



AGENDA
PLANNING COMMISSION MEETING
Chesterfield City Hall
690 Chesterfield Parkway West
Monday, June 22, 2026
7:00 PM

I. ROLL CALL

II. PLEDGE OF ALLEGIANCE

III. SILENT PRAYER

IV. PUBLIC HEARINGS

- A. **P.Z. 04-2026 84 Lumber (17519 Chesterfield Airport Road)**: An ordinance amendment to modify development criteria of an existing "PC" Planned Commercial District for a 7.42-acre tract of land located south of Interstate 64 and north of Chesterfield Airport Road.

The public may speak on this item tonight. There will be no vote taken tonight.

V. APPROVAL OF MEETING SUMMARY

- A. Approval of June 8, 2026 Planning Commission Meeting Summary

VI. PUBLIC COMMENT

VII. SITE PLANS, BUILDING ELEVATIONS, PLATS, AND SIGNS

VIII. UNFINISHED BUSINESS

IX. NEW BUSINESS

X. COMMITTEE REPORTS

XI. ADJOURNMENT

Note: The Planning Commission 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.

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

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

Public Hearing Report

Meeting Date: June 22, 2026

From: Isaak Simmers, Planner

Location: 17519 Chesterfield Airport Road

Description: **P.Z. 04-2026 84 Lumber (17519 Chesterfield Airport Road):** An ordinance amendment to modify development criteria of an existing "PC" Planned Commercial District for a 7.42-acre tract of land located south of Interstate 64 and north of Chesterfield Airport Road.

PROPOSAL SUMMARY

Stock & Associates Consulting Engineers, Inc., on behalf of Car Craft Auto Body, submitted a request for an ordinance amendment to modify the development criteria for a tract of land located along Chesterfield Airport Road, east of its intersection with Long Road and South of Interstate 64. The applicant is proposing three (3) changes to the development criteria as part of this request: increase the total allowed building area from 60,000 square feet to 72,000 square feet, reduce the required northernmost parking setback from 290 feet to 55 feet, and reduce the northernmost building setback from 300 feet to 55 feet.



Figure 1: Subject Site

SITE HISTORY

- In 1995, the site was rezoned from “NU” Non-Urban District to “C8” Planned Commercial District for a retail lumber yard. A Site Development Plan and Record Plat were also approved that year, designating the 7.42-acre parcel as Lot 2 of 84 Lumber Subdivision.
- In 2009, the applicant requested to rezone from "C8" Planned Commercial District to "PI" Planned Industrial District to amend the list of allowed uses. At that time, the Planning Commission made a recommendation to approve the request with three (3) proposed changes to the Proposed Uses and Miscellaneous section of the Attachment A. These changes removed the sales, rental, and leasing, etc., of tractor trailers as a permitted use on site, and also removed "Yards for storage of contractor equipment materials and supplies excluding junk yards and salvage yards" from the list of allowed uses. The third change was to add the following language to Miscellaneous: *"At such time as significant structural improvements or changes to the existing fences or building are made to the existing development, the existing development will be required to adhere to all applicable code requirements and design guidelines of the City of Chesterfield."* The motion failed by a vote of 4-4.

In October 2009, the Planning & Public Works Committee reviewed the proposed amendments and recommended approval of the rezoning by a vote of 3-0, subject to a green sheet amendment regarding the proposed zoning district, permitted uses, and the hours of operation for the development (the initial request was to rezone from "C8" to "PI" and was changed to "PC" at the request of Council). City Council approved the request to rezone with amendments becoming Ordinance No. 2575.

Overall, the final amendments significantly narrowed the list of permitted uses by eliminating several commercial and industrial categories, while clarifying a handful of the remaining uses (notably excluding tractor trailers from vehicle sales/leasing, and limiting certain vehicle-service uses to automobiles). The language proposed by Planning Commission to be included in the Miscellaneous section of the Attachment A was also retained.

- In 2020, the applicant requested an ordinance amendment to modify the development criteria for the “PC” Planned Commercial District. There were three (3) changes to the development criteria requested; increase the total allowable square footage for buildings from 40,000 square feet to 60,000 square feet, remove the setback requirements for stormwater detention areas, and to add the language, *“The existing full access to Chesterfield Airport Road shall be converted to a right-in, right-out access. Upon such conversion, direct access to this development from Chesterfield Airport Road shall be permitted via the right-in, right-out access as approved by the St. Louis County Department of Transportation. The right-in, right-out access shall be vacated at such time that Arnage Boulevard connects to Caprice Drive”* to the Attachment A. At that time, the applicant provided a traffic study that was reviewed by St. Louis County to accommodate the request.

A public hearing was held for the request in August 2021. Four (4) main issues were raised at that time including concerns regarding the screening of damaged vehicles, the list of permitted uses, compliance with the Unified Development Code, and access to Arnage Road. In December 2021, the Planning Commission ultimately approved the request by a vote of 8 to 1, with a modification that a list of permitted uses was removed from the request (Art Gallery, Art Studio, Commercial Service Facility, Film Drop Off and Pick Up Stations, Film Processing Plan, Office-Dental, Parking Area (Stand Alone), Including Garages, for automobiles. Not including sales or storage of damaged vehicles for more than 72 hours, Tackle and Bait Shop).

In January 2022, the petition was brought before the Planning & Public Works Committee. At that time, the committee made a motion to approve with one (1) condition subject to a greet sheet amendment. Ultimately, the City Council approved the request with the condition to be added to ensure the adequacy of screening for outdoor storage areas on site. The motion passed by a vote of 4-0 becoming existing Ordinance No. 3181.

Overall, the final amendments granted the petitioner's request, further narrowed the list of permitted uses, and added the following language to the Attachment A, *“Outdoor storage areas shall be depicted on the Site Development Plan with screening to include berming, landscaping, fencing, or other methods as approved by the City of Chesterfield. Section profiles may be required to verify the adequacy of proposed screening”*.

ZONING & LAND USE

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

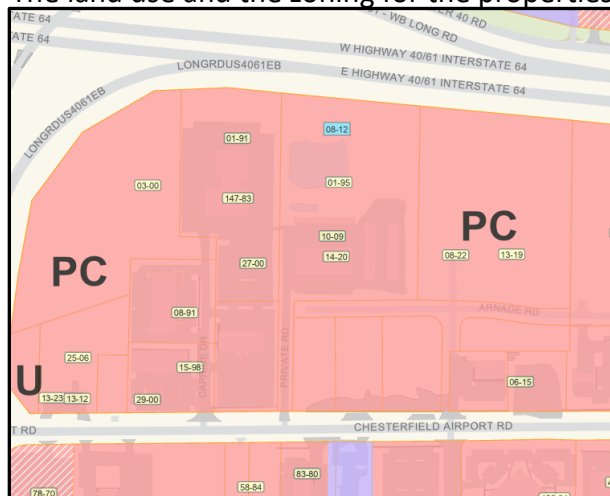


Figure 2: Zoning Map

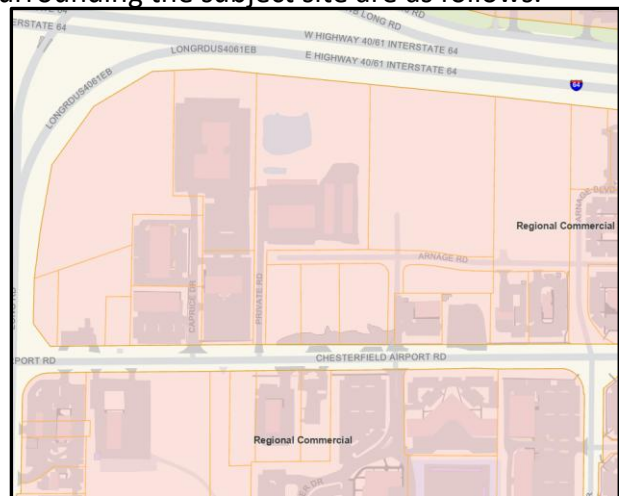


Figure 3: Land Use Map

Direction	Zoning	Land Use
North	n/a	Interstate 64
South	"PC" Planned Commercial District	Regional Commercial
East	"PC" Planned Commercial District	Regional Commercial
West	"PC" Planned Commercial District	Regional Commercial

