

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

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

I. ROLL CALL

PRESENT

Commissioner Wendy Geckeler
Commissioner Allison Harris
Commissioner Laura Lueking
Commissioner Debbie Midgley
Commissioner Mary Monachella
Commissioner James Rosenauer
Commissioner Steven Wuennenberg
Chair Merrell Hansen

ABSENT

Commissioner John Marino

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. Cecilia Dvorak, Project Planner
Ms. Cassandra Harashe, Project Planner
Ms. Mary Ann Madden, Recording Secretary

Chair Hansen acknowledged the attendance of Mayor Bob Nation; Councilmember Dan Hurt, Council Liaison; Councilmember Barbara McGuiness, Ward I; Councilmember Michelle Ohley, Ward IV; Councilmember-elect Mary Ann Mastorakos, Ward II; and Councilmember-elect Michael Moore, Ward III.

Chair Hansen also noted that Councilmember Tilman's term is ending soon and, on behalf of the Planning Commission, expressed appreciation for his service.

II. PLEDGE OF ALLEGIANCE

III. SILENT PRAYER

IV. PUBLIC HEARINGS – Commissioner Wuennenberg read the "Opening Comments" for the Public Hearing.

- A. **P.Z. 03-2018 Spirit Valley Business Park (Ordinance Amendment)**: A request to amend Ordinance 2745 to amend the height and setback restrictions for Lots 8 & 9B within an existing “PI” Planned Industrial District, for a 52.82 acre tract of land located south of Olive Street Road and east of Wardenburg Road.

STAFF PRESENTATION:

Project Planner Cecilia Dvorak stated that on page 1 of the Staff Report in the Summary section, third paragraph, the word *request* is missing a *q*, but the word should be *request*. She then stated that Lots 8 and 9B are on the southeast portion of the site and total 5.98 acres. The origin of the request is to permit an office development with an airplane hangar, which pulls access from the Spirit of St. Louis Airpark which surrounds Lots 8 and 9B to both the south and the east. Ms. Dvorak then provided the following information about the petition:

Comprehensive Land Use Plan

The Comprehensive Land Use Plan designates the subject site as *Industrial-Low Intensity*.

Requests

1. Amendment to the height restrictions for Lots 8 & 9B

The Petitioner is requesting an amendment to the height restriction to permit a 65-foot hangar on Lots 8 & 9B. The 65-foot height would only be permitted for the hangar while all other structures would be required to abide by the 40-foot height restriction.

Ms. Dvorak pointed out that surrounding areas have height restrictions ranging from 40 to 45 feet; however, directly to the east and south of Lots 8 & 9B is the Spirit of St. Louis Airpark which has no height restrictions.

2. Amendments to the setbacks

- a. Tarmac - The Petitioner is requesting an amendment to the language regarding setbacks to accommodate a tarmac, which would allow access for airplanes to the airport to the south and east. The ordinance does not currently address tarmacs in regards to the setback requirements, therefore this request is being made to ensure clarity. It was noted that Staff has no concerns with this request.
- b. Ancillary Structures - The Petitioner is requesting a change in the setback requirements to accommodate ancillary structures no closer than 25 feet from the east property line of Lot 9B. These ancillary structures include fuel tanks, trash enclosures, and other small structures affiliated with aircraft operations. The current structure setback restricts these particular items to 50 feet from the eastern property line.

Redline Changes

The following shows the proposed changes (*in red*) to the Attachment A:

Floor Area, Height, Building and Parking Structure Requirements

1. Height

- a. The maximum height of the hangars on Lots 8 & 9B shall not exceed sixty-five (65) feet.
- b. The maximum height of ~~the~~ all other buildings, exclusive of roof screening, shall not exceed forty (40) feet.

Setbacks

1. Structure Setbacks

No building or structure, other than a freestanding project identification sign, boundary and retaining walls, light standards, flag poles, ~~or~~ fences, or trash enclosures will be located within the following setbacks:

- a. Fifty (50) feet from the right-of-way of Olive Street Road.
- b. Fifty (50) feet from 18668 Olive Street Road.
- c. Fifty (50) feet from 18626 Olive Street Road.
- d. Fifty (50) feet from the eastern and western property lines of this development.
- e. Fifty (50) feet from the southern property line of this development.
- f. Fuel tanks, or small structures affiliated with aircraft operations shall be permitted no closer than 25 feet from the eastern boundary of Lot 9B.

