stretch. It is also very dangerous to drive with blind corners and sharp pinch turns. People who are unfamiliar with this stretch of road constantly drift into the other lane because they don't realize how sharp the turns are, especially closer to Wildhorse Creek. Thank you for moving forward to address this issue and keep our roads safe!

I also own 1216 Wilson Ave, that has significant frontage on Wilson, near the intersection with Wild Horse Creek. I support this from owning this property, as well

There is a spring or other water source that runs onto the road and causes slick driving several times during the year, just east of the Albright residence. New drainage is needed.

Keep curves and character.

Connection would increase traffic and create an extra intersection for little need.

Don't think a sidewalk is necessary under any of the options, can't imagine the use would warrant the additional expense.

I do not think a sidewalk is necessary on this section of Wilson Avenue. I am strongly opposed to connecting Baxter Crossing to Wilson Avenue.

THANK YOU!!!!

Connecting Baxter Crossing to Wilson will cause unnecessary traffic on Wilson. Adding bike-trails to the project is also excessive as Wilson at best only has sidewalks and any encouragement of bicyclists on Wilson would be unsafe due to the steep grade and sharp horizontal and vertical curves that limit sightlines for quick braking. Most damage to Wilson occurs from commercial vehicles and trailers running off the road that cause the shoulder to deteriorate. Another issue is gravel driveway debris runoff from the residential property near Wildhorse Creek Road. Keeping vehicular counts and speeds down should be the priority for Wilson as there are many people who choose to use Wilson as a "cut through" instead of using Baxter and Clarkson, which are designed for heavier, larger and faster traffic.

The intersection at Wildhorse has become exceedingly busy and dangerous due to curves looking west and brush looking east. I drive here every morning taking children to school and see numerous near wrecks pulling onto and off Wildhorse. There needs to be a traffic controlled light. This problem will only get worse as Fineup Farms neighborhood continues to grow.

I am in favor of any and ALL bicycle lanes being implemented in our city. This is a huge draw for cycling, especially since we all experienced staying home more and learning to love our city more!

The City has faced this in the "recent" past. Take a look at what the thoughts were then.

Wilson Avenue should be similar to Kehrs Mill Road which has much more traffic than Wilson Avenue and has functioned very well.

Do not ruin the few green spaces we have left in our neighborhood. Wider roads bring higher speeds. The corners act as natural speed control. Leave things pretty much as they are! A trail over to Baxter and the city center might encourage walking and biking to events there

For 36 years I have lived and regularly traveled the full length of Wilson Road by both vehicle & bicycle, and have witnessed and experienced two consistent issues. First, vehicles (drivers) consistently ignore and exceed the posted speed limit and second, vehicles, (drivers) which consistently travel outside the clearly designated traffic lanes. I am concerned that road improvements will only worsen the vehicle speed and control issues but not correct the stated issues. Both of these issues are a direct result of driver attitude, NOT road

issues. If the speed limit is adhered to, the ability to control a vehicle's path is quite easy. That being said, I do believe that the intersection of Wilson Road & Wildhorse Creek Road would benefit from improving the visibility so that drivers approaching Wildhorse Creek Road would not have to advance their vehicle into Wildhorse Creek Road to view approaching traffic.

I think that making these changes will only encourage more people to cut through Wilson making it more congested. With Fienup Farms, this will be a preferred and more heavily traveled road and will take away from the charm of the road. I am not interested in more traffic. How many issues have there been? That would have been helpful to know. I'd prefer not to look for a solution when there is not a problem. I also don't want another neighborhood linking up to Wilson.

If nothing else, just widen the road...I've been ran off of it a few times in the 'S' curve just north of Wilson/Wildhorse as trucks/cars often drive way over the middle line.

As the project does not include the hill, and as Wildhorse Creek does not include bicycle lanes, I STRONGLY oppose any encouragement of bicycles on any improved sections of Wilson as it will only lead to problems on the hill. Inslapen STRONGLY oppose any increase in the speed limit on Wilson as the 30 MPH is currently poorly enforced from the hill north and speed is the issue on the current roadway which is already carrying too much cut through traffic.

