



**MINUTES
PLAN COMMISSION
WEDNESDAY, MARCH 22, 2023 – 6:00 P.M.**

CHAIRMAN JEFFREY FERNHOFF
JOHN FALK
REED VOORHEES
BRAD WEITEKAMP
SCOTT SMITH
JON EMERT

CITY ATTORNEY, ALEXANDRA SIEVERS
CITY ADMINISTRATOR, BEN DECLUE
DEPUTY CITY CLERK, JOANNE CARR

MEETING CALLED TO ORDER

Chairman Fernhoff called the meeting to order at 6:00 p.m.

ROLL CALL

Present: Chairman Fernhoff, Mr. Voorhees, Mr. Emert, Mr. Weitekamp, Mr. Falk, Mr. Smith

Absent:

Chairman Fernhoff moved to amend the agenda and add a zoning code discussion to the Plan Commission meeting. Mr. Emert seconded the motion which was unanimously approved.

APPROVAL OF MINUTES FROM MARCH 14, 2022

Mr. DeClue asked if there were any additions or corrections to the minutes from March 14, 2023. There being some, he asked for a motion. Mr. Smith moved approval of the minutes as submitted, seconded by Mr. Falk. The motion was approved.

**REVIEW SPECIAL USE REQUEST FOR SITE ALTERATIONS AND BUILDING
EXPANSIONS OF GLENDALE CHRYSLER JEEP DODGE RAM
10070 MANCHESTER ROAD**

Chairman Fernhoff stated that Glendale Chrysler would give their report to the Plan Commission this evening, the Commission would then ask questions. Chairman Fernhoff noted that there would be an on-site meeting, open to the public, following this meeting with another in house meeting at the City Hall auditorium for discussion and recommendation to the Board of Aldermen. Chairman Fernhoff stated that there would be no decision coming from tonight's meeting with Glendale Chrysler.

Present:

Jenni Belding, Glendale Chrysler Jeep Dodge Ram, General Manager
George Stock, P.E. President Stock & Associates Consulting Engineers, Inc.

Josh Barcus, P. E. , Senior Associate, Stock & Associates
Krisopher Mehrstens, AIA, LEED AP, ACE Boland Architects
Gary Brown, ASA, INCE, McClure Engineering, Acoustics
Bill Hoagland, D & S Car Wash Equipment Co.

Mr. Barcus opened the presentation indicating that Glendale Chrysler Jeep was requesting the following:

- a new 70' x 74.42 addition to the east side of the existing service building for 14 interior service bays for the purpose of operation of a repair garage in conjunction with the dealership;
- a new 19' x 60' free standing storage building located 50' from the southern property line adding that portions of the existing landscaping will be removed to allow for grading along with the removal of 2 invasive species trees and 2 trees deemed in poor condition;
- Remove an existing chain link fence and install an 8' Galveston style site proof fence, Sierra Blend in color;
- There will be an addition of 11 2.5" caliper canopy trees and 42 evergreen trees for landscaping;
- A new 50' x 75' vehicle wash/prep building without an annunciation system used;
- And new downlights on existing poles will be added along Manchester Rd. along with new wall packs on the new buildings.

Mr. Barcus stated that the work would not begin until the MSD project is completed, which is expected to last 9 months, and per a question from Mr. Weitekamp, indicated that the project would not begin for approximately 9 mos. Mr. Barcus stated that the MSD project would include sewer work, cutting through rock including open cutting occurring near the car wash location. Mr. Barcus stated that the service bay vehicle transport would remain the same following construction.

Mr. Falk asked if the packet was different from the last meeting. Mr. Barcus stated that there were some changes based on comments from the last meeting and noted that the project has changed due to timing and easements related to MSD. Mr. Weitekamp asked about the landscaping in the area related to the MSD work. Mr. Barcus noted that the replacement of trees, if any are removed due to the project would be the responsibility of MSD. Mr. Emert asked if the plans shown indicated the extent of the service area. Mr. Barcus stated that the extent of the service area would be to the south.

