



JAMES SORENSEN
COMMUNITY DEVELOPMENT
DIRECTOR

KURT BRADBURN
MAYOR

MATTHEW HUISH
CHIEF ADMINISTRATIVE OFFICER

MEMORANDUM

May 3, 2018

To: Planning Commission

From: Community Development Department

Subject: Mark Miller Subaru Dealership Addition Site Plan Review and Conditional Use for Parking Structure. 10920 South State Street [South Towne, Community #9]

SPR-3-18-5382
CUP-4-18-5388
AM Zone
4.26 Acres

HEARING NOTICE: *This item has been noticed to property owners within 500 feet of the subject area.*

PROPERTY CASE HISTORY	
Case Number	Case Summary
SPR-00-18	Larry H. Miller Subaru Dealership, initial dealership development, 2000
SPR-7-12-2454	Addition to dealership building for Service Reception and Car Wash Building, July, 2012
SPR-7-15-4484	Front yard Landscaping alterations to increase vehicle inventory display on site. July, 2015

DESCRIPTION OF REQUEST

The applicant is requesting that the Planning Commission review and approve the preliminary Site Plan for an addition to the north side of the dealership building consisting of new service bays and employee parking on the lower level and a new vehicle inventory display terrace on a new second level in the Auto Mall (Dealership) (AM) zoning district. A parking structure/terrace is a conditional use in the AM zoning district. The Planning Commission is the approval body for both land use actions.

BACKGROUND

Mr. Kyle Lane, of Archstone Group, building contractor and Mr. Kelly Nielson, Architect, applicants, are requesting approval to construct an addition to the existing Mark Miller Subaru Dealership, located at 10920 South State Street in the Southtowne Automall. The applicants are requesting that the Planning Commission review and approve the Preliminary Site Plan for an expansion of the service shop area and the construction of a two level vehicle inventory display terrace on the north side of the existing

dealership building. The zoning of the surrounding area is Auto Mall (Dealership Area) (AM). The automotive sales dealership is a permitted use in the (AM) zoning district. The initial dealership was built in 2000 by a prior owner and was expanded in 2012 by the current owner. A parking structure/terrace is a Conditional Use in the (AM) zoning district.

SITE PLAN ANALISYS

Access. Two existing driveway approaches access the development from Motor Park Avenue and one from State Street. These access points will remain. The site is also connected to the dealership to the west by reciprocal driveway agreements and connections. The east side of the dealership slopes up to the west to the front of the showroom portion of the building. On the north side of the showroom portion of the dealership building, the building is two stories in height from the existing grade. The existing parking lot on the north side of the building is significantly lower than the finished grade on the east side of the building. There are some service areas on the north side that are accessed from the north, and are below the showroom level.

The proposed vehicle inventory display terrace will basically, put a roof on top of the existing parking lot on the north side. Doing this will add approximately 135 new vehicle display parking spaces to the site. The existing lower level parking lot area will be converted to eight additional service bays for the used car part of the dealership; add a photo booth for a controlled lighting area for internet sales of vehicle; and provide lower level parking for employees and service waiting/storage. Access to the lower level will be from the west, as it currently is at existing grade. Access to the new upper level will come from the east, using the existing drive aisle in front of the showroom, and then ramping up slightly as the drive aisle turns to the west as it goes to the north.

Parking. This proposed second level parking, together with the site modification done in 2015, will maximize the vehicle inventory storage possible on this relatively small site. This will improve the viability of this dealership and allow it to remain in the Automall.

Landscaping. Putting a roof on the north parking lot will require that some of the existing parking lot landscaping islands will be eliminated. This is unfortunate, but anticipated in the revised Automall masterplan adopted in 2015.

Front Yard Setback for the Parking Structure/Terrace. Since the zone required setback distance (94 feet) from the street was intended for the principal dealership building only, staff has initiated a Zoning Code Amendment which would (If Approved by the Planning Commission and the City Council) allow the Planning Commission to set the minimum front yard setback for the proposed parking structure/terrace. The setback distance that works for this site and this parking layout is approximately 70 feet from the back of the street curb on Motor Park Avenue. Staff recommends that the Planning Commission approve this distance as the minimum front yard setback for the parking structure/terrace only.