2. No internal driveway or roadway, except tarmac or points of ingress and egress will be located within the following setbacks:

- a. Thirty (30) feet from the right-of-way of Olive Street Road.
- b. Three hundred fifty (350) feet from the southern property line.
- c. Two hundred seventy-five (275) feet from the eastern and western property lines of this development.
- d. Zero (0) feet from the eastern property line bearing N11°25'51"W.

Staff has no outstanding issues, therefore the Commission will have an opportunity to vote on this item later this evening, if so desired.

Discussion

Responding to questions from the Commission, Ms. Dvorak clarified the following:

- The Preliminary Plan shows future expansion of the hangar at a maximum height of 65 feet.
- Ordinance 1430, approved in 1998, pertains to the entire Airport subdivision and does not have a height restriction.

Chair Hansen asked for information regarding the distance from the proposed hangar to the nearest residences. Commissioner Wuennenberg replied that there is an approximate distance of one mile.

Mayor Nation questioned as to what type of aircraft would be accommodated in a 65-foot high hangar noting that larger planes generate more noise.

A number of Commissioners requested information regarding the heights of the existing hangars in this area.

PETITIONER'S PRESENTATION:

1. **Mr. Daniel Hayes**, Spirit Valley Development, 101 S. Hanley, St. Louis, MO.

Mr. Hayes stated that they have been approached by a substantial international company who is interested in having a hangar and offices constructed at Spirit Valley Business Park adjacent to the north runway. The Petitioner feels that retaining this company would be a great opportunity for both the private and public sectors of the City.

Mr. Hayes stated that he has had multiple meetings with John Bales, Director of Spirit of St. Louis Airport. Since Mr. Bales was unable to attend tonight's meeting, he sent a message conveying the Airport's strong support of this project noting that they "are excited about the additional aircraft services and numerous jobs it will support".

Mr. Hayes stated that both he and Mr. Bales believe the proposed project would be a catalyst in getting the north side of the airport developed. The proposed hangar and office space would provide high-end, high-tech engineering start-up jobs, along with high maintenance types of jobs for the community. He also explained that when the jets come in, they could remain here for up to six months so there will not be a constant coming and going of aircraft.

Mr. Hayes then addressed the Commission's questions regarding the requested 65-foot height of the hangar. He noted that the hangar doors will be 40 feet in height from the tarmac level; above the doors will be headers and the truss system which accounts for the requested 65 feet. Once the jets are inside the hangar, they are quite often jacked up as high as another four feet. There will be heaters placed within the roof structure, and the tail section, which is typically the tallest part of the plane, must be kept clear of them to prevent damage to the paint. Consequently, there must be enough clearance to accomplish this.

Discussion

During discussion, Mr. Hayes provided the following information:

- The Monsanto hangar is probably 50 feet in height, but this height created line of sight issues with the radar tower and Monsanto had to go to tremendous expense to correct the problem.
- The Petitioner has been in discussion with the FAA, MoDOT, the Levee District, and the City of Chesterfield regarding this project. Their client has indicated that they have contracts whereby they "could use the building today".
- They are in competition with one other city and hope to work through the process expediently.
- The proposed hangar would utilize approximately 42,000-45,000 square feet with around 15,000 square feet of office area. Any expansion will be limited by the amount of parking area and the amount of tarmac that will ultimately be built within the confines of the 30% open space requirement.

2. **Mr. Doug Bruns**, Stock & Associates Consulting Engineers, 257 Chesterfield Business Parkway, Chesterfield, MO.

Mr. Bruns stated that they are requesting consideration of a text amendment to Ordinance 2745 as it specifically relates to the height and setback restrictions for Lots 8

and 9B. They are requesting that the height restriction be increased from 40 feet to 65 feet for the hangar. Regarding the setbacks, they are requesting 25 feet on the east property line to allow for fuel storage tanks and ancillary outdoor storage sheds. They are also requesting the addition of “tarmac” to the setback language in Section I.C.2. of the Attachment A.

Discussion

Responding to Chair Hansen’s inquiry about fuel storage, Mr. Hayes stated that after the jets come in, the tanks are drained and the excess fuel is stored in a specific containment building, which is then hauled off as waste fuel. The jets are refueled by tankards that come onto the site. There is not a permanent storage of fuel on the site, nor any underground storage tanks.

SPEAKERS IN FAVOR: None

SPEAKERS IN OPPOSITION: None

SPEAKERS – NEUTRAL: None

ISSUES:

Commissioner Lueking asked for information on the height of the surrounding hangars.

Commissioner Wuennenberg read the Closing Comments for the Public Hearing.

