



*Plan and Zoning Commission
Staff Report*

Meeting Date: May 19, 2020

Agenda Item: 3175 SE Delaware Avenue – Dewey Jeep Chrysler Quick Service Site Plan
Report Date: May 13, 2020 *EJC*
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Planner I

Staff Request:

That the Plan and Zoning Commission approve the site plan for the Dewey Jeep Chrysler Quick Service located at 3175 SE Delaware Avenue.

Project Summary:

This site plan includes the development of a 15,295 square foot addition to the existing Dewey Jeep Dodge car dealership, located at 3175 SE Delaware Avenue. The subject site is located south of SE Oralabor Road and directly west of Interstate 35. The 7.83(+/-)-acre site is located on Lot 1, Ankeny Land, LLC Plat 1. The zoning is C-2, General Retail, Highway Oriented and Central Business Commercial District.

The addition includes a 3,291 square foot expansion of the service center on the south side and a 12,004 square foot expansion of the repair center on the east side of the existing building. The proposed addition will be comprised of similar materials to that of the existing building, including EIFS, concrete tilt wall, and CMU. All proposed materials will match the colors of the existing building. Signage on the proposed building is for reference only.

The development also includes the removal of existing parking area and installation of new pavement and required landscaping. Per Code, parking is required at 1 stall/200 square feet of gross floor area for motor vehicle sales and repair. There are 234 parking stalls provided, 5 of which are handicap accessible. The landscaping shown on the site plan conforms to the open space and pavement shading requirements of the Ankeny Municipal Code.

Site Plan Worksheet
Dewey Jeep Chrysler Quick Service
3175 SE Delaware Avenue

The site plan regulations in the zoning code have a variety of design standards and factors for review. The following worksheet is intended to provide staff's comments related to this project and those items.

A. Site Development

- 1. The orientation, alignment, spacing, and placement of a building, driveway, parking area and/or service area on the site shall be compatible with and complimentary to buildings and sites in the neighboring area.**

The proposed site design is very similar to the Dewey Ford site to the north, including the location of the proposed building in respect to the setbacks from SE Delaware Avenue and Interstate 35. The site has two existing access points to SE Delaware Avenue. A southern full access point will remain and be shared with the new Dewey collision center that was approved by the Plan and Zoning Commission on April 7, 2020. The northern access point is a right in/right out located approximately halfway between the southern full access drive and the full access drive on the site to the north.

- 2. The site shall be planned to be compatible with the streetscape that is prevalent in the area.**

The work included with the proposed addition will not impact the existing streetscape. The site should continue to be compatible with the existing streetscape.

- 3. The site shall provide for adequate parking and circulation for vehicles, bicycles and pedestrians. This includes safe bicycle and pedestrian movement from public walks to the building and from parking areas to the building.**

The site provides for adequate parking and circulation. Per Code, parking is required at 1 stall/200 square feet of gross floor area. This equates to 234 required parking stalls. The site plan identifies 85 existing and 149 new parking stalls. There is existing sidewalk along SE Delaware Avenue. Additionally, there is existing sidewalk on the west and north sides of the building. The site plan includes installation of new sidewalk on the south side and northeast corner of the building.

- 4. The site shall have such entrances and exits upon adjacent streets and such internal traffic circulation pattern as will not unduly increase congestion or decrease safety on the site or surrounding public streets. Studies of the traffic impact shall be provided if deemed necessary by the Community Development Director.**

There are currently two access points onto SE Delaware Avenue, one full access point on the southern end of the site and a right in/right out access point on the northern end. The existing access points were predetermined based on the SE Delaware Avenue street improvement project completed in 2006. There is also three existing drive connections to the Dewey Ford site to the north, one west of the building and two east of the building. These connections allow the public to travel back and forth from this site to the Dewey Ford site without having to travel out onto SE Delaware Avenue.

A traffic memo was provided with the Dewey collision center site plan that included estimated traffic generation for the proposed Dewey collision center, the existing Dewey dealership building, and the proposed addition to the Dewey dealership building. This memo triggered a traffic study.

Typically, a project would not be allowed to move forward until a traffic study was completed but the applicant worked with City staff to get notes added to the Dewey collision center site plan that state that, "A traffic impact study shall be completed by the developers engineer and approved by the City of Ankeny before a vertical building permit will be issued" and "If public improvements are required from the approved traffic impact study then the public improvements shall be completed by the developers contractor and accepted by the City of Ankeny before a TCO or CO is issued for the project".

- 5. Parking areas shall be treated with decorative elements, building wall extensions, plantings, berms, or other means so as to reduce their impact on public ways and adjoining properties.**

The parking and display areas contain a number of existing landscaped islands and peninsulas. The site plan meets the landscaping requirements of the Ankeny Municipal Code, including open space and pavement shading requirements.

- 6. Service areas; loading and unloading docks, delivery areas, dumpsters, outside storage areas and large storm water detention basins shall be treated with decorative elements, building wall extensions, plantings, berms, or other means so as to screen from view from public ways and adjoining properties.**

There will be service doors located on the north and south sides of the building. There is an existing trash enclosure located on the north side of the building, which was constructed of precast concrete panels similar to the existing building. Even with the additions, the building will still be setback more than 400 feet from both SE Delaware Avenue and Interstate 35. Thus, the service doors and trash enclosure should not be visible from the public rights-of-way.

- 7. All newly installed utility lines shall be underground and entry fixtures located away from high use areas or screened in an approved manner.**

All services to this building will be underground.