Architectural Design & Materials. Because of the AM zoning, this project was required to be reviewed by the Civic Center Architectural Design Review Committee to receive comments and a recommendation to the Planning Commission as to compliance and compatibility with the Sandy City Architectural Design Standards. A meeting on this project was held on April 11, 2018, wherein the committee favorably

reviewed the proposed building addition and the building materials, colors and architectural design details of the parking structure/terrace. Instead of approaching the parking structure as a structure that is ugly and needs to be screened from off-site view, in this auto mall context, the goal of the structure is to allow more vehicles to be viewable from the street. Thus, the structure is intended to be minimalistic in structural mass, emphasizing the visibility of the inventory vehicles, and not the structure. The Civic Center Architectural Design Review Committee recommended that the Planning Commission approve the proposed building architectural design, materials and colors as proposed by the applicant.

CONDITIONAL USE ANALYSIS

Conditional Use Consideration for a Parking Structure/Terrace. Under the Sandy City Development Code, the Planning Commission, through the Conditional Use process, can: **approve** Conditional Uses if no mitigation of reasonably anticipated detrimental impacts is necessary; **approve** Conditional Uses **with conditions**, if mitigation of reasonably anticipated detrimental impacts is necessary; or **deny** Conditional Uses, if it is determined that reasonably anticipated detrimental impacts cannot be adequately mitigated. This request is for a parking structure/terrace. The burden of mitigating these impacts or effects is the responsibility of the applicant and not of the municipality or adjacent property owners (Section 15A-33-04).

Compliance with Section 15A-33-04 Conditional Use Permit

1. In order to achieve compliance with the standards set forth herein, the City may impose conditions that address these standards: Size, configuration and location of the site and the proposed site plan layout.

The layout is properly designed and located. The site is adequately sized for the proposed new building.

2. Proposed site ingress and egress to existing and proposed roads and streets.

The ingress and egress to and from the site is existing and will be adequate for use by this facility.

3. The adequacy, provision, relocation or protection of public facilities and amenities, including roads and street, culinary water, secondary water, sanitary sewer, storm drainage, public safety and fire protections, and other utilities.

All of these public facilities presently exist at the site, are functioning, and will not be detrimentally impacted by the proposed Conditional Use of the property. Adequate site lighting will be required for both the upper and lower levels of the parking structure / terrace, and security cameras will be employed.

4. Design, location and amount of off-street parking, loading areas and solid waste disposal and collection areas.

Adequate required and vehicle inventory display parking is proposed for the site.

5. Site circulation patterns for vehicular, pedestrian and other traffic.

Site circulation will be sufficient for the use as designed on the site plan.

6. Mass, size, number, location, design, exterior features, materials, and colors of buildings, structures and other facilities.

This standard is not applicable to the car wash use request. The building design, materials, and colors meet the zoning requirements and the Sandy City Architectural Design regulations.

7. The location and design of all site features, including proposed signage, lighting, and refuse collection.

This standard will be met. Signage is not included in this process and must be subsequently applied for and reviewed by City staff.

8. The provision of useable open space, public features, and recreational amenities.

This standard is not applicable.

9. Fencing, screening and landscape treatments, and other features designed to increase the attractiveness and safety of the site and protect adjoining owners from noise, visual and other impacts.

Existing site landscaping will be reduced with the addition of the second level parking structure/terrace. There is not another area on the site that additional landscaping can be added to make up for this loss. Nor can there be any landscaping intensification because that would conflict with the revised goals and provisions of the 2015 master plan. There are no abutting residential neighbor or neighborhoods that will be impacted by the reduce vegetation.

10. Measures directed at minimizing or eliminating possible nuisance factors including, but not limited to noise, vibrations, smoke, dust, dirt, debris, plant materials, odors, gases, noxious matter, heat, glare, electromagnetic disturbances, and radiation.

This standard will be met.

11. Measures designed to protect the natural features of the site, including wetlands and drainage ways, ground water protection, soils, wildlife and plant life.

This standard is not applicable.

12. The regulation of operating hours for activities affecting normal schedules and functions;

Generally not applicable. Because of the AM zoning, this project is not subject to the normal Sandy City business hour limitation of 6:00 A.M. to 10:00 P.M., sometimes triggered by proximity to residential zoning, which in this situation is not present.