V. APPROVAL OF MEETING SUMMARY

Commissioner Wuennenberg made a motion to approve the Meeting Summary of the March 26, 2018 Planning Commission Meeting. The motion was seconded by Commissioner Lueking and **passed by a voice vote of 6 to 0.** (*Commissioners Harris and Midgley abstained.*)

VI. PUBLIC COMMENT

P.Z. 12-2017 15320 Conway (SMS Group, LLC.)

1. **Mr. Sean Sortor**, Petitioner, 1717 Wilson Avenue, Chesterfield, MO

Mr. Sortor stated he was available for questions regarding P.Z. 12-2018 15320 Conway.

P.Z. 13-2017 St. Louis Family Church Campus (St. Louis Family Church)

The following individuals spoke **in favor of** P.Z. 13-2017 St. Louis Family Church Campus:

1. **Pastor Jeff Perry**, St. Louis Family Church, 17458 Chesterfield Airport Road, Chesterfield, MO.

Pastor Perry provided background information about himself, St. Louis Family Church, and the Church's ministry. After the 1993 flood, volunteers from the Church worked for two years during the recovery process and are now using this experience in Houston assisting victims of Hurricane Harvey.

The Church has outreach programs in drama and media, and it has been their dream to build something that is more consistent with the future. They have employed the services of an architect and have concluded that the standard industry for a sky loft is 80 feet noting that Chaminade's new facility is at the 80-foot standard.

Their JUMP program is in its 25th year with 6,000 children and 1,400 volunteers attending the two-week session. If the sky loft is approved, they feel it will improve and advance their position to continue to do their job with excellence.

Discussion

Commissioner Lueking reported that the Repertory Theatre has a building height of 34 feet with a 24-foot staging area and 10 feet of lofting area with catwalks and lights. She noted that the Church's requested height is double the height of their original staging area. Pastor Perry replied that the Rep Theatre seats approximately 750 while Family Church anticipates 3,500 seats, which creates a line-sight ratio with respect to the sloping seats in the back. The rationale for the 70-foot height is based on research for the ratio, size, and proportion of what they hope to do.

2. **Pastor Patsy Perry**, St. Louis Family Church, 17458 Chesterfield Airport Road, Chesterfield, MO.

Pastor Perry provided background information on the theatrical talent of Family Church's members and noted that for the past 25 years they have been ministering to the entertainment professionals in Los Angeles. Through working with the entertainment industry, they understand how important it is to provide high-quality entertainment for families in the community. They need a fly loft to produce professional, quality theater as part of the ministry of their Church. They have been advised by their contacts in the industry that an 80-foot fly area is what is needed to provide professional presentations. They have seen many families changed because of their presentations, so they feel their productions are extremely important to their mission – and it is important that they have a theater that can provide the quality they feel is necessary.

3. **Mr. Ed Fasnacht**, 1249 Field Avenue, Ellisville, MO.

Mr. Fasnacht stated that he has been a part of Family Church's staff since 1993. Inclusion and involvement is encouraged in everything they do and their JUMP productions can use up to 200 people. Drama productions are very important to them for the overall worship experience of St. Louis Family Church as it reflects a core aspect of their vision, mission, and culture of the church. A full fly loft of 80 feet would give them the ability to do the things that they desire to do in the realm of their productions. The proposed proscenium is anticipated to be 30-32 feet and the fly loft should be 2½ times the size of the proscenium.

4. **Mr. Jason Weems**, 1454 Highland Valley Drive, Chesterfield, MO.

Mr. Weems stated that he has been a member of St. Louis Family Church for approximately 11 years and volunteers in the audio/visual department. He and his wife were drawn to Family Church because of their outreach in the community and how it impacts people's lives. Their programs help them convey their message and connect with people, but the theater is constrained so it is critical that they be allowed to expand in order to achieve the vision of their church.

5. **Mr. Scott C. Trout**, 600 Kellwood Parkway, Chesterfield, MO.

Mr. Trout stated that he and his family have been members of Family Church since 1992 and have participated in the dramas, which have been a critical part of their lives. He related how Family Church's theater program positively impacted his son's life, which ultimately led to a musical theater degree and a position as an account executive at a large fashion-retail company. Mr. Trout stated that the Commission's decision is not just about the building, but how it will impact thousands of children in the future.

6. **Ms. Debbie Shaw-Franke**, 1520 Froesel Drive, Ellisville, MO.