For 36 years we have know as Wilson Rd. Now the road signs indicate both Road and Ave. Let's stay with Rd. Thanks

Thanks for the opportunity to offer input and to look at perspective design ideas.

There needs to be a wider shoulder and better drainage. Brush needs to be cut back more. I absolutely think that pedestrians and bike lanes should not be added to the main road since that hill is so steep.

Wilson needs to be straightened and widened

Thank you for the survey. These updates will make this important street safe for motorists and pedestrians alike - it should be a priority for Chesterfield. We see pedestrians walking and biking - enjoying our city for the first time ever. When Wilson is finally safe, it will facilitate safe passage for pedestrians which now literally take their lives in their hands when they attempt to walk along the roadway. Note - this road is used by many residents from Chesterfield, not just those of us who live here. If the survey were broadened, residents would appreciate the update greatly. (They would find it much more useful than the expensive entry to Kehrs Mill Road which serves no benefit to residents.) Times have changed. To create a healthy and safe community...particularly considering all that is going on in Chesterfield this project needs to happen. It should never be a four land highway where cars, speed along, but it needs to provide safe passage for all of us.

Wild Horse Creek Road needs to be considered in this project (which I'm told is a County Rd). Wild Horse needs to be widened much like Feinup Farms did to allow for turning & exiting traffic, and to allow swing room for School Buses, and longer vehicles....currently these type of vehicles are forced into oncoming traffic when exiting Wilson Road heading North on Wild Horse Creek. Cars have to stop and line up behind vehicles that have to stop and wait on Wild Horse, awaiting to left turn onto Wilson. It's just a very dated intersection that has not kept up with the explosion of growth in the area.

Looks good

23 November 2020

Subject: Protest of Wilson Road Improvement Process

To: Dan Hurt (Ward III), Michelle Ohley (Ward IV), Mary Ann Mastorakos (Ward II),
Mary Monachella (Ward I),

CC: Tom DeCampi, Bob Nation

The purpose of this letter is to protest the process being used to pursue a grant for "improving" Wilson Road.

We are residents of Wilson Creek Subdivision and were made aware of the proposed project by an email from Steven Merk. As the subdivision at the nexus of the proposed "improvements", we and our neighbors have a keen interest in the outcome. But in completing the survey a number of deep concerns arose that we wanted to ensure had your attention, and seek answers to some questions.

First of all, the intro to the survey states that the proposed project is being initiated based on complaints from trustees of Walnut Hill Farm. There are only 11 homes in Walnut Hill Farm so clearly there were not a large number of residents providing input.

As we looked at the Trustees for Walnut Hill Farm subdivision we found that Merrell Hansen is a Trustee. We then looked at the Chesterfield Planning and Public Works Committee and found that the same Merrell Hansen chairs that Committee. While it is an advantage that Merrell knows Wilson Road well, as she is likely a regular user, it also raises the potential for conflicts of interest. And it certainly creates the appearance of a conflict of interest.

We then reviewed the minutes from the October Committee Meeting where the Wilson Road Project was discussed and a survey approved. We noted multiple areas of questions and concerns:

- a. This seems to be a really rushed project. The letter from Walnut Hills Farm, which was well-written, is dated September 28, 2020. That's a Monday. Then 3 days later, Thursday, October 1, 2020, Mr. Eckrich issues a 5-page memo to the City Administrator. It appears to have been forwarded to the Committee the same day. A week after that the agenda comes out for the Planning Committee meeting. And then three weeks after that the survey comes out. Is this speed typical of other projects considered by the City? Is there a deadline that must be met?
- b. As the memo from Mr. Eckrich notes, there are a number of streets in Chesterfield not up to today's standards including Hog Hollow Road, West Drive, Old Clarkson Road, River Valley Drive, and Church Road. What process is the City and the Committee using to prioritize Wilson Road "improvements" over those of the others, some of which (e.g.

