

**THE CITY OF CHESTERFIELD
ARCHITECTURAL REVIEW BOARD
November 14, 2013**

PRESENT

Mr. Matt Adams
Ms. Mary Brown
Mr. Bud Gruchalla
Mr. Gary Perkins
Mr. Mick Weber
Mr. Steve Wuennenberg, Planning Commission Liaison
Ms. Aimee Nassif, Planning and Development Services Director
Mr. John Boyer, Senior Planner, Planning Department Liaison
Ms. Kathy Juergens, Recording Secretary

ABSENT

Mr. Rick Clawson
Ms. Carol Duenke

I. CALL TO ORDER

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

II. APPROVAL OF MEETING SUMMARY

A. October 10, 2013

Board Member Mick Weber made a motion to approve the meeting summary as written.

Board Member Matt Adams seconded the motion.

Motion passed with a voice vote of 3-0 with Board Member Mary Brown abstaining.

III. PROJECT PRESENTATION

- A. Kemp Auto Museum (Chesterfield Covenant Group) SDSP:** A Site Development Section Plan, Landscape Plan, Lighting Plan, Architectural Elevations and Architect's Statement of Design for a 0.709 acre tract of land zoned "PC" Planned Commercial District on the north side of Chesterfield Airport Rd., approximately 1,000 feet east of Chesterfield Commons Drive (17T230189).

Mr. John Boyer, Senior Planner, presented the project request for a 5,200 square foot multi-tenant commercial building. The proposed structure is situated along

the frontage of Chesterfield Airport Road with parking placed at the rear of the lot which is I-64/US40 frontage. With the placement of the structure along the frontage of Chesterfield Airport Road, the proposed building will be consistent with the adjacent Kemp Auto Museum to the west which is similarly situated. The existing controlled access point across from Chesterfield Commons East Drive will allow access to the building as well as Kemp Auto Museum.

A desired design technique of the Architectural Review Board standards for developments within the Chesterfield Valley that have lots fronting along I-64/US40 or North Outer 40, is to provide parking away from these frontages. The applicant has proposed parking in the rear adjacent to the I-64/US40 frontage because the major view of the proposed structure will be from Chesterfield Airport Road and because the existing access easement for Kemp Auto Museum must be maintained as is. The City also has a minimum access standard of 80 feet as the minimum distance from arterial roads to the first conflict point, which would mean the first access point would cut the site in half. The applicant feels their most visual impact is on the south side that fronts Chesterfield Airport Road. The purpose of the standards is to limit the view of parking lots from I-64/US40 but the existing landscaping on site, along with the proposed additions, will buffer the view of the parking lot.

Since the main access is on the rear (north elevation) of the structure, the applicant is proposing a south elevation that matches the north signifying equal importance of both frontages. This architectural detail provides additional curb appeal from Chesterfield Airport Road while not appearing as a rear elevation. The design theme on the north and south elevations have been carried onto the side elevations as well meeting Chesterfield Valley typical standards. Mechanical equipment is planned to be roof mounted and will be screened on all sides by a parapet.

Materials include brick veneer, simulated plaster, pre-finished aluminum/glass storefront, fabric covered awnings, and wall cornices. The trash enclosure will match the material and color of the main structure.

Proposed landscaping does meet the City's minimum requirements. In addition to the proposed landscaping, the applicant plans to utilize existing landscaping on the site.

The proposed lighting plan consists of two light standards within the rear parking lot and associated building accent lighting. The building accent lighting is being provided to comply with lighting requirements within Chesterfield Valley. The proposed plan does meet all the City's minimum standards for lighting.

Discussion:

Board Member Mick Weber asked for clarification of the proposed lighting and stated there appears to be a tremendous amount of lighting on the building. Mr. Boyer stated the lighting plan does meet the City's minimum standards. The wall packs are downcast and are located on the north and south elevations and also wrap around the building. They are located underneath the canopies. Accent lighting is located on each of the columns. The majority of the lighting is on the north and south frontage.

Board Member Weber pointed out the roof drainage on the elevation is depicted as sloping and asked if it would be internally drained. The applicant confirmed this and also confirmed that the parapet would completely screen the rooftop mechanical units.

Board Member Weber voiced his concern regarding the amount of masonry used on the building at ground level. EIFS at this level tends to get damaged easily and made a recommendation to incorporate a masonry wainscoting up to sill height on all sides of the building. Board Member Bud Gruchalla concurred.

Board Member Weber pointed out what appeared to be a reveal line on the north elevation above the awning that was not continuous on the northwestern frontage. He recommended that this reveal line be continued on all sides of the building for aesthetic reasons.

Board Member Mick Weber made a motion to forward to the Planning Commission the Site Development Section Plan, Landscape Plan, Lighting Plan, Architectural Elevations and Architect's Statement of Design for Kemp Auto Museum (Chesterfield Covenant Group) as presented with the following recommendations:

- 1. Add masonry wainscoting along the base of the building on all sides consistent with the height of the masonry on the columns.**
- 2. Extend the 8"band depicted on the north elevation around the entire perimeter of the building.**

Board Member Matt Adams seconded the motion.

The motion passed with a voice vote of 4-0.

IV. OLD BUSINESS

None.

V. NEW BUSINESS

None.

VI: ADJOURNMENT

Board Member Mick Weber made a motion to adjourn the meeting.

Board Member Matt Adams seconded the motion.

Motion passed with a voice vote of 4-0 and the meeting adjourned at 7:15 p.m.