

**PLANNING COMMISSION
OF THE CITY OF CHESTERFIELD
AT CHESTERFIELD CITY HALL
SEPTEMBER 12, 2005**

The meeting was called to order at 7:03 p.m.

I. PRESENT

Mr. David G. Asmus
Mr. David Banks
Mr. Fred Broemmer
Dr. Maurice L. Hirsch, Jr.
Dr. Lynn O'Connor
Mr. Thomas Sandifer
Ms. Victoria Sherman
Chairman Stephanie Macaluso

ABSENT

Ms. Lu Perantoni

Councilmember Mike Casey, Council Liaison
City Attorney Doug Beach
Mayor John Nations
Ms. Teresa Price, Director of Planning
Ms. Annissa McCaskill-Clay, Assistant Director of Planning
Ms. Christine Smith-Ross, Project Planner
Ms. Mary Ann Madden, Planning Assistant

Chair Macaluso acknowledged the attendance of Mayor John Nations; Councilmember Mike Casey, Council Liaison; Councilmember Jane Durrell, Ward I; Councilmember Barry Streeter, Ward II; and Councilmember Bruce Geiger, Ward II.

II. INVOCATION: Commissioner Broemmer

III. PLEDGE OF ALLEGIANCE - All

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

- A. **P.Z. 21-2005 STAGES St. Louis Performing Arts Center:** A request for an “MAA” Museum and Arts Area Procedure in two (2) parcels of land located near the intersection of Chesterfield Parkway and Highway 40. Total acreage included in the request is 8.175 acres. Parcel A is zoned C-8 Planned Commercial (16185 Chesterfield Parkway West/18S410163) and Parcel B is zoned “PC” Planned Commercial District (16396 Chesterfield Airport Road/18S410239).

Annissa McCaskill-Clay, Assistant Director of Planning, gave a PowerPoint presentation showing photos of the subject site and surrounding area. Ms. McCaskill-Clay stated the following:

- At the Public Hearing of 8/22/05, the Petitioner’s legal description of the site was incorrect. A corrected legal description has been submitted for this Public Hearing.
- The subject site is located in the Urban Core, also known as the Chesterfield Village, centered at the intersection of I-64/US 40 and Clarkson Road/Olive Boulevard.
- Designation as a museum and arts area qualifies property for additional uses beyond those permitted or conditional uses in the zoning district in which the property is located.
- The setbacks are established in the conditions of the governing ordinance that is created.
- Parking requirements must meet those set forth in the Zoning Ordinance.
- **Sign Criteria:** Gross square footage of all signs on the lot can not exceed two times the lineal feet of the lot frontage.
- Marquee signs may not project more than one foot beyond the length of the building.
- Horizontal and vertical projection of signs must be approved on the Preliminary Plan.
- Street banners are permitted, however dimensions and time limitations for them have to be established.

PETITIONER’S PRESENTATION:

1. Mr. Chuck Foster, Architect for STAGES, 1111 S. Glenstone, Springfield, MO. stated the following:
 - The original submittal stated the site was 7.8 acres; actually the site is 8.175 acres – this includes the parcel adjacent to the First Baptist Cemetery.
 - The petitioner is requesting that the setbacks on the north and the east be amended to 50’.
 - It was noted that Sachs Properties is donating the subject property to STAGES. If for any reason this project does not go forward, the petitioner is requesting the inclusion of a clause that would remove the overlay once the property goes back

to Sachs. Attorneys for both Sachs and the City have approved the proposed clause.

2. Mr. Ron Gibbs, Managing Director for STAGES, 2625 South Kingshighway, St. Louis, MO stated he was available for any questions from the Commission.

SPEAKERS IN FAVOR: None

SPEAKERS IN OPPOSITION: None

SPEAKERS – NEUTRAL: None

Commissioner Banks read the Closing Comments for Public Hearing **P.Z. 21-2005 STAGES St. Louis Performing Arts Center.**

- B. P.Z. 23-2005 City of Chesterfield (Tree Manual):** A request to repeal City of Chesterfield Ordinance 2138 and replace it with a new ordinance that revises the procedures and requirements for reviewing and approving landscape plans, tree stand delineations, and tree preservation plans.

Project Planner Nick Hoover gave a PowerPoint presentation and stated the following:

- The main purpose of the amendment to the Tree Manual is to integrate the tree preservation procedure with the required City of Chesterfield submittal process.
- It was noted that the Tree Stand Delineation Plan, Tree Preservation Plan and Landscape Plan will now be required for more planning phases.
- The major change pertains to Clearing and Grading Permits, which will require Planning Commission approval for reductions in tree canopy of more than 10%; for a new reduction in tree canopy greater than 70%; and for the removal of any Monarch trees that were previously shown as preserved.
- The changes also modify the responsibilities of the City Arborist. It is intended that the Arborist will be reviewing the site, as opposed to just the plans.
- Corrections have also been made to the Ordinance to increase readability.
- The following spreadsheet was presented showing the Planning Phase, what plans are required, who will review the plans, and the decision-making authority.