Mr. Barcus stated that included in the packet was a tree census plan which included a full list of trees to be removed and trees to be added and noted that the trees would be 8' in height.

Mr. Barcus stated that the elevation showing the showroom renovation and the service bay addition was included in the packet adding that the view from Manchester Rd. included the addition of the service bay with garage doors, adding that one door would be added to the existing building on the east side of the existing building. Mr. Barcus noted that the car wash would be visible from the southwest side of the building with the entrance moving from the southwest to the east. Mr. Barcus noted that the concrete block wall would be painted and would be 18.5' high, which would be lower than the existing building. Mr. Barcus also noted that the westside of the body shop had not been expanded per a question from Chairman Fernhoff.

Mr. Barcus reported that the carwash included a single hand wash/dry lane and a single car wash lane with 10' entry garage doors, with the wash mechanism in the center bay and with the blowers located 18' from the exit door which would be 16' wide. Mr. Barcus noted that the hand wash bay included hand sprayers sliding across the bay ceiling for ease of use per a question by Mr. Falk.

Chairman Fernhoff asked if the car wash would only be used by the dealership. Mr. Barcus stated that it would and would be activated with a secure application run by personnel. Mr. Hoagland stated that the wash would take 4.5 minutes adding that it was powered by a 1/2 horsepower motor would have three blowers. Mr. Falk asked about door control. Mr. Hoagland stated that the software included door control, adding that the machine was moved to the center of the building.

Mr. Brown explained the sound study indicating that the acoustical calculations were revised to include the 8' fence on the south property line and the 6' fence on east property line adding that the daytime dBA average would be 52.2 with the current level at 54.7 per a question from Mr. Emert. Mr. Emert asked why an 8' fence instead of a 6' fence was proposed. Mr. Brown stated that there was a 2 dBA difference. Mr. Brown noted that sound calculations for all the properties on Brookside affected by the carwash are detailed in the packet presentation.

Mr. Falk asked if the sound study related to the car wash doors open or closed and was it a cumulative study. Mr. Brown stated that the study only related to the noise from the car wash, adding that the blowers were the loudest which was why they were moved 18' within the building. It was noted that in general, related to all sounds, including sound from Manchester Rd., the sound increased 3dBA. It was also noted that all surrounding noises can be considered one sound for a sound study.

Mr. Barcus stated that there was always a fence in the plans in light of the 20 to 25' to adjoining backyards of Brookside and added that there was no sound wall.

Mr. Smith asked about the gap at the bottom of the fence and whether a buffer could be added at the bottom of the fence. Mr. Barcus stated that landscape or landscape rock could be added to fill the gap. Mr. Smith stated that a rock base would be best.

Chairman Fernhoff asked about the removal of the two trees on the west side and the two trees on the eastside was related to the grading.

Mr. Emert asked if a swale could be added at the back of the building during the regrading process. Mr. Barcus stated that it would push back to the side of slope which would bury the building, adding that a swale would not be good in this area.

Mr. Weitekamp asked about the driving factor in the placement of the storage building. Mr. Barcus stated that it was the least visible location, adding that MSD would be working in the area as well and there were no trees at the southeast corner.

Mr. Voorhees noted that there were trees on the west side and suggested that trees be added and asked if the slope was the reason for removal. Mr. Barcus stated that the need for grading was the

cause for the removal of the trees. Mr. Voorhees asked about the hand car wash, the boom for the jet spray and wondered if when the bay door was open for the hand was bay, and a mechanical car wash was ongoing, it would seem to defeat the purpose of the closed-door containing sound for the mechanical car wash bay.

Mr. Falk asked about stormwater mitigation. Mr. Barcus stated that they would be following the rules set forth by MSD.

It was noted that the phrase 'no announcement' was hard to understand what the phrase meant in its context. Mr. Berkus stated that it meant that there would be no car wash announcements, i.e., open door, close door, on wash, etc., would be made at any time during the course of the day.

Chairman Fernhoff stated that this concluded the Glendale Chrysler presentation and asked if there was anyone present who wanted to speak.

