

**PLANNING COMMISSION  
OF THE CITY OF CHESTERFIELD  
MAY 11, 2020**

**VIRTUAL MEETING VIA ZOOM**

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 James Rosenauer  
Commissioner Gene Schenberg  
Commissioner Jane Staniforth  
Commissioner Guy Tilman  
Commissioner Steven Wuennenberg  
Chair Merrell Hansen

Mayor Bob Nation  
Councilmember Mary Ann Mastorakos, Council Liaison  
Mr. Michael Lindgren, representing City Attorney Christopher Graville  
Mr. Justin Wyse, Director of Planning  
Mr. Mike Knight, Assistant City Planner  
Mr. Chris Dietz, Planner  
Ms. Annisa Kumerow, Planner  
Ms. Mary Ann Madden, Recording Secretary

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

**II. PLEDGE OF ALLEGIANCE**

**III. SILENT PRAYER**

**IV. PUBLIC HEARINGS – None**

**V. APPROVAL OF MEETING SUMMARY**

Commissioner Tilman made a motion to approve the Meeting Summary of the April 27, 2020 Planning Commission Meeting. The motion was seconded by Commissioner Midgley.

Upon roll call, the vote was as follows:

**Aye:** Commissioner Harris, Commissioner Marino,  
Commissioner Midgley, Commissioner Rosenauer,  
Commissioner Staniforth, Commissioner Tilman,  
Commissioner Wuennenberg, Chair Hansen

**Nay:** None

**Abstained:** Commissioner Schenberg

The motion passed by a vote of 8 to 0.

## VI. PUBLIC COMMENT

The following Speakers were all representing the Petitioners for their respective projects:

### A. Fairfield Suites

1. Mr. Jim Otis, 1850 Craigshire Road, Suite 103, St. Louis, MO – available for questions.

### B. Summit TopGolf – ASDCP

1. Mr. George Stock, Stock & Associates Consulting Engineers, 257 Chesterfield Business Parkway, Chesterfield, MO – available for questions.

### C. Summit TopGolf – iFLY SDSP

1. Mr. George Stock, Stock & Associates Consulting Engineers, 257 Chesterfield Business Parkway, Chesterfield, MO – available for questions.

### D. TSG Chesterfield Airport Road – Jaguar Land Rover

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

Mr. Stock informed the Commission that the Petitioner is proposing 4 flowering trees, 52 shrubs, and 360 perennials along the north property line, along with 124 shade trees scattered throughout the site as mitigation plantings.

In addition to the mitigation trees, the overall landscaping on Lot 2 includes 55 shade trees, 45 evergreen trees, 26 flowering trees, 287 shrubs, 42 perennials, 8 ornamental grasses, 2,295 forbs, and 3,318 native grasses/groundcover plants.

The Petitioner is also offering one amendment to the Landscape Plan whereby 6 shade trees will be relocated to the north property line, bringing the total to 10 trees along the north property line.

2. Mr. Jordan Aron, Green Bay Properties, 150 Skokie Highway, Lake Bluff, IL

Mr. Aron provided the following information:

- **Landscape and trees:** Six trees will be added to the frontage of the property along the highway - two at the east, two at the center of the property, and two at the west of the property. He noted that the design of the building lends itself to having a full and unobstructed view of the 'beautiful dramatic' showroom, and that 'too many trees would defeat the design and intent of the building'.
- **Building changes:** Numerous changes have been made to the building to fulfill the desires of the Architectural Review Board, all of which had to be submitted and approved by the global Jaguar Land Rover design team. Changes include:
  - Replacement of the corrugated metal with precast concrete;
  - Addition of windows, definition, and surface texture; and
  - Removal of elements that had a 'negative impact' according to staff and the ARB.

Mr. Aron also noted that the summary contains an error which states, "*The second change is the addition of corrugated aluminum panels in a smooth painted finish over the service door on the west elevation.*" The *smooth painted finish* is precast concrete to match the element above the front door on the north elevation.