Ms. Shaw-Franke stated that she is honored to speak on behalf of the performing arts and the expansion for St. Louis Family Church. Her family has been part of the Church for the past three decades. Through their performances in musicals and holiday productions at Family Church, her children have learned teamwork, camaraderie, and commitment, along with public speaking. She feels that the proposed expansion will take the professional level performing arts program to new heights, which will benefit all the children who are served by Family Church.

7. **Ms. Chelsea Spack**, 1 West 85th Street, New York, NY.

Ms. Spack stated that she is an actress in New York and is speaking as someone who is a product of Family Church's drama productions. Her participation in these productions led to an interest and skill-set in acting. After receiving a Master of Fine Arts degree, she began an acting career in New York. Her experience with Family Church taught her the importance of hard work, excellence, and the powerful and effective tool of theater when it is done well.

8. **Ms. Chelsea Perry**, 804 Streiff Lane, Ballwin, MO.

Ms. Perry stated that she is the Creative Director of the JUMP Kids Camp, and explained that the theater programs help children with social and emotional development. She believes that the proposed expansion will allow them do to more in reaching out to the children.

9. **Mr. Alan Chlebowski**, 5 Monarch Trace Court, Chesterfield, MO.

Mr. Chlebowski stated that he has a B.A. in drama and theatrical productions with an emphasis in design and technical theater. As a professional freelance lighting designer, he has opened over 125 shows. As an alumnus of Chaminade, he is aware that their theater has a 23-foot tall proscenium with a 55-foot fly loft on top of that. CBC's theater has an 18-foot proscenium with a 60-foot fly loft on top of it. COCA is planning a renovation of its campus with a new theater and anticipated fly loft. The industry

standard for a fly loft is 75-85 feet in order to hide the entire curtain and any scenery that is not being used.

10. **Mr. Mike Doster**, 16090 Swingley Ridge Road, Chesterfield, MO.

Mr. Doster stated that he is on the development team of St. Louis Family Church. He noted that Family Church has done great things in the community through its ministry. Their theater programs are part of their worship and part of presenting their message. Mr. Doster noted that Mr. Chlebowski presented information about theater design from the technical side. Mr. Doster also stated his opinion that he believes the fly loft should remain at the industry norm of 80 feet, but in the spirit of compromise, they have agreed to reduce the height to 70 feet but this will be tight for the purposes of what they hope to achieve. He noted that the proposed stage will be in the center portion of their 35-acre campus, which will be approximately 2,000 feet from the nearest home on the bluffs.

11. **Mr. Brian Van Winkle**, Vessel Architecture & Design, 600 Emerson, Creve Coeur, MO.

Mr. Van Winkle stated that he is the architect for the project. Responding to Commissioner Lueking's question as to whether people would be in the fly loft, he explained that the very top of the fly loft is not considered a habitable space; but there is a service referred to as the grid. This grid is a steel structure to which everything gets tied, and needs at least seven feet of head space for someone to walk around in. Consequently, the 39 feet shown on the drawing is actually reduced to 32 feet when the grid and walking space are taken into consideration, so every bit of the flyway is needed for the sets.

VII. SITE PLANS, BUILDING ELEVATIONS AND PLATS - None

VIII. UNFINISHED BUSINESS

- A. **P.Z. 12-2017 15320 Conway (SMS Group, LLC.)**: A request for a zoning map amendment from the "R-3" Residence District to a "PC" Planned Commercial District for a 0.93 acre tract of land located on the south side of Conway Road, approximately 500' west of the intersection of Conway Road and Chesterfield Parkway (18S310348).

Project Planner Cassie Harashe stated that the Public Hearing for this petition was held on September 25, 2017. Since then, the Petitioner has made one significant change to the Preliminary Plan by increasing the building setback from the highway an additional five feet.

At the time of the Public Hearing, the Petitioner requested 40 uses. Concerns were expressed with respect to many of the requested uses due to the intensity, access, and small size of the site. The Applicant has since reduced the number of uses to 29, as shown below.

Public/Recreational

1. Art Gallery
2. Art Studio
3. Banquet Facility
4. Recreational Facility
5. Museum

Office

6. General
7. Dental
8. Medical

Commercial/Sales

9. Bakery
10. Bar
11. Brewery
12. Brew-Pub
13. Coffee Shop
14. Grocery-Community

15. Grocery-Neighborhood

16. Restaurant, Sit Down
17. Restaurant, Fast Food
18. Restaurant, Take-Out
19. Retail Sales Establishment-Community
20. Retail Sales Establishment-Neighborhood
21. Retail Sales Establishment-Regional

Service

22. Drugstore
23. Financial Institution-No Drive-Thru
24. Hotel and Motel
25. Nursing Home
26. Veterinary Clinic

Educational

27. College/University
28. Kindergarten or Nursery School
29. Specialized Private School

The 21 uses shown in **red** indicate the uses still found to be in conflict with the direction received at the Public Hearing. For example, *Retail sales establishment-regional* has a minimum square footage requirement so large it could not comply with the maximum square footage, building height, and FAR being requested. All of the above uses have been included in the draft Attachment A, but any may be removed through a motion of the Planning Commission.