Figure 4: Zoning and Land Use Table

COMPREHENSIVE PLAN

Areas that serve regional commercial needs (emphasizing retail, dining, entertainment, hotel, and leisure components) draw visitors from both Chesterfield and surrounding areas. Multiple buildings are planned and developed together using unified project development standards. Primary land uses include: retail, entertainment, office, lodging, and limited office/warehouse. The development policy for regional commercial areas are as follows:

- Limit curb cuts on arterial streets, and where possible concentrate access at shared entrance points.
- Primary entrance points should be aligned with access points immediately across the street.
- Promote the re-invention of existing tenant space to accommodate different users to increase the mix of uses and redefine the centers, allowing them to be modernized and remain relevant in the market.
- Landscape Buffering should be utilized between roadways to screen areas of surface parking.
- Maintain pedestrian connectivity from transit stops to facilitate the large employment centers.
- Secure infrastructure for safe walking and biking between lodging and attraction centers.
- Residential projects should be limited to areas outside of the Chesterfield Valley.

Existing Site Conditions



Figure 5: View from Arnage Road (top), View from Chesterfield Airport Road (bottom)

DEPARTMENTAL INPUT

The proposed changes to site-specific Ordinance 3181 are intended to accommodate site redevelopment and a future operational expansion. The amended preliminary development plan depicts an increase in total building area across a reconfiguration of four (4) proposed buildings and an expanded parking area. It also includes proposed improvements to the cross-access between the private access road and Arnage Road, as required per their site-specific ordinance. The requested changes have been outlined more specifically below.

Requested Changes to Ord. 3181 (Attachment A):

1. Amend Section I.B.a. to increase the total allowed square footage of buildings from 60,000 square feet to 72,000 square feet.
2. Amend Section I.C.1.a. to modify the structure setback from 300 feet to 55 feet.
3. Amend Section I.C.2.a to modify the parking setback from 290 feet to 55 feet.

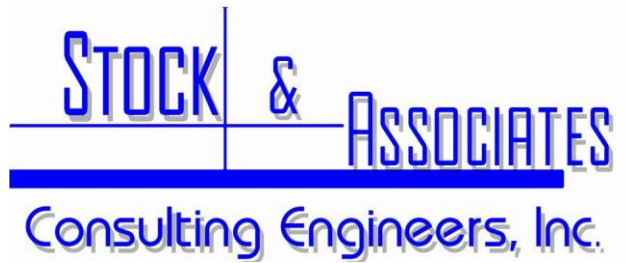
Comparatively, the Planned Commercial District to the east, as referenced in the applicant's narrative (TSG Chesterfield Airport Road Subdivision, Lot A, commonly known as the Jaguar/Land Rover Dealership), has a structure and parking setback of thirty (30) feet from the northernmost boundary (Interstate 64). The Planned Commercial District to the west (Lou Fusz Ford Subdivision, Lot A, commonly known as the Ford Dealership) has a structure setback of 190 feet from the northernmost property line (Interstate 64) and a parking setback of 100 feet from the northernmost property line.

PUBLIC HEARING

A public hearing will be held on June 22, 2026, regarding the proposed changes. The purpose of the hearing is to allow the public and the Planning Commission to provide feedback on the proposed modifications. Once feedback is received, staff will prepare the amendments and a new Attachment A for discussion at the next Planning Commission meeting and, ultimately, a recommendation to the City Council.

Attachments

1. Narrative Statement
2. Preliminary Plan
3. Tree Stand Delineation



Date: May 12, 2026

City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, MO 63017-0760
Attn: Justin Wyse, Director of Planning & Development Services

Dear Mr. Wyse,

On behalf of the owner, MASE, LLC, at 17519 Chesterfield Airport Rd, Stock and Associates Consulting Engineers Inc, respectfully requests the City of Chesterfield consideration for a “Text Amendment” to the following amendments to Ordinance #3181,

- Amend Section I.B.a. to increase the total square footage of buildings to 72,000 square feet.
- Amend Section I.C.1.a. to move the north structure setback line to 55 feet from the right-of-way of Interstate 64, similar to the adjacent property to the east at 1 Jaguar Land Rover Way.
- Amend Section I.C.2.a. to move the north parking setback line to 55 feet from the right-of-way of Interstate 64, similar to the adjacent property to the east at 1 Jaguar Land Rover Way.

Applicant has operated its business since 2012. The Property is the only parcel subject to the Ordinance. The requested amendments allow Applicant to expand its facilities at the Property to accommodate the grown in its business, and will allow Applicant to continue operating in Chesterfield for years to come.

Applicant is not requesting to change the permitted uses at the Property. Applicant is not seeking exception or variation from any requirements of the Unified Development Code. Applicant will meet the tree preservation and landscaping requirements of the City of Chesterfield, and will submit a conceptual landscape plan and tree preservation plan with its site development plan.

Should you have any comments and/or questions, please feel free to contact me.

Sincerely,

George M. Stock

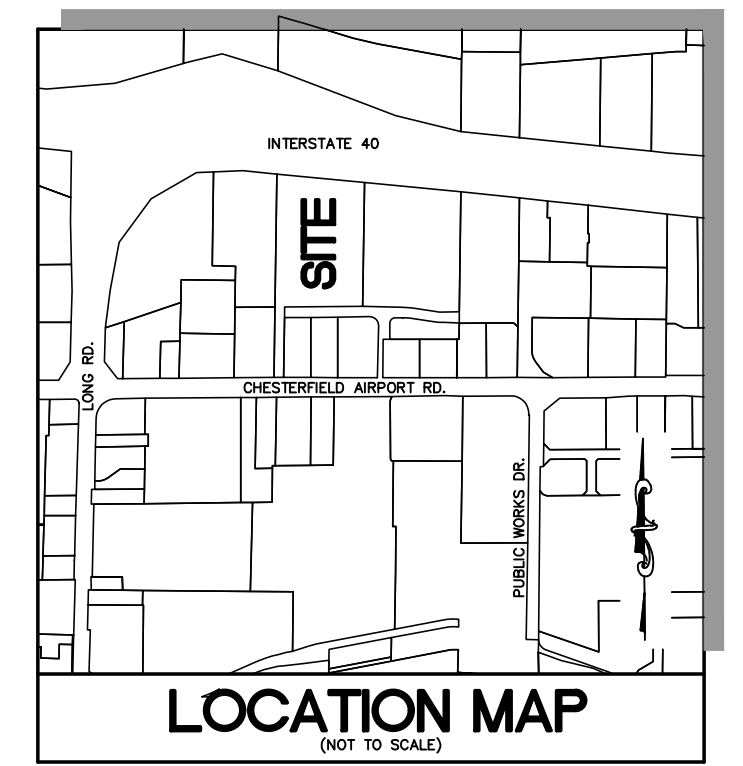
George M. Stock, P.E., President

CC: Mr. Ty Gramling – P.E., Associate - Stock & Associates Consulting Engineers Inc.
Mr. James Mason, MASE, LLC
Mr. Garry Goddard Jr., Car Craft Auto Body Chesterfield, MO

