

*Our Vision - The City of Weldon Spring fosters a premier Community that is a safe place to live and enjoy life.*



**CITY OF WELDON SPRING  
BOARD OF ALDERMEN  
WORK SESSION MEETING  
SATURDAY, NOVEMBER 2, 2024, AT 9:00 A.M.  
WELDON SPRING CITY HALL  
5401 INDEPENDENCE ROAD  
WELDON SPRING, MISSOURI 63304**

**\*\*\*\*BOARD OF ALDERMEN WORK SESSION TENTATIVE AGENDA – 11/2/24 at 9:00 AM\*\*\*\***

- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL and DETERMINATION OF A QUORUM**
- 4. REVIEW OF CURRENT STRATEGIC PLAN**
- 5. STRATEGIC PLANNING WORKSHOP**
  - A. Vision and Mission Statement Review
  - B. Goal Setting and Prioritization – Top three priorities
    - Parks
      - Events in the park
      - Lake improvements
      - Crooked Creek Park Restroom
    - Roads
      - Back Wolfrum
        - White Striping on edgeway
        - Guard rails in designated areas
        - 2-foot shoulders
    - Business Development
      - Comprehensive plan update
      - Legislative showcase
      - Business Friendly Environment
      - Establish ties with tech-based companies
      - Water and sewer in HTO corridor
    - City Hall
      - Citizen Survey
      - Town Hall
- 6. ACTION PLAN DEVELOPMENT**
  - A. Detailed Action Steps for Each Goal
  - B. Assignment of Responsibilities
  - C. Timeline and Milestones
- 7. REVIEW AND APPROVAL OF DRAFT STRATEGIC PLAN**
  - A. Discussion and Amendments
  - B. Motion to Approve Draft Plan
- 8. NEXT STEPS**
  - A. Schedule for Follow-Up Meetings
  - B. Implementation and Monitoring Plan
- 9. ADJOURNMENT**

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*Our Mission - The City of Weldon Spring will provide premier public services to the Community with integrity, transparency, and fiscal responsibility.*



# CITY OF WELDON SPRING

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## MEMORANDUM

To: Mayor & Board of Aldermen Date: August 4, 2023  
From: Michael Padella, City Administrator  
Subject: Strategic Planning Work Session Summary and Action Items  
Cc: Bill Hanks, City Clerk

The Board of Aldermen held a work session on Saturday, July 29, 2023, to discuss and prioritize long-term goals and objectives. The focus of the discussion was on special projects and initiatives that would be long-term in nature and/or require special/additional funding considerations beyond the City's standard revenue streams. Below is the summary of the agenda items and the general notes/direction provided at the meeting.

### 1. Road Related Projects:

- a. Westbound I-64 access from Research Overpass or where most feasible. This item would remain on the long-range plan as a low priority, but no immediate action will be taken.
- b. Converting/upgrading Meadows Parkway to a public street. Staff to draft a letter to the FHSD Board of Directors seeking their input and consideration for the conveyance of their portion of the roadway to the City for upgrades and maintenance but with the removal of the gate. The BOA will review the draft letter and determine if changes are needed and what the next step would be.
- c. Establish a policy/procedure for NIDs to assist with funding private infrastructure improvements for dedication to the City. Provide BOA with the SCC Gov's policy and procedure as an example. Check with a NID bond council to find out how debt and/or special assessments could be established on a customized basis.
- d. Back Wolfrum Rd. Safety Improvements. Pursue initial engineering analysis to determine what safety improvements could be made, their estimated cost, and the impact on the surrounding environment.
- e. MoDOT's portion of Westwood Dr. upgrades and walking facility improvements. This item would remain on the long-range plan as low priority, but no immediate action will be taken.

2. Parks & Recreation Projects:

- a. Pursue park land acquisition adjacent to the Weldon Spring City Park property. This item would remain on the long-range plan as a low priority, but no immediate action will be taken.
- b. Pursue park/trail land/easement acquisition to connect a walking facility to the Katy Trail. This item would remain on the long-range plan as a low priority, but no immediate action will be taken.
- c. Pedestrian bridge or tunnel crossing Rt. 94 and connecting parts of the City. This item would remain on the long-range plan as a low priority, but no immediate action will be taken.

