



III.D.

690 Chesterfield Pkwy W • Chesterfield MO 63017-0760
Phone: 636-537-4000 • Fax 636-537-4798 • www.chesterfield.mo.us

Architectural Review Board Staff Report

Project Type: Amended Architectural Elevations

Meeting Date: April 9, 2015

From: Jessica Henry
Project Planner

Location: West side of Boone's Crossing on the north side of North Outer 40 Road.

Applicant: Joe H. Scott Living Trust

Description: **Larry Enterprises – Lynch Hummer, Lot B (Scott Retail):** Amended Architectural Elevations and an Amended Architect's Statement of Design for a 7.09 acre lot of land zoned "PI" Planned Industrial District located on the west side of Boone's Crossing on the north side of North Outer 40 Road.

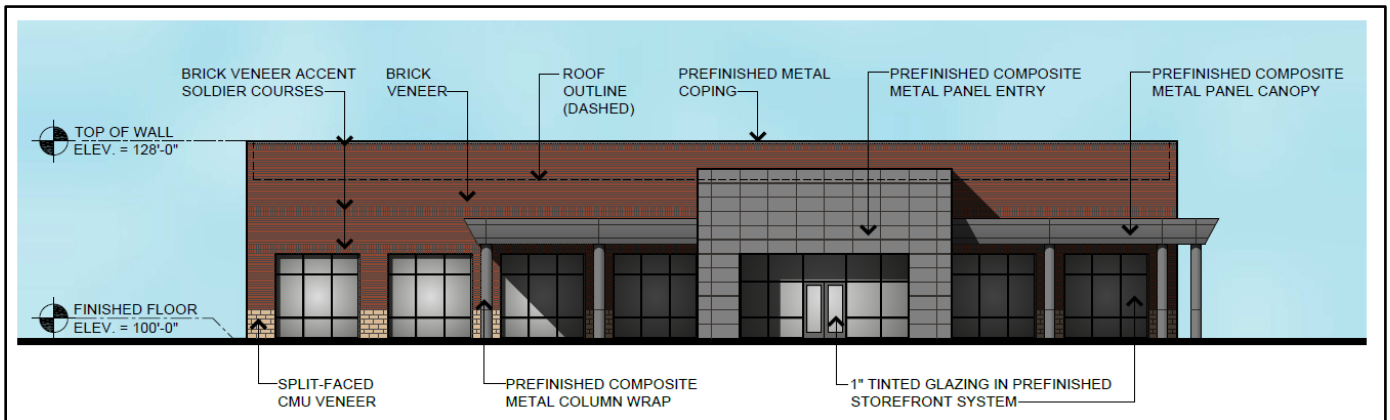
PROPOSAL SUMMARY

The Joe H. Scott Living Trust has submitted Amended Architectural Elevations and an Amended Architect's Statement of Design for the Scott Retail building that is currently under construction. The Scott Retail building is a 9,500 square foot building located on North Outer 40 Road, west of the Heavy Duty Equipment building (former Lynch Hummer dealership). The subject site is zoned "PI" Planned Industrial District and is governed under the terms and conditions of City of Chesterfield Ordinance 2055. The 6th Amended Site Development Section Plan, Amended Lighting Plan, Amended Landscape Plan, Architectural Elevations, and Architect's Statement of Design were approved by the Planning Commission in October of 2013 and construction began on the site in fall of 2014.

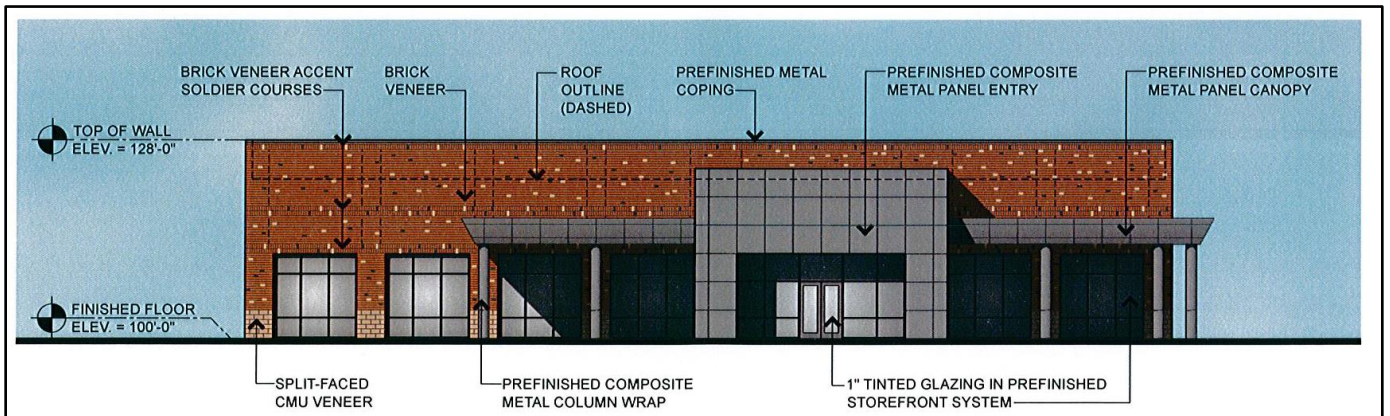
With the shell of the building complete, in January of 2015 the applicant began applying the brick veneer to the exterior of the building. However, the coloration of the brick veneer on the building does not conform to the brick that was presented as part of the Architectural Elevations approved by the Planning Commission. Therefore, this is a violation of the approved elevations, and as such, the applicant submitted an application for Amended Architectural Elevations with the new brick shown. This project was reviewed by the Planning Commission at the March 9, 2015 meeting. At that meeting, a motion to return the Amended Architectural Elevations and Amended Architect's Statement of Design to the Architectural Review Board was passed by a vote of 7-0.

STAFF ANALYSIS

After this project was presented to the Planning Commission, the protective coating on the composite metal panels on the front façade of the building was removed. At that time, Staff noticed that the metal panels appeared darker in color than anticipated based on the approved elevations. This concern was immediately brought to the attention of the applicant and information regarding this is included in the applicant’s submittal. Below is a comparison of the original approved architectural elevation and the proposed elevation showing the brick as constructed.



Scott Retail Approved Elevation



Scott Retail Proposed Elevation

The approved Architect’s Statement of Design includes the following statement:

“The exterior design will be predominantly brick veneer while incorporating split-face masonry bases into the overall look of the building to match the existing adjacent development to the east, this material selection of masonry and brick will continue around all four sides of the building...Again, the materials and color palette of this building will match and complement the existing building to the east.”

As shown above, the approved brick from the original elevation was a solid, red brick. The brick in the proposed elevation, which was used on the actual building, is predominately red in color, with lighter and darker accent bricks. Further, the composite metal panels appear to be a lighter, steel gray versus the dark, slate gray that they appear to be, especially when viewed from a distance. On the following page are photos of the Scott Retail building and the adjacent Lynch Hummer building.

Scott Retail Building



Lynch Hummer Building



In addition to the items discussed above, there is one other minor deviation from the approved architectural elevations. On the rear elevation, the approved architectural elevation shows four drive-in overhead doors and one smaller dock door with a leveler. On the actual building and included in the proposed revised architectural elevation, all five overhead doors are the same size.

At no time did the applicant advise the City of changes to the approved Architectural Elevations or seek re-approval of the amended architectural elevations. However, once Staff approached the applicant regarding the deviations from the approved architectural elevations, the applicant met with Staff and has been in regular communication regarding this violation.

The applicant understands the seriousness of this issue, and after the Planning Commission voted to send this item back to the Architectural Review Board, the applicant prepared a packet detailing various ideas for abating the violation that resulted from the incorrect brick being used in construction of the building.

If the Architectural Review Board is opposed to the changes to the approved Architectural Elevations, the applicant has included the following ideas for consideration by the Architectural Review Board in the submittal packet:

1. Insert a thick evergreen landscape buffer between the Scott Retail and the former Lynch Hummer building to mitigate the contrast (this would result in some parking reconfiguration);
2. Stain the lighter bricks to soften the variation in the brick and minimize the contrast between the two buildings; and
3. Completely modify the brick by staining or painting the entire building.

