

City of Shrewsbury
Plan Commission Public Hearing
March 13, 2013

A meeting of the Plan Commission was held on the 13th day of March, 2013 at the Shrewsbury City Center, 5200 Shrewsbury Avenue, Shrewsbury, Missouri. The meeting was called to order at 6:30 p.m. in the Aldermanic Chambers.

Commissioners Present:	Carol Basler	Commissioner
	Mike McArthur	Commissioner
	Karen Diehl	Commissioner
	Paul Sneed	Commissioner
	Garen Miller	Commissioner
	Wayne Smith	Commissioner
	Tom Craddock	Commissioner
	Steve Loher	Commissioner

Other City Staff Present:	Jonathan Greever	Director of Administration
	Matt Stoll	Code Enforcement Officer
	Bill Fox	Fire Chief
	Jim Wilder	Building Commissioner
	Carly West	City Clerk

Commissioner Craddock called the meeting to order and City Clerk West commenced with the roll call.

Kenrick Plaza Re-Subdivision and Trianon Parkway Drive Vacation

Commissioner Craddock read the agenda items under consideration.

Brian Noland with Carmody McDonald addressed the Commissioners to present the final subdivision plat for the Kenrick Plaza lots 2 & 3. He stated that the engineers had met with the City staff since the last meeting in order to address the concerns that the Commissioner had raised, specifically regarding the cul-de-sac where Trianon Parkway would be closed and the access easements that were not previously shown on the plans that had since been included. He requested that the Commission approve the final plat as submitted.

Commissioner Miller asked if the issue of vacating the right-of-way of Trianon Parkway and how it would be handled in the event that the developer fails to complete the project. Mr. Noland answered that they had discussed that with the City Attorney and it had not been finalized, but they would be willing to do whatever the City deemed necessary to make sure the transition went smoothly. Commissioner Miller stated that the concern was that the City not lose the right-of-way until construction was complete and the occupancy permit was granted. Mr. Noland answered that the developers had agreed to post a bond with the City to guarantee completion of the cul-de-sac, and he had spoken with the City Attorney to discuss ensuring that any right-of-way would return to the City in the event that the developer failed to complete the project. Commissioner Miller stated that his concern was that there would be a point in the excavation and construction when the road would be closed and there was no way to return to the road as it currently is. Commissioner Loher

asked where in the process the road would be closed, and Mr. Noland answered that it would need to be closed at the beginning to grade the site. He stated that there would be binding commitments that would ensure that the project would be completed at that point.

Commissioner Smith asked about the grading contractor, and what the contingency would be if the road were closed and graded, and the fill were moved to another part of the property, making it impossible to re-open the street. Mr. Noland answered that the bond would provide for the completion of the road, and that they would be looking at what parties caused the project to fail and what course of action could be taken against them.

Commissioner Sneed asked about the bank building, if it would be completed first, and if they would be occupying the new building before the old one were torn down. He asked how the road closure and construction would affect access to the new bank building. Mr. Noland answered that the timing had not been finalized with First Bank, but they would not want to tear the old building down until the new one was finished. He stated that there might be some time when both were closed, but they were working to minimize that time. Commissioner Sneed noted that grading the road would be part of the initial phase of the project.

Commissioner Miller asked what the form of the bond would be, and Mr. Noland answered that it would be a bond held by a bonding company.

Commissioner Craddock asked how people would be getting in and out of Lower Kenrick once the street is closed off. Mr. Noland answered that the amount of time that the lighted intersection was closed was going to be minimized, but if they needed access and that intersection was closed, they would use the bridge from Lower Kenrick to Upper Kenrick and then access the eastern entrance. Commissioner Craddock asked if it were possible to turn left out of that entrance, and Bill Applebaum with GJ Grewe answered that the main entrance and access to the bank would be open during the entirety of construction. He stated that the shift from the old building to the new building would be simultaneous, and access would never be limited, because access would need to be maintained for both the bank and Lower Kenrick during the whole construction process. Commissioner Miller asked if First Bank had agreed to this plan, and Mr. Applebaum answered that they were.