13. Identifying a time for regular review and monitoring, as determined necessary, to ensure the use continues to operate in compliance with all conditions and requirements of approval.

The conditional use will be reviewable upon legitimate complaint, and any new impacts arising can then be addressed through the imposition of additional mitigating measures, by the Planning Commission.

14. Measures to ensure compliance with all conditions and requirements of approval including but not limited to bonds, letters of credit, improvement agreements, agreements to conditions, road maintenance funds, restrictive covenants.

Measures to ensure compliance will be enforced by the Sandy City staff upon citizen complaint or staff observance, and will be adequate to mitigate potential violations of approval conditions.

15. Such other conditions determined reasonable and necessary by the City to allow the operation of the proposed conditional use, at the proposed location in compliance with the requirements of this Code.

Nothing additional is required.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission: **approve** the preliminary site plan for the proposed building addition and parking structure/terrace; **approve** the building architectural design, building materials and colors as proposed; and **grant** the Conditional Use request to allow the vehicle inventory display structure/terrace use, based on the staff report, the **staff findings 1 to 15** in the above analysis of the Conditional Use Standards and the **three additional findings listed below and subject to the following four conditions:**

FINDINGS:

- A.** That the various City Departments and Divisions, including the City Engineer and the Transportation Engineer, have preliminarily approved the proposed site plan.
- B.** That the proposed building design, materials and colors meet the Sandy City Architectural Design Requirements, and have been favorably recommended by the Civic Center Architectural Design Review Committee. That the proposed vehicle inventory display parking structure/terrace use has been reviewed by staff considering the 15 standards contained in the Sandy City Development Code , 15A-33-04, Conditional Use Process, and appropriate and adequate mitigation measures are imposed as deemed necessary.

- C. That the proposed approximately 70 foot front yard building setback for the parking structure/terrace is appropriate in this instance and at this location.

CONDITIONS OF APPROVAL:

1. That the applicant proceed through final site plan approval with staff as required by the Sandy City Development Code.
2. That the Conditional Use Permit for the parking structure/terrace addition, be reviewed upon future legitimate citizen complaint or staff observation of non-compliance with conditions.
3. That the applicant be responsible to meet all provisions of the Sandy City Development Code and all conditions of approval that are included in this report and as may be imposed by the Planning Commission to mitigate the reasonably anticipated detrimental effects of the proposed use.
4. That this approval is dependent upon approval by the City Council of the proposed zoning code text amendment previously identified.

