

DESIGN REVIEW BOARD

July 11, 2016

Case Number

DRB2016-12

Applicant

Eric Iversen

Lithia Real Estate, Inc.

Representative

Jim Otradosky

CSHQA Architecture

Property Location

800 Central Avenue

Recommendation

Deny the submitted design

Project Planner

Gregory Gordos

LITHIA GREAT FALLS SUBARU

800 CENTRAL AVENUE



Summary

The applicant is proposing demolition of the existing showroom located at 800 Central Avenue and replacing it with a larger, more contemporary automotive sales and service facility. Establishing a vehicle repair use in the C-4 Central Business Core zoning district requires a Conditional Use Permit (CUP) which is concurrently being pursued by the applicant. The proposed new building would be approximately 13,669 square feet. A new curb cut is proposed along Central Avenue. Parcels east of the building would be improved from a gravel lot to provide additional paved parking for customers. The proposed building expands on the existing structure's footprint, including zero-foot setbacks and a corner main entrance.

- Legal Description: Lots 1-4, Block 360, Great Falls Original Townsite, Section 12, T20N, R03 E, P.M. MT, Cascade County, Montana
- Property Area: ±30,000 square feet, consisting of four parcels
- Property Zoning: C-4 Central Business Core
- Existing Land Use: Vehicle sales
- Proposed Land Use: Vehicle sales and Vehicle repair

Project Overview

The applicant, Lithia Motors, is seeking to relocate their existing Subaru franchise from 26 9th Street South (just southeast of the site) to the subject property at 800 Central Avenue. The existing historic structure on the subject property is a showroom that was built in 1928, and it is a Primary Contributing building to the Central Business Historic District, as recognized through the National Register of Historic Places (National Park Service). The last significant remodel occurred in 1992.

The applicant is proposing demolition of the existing structure with construction of a new facility in order to meet more contemporary, corporate automotive sales designs and accommodate vehicle repair in addition to vehicle sales. The applicant asserts that the existing building cannot be preserved due to “significant amount of structural damage and costly repairs required”. Planning staff and the City-County Historic Preservation Officer, Ellen Sievert, toured the facility on April 28, 2016, and verified that there is structural damage to the existing facility.

The building as proposed would expand the current building footprint of the showroom through the addition of a vehicle repair area. This use would be located at the rear (south) of the site with access off of Central Alley South. The proposed showroom is located at the corner of Central Avenue and 8th Street South with entrances at the corner and on the northeast edge facing the parking lot. The building itself is single-story, with corporate logo signage proposed along the cornice of the building facing Central Avenue.

Project Analysis

The proposed project has been reviewed for compliance with the relevant requirements of the Official Code of the City of Great Falls (OCCGF), Title 17 - Land Development Code, including but not limited to the following:

Parking Lot Improvements

The applicant is proposing improvements to the existing gravel vehicle storage lot which include:

- Addition of fourteen (14) on-site parking spaces for customers east of the proposed building. Dimensions meet the City standard of ten feet by nineteen feet.
- Addition of four vehicle display spaces at the north of the lot, fronting Central Avenue. The area exists at higher grade than the asphalt parking lot to clearly demarcate automobile models available for purchase.
- Addition of one handicap accessible parking space. Per OCCGF §17.37.2.070, accessible spaces serving a particular building shall be located on the shortest accessible route of travel between the parking and the accessible entrance. The proposed location requires those utilizing the ADA parking space to cross the drive aisle in order to reach the accessible entrance. Staff has informed the applicant that the space immediately south of the accessible door is the shortest accessible route of travel. This requires relocation of the ADA accessible parking space.
- Addition of LED lighting for both vehicle display areas and customer parking, per Chapter 40 – Lighting, Exhibit 40-1. Maximum average light levels are 15.0 foot-candles for vehicular display and meet code (13.74) as submitted. The applicant has provided an outdoor lighting plan, in compliance with the OCCGF.

Signage

Staff finds the combined square footage of the sign larger than permitted (100 square feet) under OCCGF Chapter 60 - Sign Code. The applicant has additional time to submit a compliant sign package prior to applying for permits, if approved.

Landscaping

The applicant is proposing interior landscaping within the vehicle use area on the eastern portion of the site. Perimeter landscaping is not required, as the subject property is found within the C-4 zoning district. The proposed building has zero-foot setback along Central Avenue and 8th Street South, which is appropriate for the downtown urban context of the site. Ginkgo trees are proposed in the interior landscaped area. The interior rate of planting does not meet requirements for one tree and seven shrubs per 400 square feet (6 trees provided). Ten trees are required. This must be rectified prior to Design Review Board approval.

