

**PLANNING COMMISSION
OF THE CITY OF CHESTERFIELD
AT CHESTERFIELD CITY HALL
JANUARY 14, 2019**

The meeting was called to order at 7:00 p.m.

I. ROLL CALL

PRESENT

Commissioner Allison Harris
Commissioner John Marino
Commissioner Debbie Midgley
Commissioner Mary Monachella
Commissioner Gene Schenberg
Commissioner Guy Tilman
Commissioner Steven Wuennenberg
Chair Merrell Hansen

ABSENT

Commissioner James Rosenauer

Mayor Bob Nation
Councilmember Michelle Ohley, Council Liaison
Mr. Mark Lee, representing City Attorney Christopher Graville
Mr. Justin Wyse, Director of Planning & Development Services
Ms. Jessica Henry, Assistant City Planner
Mr. Mike Knight, Planner
Mr. Andrew Stanislav, Planner
Ms. Mary Ann Madden, Recording Secretary

Chair Hansen acknowledged the attendance of Mayor Bob Nation; Councilmember Michelle Ohley, Council Liaison; Councilmember Mary Ann Mastorakos, Ward II; and Councilmember Dan Hurt, Ward III.

II. PLEDGE OF ALLEGIANCE

III. SILENT PRAYER

IV. PUBLIC HEARINGS – Commissioner Midgley read the “Opening Comments” for the Public Hearings.

- A. P.Z. 12-2018 Fairfield Suites (Chesterfield Village Lodging):** A zoning map amendment request from a “C-8” Planned Commercial District to a “PC” Planned Commercial District for a 2.84 acre tract of land located at the northwest corner of the intersection of Chesterfield Parkway East and Conway Road. (18S331381).

STAFF PRESENTATION:

Assistant City Planner Jessica Henry gave a PowerPoint presentation showing photographs of the site and surrounding area. Ms. Henry then provided the following information about the subject site:

Site History

The subject site is zoned 'C-8' Planned Commercial District under Ordinance 1525. The site was developed as a Fairfield Inn & Suites in the late 1990s, at which time a free-standing restaurant was also constructed on the site.

Request Overview

The request is for a zoning map amendment to zone the site 'PC' Planned Commercial District with two proposed uses: (1) *hotel and motel*; and (2) *restaurant sit, down*.

While the property owners are seeking to redevelop the site by removing the existing restaurant building and constructing a new hotel, they also wish to retain the rights to utilize the site as it currently exists so two development scenarios are being requested:

1. A 92-room hotel with a 5,400 square foot restaurant (*current conditions*); or
2. Two hotels with a total of 200 rooms

Preliminary Plan

The Preliminary Development Plan proposes the following:

- Demolishing the existing restaurant building.
- Retaining the existing three-story hotel and constructing a second, four-story hotel.
- Adding a parking structure along the Chesterfield Parkway East frontage.
- Utilizing the middle of the site for parking and vehicular circulation.
- Retaining the existing access points from Conway Road and Chesterfield Parkway East.

Modification Requests

- **Building and Parking Setbacks:** In order to accommodate the retaining wall associated with the parking garage, the Petitioner is requesting a reduction of the required building & parking setback along Chesterfield Parkway East from 15 feet to **12 feet**.
- **Landscape Buffer:** The Petitioner is requesting a **12-foot wide landscape buffer along Chesterfield Parkway East and a 10-foot wide buffer along Conway Road** vs. the 30-foot landscape buffer required per the Unified Development Code. *It was noted that Ordinance 1525 established parking setbacks of 10 feet along Conway Road and 15 feet along Chesterfield Parkway, which precludes the ability to achieve a 30-foot buffer and maintain the existing curb lines. Accordingly, the Petitioner is requesting landscape buffers to match the requested parking setbacks along Conway Road and Chesterfield Parkway.*
- **Height:** The Applicant is requesting that the new hotel be permitted a height of **4 stories** compared to the existing height restriction of 3 stories.
- ***Open Space:** The Petitioner is requesting a minimum of **26.6% open space** vs. the required minimum of 35%. *The site currently has 23.4% open space. The increase to 26.6% is achieved through the site's parking reconfiguration.*

- ***Floor Area Ratio (F.A.R.):** In order to accommodate the hotel addition, the Petitioner is requesting a F.A.R. of **0.86** vs. the established maximum F.A.R. of 0.55.

