

MEMORANDUM

DATE: July 5, 1994

TO: Michael G. Herring, City Administrator

FROM: Michael O. Geisel, Director of Public Works/City Engineer

RE: Minutes - Meeting (6/28/94) Public Works/Parks Committee

A meeting of the Public Works/Parks Committee began at 7:30 p.m. on June 28, 1994. Those in attendance included Councilmember Ed Levinson, Chairperson, (Ward II), Councilmember Colleen Hilbert (Ward I), Councilmember Alan Politte (Ward III), Councilmember Linda Tilley (Ward IV), City Administrator Michael G. Herring, Director of Public Works/City Engineer Michael O. Geisel. Also in attendance were Mayor Jack Leonard, John Langa, Administrator - CCDC, Darcy Capstick representing the Chesterfield Citizens for the Environment, Bill Kirchoff representing the Chesterfield Valley Study Committee, Bill Kolath representing the Chesterfield Beautification Committee, Richard Ward and Larry Marks representing Development Strategies, Mark Eshelman representing Booker and Associates, and 3-4 others.

The following is a listing of those items discussed by the Committee at this meeting:

- 1) Councilmember Politte motioned to accept the minutes from the June 2, 1994, meeting. Councilmember Hilbert seconded the motion, which passed unanimously, 4 - 0.
- 2) Councilmember Levinson introduced Mr. Kirchoff, Chairperson of the Chesterfield Valley Study Committee. Mr. Kirchoff explained that the Study Committee had, in conjunction with Development Strategies, conducted a public presentation of the report prepared by Development Strategies representing Phases I and II of the five part Valley Study. He further advised the Committee that the Chesterfield Valley Study Committee had accepted the plan and voted to recommend acceptance to the Public Works/Parks Committee. Mr. Ward gave a brief overview of the study's scope and the contents of the report. He further explained that the report separates the Valley into three areas for potential development. Area I being the area south of Highway 40 and east of the airport, Area II being the area north of Highway 40 but inside the levee, and Area III being the area north and west of the airport lying south of Highway 40. The report indicates Area I to be the most viable for rapid development. The study further examines two extreme development conditions: Scenario A, which conservatively relies on existing infrastructure; and, Scenario B, which provides for construction of \$60 million of infrastructure to facilitate and drive development. Councilmember Levinson expressed dissatisfaction that the extension of Highway 109 was not described in Scenario A. After a lengthy discussion, the consultant agreed to update the Scenario A exhibits to indicate construction of Highway 109. Mr. Marks indicated that the exhibits would be updated, but would not be distributed until the next phase and revision of the report. Councilmember Levinson advised the Committee that he felt Section 2.2, which makes suggestions for future study, should be eliminated from the report.

He stated that the report should be definitive and final without recommendations for additional planning studies. Mr. Kirchoff stated that it was never the intent of the Chesterfield Valley Study to make Phase II the final planning effort. He indicated that planning would be conducted in all five phases of the study, but that the main emphasis of Phase II was planning. Likewise, the emphasis in proposed Phase III is engineering, but some planning would take place. Councilmember Politte motioned to accept the Phase II report with the revised exhibit indicating Highway 109. Councilmember Tilley seconded the motion which passed unanimously, 4 - 0. Councilmember Levinson stated his intention to table discussion regarding the proposed scope of work for Phase III until the next meeting of this Committee.

3) Mr. Kolath, Chairperson of the Chesterfield Beautification Committee advised the Committee that his group had met earlier in the day and had received preliminary recommendations from the landscape consultant. Mr. Herring reminded the Committee that the consultant's services were being provided at no cost to the City as a result of a donation by Sachs Properties. Mr. Kolath presented landscape drawings for the intersections of Chesterfield Airport Road\Highway 40 (west end of the Valley), Chesterfield Parkway\Highway 340, and Highway 40\340. He also presented drawings for typical median plantings along Clarkson and Olive Street, as well as a revised drawing of a City entrance monument. He asked the Committee to view the drawings and requested further direction. Councilmember Levinson advised the Committee that the proposed landscaping would require watering and a high degree of maintenance, especially to sustain the initial plantings. Councilmember Levinson informed the Committee that the consultant had suggested larger trees of 4-1/2" caliper. He suggested that the City consider smaller trees to maximize the amount of plantings and to improve the trees' survival rate. Councilmember Politte motioned to plant smaller trees, 1-1/2" to 2-1/2" in caliper in lieu of the larger trees suggested by the consultant. Councilmember Tilley seconded the motion which passed unanimously, 4 - 0.