City of Chesterfield Planning Phase	Plan Submittal*	Entity Review	Decision Making Authority
Rezoning	Tree Stand Delineation	Staff Review, City Arborist to review site at the request of the Department of Planning.	Planning Commission to approve plans and make recommendations for trees to be preserved
Preliminary Plan/ Site Development Concept Plan	Tree Stand Delineation, Tree Preservation Plan, Conceptual Landscape Plan	Staff Review	Planning Commission
Site Development Plan	Tree Stand Delineation, Tree Preservation Plan, Landscape Plan	Staff Review	Planning Commission
Site Development Section Plan	Tree Stand Delineation, Tree Preservation Plan, Landscape Plan	Staff Review	Planning Commission
Subdivision Plan	Tree Stand Delineation, Tree Preservation Plan, Landscape Plan	Staff Review	Planning Commission
Municipal Zoning Approval^	Tree Stand Delineation, Tree Preservation Plan	Staff Review	City Staff
Clearing or Grading Permit	Approved Tree Preservation Plan with no modifications from approved TPP plan	Staff Review, City Arborist to review Tree Protection measures prior to approval of permit	City Staff - If no modifications from approved TPP
Clearing or Grading Permit	Approved Tree Preservation Plan with modifications from approved TPP plan	Staff Review, City Arborist to review Tree Protection measures prior to approval of permit	City Staff- if modifications less than 10% reduction in preserved canopy
Clearing or Grading Permit	Tree Preservation Plan with modifications from approved TPP plan	Staff Review, City Arborist to review Tree Protection measures prior to approval of permit	Planning Commission Review- if modifications more than 10% reduction in preserved canopy; or if new reduction total is greater than 70% removal of existing canopy; or when removing a monarch tree previously shown as preserved.
Bond Release	No plan submittal required	City Arborist to review trees approved to be preserved are saved	City Staff Review

SPEAKERS IN FAVOR: None

SPEAKERS IN OPPOSITION: None

SPEAKERS – NEUTRAL: None

ISSUES:

1. Review where the 30’ wide buffer strip will be on collector streets in subdivisions. (Referring to Chart on page 15 of the Tree Manual). Mr. Hoover stated that the language could be amended to state: *“Lots rearing or siting on to a collector or arterial roadway would be required to have a 30’ wide buffer.”*
2. Review the possibility of removing crab apple trees from parking lot islands and ends of rows.

Commissioner Banks read the Closing Comments for Public Hearing **P.Z. 23-2005 City of Chesterfield (Tree Manual)** noting that the earliest possible date the Planning Commission could vote on the subject petition would be October 10, 2005.

V. APPROVAL OF MEETING MINUTES

Commissioner Sherman made a motion to approve the minutes of the August 22, 2005 Planning Commission Meeting. The motion was seconded by Commissioner Sandifer and **passed by a voice vote of 8 to 0.**

VI. PUBLIC COMMENT

1. Mr. Eugene Devore, Greater Missouri Builders, 1551 Wall Street, Suite 220, St. Charles, MO speaking **as the petitioner** for **Brunhaven** stated the following:
 - Regarding issues raised about the architectural elevations, Speaker noted that the elevations do have some variance – each elevation has a dormer unto itself and there are bay windows.
 - Regarding landscaping issues, Speaker requested approval contingent upon Staff approval of the buffering.

2. Mr. Michael Watson, President of the CVA Board, 1505 Walpole, Chesterfield, MO speaking **in opposition** to **Justus Pointe at Chesterfield Village** stated the following:
 - He is aware of the quality homes built by Bruno Homes.
 - The CVA includes the Oaks and Sycamore Subdivisions, as well as the proposed development of Justus Pointe. The Oak and Sycamore Subdivisions include 148 homes built on 24 acres – about 6.2 units per acre.
 - Bruno Homes proposes 48 homes on 2.3 acres – about 20.1 units per acre.
 - The homeowners have concerns regarding the following:
 - Density of the development;
 - Impact of building density on the character of the community;
 - The architectural compatibility with existing structures;
 - The effect of traffic on their community, as well as Justus Post Road;
 - Guest parking spaces;
 - Tandem parking garages;
 - Whether the proposed development enhances the community;
 - Technical compliance with the City’s ordinances.
 - They would like to pursue alternatives to the existing proposal.

3. Mr. Richards Bruno, 7801 Forsyth Blvd., St. Louis, MO speaking **as the petitioner** for **Justus Pointe at Chesterfield Village** stated the following:
 - He feels the merits of the project will stand on their own.
 - The density of the project is well below the permitted density under the ordinance passed prior to Chesterfield’s incorporation.

- The project is an alternative to mid-rise buildings, which they felt would not be compatible with the surrounding neighborhood.
 - Over the years, they have built a reputation of complementing the architecture of existing neighborhoods. Bruno Homes is a niche builder – not a tract builder.
4. Ms. Valerie Steele, 1541 Milbridge, Chesterfield, MO speaking **in opposition** to **Justus Pointe at Chesterfield Village** stated the following:
- She has lived at this address for the past 12 years.
 - She bought her home because of the aesthetics of the area.
 - She feels the proposed site should have a prime product since it is on prime real estate.
 - Speaker has concerns about cars parking along Milbridge.
 - Speaker has concerns about boxy, apartment-like buildings, which have no visible front doors, exposed staircases, sliding patio doors, small balconies, and brick and vinyl siding with vinyl shake accents.
 - The existing community includes front doors, fireplaces, full basements, usable 2-car garages, stamped cobble-stone driveways and a New England Village appearance.
 - The existing homes range in square footage from 1400-2500 sq. ft. and have a resale price from \$190,000-\$300,000.
 - The proposed development has square footage from 1200-1700 sq. ft. and will start at \$220,000.
 - Speaker has concerns about the parking garages being used for storage instead of parking.
 - Oaks Subdivision has approximately 75 guest parking spaces for 104 homes. Recently, 22 of these parking spaces were utilized on a Saturday morning. Speaker has concerns about overflow parking for Justus Pointe.
 - She does not feel the proposed design is a compatible fit for the small amount of acreage.
5. Mr. Don Gravlin, President of Sycamore Subdivision, 1581 Springport, Chesterfield, MO speaking **in opposition** to **Justus Pointe at Chesterfield Village** stated the following:
- He has been a resident of Chesterfield Village for the past 25 years.
 - He has concerns about the density of 48 units on 2.4 acres compared to the surrounding 6 homes per acre.
 - Speaker noted that the revenues to be derived from the proposed 48 units averaging \$300,000 equates to about \$14 million. If 36 upscale 2-story townhouse units, averaging \$400,000, were built, the same overall revenue could be achieved.
 - The homeowners are concerned about parking. The Village Trust Indentures prohibit overnight parking on the private streets except in the guest parking areas. Since Milbridge is a private street, it cannot be included in any parking space quota to be met by the proposed development.