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

PRELIMINARY PLAN FOR CAR CRAFT

LOT 1 OF 84 LUMBER SUBDIVISION AS RECORDED IN PB. 339, PG. 80



SHEET INDEX

1	PRELIMINARY PLAN FOR ZONING TEXT AMENDMENT
2	PRELIMINARY PLAN - EXISTING AND PROPOSED SETBACKS, ACCESS AND UTILITY EASEMENTS
3	PRELIMINARY PLAN SITE SECTIONS
4	TREE STAND DELINEATION

ABBREVIATIONS

ATG	ADJUST TO GRADE
B.C.	BACK OF CURB
C.O.	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.H.	MANHOLE
N/F.	NOW OR FORMERLY
PL.	PLAT BOOK
PG.	PAGE
PR.	PROPOSED
P.V.C.	POLYVINYL CHLORIDE PIPE
R.C.P.	REINFORCED CONCRETE PIPE
R/W.	RIGHT-OF-WAY
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.N.	UNLESS OTHERWISE NOTED
V.C.P.	VITRIFIED CLAY PIPE
W.	WATER
(86'W)	RIGHT-OF-WAY WIDTH

LEGEND

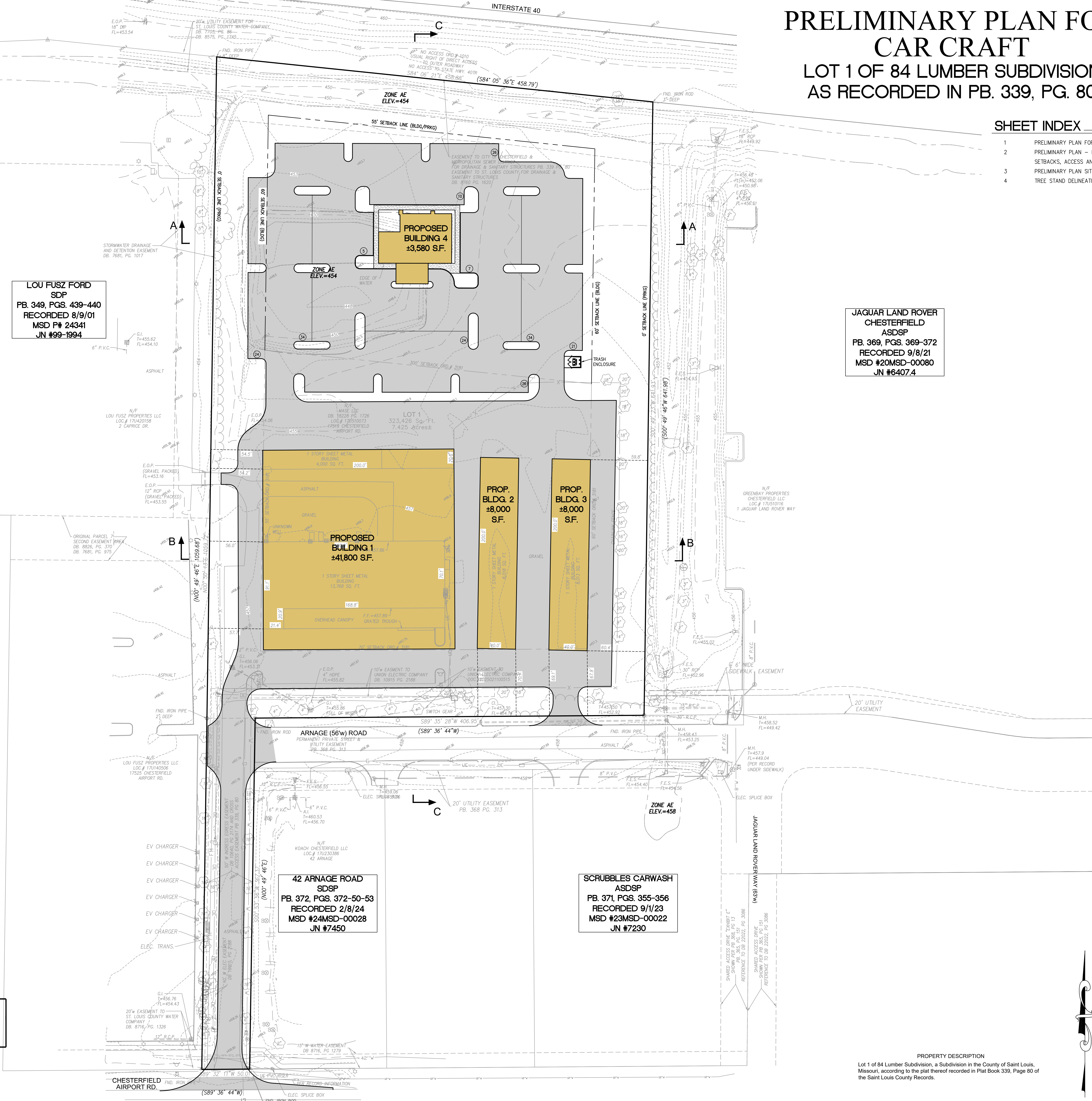
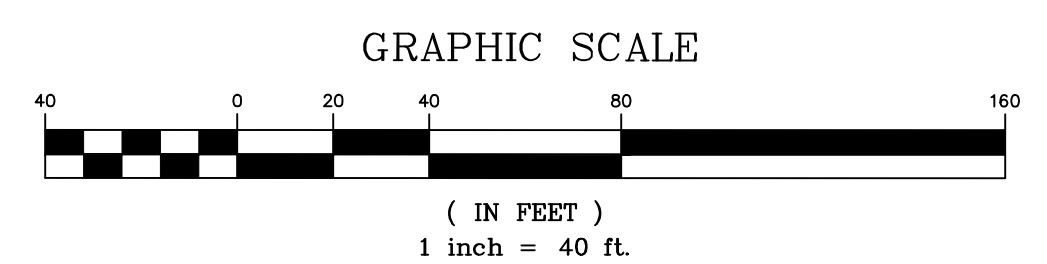
EXISTING SANITARY SEWER	
EXISTING STORM SEWER	
EXISTING TREE	
EXISTING BUILDING	
EXISTING CONTOUR	
SPOT ELEVATION	
EXISTING UTILITIES	
FOUND 1/2" IRON PIPE	
SET IRON PIPE	
FOUND CROSS	
FOUND STONE	
FIRE HYDRANT	
LIGHT STANDARD	
BUSH	
SIGN	
NOTES PARKING SPACES	
GUY WIRE	
POWER POLE	
WATER VALVE	
DENOTES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

PERTINENT DATA

TRACT AREA:	323,426 S.F. (7,425± AC.)
CURRENT OWNER:	MASE LLC
SITE ADDRESS:	17519 CHESTERFIELD AIRPORT RD.
LOCATOR NO.:	17U10073
FEMA FLOOD MAP:	2918C0161 (REVISED OCTOBER 17, 2024)
MUNICIPAL MAP:	PAGE 20, GRID 18U
EXISTING ZONING:	"PC", PLANNED COMMERCIAL (ORD. #3181)
FLOOR AREA RATIO:	F.A.R. = 0.19 (61,380/323,426)
PROPOSED USE:	AUTOMOBILE DEALERSHIP
FIRE DISTRICT:	MONARCH FIRE PROTECTION DISTRICT
SCHOOL DISTRICT:	ROCKWOOD
SEWER DISTRICT:	METROPOLITAN ST. LOUIS SEWER DISTRICT
WATER SHED:	MISSOURI RIVER
WATER SERVICE:	MISSOURI AMERICAN WATER COMPANY
GAS SERVICE:	SPIRE INC.
ELECTRIC SERVICE:	AMEREN MISSOURI
PHONE SERVICE:	AT&T
CABLE SERVICE:	CHARTER COMMUNICATIONS