Hog Hollow Road) would seem more severe problems than Wilson Road? Is the process fair and objective?

- c. The answer to the question from Chair Hurt relative to opposition from residential groups was answered by Mr. Eckrich commenting that he receives a few calls every year asking why Wilson was not improved. He did not answer the question re opposition. Are a few calls a year sufficient input to undertake a major project impacting several hundred homes along Wilson Road?
- d. The discussion during the meeting concluded that the entrance to Walnut Hill Farm would need to be reconstructed as part of the project. This would include the reconstruction of the crossing and bridge into the PRIVATE Walnut Hill Farm subdivision, with the city then returning the bridge to the subdivision. This would seem to be a great benefit to the Walnut Hill Farm homeowners as they get a new bridge at no expense. Has this been done before? Has the City's Legal Counsel provided advice on this?
- e. The previous paragraph may seem to explain the note in the minutes that three residents of Walnut Hill Farm were at the meeting and expressed their support for the project. We would have done the same thing if we were in their shoes. But why was there no input from other residents along Wilson at the same time, allowing the Committee to make a more fully informed decision?
- f. The committee rightly agreed with the staff to obtain resident input. The resulting survey however is, in our mind and others we've discussed this with, slanted to get a "go" answer. In question after question, the only options presented are to do one of two types of "improvements" – there is no choice presented to leave things as they are today, or make modest changes. As noted this kind of improvement was abandoned years ago due to opposition. What's changed? Who directed or decided the survey be constructed this way?
- g. The other issue with the survey is that it includes (based on the drop-down box) input from subdivisions that are not currently along Wilson Road. This includes Baxter Crossing which has almost 2X the number of homes of all the subdivisions accessing Wilson Road today. While their residents should have input it should be to the proposed connection between Wilson Road and Baxter Crossing, not re the character of Wilson Road. How were subdivisions chosen to be part of the survey? Will all input be weighted the same or will the input of those with greater impact be weighted more heavily?

Based on the above, Don Imholz contacted Steve Merk, and relayed some of our concerns. Steve stated he was simply taking direction from the Planning and Public Works Committee. When he was asked him if there were public hearings planned he indicated that none were planned until AFTER the Grant process was completed. Given the Grant will require a road design as part of the Grant request, this is putting "the cart before the horse" and denying sufficient public discussion on the right future for Wilson Road, especially given past opposition.

We would also note that when Fienup Farms was proposed there were multiple public meetings, which some of us attended. And further, that the City was reluctant to make

changes to Wild Horse Creek Road even with the possibility of 400-500 additional vehicles. Why would public meetings be used for Fienup Farms but not this proposed project? Who is making such decisions and on what basis?

Regarding the substance of the proposed project, and given the absence of a planned public hearing to comment and ask questions, we offer the following:

- a. The low water bridge at Walnut Hill Farm has been an issue for a number of years. One of us looked at a home in Walnut Hill Farm years ago and noted that the bridge was going to be an issue at some point. If the width of Wilson Road is left the same, or even expanded by a shoulder, there is no need to reconstruct the Walnut Hill Farm bridge. Has the committee reviewed the site?
- b. Wilson Creek has a bridge over the same creek. We were told the City required the developer, Don Flower, to construct a much costlier bridge than planned, reportedly costing \$1M. This cost was not borne by the city but by the developer and recovered in the cost of the houses in our subdivision. Why should the City pick up the tab for a Walnut Hill private bridge (even if one is needed) when it didn't for Wilson Creek?
- c. It would appear the curve north of Walnut Hill Farm could be easily straightened enough that it would not even impact the part of the roadway by Walnut Hill Farm Road, as there is quite a distance between the end of the curve and the subdivision entrance, and the road is pretty straight in that area. Does the city agree with this assessment?
- d. The intersection at Wild Horse Creek and Wilson Road is far from optimal. The steep incline there is an issue. However, the presence of the incline on that side, and the curve to the south, slows traffic and allows residents from our subdivision to more easily get on to Wilson Road. If you improve Wilson Road and speeds increase, the risks of accidents at Todd Evan Trail Road and Wilson Road would seem to increase. We wonder if the City made a mistake in approving the Wilson Creek entrance to be so close to Wild Horse Creek and Wilson Road intersection. Is there a way to lower the hump (something there is likely a lot of support to do) and not create other issues?
- e. Steve Ricci had a discussion with Aimee Nassif, the Chesterfield Planning and Development Director, back in late 2013 or early 2014 about any plans to widen Wilson and was told that Chesterfield intended to keep the road as a rural access road. Some of us and our neighbors made decisions to buy houses based on such assertions.
- f. The concerns expressed in previous attempts to "improve" Wilson Road likely haven't changed. Many roads in cities such as Ladue have a similar character and appearance. There isn't likely to be more growth along Wilson Road. Making the road look like Baxter would be a mistake. Density of housing is particularly low on the North end, there is no need for sidewalks and such in that area.
- g. Likewise, there are ample trails and opportunities for those wanting to bike or walk in Chesterfield. A separate trail, or a wider roadway, would be wasteful spending and even worse. Wild Horse Creek is a state highway and while you see an occasional biker it really isn't safe to use it in that manner.
- h. Today, the nature of the road with its low speed limit, narrow width, curves, and hills makes it unattractive for those wanting to "cut through" to get to Clarkson going south or Wild Horse Creek and points west going north. Improving the road would seem to

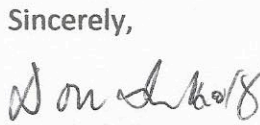
move traffic from Baxter to Wilson Road. Is there concern about this? Have any traffic studies been done?

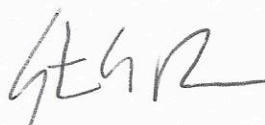
- i. Give the creek and low-lying land along Wilson Road, won't an environmental impact study be required? Given the letter from Walnut Hill Farm Trustees indicating the culvert reconstruction caused issues in their subdivision, isn't it likely that any changes to the road would impact the environment?

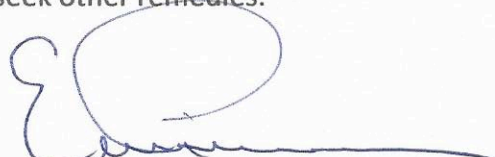
To summarize the above, the process underway for the proposed project is wrong – apparently designed to get one of two predetermined outcomes and not allowing adequate input from residents. Further, the alternative outcomes presented raise questions that need to be answered BEFORE a federal grant is sought AND design decisions made.

We would welcome meeting(s) with whoever you think would be appropriate. Our intent is not to be a roadblock but be part of the process to resolve any issues and do what is best for ALL the residents along Wilson Road. However, if our questions are ignored we will work to galvanize support to stop or slow the project and likely seek other remedies.

Sincerely,


Don Imholz


Steve Ricci


Erich Thurmann

Jim Eckrich

From: Jim Eckrich
Sent: Wednesday, November 11, 2020 2:50 PM
To: Gary Hansen
Cc: Steven Merk; Zachary Wolff; Mike Geisel; City Council
Subject: Re: Wilson Avenue Improvement

Mr. Hansen, as stated in the email from Civil Engineer Steve Merk the City Staff will be moving forward with the project scope from the culvert to Wild Horse Creek Road. As stated by Steve, adding the cost to reconstruct the hill, which would likely nearly double the cost of the project, would make it unlikely that the City's grant application would be successful. The competitiveness of these grants has changed dramatically since the City successfully acquired the grant (which it later forfeited due to resident objections about the project) in the 1990s. In fact, the most recent STP grants the City has applied for on Old Chesterfield Road, Schoettler Road, and Wilson Avenue (asphalt overlay) have not been successful. As stated by Steve, we believe that adding the cost of reconstructing the hill makes it highly unlikely a grant application of that magnitude would be successful. If this grant application is successful, and there is resident support for addressing the hill also, that could be pursued as a separate / future grant.