- There is concern that the proposed tandem parking garages are not feasible for two cars – that a second car would be parked on the street.

Responding to questions from the Commission, Mr. Gravlin stated the following:

- Oaks Subdivision is attached units comprising 103 residential units. Sycamore has separate homes comprising 45 units. Each subdivision has its own Indentures. There is a Master Association called Chesterfield Village, which includes the common ground of the lake, pool and clubhouse. The Master Association would have domain over the proposed development. It has a number of regulations that seem to be incompatible with the proposed development.

6. Mr. Dan Wofsey, Attorney for CVA, One Metropolitan Square, St. Louis, MO speaking **in opposition** to **Justus Pointe at Chesterfield Village** stated the following:

- They have identified several areas that appear to be non-compliant with the requirements of the Chesterfield R6 zoning as follows:
 - It appears that the setbacks lines between Buildings 3 and 6 are not in compliance.
 - Parking spaces along Milbridge in front of Buildings 3, 4 and 5 fail to meet certain setback requirements.
 - Parking spaces along Buildings 3, 4 and 5 are not properly shielded.
 - It appears that the stairs coming down from the front of the units fail to be in the right location and encroach upon the setback lines on the front of the buildings.
- They would like to have Building 6 eliminated. In doing so, the following could be achieved:
 - Buildings 3, 4 and 5 could be moved back from Milbridge.
 - There could be additional landscaping, berms and walkways in front of Buildings 3, 4 and 5.
 - The City and builder would be able to maintain trees and vegetation in the area to the north of the proposed Building 6.
 - It would preserve the vista from Justus Post Road to the lake.
 - Parking could be placed in front of the buildings.
 - The tandem parking could be reduced.
 - It could reduce the density.

Commissioner Banks asked if Mr. Wofsey was referring to the Chesterfield Village ordinance or the City's ordinances passed years later. Mr. Wofsey replied that it is his understanding the proposed project must comply with the R6 standards, and a quick review of the proposed plans by an architect noted several areas of non-compliance.

Regarding setbacks, City Attorney Beach stated that the proposed project falls under an implementing ordinance of St. Louis County from the early 1970s, which identified Chesterfield Village. The ordinance approving the multi-family project is not as specific with setbacks as the City's ordinances. In 1996, the City adopted the old St. Louis County ordinance and now requires it to comply with the City's R6.

7. Ms. Mary Mickelson, 1532 Charlemont, Chesterfield, MO **in opposition** to **Justus Pointe at Chesterfield Village** indicated she would pass on speaking.

8. Mr. John Ampleman, 16320 Bellingham, Chesterfield, MO speaking **in opposition** to **Justus Pointe at Chesterfield Village** stated the following:
 - He does not feel the tandem parking garages will be feasible for two cars.
 - He has concerns about visitor parking.

9. Mr. Ed Mickelson, 1532 Charlemont, Chesterfield, MO speaking **as a neutral party** regarding **Justus Pointe at Chesterfield Village** stated the following:
 - He has visited other homes built by Bruno Homes and feels they are quality homes.
 - Homes in Chesterfield average between \$400,000-\$500,000. Some homes are in the millions.
 - The proposed Phase I calls for 24 starter homes at \$220,000 and 24 other units at \$320,000. The total 48 units will gross \$12,962,000.
 - He hopes that an alternative plan will be sought – one that is upscale. For example, reducing the number of units by 1/3 and increasing the price to \$450,000 would result in 32 units grossing \$14,400,000.
 - By decreasing the density, the site would be affected as follows:
 - Less use of the pool and clubhouse;
 - Reduced parking problems;
 - Reduced traffic problems;
 - Reduced stress on the Fire and Police Departments;
 - Increased revenue for Parkway School District and the City of Chesterfield.

10. Mr. Rick Clawson, ACI Boland Architects, 11477 Olde Cabin Road, St. Louis, MO speaking **for the petitioner** for **P.Z. 28-2004 Blue Valley (Agricola Associates, L.L.C.)** addressed the following issues:
 - **Issue of open space calculated on the plans:** It is just for the area of development in front of the berm. It does not include any of the area behind the berm in the flood plain.
 - **Pedestrian access and sidewalks:** They have designed strong sidewalk and pedestrian access among the buildings as they relate to each other in each node.
 - **Access along the entire drive throughout the middle of the development:** They have worked with their Civil Engineer to pipe the drainage areas and ditches underground along the entire center road, which allows for a better landscaped sidewalk area along the entire internal serpentine drive throughout the site.
 - **Bike racks:** If a motion is made to add bike racks into site development, the developer and team are open to it.
 - **Permitted uses – Item kk:** They will work with Staff regarding amending or removing Item kk.

Responding to questions from the Commission, Mr. Clawson stated the following:

- **Regarding outdoor sales:** Outdoor sales/retail would include statuary, landscaping items, ponds, and plantings. The outdoor retail will be in a segregated area – it will not place items on a parking lot for sale. The outdoor retail will be integrated into the landscape architecture. If a user wants to have outdoor statuary or fountains, they will be integrated into their actual site plan. There will be sidewalks and walk areas through the different displays of fountains, statuary or landscape items. This would be part of their open space calculations.