Staff states that "*two aluminum service doors are proposed on the north elevation*" when they are actually *high speed doors*, consisting primarily of shatterproof LEXAN glass slats. The doors operate at 100 inches per second and assist in lowering energy costs and reduce environmental impact by reducing energy loss. "Top-to-bottom, full-width window slats provide extra safety and a high-tech look to promote an enviable image of cutting-edge operations."

They feel the changes made to the original design have met the full extent of the Architectural Review Board's intention, specifically regarding the concept of a four-sided building that has equal attractiveness of architectural elements on all facades, and how it relates to the west elevation. They have taken care to make sure that all portions of the building are equally uniform in materials and attractiveness as the primary façade.

3. Mr. Robert Flubacker, Robert Flubacker Architects Ltd. – Project Architect, 1835 Rohlwing Road, Rolling Meadows IL

Mr. Flubacker pointed out that the aluminum glass overhead doors are vehicle entrance doors into a service ride-up area of the building, which is a very public part of the building.

#### **E. TSG Chesterfield Airport Road - Record Plat**

1. Mr. George Stock, Stock & Associates Consulting Engineers, 257 Chesterfield Business Parkway, Chesterfield, MO – available for questions.
2. Mr. Sam Adler, the Staenberg Group, 2127 Innerbelt Business Center Drive, St. Louis, MO – available for questions.

## VII. SITE PLANS, BUILDING ELEVATIONS AND PLATS

- A. **Fairfield Suites ASDP:** An Amended Site Development Plan, Landscape Plan, Lighting Plan, Architectural Elevations and Architect's Statement of Design for a 2.84-acre tract of land zoned "PC" Planned Commercial District located northwest of the intersection of Conway Road and Chesterfield Parkway East.

### Request

Planner Chris Dietz stated that the request is for an 88-room hotel building with a single-story parking structure located beneath the proposed hotel. There is also an upward-facing decorative light fixture at the entrance of the proposed building, which requires Planning Commission approval.

The proposed hotel would bring the total rooms on site to 180 from the existing 92. It was also noted that the existing restaurant building is to be demolished to accommodate parking demand.

### Comprehensive Plan - Urban Core

Mr. Dietz reviewed the Comprehensive Plan Policies relevant to this request.

- High-Density Development – High-density development encourages clustering of buildings with diverse building form through minimum restrictions for building height, open space and setback requirements.
- Multi-modal Transportation Choices – Should accommodate a variety of motorized and non-motorized transportation choices such as mass transit, pedestrian, and vehicular.
- Parking Structures – The use of parking structures in the Urban Core is encouraged.

### Site Plan

- The proposed plan shows 26.78% Open Space, which meets the 26% requirement.
- The proposed Building Height of 62'4" is under the allowed Maximum Building Height of 65'0".
- The proposed F.A.R. of .86 is at the maximum allowed.
- A Modification of Standards request for a 17% reduction of required parking and one less loading space was approved administratively. The plan proposes 180 parking spaces which equals one space/hotel room.

### Landscape Plan

The Landscape Plan depicts two landscape buffers: a 10-foot buffer along Conway Road; and a 15-foot buffer along East Chesterfield Parkway. The entrances and existing monument sign will be replanted, and the trash enclosure will be fully screened by deciduous and evergreen plantings. The existing water feature and landscaping located at the intersection will remain. The Landscape Plan is compliant with the Unified Development Code.

## **Lighting Plan**

Mr. Dietz noted that while most of the proposed lighting fixtures are utilitarian in nature, the accent lighting at the entrance to the hotel requires Planning Commission approval as they are upward-facing decorative sconces.

## **Architectural Review Board Input**

In April 2020, the Architectural Review Board recommended approval with two conditions:

- Proposed brick material to match that of the existing structure; and
- Proposed parking garage louvers to match either the color of the EIFS or the brick of the proposed building.

The Applicant has since fulfilled these conditions.