3. City Facilities Project(s):

- a. City Hall improvements including consideration for a 'Community Center'. The first step in this process will be to engage the services of a professional architectural firm and complete a FCNA. Following the results and findings of this study the PRAC and BOA would evaluate the next steps and best path forward with staff input.

4. Other Topics/Initiatives:

- a. Identify possible commercial annexation opportunities. There are two general areas adjacent to the City limits that are commercially utilized which could be annexed into the City limits. Those unincorporated properties along Westwood Dr. and within the MO Research Park.
  - i. The City is open to the opportunity to annex various unincorporated properties and/or pockets into the City that are of commercial use/nature, but this matter is a low priority and should not be actively pursued in the short term.
- b. Review the HTO zoning district language for amendments that would allow for additional and specific land uses that currently are not outright permitted. Review the Land Use Table and consider amendments that would identify additional land uses that could be made permissible in HTO. Staff to review and put together a summary and recommendation during Winter 2023-2024.
- c. "Old Town" area development ideas and Future Land Use considerations. Staff to prepare an initial comparison of the PC and GC zoning districts to further this discussion at a future work session with the BOA.

Based upon the discussion and feedback received during the work session the two highlighted items, #1.d and #3.a appeared to be "higher priority". It is suggested that the BOA review this summary and amend it as necessary, following any changes, the BOA should "ratify" to provide an update to the strategic plan and priorities list.

**Vision Statement:** The City of Weldon Spring fosters a premier Community that is a safe place to live and enjoy life.

**Mission Statement:** The City of Weldon Spring will provide premier public services to the Community with integrity, transparency, and fiscal responsibility.

## Strategic Priorities

In order to facilitate discussion on topics that concern the majority of the Board of Aldermen, choose your top three in order of priority, highest to lowest:

(List is in no particular order)

	1	2	3
<b>Guard rails in some areas of Back Wolfrum</b>			
<b>Revise or update our Comprehensive Plan</b>			
<b>Promote Weldon Spring as a business-friendly city</b>			
<b>Crooked Creek Park restroom</b>			
<b>Community Survey</b>			
<b>Establish strong ties with tech-based companies</b>			
<b>Annex certain areas contiguous to the city</b>			
<b>Multiple short trail connections</b>			
<b>Lake project: Dredging, landscaping, beautification</b>			
<b>Develop strategies for business retention and recruitment</b>			
<b>Desire for a community center</b>			
<b>Water and sewer infrastructure in HTO Corridor</b>			
<b>2-foot shoulders in certain areas of Back Wolfrum</b>			



## Strategic Planning Questionnaire Results

### Top Ten

Back Wolfrum Safety:									
	solid white lines on edgeway	5	5	5	5	5	5	<b>5.00</b>	<b>1</b>
Streets:									
	Continue with current replacement/maint strategy	5	5	5	4	5	5	<b>4.83</b>	<b>2</b>
Back Wolfrum Safety:									
	Guard rails in some areas	5	5	4	4	5	5	<b>4.67</b>	<b>3</b>
Parks:									
	Events in the park (more of them)	5	5	4	5	5	3	<b>4.50</b>	<b>4</b>
Economic Development:									
	Support Legislative Showcase annually	5	5	0	5	5	3	<b>3.83</b>	<b>5*</b>
Parks:									
	Crooked Creek Park restroom	3	5	0	5	5	5	<b>3.83</b>	<b>5*</b>
Economic Development:									
	Promote Weldon Spring as a Business Friendly City	5	5	0	5	5	2	<b>3.67</b>	<b>6*</b>
	Establish strong ties with tech-based companies	5	2	0	5	5	5	<b>3.67</b>	<b>6*</b>
Economic Development:									
	Develop strategies for business retention and recruitment	5	3	0	5	5	2	<b>3.33</b>	<b>7*</b>
Parks:									
	Lake project: Dredging, landscaping, beautification	3	3	1	3	5	5	<b>3.33</b>	<b>7*</b>
City Hall:									
	City Hall - Build New	1	5	0	3	5	5	<b>3.17</b>	<b>8</b>
Community Center:									
	Is there a desire for a community center	5	3	0	4	1	5	<b>3.00</b>	<b>9*</b>
Economic Development:									
	Water and sewer infrastructure in HTO Corridor	5	1	0	5	5	2	<b>3.00</b>	<b>9*</b>
Comp Plan:									
	Do we need to revise or update our Comprehensive Plan?	1	5	0	5	5	1	<b>2.83</b>	<b>10*</b>
Streets:									
	Multiple short trail connections	3	5	0	3	5	1	<b>2.83</b>	<b>10*</b>