Councilmember Hilbert indicated that an increased emphasis should be placed on the established north end of the City along Olive Street Road. She explained that Olive represented a major corridor and entrance into the City. Councilmember Tilley suggested that additional emphasis be placed along the Clarkson corridor south of Baxter. She informed the Committee that the State Highway Department had agreed to landscape the slopes along Clarkson after the completion of their construction, but had not yet done so. Councilmember Politte explained that with the pending extension of Baxter Road to Wild Horse Creek Road, this corridor represents a major road and should also be emphasized. Councilmember Politte motioned to expand the scope of work for the Chesterfield Beautification Committee to charge the Committee to find locations of opportunity throughout the City, with major emphasis placed on major routes, and that Baxter Road be labeled as a "major route". Councilmember Tilley seconded the motion which passed unanimously, 4 - 0.

Councilmember Politte motioned to direct the Chesterfield Beautification Committee to come back with specific recommendations regarding landscaping priorities and a recommendation for fall planting. The motion was seconded by Councilmember Tilley and passed unanimously, 4 - 0.

The Committee discussed the revised entrance sign prepared by the consultant. After additional discussion, it was agreed that Committee members should obtain examples of other city limit signs. The Beautification Committee will continue to work on this project.

4) Ms. Capstick, representing the Citizens for the Environment, explained that her Committee had been working with Mr. Chuck Pryor of Waste Recovery Management, Inc. to establish a recycling collection point within the City. She explained that there was a significant need that was not being met by any recycling collection company currently serving the City. The Citizens for the Environment had recommended that someone from the City work with Mr. Pryor to identify and negotiate a site for his collection operation. Councilmember Levinson suggested that the major constraint may be zoning conditions. He further expressed that it would be inappropriate to negotiate a lease for a private business. Councilmember Politte suggested that Mr. Pryor contact Director of Planning Jerry Duepner. The Committee concurred and suggested that Mr. Pryor contact Mr. Duepner regarding potential zoning issues, and agreed that once established, the City would promote use of the facility.

5) City Engineer Geisel discussed his memorandum dated June 22, 1994, regarding suggested funding for the 1995 Capital Slab Replacement Program. Mr. Geisel explained that the original Havens and Emerson plan identified \$1.37 million worth of work, but due to price increases and increased deterioration of the streets, he suggested a funding level of \$1.8 million for 1995. Councilmember Levinson noted that this cost was a direct result of the concrete construction standards adopted by City Council. Councilmember Levinson suggested that the City reduce the pavement thickness and eliminate the rock base to lower construction costs. Councilmember Tilley stated that lowering standards was not a reasonable long term means to improve streets. City Administrator Herring explained that Staff had been working with Karen Irwin of A. G. Edwards regarding potential funding for a capital street construction bond issue. Mr. Herring indicated that Staff would soon be scheduling a special City Council meeting to discuss a potential "no tax" bond issue. He suggested that this issue could be placed on the April, 1995 ballot. The Committee directed Staff to prepare detailed cost estimates to show differences in costs if the current concrete standards are reduced to 1" base and only 6" of concrete. (Current standards require 4" base and 7" of concrete.) However, Committee members expressed concerns at lowering these standards.

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6) Councilmember Levinson discussed the City's crackseal operation and City Engineer Geisel's memorandum dated June 23, 1994. He explained that cracksealing was very important to pavements and suggested that funds be provided in the 1995 budget to provide for contractual cracksealing per Mr. Geisel's recommendation. Councilmember Levinson motioned to direct Staff to include \$200,000 for contractual cracksealing in the 1995 budget. Councilmember Politte seconded the motion which passed unanimously, 4 - 0.

7) City Administrator Herring advised the Committee that Staff had identified a need to purchase an additional skid steer loader and would be able to do so within the existing budget. Mr. Herring indicated that the City was currently out to bid for this purpose and the bids would be presented to the full Council at their July meeting. The Committee concurred with the need for this purchase and thanked Mr. Herring for the advance notice.

8) City Engineer Geisel discussed a request from Mr. Ed Holthaus for the City to share in funding a ditch cleaning project in Chesterfield Industrial Park. Mr. Geisel explained that during 1993, the City agreed to fund 50% of a ditch cleaning project within the Spirit Airpark. He further explained that the program was accepted on the basis that all engineering be conducted and completed by the property owners and that the cleaning be limited to the main "Booker" drainage channels. Mr. Geisel advised the Committee that the ditches within Chesterfield Industrial were not part of the overall drainage system and only served to drain the parcels within the Industrial Park. The Committee denied Mr. Holthaus' request for shared funding and directed Staff to inform him of this decision.

9) The next Committee meeting is scheduled for Wednesday, July 27, 1994, at 7:30 p.m.