Staff is also requesting that the Architectural Review Board review the composite metal panels to ensure compliance with the approved Architectural Elevations. As shown in both the Staff photos in this report and the photos contained in the applicant's submittal, the appearance and color tone of these panels changes depending on the weather and other conditions.

DEPARTMENTAL INPUT

As is typical, Staff is providing the Architectural Review Board with motions relative to this request and the Architectural Review Board may choose to recommend approval or denial of the Amended Architectural Elevations and Amended Architect's Statement of Design as presented or to recommend approval with modifications.

MOTION

The following options are provided to the Architectural Review Board for consideration relative to this application:

- 1) “I move to forward the Amended Architectural Elevations and Amended Architect’s Statement of Design for Larry Enterprises – Lynch Hummer, Lot B (Scott Retail), as presented, with a recommendation for approval (or denial) to the Planning Commission.”
- 2) “I move to forward the Amended Architectural Elevations and Amended Architect’s Statement of Design for Larry Enterprises – Lynch Hummer, Lot B (Scott Retail), to the Planning Commission with the following recommendations...”

Cc: Aimee Nassif, Planning and Development Services Director

Attachments: Applicant’s Information Packet
Amended Architect’s Statement of Design
Revised Architectural Rendering
Amended Architectural Elevations
Original Architectural Rendering
Approved Architectural Elevations

1065 EXECUTIVE PARKWAY
SUITE 300
ST. LOUIS, MISSOURI 63141

ADMINISTRATION
PHONE: 314/542-0105
FAX: 314/542-9942

PROPERTY MANAGEMENT
PHONE: 314/542-0777
FAX: 314/542-3607

300 LOCK ROAD
DEERFIELD BEACH, FLORIDA 33442
PHONE: 954/421-0348
FAX: 954/421-4855



March 24, 2015

Aimee Nassif, AICP
Chairman, Members and Directors of the Architectural Review Board
City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, MO 63005

RE: Scott Retail Project – N. Outer 40, Chesterfield, MO

Dear Ms. Nassif, Chairman, and Board,

First of all, I would like to offer a sincere apology for taking time out of your busy schedules to review this project for a second time after it has already been reviewed and approved in the Spring of 2013. Unfortunately, a value engineering option was offered to use an alternate brick by the General Contractor, that unbeknownst to us, was not approved by the architect or the City of Chesterfield. The General Contractor was instructed by the owner to submit all project details to the architect for approval to ensure each item was within the approved scope of design. From what I understand, most details and spec'd items were sent through this process, however for some reason the brick option was not. The value engineering change was presented to us by the contractor by labeling it as "king size brick" option (see Exhibit A). Due to the chain of command we had in place, it was assumed that the change was approved as all other items on the list were; items that were not approved were marked with an "N". Recently, it was brought to my attention by the City that the change in brick materials was in fact not approved by the architect or the City of Chesterfield. I am deeply disappointed with the General Contractor and want to ensure the City that I am committed to correct this issue to the best of my ability. The City of Chesterfield is a pleasure to work with and I want to keep a great relationship for many years to come.

The enclosed submittal lists possible solutions for the Board to consider, in addition to a detailed report regarding the composite panels located on the front of the new building (see exhibit B). As a little background to this project, the original intent of the new office/warehouse building was to serve as an extension of the business located next door in the former Lynch Hummer building (Heavy Duty Equipment/Crown Window). After a thorough business assessment, it has been determined to keep daily business operations restricted to the former Lynch Hummer building. The new building will remain an empty shell and only be used for warehouse storage at this time. The additional storage capacity will ensure all zoning requirements for the former Lynch

Hummer site are met since it is currently using areas for storage that are not permitted under the sites' zoning guidelines. In the future, the new building will be added to our commercial portfolio and leased to outside tenants. With the vacant land to the west, we understand that future development may take place (see exhibit C) and the new building could be used as a transition between the former Lynch Hummer building and the new development with cross access across the entire development. As development to the west takes place, the gates at the entrance to the former Lynch Hummer building will be removed to allow complete cross access for the entire site. Listed below are a few possible solutions with complementing exhibits for your review and comment.

Option 1: Leave the building as is (see exhibit D).

Option 2: Leave building as is and plant a thick evergreen island on the east side of the new building, creating a line of separation and an additional landscape screen similar to the buffer between Junior Achievement and the former Lynch Hummer Building (see exhibit E). The parking along this side of the building would not be needed as there is adequate parking in front and a very large lot in the rear of the building.

Option 3: Stain the lighter color bricks darker to blend better with the existing bricks (see exhibit F).

Option 4: Attempt to change the color of the brick on the entire building (see exhibit G).

I would like to again thank you all for your time and assistance with this project. I am open to any comments and suggestions and will do what it takes to resolve this issue. I look forward to working with the City of Chesterfield to complete this project in addition to bringing the former Lynch Hummer site back into compliance.

Respectfully Submitted,



Nick Joggerst
Scott Properties
1065 Executive Parkway, Suite 300
St. Louis, MO 63141

Attachments:

Exhibits A, B, C, D, E, F and G

EXHIBIT

“A”

Scott Properties
 17385 North Outer Forty
 Chesterfield, MO 63005



Projected Project Cost Adjustment

April 1, 2014

Base Bid (2-15-14)

\$ 1,674,000

Cost Savings Reductions

Alternate spoils dump site (Grading) *	\$ (5,200) <i>N</i>
Alternate spoils dump site (Utilities) *	\$ (9,900) <i>N</i>
Use on-site rock for temporary roads & parking *	\$ (800) <i>Y</i>
Use River City for Painting subcontractor	\$ (3,723) <i>Y</i>
Concrete scope buyout	\$ (5,152) <i>Y</i>
Steel bidder price cut (Must be accepted by 4/10/14)	\$ (2,000) <i>Y</i>
HVAC bidder price cut	\$ (1,310) <i>Y</i>
Drywall bidder price cut	\$ (5,000) <i>Y</i>

Value Engineering Reductions

Change roof to 45 mil white TPO	\$ (7,600) <i>Y</i>
Delete the fire protection system (Site)	\$ (5,767) <i>Y</i>
Delete the fire protection system (Building)	\$ (23,268) <i>Y</i>
Use king size brick	\$ (6,000) <i>Y</i>
Change structural design to load-bearing masonry	TBD (15,000) <i>ND</i>
Change alum storefront finish to clear anodized	\$ (2,530) <i>ND</i>
Change composite metal panels to another material	TBD (70,000) <i>ND</i>
Reduce asphalt pavement & base course thickness	\$ (10,490) <i>ND</i>

Adjusted Bid Total

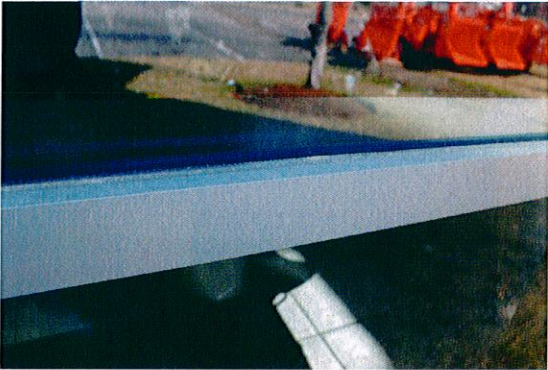
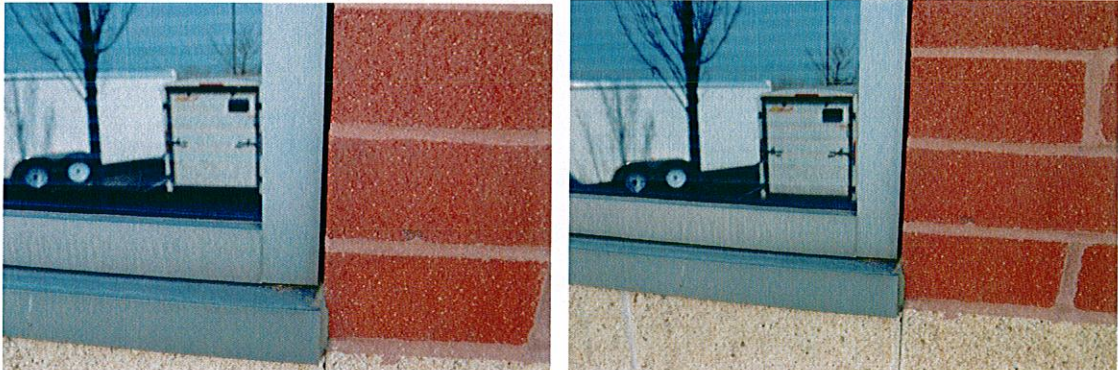
\$ 1,585,260

* We will use the on-site rock material for our temporary construction parking and staging. Our grading and site utilities contractors will haul the spoils material to your property at Chesterfield Airport Road and Spirit of St. Louis Boulevard. The material will be tipped and dumped, only. We haven't included any costs for temporary access roads, street cleaning or spreading the material at the dump site.