Mayor Wilcox, 3 Nolan Drive

Mayor Wilcox stated that he was struggling with the numbers arrived at for the sound study adding that the carwash doors and blowers were not in place as yet adding that Manchester Rd, the time of year, the size of trees are all factors in sound reduction and just didn't understand the numbers and would prefer a description in laymen terms.

Chris and Matt Burridge, 874 Brookside

Dear members of the Plan Commission,

We have lived on Brookside Drive in Glendale for 29 years. While we anticipate being present for the discussion for the next meeting on 3/22/23, we wanted to document our comments in addition to attending the meeting.

We are responding to the changes proposed by Glendale Jeep Chrysler for the expansion of their business. We understand they have made some modifications to the original proposal, but still have included plans for a car wash in the rear of the building. This is one of the main concerns of not only our Brookside neighbors directly behind GJC, but also those living on Glendale Gardens Drive and Kenmore Dr.

The sound level studies for this car wash continue to be higher than anyone would want. We all purchased and have updated our homes in the Glendale community for not only lifetime investments but for enjoyment with family and friends. As Kevin Kissling pointed out in his letter to the planning commission, would any of you like to have your daily yard & patio use affected and property value decrease due to construction of a noisy car wash in your backyard?

There have been numerous suggestions for GJC to partner with any of the three nearby existing car washes, (Waterway 1.0-mile, Rock Hill 0.8 mile, or Brite WorX 1.2 miles) to service their cars without having to build on their property. **This seems like a win-win to allow GJC more parking spaces and also support neighboring businesses!**

GJC obviously want to stay in Glendale, but they need to appreciate the reason their location is desirable is because the residents have made major investments in our community. Do we want to start a trend that would reduce Glendale's citizens' enthusiasm to continue to do so?

Thank you for your time,
Chris & Matt Burridge

Kevin and Tracy Kissling, 835 Brookside Dr.

Dear members of the Plan Commission,

Tracy and I appreciate the changes Glendale Chrysler Jeep (GCJ) have made to their 9/22/22 proposal...specifically eliminating the expansion of their rear parking lot into the buffer zone. However, there is more that GCJ can and should do that will save them money and preserve the property values and enjoyment of the homes of Brookside and surrounding residents.

Here are our issues with GCJ's latest proposal:

1. There are limited details regarding what will go in the service bay addition or free-standing building (just no body shop or paint shop). Will it include large equipment which will generate additional noise pollution? Will it increase traffic, congestion, and fire hazards? We don't know and this proposal puts residents at risk.

2. A car wash will negatively impact our property values and our ability to enjoy our homes.

It will be used during "normal business hours." That's 9 am to 6 pm three days a week, and 9 am until 8 pm three days a week.

The sound analysis is based on a model, not the actual sound levels generated by the actual equipment GCJ will use, which Chris Nitzsche and I visited, recorded, and shared with the committee at the 9/21/22 meeting. You cannot carry on a conversation from 75 feet away.

At the 9/21/22 meeting Glendale Chrysler GM Jenni Belding stated that she could not ensure that her employees would operate a car wash with the doors closed ("I'm not going to babysit my guys"). This comment and Glendale Chrysler's track record of non-compliance with the current Special Use Permit (as acknowledged by council member Aaron Nauman) means that a car wash with restrictions is not the answer...restrictions will not protect our property values and the enjoyment of our homes.

Do members of the Plan Committee want a car wash in their back yard? Neither do we. Please "fight" for us just as you would "fight" to protect your property values and the enjoyment of your homes.

We continue to recommend that GCJ partner with one of the many existing car washes on Manchester Road. This will save GCJ money and preserve our property values and the enjoyment of our homes.

3. This proposal eliminates the proposed expansion of vehicle storage parking. Since GCJ is no longer expanding their parking lot, there is no longer a need to remove mature trees (other than dead ones) that provide a critical buffer and an effective chain link fence and replace them with young trees (that will take decades to provide the same buffer) and an 8-foot plastic wall that does not fit the aesthetics of our residential neighborhood.

4. We have all made investments in our homes. We relax, grill, entertain, and enjoy our backyard. We won't be able to do that anymore if this proposal goes forward.