## **Discussion**

### **Roofs**

Commissioner Wuennenberg asked whether the Architectural Review Board had any discussion relative to the differences between the two roofs of the building – one having architectural shingles and one being a flat roof. It was noted that the original submission generated a lot of discussion among the members of the ARB, which prompted the Applicant to ask for a hold in order to address the concerns raised. The ARB acknowledged that the current submittal meets the UDC guidelines of having a ‘cohesive design of the entire site’. Mr. Wyse, Director of Planning, added that the ARB challenged the property owner to either create a stark divide between the buildings or better blend them together. ARB commended the property owner and architect on addressing their concerns.

Mr. Otis also responded to the question about the roof designs noting that the ‘thinking was to try to blend the two together to have a nice aesthetic look’. He noted that the eye level view of the roofs will be very minimal.

### **Design**

Chair Hansen asked the Petitioner to provide information on the ‘custom design and upgrades’ noted in the narrative statement. Mr. Otis referred to the color and design choices of the exterior façade, the location of the porte cochere, architectural features, and the way the two buildings attach as custom design. He also pointed out that all the public areas and common space are ‘truly a custom project’.

### **Parking**

Councilmember Mastorakos noted that the parking is 180 spaces for 180 rooms, and questioned where employees would park in the event the hotel is at full capacity. Mr. Otis stated that past experience from their other properties has shown that the lots are 60-70% filled on their best nights. This takes into account clients sharing vehicles, using airport transportation, taxis, and other services such as Uber and Lyft. Mr. Dietz added that Staff has no concerns with the proposed parking.

**Commissioner Tilman made a motion recommending approval of the Amended Site Development Plan, Landscape Plan, Lighting Plan, Architectural Elevations and Architect’s Statement of Design for Fairfield Suites. The motion was seconded by Commissioner Schenberg.**

**Upon roll call, the vote was as follows:**

**Aye:** Commissioner Marino, Commissioner Midgley,  
Commissioner Rosenauer, Commissioner Schenberg,  
Commissioner Staniforth, Commissioner Tilman,  
Commissioner Wuennenberg, Commissioner Harris,  
Chair Hansen

**Nay:** None

The motion passed by a vote of 9 to 0.

- B. Summit—Topgolf (ASDCP):** An Amended Site Development Concept Plan for a 22.2 acre tract of land located north of North Outer 40 Road and east of Boone's Crossing.

Mr. Mike Knight, Assistant City Planner, provided the following information about the Amended Site Development Concept Plan for Summit-Topgolf:

**Request**

The request is to amend the Site Development Concept Plan to distinguish four lots - A, B, C1, and C2 compared to the current site configuration of three lots - A, B, and C.

**Amended Site Development Concept Plan**

The subject site is zoned "PC" Planned Commercial and is governed under Ordinance Number 3039. The proposed Amended Site Development Concept Plan shows the same lot configuration and access points off of North Outer 40 Road as the approved Preliminary Development Plan.

**Discussion**

Commissioner Tilman made a motion recommending approval of the Amended Site Development Concept Plan for Summit—Topgolf. The motion was seconded by Commissioner Midgley.

During discussion it was noted that there are not yet any plans for Lot C1.

Commissioner Schenberg asked for clarification between the approved Preliminary Development Plan and the proposed Amended Site Development Concept Plan. Mr. Knight explained that the Preliminary Development Plan is associated with the governing ordinance followed by a subsequent concept plan and section plans that are reviewed when the development comes in. The Preliminary Development Plan and the proposed Amended Site Development Concept Plan are essentially the same configuration.

**Upon roll call, the vote was as follows:**

**Aye:** Commissioner Midgley, Commissioner Rosenauer,  
Commissioner Schenberg, Commissioner Staniforth,  
Commissioner Tilman, Commissioner Wuennenberg,  
Commissioner Harris, Commissioner Marino,  
Chair Hansen

**Nay:** None

The motion passed by a vote of 9 to 0.