EXHIBIT
“B”

Composite Panels (Exhibit B):

Pictures of the storefront color on former Lynch Hummer Building:

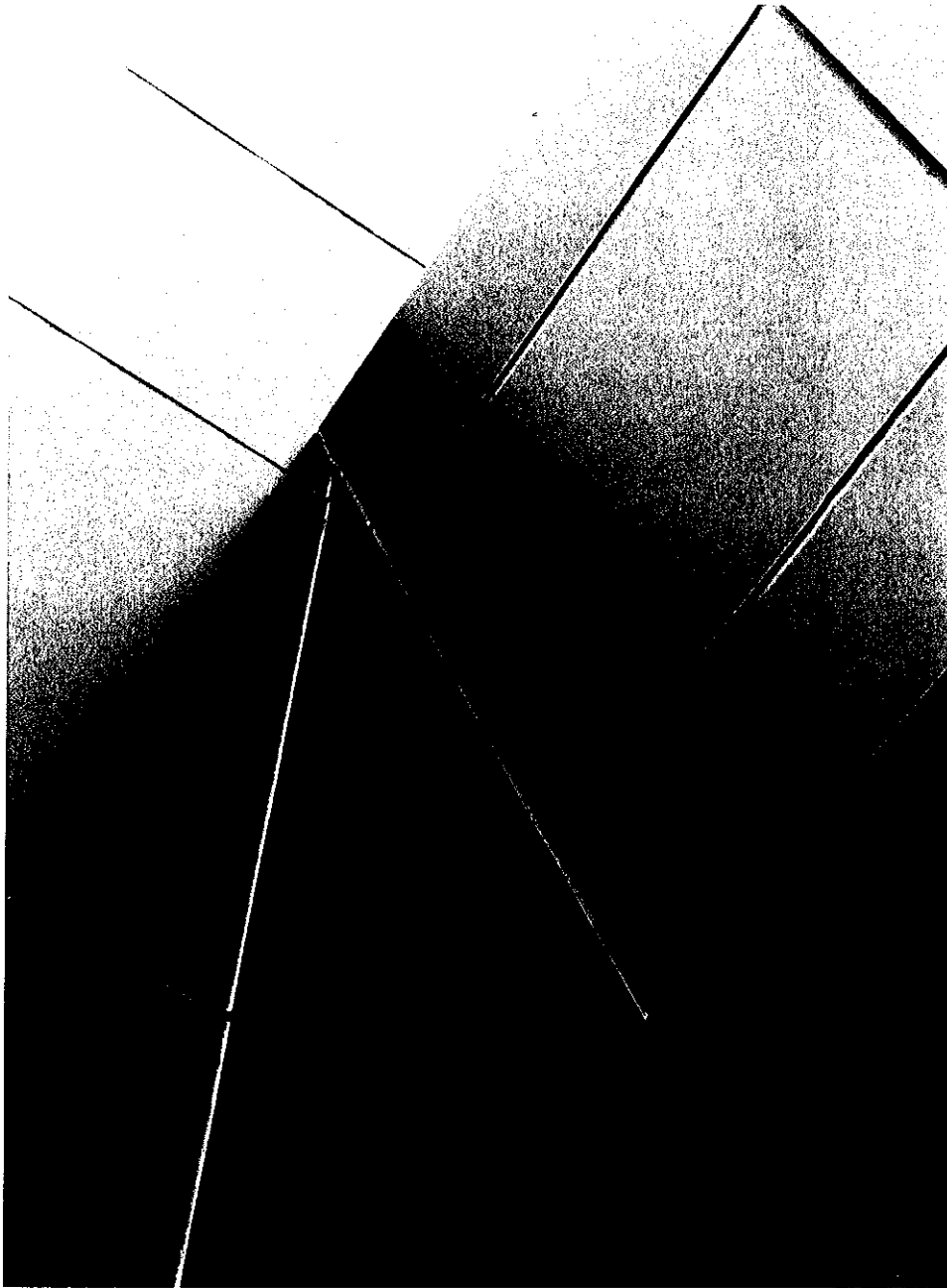


Pictures of storefront color on new building:



Pictures of panels and storefront:





As you can see in the pictures, the panels do take on a lighter or darker color, depending on how the light hits them and the distance you are standing away from them. From what I can tell, the storefront system on the new building does closely match the storefront system on the former Lynch Hummer building. The composite panels on the front of the new building were fabricated to match the storefront system as shown in the pictures.

EXHIBIT

“C”

Site Layout/Future Development (Exhibit C):

Junior Achievement development separated from former Lynch Hummer Site by evergreen berm:



Former Lynch Hummer Site and new site:



Future development area to the west:



EXHIBIT

“D”

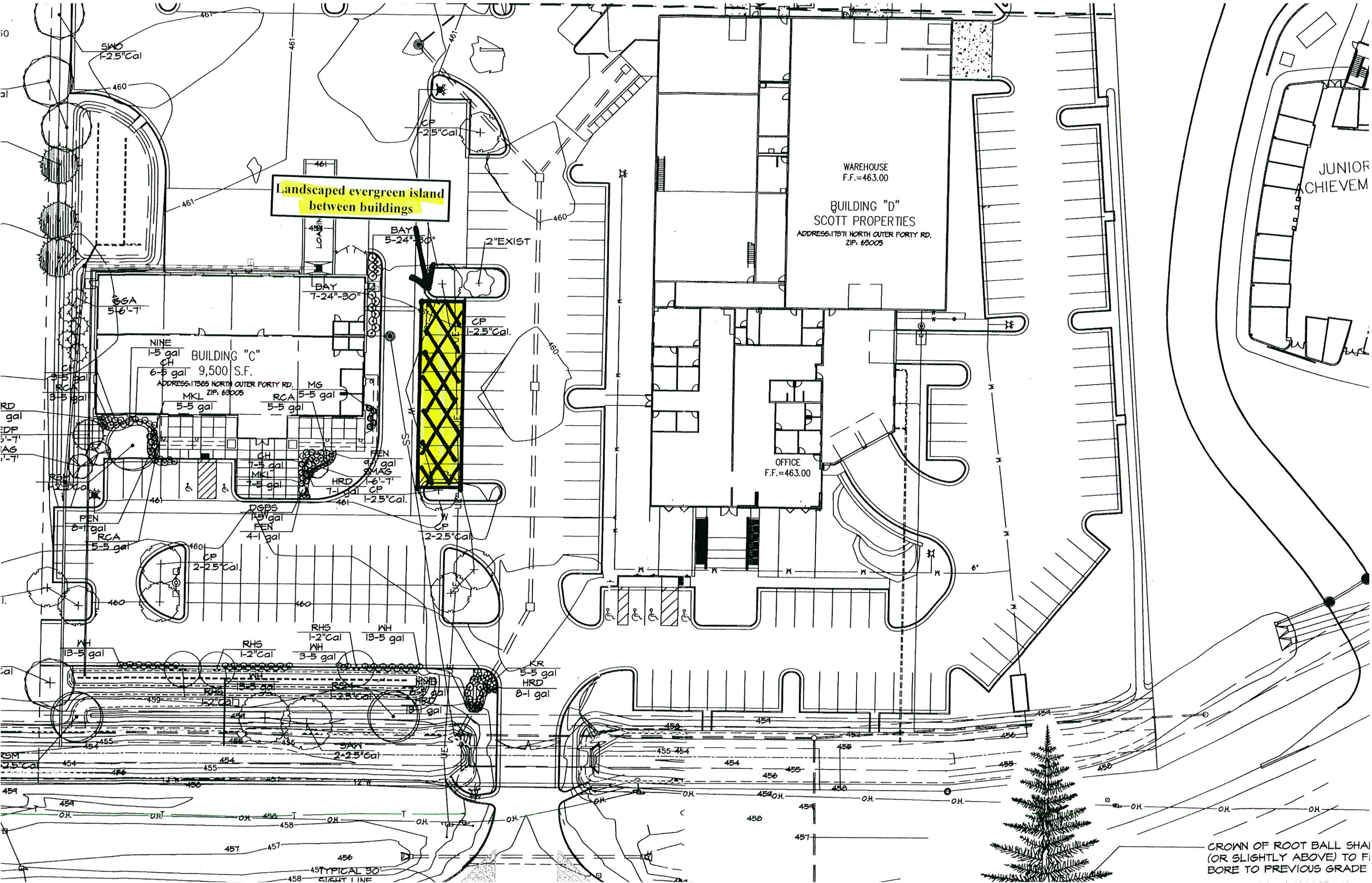
Actual field pictures of new building (Exhibit D):