11. Mr. John Wagner, 17107 Chesterfield Airport Road, Ste. 300, Chesterfield, MO speaking **for the petitioner** for **P.Z. 28-2004 Blue Valley (Agricola Associates, L.L.C.)** stated the following:

- The outdoor sales is meant to be incorporated into the open space – maintaining about 40% open space for the entire site.

12. Mr. Gary Olsen, 232 South Woods Mill Road, Chesterfield, MO speaking **for the petitioner** for **P.Z. 8-2005 St. Luke's Episcopal Presbyterian Hospitals** stated the following:

- St. Luke's Hospital and Mr. & Mrs. Cowe have reached an agreement to allow the hospital to acquire their property. This property is between Parcel B on the south and the church on the north. They will review the potential uses of this property and will submit a separate application for rezoning in the future.
- They continue to meet with Ladue Farms to discuss their concerns – including access to their subdivision.

13. Mr. Bob Boland, Principal with ACI Boland, 11477 Olde Cabin Road, St. Louis, MO speaking **for the petitioner** for **P.Z. 8-2005 St. Luke's Episcopal Presbyterian Hospitals** gave a slide presentation of the site and stated the following:

- The slides show a series of sections of the site; a series of photographs of the existing site; and a series of photographs with the proposed development superimposed into the photographs of the existing site.
- St. Luke's has increased the 20' buffer that is required by the ordinance.
- They have made a significant attempt to be a good neighbor by trying to incorporate this project into the environment.

Responding to questions from the Commission, Mr. Boland stated the following:

- The vertical and horizontal scales are the same in the cross section views presented.
- A 3-D model will not give a proper representation of what would be seen from the ground. The slide show presented attempts to portray what would be seen from a car or as a pedestrian.
- If the 50' setback requirement is enforced, Parcel C could not be developed under the MU district. If the Commission approves the 50' setback, St. Luke's would seek a variance to the issue.

- The proposal submitted shows Parcel C about 126' from the residence. From the property line, it is 66'. The lot's overall width is approximately 100-125' at the narrow end. The setbacks around the outside are about 25-30'.
- The trees shown on the slides replicate what can be saved and what will be additionally planted to the existing tree buffers. There will be a mixture of mature trees supplemented with new trees.
- The hospital would be receptive to public art on the site.
- Some portions of the parking lot will be exposed to the highway while other portions of it won't be exposed.
- Rooftop equipment will be shielded by a sloped roof.

14. Mr. Mike Doster, attorney, 17107 Chesterfield Airport Road, Ste. 300, Chesterfield, MO speaking for the petitioners for **P.Z. 8-2005 St. Luke's Episcopal Presbyterian Hospitals** and **P.Z. 28-2004 Blue Valley (Agricola Associates, L.L.C.)** stated he would first address issues regarding St. Luke's from the Staff Report dated September 7, 2005:

- **Regarding the impact on Brooking Park:** They have been in contact with representatives of Brooking Park. Brooking Park has previously expressed its approval of the proposed plans. Brooking Park will be submitting its own amended plan, which will reflect St. Luke's plans and its impact on Brooking Park.
- **Regarding impact on adjacent residential:** Since the Cowe property will be acquired, these issues have been mitigated. Meetings have been held with the Flaggs with respect to the residential property adjacent to Parcel C. The proposed plan reflects an attempt to address all of the concerns expressed by Mrs. Flagg.
- **Regarding adherence to the Comprehensive Plan:** They feel they are fulfilling the purpose of the Comprehensive Plan in meeting the public interest.
- **Regarding definitions of all the proposed and ancillary uses:** They are willing to work with Staff on this issue.

Responding to questions from the Commission regarding **P.Z. 28-2004 Blue Valley (Agricola Associates, L.L.C.)**, Mr. Doster stated the following:

- **Regarding open space for outdoor sales:** They believe outdoor sales relate to open space – not green space. They are looking for an overall open space requirement for the entire development. Currently, the calculation is at 41% for the entire proposed site. The situation may arise where a particular lot is not at 40% - it may be less, which means they would have to make it up somewhere else. They think the outdoor sales could qualify as open space because it consists of the walkways, the fountains and water features. Or if it is hard surface, then it would have to be deducted from the open space calculation to be made up somewhere else. They do not intend to stack outdoor sales on top of permitted retail space.
- **Regarding roadway improvements:** They are asking for a threshold of 150,000 sq. ft. of occupied space within the development before the improvements are substantially completed. The 150,000 sq ft. is the Petitioner's belief at this point as to what the threshold ought to be. They have asked CBB to analyze this to

determine if this is an appropriate threshold. The analysis is not complete at this time.

15. Mr. George Stock, Stock & Associates Consulting Engineers, 257 Chesterfield Business Parkway, Chesterfield, MO speaking **for the petitioner** for **P.Z. 8-2005 St. Luke's Episcopal Presbyterian Hospitals** stated he would address some of the issues contained in the Staff Report of September 7, 2005:

- **Regarding storm water detention:** They are working with Public Works on this issue as it pertains to the main campus.
- **Regarding South Woods Mill Road:**
 - Maintenance of proposed street connecting Route 141 to Old Woods Mill Road and The relocation of the intersection of South Woods Mill Road and Brooking Park: To date, they have not received any comments from MoDOT relative to these issues. CBB is facilitating a joint meeting with the petitioner, the City and MoDOT to address these items.
 - Improvements to South Woods Mill Road: Petitioner would like this issue to remain open even though the Staff Report shows it as being addressed. The position of Public Works is contrary to the previous meetings and discussions he has had with Staff relating to drainage.