\*Tied



*Figure 30 - Another edge drop-off near Strathalbyn Farms*

## SECTION VIII

### SUMMARY AND CONCLUSIONS

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TERRA reviewed the Wolfrum Road corridor to look at the safety concerns of the roadway. This included evaluating the traffic volumes, speeds, horizontal and vertical geometry, roadway width, edge drop-off, curve treatments, and signing along the route. These factors were looked at along with the crashes reported along the corridor to evaluate the possible causes and to determine what contributing factors may be present.

In evaluating the crash data, it was noted that many of the crashes which occur along Wolfrum Road involve vehicles leaving the pavement surface at some point during the crash and often this vehicle strikes a fixed object near the roadway, which is often a tree due to the proximity of the tree line to the edge of pavement, and the inability of vehicles that leave the pavement to recover and get back onto the pavement without crossing over the centerline or possibly going off of the left side of the roadway after crossing the other lane of traffic. There is a tight tree canopy along the entire roadway which increases the likelihood of having cars strike a fixed object/tree. It is important to the community to maintain the trees and overall feel of the roadway, so it may be important to consider

options to keep vehicles on the pavement surface where there are trees or other obstacles near the roadway edge.

While crashes occur along the entire length of the roadway it was noted that many of the crashes occurring happen near the 90-degree curve at Strathalbyn Rd and near the curves on either side of the intersection with Patriotic Trail. The data shows that 22 of the 28 crashes occurred on a curved section of roadway. This could be due to several roadway geometry factors including poor superelevation, deficient radii, narrow lanes and vertical slopes. Other potential deficiencies at curves could include inadequate signing, pavement edge drop-offs, poor curve delineation and inadequate pavement friction.

The crash reports offer various descriptions of the circumstances that led to the different crashes. In some cases, it was wet or icy pavement, others speeding may have been a factor, a couple of deer were hit on the road, but many had drivers leaving the roadway edge either because of encroachment on their lane, inattentiveness or other factors.

While there are no perfect treatments to prevent all crashes, there are measures which can be implemented to reduce the potential for crashes and severity of the crashes which do occur.

Many of these are low-cost treatments which can be implemented strategically throughout the corridor or can be applied to the entire length of the roadway. As many of the crashes which do occur involve roadway departures, this should be an area of focus in the potential strategies. There are several proven treatments which are recommended by the Federal Highway Administration (FHWA) for treating roadway departure accidents. These include:

1. Enhanced Delineation and Friction for Horizontal Curves
2. Longitudinal Rumble Strips and Stripes
3. Safety Edge Treatments
4. Roadside Design Improvements at Curves

Evaluation of safety improvements often include both a site analysis component and a systemic component. The site analysis strategy often involves treatments of specific locations where clear safety problems exist. These treatments are often reactive and come at a higher cost. A systemic approach looks to solve particular types of severe crashes and are deployed throughout the corridor at a number of locations and often are considered more proactive.