EXHIBIT

“E”



**Landscaped evergreen island
between buildings**

WAREHOUSE
F.F.=463.00

BUILDING "D"
SCOTT PROPERTIES
ADDRESS: 17371 NORTH OUTER FORTY RD.
ZIP: 65005

JUNIOR
CHIEVEM

NINE
1-5 gal
6-5 gal
9,500 S.F.
ADDRESS: 17385 NORTH OUTER FORTY RD.
ZIP: 65005

OFFICE
F.F.=463.00

CROWN OF ROOT BALL SHAL
(OR SLIGHTLY ABOVE) TO F1
BORE TO PREVIOUS GRADE

30

RD
gal
IDP
5'-7"
AG
1'-7"

gal

2.5"
Cal

459

454

457

458

459

460

461

462

463

464

465

466

467

468

469

470

471

472

473

474

475

476

477

478

479

480

481

482

483

484

485

486

487

488

489

490

491

492

493

494

495

496

497

498

499

500

501

502

503

504

505

506

507

508

509

510

511

512

513

514

515

516

517

518

519

520

521

522

523

524

525

526

527

528

529

530

531

532

533

534

535

536

537

538

539

540

541

542

543

544

545

546

547

548

549

550

551

552

553

554

555

556

557

558

559

560

561

562

563

564

565

566

567

568

569

570

571

572

573

574

575

576

577

578

579

580

581

582

583

584

585

586

587

588

589

590

591

592

593

594

595

596

597

598

599

600

601

602

603

604

605

606

607

608

609

610

611

612

613

614

615

616

617

618

619

620

621

622

623

624

625

626

627

628

629

630

631

632

633

634

635

636

637

638

639

640

641

642

643

644

645

646

647

648

649

650

651

652

653

654

655

656

657

658

659

660

661

662

663

664

665

666

667

668

669

670

671

672

673

674

675

676

677

678

679

680

681

682

683

684

685

686

687

688

689

690

691

692

693

694

695

696

697

698

699

700

701

702

703

704

705

706

707

708

709

710

711

712

713

714

715

716

717

718

719

720

721

722

723

724

725

726

727

728

729

730

731

732

733

734

735

736

737

738

739

740

741

742

743

744

745

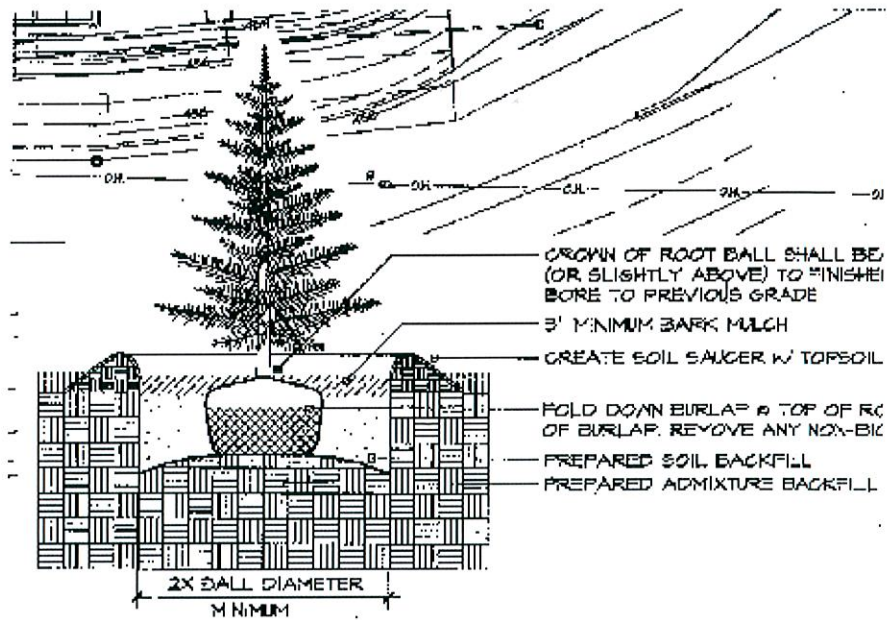
746

747

748

749

Add evergreen landscaped island between buildings (Exhibit E):



THE ABOVE SPECIFICATIONS SHALL BE USED FOR ALL PLANTINGS



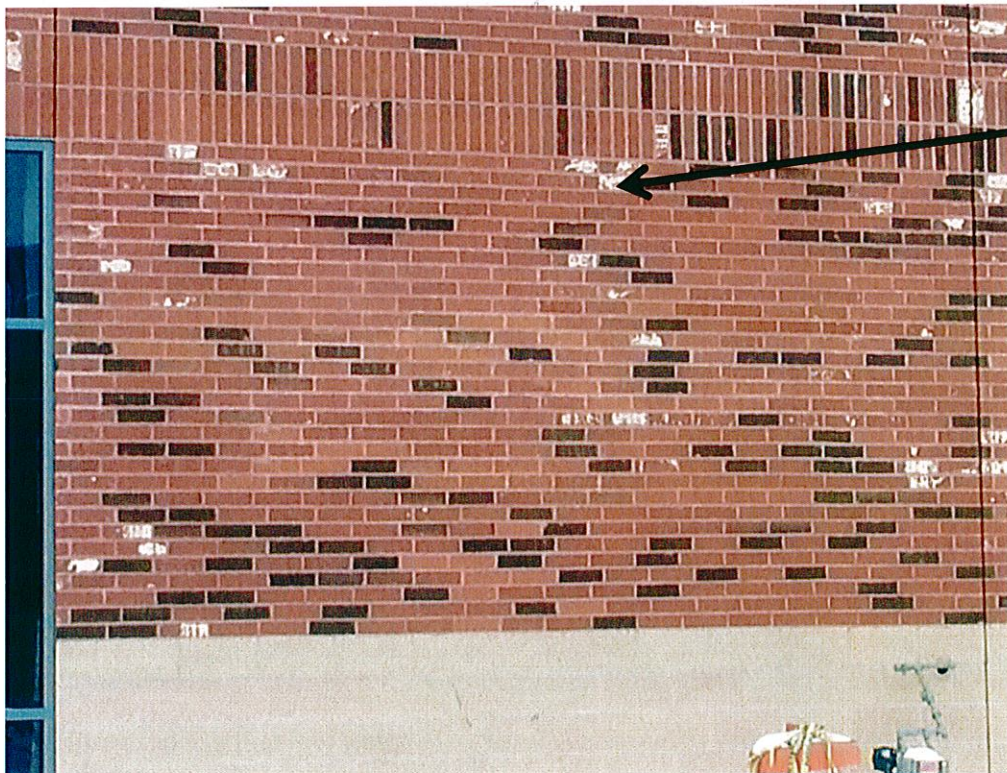
EXHIBIT

“F”

Stain Tan/Lighter bricks to blend (Exhibit F):