In addition, proposed improvements include:

- Required boulevard trees are shown along both Central Avenue and 8th Street South, planted one per thirty five feet. The applicant has requested a boulevard credit of 25% for interior landscaping calculations. Staff has informed the applicant that this request must be approved by the Design Review Board because the boulevard landscaping credit is typically only granted when there is also boulevard sod and the conditions on the property are such that interior landscaping compliance is not otherwise possible. Considering the location of the property in a downtown environment, staff believes this is a reasonable request.
- Interior landscaping (turf along Central Avenue, organic material/mulch throughout) accounts for 15% of the gross property area, per OCCGF Chapter 44 – Landscaping.
- Ninety three (93) shrubs including Mango Tango Potentilla and reed grass.

Contrary to the majority of items found within Exhibit 28-1, 28. *Landscaping* is a standard (“shall”) rather than a guideline (“should”). By not meeting the design standard provided therein, staff cannot recommend approval of a proposal that does not meet the OCCGF. In this case, the simplest remedy would be to add four additional trees to the property.

New Construction: Exhibit 28-1 Standards and Guidelines for specified projects and buildings

The proposed project is not consistent with all guidelines and standards of Exhibit 28-1. Staff finds that the proposed building is inconsistent with the following:

- 8. Compatibility of exterior materials and finishes with surrounding buildings. Exterior materials should be compatible with those of surrounding buildings.
- 28. Landscaping. Landscaping shall be provided consistent with chapter 44 of this Title and as recommended by the Design Review Board.

The purpose of the Design Review Board, as stated in OCCGF §17.28.030, is to “promote development that is compatible with nearby properties, neighborhood character, and natural features”. This article also states that this chapter is not intended to dictate certain architectural style. However, planning staff recommends that the Board find that the loss of a contributing building within the historic district and its replacement with a stucco and gray tile structure is inconsistent with neighborhood character (i.e. with other contributing buildings within the Central Business Historic District).

The Design Review Board’s Basis of Decision is documented within OCCGF §17.16.18.030. This section is as follows:

17.16.18.030—Basis of decision.

The Design Review Board's decision to approve, conditionally approve, or deny an application shall be based on whether the application, staff report, public input, or additional information demonstrates that each of the following criteria have been satisfied:

- 1. The proposal meets the required design standards; and*
- 2. The proposal meets the design guidelines to the greatest extent possible*

Staff Findings for Guideline #8.

The test for the Design Review Board in administering its guidelines, in this case the “Compatibility” Guideline #8, is to determine whether the applicant has fulfilled the guideline to the greatest extent possible. Staff cannot make this finding and bases its negative recommendation on the following factors:

1. Guidance from the *2013 Great Falls Growth Policy Update* and *Downtown Master Plan*
2. Character of the Central Historic Business District
3. Previous actions from the Design Review Board

Policy Guidance from City Plans:

To assist the Design Review Board with its evaluation of whether the proposed new building design is compatible to the character of the Historic Business District, Staff evaluated the policy guidance contained in the *2013 Growth Policy Update*. While there are numerous passages in the Plan that address the vitality of the downtown, several excerpts from the document best relate to the policy issue for the Board. These are as follows:

The City’s downtown is a Historic District as is the adjacent Lower North Side neighborhood and the Railroad District. Potential downtown developers have shown interest in rehabilitating and repurposing historic properties by completing technical feasibility studies. Three feasibility studies were completed for the Rock Mountain Building, the Arvon Block and the Baum-Trinastich buildings. The Baum-Trinastich project is complete. Two additional feasibility studies were undertaken for the Suhr Warehouse at 117 Park Drive and the CG Mills Building 112 First Avenue South. The work on the new Public Drug Company Building at 324 Central Avenue is also complete and is consistent with guidelines for new construction within historic districts and contributes to the commercial character of the Great Falls Central Business Historic District. All of these projects support the goals and objectives of the newly adopted *Downtown Master Plan* and efforts should be made to continue and expand such work. (Physical - Downtown, Page 102)

The *2013 Growth Policy Update* also provides policies, one of which applies to the physical realm of the City and is specified as follows:

Historic Preservation

PHY4.5 Continue the work of the Historic Preservation Advisory Commission in the identification, evaluation and preservation of historic districts and individual properties in Great Falls and Cascade County.

