

THE CITY OF CHESTERFIELD
ARCHITECTURAL REVIEW BOARD

THURSDAY, FEBRUARY 13, 2020
CONFERENCE ROOM 101

ATTENDANCE:

Mr. Mick Weber, Chair
Mr. Matt Adams
Mr. Scott Starling
Mrs. Jessica Stoll
Mr. Craig Swartz

ABSENT:

Mr. Doug DeLong
Mr. Rick Clawson, Vice-Chair

ALSO IN ATTENDANCE:

Councilmember Mary Ann Mastorakos
Planning Commission Liaison, Guy Tilman
Mr. Mike Knight, Staff Liaison
Mr. Chris Dietz, Planner
Mrs. Annisa Kumerow, Planner
Mr. Tim Brinkmann, Planner
Mrs. Kristine Kelley, Recording Secretary

I. CALL TO ORDER

Chair Weber called the meeting to order at 6:00 p.m.

II. APPROVAL OF MEETING SUMMARY

A. January 9, 2020

Board Member Starling made a motion to approve the meeting summary as written. Board Member Stoll seconded the motion. The motion passed by a voice vote of **5 - 0**.

III. UNFINISHED BUSINESS - None

IV. NEW BUSINESS

- A. Fairfield Suites Amended Site Development Plan:** 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 northeast of the intersection of Conway Road and Chesterfield Parkway East.

STAFF PRESENTATION

Mr. Chris Dietz, Planner explained that the request is for a proposed hotel addition located in the Fairfield Suites Subdivision. This addition is comprised of a new 54,780 square-foot, four-story hotel with 92 additional guest rooms, a parking structure located beneath the hotel

addition, amended elevations to the existing hotel building and a redesigned parking area within this development.

Mr. Dietz then provided a brief description of the site and the surrounding area along with Design Policies associated with the project.

Circulation and Access

The proposed addition includes two (2) new pedestrian access points along both roads that continue through to the existing and proposed buildings while continuing to utilize the existing curb cuts entering the site.

Parking

To further accommodate the parking requirements for both hotels, the vacant restaurant building will be demolished, allowing for additional parking on site. In total, this site will include 180 parking spaces to accommodate 180 guest rooms in both hotel buildings. Since the UDC requires 1.2 spaces per guest room, the applicant has provided a traffic study for the review and consideration for this request by Planning Commission to justify this request.

Design

The overall design of the proposed building differs from the existing hotel mainly due to its extra (4th) story at approximately 62'-0" in height at the roofline with additional varying parapet heights. By contrast, the existing structure has 3 stories measuring 42' in height with a mansard roof.

Canopy

The proposed structure will also include a canopy on the east elevation above the loading zone as well as a patio area adjacent to the main entrance. The canopy and portico on the existing structure will be removed and replaced with an EIFS canopy to match that of the proposed building.

Materials and Color

The proposed building will introduce new colors of EIFS and fiber cement accents to the site while incorporating similar brick material and white EIFS color from the existing hotel into its design while some massing components and EIFS materials from the proposed building are to be incorporated into the existing building. The color palette for the EIFS materials has been selected to provide warm earth-tone hues to complement the existing brick.

Trash Enclosure

The 6'0" trash enclosure will utilize brick material similar to that found on the proposed building. The trash enclosure will also be screened from the ground level of the proposed building by vegetation and one (1) honey locust tree between it and the property line to the west.

Mechanical Equipment

The roof-mount mechanical units will be screened by a combination of parapets at some locations and additional screening material where parapet screening will not be possible.

Landscape Design and Screening

The site includes a landscape buffer that coincides with the parking setbacks along both rights-of-way (10' along Conway Rd. and 15' along the Parkway) that already contains street trees and a prominent water feature facing the intersection.

Lighting

Lighting for this proposal consists mainly of parking area lighting, with six (6) pole-mounted fixtures illuminating the parking area. Additionally, ten (10) wall-mounted fixtures will illuminate each side of both buildings. Recessed lighting will be located beneath each canopy on each building, two (2) recessed canopy lighting fixtures.