Lighter Tan bricks could be stained/darkened to blend better



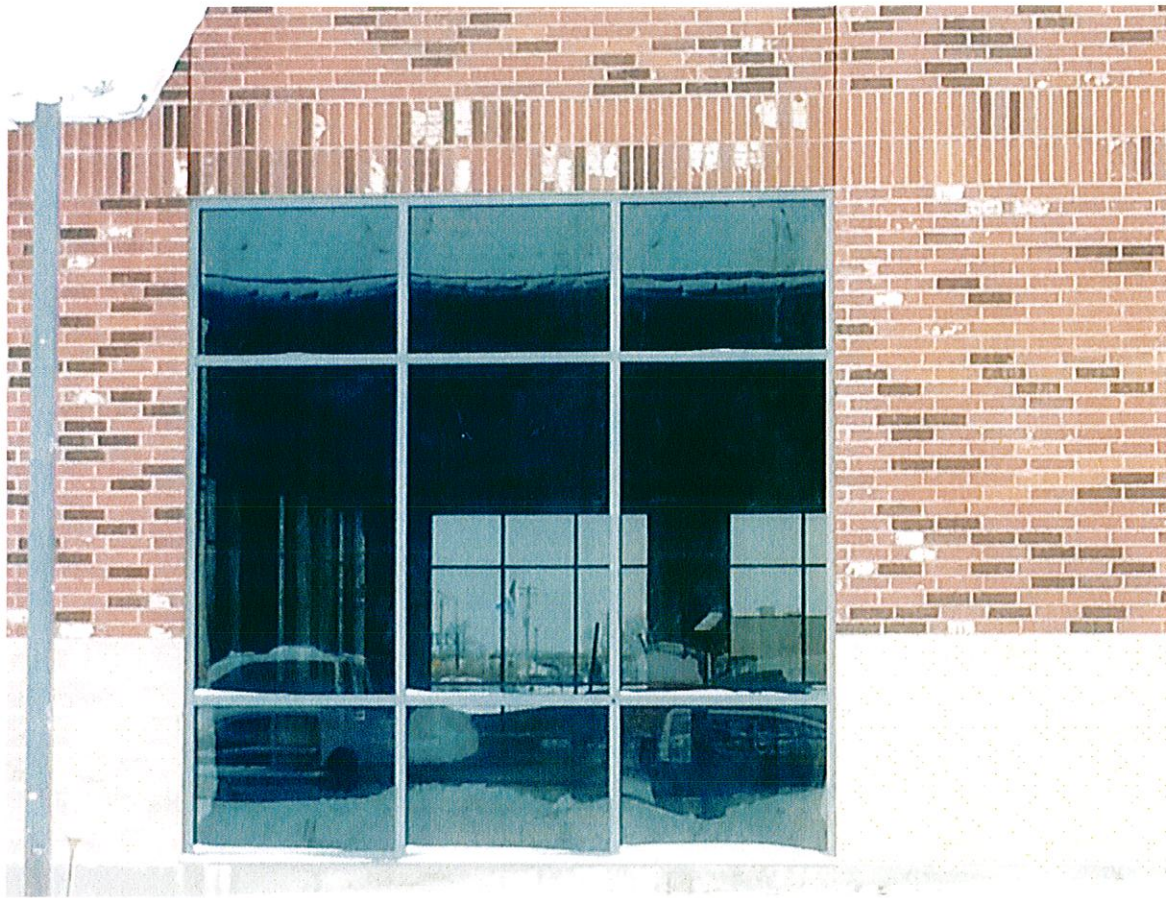


EXHIBIT

“G”

Attempt to stain/paint/change color of entire building (Exhibit G):





After checking with several contractors, it was not recommended to paint the brick as it will give the building a “painted look” and could look sloppy. I have also been in contact with a company called Brickimaging; however they are not local and have not had a chance to get back to me since my original contact. The sales representative that I did speak with recommended attempting to darken the lighter brick if we need to make a change (Option F) and see how that works prior to changing the color of the entire building.



ECO Friendly

Nationwide Service

25-Year Warranty

Since 1976

STAYNTECH®

GALLERY

SERVICES

PRICING

SPECS

COMPANY

BLOG

SUBMIT
Your Project

Commercial Transformations



Atlanta Medical Center- South
East Point, GA

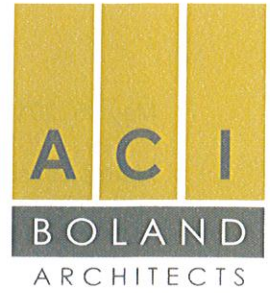


Kettering Medical Center
Kettering, OH



Natrona County Justice Center
Casper, WY





May 15, 2013 – Original Submittal
March 2, 2015 – Revised Submittal

Aimee Nassif, AICP
Planning and Development Services Director
City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, Missouri 63005

ACI BOLAND ARCHITECTS – ST. LOUIS
11477 Olde Cabin Road, Suite 100
St. Louis, Missouri 63141
T.314.991.9993
F.314.991.8878

Re: Scott Properties - Chesterfield, Missouri
ACI Boland Project No. 213013

Dear Ms. Nassif:

We are pleased to submit the following project to The City of Chesterfield Architectural Review Board for their consideration. We have included in this Statement of Design listed below regarding how we plan to address each of the pertinent design standards as part of the design submittal requirements.

STATEMENT OF DESIGN INTENT

General Requirements for Site Design

Site Relationship

The building is situated on North Outer Forty Road west of Boone's Crossing. The building entrance will face North Outer Forty Road to the south. The entrance to this development will utilize the existing single curb-cut entrance on North Outer Forty Road that is currently being used by Scott Properties' Heavy Duty Equipment and Crown Window building to the east. We are also planning to utilize the previously established cross-access agreement to allow the flow of traffic between developments.

Circulation System and Access

The building is situated in the middle of the site with drive access on all four sides to allow for free circulation and no "dead-end" lanes. The visitor parking is located on the south and east side of the site. The accessible parking spaces are located directly in front of the building allowing easy and safe access without needing to cross any drive lanes. The employee and other remaining parking is located along the north side of the building.

Topography

The existing site is relatively flat and vacant. A portion of the Monarch Levee is located at the northern end of the buildable site. The site has no substantial vegetation worth retaining currently.

Retaining Walls

We are currently not proposing the use or need of any site retaining walls in this project at this time.

May 15, 2013 – Original Submittal
March 2, 2015 – Revised Submittal
Aimee Nassif
City of Chesterfield
ACI Boland Proposal No. 213013
Page 2

General Requirements for Building Design

Scale

This single story building is designed to complement the existing building to the east, also owned by Scott Properties. Since this building is to be smaller in size the scale and proportions have also been reduced to fit better with the adjacent development.

Design

This building will be a single story retail development with brick veneer, masonry bases and glass and aluminum windows. All four faces of the building will be coordinated in regards to the material and detailing. The building will also include an extended parapet to screen the mechanical equipment from the outer road and the highway.

Materials and Colors

The exterior design will be predominantly brick veneer *as selected by the owner* while incorporating split-face masonry bases into the overall look of the building *to match the existing adjacent development to the east*, this material selection of masonry and brick will continue around all four sides of the building. We are also planning to use prefinished aluminum composite panels at the entry element and the exterior canopies. The full-height window openings along the south, west and east side will be insulated tinted glass in prefinished aluminum storefront. Again, the materials and color palette of this building will match and complement the existing building to the east.

Please refer to the exterior rendering and the larger material samples to be submitted at the Architectural Review board meeting.

Landscape Design and Screening

The site has been carefully landscaped with trees and other scrubs/plantings to compliment the scale and reduce the impact of the parking area and building to North Outer Forty Road. We have also considered the existing site to the east in our selections of plant material to create a consistent look of the two developments. The building will also include a landscaped area near the front doors to create an inviting plaza area for the patrons. We have also landscaped the Metropolitan Sewer District's required water quality sand bed filter on the south-side of the site to compliment the entire development and pleasing to the passing vehicular traffic. Unfortunately, the north side of our site is located inside the Monarch Levee underseepage berm easement so we are unable to plant any landscaping within this area.

Please refer to the submitted Landscape Plan for more information.

The building's trash container will be screened from vision by the use of an integral enclosure to the building. The enclosure will be constructed as part of the building to give the feel of a unified consistent appearance through the use of matching materials. The enclosure will have wood sight-proof swing gates that will face the north, away from all of the major pedestrian and vehicle traffic to the south.

May 15, 2013 – Original Submittal
March 2, 2015 – Revised Submittal
Aimee Nassif
City of Chesterfield
ACI Boland Proposal No. 213013
Page 3

Signage

We understand that signage review is not part of this process and is will be reviewed at a later date once Scott Properties has secured a tenant for their building. Any signage submitted at that time will be designed to meet the City of Chesterfield Code.

