

**PLANNING COMMISSION
OF THE CITY OF CHESTERFIELD
AT CHESTERFIELD CITY HALL
JULY 9, 2018**

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

I. ROLL CALL

PRESENT

ABSENT

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

Mayor Bob Nation
Councilmember Dan Hurt, Council Liaison
Mr. Jay Godsy, representing City Attorney Christopher Graville
Mr. Justin Wyse, Director of Planning & Development Services
Ms. Jessica Henry, Senior Planner
Ms. Cassandra Harashe, 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 Dan Hurt, Council Liaison; Councilmember Barb McGuinness, Ward I; Councilmember Mary Ann Mastorakos, Ward II; Councilmember Michael Moore, Ward III; and Councilmember Michelle Ohley, Ward IV.

Chair Hansen then introduced Mr. Guy Tilman, who was recently appointed to serve on the Planning Commission.

II. PLEDGE OF ALLEGIANCE

III. SILENT PRAYER

IV. PUBLIC HEARINGS – None

V. APPROVAL OF MEETING SUMMARY

Commissioner Schenberg made a motion to approve the Meeting Summary of the June 25, 2018 Planning Commission Meeting. The motion was seconded by Commissioner Midgley and **passed** by a voice vote of 8 to 0. (*Commissioner Tilman abstained from voting.*)

VI. PUBLIC COMMENT

18385 Chesterfield Airport Road, Lot A (Chesterfield Hockey Association)

Petitioner: The following individuals were available for questions.

1. Mr. Srinivasa Yanamanamanda, President and CEO of CBB Transportation Engineers, 454 Oak Stand Path, Chesterfield, MO.
2. Ms. Shawn White, Senior Traffic Engineer, CBB, 12400 Olive Blvd., St. Louis, MO.
3. Mr. George Stock, Stock & Associates Consulting Engineers, 257 Chesterfield Business Parkway, Chesterfield, MO.
4. Mr. Tim Lowe, Vice-President of Leasing Development, Staenberg Group, 121 Bellarosa Drive, St. Louis, MO.
5. Mr. Sam Adler, Developer, Staenberg Group, 4453 Pershing, St. Louis, MO.
6. Ms. Ashley Weber, Stock & Associates Consulting Engineers, 257 Chesterfield Business Parkway, Chesterfield, MO.

In Favor:

1. Mr. Mike Ebert, Owner and Operator of Comfort Inn & Suites, 18375 Chesterfield Airport Road, Chesterfield, MO.

Mr. Ebert stated that the Comfort Inn & Suites is located directly in front of the proposed Chesterfield Hockey Association development, of which he is in favor. He noted that this project will fill the void for youth hockey left by the closing of the Hardee's Iceplex, in addition to being a positive impact for the area hotels and generating tax revenue from visiting teams. He further stated that the project team has kept him fully apprised of their proposal and he is "looking forward to having a great neighbor".

Discussion

Councilmember Hurt asked Mr. Ebert how he felt about allowing construction access through Comfort Inns' site. Mr. Ebert stated that he is of the understanding that access would be coming into the site from the Wings of Hope side and he is amenable to allowing that access for construction.

Commissioner Schenberg asked how the site will handle access and egress of both the construction traffic and customers who drive 18-wheeler vehicles and park along the road. Mr. Ebert replied that currently there is only one truck that parks along the road and noted that he has ample parking available, including designated spots for 18-wheelers so he does not foresee any problems.

Mobil Mart at Baxter and Clayton (Brite Worx)

Petitioner:

1. Mr. Kevin Kamp, Civil & Environmental Consultants – Design Engineer for the Wallis Companies and development of Brite Worx, 4848 Park 370 Blvd., Hazelwood, MO – available for questions.

In Opposition:

1. Dr. Richard I. Goldbaum, 2371 Baxton Way, Chesterfield, MO.

Dr. Goldbaum stated that he has resided in the Woodfield Subdivision since November 1999, and noted his concerns with the Brite Worx development, as follows:

- Questions whether the development meets the architectural integrity and compatibility with “what makes Clayton Road, Clayton Road.”
- Has concerns that the development could set a precedent for future developments along Clayton Road that “would continue to counter the existing architectural integrity of Clayton Road”.