* It was noted that to modify the open space below 35% and the F.A.R. above 0.55 will require a separate, 2/3 vote by the Planning Commission on each modification.

Ordinance 1525 includes the following requirements, each of which will be addressed through the redevelopment process:

- Maximum of 92 hotel rooms; Petitioner is requesting to increase to 200 hotel rooms.
- Light Standards were previously permitted at a height of 24 feet per the governing ordinance; currently, the Unified Development Code limits parking lot light standards to 20 feet.
- Specifies that building materials must be a combination of dry-vit and brick, with 70% of the building material brick.
- Water feature required at southeast corner. *There is currently a water feature in place, which will remain.*
- Specifies that “roof design shall be compatible with adjacent land uses.”

Comprehensive Plan

The Comprehensive Plan places the site in the *Urban Core* land use designation with the following Comp Plan Policies relevant to the petition:

- **1.8 Urban Core:** Should be developed to contain the highest density of mixed-use development in Chesterfield. It should serve as the physical and visual focus for the City.
- **3.1 Quality Commercial Development:** Should positively affect the image of the City, provide employment opportunities, and offer retail and service options to residents.
- **3.1.1 Quality of Design:** Overall design standards should provide for smaller-scale, mixed-use, project-oriented developments. Developments should emphasize architectural design, pedestrian circulation, landscaping, open space, innovative parking solutions and landscape buffering between any adjacent residential uses.
- **3.6.1 High-Density Development:** Should be developed as part of the Urban Core. High-density development encourages clustering of buildings with diverse building form through minimum restrictions for building height, open space and setback requirements.
- **3.6.7 Parking Structures:** Encouraged within the Urban Core.
- **7.2 Multi-Modal Transportation Design:** Sites should be designed for all types of transportation choices including pedestrian, bicycle, mass transit, and vehicular. Sites should be designed to provide for pedestrian, bicycle, mass transit, and vehicular inter-connectivity to adjacent sites.
- **7.3 Multi-Modal Transportation System:** The transportation system within the City of Chesterfield is essential to the proper function of the City. Maintenance of an efficient and safe multi-modal transportation system is a high priority.

Ms. Henry summarized noting that there are several modifications to both the current ordinance regulations and the planned commercial district regulations being requested. The Commission's input on the modification requests and proposed Preliminary Plan will

be relayed to the Petitioner and then utilized to draft the planned district ordinance for the Commission's consideration.

Discussion

During discussion, the following information was provided:

- The hotel to the west of the site has a height of 2 stories.
- The Floor Area Ratio varies throughout the Urban Core as it is established per development. The District regulations has a F.A.R. standard of 0.55.
- At every phase of development, including zoning, agency comments are requested. When a project is sent to St. Louis County for building permits, the site undergoes full review against the building and fire codes.
- The existing landscape buffer consists only of trees and lawn, and does not currently meet the City's code requirements. With a new landscape plan, the City would be looking to achieve a buffer that meets the City's Unified Development Code requirements, including a variety of plantings.

Parking Structure

Discussion ensued regarding the proposed parking garage:

- Suggestion made to move the garage further into the interior of the site with landscaping in front to buffer it.
- Suggestion made to have the hotels mirror one another with the parking garage in between the two hotels, which would provide closer access for hotel guests and which would keep it from the view of neighboring residents.
- Ms. Henry explained that the parking on the site will change substantially and the parking count will not be reviewed until the site plan phase. The site will be required to park as the Code prescribes.
- Suggestion made to place the parking garage underneath the proposed new hotel, which would allow the parking structure to be eliminated and the restaurant retained.
- Suggestion made to attach the garage to the new hotel and existing hotel creating a horseshoe effect, which would allow easy access to the garage without going outside and which would get the garage off of Chesterfield Parkway.
- Considering the residential area across the street, suggestion made to move the garage in just enough to keep the setback and provide a larger landscape buffer.



PETITIONER'S PRESENTATION:

1. Mr. Jim Otis, 1850 Craigshire Road, St. Louis, MO – speaking on behalf of Chesterfield Village Lodging.

Mr. Otis stated that the existing hotel consists of 92 rooms, and while they are seeking a maximum of 200 rooms, parking and site constraints may not allow it. From a preliminary standpoint, the new hotel would add 88 rooms for a total of 180, and Marriott requires one parking space per room. The only way they are able to achieve 180 parking spaces is to utilize a parking structure. Mr. Otis explained that placing the

parking garage against Chesterfield Parkway helps “to bury it a bit” because of the site’s natural slope along the Parkway.