16. Ms. Julie Nolfo, Professional Traffic Operations Engineer with Crawford, Bunte & Brammeier, 1830 Craig Park Ct., St. Louis, MO speaking **for the petitioners** for **P.Z. 28-2004 Blue Valley (Agricola Associates, L.L.C.)** and **P.Z. 8-2005 St. Luke's Episcopal Presbyterian Hospitals** stated the following:

- **Regarding Blue Valley:**
 - There were a number of extensive road improvements that were recommended in conjunction with the development. These improvements are not only development-driven, but also relate to opening up the whole west end of the Valley for continued development addressing issues along Olive Street Road and Chesterfield Airport Road.
 - The road improvements require extensive right-of-way acquisition along Olive Street Road, as well as up and along Chesterfield Airport Road – well beyond the proximity of the proposed site.
 - The developer is requesting 150,000 sq. ft. as a threshold. CBB is reviewing this to see if it is an appropriate threshold for certain road improvements.
- **Regarding St. Luke's Hospital:**
 - One of the identified traffic issues dealt with the current proximity of Ladue Farms Drive to the signalized intersection of 141 and St. Luke's. They are in the process of coordinating a meeting with MoDOT, the City's Public Works Department, Ladue Farm Estate Trustees, St. Luke's and CBB to find a feasible solution for all parties involved. It is expected that this meeting will take place within the next 7 days.

Responding to questions from the Commission, Ms. Nolfo stated the following:

- **Regarding Blue Valley:**

- There are some road improvements that are needed for the development and those will need to go in with any level of development. However, over \$500,000 of the road improvements have nothing to do with the proposed development – this would be the section along Olive Street Road. Those are the types of improvements that would be subject to a trigger.
- Regarding triggers/improvements: The traffic signal on Olive Street Road and the improvement coming out of the development would be triggered rather early - if not immediately - because it purely development-driven to provide a safe means of egress. The relocation of Olive Street Road and Chesterfield Airport Road needed to occur long before this development was proposed. This improvement would perhaps be triggered at a much higher level of square footage of development. There are about 7-8 more road improvements that would be triggered somewhere in between these two triggers.

17. Mr. James Mettes, 13757 Conway, St. Louis, MO 63141 speaking **in opposition** to **P.Z. 8-2005 St. Luke’s Episcopal Presbyterian Hospitals** stated the following:

- Regarding Parcel C, Speaker thought the road was to be relocated substantially to the west in order to get the building and parking lot on the property. If the road is relocated, he questioned whether the trees would have to be removed.

18. Mr. John Gleason, Trustee of Ladue Farm Estates, 13491 Ladue Farm Road, Chesterfield, MO speaking as a **neutral party** regarding **P.Z. 8-2005 St. Luke’s Episcopal Presbyterian Hospitals** stated the following:

- Ladue Farm Estates is the neighborhood immediately north of St. Luke’s Hospital consisting of over 50 homes which share with St. Luke’s the exit to 141/Woods Mill Road.
- Regarding St. Luke’s response to issues raised at the May 9th Public Hearing, the residents of Ladue Farm Estates have the following comments to the Staff Report dated September 7, 2005:
 - Page 2 states: *“The residents of Ladue Farm Estates have been generally supportive of Petitioner’s proposal . . .”* Speaker stated that the residents of Ladue Farm Estates have not taken a position regarding the expansion, and therefore, the statement that they support it, is speculative. They have deep concerns regarding the intersection to 141 which they share with St. Luke’s. The traffic and engineering consulting firm commissioned by the hospital has confirmed the seriousness of the matter.
 - Page 5 states: *Ladue Farm Estates was “developed after the establishment of St. Luke’s Hospital as a major medical center.”* Speaker noted that this statement is correct but in the last twenty years, the traffic impact from their neighborhood has been basically unchanged. However, the continued growth and expansion of the hospital has resulted in significantly increased traffic and increased difficulty for the residents entering and leaving Ladue Farm Estates.

- They request that the expansion project not be approved until a safe intersection solution is arrived at with the appropriate buffers for their community.
- Speaker also noted that the photographs shown by the Petitioner were taken during the summer when the trees are in full foliage. When the trees are bare, the views will be totally different.

Responding to questions from the Commission, Mr. Gleason stated the following:

- **Regarding suggestions on how the intersection problem may be resolved:** They have arrived at a proposal with St. Luke's and the traffic planning group that relates to moving Ladue Farm Road east a number of feet to give the residents exiting Ladue Farm Road a longer shot at lining up for the traffic light for 141. The suggestion needs to be worked out further but this is the discussion point at this time.

19. Ms. Renee Heney, 1513 Honey Locust Court, Chesterfield, MO speaking with respect to the **Wild Horse Creek Road Sub-Area Study** stated the following:

- The decision to be made by the Committee of the Whole regarding the zoning of the bowtie area will have far-reaching implications for many.
- City Council denied Vision Venture's request for rezoning.
- Speaker noted that 1400 residents have signed a petition opposing commercial development on Wild Horse Creek Road.
- Approximately 50-200 residents have attended Planning Commission and City Council meetings since June 2004 to indicate their opposition.
- The bowtie is currently residential and they believe it should remain residential for three primary reasons:
 1. Careful planning decisions of previous City officials have made this section of Chesterfield the desirable area that it is today.
 2. Traffic accidents are occurring at an alarming rate on Wild Horse Creek Road – many directly across the street from Chesterfield Elementary School. Any type of commercial development use is too dense for this location.
 3. Airport noise studies from 1987 and 2005 do not support the contention that homes should not be built on the vast majority of the bowtie property. FAA guidelines used across the country stipulate that homes are not only permissible up to the 65 DNL range, but in the 65, 70, and 75 contours as well, as long as sound-proofing materials are used. The City uses the recommended 65 DNL range in its Comprehensive Plan. New construction of homes in Tara II and on Wild Horse Creek Road is proof that property along the bluff is residentially-viable.