He asked that the Commission assure that the Brite Worx development will meet the high standards of being on Clayton Road.

2. Ms. Jane Goldsmith, 2456 Baxton Way, Chesterfield, MO.

Ms. Goldsmith stated that she lives along the north property line at the western end of the Mobil station, and noted her concerns as follows:

- The tall Brite Worx structure will be clearly visible from the roadways.
- A lot of activity of the car wash will take place outside of the open-ended tunnel – such as queuing, paying, and vacuuming.
- The architectural look of the car wash is not what the residents were promised by the Wallis Company. They were promised a structure resembling the Mia Sorella restaurant on Clayton Road, which has a subdued, classical look.
- She feels that there is too much blue being proposed for the site and asked that it be removed from the facility.

3. Mr. Rob Garrison, 2449 Baxton Way, Chesterfield, MO.

Mr. Garrison noted his concerns as follows:

- Lighting. Since his home and the other homes on his street are below the level of the car wash, they will be looking up at the structure and there are concerns that they will be looking at a “big glowing rocket ship every night” during the winter months.
- Noise levels. He asked that action be taken if the noise levels exceed the County’s or Chesterfield’s standards.
- Disarray of the existing site. He questioned what will happen to the facility whether it is or isn’t successful. He noted that they want a successful business on the corner but something that is aesthetically good for Chesterfield and will not fall into disrepair.

4. Mr. Robert Goldsmith, 2456 Baxton Way, Chesterfield, MO.

Mr. Goldsmith thanked Councilmembers Hurt and Moore for visiting his home to get a perspective of what is seen from his property. He also thanked Planner Cassie Harashe who recently spent time with the residents reviewing the detailed plans.

Mr. Goldsmith then noted his concerns, as follows:

- Garish look of the carwash due to the blue color
- Noise
- Lights
- Buffering of the car wash

Mr. Goldsmith explained that during meetings with the Wallis Company, it was agreed that Wallis Company would raise the concrete artisan walls, which the residents want put back in. The residents also want additional plantings put in.

Summit-Topgolf Lot A (Residence Inn)

Petitioner: The following individuals were available for questions.

1. Mr. George Stock, Stock & Associates Consulting Engineers, 257 Chesterfield Business Parkway, Chesterfield, MO.
2. Ms. Kate Stock-Gitto, Stock & Associates Consulting Engineers, 257 Chesterfield Business Parkway, Chesterfield, MO.

VII. SITE PLANS, BUILDING ELEVATIONS AND PLATS

- A. 18385 Chesterfield Airport Road (Chesterfield Hockey Association):** A Site Development Concept Plan and Conceptual Landscape Plan for a 15.67 acre tract of land zoned "PC" Planned Commercial District located north of Chesterfield Airport Road and northeast of its intersection with Olive Street Road and northwest of its intersection with Wings of Hope Boulevard.

Commissioner Midgley, representing the Site Plan Committee, made a motion recommending approval of the Site Development Concept Plan and Conceptual Landscape Plan for 18385 Chesterfield Airport Road (Chesterfield Hockey Association). The motion was seconded by Commissioner Wuennenberg and **passed** by a voice vote of 9 to 0.

- B. 18385 Chesterfield Airport Road, Lot A (Chesterfield Hockey Association):** A Site Development Section Plan, Landscape Plan, Lighting Plan, Architectural Elevations and Architect's Statement of Design for a 10.12 acre tract of land zoned "PC" Planned Commercial District located north of Chesterfield Airport Road and northeast of its intersection with Olive Street Road and northwest of its intersection with Wings of Hope Boulevard.

Commissioner Midgley, representing the Site Plan Committee, made a motion recommending approval of the Site Development Section Plan, Landscape Plan, Lighting Plan, Architectural Elevations and Architect's Statement of Design for 18385 Chesterfield Airport Road, Lot A (Chesterfield Hockey Association). The motion was seconded by Commissioner Wuennenberg.

Discussion

Commissioner Tilman asked for clarification regarding site grading in relationship to the right-of-way property owned by MoDOT. Mr. Justin Wyse, Director of Planning & Development Services, stated that the Developer will be responsible for securing the necessary permits for any work to be done within MoDOT's right-of-way.