Additional guidance can be found in numerous publications including from the FHWA which provides safety publications including the publication on “Low-Cost Treatments for Horizontal Curve Safety” which in discussing safety improvement programs states:

*“How a safety program and data analyses are focused—severe crashes versus total crashes—influences the degree to which a particular safety problem is addressed with*

*the systemic approach versus the more traditional site analysis approach. With a program where all crashes are used as the performance measure, high crash locations will be more prevalent and treatment strategies will tilt more heavily toward addressing high crash locations. In contrast, a program that uses severe crashes as the performance measure will use a stronger systemic component as severe crash locations are not as concentrated.*

*This is particularly true for severe roadway departure crashes, which tend to be highly scattered across the rural and local roads system. This does not mean that severe crashes are random. They tend to be overrepresented at locations with high risk characteristics, horizontal curvature being one of those.*

*A safety improvement process should include both components: treating high severe crash locations where they exist as well as systemically addressing locations or segments at higher risk. Both components will provide optimal results with good data and data analysis.”*

With this in mind, based on the results of TERRA’s review of the corridor we would suggest that the City of Weldon Spring consider multiple different strategies to address the roadway deficiencies along Wolfrum Road. There are both specific locations which have higher crash occurrences which need improvements and overall system wide improvements which should be considered.

# Wolfrum @ Patriot Trail

Legend



Google Earth



600 ft

Wolfrum @ Strathalbyn

Legend



Google Earth

500 ft



**SECTION 4  
RECOMMENDATION, COST,  
AND SCHEDULE**

**Recommendation**

Based on our analysis of the existing City Hall, it is our recommendation that the City of Weldon Spring construct a new City Hall within Weldon Spring City Park. This new City Hall would address the current space, building code, ADA, and system deficiencies currently found in the existing City Hall. Construction of a new City Hall could occur while occupying the existing City Hall. Further studies, including the site placement of the new City Hall, as well as environmental and geological surveys would need to occur before embarking on full building design and eventual construction.

The new City Hall should be approximately 50% larger than the First Floor of the existing City Hall – 3,324 gross square feet currently and 5,000 gross square feet in the new building. This extra square footage would allow for the addition of a 12 person Conference Room; a separate Office for the City Clerk; a larger Open Office for the City Engineer, City Planner, and Code Enforcement; a larger Lobby; a larger I.T. Server Room; ADA compliant Restrooms; a wider Hallway; and some additional Storage space as there is no need for a Basement in the new building.