If you would like to discuss this matter further, please contact me at 636-537-4764. I will be in the office most of the day on Thursday and Friday.

James A. Eckrich, P.E.
Public Works Director / City Engineer

Sent from my iPad

On Nov 11, 2020, at 1:16 PM, Gary Hansen <ghansen@hansenlaw.pro> wrote:

Mr. Merk:

Thank you for your reply.

Since you will be funding the project with grant money, I don't think the inclusion of the hill would add that much of a burden upon the City of Chesterfield. As an individual, I do not have access to the sources for searching for grants that the City of Chesterfield does. Twenty years ago the City had no problem securing a grant for the improvement of Wilson in its entirety. If you're going to search for grant money, why not search for all of what is needed.

To make the changes that are proposed under the current project, you are going to have right or way acquisition costs with which to deal, as well as environmental issues because of the creek and associated wetlands. I would agree that to add the hill would add costs for these items in a different place as well. But why set yourself up to go to the well twice when you can get it done the first time.

By not fixing the most dangerous stretch of Wilson that exists and of which the City of Chesterfield is well aware, you are leaving the City of Chesterfield open for litigation the costs of which most likely would far outweigh the efforts and costs of fixing it. While connecting Baxter Commons Lane to Wilson you are eliminating the need for people in the northern quarter of Wilson to avoid driving up the hill, it provides no safety relief for those coming north on Wilson from its southern half. The lions share of vehicular incidents on the hill have been with vehicles going north, coming down the hill.

Those of us living on Countryside Hill get no benefits from the fixing of the hill, whereas the residents of Walnut Hill Farm will get benefits from the project as proposed. The City of Chesterfield has the duty to keep all of the roads for which it is responsible safe for all of those who are using them.

Gary Hansen

 HANSEN LAW, P.C.	Gary Hansen Principal 1515 Countryside Hill Chesterfield, Missouri 63005 (636) 237-8688 ghansen@hansenlaw.pro www.hansenlaw.pro
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This e-mail and any attachments are privileged and confidential. If you have received this e-mail in error, please destroy it and the attachments immediately.

From: Steven Merk <SMerk@chesterfield.mo.us>
Sent: Tuesday, November 3, 2020 4:18 PM
To: Gary Hansen <ghansen@hansenlaw.pro>
Cc: Jim Eckrich <JEckrich@chesterfield.mo.us>; Zachary Wolff <ZWolff@chesterfield.mo.us>; Mike Geisel <mgeisel@chesterfield.mo.us>
Subject: RE: Wilson Avenue Improvement

Mr. Hansen,

Thank you for contacting me regarding Wilson Avenue. The City Staff is certainly aware of the steep hill on Wilson Avenue, as well as the other deficiencies along Wilson Avenue. The project as currently proposed was presented to the Planning & Public Works Committee of City Council (PPW) at the request of the Walnut Hill subdivision trustees. During PPW deliberations on the project, the steep hill was specifically discussed. However, the hill is outside the request from Walnut Hill and its addition would add such cost and scope to the project that we believe the chances of our grant submittal being successful would be significantly diminished by including it. Accordingly, City Staff will be moving forward with a grant application for improvements to Wilson Avenue between the culvert and Wild Horse Creek Road as approved by the City's Planning and Public Works Committee.

Please be advised that the reconstruction of the hill on Wilson Avenue would be very expensive and extraordinarily difficult to construct due to grades and environmental restrictions associated with the adjacent creek. It would also require substantial right of way acquisition. You are correct that the City owns land near the bottom of the hill and some additional right of way adjacent to the hill, but additional right of way would still be required for the reconstruction. One of the reasons the City is considering connecting Baxter Commons Lane to Wilson Avenue is to provide motorists an alternate route to bypass the Wilson Avenue hill during inclement weather.