Lighting

We understand that site lighting is not part of the Architectural Review Board submittal and is reviewed through a separate process. We have however included a Site Lighting Plan and fixture cut-sheet for your reference.

Once again, we are please to be continuing our relationship with the City of Chesterfield through the development of your wonderful city. If should need any additional information or have questions, please feel free to call me.

Respectfully Submitted,

ACI Boland Architects

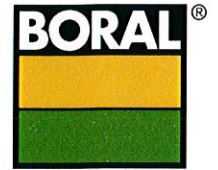
A handwritten signature in black ink, appearing to read 'Kristopher T. Mehrtens', with a stylized flourish at the end.

Kristopher T. Mehrtens, LEED AP
Project Manager

Attachments:

Original Approved Submitted Exterior Elevations & Rendering
Revised Exterior Elevations & Rendering

BORAL® BRICKS
Build something great™



1.800.5BORAL5
www.boralbricks.com

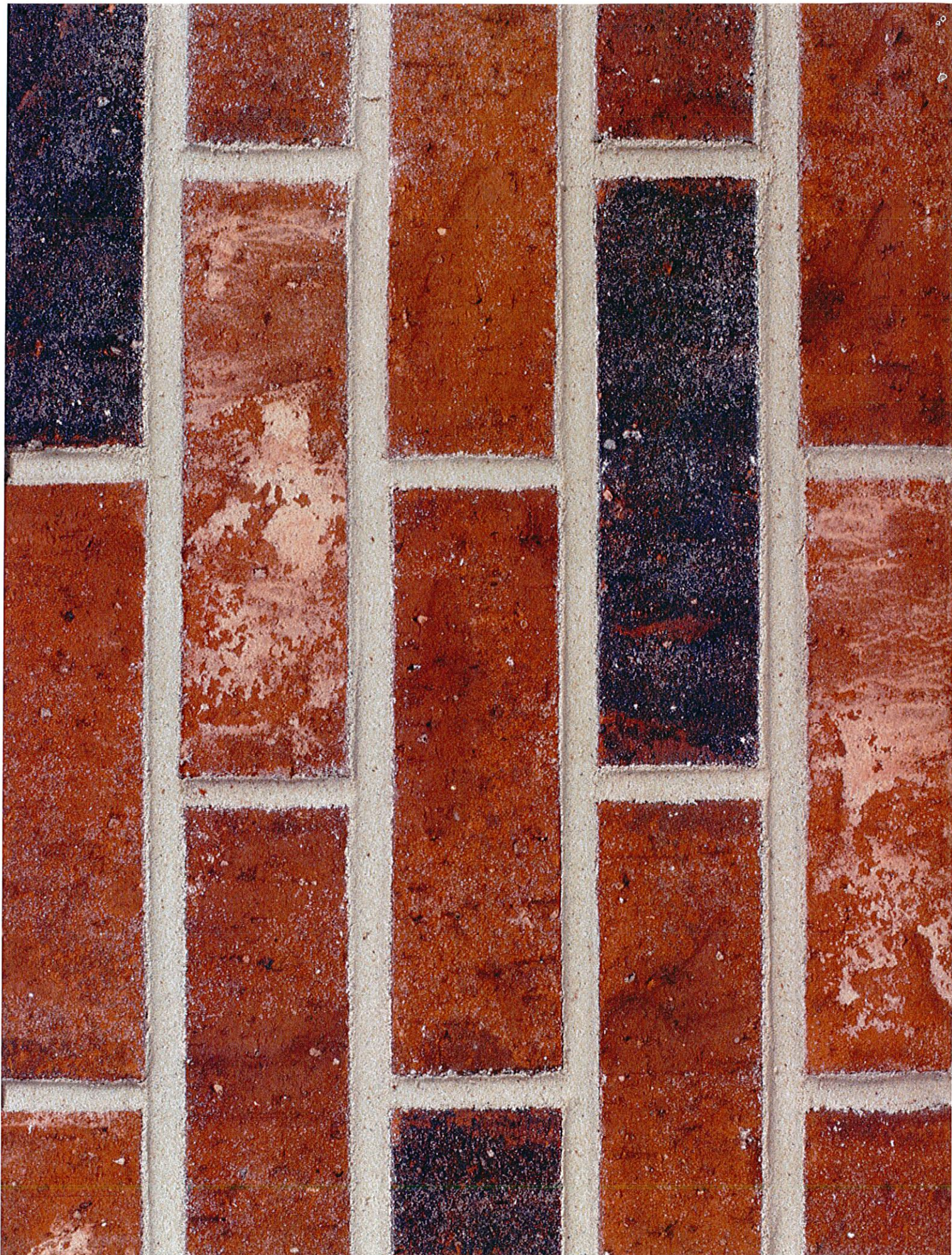
Heritage Trail

TERRE HAUTE COLLECTION



AMERICAN SOCIETY FOR TESTING MATERIALS: This product is tested in accordance with ASTM testing procedures and meets or exceeds applicable ASTM standards. This does not constitute a warranty, however, warranty information is available upon request.

PLEASE NOTE: This literature is intended to generally show the color range of the featured product. Using print and photography it is impossible to show all colors, percentages of colors, texture and the harmless imperfections that may be contained in thousands of brick. Brick from different production runs may vary slightly in color range and texture. For more information, contact your local Boral Bricks distributor or call 1-800-526-7255.