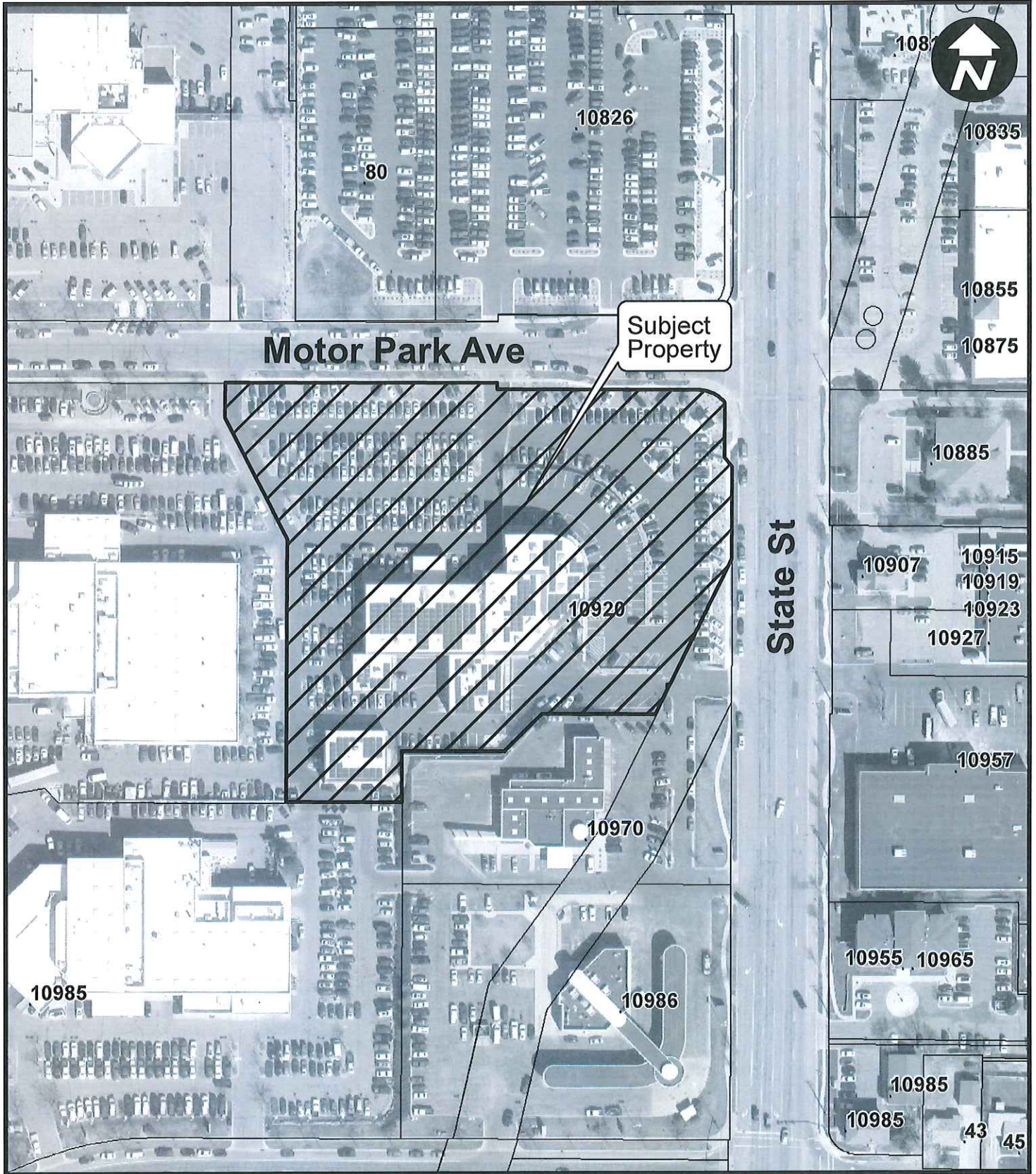
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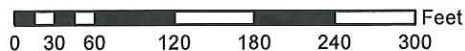
Doug Wheelwright
Development Services Manager

Reviewed by:





SPR-03-18-5382 :: CUP-04-18-5388
Mark Miller Subaru Addition
10920 S State St



PRODUCED BY OLIVIA CVETKO
 THE COMMUNITY DEVELOPMENT DEPARTMENT

SANDY CITY ARCHITECTURAL DESIGN REVIEW COMMITTEE MEETING

AGENDA, WEDNESDAY, APRIL 11, 2018

Scott Westra, WCF, CFO
Cyndi Sharkey, P.C. Member
Cheryl Bottonff, Citizen
Kris Nicholl, Sandy City Council Member
Doug Wheelwright, Development Services Manager
Brian McCuiston, Planning Director
Jared Gerber, Sandy Community Development Assistant Director
Steve Burt, Architect, Chairperson

4:00 P.M. ~~iFly Indoor Skydiving, 154 W. 11400 South, Custom branded building for this use only. Located on an existing pad site as part of the One-14 Retail Center Project, home of Scheels All Sports Retailer. Stephen Selu, P.E. project manager for Kimley-Horn Consultants.~~

~~Ashley Robertson, Project Manager with iFly
Carlo Maria Ciampoli, Architect, with Stantec Consultants~~

~~They showed a two minute video presentation regarding the iFly facilities, interior and exterior.~~

~~Carlo has been working on the prototype for the facilities all around the world. He presented the brick that is proposed to be used. They would like to use bricks and EIFS of similar colors, in addition to pre-cast concrete. The colors will be similar to what is used for other buildings in the One Fourteen Center. They would like to use Bowmanite in a dark blue color, which is their "branded" color.~~

~~Doug indicated that the proposed location is just south of Scheels, on the corner of 11400 South and the freeway. He commented that regarding the issue on the color and materials is that there is a 20% limit on the stucco/EIFS.~~