The City could still consider improvements to the hill in the future as a separate project. If you are aware of other grant opportunities for that project, I would be happy to discuss those with you.

Thank you again for your feedback on the proposed project. If you would like to discuss the matter further, please contact me at the number below.

Steve Merk, PE, CFM
City of Chesterfield
ph: 636-537-4754
smerk@chesterfield.mo.us

From: Gary Hansen <ghansen@hansenlaw.pro>
Sent: Monday, November 2, 2020 4:38 PM
To: Steven Merk <SMerk@chesterfield.mo.us>; cityofficials <cityofficials@chesterfield.mo.us>
Cc: rcompton@gmail.com; Ed Kottmeier <ek@jeffersoncountylumber.com>; Margaret Shoptaw <shoptaw@diamondusa.com>
Subject: Wilson Avenue Improvement
Importance: High

Mr. Merk:

My wife and I have lived on Countryside Hill for over 20 years. Countryside Hill intersects Wilson just south of what you refer to as the culvert. While I do not remember the exact date, around the time we acquired our house the southern half of Wilson Avenue was improved considerably, running from Clarkson to just North of Wilson Manor Drive. It was widened, leveled, and had sidewalks added. My recollection is that it was funded by a Federal grant, a large portion of which went unused because of objections by residents living along the north half of Wilson who were concerned about the improvements causing an increase in traffic. Since then, Baxter Road has been extended onto four lanes from Clarkson to the Chesterfield Airport Road, thereby obviating any incentive for drivers to use Wilson to avoid the congestion between Baxter and Highway 40. Since that time, other than replacing the narrow bridge on Wilson just north of the steep hill, the northern half of Wilson stands as it was constructed many, many years ago.

On your web page, the assertion is made "The project would address safety issues such as: sharp curves, narrow lanes, drainage, the intersection with Wild Horse Creek Road, as well as the lack of paved shoulders and bike/pedestrian accommodations." I would point out the single largest safety issue on all of Wilson is the steep hill which is curved and lies almost exactly half way from Clarkson to Wild Horse Creek. I know this because our property touches Wilson at the bottom of this hill. Every time the surface of Wilson is wet, we hear cars skidding on this hill. I would say that at least once every month or two there is some kind of incident in which a driver loses control of a vehicle and winds up off the road, sometimes even blocking the road. While many of these don't get reported to the Chesterfield Police, I would expect that there are more police reports of incidents on or at the bottom of this hill than on any other stretch of Wilson. We regularly retrieve car parts that have been damaged and left behind by the police in cleaning up after such incidents. While there have been people injured, street signs knocked down, telephone poles hit causing a loss of electrical service, and other consequences, so far no one has been fatally injured. A couple of years ago, a Monarch Fire District truck responding to one of these incidents almost t-boned a Chesterfield Police vehicle, barely stopping before colliding. We have complained many times to council members, only to be told that there is no interest on the part of Chesterfield to correct this hazard.

We would like to have the City of Chesterfield, since it is looking into improving Wilson in order to correct safety issues, to seriously consider undertaking this issue at the same time as everything that is north of this hill. It is my understanding that the City of Chesterfield already owns the land that could be used to straighten and lessen the steepness of this hill. If this is the case, this fix would be a fraction

of what will be spent exercising eminent domain, straightening sharp curves, improving drainage, etc. for what is north of the culvert.

I am willing to volunteer my time assisting the City of Chesterfield in finding grant opportunities and making applications for such funding. If you look at my signature line, below, you will see that I am an attorney. I think you will find this a worthwhile offer.

I am sure that the City of Chesterfield is aware of this hazard. We have found that whenever there is ice or snow on Wilson, the stretch of Wilson running from the top of the hill down almost to the culvert is impeccably cleaned and salted – better than any other stretch of road within the City of Chesterfield. I would expect that while I have been unable to persuade Chesterfield officials to correct this danger, I am sure these officials are aware of this danger. So, please do the right thing. Even if it adds time and costs, it's well worth it.

Gary Hansen

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