- C. **Summit-Topgolf, Lot C2 (iFLY) SDSP:** A Site Development Section Plan, Landscape Plan, Lighting Plan, Architectural Elevations and Architect's Statement of Design for a 1.6 acre tract of land located north of North Outer 40 Road and east of Boone's Crossing (17T520116)

Mr. Mike Knight, Assistant City Planner, provided the following information about the proposed iFLY project:

### **Overview**

In March 2019, City Council approved Ordinance 3039, in which it subdivided Lot C into two lots (Lots C1 and C2) on the Preliminary Development Plan, and changed much of the development criteria for Lot C2 including an increase in the maximum building height of Lot C2 from 60-65 ft. The Site Development Section Plan for Lot C2 depicts a proposed building to be 65 ft in height.

### **Code Requirements and Design Policies**

Mr. Knight reviewed the code requirements regarding general building design; facades in Chesterfield Valley; and commercial buildings. He also reviewed the Chesterfield Valley design policies relative to lighting of buildings along I-64; automobile parking for buildings along I-64; pedestrian circulation; and facades of buildings along I-64 and arterial roadways.

### **Site Development Section Plan**

The proposed Site Development Section Plan depicts a 6,713 sq. ft. building to be used as an indoor sky diving facility. The site has 56% open space and 38 parking spaces with the potential of shared parking with Lot C1. The plan also shows the same pedestrian access point as seen on the concept plan and associated preliminary development plan, with cross access to possible future development to the east. Pedestrian access includes a sidewalk across Lot C2 and around the building, along with a sidewalk across Lots C1 and B, which then adjoins to the Topgolf facility. A storm water channel also runs through the site.

### **Landscape Plan**

The proposed Landscape Plan shows a 30' landscape buffer along North Outer 40; 62 additional trees; and 95 shrubs and large grasses. Screening is also provided around the transformer and trash enclosure. Mechanical units are located on top of the building behind parapets at the first-floor level.

### **Lighting Plan**

Proposed lighting includes all flat-lensed, fully-shielded fixtures with light levels meeting City code. There are two proposed decorative features including wall sconces that shine both upwards and downwards. The upwards lighting from the sconces does not extend beyond the first level of the building.

### **Architectural Review Board Input**

In April 2020, the Architectural Review Board recommended approval with two conditions:

- Doors to match the elevation color; and
- Joint paneling on the side of the building to match the joint paneling on the front of the building

The Applicant has since fulfilled those conditions

## Discussion

**Commissioner Schenberg** 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 C2 (iFLY)**. The motion was seconded by Commissioner Tilman.

Commissioner Schenberg stated that the Architectural Review Board had concerns about the building's exterior as presented in the original submission, and then noted the significant changes made in the current submission to bring up the standards of the exterior of the building. Chair Hansen added that the ARB was 'highly complimentary to the Applicant and appreciated their genuine attempt to accomplish a much better building'.

Responding to Chair Hansen, Mr. Knight explained how the iFLY facility is accessible from the levee trail.

Councilmember Mastorakos questioned whether the outer road will be extended to front the TopGolf site. Mr. Knight replied that the storm water master channel prevents such an extension.

Councilmember Midgley expressed concern about the limited number of parking spaces (36 spaces) for the site. Mr. Knight stated that the site is on the high end of the maximum spaces allowed, which is based on the square footage of the facility. It is also anticipated that parking will be shared with Lot C1.

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

**Aye: Commissioner Rosenauer, Commissioner Schenberg, Commissioner Staniforth, Commissioner Tilman, Commissioner Wuennenberg, Commissioner Harris, Commissioner Marino, Commissioner Midgley, Chair Hansen**

**Nay: None**

**The motion passed by a vote of 9 to 0.**

- D. TSG Chesterfield Airport Road, Lot A (Jaguar Land Rover):** A Site Development Section Plan, Landscape Plan, Mitigation Plan, Lighting Plan, Architectural Elevations and Architect's Statement of Design for a 8.728 acre tract of land zoned "PC" Planned Commercial District located north of Chesterfield Airport Road and east of Long Road.

## History

Planner Annisa Kumerow summarized the ordinances and plans approved for the subject site from the record plat establishing two lots in 1995 to approval of an ordinance amendment in 2020 allowing *automobile dealership* as a permitted use, along with two-story construction on the site.