Parking and Structure Setbacks were also discussed at the Public Hearing wherein the Commission requested that the Petitioner evaluate as to whether larger setbacks could be achieved. The only change to the setbacks has been an increase from 5 feet to 10 feet of the structure setback along the interstate.

Below is a comparison of the setbacks being requested compared to the properties to the east and west.

Parking Areas				
	Conway	I-64/US 40	East	West
Subject Property	5 feet	5 feet	5 feet	5 feet
Property to East	18 feet	18 feet	13 feet	10 feet
Property to West	10 feet	13 feet	15 feet	15 feet

Structures				
	Conway	I-64/US 40	East	West
Subject Property	20 feet	10 feet	20 feet	20 feet
Property to East	86 feet	50 feet	20 feet	60 feet
Property to West	10 feet	20 feet	10 feet	30 feet

An implication of these setbacks is a reduced landscape buffer. Conway Road and I-64 require a 30-foot landscape buffer per the Unified Development Code (UDC). With a 5-foot parking setback, this buffer will not be able to be fully installed. There is a possibility that MoDOT may allow plantings in their right-of-way, but this is not guaranteed.

The applicant is also requesting a modification to the open space requirement from 35% to 20%. If the Planning Commission chooses to approve the requested reduction, it requires a separate motion with a 2/3 majority vote for passage.

Ms. Harashe noted that the Attachment A has been created based on the Petitioner's requests, and that the Planning Commission may take action on this item tonight if so desired.

Discussion

During discussion, the following items were reviewed and clarified, as necessary:

Uses: In reviewing the requested uses, Staff called out those uses (*shown in red above*) which were deemed unsuitable for the site based on either traffic flow or compatibility with uses on adjacent properties.

Traffic Flow: It was noted that it is difficult to access the site. For example, if a motorist is traveling north on Chesterfield Parkway, he would be unable to make a left turn onto Conway Road to access the site. One would have to travel past Conway Road, turn around in an adjacent subdivision, and then head south on Chesterfield Parkway to be able to turn right onto Conway. Alternatively, a motorist could access the site from Swingley Ridge Road.

The applicant, Mr. Sean Sortor, was then asked to come forward to provide additional clarification in response to questions from the Commission. The following items were reviewed:

Adjacent Properties

Mr. Sortor stated that he has spoken to the owners of the two adjacent lots – the Stallones on the west side and Sachs Properties on the east side. There will be a shared entrance if these properties are developed. Mrs. Stallone had expressed an earlier concern with the proposed structure setback from the highway as she felt it would potentially block viewing of the building proposed for the Stallone site. To address her concern, an architectural rendering with sight lines was produced, which showed that any future structure on the Stallone site would have visibility to westbound traffic traveling along I-64/US 40.

Open Space Reduction/Infrastructure

Noting that the request includes a reduction in open space from 35% to 20% and that the adjacent properties have open space requirements of 40% and 45%, Commissioner Geckeler inquired as to the justification for a 20% open space on the subject site. Mr. Sortor explained that there are no utilities in the general vicinity requiring a heavy infrastructure cost to provide them. With a 20% open space, they would be able to offset some of the high costs of (1) bringing the utilities into the site, and (2) providing streetscape improvements to City standards.

There is a general feeling that none of the three parcels have yet been developed due to the lack of infrastructure and the high cost of installing it. Once the first extension of infrastructure is brought in, there is a better probability that the other two parcels will be developed. Mr. Sortor also pointed out that he has been unable to get the other two property owners to participate in bearing the cost of the infrastructure.

Councilmember Hurt advised Mr. Sortor that the City requires all utilities to be installed underground per the Unified Development Code.

Uses

The Petitioner has had interest expressed in the site from medical office users, office users, financial service companies, and technology companies. At one point, a fast-foot restaurant user had expressed interest but has since withdrawn so Mr. Sortor indicated his agreement with having all the restaurant uses removed from his request.

During additional discussion, Mr. Sortor stated he was amenable to removing all the uses outlined by Staff as being inappropriate for the site with the exception of the *veterinary* use.