With regards to the *Downtown Master Plan*, there are several passages that address the maintenance and enhancement of the downtown’s built environment. For example, staff notes the following:

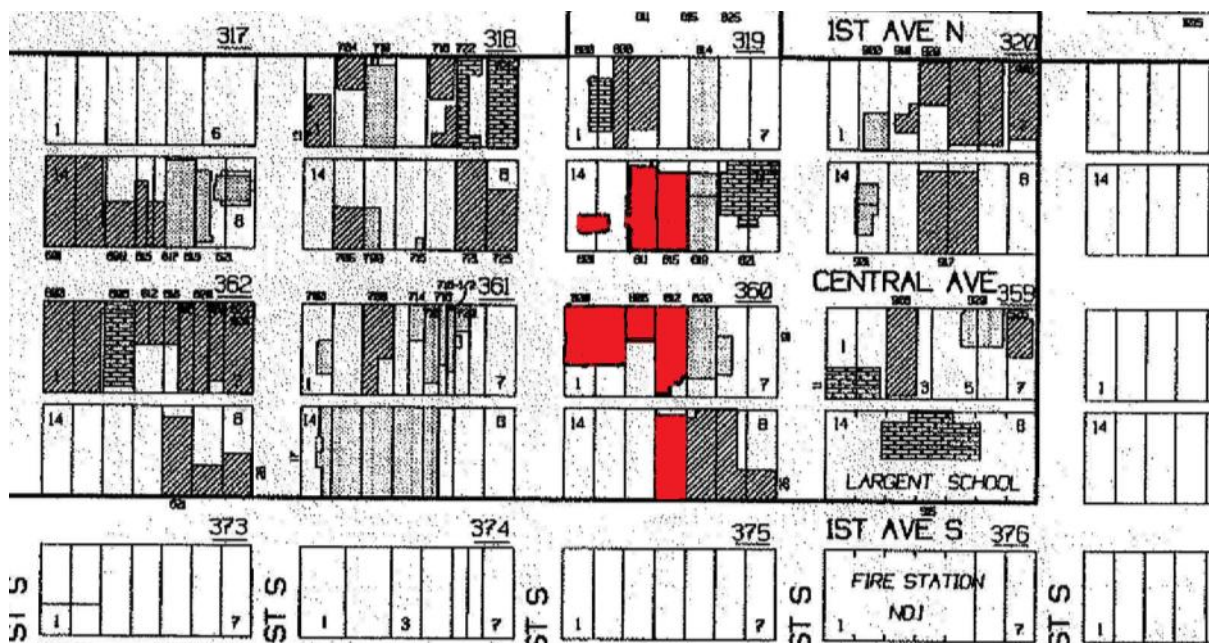
Great Falls has a strong historic base and the clear center of this base is Downtown. Downtown's buildings, streetscapes, parks, and the Missouri River play a primary role in articulating the rich culture and heritage of the City, and are a source of pride for the community. Not only does the quality and character of Downtown's built environment enhance the value of the area, it also serves as a catalyst to retaining existing and attracting new residents and businesses. Additionally, this environment is a welcoming place for community members and guests to shop, relax and recreate. The unique aesthetics of Downtown are an asset that should be preserved, enhanced and celebrated to propel Downtown toward a vibrant and sustainable future (Downtown Aesthetics - Overview, Page 33).

Central Historic Business District:

The subject property is within the boundaries of the Central Business Historic District (CBHD). Historic districts include areas within a city that encompass buildings which are deemed historically significant to the city's cultural heritage; they are areas where historic buildings and their surroundings are protected through the process of public review. Historic properties are worth protecting because their historical and architectural character given to our City. The historical character of downtown is an asset worth preserving. A critical component of a thriving historic district is the contextually sensitive, strategic rehabilitation and renovation of structures as well as compatible new construction.

The existing building would be demolished upon approval of this application. Given the condition of the foundation and basement of the structure (see Exhibit D) this is understandable. However, a pattern of demolitions has taken place on this portion of Central Avenue over the last ten plus years which raise concerns about this segment of the Central Business Historic District. Exhibit A (below) highlights in red the numerous buildings originally found within the CBHD that will have been demolished since 2004 on this one city block. All but one of these structures (6/7) were considered Primary Contributing buildings as defined by the National Register of Historic Places listing. Many were demolished to accommodate parking. See Exhibit B for the full CBHD district.

Exhibit A - Proposed or resulting Primary demolitions on the 800 Block of Central Avenue



The existing building is a historically significant building in the City of Great Falls and is part of the CBHD. This building is significant because it was designed by locally prolific architects, Shanley and Backer; Shanley was Great Falls' most noted architect having designed several significant buildings. This property is also significant because of its association with Leonard Taylor and Carroll Bennett. The historic integrity of this property has been retained due to the survival of the original use as an automotive business, design, setting and materials. The brick work is intact including the frieze, piers, and cornice. The building displays the elements of the Prairie Style in the long sweeping lines of the building and emphasized by the building length, brick banding, and the strings of windows.