20. Ms. Wendy Geckeler, 26 Chesterfield Lakes, Chesterfield, MO speaking with respect to the **Wild Horse Creek Road Sub-Area Study** stated her focus is the eastern half of the bowtie – from the narrow bow of the tie to the eastern edge at Long Road:

- Commercial use of this property cannot be justified by using the noise issue. All of this land is below 60 DNL – there is no noise issue.
- This area has always been residential, is residential now and Speaker feels should remain residential.

- Speaker feels there can be no internal road system – there are line of sight problems and the land is extremely narrow in spots.
- Across Wild Horse Creek Road from this part of the bowtie is Windridge Estates – a residential community. It would be seriously degraded by the introduction of commercial retail directly across the street.
- The commercial retail usage on the eastern side of Long Road was zoned by the County before incorporation and was one reason why residents voted for the incorporation of Chesterfield. They opposed – and still do – the creeping commercialization that threatens neighborhoods.
- Speaker felt the commercial land east of Long Road should be removed from bowtie designation.

21. Mr. John Drake, 962 Tara Oaks Drive, Chesterfield, MO speaking with respect to the **Wild Horse Creek Road Sub-Area Study** stated the following:

- In discussions over the past months, they have noted that airport noise is an issue more perceived than real. They do not feel it makes the bowtie area unsuitable for residential use.
- They have noted that the FAA defines anything up to 65 DNL contour as acceptable for residential development. In much of the bowtie, the 65 DNL contour generally follows the edge of the bluff or wanders across Airport property.
- They have noted that 65 DNL contour is the guideline across the country for residential development. The original Comprehensive Plan referred to the 65 DNL contour in formulating its zoning for the bowtie area.
- FAA guidelines note that even in the 65-70 DNL range, residential development is acceptable assuming there are noise reductions using appropriate construction methods. Even at 70-75 levels, homes can be built if reductions of 30 DNL are achieved. Recently-built homes in the Wildridge subdivision are right at the 60 DNL level.
- When a community chooses to establish a lower level than 65 DNL, it is an ultra-conservative comfort choice – not a health or safety choice – and is not mandated by regulation.
- They have noted that single-event noise levels – the cause of most of the complaints – are typically remote from the Airport regardless of the DNL at the complainer’s location. An examination of the Spirit Airport’s complaint file clearly demonstrates this.
- The Spirit of St. Louis Airport has implemented numerous procedures and guidelines to better manage airport noise.
- Speaker noted the 5 and 6-figure lot premiums paid in Tara and Tara Estates to build homes adjacent to Airport property overlooking Spirit’s main runway. All new homeowners in the area sign an agreement acknowledging the presence of the nearby Airport.

22. Mr. Jeff Citrin, 17892 Bonhomme Fork Ct., Chesterfield, MO speaking with respect to the **Wild Horse Creek Road Sub-Area Study** stated the following:
- One of the major reasons for allowing Office Campus on Wild Horse Creek Road relates to noise levels generated by the Airport.
 - Residents in the area experience the noise on a daily basis and it is not an issue to them.
 - The vast majority of complaints about Airport noise did not originate from residents living near the bowtie. The complaints came from individuals living a relatively long distance away.
 - Of greater concern to the residents is the increase in traffic and the loss of the rural character and nature of the Wild Horse Creek Road corridor that would result from commercial development.
 - Tremendous changes in the west Chesterfield area warrant changing the land use plan.
 - DNL ratings are only one way to consider land use. Currently there are many homes in the 60-65 DNL range.
 - If there is concern about DNL levels, noise abatement for new homes in the bowtie should be required.
23. Ms. Stacy Rolfe, 1116 Wilderness Bluff Court, Chesterfield, MO speaking with respect to the **Wild Horse Creek Road Sub-Area Study** gave a slide presentation of the area along Wild Horse Creek Road. She noted the following:
- New homes are being developed in Tara Estates. All these homes are as close as possible to the Airport. Lot premiums range from \$25,000-\$100,000 – the lot with the \$100,000 premium is parallel to the runway.

Residents of Wild Horse Creek Road indicated that Greg Russell had signed up to speak but Chair Macaluso stated she did not have his Speaker's Card. She invited Mr. Russell to submit his written comments for the Commissioners to review.

VII. SITE PLANS, BUILDING ELEVATIONS AND SIGNS

On behalf of the Site Plan Committee, Commissioner Asmus made a motion to suspend the rules to amend the Agenda to review Items VII.E. and VII.F. first relating to Justus Pointe. The motion was seconded by Commissioner Hirsch and **passed by a voice vote of 8 to 0.**

- E. Justus Pointe at Chesterfield Village:** Amended Site Development Concept Plan, Landscape Plan, Lighting Plan for a 3.3 acre parcel located East of Justus Post Road at the intersection of Justus Post Road and Milbridge Drive.

and

- F. **Justus Pointe at Chesterfield Village:** Architectural Elevations, Landscape Plan, Lighting Plan and Site Development Section Plan for a 2.31 acre parcel located East of Justus Post Road at the intersection of Justus Post Road and Milbridge Drive.

PETITIONER'S PRESENTATION:

Mr. Richards Bruno, 7801 Forsyth Blvd, St. Louis, MO stated the following:

- The proposal includes six buildings, each having eight dwelling units for a total of 48 units.
- Each unit has a two-car garage.
- They have tried to develop the site with a scale consistent with the neighborhood.
- The Concept Plan includes a vertical building that would be considered at a later date for development.
- They are in compliance with the setbacks and in most cases, particularly along Milbridge, the buildings have been pushed back an extra 10 feet.