Commissioner Wuennenberg made a motion to approve P.Z. 12-2017 15320 Conway with an amendment to the Attachment A that the following permitted uses be removed:

- | | |
|--------------------------|---|
| 1. Banquet facility, | 11. Restaurant-Fast Food |
| 2. Recreational facility | 12. Restaurant-Take-Out |
| 3. Bakery | 13. Retail Sales Establishment-Community |
| 4. Bar | 14. Retail Sales Establishment-Neighborhood |
| 5. Brewer | 15. Retail Sales Establishment-Regional |
| 6. Brew-Pub | 16. Drugstore |
| 7. Coffee Shop | 17. Hotel and Motel |
| 8. Grocery-Community | 18. Nursing Home |
| 9. Grocery-Neighborhood | 19. Kindergarten or Nursery School |
| 10. Restaurant-Sit Down | 20. Specialized Private School |

The motion was seconded by Commissioner Midgley. **Upon roll call, the vote was as follows:**

**Aye: Commissioner Harris, Commissioner Lueking,
Commissioner Midgley, Commissioner Monachella,
Commissioner Rosenauer, Commissioner Wuennenberg,
Commissioner Geckeler, Chair Hansen**

Nay: None

The motion passed by a vote of 8 to 0.

Commissioner Rosenauer made a motion to amend the Attachment A to allow a reduction in the open space requirement from 35% to 20%. The motion was seconded by Commissioner Harris.

Discussion

Chair Hansen reminded the Commission that a 2/3 affirmative vote is necessary for passage.

Commissioner Midgley voiced her opinion that a 20% open space requirement is too much of a reduction. Mr. Sortor stated that he has spoken to MoDOT about planting in their right-of-way and they have indicated verbally that they are amenable to the idea.

Commissioner Geckeler noted that the two adjoining parcels have open space requirements of 40% and 45%, and while she appreciates the problems associated with the high cost of installing infrastructure, she feels that 20% open space would not be compatible with the two adjacent lots.

Mr. Sortor stated that one of the reasons the parcels have not been developed is because there is not enough developable space due to the required open space percentages. He also stated that it is his intention to provide nice landscaping of the site.

Commissioner Rosenauer noted his agreement that the land is difficult to develop and feels it is appropriate to reduce the open space requirement to encourage development of the site.

Commissioner Monachella expressed concern that the two adjacent parcels will have a lot more greenery than the subject site if the reduction is allowed, which could negatively affect the look of the entire three-parcel site.

Mr. Sortor explained that they intend to incorporate landscaping both within the MoDOT setback area and within the 10-foot setback area along I-64/US 40. He feels that visually, from the highway, the landscaping will appear uniform. It was noted that there are no development plans at this time for the adjacent parcels.

Mayor Nation stated his feeling that a 20% reduction would be justified for the subject site because the adjacent lots will have higher open space percentages at 40% and 45%.

If approved at 20% open space, Commissioner Wuennenberg stated that it is quite probable that the adjacent property owners will also request a reduced open space requirement.

When asked if a larger open space percentage is feasible, Mr. Sortor explained that with the 10-foot building setback from the highway, it prevents them from doing a whole lot more within the developable space. When asked if the proposed building could be increased from one story to two stories, Mr. Sortor stated it would be cost prohibitive because of the need for elevators, etc.

During additional discussion, it was clarified that the Comprehensive Plan designated the land use for the site as *Urban Core*, which has a 30% open space requirement.

Upon roll call on the motion to reduce the open space requirement to 20%, the vote was as follows:

**Aye: Commissioner Midgley, Commissioner Rosenauer,
Commissioner Wuennenberg, Commissioner Harris,
Chair Hansen**

**Nay: Commissioner Lueking, Commissioner Monachella,
Commissioner Geckeler**

The motion failed by a vote of 5 to 3.

Commissioner Wuennenberg made a motion to amend the Attachment A to allow a reduction in the open space requirement from 35% to 25%. The motion was seconded by Commissioner Rosenauer.

Upon roll call, the vote was as follows:

Aye: Commissioner Midgley, Commissioner Rosenauer,
Commissioner Wuennenberg, Commissioner Harris,
Chair Hansen

Nay: Commissioner Monachella, Commissioner Geckeler,
Commissioner Lueking

The motion **failed** by a vote of 5 to 3.

Commissioner Geckeler made a motion to amend the Attachment A to allow a reduction in the open space requirement from 35% to 30%. The motion was seconded by Commissioner Lueking.