GENERAL NOTES:

- Subject property is Zoned PC Planned Commercial (Ord.# 3181)
Note: The above zoning provided by the City of Chesterfield and to verify the client should obtain a zoning endorsement from their title company.
- Height shall not exceed 30 feet.
- Setback requirements:
 - 300 feet from Interstate 64 on the North Property line.
 - 30 feet from the right of way of Chesterfield Airport Road along the Southern Property line.
 - 70 feet from Arnage Road on the South Property line.
 - 60 feet from the eastern boundary of this district.
 - Fifty-five (55) feet from the northern boundary of this district that fronts on I-64/US 40.
- Subject property lies within Flood Zone X Shaded (Areas of reduced risk due to levees) and Zone AE (Base Flood Elevation=454) according to the National Flood Insurance Rate Map Number 291C89C0161 with a preliminary issue date of 10/17/2024.
- Utilities shown herein are shown from record and/or survey information. Any location, size and type information should be considered as approximate only. It is the Contractors responsibility to call Dig-Rite to verify utility locations.
- Basis of Bearings Missouri State Plane Grid North.

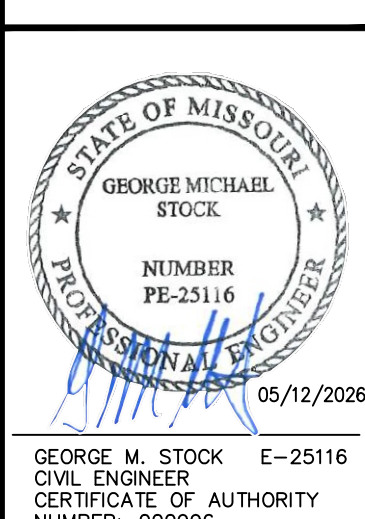


ST.LCO BENCHMARK
BENCHMARK 17171 NAD83 Elev = 459.91
Standard DMR aluminum disk stamped SL-38 situated in a grassy area northwest of the intersection of Chesterfield Airport Road and Caprice Drive, south of the parking for a retail strip center approximately 0.1 miles east of Long Road, roughly 58 feet west of the centerline of Caprice Drive, 43 feet north of the centerline of Chesterfield Airport Road, and 69 feet east of a fire hydrant.

PREPARED FOR:
MASE, LLC
P.O. BOX 343
ST. ALBANS, MO. 63073
C.O. MR. JAMES MASON

PREPARED BY:
STOCK & ASSOCIATES
Consulting Engineers, Inc.

A PRELIMINARY PLAN FOR ZONING TEXT AMENDMENT:
CAR CRAFT
17519 CHESTERFIELD AIRPORT ROAD
CHESTERFIELD, MISSOURI 63005



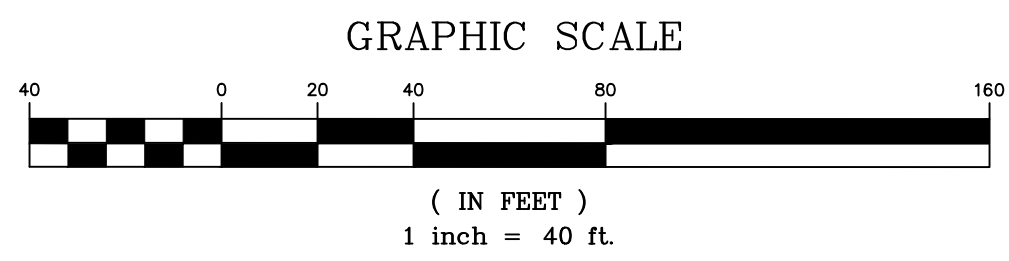
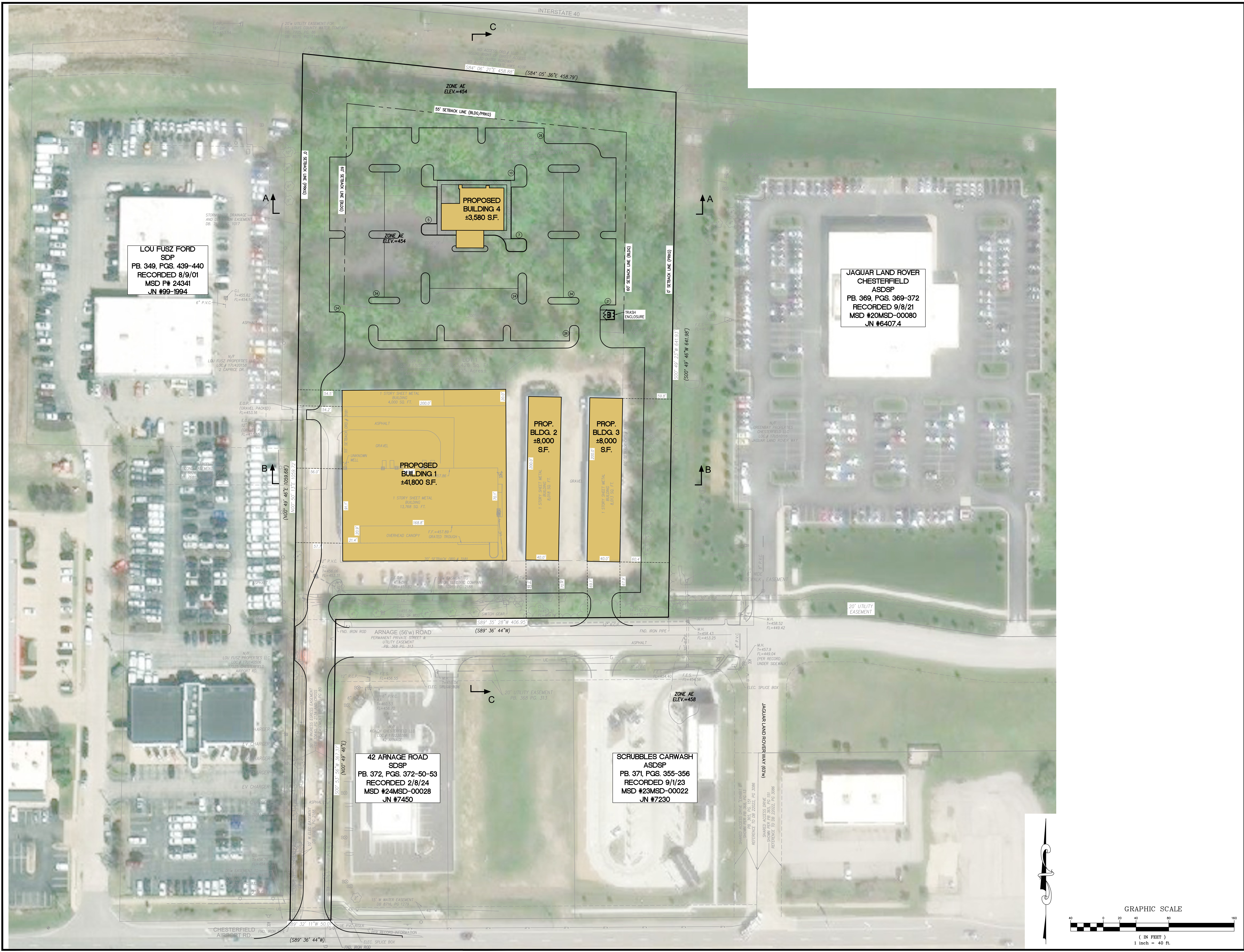
REVISIONS:

1	15/07/25 SUBMITAL #1
---	----------------------

DRAWN BY:	GM.S.	CHECKED BY:	GM.S.
DATE:	05-08-2026	JOB NO.:	219-6513
MSD P.#:		BASE MAP #:	17-U
S.L.C. HAT #:		HAT S.U.P. #:	
M.D.N.R. #:			

PRELIMINARY PLAN FOR ZONING TEXT AMENDMENT

SHEET NO.: 1



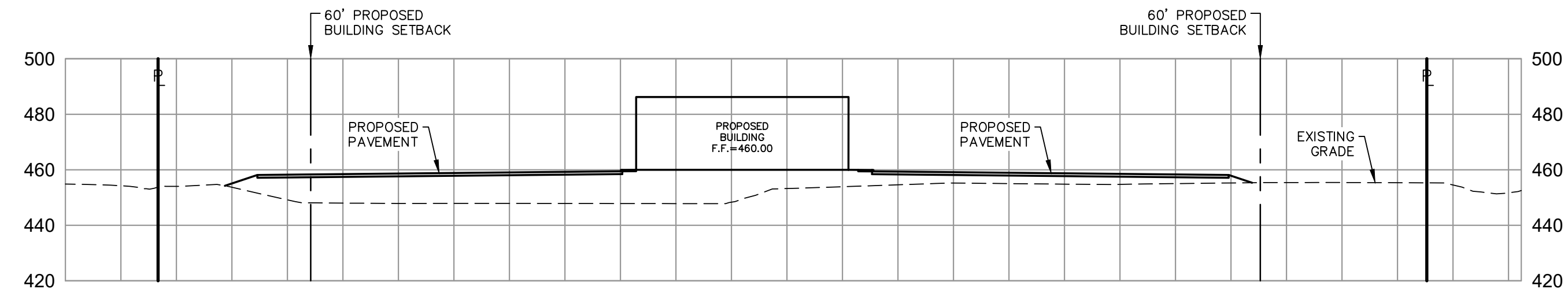
GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY
NUMBER: 000296

REVISIONS:

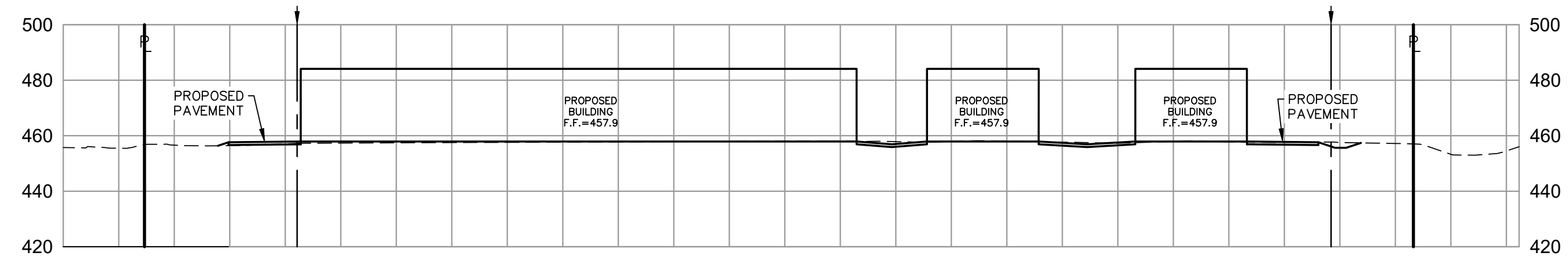
1 05/10/25 SUBMITTAL #1

DRAWN BY:	GM.S.	CHECKED BY:	GM.S.
DATE:	05-08-2026	JOB NO.:	219-6513
MSD P.#:		BASE MAP:	17-U
S.L.C. MAT.#:		MAT. SUP. #:	
M.D.N.R. #:			

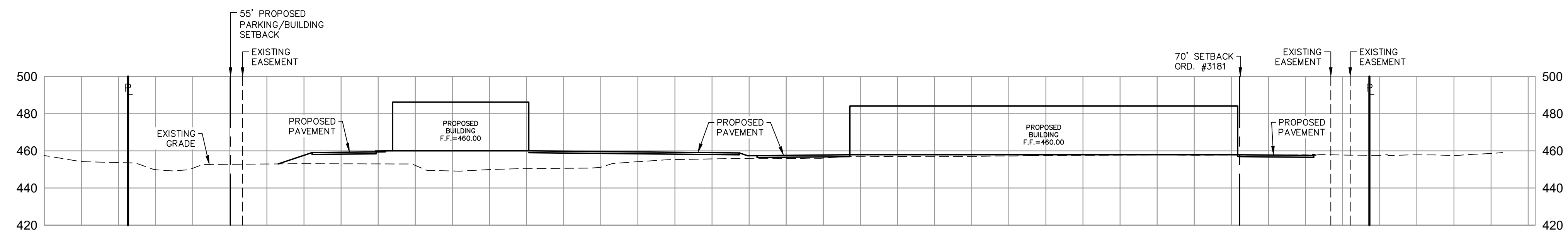
PRELIMINARY PLAN
EXISTING AND
PROPOSED
SETBACKS, ACCESS
& UTILITY ESMTS
SHEET NO. 2



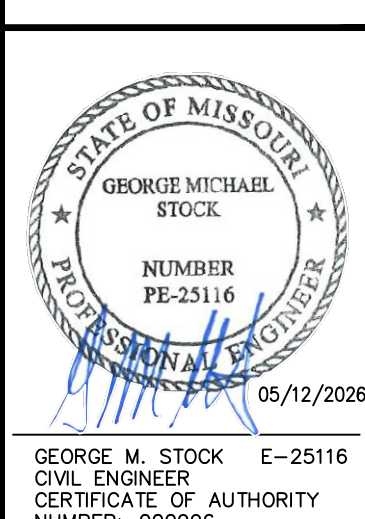
SITE SECTION A-A
 HORIZONTAL SCALE: 1" = 40'
 VERTICAL SCALE: 1" = 40'



SITE SECTION B-B
 HORIZONTAL SCALE: 1" = 40'
 VERTICAL SCALE: 1" = 40'



SITE SECTION C-C
 HORIZONTAL SCALE: 1" = 40'
 VERTICAL SCALE: 1" = 40'



