

THE CITY OF CHESTERFIELD
ARCHITECTURAL REVIEW BOARD
Thursday, February 13, 2014
Room 101

ATTENDANCE:

Ms. Mary Brown
Mr. Rick Clawson
Mr. Bud Gruchalla
Mr. Gary Perkins
Mr. Mick Weber

ALSO IN ATTENDANCE:

Planning Commission Liaison, Mike Watson
Mr. John Boyer, Senior Planner, Planning Division Liaison
Mr. Jonathan Raiche, Senior Planner
Ms. Purvi Patel, Project Planner
Ms. Jessica Henry, Project Planner
Ms. Kristine Kelley, Recording Secretary

I. CALL TO ORDER

Vice-Chair Bud Gruchalla called the meeting to order at 6:30 p.m.

II. APPROVAL OF MEETING SUMMARY

A. January 9, 2014

Board Member Brown made a motion to approve the meeting summary as written. Board Member Perkins seconded the motion. The motion **passed** by a voice vote of 3 – 0. Board Members Clawson and Weber abstained from the vote.

III. PROJECT PRESENTATION

- A. Mercy Health Systems (Virtual Care Center):** A Site Development Section Plan, Landscape Plan, Lighting Plan, Architectural Elevations and an Architect's Statement of Design for a 43.35 acre tract of land zoned "UC" Urban Core District located north of Chesterfield Parkway East, south of Interstate 64/US Highway 40 (SE Quadrant).

Ms. Purvi Patel, Project Planner, stated that the subject site is located north of Chesterfield Parkway East, south of Interstate 64/US Highway 40 (SE Quadrant).

Photos of the surrounding site were shown as noted below:

- Northwest – Chesterfield Mall, Hyatt and Drury Hotel

- East – Schoettler Village Apartments
- South – Brandywine Condominiums
- West – Elbridge Payne Office Park

Site Development Section Plan

- The proposed Site Development Section Plan is for the first building on the Mercy Campus.
- There are 2 proposed access points to the Virtual Care Center (VCC)
 - Off Clarkson Road
 - Off Elbridge Payne Road
- Future improvements planned for this site include a ring road around the development with two direct access points to South Outer 40, an additional signalized intersection at Chesterfield Parkway and right in/right out on the Parkway.
- The proposal includes extending the existing sidewalk along Elbridge Payne Road and along the frontage of the site. This sidewalk will ultimately be tied into future sidewalks along the proposed ring road.
- Additional sidewalks within the development will provide direct access from the parking areas to both the north and south entrances into the building.
- Furthermore, the beginnings of the future campus-wide path accessible system will be installed.
- The parking lot will be located north and west of the proposed building.
- The service area is located west of the building and will be screened by stone masonry walls which will tie into the building.
- There are some retaining walls proposed along the southern and eastern elevations to reduce the fill extents on the site near the existing tree line. This wall will include an architectural concrete finish and a frame cable guardrail where necessary.
- Furthermore, the applicant is proposing modular walls in the parking lot and perimeters of the site to preserve wooded areas.

Landscape Plan

- Most of the wooded area on the site will be preserved in this first phase of development.
- The Landscaping proposal includes the required street trees and parking lot trees
- Additionally, the plant schedule includes deciduous, ornamental and evergreen trees and shrubs.
- The landscaping proposed along Mercy Campus Drive matches the approved Concept Landscape Plan for the development.

Lighting Plan

- There is a LED fixture proposed for both parking lot fixtures and the required street lights with bollards along the entrance of the building near the drop off area. There are canopy lights for under the building and loading dock.

North/South Elevations

- The proposal is for a four story building of approximately 70', which is compatible with the surrounding context.
- The proposed materials include glass, specifically – high performance glazing, precast concrete, stone, brick, wood, steel and copper
- The main entrance of the building is on the north side and the entry way is defined by a vertical atrium.
- The atrium is enhanced by wooden and copper accents.
- Furthermore, the building has a wave like design which creates entries on the ground level and balconies on the floors above.
- There is a roof-top terrace proposed on the fourth floor which includes a trellis covering.
- The masonry wall on the ground floor will serve as the screening for the service area.

East/West Elevations – The east and west elevations depict the following:

- The loading dock on west elevation;
- Drop off area canopy; and
- Details of the atrium

North and south renderings were provided for the Board's review, along with material samples.

DISCUSSION

Dumpster screening

Board Member Clawson asked as to whether screening will be provided for the trash enclosure. Ms. Patel replied that the site plan shows that the dumpster will be screened by the masonry walls on the north and south, additionally the dumpster and loading dock area sit under the building on the western elevation. The dumpster will not be visible from the parking area as it is located further down the ramps and landscaping is also provided in the area.

Board Member Clawson commented that since the vegetation near the mechanical screen area is all water quality, low lying plantings, everything from the loading dock will be visible from the front. The Board did not have any concerns.

The applicant then responded to questions from the Board regarding the specific types of materials being used for the retaining walls and balcony railings.

Parking

Board Member Weber asked whether the parking spaces meet all requirements. Ms. Patel replied that the applicant will be submitting a parking demand study as required by the ordinance and the required number of parking spaces will be verified against the parking study. Ms. Patel noted that since the functionality of the facility is

considered a “virtual care center”, no patients will be visiting the site - all the transactions will be provided through the internet and the applicant has described the building to function more like an office building.