~~There was discussion regarding the Bowmanite, which is often used on concrete patios. It is a matte finish, but it can be used with different kinds of textures. Carlo indicated that the use of metal panels would not be feasible. He stated that with the vibration, bricks would fall off. Pre-cast concrete is ideal, with the blue coating on the outside.~~

~~The technical issue is the restriction on EIFS. Carlo stated that Bowmanite is the more durable material than EIFS. It was indicated that the building is 50 feet tall.~~

~~Carlo stated that retail is turning into experimental retail. He commented on the different events that are held at their facilities.~~

~~Architectural concrete and metal – that is what the front of the upper structure is made of.~~

~~Kris believes that it is sterile from the freeway side (back) and believes it would be good to have something on the west side to stand out, to increase the contrast on that side.~~

5:00 P.M. Ron Raddon, New six story office building and parking structure to be located at 115 W. Towne Ridge Parkway in the Worker's Compensation Fund Office Park Development. Ron Raddon of Raddon Development will represent this project before the committee.

Mike Willard presented this project with Ron Raddon.

Ron commented that this project, in its preliminary stage, is highly confidential.

This will be building three in the WCF area and will be an office building. There will be four stories of parking. It looks identical to the buildings that are already around the location. He commented on the landscaping that has been installed around the detention basin for towers one and two and recommended that everyone go look at it.

Mike Willard commented that the building will be roughly 100,000 square feet.

Doug commented on the grading and that it is a 20 foot grade difference between Town Ridge Parkway and Albion Village Way.

Kenny Nichols commented that they will be repeating the concrete panel system on the southeast side of the parking structure.

Ron commented that the first two levels of the building is the parking structure. The entryway will be big and dramatic, and it will not be obvious that there are two levels of parking structure behind the entry area walls.

There will be two access points into the garage. The garage internally ramps up. They may need to disguise the ramp with a fascia panel. They will probably use spandrel glass for the first two levels of the building on the Town Ridge Parkway side.

The look is the same, other than the new building will have more spandrel glass.

They all agreed to forward this to the Planning Commission.

5:30 P.M. Mark Miller Subaru Dealership, Addition to the north side of the existing dealership building to add a vehicle parking terrace and service area expansion. This is located at 10920 South State Street. Kelly M. Nielson, Architect, will present this project to the committee.

They recommended that Mark Miller Subaru have a parking terrace. Their goal is to put 135 additional cars onto the lot.

Jeff Miller stated that the intent is to hold vehicles and create a display terrace. They estimate that the front of the structure will be 70 feet from the curb. The design currently is very minimalistic. They want to maximize the view of the vehicles. Underneath the display terrace

will be eight more service bays. There will also be a photo booth so all cars will be photographed under the same light and same conditions for internet sales.

Steve commented that this is in the Auto Mall and they have their own review committee. Members of the Auto Mall Architectural Design Committee were invited to this meeting, but were unable to attend.

The Auto Mall master plan was updated in 2015 and one of the issues brought up was to put vehicle inventory parking structures up. There is an issue with setbacks. Staff is initiating a code change to allow the Planning Commission to determine the setback for vehicle display terraces.

Jeff reviewed the access. He stated that from the road, you would just see garage doors of the service bays. It is their intention to put something there that looks like it has always been there, not to stand out. He commented that there is only one access to each level.

Steve asked if visibility would be blocked to Larry Miller Dodge.

Jeff Miller responded that their service parking would be blocked, but no signage or anything. He believes that parking structures will be coming up more often, because there is no more land available for parking. He believes everyone will have to do this. This will give them 135 stalls and underneath will be employee parking of 85 – 92 stalls, and the new service & photo area.

Doug indicated that tandem parking is permitted for the display vehicle areas.

Cindy asked about the safety railings on the second level.

Jeff responded that the fencing will have steel posts with cable railings in order to have maximum visibility of the cars. They want to have the strongest material they could find to retain a car and still maintain visibility.

The lighting will be appropriate underneath, they do not want to provide attention underneath. It will be properly lit. The light poles are 21 feet 9 inches. The upper level will be lit comparable to how the ground level is lit.

There was a suggestion to break the concrete (shear) walls up with something graphic in nature.

There were no suggestions to change.

The committee favorably recommended this project to be approved by the Planning Commission.



Amy Thomas
Architectural Review Committee Minutes Secretary