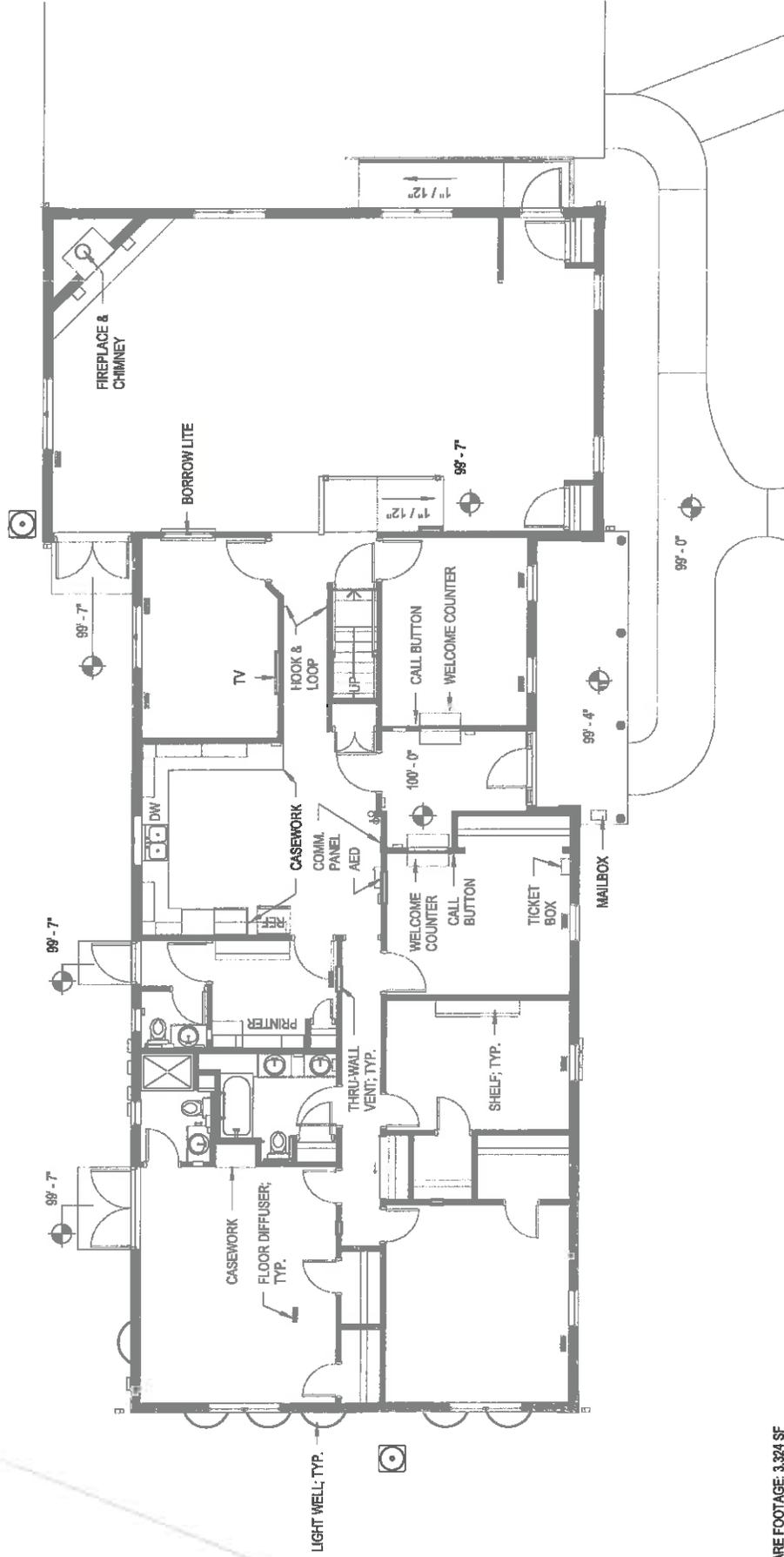
**Cost**

Based on bids being taken in March 2025, it is anticipated that construction costs for a new City Hall in Weldon Spring, MO would be in the range of approximately \$470 to \$575 per gross square foot. With the new City Hall being 5,000 gross square feet, the total construction cost would be approximately \$2,350,000 to \$2,875,000. In addition to the cost of construction, the City would need to set aside an additional approximately \$650,000 for architecture and engineering documents, furniture, and technology. For every year that construction of a new City Hall is pushed out, the City should add at least 4% to the costs outlined above.

**Schedule**

If the City were to decide to move forward with a new City Hall, below is an approximate project schedule, independent of the internal approval process required by the City to start the process.

- 02 Months – Environmental and Geological Surveys
- 06 Months – Programming, Design, & Documentation
- 02 Months – Bidding / Negotiating Construction Contract
- 09 Months – Construction



GROSS SQUARE FOOTAGE: 3,324 SF

# EXISTING FIRST FLOOR PLAN



**City of Weldon Spring  
City Hall FCNA 2023  
Construction Cost Estimate Options  
July 9, 2024**

**Building Renovation - 3,324 SF**

\$150 to \$165 / SF = \$ 498,600 to \$ 548,460 Architecture & Interiors

\$145 to \$180 / SF = \$ 481,980 to \$ 598,320 Mechanical, Electrical, Plumbing, & Structural

\$295 to \$345 / SF = \$ 980,580 to \$1,146,780 Subtotal

\$ 198,375 to \$ 264,500 Exterior (doors, windows, & roof)