It is their intent to rebrand and recondition the existing hotel to a new Fairfield Inn and Suites with the new hotel being a “new generation Marriot Springhill Suites”. Because the two hotels will be joined, some services can be shared between them.

Discussion

Noting that the site is situated within the City’s Urban Core, Chair Hansen stated that the Commission is looking for a quality commercial development that positively affects the image of the City with an exceptional look and design. She suggested that the garage and new hotel could be reversed in their locations, and also inquired as to whether placing the garage under the hotel would be an option. Mr. Otis replied that underground parking has not been explored but he understands that it can be very complicated from a ventilation standpoint. It was also pointed out that the existing hotel has its entrance near Chesterfield Parkway so joining the new hotel on that side may not be possible.

Responding to Commissioner Schenberg, Mr. Otis stated that each hotel will have its own lobby, entrance, and eating areas although pedestrian flow will allow guests to go to either one.

2. Mr. Andy Sutton, 138 Weldon Parkway, Maryland Heights, MO – Civil Engineer for the project.

Mr. Sutton stated that rotating the garage and lining it up to create a horseshoe poses problems because of the site’s grading which has a fourteen-foot fall from the front of the existing hotel down to the south end of the proposed parking garage. By placing the garage as proposed, they are able to bury most of the lower level. The upper level would sit above the Parkway by just a few feet. To move the garage would expose more of it to view.

Mr. Sutton also stated that the reduced buffer setback on the north side of the parking garage was requested to accommodate a retaining wall that helps get a ramp up to the top deck of the garage. He indicated that they may be able to make things fit within the existing 15-foot setback.

Responding to Commissioner Marino, Mr. Otis stated that burying the garage underneath the hotel could be cost-prohibitive and would add additional height to the hotel. Additionally, they would not be able to provide enough parking spaces within the hotel footprint to meet the needs of the site.

SPEAKERS IN FAVOR: None

SPEAKERS IN OPPOSITION: None

SPEAKERS – NEUTRAL:

1. Mr. Scott Starling, 14 Upper Conway Lane, Chesterfield, MO.

Mr. Starling stated that he lives approximately one-half mile from the site, and is a retired architect. He questioned as to whether there will be a retaining wall along the parking

garage along Chesterfield Parkway. Ms. Henry confirmed that there is a proposed retaining wall along the Parkway and added that more details regarding the wall would be forthcoming later in the process.

Mr. Starling then expressed his concern about the aesthetics of the proposed development and asked the City to “use whatever means are possible to make sure that aesthetically this is a pleasing solution”.

ISSUES:

Ms. Henry stated that she will relay the Commission’s concerns to the Petitioner.

- B. P.Z. 13-2018 Summit-Topgolf (SkyGroup Investments, LLC)** An ordinance repealing City of Chesterfield Ordinance 3012 to establish a new “PC” Planned Commercial District for a 22.22 acre tract of land located north of North Outer 40 Road and east of Boone’s Crossing. (17T510063, 17T520105, 17T520116)

STAFF PRESENTATION:

Planner Mike Knight gave a PowerPoint presentation showing photographs of the site and surrounding area. Mr. Knight then provided the following information about the subject site:

Current Conditions

The Summit-Topgolf subdivision is composed of three lots, A, B, and C. Lot A currently has an approved Site Development Section Plan for a 128-room guest hotel; Lot B is the Topgolf facility; and Lot C is currently undeveloped.

Current Zoning

In January 2017, City Council approved Ordinance 2932, which consolidated two Planned Commercial districts - the Hardees Iceplex and Valley Gates - into one Planned Commercial district – the Summit-Topgolf Subdivision. In June 2018, City Council approved the current governing ordinance, Ordinance 3012, which increased the total Gross Floor Area of the Summit-Topgolf subdivision from 150,000 square feet to 200,000 square feet.

Comprehensive Plan

The subject site is within the *Mixed Commercial* land use for *Retail, Low-Density Office, and Limited Office/Warehouse Facilities*. The site also falls under the Chesterfield Valley Design Policies, two of which apply to this petition:

- Parking for buildings along I-64 should be to the rear or side of the building.
- Pedestrian circulation should be achieved both within the site and between adjacent sites.

