

CITY OF GREEN
Planning Department Review
PLANNING & ZONING COMMISSION
September 21, 2016

Item 16-35

Splash Car Wash

(T. Cerny, Architectural Design Studio)

Location: 3405 S. Arlington Road

Site Plan Review

Zoning: B-1

PLANNING DEPARTMENT

This item was tabled at the August 17th meeting. In the interim, the applicant has decided to move forward with the building that was originally presented to the Commission and is described in this report. Modifications have also been made to extend the site further south (into the Lowe's property) to provide more space around the building and to accommodate on-site stormwater management/water quality. The project now being proposed is described as follows:

Applicant is proposing an overall 134'x 46' (5,873 SF) facility for Splash Car Wash at 3405 S. Arlington Road. The proposed car wash would be situated on an existing 1.208 acre vacant parcel located within the Interstate Business Park at the southeast corner of S. Arlington Road and Interstate Parkway, adjacent to the Lowe's property. The proposed use is permitted in the B-1 District.

The existing parcel would meet lot area, width, and frontage requirements. All building setbacks would comply. Building coverage of the site would comply at 11.2% (33% maximum) and impervious surface ratio of 73.2% would also comply (75% maximum).

Building elevations and a color rendering are provided. The building would consist of a curved polycarbonate roof over the wash bay and two adjacent tower features (one on each side). Overall height of the tallest tower would be approximately 28'-10", which complies (48' maximum). The wash bay portion would consist of 4" Glen Gary brick veneer with soldier course accent band at the top, Oberfields Cobblestone split-face block, and light grey ACM panels. The west elevation would feature a series of storefront windows. The curved roof would be blue in color and would extend beyond the front and rear facades of the structure to provide a canopy over the ingress/egress areas of the wash bay. These canopies would be supported by two matching masonry columns with exposed steel columns. All masonry portions of the building and columns would have an accent stripe of matching blue ACM. All exposed steel supports would be painted to match the accent stripe/roof. Overhead doors at the ingress and egress ends would be a high-speed fabric variety in a standard blue color. Door details are provided.

The two towers would include the taller tower at the southwest corner of the wash bay (i.e. at the egress) and a slightly shorter one (25'-4") at the northeast corner (ingress). The taller tower would feature dark grey ACM panels above a 7'-4" high band of matching split-face block and ACM accent stripe. This area of the building would house vacuum equipment. The second tower would feature matching split-face block and ACM accent stripe. The east elevation of the tower would be brick veneer that would also wrap around to the south elevation and light grey ACM panels that would wrap to the north elevation. A storefront window would be on the east elevation. This tower area would provide two levels of office space (450 SF total) and restroom facilities. Both towers would have flat roofs.

The applicant has provided a building material break-out that shows the percentages on each façade. Per the break-out, the overall facility would be 48% brick/decorative masonry products and 52% ACM (when factoring out window and door areas). The two principal facades (i.e. facing a public street) would range from 23% (north) to 47% (west) in such masonry products (average of 35%). The two non-principal facades (not facing a public street) would range from 49% (south) to 56% (east) for an average of 53%. The balance of each façade would contain ACM. In the recently amended code, all principal facades shall average 70% masonry coverage and all non-principal facades shall average 60% for commercial buildings. The Planning & Zoning Commission, however, is granted discretion to consider the design and use of the building and exposure to adjacent developed properties. This site is located within the Green Auto Mile and

ACM is prevalent on many of the existing car dealerships.

Per applicant, there is no exterior HVAC equipment that requires screening. A dumpster with enclosure would be situated in the southeast corner of the site. The enclosure would consist of 6'-8" high walls of split-face block to match the building with treated wood picket gates (wood attached to galvanized steel frames). Walls would have steel coping. The operation would also offer the use of twelve 15' x 20' vacuum stations extending across the west side of the building.

Parking would consist of a total of nine, 10' x 20' spaces and one handicap space for a total of 10 spaces. Required parking for the facility is a minimum of 4 spaces (two (2) spaces per washing bay and three spaces per 1,000 SF of office area). The parking provided would comply and will be primarily for employee use. There would be no public access to the building. Per applicant, a verbal agreement has been reached with Lowe's to extend the parking area across the south property line of the site by approximately 11'. This adjacent property is a 24' wide strip of land that solely exists to provide the frontage on S. Arlington Rd. necessary for Lowe's to place an on-premises identification sign. Section 1229.05 of the Land Development Code permits alternative parking opportunities that include shared and off-site parking. Key to both options is the provision of a parking agreement between the two property owners that also stipulates on-going maintenance responsibilities of the area. This agreement will need to be submitted for review/approval prior to final approval of the project and will require recording with Summit County. Aisle width of 30' would comply.