Upon roll call, the vote was as follows:

Aye: Commissioner Monachella, Commissioner Rosenauer,
Commissioner Wuennenberg, Commissioner Geckeler,
Commissioner Harris, Commissioner Lueking,
Commissioner Midgley, Chair Hansen

Nay: None

The motion **passed** by a vote of 8 to 0.

Commissioner Wuennenberg made a motion to approve **P.Z. 12-2017 15320 Conway**, as amended. The motion was seconded by Commissioner Midgley.

Upon roll call, the vote was as follows:

Aye: Commissioner Rosenauer, Commissioner Wuennenberg,
Commissioner Geckeler, Commissioner Harris,
Commissioner Lueking, Commissioner Midgley,
Commissioner Monachella, Chair Hansen

Nay: None

The motion **passed** by a vote of 8 to 0.

- B. **P.Z. 13-2017 St. Louis Family Church Campus (St. Louis Family Church)**: A request for a zoning map amendment from a "PC" Planned Commercial District, "PI" Planned Industrial District, and "C-8" Planned Commercial District to a new "PC" Planned Commercial District for 35.3 acres located on the southern side of Chesterfield Airport Road 675 feet east of its intersection with Long Road and north of Edison Avenue 575 feet east of its intersection with Long Road. (17U140102, 17U140405, 17U140131, 17U230353, 17U230232, 17U120364).

Project Planner Cassie Harashe stated that the Public Hearing for this petition was held on November 13, 2017. A subsequent Issues Meeting was held on March 26, 2018 at which time the Petitioner revised their request to: (1) remove the *vocational school* use request; (2) increase the development's total square footage from 400,000 to 600,000; and (3) increase the maximum height from 50 feet to 80 feet for the fly loft portion of the worship center building only. The *vocational school* use has been removed from the draft Attachment A, and the square footage has been increased to 600,000.

Since the last meeting, the Petitioner has reduced the maximum height of the fly loft from 80 feet to 70 feet, and has provided two exhibits to clarify the height request and to show the distance from the fly loft. The fly loft portion of the building is to be set back approximately 2,000 linear feet from the closest residential home on the bluff. Staff has included lighting restrictions in the Attachment A indicating that no lighting can be installed above 50 feet unless safety lighting is required by the Spirit of St. Louis Airport or the FAA.

Following packet distribution, the Petitioner reached out and provided their preferred language regarding the height restrictions for the development, as noted below.

- a. *The maximum height of the fly loft portion of the theater within the Worship Center building ("Fly Loft"), exclusive of rooftop equipment and screening, shall not exceed seventy (70) feet.*
- b. *The maximum height of the remaining portion of the Worship Center and all other buildings, exclusive of rooftop equipment and screening, shall not exceed fifty (50) feet ("Main Roofline"), except that a roofline with a maximum height between fifty (50) feet and seventy (70) feet shall be allowed for the Worship Center to permit the height transition between the Main Roofline and the top of the Fly Loft.*

If the Commission would like to use the Petitioner's language, it would need to be included in the Commission's motion.

Staff's review has concluded and the Planning Commission may take action on this item tonight if they so choose.

Discussion

During discussion, the following items were reviewed and clarified, as necessary:

Height Comparison

The megascreen portion of the Marcus Theatre in Chesterfield Valley has a height of 69'9".

Orientation of the Building

Commissioner Rosenauer asked if the building footprint would be oriented to have the 100-foot length perpendicular to Edison Avenue. Mr. Doster replied that the design or footprint of the Worship Center and fly loft have not yet been done. A conceptual drawing has been provided to show how the sky loft would function within the worship center building. At the site plan stage, a site plan will be submitted which will set the footprint and show architectural information.

Mr. Van Winkle, architect for the development, stated that his firm was engaged for programming and master planning services. They have done some preliminary work on how the buildings may lay out on the site and it appears that there will be a north-south orientation of the building, but Mr. Van Winkle emphasized that these are not finished building plans and could change.

Location of the Sky Loft Building within the Site

Discussion was held on where the sky loft building would be situated within the campus with relationship to its distance from Edison Road. Commissioner Wuennenberg asked that language be added to the Attachment A giving a specific measurement of where the sky loft building would be located

Precedent-Setting

Commissioner Geckeler expressed concern that the 70-foot height could set a precedent. Discussion followed wherein it was noted that the Marcus Theater has a height of 69'9" and the proposed fly loft portion of the theater within the Worship Center building would have a height of 70'. It was felt that because these two uses are *theaters*, it would be justification for allowing a taller height for such a use.