REVISED RENDERING

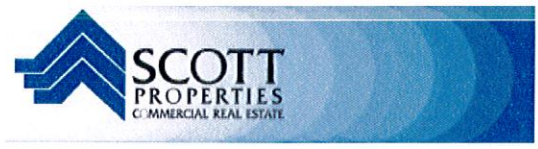


DAVID RUIZ ART

EXTERIOR RENDERING
LOOKING NORTHWEST

EXTERIOR RENDERING REVISED
& RESUBMITTED TO REFLECT
BRICK VENEER CHANGE AS
SELECTED BY THE OWNER

RESUBMITTAL - 03.02.2015
213013 - 05.15.2013

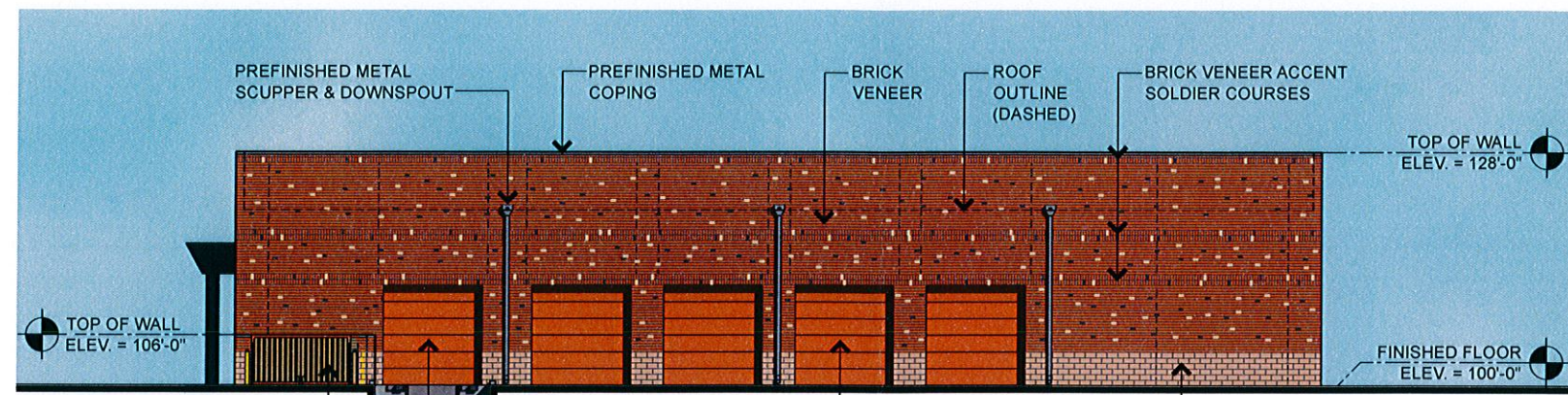


Scott Retail
Chesterfield, Missouri

11477 Olde Cabin Road | Suite 100
St. Louis, Missouri 63141
T: 314.991.9993
aciboland.com

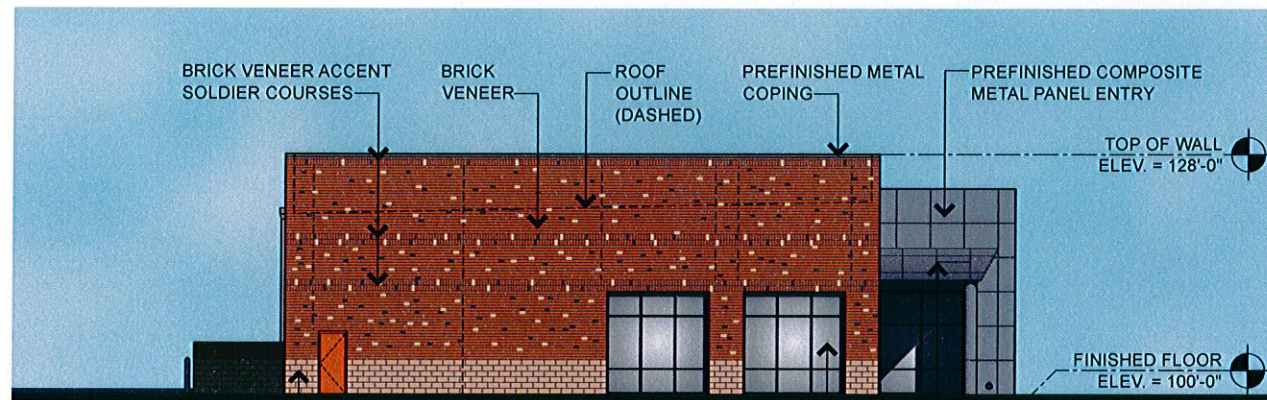


**PROPOSED AMENDED
ARCHITECTURAL
ELEVATION**



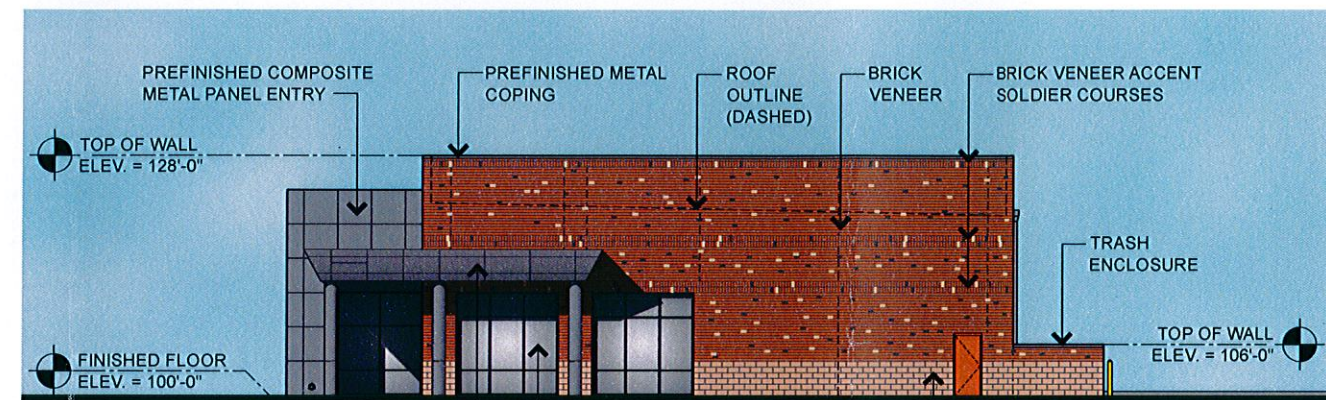
NORTH ELEVATION

SCALE: 1/8" = 1'-0"



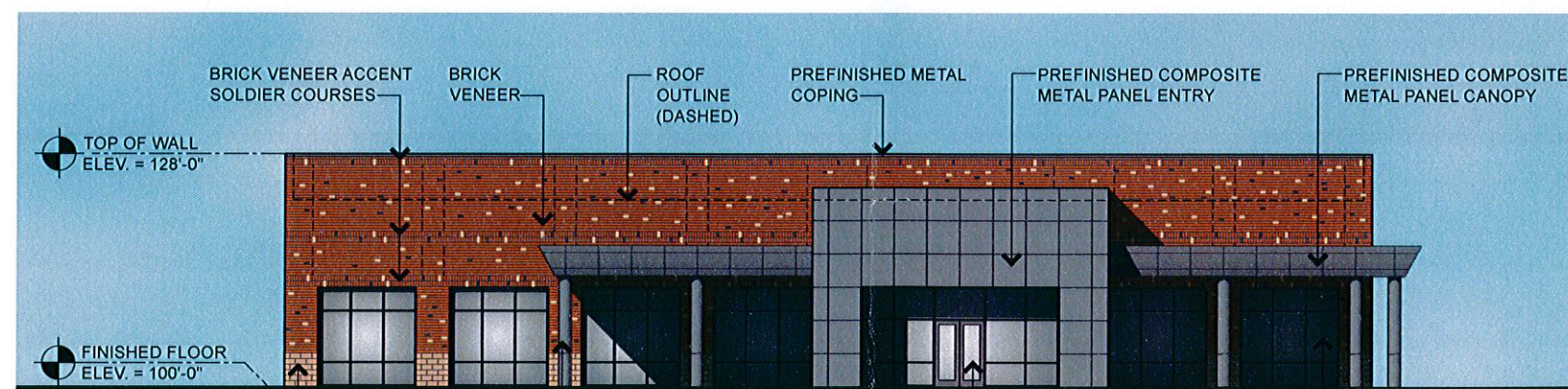
EAST ELEVATION

SCALE: 1/8" = 1'-0"



WEST ELEVATION

SCALE: 1/8" = 1'-0"



SOUTH ELEVATION

SCALE: 1/8" = 1'-0"