Access to the site would be across the existing common access drive that extends from Interstate Parkway southward across the Lowe's property to a new two-way access drive in the southeast corner of the site. (A copy of the recorded access easement is on file.) The drive would feature separate right and left turn egress lanes and a landscape divider island. The drive width at the property line will need to meet the 40' maximum. Once on site, vehicles may turn right to enter the stacking lanes for the car wash or continue straight to access the vacuum stations. Stacking lanes would accommodate a total of 25 cars, as shown. This would comply with requirements (7 spaces minimum). The stacking area would feature three lanes that would guide customers to a canopied pay station and then into a single lane through the car wash. The canopy would feature the same curved blue polycarbonate roof and metal support posts that would be found on the building. It would have a clearance of 12'-6". An escape lane would be provided near the wash bay ingress that would be used when a vehicle comes in that cannot safely go through the car wash. This lane, which is seldom used per applicant, cuts through a vacuum station.

The location of a freestanding identification sign is shown on the plans but no sign details are provided at this time. Applicant will need to return at a later date for review. Building elevations indicate wall sign locations and the site plan proposes directional signage. These sign details will need to be submitted to the Zoning Division for review.

A site landscape plan is provided. The plan includes landscape beds at the main entrance to the site and adjacent to the wash bay egress point, honey locust trees, and evergreen trees near the dumpster enclosure. Four groupings of shrubs would be planted along the S. Arlington Rd. frontage as a buffer. Landscape beds would feature washed stone over a weed control barrier, decorative boulders, and a variety of shrubs (including evergreen).

Site lighting would consist of modern LED light poles around the perimeter of the site and matching wall fixtures on the building. Light poles would be light grey in color with an overall height of 20', which complies for cut-off style lights (20' maximum). Pole and fixture details are included. A site photometric plan is provided that indicates minimal light migration into the right-of-way or adjacent properties.

The existing site is relatively flat and overall grading would be minimal. It lies higher in elevation than S. Arlington Road (especially along the southern portion of the frontage) and will be slightly lower than Interstate Pkwy upon development. The site SWPPP is also provided and will need to be submitted to the Summit Soil & Water Conservation District for review. A Land Disturbance permit is required from the City prior to commencement of earthmoving activities.

The project would be served by central sewer and water facilities. There is an existing sanitary sewer and lateral on site that will be connected to the building. Water lines run across the S. Arlington Rd. and Interstate Pkwy frontage of the site. The exact location for the water connection is currently being determined. A Right-of-way permit is required for all work performed within the public right-of-way.

Drainage from this site was factored into the design of the existing stormwater management basin that serves this portion of the business park. Since there is an issue with utilizing the existing storm sewer across the Lowe's site (that flows to the stormwater basin on the east side of Fortuna Drive), the applicant will provide a separate stormwater management facility on site. This will consist of a detention basin that will extend along the east property line of the site and outlet to S. Arlington Rd. Final design and calculations are in the process of completion and will be submitted for Engineering

review and approval. *This item will need to be resolved prior to final approval of the project.* The existing basin was not designed for stormwater quality, which is a more recent requirement, and will be provided for on site as well. The project does propose three underground water recovery vaults and an oil interceptor. Roof drains would be connected to the storm sewer system.

DESIGN REVIEW BOARD

Made a favorable recommendation to the Planning & Zoning Commission. The Board also noted that the site drainage and stormwater management/water quality issues need to be resolved and approved by the City's Review Engineer prior to final approval of the project.

ENGINEERING

The initial site improvement plans and storm sewer calculations have been reviewed. Revised plans/calculations will be required for review upon the re-design of the system.

FIRE

Acceptable.

ZONING

No comments received. Sewer, Right-of-way, Zoning and Building permits are required. Permits are required for all wall and directional signage. A Certificate of Use & Compliance is required.

STAFF RECOMMENDATION

Given the location of the site within the Green Auto Mile, it appears the project would complement the mix of designs and materials of the existing dealerships. Staff would therefore recommend conditional approval of the proposal contingent upon the following:

- 1. Final Engineering approval of the site improvement plans/stormwater calculations.*
- 2. Reduce the width of the access drive to meet the 40' maximum width at the property line per Sect. 1229.05(7)(C)(1). (This could be accomplished by eliminating the separate right/left turn egress lanes)*
- 3. Provide a parking agreement with Lowe's that permits the placement of parking onto the Lowe's property. This agreement will need to stipulate on-going maintenance responsibilities as well as permit a portion of the dumpster enclosure, pole lights, and landscaping. The agreement will need to be recorded with Summit County.*

Freestanding identification sign details will need to be reviewed at a later date (and may also require approval from the developer of the business park).