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

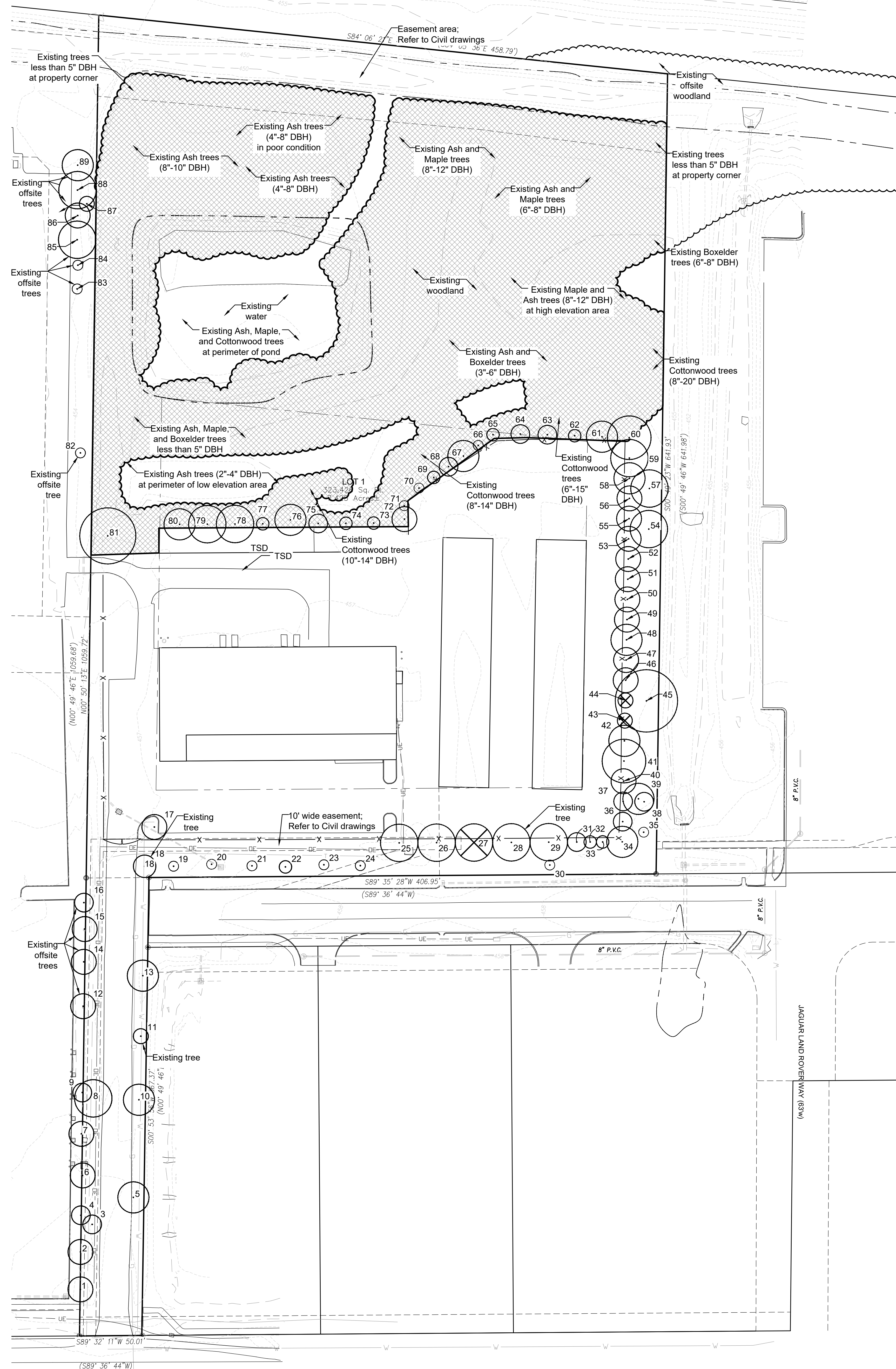
REVISIONS:

1	05/12/25 SUBMITTAL #1
---	-----------------------

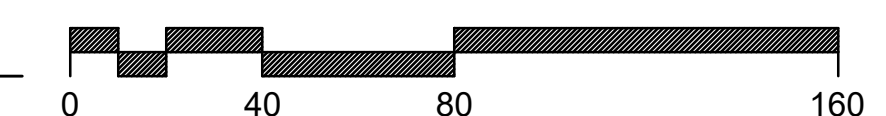
DRAWN BY:	T.P.C.	CHECKED BY:	G.M.S.
DATE:	05-08-2026	JOB NO.:	219-6513
MSD. P.#		BASE MAP #	17-U
S.L.C. MAT #		MAT SUP. #	
M.D.N.R. #			

SHEET TITLE:
**PRELIMINARY PLAN
 SITE SECTIONS**

SHEET NO.:
3



Tree Stand Delineation
SCALE 1"=40'



Tree Inventory

ID	Tree Name	DBH	Canopy Diam.	Condition Rating	Comment
1	Pear	16	20	3	
2	Pear	14	20	3	
3	Maple	10	15	2	Under power lines
4	Pear	14	15	3	
5	Maple	13	25	3	
6	Maple	12	20	3	Offsite
7	Ash	13	20	2	Offsite
8	Maple	14	30	2	Under power lines
9	Maple	10	15	1	Offsite, split
10	Maple	13	25	3	
11	Oak	8	12	3	
12	Maple	13	20	2	Offsite, girdling roots
13	Maple	14	25	3	
14	Ash	14	20	2	Offsite
15	Maple	12	20	2	Offsite, girdling roots
16	Ash	12	15	1	Offsite, dead limbs
17	Maple	14	20	2	Near fire hydrant
18	Maple	9	18	3	
19	Apple	7	8	2	Multi-stem
20	Apple	7	8	2	Multi-stem
21	Apple	6	8	1	Lean, defoliated
22	Apple	9	10	2	
23	Apple	7	8	2	Multi-stem
24	Apple	7	8	2	
25	Pine	20	30	2	Near power pole
26	Pine	18	30	2	Near power pole
27	Pine	13	30	0	Dead, twin (10+11), vines, dieback
28	Pine	17	30	2	Vines
29	Pine	17	30	2	Vines
30	Apple	7	8	1	Impacted by tree fall
31	Pine	10	15	2	Vines
32	Pine	7	10	2	Vines
33	Pine	7	10	1	Competing vegetation
34	Pine	14	25	1	Vines
35	Cottonwood	7	8	1	Poor structure
36	Pine	12	15	1	Vines
37	Pine	13	15	2	Vines
38	Cottonwood	13	15	1	Vines, lean
39	Cottonwood	21	25	1	Vines
40	Pine	12	20	1	Vines
41	Pine	16	35	2	Vines
42	Pine	13	25	2	Vines
43	Pine	16	0	0	Dead, fungus on trunk
44	Pine	12	0	0	Dead
45	Cottonwood	30	50	2	Vines
46	Pine	17	20	2	Vines
47	Pine	15	20	1	Vines, dieback
48	Pine	16	25	2	Vines
49	Pine	17	20	1	Vines, fungus
50	Pine	16	20	1	Vines, fungus
51	Pine	15	20	1	Vines, fungus
52	Pine	16	20	1	Vines, fungus
53	Pine	15	20	2	Vines
54	Cottonwood	20	30	2	Vines
55	Pine	15	20	1	Vines, dieback
56	Pine	17	20	1	Vines, dieback
57	Cottonwood	16	30	1	Vines
58	Pine	15	25	1	Vines, fungus
59	Pine	18	30	1	Vines, poor structure
60	Pine	17	35	2	Vines, dieback
61	Pine	15	25	2	Vines
62	Pine	11	10	1	Dieback
63	Pine	13	15	1	Vines, dieback
64	Pine	12	15	1	Dieback
65	Pine	13	10	1	Vines, dieback
66	Pine	8	8	1	Vines, dieback
67	Cottonwood	16	25	2	Lean
68	Pine	14	15	2	Vines
69	Pine	11	10	1	Vines, dieback
70	Pine	17	8	1	Vines, dieback
71	Pine	10	8	1	Vines
72	Pine	16	20	1	Vines
73	Sycamore	8	10	1	Near wall, poor structure
74	Sycamore	10	10	1	Near wall, poor structure
75	Cottonwood	12	15	1	Near wall, lean
76	Cottonwood	16	25	2	
77	Sycamore	8	10	1	Near wall, lean
78	Cottonwood	17	30	2	
79	Cottonwood	17	30	2	Vines
80	Cottonwood	16	25	2	
81	Cottonwood	32	45	2	Vines
82	Spruce	7	8	2	Offsite, lean
83	Maple	8	8	2	Offsite
84	Maple	7	8	1	Offsite
85	Maple	7	30	2	Offsite, triple (5+5+5)
86	Maple	8	20	2	Offsite, twin, girdling roots
87	Spruce	6	12	2	Offsite, lean
88	Maple	12	30	2	Offsite, triple (6+6+10)
89	Maple	10	25	2	Offsite, triple (6+7+8)