EXTERIOR ELEVATIONS REVISED
& RESUBMITTED TO REFLECT
BRICK VENEER CHANGE AS
SELECTED BY THE OWNER



RESUBMITTAL - 03.02.2015
213013 - 05.15.2013

ORIGINAL RENDERING

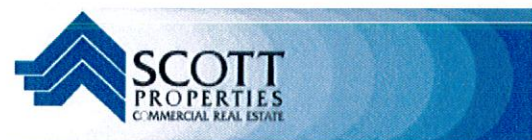


DAVID RUIZ ART

EXTERIOR RENDERING
LOOKING NORTHWEST

ORIGINAL APPROVED SUBMITTAL

213013 - 05.15.2013

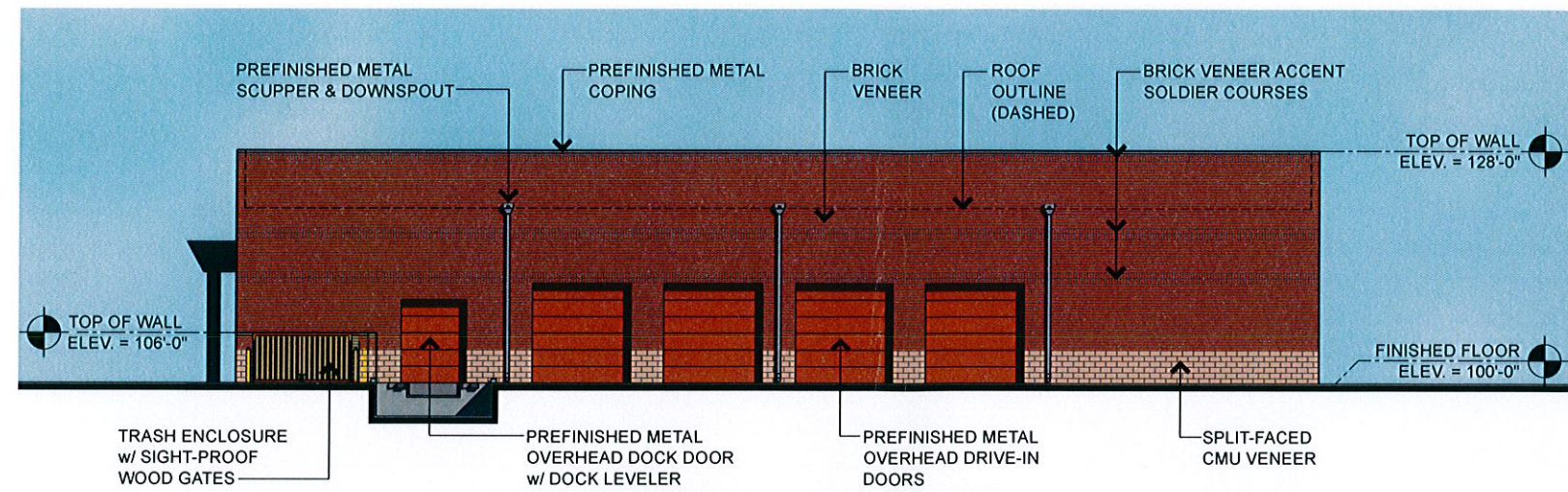


Scott Retail
Chesterfield, Missouri

11477 Olde Cabin Road | Suite 100
St. Louis, Missouri 63141
T: 314.991.9993
aciboland.com

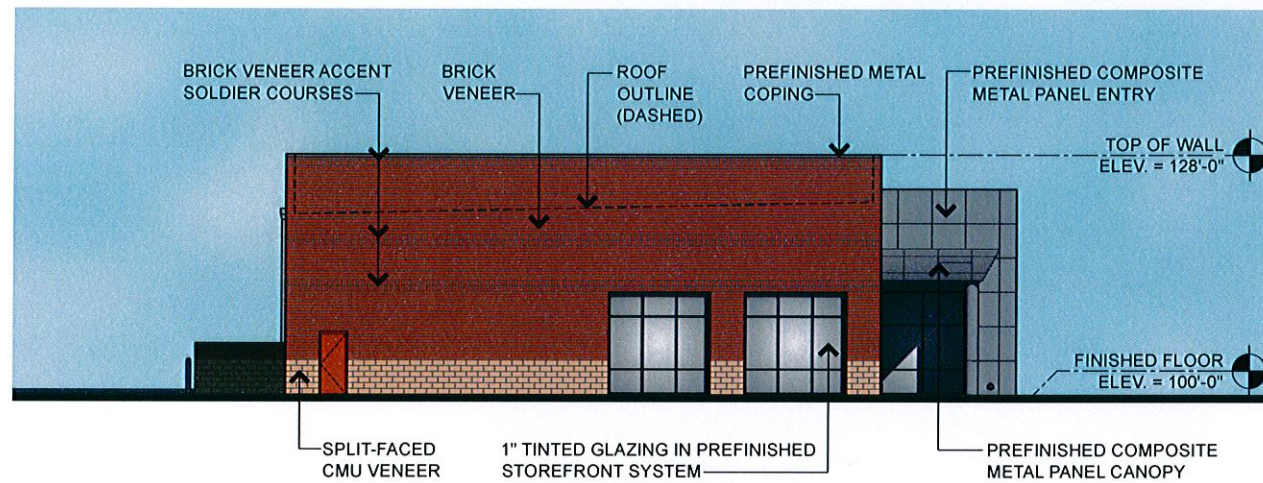


**ORIGINAL APPROVED
ARCHITECTURAL
ELEVATION**



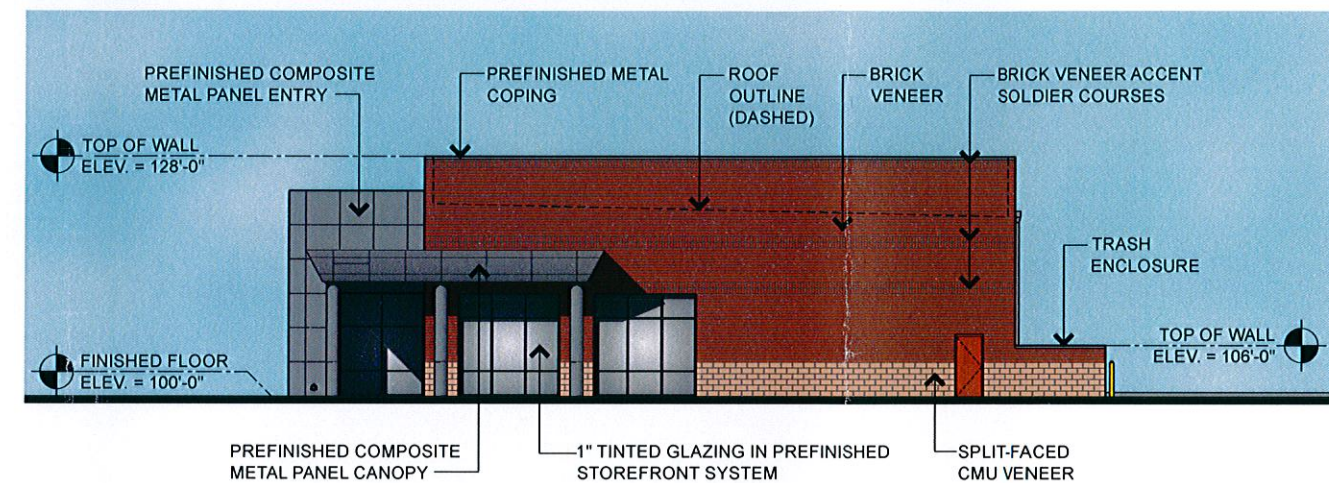
NORTH ELEVATION

SCALE: 1/8" = 1'-0"



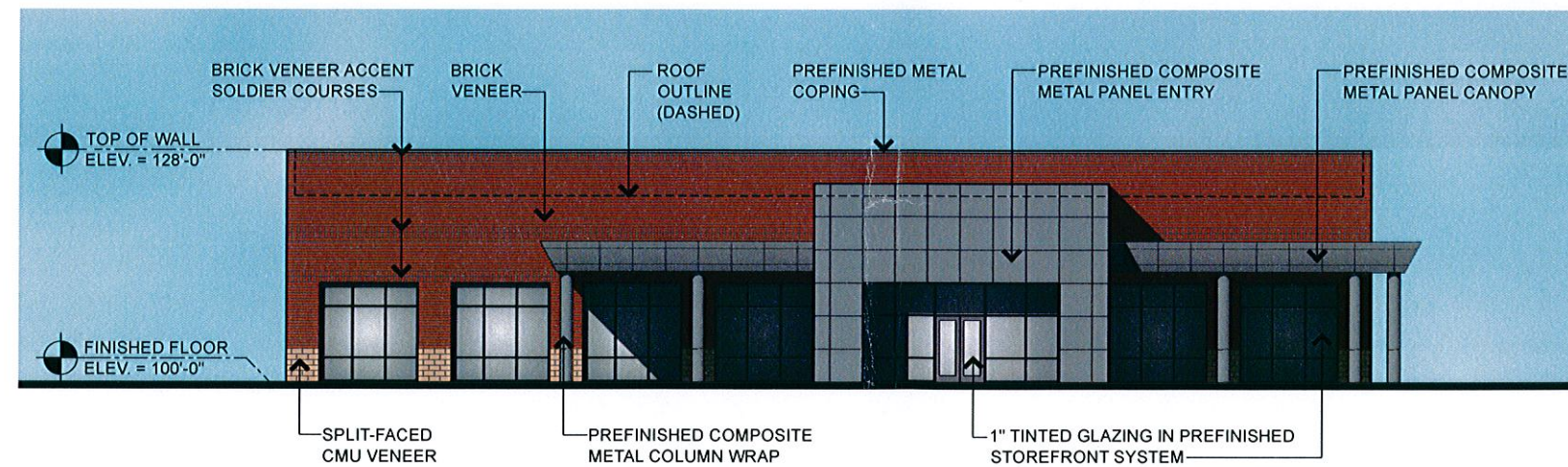
EAST ELEVATION

SCALE: 1/8" = 1'-0"



WEST ELEVATION

SCALE: 1/8" = 1'-0"



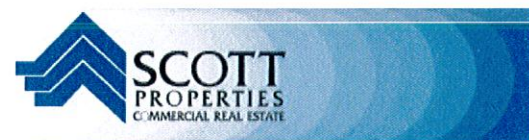
SOUTH ELEVATION

SCALE: 1/8" = 1'-0"

ORIGINAL APPROVED SUBMITTAL



213013 - 05.15.2013



Scott Retail
Chesterfield, Missouri

11477 Olde Cabin Road | Suite 100
St. Louis, Missouri 63141
T: 314.991.9993
aciboland.com