Responding to questions from the Commission, Mr. Bruno stated the following:

- **Regarding the suggestion of eliminating Building #6 and increasing the size and value of the remaining buildings:** This is not an option at this time.
- **Regarding garage space/tandem parking:** There are two enclosed parking spaces for each unit. This same type of project has worked successfully in other areas – such as in the Central West End and the Pershing-DeBaliviere area. His observation has been that the tandem space usage was utilized. In addition, in the front portion of the two-bay garage, a large storage area is provided. The parking ratios for this development – both for the enclosed and the off-street – exceed what would be required in this particular type of design.

Commissioner Hirsch noted that the tandem parking examples given are in more urban, higher density areas and expressed concern that it would not have the same results in the proposed site.

After meeting with ARB, the developer has added additional off-street parking – some of which is the parallel parking along Milbridge. There may be more room in the back for more off-street parking.

- **Regarding the appearance of the proposed buildings being compatible with the surrounding neighborhoods of Oaks and Sycamore:** Mr. Bruno felt the massing of the structures, rather than the materials, provided compatibility. Compatibility is also provided through the use of masonry and gabled roofs.
- **Regarding the height of the buildings:** Approximately 32-34 feet in height, which is in compliance.

Chair Macaluso expressed concern about the stairs on the units being outside. When asked whether the stairs could be indoors, Mr. Bruno stated that he felt the stairs worked outside. The proposed stairs are in an enclosed space in terms of protection.

Chair Macaluso noted that the overflow parking from Aqua Vin Restaurant could impinge upon the parking designated for the residents of Justus Pointe.

City Attorney Beach stated that parallel parking along Milbridge to meet the parking requirement is out of character with the neighborhood, which has two-car garages. The addition of eleven parallel parking spaces along Milbridge will change the entire character. In addition, the sight line from Justus Post to the lake will be affected. The outdoor steps also are out of character for the neighborhood.

Commissioner O'Connor expressed concern about the tandem parking and the outside stairs. She felt that with the parking in the back and the stairs in the front, there would be the tendency for people to park at the curb and double-stack in the street to drop people off, etc. She also has concerns about the sliding glass patio doors in the front of the units. Mr. Bruno stated that he has built units with front patio doors. The backs of the units face the parking area, which the developer didn't feel would be attractive for patios.

Commissioner Banks felt that the zoning that was placed upon the site 20 years ago is wrong. He suggested that Sachs Properties resubmit all the zoning for that area and let the Planning Commission review it again.

Commissioner Sherman felt that the advantage of tandem garages is that there would not be a whole façade of garage doors. She does have concerns about parking for the site.

Commissioner Hirsch made a motion to hold Justus Pointe until October 10, 2005 to address issues pertaining to: R6 zoning; language related to the protection of the lake; the use of the road during the construction period; the location of the construction entrance; parking; guest parking; tandem parking; parallel parking; outdoor stairs; the front and rear elevations; and the height of the buildings. The motion was seconded by Commissioner Macaluso and **passed by a vote of 7 to 1. (Commissioner O'Connor voted "no".)**

- A. **Beck-Allen Cabinetry:** Architectural Elevations, 1.15 acre parcel located on the west side of Spirit of St. Louis Blvd. approximately 900 feet north of Edison.

Commissioner Asmus, representing the Site Plan Committee, made a motion to approve the Architectural Elevations. The motion was seconded by Commissioner Banks.

Commissioner Broemmer made a motion to amend the motion to stipulate that the dumpster enclosure needs to be consistent with materials of the project. Commissioner Banks did not accept the motion amendment since the materials of the

project are sheet metal and felt that the proposed vinyl fence is a better choice. Commissioner Broemmer withdrew his motion amendment.

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

- B. Brunhaven:** Architectural Elevations, Landscape Plan, Lighting Plan and Amended Site Development Plan for an 8.10 acre parcel zoned R-2 PEU. The site is located south of Olive Boulevard, east of the intersection with Ladue Road.

Commissioner Asmus, representing the Site Plan Committee, made a motion to approve the Lighting Plan and Amended Site Development Plan; and to hold the Architectural Elevations and Landscape Plan. The motion was seconded by Commissioner Hirsch.

Commissioner Banks noted that the Petitioner had agreed to put in increased plantings pending the Department's approval.

Commissioner Sandifer made a motion to amend the motion to approve the Landscape Plan with the increased plantings by the Petitioner to be approved by the Department of Planning. Commissioners Asmus and Hirsch accepted the amendment.

The motion, as amended, passed by a voice vote of 8 to 0.

- C. Brunswick Zone:** An Amended Landscape Plan for recreation center located in a "C-8" Planned Commercial District located on the south side of Olive Boulevard, across from the intersection of River Valley Drive and Olive Boulevard.

Commissioner Asmus, representing the Site Plan Committee, made a motion to approve the Amended Landscape Plan. The motion was seconded by Commissioner Broemmer and **passed by a voice vote of 8 to 0.**

- D. Delmar Gardens at Conway Ridge:** Amended Sign Package for Delmar Gardens zoned ""PC" Planned Commercial District located on the north side of North Outer 40 Road, east of Delmar Gardens at 14805 North Outer Forty Road. (18S320194)

Commissioner Asmus, representing the Site Plan Committee, made a motion to approve the Amended Sign Package. The motion was seconded by Commissioner Banks and **passed by a voice vote of 8 to 0.**

- G. **National Air Insurance:** Amended Site Development Section Plan for a 1.22 acre parcel zoned M3 Planned Industrial District. The site is located at the southwest corner of Bell and Edison Ave.