Material samples were provided and the applicant was available to answer any questions.

DISCUSSION

Mechanical Equipment

In response to Board Members Swartz and Starling, the applicant pointed out that there were no “red” corrugated screening materials available for the roof-top equipment, but the units will be fully screened by a combination of parapet heights and will match the brick color of the building.

Chair Weber explained that the hotel and the roof massing design lacked cohesiveness, and disjointed. He felt that the design reflects two different styles “prairie and Urban Core”. The applicant described a similar hotel within the West Port area.

Board Member Stoll asked for clarification as to the color of the window and PTAC ventilation units. Mr. Dietz explained that the proposed air conditioning unit vents are slated to be white and the existing building’s units are metallic aluminum color to match the field.

The applicant further explained the parking garage, entry point, and the interior features of the proposed hotel.

After considerable discussion and concerns of the separate building design, color and materials from the Board, Mr. Knight explained the review process and the applicant requested to **postpone** the meeting to work with Staff to address the Board concerns and ultimately bring the project back before the ARB.

NO ACTION REQUIRED AT THIS TIME.

- B. **Spirit Valley Business Park, Lot 1 (Neff Power):** A Site Development Section Plan, Landscape Plan, Lighting Plan, Architectural Elevations and Architect’s Statement of Design for a 2.893-acre tract of land zoned “PI” Planned Industrial District located south of Olive Street Road and east of Wardenburg Road.

STAFF PRESENTATION

Mrs. Annisa Kumerow, Planner explained that the request is for a 36,060 +/- square foot office and warehouse building located south of Olive Street Road and east of Wardenburg Road. The site will house a single tenant office/factory/warehouse building for a robotics headquarters.

Mrs. Kumerow then provided a brief history of the site and the surrounding area along with Design Policies associated with the project.

Circulation System and Access

The subject site will be served by two access points on Spirit Valley Central Drive. A cross access easement extends to the neighboring property to the south. A 5' sidewalk along the west side of Spirit Valley Central Drive provides pedestrian circulation.

Parking

The minimum required number of parking spaces per the Unified Development Code is 50. There are 50 total spaces proposed with this development. Parking is primarily located to the north of the proposed building, with a few spaces located to the south of the building. The service and loading area are also located on the south side of the building.

Design

The north and east façades have the largest variation in articulation and design aspects. The north façade is articulated with stepping concrete walls with reveal patterns highlighted with glass and aluminum. The reveals and glass extend around to the east and west facades in a continuation of the pattern. The south façade is similarly articulated with recessed reveals and high windows.

Materials and Color

The proposed building materials will be comprised of tilt-up concrete panel, insulated glass, and aluminum. The materials are primarily earth tone in color, similar to nearby buildings which also utilize earth tone colors and tilt-up concrete.

Landscape Design and Screening

Along Olive Street Road, a 30' landscape buffer, and parking lot landscaping is proposed. A primarily deciduous mix of trees embellishes the parking areas and points of entry, with a mix of deciduous and evergreen trees composing the landscape buffer on the north and west sides of the property. There is a required 15' landscape buffer not shown on the plan that Staff is working with the applicant to fulfill the requirement before it moves forward to Planning Commission.

Trash Enclosure

There is one trash receptacle proposed at the rear of the building. The receptacle is adequately screened by tilt-up concrete panel to match the proposed building. Additionally, several trees will screen the enclosure from public view on three of its sides.

Mechanical Equipment

Rooftop mechanical equipment is included on the building. There is a consistent height parapet around the perimeter of the roof; if additional screening beyond the parapets is required, the prefabricated metal will be mounted directly to the mechanical unit in order to screen it.

Lighting

Site lighting is proposed for the parking area as required by City Code. One building mounted fixture is proposed on the south façade. All fixtures are utilitarian in nature and feature fully-shielded, flat lens, enclosed luminaires.

DISCUSSION

In his opinion, Chair Weber did not have any issues with the overall warehouse design, but the project lacks integrated materials to a highly visible area along Olive Street Road.