Tree Condition Rating:

Excellent	=	4
Good	=	3
Fair	=	2
Poor	=	1
Dead	=	0

- Total Site Area = 323,240 s.f. (7.42 acres)
- Individual Tree Canopy Area = 17,977 s.f. (0.41 acres)
- Woodland Canopy Area = 120,121 s.f. (2.76 acres)
- Total Existing Tree Canopy Area = 138,098 s.f. (3.17 acres)

Tree Stand Delineation Narrative

This project site comprises a total of 7 acres and has a total of 138,098 s.f. of tree canopy. The Tree Stand Delineation map was completed by field inspection.

The individual trees found onsite along the road consist mainly of Maple, Ash and Pear in fair to good condition. Individual trees found onsite along the fence perimeter include primarily Apple and Pine along with some Cottonwood and Sycamore trees in poor to fair condition.

The trees found onsite within the woodland area consist of Ash, Maple, and Cottonwood with some Boxelder, Sycamore, Willow, and young Mulberry trees. The Ash trees are in poor condition overall. There are vines and a Honeysuckle understory throughout the wooded area along with some invasive groundcover vegetation.

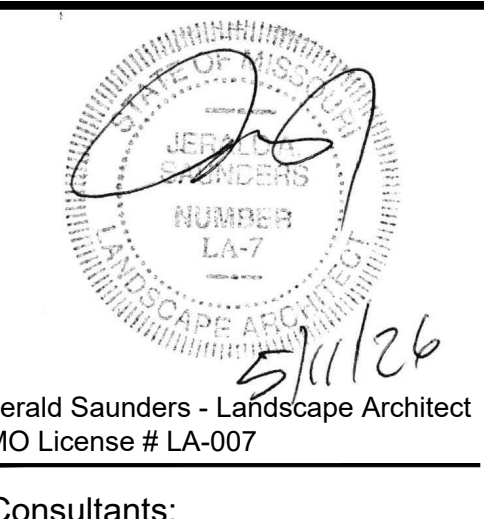
There are no Monarch, state champion, or rare trees found onsite.

Legend

Symbol	Description	Symbol	Description
(Circle with dot)	Existing Trees	(Circle with X)	Existing Dead Trees
(Dotted area)	Existing Tree Canopy	(Dotted area with border)	Existing Offsite Woodland

Tree Stand Delineation Prepared under direction of:
Kristin Provine
Certified Arborist MW-6075A

Kristin Provine



Consultants:

A PRELIMINARY PLAN FOR ZONING TEXT AMENDMENT:
CAR CRAFT
17519 CHESTERFIELD AIRPORT ROAD
CHESTERFIELD, MISSOURI 63005

Revisions:

Date	Description	No.

Drawn: KP
Checked: RS

LOOMIS ASSOCIATES
landscape architects + planners
790 south 40 park drive, chesterfield, missouri 63005
t. 636.519.8668
www.loomis-associates.com

Loomis Associates, Inc.
Missouri State Certificate of Authority # LAC #000019

Sheet Title:	Tree Stand Delineation
Sheet No.:	TSD
Date:	5/11/26
Job #:	813.155

PLANNING COMMISSION
OF THE CITY OF CHESTERFIELD
MEETING SUMMARY
JUNE 8, 2026

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

I. ROLL CALL

PRESENT

Commissioner Gail Choate
Commissioner Allison Harris
Commissioner John Marino
Commissioner Debbie Midgley
Commissioner Robert Rodermund
Chair Guy Tilman

ABSENT

Commissioner Khalid Chohan
Commissioner Jane Staniforth
Commissioner Steven Wuennenberg

Councilmember Merrell Hansen, Acting Council Liaison
Mr. Nathan Bruns, representing City Attorney Christopher Graville
Mr. Justin Wyse, Director of Planning
Ms. Shilpi Bharti, Planner
Ms. Erica Blesener, Recording Secretary

Chair Tilman acknowledged the attendance of Councilmember Mary Ann Mastorakos, Ward II, and Councilmember Merrell Hansen, Ward IV, who was serving as Acting Council Liaison on behalf of Councilmember Lane Koch, Ward III.

II. PLEDGE OF ALLEGIANCE

III. SILENT PRAYER

IV. PUBLIC HEARINGS: None.

V. APPROVAL OF MEETING SUMMARY

Commissioner Choate made a motion to approve the Meeting Summary of the April 27, 2026 Planning Commission Meeting. The motion was seconded by Commissioner Marino and passed by a voice vote of 5 to 0. (*Commissioner Harris abstained.*)

VI. PUBLIC COMMENT

A. Chesterfield Commons Seven, Lot 3

PETITIONERS:

Matt Garavaglia, 10095 Winding Ridge Rd., Ladue, MO – available for questions

Nate Scheer, 34 Austin Drive, Washington, MO – available for questions

Samuel Moon, 14000 Myford Road, Irvine, CA – available for questions

VII. SITE PLANS, BUILDING ELEVATIONS, PLATS, AND SIGNS

- A. **Chesterfield Commons Seven, Lot 3:** A Site Development Section Plan, Landscape Plan, Lighting Plan, and Architectural Elevations for an automobile dealership building located on a 4.69-acre tract of land located north of Arnage Road and south of I-64, zoned "PC"- Planned Commercial.

DISCUSSION:

Commissioner Marino summarized the discussion from the Site Plan Committee meeting.

Questions were raised regarding Rivian's sales model and whether it would operate similarly to the Tesla or as a typical automobile dealership as regulated by the State of Missouri. The applicant explained that the site would operate under the Rivian model, with vehicles on-site consisting of previously ordered vehicles and display vehicles rather than traditional inventory.

Body repair work would not be performed at the site.

Proposed signage along the I-64 frontage would be presented for review at a later date, should the applicant choose to pursue such signage.

Chair Tilman explained that his primary concern discussed at the Site Plan Committee meeting related to the larger Rivian vans. It was clarified that these vehicles would neither be sold nor serviced at the site.

Commissioner Choate, representing the Site Plan Committee, made a motion recommending approval of the Site Development Section Plan, Landscape Plan, Lighting Plan, and Architectural Elevations for Chesterfield Commons Seven, Lot 3. The motion was seconded by Commissioner Marino and **passed by a voice vote of 6 to 0.**

VIII. UNFINISHED BUSINESS

- A. **P.Z. 03-2026 Residential Lots:** An Amendment to the City of Chesterfield Unified Development Code to establish a procedure for residential properties under four acres.

STAFF PRESENTATION:

Shilpi Bharti, Planner provided a presentation regarding the proposed amendment to the City of Chesterfield Unified Development Code to establish a procedure for residential properties under four (4) acres.