Commissioner Tilman also asked for additional information on how Lot B will be used in both the near term and long term. Senior Planner Jessica Henry stated that Lot B will serve as open space for the development with some culverts proposed for storm water conveyance. Through the record platting process, Lot B will be tied to Lot A, which will insure that it can never be developed as a standalone lot and will also insure future maintenance of the lot, such as mowing. This information has been provided to the Developer and they have accepted it.

Chair Hansen pointed out that the Applicant has addressed the Architectural Review Board's concerns regarding traffic flow within the development.

The vote to approve **passed by a voice vote of 9 to 0.**

- C. Mobil Mart at Baxter and Clayton (Brite Worx):** A Site Development Plan, Landscape Plan, Lighting Plan, Architectural Elevations and Architect's Statement of Design for a 1.72 acre tract of land zoned "PC" Planned Commercial District located on the western corner of the intersection of Clayton Road and Baxter Road.

It was noted that a motion on the Brite Worx project had not been made in the previous Site Plan Committee meeting and that it was agreed to continue the discussion during the Planning Commission meeting. Chair Hansen also explained that City Council has called Power of Review on this project so after a vote by Planning Commission, it will be forwarded to the Planning & Public Works Committee for a recommendation to the full City Council.

During discussion, the following items were reviewed and responded to by the Petitioner, Mr. Kevin Kamp:

Height of Fence/Sight Line Visuals

Commissioner Schenberg suggested that the Commission consider whether the fence should be higher than six feet.

Commissioner Harris inquired as to whether the proposed car wash will be taller than the existing structure. Ms. Harashe replied that the existing structure is shorter than the 25-foot height allowed in the ordinance. She pointed that the sight line visuals were calculated for the car wash development, not the existing conditions.

Commissioner Marino noted that since the original proposal, the structure has been moved to a different corner of the lot which impacts the line of sight, and questioned whether anything has changed from the original discussions. Ms. Harashe explained that the original zoning proposal showed a tiered retaining wall and there was some discussion regarding its impact on the residents' view. When the site was redesigned during the zoning process, the grade was changed allowing the Developer to meet the

3:1 slope requirements so the tiered retaining walls were no longer needed. At that point, the discussion on wall height was dropped, but the residents are now asking that the wall height be reconsidered.

Petitioner's Response:

Mr. Kamp explained that since the time plans were reviewed by the Planning Commission, changes were made to include a shorter car wash. By shortening the length of the car wash, they were able to eliminate some of the retaining walls. The plans have always included a fence at the top of the berm. This is a 6-foot high fence at the top of the 15-foot grade difference. The blue balls and canopies are well-shielded from the residents' view.

To further mitigate any noise potential, the Developer offered two options: (1) to construct a fence at their north property line; or (2) replace the existing wooden fence on top of the berm with an artisan concrete precast wall. The residents decided against the precast wall as there were concerns about liability and maintenance. Consequently, a fence is being constructed on the subject site's northern property line.

Discussion

Councilmember Hurt further explained that the residents objected to the precast wall because the Developer did not accept the maintenance of it. There was not an issue with the height or material. Mr. Kamp stated that the residents were informed that there would be less maintenance required with a concrete wall compared to a cedar fence.

After the decision was made as to where the fences would be located, Commissioner Tilman asked whether the sight line drawings were revised. Mr. Kamp responded that the sight line drawings were included in the Preliminary Development Plan and pointed out that the fence at the northern property line has no impact on that view. At base, that fence is 15-feet lower than the base of the wall on the top of the berm. The wall on top of the berm has not changed.

Commissioner Monachella asked for clarification as to the wall height behind the vacuums. Mr. Kamp noted that it is 6-foot high. On the northern extreme, there is about a 15-foot fall from the base of the 6-foot fence on top of the berm.

The condos west of the site, along Clayton Road, will be above the 6-foot fence to be constructed there. Commissioner Monachella questioned whether this fence should be taller to both screen the site and mitigate noise. Mr. Kamp explained that the vacuuming noise is inconsequential because the motor which runs the vacuums is inside the building.

Towers

Commissioner Tilman noted that the towers are higher than the existing buildings and asked how much of the structures will be seen from the adjacent residences. Mr. Kamp replied that there is a section of tower that is above the fence line.

Commissioner Harris asked if the proposed tower height is necessary. Mr. Kamp advised that one tower includes a functional second floor to be utilized as an office for the car wash, and the other tower houses equipment.