5. We want to continue to reinvest in our homes. We won't do that if this proposal goes forward.

6. We want to protect our property values, the character of our neighborhood, and the general welfare of our community. That will not happen if this proposal goes forward.

7. Our city's website states that we have "always been known for its gracious homes and its desirable qualities as a family community. Most of the city is restricted to one-family units, and construction and growth have been gradual and planned, with the resultant effect of a general harmony of home styles and landscaping." These are our values. We ask this committee to continue to support them.

Thank you for listening,
Kevin and Tracy Kissling

Traci Pupillo, representative of Kevin Kissling and Chris Nitzsche

As I noted last time, you must find that the special use permit would not: (a) substantially increase traffic hazards or congestion; (b) substantially increase fire hazards; (c) adversely affect the character of the neighborhood; (d) adversely affect the general welfare of the community; or (e) overtax public utilities.

The Glendale Zoning Code and Missouri law require that in order to grant the modified SUP, there must be evidence to support a negative finding on each of the criteria. State ex rel. Dotson v. County Com'n of Clay County, 941 S. W. 2d 589 (Mo. App. W. D. 1997).

You do not have that evidence in front of you to support approval of this request.

Both the expanded use and new use raise issues with noise and environmental pollution which would adversely affect the character of the neighborhood and the general welfare of the community, and frankly they seem opposed to any conditions.

First noise pollution. The sound levels submitted are based on estimates from the manufacturer, not an analysis of a car wash in use.

There are two or three of these car washes in operation in the St. Louis area and the sound engineers did not measure actual sound levels even though they could have. And Merlo Automotive appears to be adamantly opposed to any testing requirement to ensure that St. Louis County noise requirements are met and continue to be met.

At the last meeting they opposed simple items that would reduce noise, such as closing the garage doors because they did not want to be burdened with monitoring their employees.

Other types of pollution associated with car washes. The EPA has stated, "Among the many impacts of motor vehicles on our environment, car washing has been noted by water quality experts as a serious contributor water pollution.

No indication here of how water will be discharged, what types of cleaners will be used, whether there will be runoff, how managed.

The lack of any meaningful limitations or accountability for operations holds true for service bays. No actual limitation on what operations will be taking place in the service bays, what noise that might produce, whether chemicals might emit odors or fumes. There are no proposed limitations on the operation of the service bays.

Even though they have reduced the number of trees, they want to take down 20 mature trees so that they can build a 1,100 square foot storage shed. Evidence before the commission that they did not comply with obligations with respect to conditions, including maintenance and trees.

Based on this record, the Plan Commission cannot approve the requested modification to the SUP and ask that it be denied.

Jim Hermann, 875 Brookside Dr.

Mr. Hermann thanked the Board for listening to the proposal, adding that he had lived at Brookside for 30 years. Mr. Hermann stated that he was concerned about the noise from the car wash and suggested that there was an option to place the car wash in a different location. Mr. Heckman stated that Brookside residents did not have options and would appreciate it if Glendale Chrysler would consider a different option.

Jay Galmiche, 815 Brookside Dr.

Mr. Galmiche stated that at the beginning there were plans for 40 trees to come down due to disease, adding that now 20 trees will be removed for grading and noted that the size, quality and type of trees scheduled for removal due to grading is unknown. Mr. Galmiche stated that Glendale Chrysler will plant adolescent trees replacing the mature healthy trees adding that the earlier conditional use permit required a buffer zone noting that this plan is contrary to the permit and property values on Brookside. Mr. Galmiche stated that the storage facility could be moved and noted that he was against the building of the car wash and the removal of the trees.

Kate Jamieson, 1301 – B Glendale Gardens

I'd like to thank the Plan Commission for hearing our concerns and the Webster Kirkwood Times and Post Dispatch for their continued interest and presence tonight. We are here to bring light to the truth of this plan which clearly benefits one business entity while negatively affecting the desirability and property values of the surrounding community. Once again:

- Errors on this site plan originally listing the Glendale Gardens Condos as 'apartments. This diminishes our status as 'homeowners' along with Brookside Dr.
- Still no environmental study on the excess of water and cleaning solvents that would impact the area daily.
- and now, we approach 9 years that Glendale Chrysler continues to violate the terms of the 2014 Special Use Permit.