Ms. Bharti explained that in 2025, the City of Chesterfield Planning Commission reviewed the remaining undeveloped land designated for single-family residential development. The discussion focused on larger-lot development opportunities, which are increasingly limited in the City. As new areas for single-family residential development are limited, increased pressure is placed on remaining, often smaller parcels. These parcels are generally undeveloped because (1) owners were not interested in selling, or (2) significant challenges exist for the development of the parcels. The challenges for developing these properties were discussed with the Planning and Public Works Committee and the committee directed staff to draft some regulations for these parcels.

During the Public Hearing held on April 13, 2026 staff suggested adapting a new special procedure for lots that are smaller than four (4) acres and that involved amending Article 2 and Article 3 of the Unified Development Code. The Planning Commission asked staff to consider the following points while drafting the new procedure:

- If new standards are established, they should be clearly defined. The amendment would not change the underlying zoning of a property but would introduce a new procedure that would allow for variation of specifically defined requirements (e.g., setbacks) but all other requirements must comply with the regulations within the UDC.
- Properties with older St. Louis County zoning may require modifications but would likely be rezoned to be compatible with adjacent properties.
- The Commission supported the implementation process, whereby the Planning Commission would review proposals and make recommendations. If the City Council does not exercise its Power of Review, the project would proceed to the Planning Department for implementation. However, staff is now proposing to follow an approval process consistent with that required for all Special Procedures. Under this process, a new ordinance would be adopted for each site developed under the Infill Residential Development Procedure.

Based on the Commission's feedback, staff prepared regulations for a new "Infill Residential Development" procedure to be included as a special procedure within Article 3 of the Unified Development Code, and approval process defined in Article 2.

Ms. Bharti summarized the proposed changes to be made in **Article 3**.

"Infill Residential Development Procedure" to be included under the special procedure.

The design requirements for the new special procedure are outlined below:

- **Density:** Existing zoning district maximum permitted density.
- **Minimum Lot Size, Setbacks, and Lot Frontage:** Flexible as approved by the City Council in Attachment A with the Preliminary Development Plan.
- **Uses:** Single-family Homes (attached and detached), no multi-family permitted.
- **Height:** Conform to the applicable height limitations within the zoning district of the site.
- **Buffer:** Landscape requirement described in the UDC. Any modification to the buffer requirement will require the review and approval by the Planning Commission in accordance with Article 04 of the UDC.

Additionally, the Light Industrial District was relocated to the Conventional Zoning District under section 405.03.030.

The proposed change to be made in **Article 2** of the Unified Development Code:

- Include the "Infill Residential Development Procedure" to the Special Procedure table in Article 2.

DISCUSSION:

Commissioner Rodermund requested clarification regarding the approval process for the new procedure. Ms. Bharti confirmed that there would be no changes to the existing approval process. Planning Director Justin Wyse explained that during the previous meeting, the Commission discussed procedural changes, specifically in relation to zoning and special procedures where the site plan review currently occurs as a separate, subsequent process.

He noted that, due to the single-family residential nature—whether attached or detached—and properties of four (4) acres or less, staff identified these as appropriate candidates to combine processes. Under the proposed approach, the site plan would be reviewed and approved concurrently with the special procedure, rather than requiring a separate subsequent approval. He further explained that this adjustment is intended to address concerns from neighboring residents regarding uncertainty when plans are discussed but not yet approved, while also preventing applicants from being unable to respond to feedback due to the separation of approvals. The combined process is being considered as a way to streamline reviews and may be applied to other procedures in the future.

Commissioner Marino stated that he believes this is a great way to address unique parcels. He explained that when he served as Chair of the Ordinance Review Committee, a concern raised at that time was that a new ordinance was required for every development in the Valley. He asked whether this is a concern. He also asked how the City could ensure consistency from an economic development standpoint while avoiding potential liability. Mr. Wyse explained that this issue still exists, particularly with non-residential development. He noted that non-residential projects raise additional concerns, including the need for equal treatment of property owners.

Councilmember Hansen shared her concerns regarding the proposed process. She noted that properties with older St. Louis County zoning may require modifications and could potentially be rezoned to be compatible with adjacent properties. She referenced areas along Wilson Road where county zoning remains and noted that some larger parcels could potentially be divided in a manner that may not align with the intent of the proposed procedure. She also expressed concern regarding the review process, noting that projects could proceed directly to Planning Department implementation if Power of Review is not exercised by City Council. She stated that she would like to see the proposal refined further to better protect existing property owners who came to Chesterfield because they have land.

Chair Tilman asked what would happen if a development does not proceed after approval or if the property changes ownership before development occurs. He questioned whether the ordinance could be made specific to the applicant requesting the approval so that the zoning would not remain in effect indefinitely. He explained that his concern arises when the zoning required for a proposed development is not consistent with the zoning of adjacent properties. Mr. Wyse explained that, under this process, staff would not recommend approval of zoning that is incompatible with adjacent properties. Chair Tilman then asked how the process would apply when a property is adjacent to two (2) different zoning districts. Mr. Wyse responded that such situations become a legislative decision.

Chair Tilman stated that his concern is that the proposed process attempts to address both zoning and infill development for a property at the same time, and he questioned whether additional safeguards may be needed to address those circumstances.

Commissioner Choate stated that she understood and agreed with Mr. Wyse's explanation. She noted that the Commission would first evaluate the appropriate zoning classification for a property. She explained that the proposed small special procedure could then provide additional flexibility with respect to site design. She emphasized that, regardless of whether a specific development plan is submitted, the Commission must still evaluate the appropriateness and reasonableness of the underlying zoning district. She stated that the Commission is required to make that determination in any zoning case and that the presence of a specific design simply provides additional information for consideration.

Commissioner Choate explained that St. Louis County previously used a procedure in which a special approval would automatically expire if development did not occur within a specified time period (such as three (3) or five (5) years) and no extension was granted.

In those cases, the approval would not remain in effect indefinitely, and the Planning Commission retained oversight of the process. Chair Tilman stated that he felt more comfortable with that type of structure, noting that it provides a mechanism for review and accountability rather than leaving approvals in place after a project does not move forward. He added that this approach helps address concerns where decisions are made based on a project expected to proceed, but the project ultimately does not occur, and a review mechanism would provide additional safeguards.

Commissioner Marino stated that, based on what he was hearing, ordinances could include built-in “revert back” language within each individual ordinance. Chair Tilman agreed that such revert-back language should be included. Mr. Wyse stated that the matter could likely be addressed within the procedure itself. He referenced the narrative statement requirements submitted by developers, which the City uses to evaluate proposals. He asked the Commission whether there was anything missing from the existing submittal requirements that could help address their concerns.

The Commission generally expressed interest in ensuring that approvals include clear protections, including potential “revert back” provisions if projects are not completed.

Commissioner Marino made a motion to approve P.Z. 03-2026 Residential Lots an Amendment to the City of Chesterfield Unified Development Code to establish a procedure for residential properties under four acres, with the following condition:

- **Staff will coordinate with legal counsel to develop appropriate expiration language for the new special procedure, and an update from staff will be provided at the Planning & Public Works Committee Meeting.**

The motion was seconded by Commissioner Midgley.

Upon roll call, the vote was as follows:

**Aye: Commissioner Choate, Commissioner Harris
Commissioner Marino, Commissioner Midgley,
Commissioner Rodermund, Chair Tilman**

Nay: None

The motion passed by a vote of 6 to 0.

IX. NEW BUSINESS: None.

X. COMMITTEE REPORTS: None.

XI. ADJOURNMENT

The meeting adjourned at 8:00 p.m.

Gail Choate, Secretary