Commissioner Midgley suggested that the top of the towers match the top of the drive-thru canopy thus eliminating the blue color. Mr. Kamp indicated he would have to talk to his client about this, but pointed out that the building has already been reviewed and approved by the Architectural Review Board.

Proposed Blue Color

Commissioner Schenberg noted that he finds the proposed dark blue color sample presented at the earlier Site Plan Committee meeting to be more aesthetically pleasing than the bright blue color depicted in the meeting packet. He finds the blue color proposed for the building acceptable but has reservations about the “collective volume of blue” being proposed for the accessories (balls and canopies) on the site.

Both Commissioner Wuennenberg and Chair Hansen indicated their agreement with Commissioner Schenberg’s comments.

In an effort to tone down the commercial look of the development, Commissioner Tilman suggested that consideration be given to using a color typically seen in a residential area, such as a dark grey, for the top of the towers rather than the proposed Pantone 23 blue color.

Commissioner Midgley suggested: (1) that the balls housing the vacuums be melded in with another color of the building; and (2) that the canopies over the vacuum areas be removed, which would reduce the amount of blue color.

Commissioner Monachella noted her concern about seeing the blue balls while driving down Clayton Road and how they affect the aesthetics of the site.

Petitioner’s Response:

Mr. Kamp explained that the site includes 12 blue sun shades and 12 blue balls; however, the frames of the sun structures are anodized aluminum and the light poles are stainless steel – there are no other blue accessories. They feel the sun shades are necessary to allow customers to be shielded from the sun while vacuuming their vehicles. They also believe it is appropriate to have the accessories in the blue color to help brand the facility. Mr. Kamp indicated that they could possibly review changing the color of the mesh structures but the blue balls “add some uniqueness to their offering”. He also noted that the color selection for the mesh structures is limited to red, yellow, blue, or white. While the white color may tone down the color of the site, Mr. Kamp pointed out that white is not utilized anywhere else on the site and may appear out of place.

Vacuums

Commissioner Harris questioned whether there is a need for 12 vacuum bays. Mr. Kamp replied that this site has fewer vacuums than their other facilities currently in operation. They feel the need for 12 vacuum bays is accurate and pointed out that the zoning ordinance allows 12 vacuums.

Lighting within the Translucent Ceiling

Ms. Harashe explained that the lighting within the tunnel is not up-lighting and would be on until 8:30 p.m. every evening. It was the consensus of the Commission that the lighting was acceptable.

Petitioner's Response:

Mr. Kamp stated that the acrylic roof was designed for daytime operations so that when a customer is inside the tunnel, there is not a feeling of being closed in. All of the lights inside the tunnel are downcast; there is no uplighting that would project a glow.

Summary/Issues of Concern

After further discussion, it was the consensus of the Commission that the building and its colors are acceptable. The issues of concern were summarized as follows:

1. Fence Height/Sight Lines
2. Accessory color
3. Compatibility with the neighborhood

Rather than the proposed bright blue, it was suggested that the accessories be designed with a neutral color or made to match the color of the aluminum canopy frames or stainless steel light poles.

Several Commissioners indicated their thoughts that the fence and wall should remain at a height of 6 feet. In order to address the residents' concern, Commissioner Midgley asked if it would be possible to add two more feet to the wall. Mr. Kamp stated that: (1) he would need to know which wall is in question; and (2) questioned whether the extra height would appear too massive from the residents' viewpoint.

Ms. Jane Goldsmith, 2456 Baxton Way, then consulted with Mr. Kamp noting that the fence which goes around the structure is the one that needs to be taller. Mr. Kamp clarified that this is the wall which is at the "buttonhook of the wash".

Commissioner Schenberg felt there is a need for sight lines to get a clearer understanding of what will be seen from the residents' perspective. Mr. Wyse explained that the sight lines previously presented to the Planning Commission were changed during the zoning process. City Council approved the zoning with the revised sight lines, and those sight lines have not changed. Commissioner Tilman pointed out that at the time the walls and sight lines were being reviewed by the Planning & Public Works Committee, it had nothing to do with the aesthetics but related to the acoustics and how much sound could be blocked.

Discussion ensued as to whether to vote on the site development plan at this time or to hold it for alternate plans from the Developer.