- 8. Exterior lighting, when used, shall enhance the building design and the adjoining landscape. All lighting should be appropriate to the use of the building and surrounding properties with intensity of illumination limited to its intended use and not as an attraction to the site. Lighting shall be directed to eliminate impacts on adjoining sites.**

Most of the site lighting will be existing and remain except those light poles being removed to make way for the additions. This existing site lighting is directed away from adjoining property and downward.

- 9. The design shall provide adequate provisions for surface and subsurface drainage. Storm water detention, drainage and storm sewer improvements shall be designed to reduce the danger of erosion, flooding, landslide or other endangerment of surrounding property.**

A private storm sewer system will carry the storm water to the detention pond along the Interstate 35 frontage.

- 10. Utility connections to water and sanitary sewer lines shall be designed so as to not overload existing public utility lines. Studies of system loading shall be provided if deemed necessary by the Community Development Director.**

An existing 10" public water line runs between the existing Dewey dealership building and Dewey collision center to the south. Two new connections to this 10" line will be made with 6" water lines to

service the south and east additions. A public sanitary trunk sewer exists along Interstate 35. A 10" public sanitary line connects to this trunk sewer and runs between the existing building and the Dewey collision center site to the south. A 6" sanitary line is proposed to connect to this public sanitary line and service the proposed additions.

- 11. Site design should provide open space in areas visible to the public. A majority of the required open space should be located in front and side yards.**

The site meets open space requirements. A majority of the open space is provided along the SE Delaware Avenue and Interstate 35 frontages.

- 12. Landscaping shall enhance architectural features and contribute to the beauty and utility of a development. Existing trees should be protected whenever possible to maintain the maturity of the site.**

The proposed landscaping conforms to the open space, parking shading, and screening requirements of the code. The landscaping plan has been provided on Sheet C500.

B. Building Design

- 1. Buildings shall have good scale and maintain or enhance the established scale of buildings and sites of neighboring buildings and sites.**

The proposed building additions will match the height of the existing Dewey dealership building and should maintain good scale with neighboring commercial and industrial sites.

- 2. Materials selected for buildings shall provide compatible textures and colors as those of neighboring buildings.**

The proposed building will be constructed largely with concrete tilt-up wall panels and EIFS, similar in color to the existing building, as shown on the colored elevations provided. A CMU base is utilized around the lower portion of the building where EIFS is proposed. This is similar to the existing Dewey dealership building.

- 3. All mechanical equipment or other utility hardware on roof, ground, or buildings, refuse and waste removal areas, service yards, storage yards, and exterior work areas shall be screened from or located as not to be visible from public view, using materials consistent with the building and site.**

An existing trash enclosure is located on the north side of the building was constructed of precast concrete panels to match the building.

- 4. Multiple buildings on the same site shall provide for compatible and complimentary design and materials.**

There is only one building on the site and the additions are proposed to cohesively connect to the existing building.

C. Signs

Proposed building signage is shown on the building elevations for reference only. The majority of the signage shown on the building elevations is existing signage that the applicant has stated they intend

to move to a different part of the building, as shown on the building elevations. City staff has reviewed the initial proposed change in location for the signage and informed the applicant that the signage shown generally conforms to the existing Sign Code. The applicant has also been informed that if any new signage is needed, it will require a sign permit application be submitted.

There are two existing monument signs on the site. The Zoning Board of Adjustment approved a variance request to allow two monument signs on this site at their meeting on June 19, 2007. The approved variance allowed one monument sign along SE Delaware Avenue and one monument sign along Interstate 35.

D. Factors for Evaluation

The following factors and characteristics, which affect the function and appearance of a development, should govern the Plan and Zoning Commission's evaluation of a site plan submission:

1. Conformance to Design Standards and other applicable code requirements

The plans submitted conform to the written regulations of the city.

2. Location of the building(s), and the relationship to the development site and neighboring buildings and sites.

The proposed site design is very similar to the Dewey Ford site to the north, including the location of the proposed building in respect to the setbacks from SE Delaware Avenue and Interstate 35. The site proposes to continue use of two existing access points to SE Delaware Avenue. The southern access point is a full access point and the northern access point is a right in/right out located approximately halfway between the southern full access drive and the full access drive on the Dewey Ford site. The southern access point will be utilized by both the existing Dewey dealership building and the Dewey collision center to the south. Additionally, there are three driveway connections to the Dewey Ford site to the north, two on the east side and one on the west side of the site that would allow traffic to enter and exit through the Dewey Ford site onto SE Delaware Avenue.

3. Architectural character, including scale, style, color and type of material, of the building and signage as it relates to the neighborhood.

The proposed building additions will be constructed largely with precast concrete tilt-up wall panels and EIFS, as shown on the colored elevations provided. The materials and colors proposed are meant to match the existing Dewey dealership building.

4. Circulation - vehicular and pedestrian

The access points were predetermined based on the SE Delaware Avenue street improvement project completed in 2006. The existing sidewalk along SE Delaware Avenue was constructed as part of that project. Additionally, there is existing sidewalk along the west and north sides of the building and new sidewalk proposed along the south side and northeast corner of the building. A crosswalk is proposed to connect the south addition on the existing Dewey dealership to the Dewey collision center to the south.

5. Impact on sanitary sewer, storm sewer, drainage, water, and street systems.

It appears that the impacts on these utility systems can be accommodated adequately.