Requests

The request is to:

1. Separate Lot C into two lots referenced as C1 and C2; and
2. Increase the maximum building height of Lot C2 from 60 feet to **65 feet**. *It was noted that the ordinance allows a maximum height of 170 feet for the poles related to the driving range.*

With respect to Lots C1 and C2, Mr. Knight pointed out the following:

- They will continue to utilize one access point, and the Attachment A language will be amended to reflect this.
- There are no internal building or parking setbacks but they are drawn within the subdivision of the planned commercial district.
- Cross access language will be adjusted.
- Pedestrian circulation will need to be achieved both within the site and between adjacent sites.

It was also noted that there are no modifications to Lots A, B, or C1.

Preliminary Plan

The Preliminary Plan outlines the lots, general parking areas, and general areas for the buildings.

PETITIONER'S PRESENTATION:

1. Mr. George Stock, Stock & Associates Consulting Engineers, 257 Chesterfield Business Parkway, Chesterfield, MO.

Mr. Stock stated that they have two requests:

- (1) To subdivide Lot C into two lots – C1 and C2. Lot C2 would be specifically for the iFly development.
- (2) An increase in building height from 60 feet to 65 feet for Lot C2 only to accommodate the iFly building.

Mr. Stock reminded the Commission that iFly has an approved plan and lease on a piece of property adjacent to Chesterfield Mall; however, iFly prefers the Topgolf site as they feel iFly would be better aligned within the “entertainment district” of Topgolf.

Mr. Stock also pointed out that Lot C2 is just under 4 acres in size and much of the site is taken up with the drainage and utility infrastructure running along the front of the site. The iFly building would be situated approximately 150-160 feet away from North Outer 40. Summit Development would retain Lot C1 for a future development.

Responding to Chair Hansen, Mr. Stock stated that the Preliminary Plan does not include any pedestrian connectivity but they have heard the comments regarding connectivity and will review it as the project moves forward.

The following individuals were available for questions:

2. Ms. Sridevi Bajgur, Pre-development Manager, iFly, 6200 Bridgepoint Parkway, Austin, TX
3. Mr. Lou Gambertoglio, Vice-President of Construction, iFly, 1000 East 5th Street, Austin, TX
4. Mr. Scott Reese, Summit Development, 100 S. Brentwood Blvd., St. Louis, MO.

Discussion

Regarding the request for an additional five feet in building height, Mr. Justin Wyse, Director of Planning & Development Services, asked if there would be rooftop screening on top of the additional five feet. Mr. Stock confirmed that 65 feet is the total height;

there would not be screening in addition to the 65 feet. He noted that there is a parapet at the 40-foot height but no parapet at the top.

Commissioner Harris asked if Topgolf had provided any comments regarding the iFly development. Mr. Stock replied that Topgolf has provided their consent to the development.

Commissioner Marino asked for more information as to the type of entertainment iFly provides. Mr. Gambertoglio explained that iFly is an indoor skydiving facility that uses a very large and powerful wind tunnel which allows people to experience flight. He added that when iFly comes into an area, they become very connected to the community. They have a philanthropic outreach program that includes STEM (science, technology, engineering, mathematics) whereby they team up with local school districts to allow students to experience science and math firsthand. They also work with Wounded Warrior and Make-a-Wish, and have started their own program, All Abilities Night, where they work with the special needs community.

Commissioner Marino asked if the iFly buildings have specific corporate, aesthetic, or branding requirements – or whether they attempt to have their buildings fit within the community. Mr. Gambertoglio replied that they have general massing requirements based on the building itself. The shape of the building is primarily to house the equipment; there is no habitable space above 45 feet – it is solely required to accommodate the operating tunnel. They do have branding requirements but will work with the Architectural Review Board.

SPEAKERS IN FAVOR: None

SPEAKERS IN OPPOSITION: None

SPEAKERS – NEUTRAL: None

ISSUES:

Commissioner Tilman noted that consideration should be given to a pedestrian connection to the levee trail.

Commissioner Midgley read the Closing Comments for the Public Hearings.

V. APPROVAL OF MEETING SUMMARY

Commissioner Tilman made a motion to approve the Meeting Summary of the December 10, 2018 Planning Commission Meeting. The motion was seconded by Commissioner Midgley and **passed by a voice vote of 8 to 0.**

VI. PUBLIC COMMENT

The following individuals were available for questions:

1. Ms. Mari Sheedlo, 3509 Gregory Drive, Sheboygan, WI representing the petitioner for Bayer's sign request.

2. Mr. Josh Foster, 5091 New Baumgartner Road, St. Louis, MO representing the petitioner for the Fienup Farms Record Plats.