## Zoning and Land Use

The site is zoned 'PC' Planned Commercial with a "*Mixed Commercial*" use designation, which allows *retail, low-density office, and limited office/warehouse facilities*



### **Site Plan**

The proposed site plan shows a 31,000 square-foot automobile dealership at a height of 26'4". Proposed materials include aluminum composite panels, aluminum building panels, precast concrete panels, and butt-glazed glass. The site has an F.A.R. of 0.10. Two vehicular access points are shown off Arnage Road, along with a 5' sidewalk along Arnage Road. A 5' internal sidewalk is also depicted on the site.

### **Parking**

There are 112 total parking spaces proposed on the site for customer, employee, and service parking. A separate 187 spaces are proposed for outdoor storage, as defined in the governing ordinance.

### **Landscape Plan**

Due to the initial clearing of the site, the site includes mitigation plantings. Plantings are also included on the east, west, and south property boundaries, as well as throughout the parking area.

Typical of most development along the I-64 corridor, there is a storm water master channel and a 100 year floodway line. A 30-foot landscape buffer is also required for all development along I-64.

While the applicant has proposed 4 trees, 52 shrubs, and pollinator beds along 500 ft. of northern frontage, it is Staff's determination that the landscaping is of a much lower density than other properties along I-64. Staff has communicated this to the applicant, and the applicant has requested to move forward with the proposed landscaping.

### **Lighting Plan**

The proposed parking fixtures are flat lensed and fully shielded. The proposed lighted bollards at the front of the building require Planning Commission approval. Lot A includes street lighting which is also included in this lighting plan.

### **Code Requirements and Design Policies**

Ms. Kumerow reviewed the code requirements regarding general building design; facades in Chesterfield Valley; and commercial buildings.

She also reviewed: (1) the Comprehensive Plan policies relative to Chesterfield Valley regional retail and low intensity industry; sidewalks; and cross-access circulation; and (2) the Chesterfield Valley design policies relative to facades of buildings along I-64 and arterial roadways; lighting of buildings along I-64; automobile parking for buildings along I-64; and pedestrian circulation.

### **Architectural Review Board Input**

The Architectural Review Board met on March 12, 2020 and voted to recommend approval with the following conditions:

1. To further enhance the concept of a four-sided building that has equal attractiveness of architectural elements on the front façade (show room) with the sides and rear (service area).
2. Introduce a higher quality material, possibly the concrete tilt-up panel vs. the corrugated metal as a primary material.

All of the conditions have been addressed by the applicant. The applicant has made improvements in regard to replacing the corrugated aluminum with precast concrete

panels, and has added precast concrete panels over the service door on the west elevation. However, these changes have not met the full extent of the ARB's intention.

### **Discussion**

**Commissioner Schenberg made a motion recommending approval of the Site Development Section Plan, Landscape Plan, Mitigation Plan, Lighting Plan, Architectural Elevations and Architect's Statement of Design for TSG Chesterfield Airport Road, Lot A (Jaguar Land Rover).** The motion was seconded by Commissioner Rosenauer.

### **Landscaping**

Staff reviewed the landscaping of other developments along I-64, including McBride Design, iFLY, and Residence Inn, and found that the subject site proposes substantially less landscaping per 100 feet of frontage than the other developments.

Commissioner Rosenauer stated that the Petitioner, Mr. Aron, pointed out that there is a reduced amount of plantings for the subject site in order to increase the visibility of the building, which is part of their brand objective. As such, Commissioner Rosenauer noted that he has no objection to this, and added that the vehicle dealerships along Highway 40 do not have much foliage between the buildings and the highway.

Mr. Wyse, Director of Planning, also pointed out that the Applicant has proposed relocating six shade trees to the northern property line, which would need to be included as an amendment to the motion if the Planning Commission chooses to accept their proposal.

Mr. Stock added that the subject site is unique in that it is heavily-landscaped with 124 mitigation shade trees. To address the deficiency along the north property line, they propose relocating six of the shade trees to the north property line bringing the total to ten in that area, along with all of the other proposed shrubs and plantings along the north property line.