I was wondering why this has not being addressed by the City Officials for the last 9 years.

So we ask, would you agree to this plan behind your own Glendale homes? and will this be your lasting legacy for your own Glendale community?

It is not your responsibility, as a committee, to ensure major development proposals are beneficial for all parties affected. We believe that is what's called 'successful community planning'.

Ron Ryan, 875 Glen Elm

Mr. Ryan stated that if Mr. Merlo needed a car wash, he would find the best available and asked if there was a limitation to the number of days, hours or number of cars to be washed noting that if the car wash takes 4.5 minutes, that could be 10 cars an hour, 20 hours in a day, 6 days a week that would be a lot of noise going on at the car dealership. Mr. Ryan noted that he was a proud owner of a Pacifica purchased from Glendale Chrysler.

Linda Craig, 1165 Glenway Dr.

Ms. Craig asked about the height of a 2.5" caliper tree. Mr. Weitekamp stated that a 2.5" caliper tree would be 12' to 16' tall if deciduous and 8' if it is an evergreen and added that an evergreen would grow 2' in a year depending on species. Mr. Weitekamp stated that the Green Giant Arborvitae was the hardiest assuming the owner would take care of the trees. Mr. Weitekamp noted that most trees have a one-year warranty following planting.

Karen W. Dopher, 1306 Glendale Gardens Dr. #1306

Thank you for taking a minute of your time to read this as I am out of town when your meeting will be held.

As I stated to the planning board, I am very opposed to the expansion of the dealership. My main concern is that they paid someone to look at the trees that are beautiful and mature that create a buffer and say they were all dying. I told the planning board that I was dying, they are dying - in fact, we are all on our way to dying from the minute we are born and take our first breath. Think about that. Now think about these trees. Same thing. They will die but probably not before our kids die - 75 to 100 years from now. They are a buffer, yes. But they add beauty to the area that a car wash will not, they add oxygen (very vital) and will help combat the carbon dioxide that their cars produce.

If we keep cutting down trees that are alive and doing well, how can the City of Glendale keep calling itself a tree city (per signs that are around town). One of the items on the planning board agenda the day I was there was to declare Glendale an Arbor City. How can we claim we are a tree/arbor city and cut down 20 beautiful, mature trees? Come over to my patio at Glendale Gardens and see the view. Now imagine the view with no big, beautiful trees. If they plant small trees to replace these trees, it will take more than my lifetime for them to become the same big, beautiful trees they are now.

Work for the people of Glendale not a business. Work for the people who live in Glendale not people who just come to work. There are many more of us who live here and care about our town and what we look like.

Please do not let them cut down trees that really are not dead/dying.

Just one further comment, there are 3 car washes within 1 mile of this area. Do we really need one more to add to the noise pollution and use gallon upon gallon of water?

Nick Schumert, 18 S. Moreland

Good afternoon,

It was recently brought to my attention that Glendale Chrysler Jeep is making a proposal to the commission to expand their service building and construct a car wash. Since I am unable to attend the meeting on March 22, I wanted to reach out and share my thoughts with the hopes you will take them into consideration when making your decisions. If there are other parties, I am unaware of that this should have been sent to, I'd appreciate it if you could forward it on.

As a resident on Glen Elm Drive, my primary concern with allowing them to proceed is the potential effect on our property values. Is traffic going to increase? What about noise/light pollution? Someone could argue that we would not notice a difference. Though I would strongly disagree with that, one thing that cannot be denied is that anyone would rather look at the 20 trees they want to remove than another car wash/service building.

What is their intended use for this car wash? Will it be a standalone car wash providing service to customers looking only for a wash or is it for their private use to wash cars on their lot and cars going through their service department? If it's the former, we absolutely do not need another car wash in the area. There are already 3 within 1.5 miles of our neighborhood and many more not too far beyond that. If it is the latter, then it

provides zero benefit to the community. I'd argue too that if they feel like expanding their footprint, maybe they should consider making room to receive deliveries instead of blocking a lane on Manchester road during all different times of the day to load/unload vehicles. These are not third-party tow trucks either. It is a large, semi sized car hauler.