Commissioner Rosenauer made a motion to postpone the vote until such time as the Petitioner can provide alternate plans and colors, including sight lines, for the proposed Site Development Plan. The motion was seconded by Commissioner Wuennenberg and **passed by a voice vote of 9 to 0.**

Mr. Kamp asked if there were any issues other than the fence height and accessory colors that the Commission wants addressed at the next meeting. Commissioner Tilman asked that consideration be given to using a neutral color at the top of the two towers rather than the proposed blue color.

- D. **Summit-Topgolf Lot A (Residence Inn)**: A Site Development Section Plan, Landscape Plan, Lighting Plan, Architectural Elevations and Architect's Statement of Design for a 3.7 acre tract of land located north of North Outer 40 Road and east of Boone's Crossing.

Commissioner Midgley, representing the Site Plan Committee, made a motion recommending approval of the Site Development Section Plan, Landscape Plan, Lighting Plan, Architectural Elevations and Architect's Statement of Design for **Summit-Topgolf Lot A (Residence Inn)**. The motion was seconded by Commissioner Wuennenberg.

Discussion

Commissioner Schenberg stated that while he is a fan of Marriott developments, he questioned whether the proposed building's aesthetics fit within the décor of the two adjacent properties; rather than the proposed dark materials, he suggested a better use of colors to better blend in with the two brightly-colored developments on either side of it.

Commissioner Tilman asked whether the lighting on the sports court will be subject to restricted hours. Planner Mike Knight explained that because the sports court is behind the building, there are no restricted hours for this lighting. Commissioner Tilman then asked if Staff has any issue with the type of fixture chosen for the sports court given that it could be lit late into the night. Mr. Knight replied that because of the light's positioning, it would actually lower some of the light levels compared to having two lights angled down on the court.

Chair Hansen referred to the parking area along the southern side of the site, which is screened by a row of bushes. She pointed out that in order for it to be an effective screen, the bushes need to be evergreen and allowed to grow to a significant height, otherwise there will be lighting issues from the highway and adjacent roads. Mr. Knight stated that the landscaping in this area was specifically designed to block the lighting and indicated that ARB's recommendation *to increase the landscaping along the front parking area to provide a continuous hedge along I-64* has been addressed by the applicant.

Chair Hansen agreed with Commissioner Schenberg's comments in that the design of the structure does not feel compatible with the area with respect to color and spirit of the surrounding buildings.

Commissioner Schenberg noted that the color scheme for Marriott's Springhill Suites tends to be brighter and would be more appropriate for this site. He then asked if a Residence Inn could have another property's color scheme. Ms. Kate Stock-Gitto replied that Marriott has design standards for each of their hotels. She also noted that the colors depicted on the screen in the Site Plan Committee meeting appeared darker than the elevations provided in the meeting packet. The only comment from ARB relating to color was substituting the white siding for the off-white color, and the applicant feels he has addressed this concern.

Commissioner Marino commented that TopGolf is not yet finished so he feels it cannot yet be determined as to whether the Residence Inn fits in with the site or not. He also noted that TopGolf and Residence Inn will be a significant distance apart and that ARB has approved the Residence Inn.

The vote to approve passed by a voice vote of 7 to 2 with Commissioners Hansen and Harris voting "no".

Councilmember Hurt asked if the minority opinion is based on the color. Commissioner Harris stated that she voted against it based on the color and because, in her opinion, it looks "rather cheap" because the white windows standing out against the proposed color gives it a builder's grade apartment-complex appearance. Chair Hansen noted that the subject site is a showplace area for the City and the building is "disappointing", with "part of it being the color, but it's the whole concept".

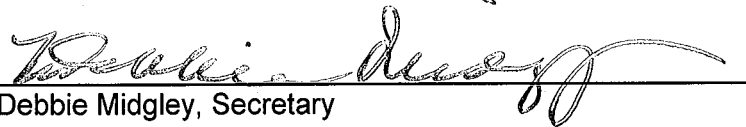
VIII. UNFINISHED BUSINESS - None

IX. NEW BUSINESS - None

X. COMMITTEE REPORTS - None

XI. ADJOURNMENT

The meeting adjourned at 8:43 p.m.


Debbie Midgley, Secretary