**Commissioner Schenberg made a motion to amend the motion to approve with the condition that six shade trees be relocated along the north property line.** The motion was seconded by Commissioner Tilman.

**Upon roll call, the vote was as follows:**

**Aye: Commissioner Schenberg, Commissioner Staniforth,  
Commissioner Tilman, Commissioner Wuennenberg,  
Commissioner Harris, Commissioner Marino,  
Commissioner Midgley, Commissioner Rosenauer,  
Chair Hansen**

**Nay: None**

**The motion passed by a vote of 9 to 0.**

### **Building Design**

Mr. Aron explained that the north elevation is the showroom part of the building. As one drives past the building, you are able to see directly into the showroom because of the large glass frontage creating drama both during the day and at night. Numerous changes were made to the south side of the building to meet ARB's requests by changing materials and adding horizontal windows. The west elevation has very high-

end Alucobond metal panels over approximately one-third of the building with a very large butt-glazed glass garage door, where customers pick up their new cars.

Mr. Flubacker, Project Architect, explained how the building was conceptually designed. Portions of the building are identified by both color and materials. The showroom has the highest finishes of the building; the second public access area of the building – the service ride-up bays on the east side of the building – are also clad with the higher-end Alucobond panels as this portion of the building interfaces with the customers. The service and parts department (south portion of the building) is clad in corrugated, precast concrete. There is an effort in the design of the facades of the building to identify uses within the building by the materials and colors utilized.

**Upon roll call, the vote to approve, as amended, was as follows:**

**Aye: Commissioner Staniforth, Commissioner Tilman,  
Commissioner Wuennenberg, Commissioner Harris,  
Commissioner Marino, Commissioner Midgley,  
Commissioner Rosenauer, Commissioner Schenberg,  
Chair Hansen**

**Nay: None**

**The motion passed by a vote of 9 to 0.**

- E. TSG Chesterfield Airport Road:** A Record Plat for a 13.023 acre tract of land zoned “PC” Planned Commercial District located north of Chesterfield Airport Road east of Long Road (17U510084).

Planner Annisa Kumerow presented the record plat for TSG Chesterfield Airport Road noting that a record plat is the instrument which dedicates lots, common ground, easements, and road right-of-way for future roads within a development or a portion thereof. Once a plat is recorded, the new lots may be sold to individual owners.

The subject record plat substantially conforms to the approved Site Development Concept Plan, and would establish five new lots for development. The plat also includes a private roadway extension off Arnage Boulevard on Lot A, as well as an expansion of the north/south connection between Chesterfield Airport Road and Arnage Boulevard.

#### **Discussion**

Commissioner Tilman made a motion recommending approval of the Record Plat for TSG Chesterfield Airport Road. The motion was seconded by Commissioner Schenberg.

#### **Access Points/ Curb Cuts**

Staff confirmed that: (1) the primary access points to the subject site are from Arnage Boulevard and from expansion of the north-south route; and (2) the existing curb cuts along Chesterfield Airport Road for Lots B, C and D will be eliminated. Mr. Wyse, Director of Planning, pointed out that the ordinance for the site prohibits any additional access to Chesterfield Airport Road. In addition, the Preliminary Development Plan and the Concept Plan show the curb cuts being removed.

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

**Aye: Commissioner Tilman, Commissioner Wuennenberg,  
Commissioner Harris, Commissioner Marino,  
Commissioner Midgley, Commissioner Rosenauer,  
Commissioner Schenberg, Commissioner Staniforth,  
Chair Hansen**

**Nay: None**

The motion passed by a vote of 9 to 0.

#### **VIII. UNFINISHED BUSINESS**

Chair Hansen announced that the City's traffic engineering consultant, GBA, will present the update to the travel demand model during the May 27<sup>th</sup> Planning Commission meeting. A copy of the report has been added to the *Envision Chesterfield* website and the Commission was asked to review it prior to the next meeting.

#### **IX. NEW BUSINESS**

#### **X. COMMITTEE REPORTS**

#### **XI. ADJOURNMENT**

The meeting adjourned at 8:30 p.m.

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Gene Schenberg, Secretary