Commissioner Asmus, representing the Site Plan Committee, made a motion to approve the Amended Site Development Section Plan. The motion was seconded by Commissioner Banks and **passed by a voice vote of 8 to 0.**

- H. **Mr. Goodcents (Walnut Grove):** Amended Landscape Plan for a restaurant building on a 2.375-acre tract of land in the Walnut Grove development, zoned “C-8” Planned Commercial and a “FPC-8” Flood Plain Planned Commercial and located on Long Road south of Edison Road and north of Wild Horse Creek Road.

Commissioner Asmus, representing the Site Plan Committee, made a motion to approve the Amended Landscape Plan with the stipulation that the Petitioner at his discretion may use daylilies or boxwoods. The motion was seconded by Commissioner Hirsch and **passed by a voice vote of 8 to 0.**

VIII. OLD BUSINESS

- A. **P.Z. 28-2004 Blue Valley (Agricola Associates, L.L.C.):** A request for a change of zoning from an “NU” Non-Urban District to a “PC” Planned Commercial District for three parcels of land on Olive Street Road, located .5 miles west of the intersection of Olive Street Road and Chesterfield Airport Road. Total area to be rezoned: 55.8 acres. (Locator Numbers: 17W-52-0025, 17W-53-0123, 16W-21-0022)

ISSUES:

1. Infrastructure: It was noted that the Comprehensive Plan for Area 2 states that long-range plans are to be re-reviewed upon completion of infrastructure development. At this time, the infrastructure is still being established for the area.
2. Review permitted use of (kk) – the phrase “*as well as associated repairs and necessary outdoor storage of said vehicles.*”
3. Keep Item 1 under Traffic open: “*Research how road improvements can be made and delineate the TGA area.*”
4. Have Public Works give information on their involvement and the timelines they are considering for what has to be done and when – including the possibility of doing that which is necessary at the outset.
5. Keep open the issues identified in the Staff Report as “*Issue Remains Open*”.

- B. P.Z. 8-2005 St. Luke's Episcopal Presbyterian Hospitals:** A request for a change of zoning from "NU" Non-Urban District to "MU" Medical Use District for five (5) parcels of land located at the intersection of Woods Mill Road and Conway Road. Total area to be rezoned: 78.6 acres. (Locator Numbers: 18Q240306, 18Q230185, 18Q210211, 18Q140260, 18Q140251)

ISSUES:

1. Petitioner requests that the issue pertaining to improvements to South Woods Mill Road remain open.
2. Parcel C – Consider putting it to smaller use than the current proposal in light of the acquisition of the property just north of the hospital and their ownership of the church property. Propose a smaller building and smaller parking.
3. What will happen to the trees when the road is shifted to the west?
4. Keep Issue #8 open (page 4 of Staff Report) regarding the entrance to St. Luke's and Ladue Farm Estates.

It was agreed to suspend the rules to allow Ms. Julie Nolfo to address the Commission with respect to the Traffic Report.

Ms. Nolfo stated the following:

- They have received two versions of the data from the T-Model – both of which are not reasonable.
- It is back in the hands of the City and they are working with the consultant who had developed the original T-Model to get some data out of it to be worked with.
- They did receive data August 15. They sent back comments. A second set of data was received and it was again sent back with questions. The data did not make sense, which sometimes happens when dealing with models. It has been sent back to the developer of the model.

- C. P.Z. 21-2005 STAGES St. Louis Performing Arts Center:** A request for an "MAA" Museum and Arts Area Procedure in two (2) parcels of land located near the intersection of Chesterfield Parkway and Highway 40. Total acreage included in the request is 8.175 acres. Parcel A is zoned C-8 Planned Commercial (16185 Chesterfield Parkway West/18S410163) and Parcel B is zoned "PC" Planned Commercial District (16396 Chesterfield Airport Road/18S410239).

Ms. McCaskill-Clay, Assistant Director of Planning, stated the following:

- There are some proposed changes in the Attachment A by the Petitioner as follows:
 1. Page 2, Item I.E.1.b. – Change the setback on the eastern boundary from 100' to **50'** because there is embankment along the eastern property line that may prohibit development.

2. Page 2, Item E.1.d. – Change the setback from the right-of-way from 90’ to **50’**.
3. Changes related to the expiration of the MAA area allowing that within 5 years of approval of Attachment A that construction be completed. If not constructed within the specified period of time, the MAA would expire and they would be governed strictly by the existing ordinance.

Commissioner Hirsch made a motion to accept P.Z. 21-2005 STAGES St. Louis Performing Arts Center with the change in Section I.E.1.b to be 50’ instead of 100’ and in Section I.E.1.d. to be 50’ instead of 90’; and include the substitution of language received for Part II on page 4. The motion was seconded by Commissioner Asmus.

Upon roll call, the vote was as follows:

**Aye: Commissioner Asmus, Commissioner Banks,
Commissioner Broemmer, Commissioner Hirsch,
Commissioner O’Connor, Commissioner Sandifer,
Commissioner Sherman, Chairman Macaluso**

Nay: None

The motion passed by a vote of 8 to 0.

IX. NEW BUSINESS - None

X. COMMITTEE REPORTS:

A. Committee of the Whole

The Committee of the Whole will meet on September 14, 2005 at 5:00 p.m.

B. Ordinance Review Committee

C. Architectural Review Committee

D. Landscape Committee

E. Comprehensive Plan Committee

F. Procedures and Planning Committee

G. Landmarks Preservation Commission

XI. ADJOURNMENT

The meeting adjourned at 10:15 p.m.

Lynn O'Connor, Secretary