Commissioner Sneed asked for clarification that while the northern section of the development was being built, the signalized entrance would remain open. Mr. Applebaum confirmed that it would.

Tracy Ring, representing Lower Kenrick, addressed the Commissioners and stated that while the owners of Lower Kenrick were fully supportive of a plan to redevelop Upper Kenrick and use whatever public financing was necessary, they had concerns with the site plan as it was being presented. He stated that the owners were concerned about the adverse impact on Lower Kenrick due to accessibility issues, visibility, and the economic effect on Lower Kenrick. He stated that he believed that the easements and restrictions that were in place between the properties were not being considered properly, and the site plan would restrict access to Lower Kenrick, and there were concerns about the retaining wall that would be constructed between the two properties. Mr. Ring detailed the current access points, and stated that the plan under consideration eliminates the northern bypass route of Trianon Parkway, and that one of the two bridges connecting the properties would be blocked. He stated that the plan does not address the removal of that bridge, leaving it to the owners of Lower Kenrick to either demolish or maintain it. Mr. Ring stated that he had been in discussion with the developer to try to resolve some of the concerns, and noted that the plan submitted does include cross-access easements, which does preserve the legal right to access

the property, but there are still concerns about the site plan as presented. He stated that the owners of Lower Kenrick had done some research to determine how the development would be affecting their property, and they believe the site plan as presented would render Lower Kenrick virtually worthless. He stated that the owners had spoken with prospective tenants, all of whom said they would not be willing to occupy the vacant spaces with Wal-Mart coming in due to visibility issues. He stated that the issues that Lower Kenrick is facing are very real, and taking effect before the plan even begins. He reiterated his concern that the site plan restricts the rights of the owners of Lower Kenrick, and noted that there are already access problems with the site even before the development is taken into consideration, but the site plan would reduce the three access points to just one. He stated that pedestrian and commercial traffic would be required to pass in front of the Wal-Mart. He commended the City's efforts to remediate the blight, but stated that the current plan would be detrimental to Lower Kenrick.

Commissioner Diehl referred back to Mr. Ring's statement about commercial traffic and asked him to clarify. Mr. Ring stated that commercial traffic currently goes behind Upper Kenrick to access Lower Kenrick via Cardinal Glennon, and with Trianon Parkway closed off, their access was going to be restricted. Commissioner Miller asked if they couldn't enter Kenrick Manor Drive from Laclede Station instead of Watson, and Mr. Ring answered that commercial traffic is restricted on Kenrick Manor Drive.

Dee Wiecher of 5322 Kenrick View Drive asked for clarification as to what "minimize" meant in the context of minimizing the amount of time the lighted intersection would be affected. Mr. Applebaum responded that access would be maintained at all times, and if there was any time that the lights were not operational, it would be a matter of hours, not days or weeks, and other access would be available.

Commissioner Lohrer referred back to the scope of the request that was before the Commission, and asked Building Commissioner Wilder if the plans that had been presented conformed to the City's Code. Commissioner Wilder stated that they do adhere to the Code and he is satisfied that any concerns had been addressed.

Commissioner Sneed asked about the second bridge that had been mentioned and the new contour lines on the new plans, and asked if that slope was going to be graded. After a brief discussion regarding ownership of the bridge in question, Mike Boehring with Sterling Engineers was able to answer his questions, stating that the bridge would be removed.

Commissioner Diehl asked if the issue with the turning radius in the cul-de-sac that was being created had been resolved. Chief Fox confirmed that it had.

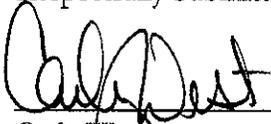
Commissioner Miller made a motion to approve the final plat submission and the street vacation as submitted as required by Shrewsbury City Code Section 435.020(b), and to submit the same for final review and consideration by the Board of Aldermen. Commissioner Craddock seconded the motion, and it was approved unanimously.

Adjournment

There being no further business to consider, Commissioner Miller made a motion to adjourn the meeting. Commissioner Diehl seconded the motion, and it was unanimously passed.

The meeting adjourned at 7:00 p.m.

Respectfully Submitted,



Carly West
City Clerk