Commissioner Wuennenberg made a motion to approve P.Z. 13-2017 St. Louis Family Church Campus with a height limitation of 70 feet for the sky loft, which is to be located no further south than the southern line of Sports Fusion's property.

The motion was seconded by Commissioner Geckeler.

Discussion

Commissioner Rosenauer noted his preference that the 70-foot sky loft section be at a north-south orientation allowing an east-west exposure of the screen in relationship to the bluffs. Mr. Doster asked that the Commission not impose such a requirement at this time and reminded them that the Petitioner will be required to submit a site plan at the site plan stage. He noted that the Commission would have the option of rejecting any site plan that is not amenable to them.

Commissioner Lueking acknowledged her appreciation for the Family Church's mission and ministry, but stated her objection to the 70-foot maximum height restriction for a building in the middle of the Valley.

Upon roll call, the vote to approve the above motion was as follows:

**Aye: Commissioner Wuennenberg, Commissioner Geckeler,
Commissioner Harris, Commissioner Midgley,
Commissioner Monachella, Commissioner Rosenauer,
Chair Hansen**

Nay: Commissioner Lueking

The motion passed by a vote of 7 to 1.

So that he can relay the information to Council, Councilmember Hurt asked for clarification on what the Commission is seeking with respect to the building's orientation. Chair Hansen explained that the building dimensions are 40 feet wide and 100 feet long

with a maximum height of 70 feet. The Commission's preference is that the 40-foot side of the building face the bluffs rather than the 100-foot side.

- A. **P.Z. 03-2018 Spirit Valley Business Park (Ordinance Amendment)**: A request to amend Ordinance 2745 to amend the height and setback restrictions for lots 8 & 9B within an existing "PI" Planned Industrial District, for a 52.82 acre tract of land located south of Olive Street Road and east of Wardenburg Rd.

In response to the Commission's earlier request for information on the height of the surrounding hangars, Project Planner Cecilia Dvorak explained that because many of the sites were zoned by St. Louis County prior to the City's incorporation, Staff does not have information on those hangars. However, Staff was able to determine that the Anheuser-Busch hangar is 44 feet tall.

Commissioner Midgley then asked if this petition is farther away from the bluffs. Ms. Dvorak confirmed that the subject site is 1.2 miles from the bluffs.

Commissioner Monachella expressed concern about the size of the planes that will utilize the hangar and fly over the residential area noting that if the hangar size is restricted, the plane sizes will also be restricted. Commissioner Wuennenberg pointed out that the runway is built for a specific size plane, and those planes will be coming in and out regardless of the hangar size.

Mayor Nation stated that the Petitioner has indicated that the hangar will be used for aircraft maintenance, so those planes utilizing the hangar could be there for a matter of months. In addition, the proposed hangar would be located on the north side of the north runway, which is furthest away from the residences so his previous concern about noise has been alleviated.

Mr. Hayes confirmed that the planes using the hangar would not be any larger than planes already landing at the airport. He added that he has seen statistics showing that by 2030, half of the private jets in the world will be long-distance planes requiring larger-sized hangars.

Commissioner Harris stated that she does not live near the airport, but frequently hears the noise generated from planes using the airport and has concerns about the amount of traffic coming into the airport. Her neighborhood now has to incorporate a noise clause in any sales contracts, which was not required when she purchased her home 14 years ago.

Commissioner Lueking expressed concern about setting a precedent of a 65-foot hangar height.

Mr. Hayes pointed out that the site next door could currently put a 100-foot hangar just east or south of the site, however, they have a public/private partnership for this project, and if not approved, the user will most likely locate in Tulsa.

Commissioner Geckeler made a motion to approve P.Z. 03-2018 Spirit Valley Business Park. The motion was seconded by Commissioner Monachella.

Upon roll call, the vote was as follows:

**Aye: Commissioner Geckeler, Commissioner Harris,
Commissioner Lueking, Commissioner Midgley,
Commissioner Monachella, Commissioner Rosenauer,
Commissioner Wuennenberg, Chair Hansen**

Nay: None

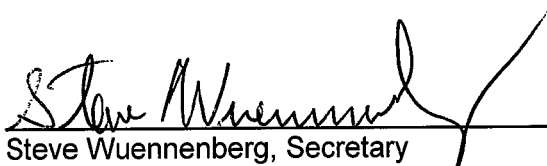
The motion passed by a vote of 8 to 0.

IX. NEW BUSINESS - None

X. COMMITTEE REPORTS - None

XI. ADJOURNMENT

The meeting adjourned at 9:45 p.m.


Steve Wuennenberg, Secretary