Landscaping was discussed and through prior communication, Board Member DeLong indicated that there is adequate landscaping along Olive Street Road with a mix of trees and shrubs. However, he felt that there needs to be additional evergreen plantings at the back corner of the building to break up the view from Spirit Valley Center Drive.

Motion

Board Member Starling made a motion to forward the Site Development Section Plan, Landscape Plan, Lighting Plan, Architectural Elevations and Architect's Statement of Design for **Spirit Valley Business Park, Lot 1 (Neff Power)**, to the Planning Commission with a recommendation of approval with the following conditions:

- Introduce additional coordination (material, color, texture, etc.) with the front elevation and the east and west elevations with particular attention along Olive Street Road frontage.

Board Member Stoll seconded the motion. **The motion passed by a voice vote of 5 – 0.**

- C. TSG Chesterfield Airport Road, Lot 1 (Jaguar Land Rover):** A Site Development Section Plan, Landscape Plan, Lighting Plan, Architectural Elevations and Architect's Statement of Design for an 8.728-acre tract of land zoned "PC" Planned Commercial District located north of Chesterfield Airport Road and east of Long Road.

STAFF PRESENTATION

Mrs. Annisa Kumerow, Planner explained that the request is for a 31,000 +/- square foot automobile dealership located north of Chesterfield Airport Road and east of Long Road. The site will house a retail showroom, sales office, and vehicle service facilities for a new Jaguar and Land Rover automobile dealership.

Mrs. Kumerow then provided a brief history of the site and the surrounding area along with Design Policies associated with the project.

Circulation System and Access

The subject site will be served by two access points on Arnage Boulevard. Cross access easements extend to the neighboring properties. A 5' sidewalk along Arnage Boulevard and a 5' internal sidewalk provides pedestrian circulation.

Parking

There are 112 spaces proposed with this development for customer, employee, and service parking. A separate 187 spaces are proposed for outdoor storage, which is primarily located on the sides and in front of the proposed building.

Design

The north and east façades have the largest variation in articulation and design aspects. The north façade is articulated with aluminum composite panels and a large format butt-glazed glass showroom wall. The butt-glazed glass carries over to the east façade's entry doors.

Materials and Color

The primary materials are aluminum composite panels, aluminum building panels, and butt-glazed glass. The color of the aluminum components is a silver-gray.

Landscape Design and Screening

Several different areas of landscaping are proposed to include street trees along Arnage Boulevard and parking lot landscaping. A primarily deciduous mix of trees landscapes the parking areas and points of entry. However, the 30' landscape buffer is not adequately landscaped. Staff is working with the applicant to fulfill this requirement before proceeding to Planning Commission.

Trash Enclosure

There is one trash receptacle proposed at the rear of the building. The receptacle is screened by aluminum panels to match the proposed building.

Mechanical Equipment

Rooftop mechanical equipment is included on the building. The mechanical equipment will be screened by a 6' tall pre-finished corrugated metal panel system and metal coping.

Lighting

All fixtures are utilitarian in nature and feature fully-shielded, flat lens, enclosed luminaires.

DISCUSSION

Material samples were provided and the applicant explained the color, design and the corrugated metal material style.

Chair Weber explained that there needs to be more materials on the south elevation to break up the vast pre-finished metal panel. He felt the details should reflect a four-sided structure. He commented whether approval of the corrugated metal panels would set a precedence for future development, and pointed out that the metal overhead doors are not allowed along the I-64/US 40 highway corridor.

Applicant Comment

The applicant was not opposed to integrate additional materials within the corporate palette of the south elevation. It was also suggested to relocate the access drive to the south to include heavy landscaping.

After considerable discussion and concerns of the pre-finished metal panel to the south elevation and the visibility of the overhead doors along the highway, the applicant requested to **postpone** the meeting to work with Staff to address the Board concerns and ultimately bring the project back before the ARB.

NO ACTION REQUIRED AT THIS TIME.

V. **OTHER**

VI. **ADJOURNMENT 7:13 p.m.**