VII. SITE PLANS, BUILDING ELEVATIONS AND PLATS

- A. **Bayer (700 Chesterfield Pkwy W) Sign Request:** A sign request to replace an existing monument sign with a new monument sign exceeding fifty (50) square feet in outline area and six (6) feet in height along Chesterfield Parkway West.

Commissioner Midgley, representing the Site Plan Committee, made a motion recommending approval of the Sign Request for **Bayer (700 Chesterfield Prky W)**. The motion was seconded by Commissioner Tilman and **passed** by a voice vote of 7 to 0. (*Commissioner Harris had recused herself from the vote due to a conflict of interest.*)

- B. **Fienup Farms (Record Plat 1):** Record Plat 1 of the 6 Record Plats that create Phase 1 of the 223 acre development known as Fienup Farms located north of Wild Horse Creek Road and east of Long Road.

Commissioner Midgley, representing the Site Plan Committee, made a motion recommending approval of Record Plat 1 for **Fienup Farms**. The motion was seconded by Commissioner Schenberg and **passed** by a voice vote of 8 to 0.

- C. **Fienup Farms (Record Plat 2):** Record Plat 2 of the 6 Record Plats that create Phase 1 of the 223 acre development known as Fienup Farms located north of Wild Horse Creek Road and east of Long Road.

Commissioner Midgley, representing the Site Plan Committee, made a motion recommending approval of Record Plat 2 for **Fienup Farms**. The motion was seconded by Commissioner Tilman and **passed** by a voice vote of 8 to 0.

- D. **Fienup Farms (Record Plat 3):** Record Plat 3 of the 6 Record Plats that create Phase 1 of the 223 acre development known as Fienup Farms located north of Wild Horse Creek Road and east of Long Road.

Commissioner Midgley, representing the Site Plan Committee, made a motion recommending approval of Record Plat 3 for **Fienup Farms**. The motion was seconded by Commissioner Tilman and **passed** by a voice vote of 8 to 0.

- E. **Fienup Farms (Record Plat 4):** Record Plat 4 of the 6 Record Plats that create Phase 1 of the 223 acre development known as Fienup Farms located north of Wild Horse Creek Road and east of Long Road.

Commissioner Midgley, representing the Site Plan Committee, made a motion recommending approval of Record Plat 4 for **Fienup Farms**. The motion was seconded by Commissioner Tilman and **passed** by a voice vote of 8 to 0.

- F. **Fienup Farms (Record Plat 5):** Record Plat 5 of the 6 Record Plats that create Phase 1 of the 223 acre development known as Fienup Farms located north of Wild Horse Creek Road and east of Long Road.

Commissioner Midgley, representing the Site Plan Committee, made a motion recommending approval of Record Plat 5 for **Fienup Farms**. The motion was seconded by **Commissioner Tilman** and **passed** by a voice vote of 8 to 0.

- G. **Fienup Farms (Record Plat 6):** Record Plat 6 of the 6 Record Plats that create Phase 1 of the 223 acre development known as Fienup Farms located north of Wild Horse Creek Road and east of Long Road.

Commissioner Midgley, representing the Site Plan Committee, made a motion recommending approval of Record Plat 6 for **Fienup Farms**. The motion was seconded by **Commissioner Tilman**.

Discussion

Commissioner Schenberg noted that during the earlier Site Plan Committee meeting, there was discussion with the developer regarding the dead-end roads in those locations where the next phase of development would occur. He stated that it is presumed those dead-end roads will have proper turn-arounds to meet emergency vehicle requirements.

The vote to approve Record Plat 6 **passed** by a voice vote of 8 to 0.

VIII. UNFINISHED BUSINESS - None

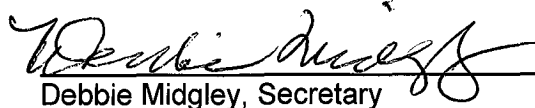
IX. NEW BUSINESS

Chair Hansen reminded the Commission of the upcoming kick-off meeting of *Envision Chesterfield*, and invited all to attend.

X. COMMITTEE REPORTS - None

XI. ADJOURNMENT

The meeting adjourned at 8:23 p.m.


Debbie Midgley, Secretary