Planning Chair Watson asked for clarification as to the number of employees. The applicant indicated that there will be approximately 400 employees.

Vice-Chair Gruchalla then summarized the points previously discussed;

- The loading dock mechanical area screening – the wall will be approximately 16 feet. The applicant clarified that due to the overhang of the building; the loading dock will be shadowed and not be visible. Board Member Perkins suggested that vertical landscaping be provided along Clarkson Road.
- The retaining wall materials and height.
- The balcony railing.
- Parking spaces - Board Member Clawson commented that pedestrian access discussion is allowed at ARB. The number of allowed parking spaces will be discussed during site plan review of the Planning Commission.
- Number of employees.

There was further discussion regarding the height of the masonry wall screening the loading dock area, which the applicant noted was approximately sixteen (16) feet tall. There was additional discussion among the Board regarding the elevation change of the site. Planning Chair Watson asked what portion of the building would be visible from Clarkson Road. The applicant stated you would see the second story of the building from Clarkson Road and there is a row of trees proposed along the front of the site, plus some tall trees on the site to add vertical elements in addition to the elevation change on the site. Additionally, there is a large mature tree near the entrance of the loading dock which will be preserved.

Since there were no issues or concerns, Board Member Clawson made a motion to forward the Site Development Section Plan, Landscape Plan, Lighting Plan, Architectural Elevations and an Architect's Statement of Design for a 43.35 acre tract of land zoned “UC” Urban Core District located north of Chesterfield Parkway East, south of Interstate 64/US Highway 40 (SE Quadrant) for Mercy Health Systems (Virtual Care Center) to the Planning Commission as presented by Staff.

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

- B. Spirit of St. Louis Airpark, Firestream Worldwide:** A Site Development Plan, Landscape Plan, Lighting Plan, Architectural Elevations and an Architect's Statement of Design for a 1.12 acre tract of land zoned “M3” Planned Industrial District located on the south side of Edison Avenue, west of Spirit of St. Louis Boulevard.

Ms. Jessica Henry, Project Planner, stated that the request is for a 12,000 square foot aircraft storage and corporate office hangar building located within the Spirit of St. Louis Airpark development.

- The subject site is located on the south side of Edison Ave, east of Bell Avenue. The site has never been developed.
- Photos provided by Staff show that the site is deep within the airport and the surrounding buildings are very similar in nature to the building under consideration.

Amended Site Development Plan

- The sole access point is off of Bell Avenue.
- The proposal includes a paved area that will have direct access to the existing taxiway to the south. This paved area is accessible only via the gate located in the cul-de-sac at the end of Bell Avenue. The parking spaces in this area are intended to provide private parking for the pilots and office employees.
- The large area along the eastern façade of the building is to contain a gravel stormwater bio-retention drainage facility.
- The ground-mounted equipment proposed at the southwest corner of the building is to be screened by landscaping.

Landscape Plan

The proposed landscaping is concentrated on the northern portion of the site with frontage along Edison Avenue. Landscape beds are provided along Bell Avenue in the place of street trees; this is due to the Ameren easement and electric utility lines running through this portion of the site.

Building Elevations

- The building will be comprised primarily of painted metal siding on the east, west, and south elevations. The front elevation is comprised of brick veneer, EIFS, and stone veneer columns. The building entry is marked by a pre-fabricated metal canopy anchored by the stone veneer columns.
 - The proposal also includes expansive windows along the front elevation to allow natural light into the space designated for the corporate office portion of the building.
 - Additionally, large door openings are proposed in order to promote cross-ventilation.
 - The overall height of the building is 24'-6".
 - The south elevation contains large metal doors that are standard to aircraft hangars.
 - There are no roof-top units and the applicant is not proposing a parapet.
- The color palette and overall design is very similar to other buildings in this area of the airport.

DISCUSSION

Clarification was provided to Board Member Perkins confirming that the dumpster enclosure detail is correct on the architectural drawings.

Material samples were provided and the architect explained the details to the design, color palette, and materials.

Ms. Henry noted that the lighting plan proposes one pole-mounted light in the front parking area and wall-mounted fixtures on the front and rear of the building.

Board Member Weber noted that the only element screening the ground-mounted equipment is landscaping. The applicant replied that the equipment is only about three feet in height which requires minimal screening.

Vice-Chair Gruchalla then summarized the following points previously discussed;

- The proposed lighting
- The mechanical equipment screening
- The trash enclosure
- The landscaping.

It was pointed out that a sidewalk will be provided in front along Edison Avenue. Since there is not an existing sidewalk adjacent to the site along Edison Avenue, future connections will be established if the area re-develops.

Since there were no issues or concerns, **Board Member Clawson** made a motion to forward the Site Development Section Plan, Landscape Plan, Lighting Plan, Architectural Elevations and an Architect's Statement of Design for a 1.12 acre tract of land zoned "M3" Planned Industrial District located on the south side of Edison Avenue, west of Spirit of St. Louis Boulevard for Spirit of St. Louis Airpark, Firestream Worldwide to the Planning Commission as presented by Staff.

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

IV. OLD BUSINESS - None

V. NEW BUSINESS

Mr. Boyer introduced Mr. Jonathan Raiche, Senior Planner as the newest member of the Planning Staff.

VI: ADJOURNMENT

Board Member Weber made a motion to adjourn the meeting. Board Member Clawson seconded the motion. The motion passed by a voice vote of 5 – 0 and the meeting adjourned at 7:12 p.m.