The dealership is an eyesore, but it has existed there longer than I've been in the neighborhood, so I can't really complain too much about what it was/became before my time. However, I feel strongly that it doesn't need to become a larger eyesore for the community. Their vehicles have already been spilling into neighboring lots, growing their street frontage presence. I'd appreciate it not spilling into the neighborhood as well.

Thank you,

Liz Kilker, 1306 – C Glendale Gardens Dr.

Good Afternoon Ms. Carr:

Since I won't be able to attend the upcoming meeting on Wed., 03/22/23, I am writing to express my strong opposition to a car wash on Glendale Chrysler Jeep's grounds.

Among my concerns are the following:

- 1)Removal of 20 mature trees that provide a visual and audio buffer.
- 2)Negative impact on property values.
- 3)Increased noise pollution.
- 4) Possible increased traffic congestion.

Thank you for your consideration.

Hello,

We are owner residents in the Glendale Gardens Condominium complex in Glendale. We are writing to share my concern with some of the plans that the Glendale Jeep dealership has for their expansion that you are considering. Our biggest concerns are:

1. Many of the Glendale Gardens owners are retired, live on fixed incomes, and have invested in the community for years. The Glendale Jeep expansion plans will have a significant impact on their investment, driving down property values and negatively affecting their standard of living. As officials elected to represent the entire community, we trust that you will CHOOSE to defend the social diversity and inclusion needs of the Glendale Gardens community.
2. Removal of 20 large, mature trees that block the view of the dealership from the condos. These also create a better sound barrier from the business. This is so important to keeping our complex a residential community.
3. The additional loud sound that will be created with the carwash proposed, especially after 6pm.
4. The additional traffic and sound from expansion of the service department at the dealership.

These plans will SIGNIFICANTLY drive down property values for our home and other single housing Glendale residents. We hope that you will consider the needs of the people that have invested in the area and have important interests. As you consider if and what you approve of GJC's grand plan, please take residents' needs and interests into account.

Beth and Art Matteotti
1307B Glendale Garden's Drive
63122

Chairman Fernhoff stated that the next meeting would be an on-site meeting, advertised and open to the public.

DISCUSSION: DEFINITIONS IN PROPOSED ARB GUIDELINES/ZONING CODE
RECOMENDATION

STORY, HALF: A space under a sloping roof which has the line of intersection of roof decking and wall face not more than five (5) feet above the top floor level, and in which space not more than two-thirds ($\frac{2}{3}$) of the floor area is finished off for use. A half-story space is counted for the purposes of FAR calculations.

Mr. DeClue stated that Mr. Hetlage reviewed the wording for the definition of a half story and noticed that there was a gap in the definition and how the space was counted. Mr. DeClue stated that they wanted to make sure the counting process is correct.

After much discussion the following wording was approved for recommendation to the Board of Aldermen:

A space under a sloping roof which has the line of intersection of roof decking and wall face not more than five (5) feet above the top floor level, and in which space not more than two-thirds ($\frac{2}{3}$) of the floor area is finished off for use. **The portion of a "half-story" that could contain living quarters, meaning that which is measured to the line of intersection of roof decking** at a point 5' or greater above finished floor elevation of the half story space is counted for the purposes of FAR calculations.

Chairman Fernhoff motioned for an approval of the recommendation.

Mr. Emert seconded the motion which was unanimously approved.

Chairman Fernhoff called for a vote.

Ayes: Mr. Emert, Mr. Weitekamp, Mr. Voorhees, Mr. Falk, Chairman Fernhoff, Mr. Smith

Nays: None

MISCELLANEOUS
None.

ADJOURNMENT

Mr. Falk moved to adjourn the meeting, which was seconded by Mr. Emert. The motion was unanimously approved.

These minutes approved as amended this 30th day of March, 2023

Joanne Carr, Deputy City Clerk