\$355 to \$425 / SF = \$1,178,955 to \$1,411,280 Total

**Building Addition - 1,676 SF**

\$435 to \$530 / SF = \$ 729,060 to \$ 888,280 Total

**Building Renovation (Interior Only) & Addition - 3,324 SF + 1,676 SF = 5,000 SF**

\$295 to \$345 / SF = \$ 980,580 to \$1,146,780 Interior Renovation

\$435 to \$530 / SF = \$ 729,060 to \$ 888,280 Addition

\$341 to \$407 / SF = \$1,709,640 to \$2,035,060 Total

**Building Renovation (Interior & Exterior) & Addition - 3,324 SF + 1,676 SF = 5,000 SF**

\$355 to \$425 / SF = \$1,178,955 to \$1,411,280 Interior & Exterior Renovation

\$435 to \$530 / SF = \$ 729,060 to \$ 888,280 Addition

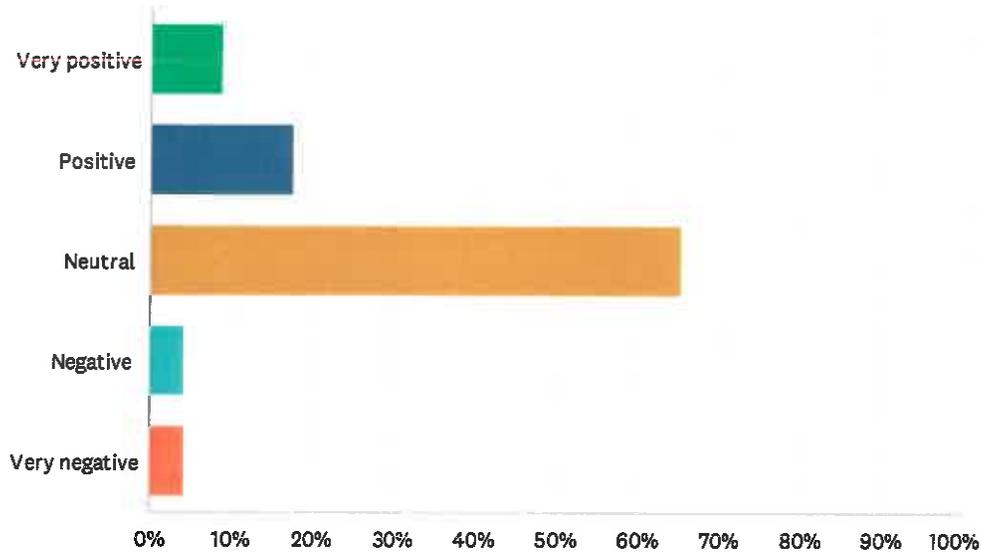
\$382 to \$460 / SF = \$1,908,015 to \$2,299,560 Total

**New Construction - 5,000 SF**

\$470 to \$575 / SF = \$2,350,000 to \$2,875,000 Total

### Q23 In general, what is your opinion of Weldon Spring City Hall?

Answered: 46 Skipped: 6



ANSWER CHOICES	RESPONSES	
Very positive	8.70%	4
Positive	17.39%	8
Neutral	65.22%	30
Negative	4.35%	2
Very negative	4.35%	2
<b>TOTAL</b>		<b>46</b>

#	WHY? (PLEASE SPECIFY)	DATE
1	It's very unimpressive and outdated for such a wealthy community. I don't think it's a good representation	11/3/2021 12:01 PM
2	It's a house not a proper community building. Need a safe community center not a barn with chemicals storage, no heating, non-commercial food area	11/3/2021 11:46 AM
3	It's house not a city hall. Needs to be e rec center and move city hall .	10/29/2021 1:12 PM
4	Needs updating	10/23/2021 2:56 AM
5	It has been a while, but it represents a positive atmosphere and where voices can be heard.	10/16/2021 10:15 AM
6	Appears to be adequate for the business of running Weldon Spring government	10/16/2021 9:51 AM
7	It works for the size of Weldon	10/16/2021 9:20 AM
8	Just looks old and outdated for the area.	10/16/2021 7:22 AM
9	Never get to go into the building since I work the same hours it's open. I do appreciate the new posted board outside with info just put up	10/15/2021 8:09 PM

## Weldon Spring Parks and Greenway Master Plan

SurveyMonkey

10	I like it the way it is. I appreciate a modest building and not trying to mimic St Peters.	10/15/2021 4:51 PM
11	Always courteous	10/15/2021 4:33 PM
12	Part time staff, small facility, however haven't really had a need for anything different	10/15/2021 4:14 PM
13	There needs to be a stop sign or crosswalk so people from whitmoor can SAFELY cross wolfrum to access to the trails. Having people run across a busy road is an accident waiting to happen. The Highlands have a stop sign or crosswalk, I don't understand why whitmoor does not.	10/15/2021 3:57 PM