The staff and the applicant have worked on the proposed building design for several months. To the applicant's credit, the building has always been located at the street edge of Central Avenue and has a prominent corner entry point at 8th and Central. This building orientation reflects both the existing condition of multiple blocks of Central Avenue and is reflective of the Historic District's character. Additionally, the applicant has responded to staff's comments concerning the compatibility of materials by revising the design to add a lower level "kickplate" to the building. Just recently, they have replaced the previous metal fascia with stucco to conform to the Board's guideline of using natural materials. Finally, they have softened the previous white color of the building columns with pilasters comprised of porcelain tile. The porcelain tile was added to mimic the terracotta material that can be found in some Primary Contributing buildings in the Historic District.

However, the resultant proposal to construct a predominantly stucco-clad building that features a gray/blue color scheme of the Subaru franchise brand is not consistent with the Central Business Historic District. Please see Exhibit C – District Characteristics for a representative look at the Primary Contributing buildings of this district. The majority of buildings utilize masonry or brick as their primary material. This includes the existing Lithia Subaru building at 26 9th Street South.

Previous actions from the Design Review Board:

To reinforce staff's findings, the Design Review Board ruled on a very similar case involving the existing building located at 800 Central Avenue. In that particular case, which occurred five years ago in 2011, staff recommended denial and the Board ruled in the same manner for a "re-skinning" of the existing brick structure with a more franchise looking, non-masonry material. The staff report (DRB2011-21) which recommended denial referenced a failure of that project to "promote development that is compatible with nearby properties, neighborhood character, and natural features." In that report, staff recommended that the applicant re-submit a complete set of plans to the Board "and provide conceptual plans that retain the historic features of the existing buildings on the property." Based upon that project's failure to meet the design guidelines "to the greatest extent possible", the Board upheld the staff's recommendation.

There is one other past Design Review Board decision which staff believes should be considered in this case. In 2007, the Board approved a petition for the former Bennett Motors dealership to construct a new car wash building on 1st Avenue South, just west of the existing Primary Contributing building located at 26 9th Street South. In that case, the applicant submitted and the Board approved a car wash building that was comprised of brick to mimic and complement the larger dealership building just to the east. This represented another Board decision to respect the District's character. While the applicant has expressed concern about mimicking historic buildings in new construction as well as the lower quality of new brick-clad buildings, staff recommends the Board require a more compatible building rather than one inconsistent with the Historic District.

Recommendation

Staff does not support this application based upon the standards and guidelines set forth in Exhibit 28-1. Staff recommends the Design Review Board deny the submitted design for this reason. The proposed design removes a contributing building in the Central Business Historic District, which makes it imperative that the replacement structure be compatible with the district character. The proposal as submitted is contrary to the purpose statement for the Design Review Board which encourages development/redevelopment that is compatible with nearby properties and neighborhood character. The proposed design is inconsistent with the land use goals within the Growth Policy to preserve and enhance the character, quality and livability of the existing neighborhoods.

In addition, the submitted landscape plan does not currently comply with the landscape standards of Chapter 44 of the Land Development Code.

Suggested Motion

1. Board Member moves:

I move that the Design Review Board (approve/approve with conditions/deny) the Design Review Board Application for the Lithia Great Falls Subaru automotive sales and service, as shown in the conceptual development plans contained within this report and provided by the applicant's representative. If denied, the applicant may resubmit building elevations and renderings in full compliance with Land Development Code Exhibit 28-1 and schedule the next available Design Review Board meeting or appeal the decision. If approved, the application is subject to the following Conditions of Approval:

- A. The proposed project shall be developed consistent with the conditions in this staff report, all codes and ordinances of the City of Great Falls, the State of Montana and all other applicable regulatory agencies.
- B. If after the approval of the concept development plan as approved by this Board, the owner proposes to expand or modify the conceptual development plans, the Director of the Planning and Community Development Department shall determine in writing if such proposed change would alter the concept for one or more review criteria. If such proposed change would alter the plan, the proposal shall be resubmitted for review as a new application.
- C. The applicant shall submit plans and specifications to Planning and Community Development Department in conformance with the relevant requirements of Title 15 - Building and Construction, of the Official Code of the City of Great Falls.
- D. The ADA accessible parking space is relocated to the closest available space to the entrance, in accordance with 17.37.2.070 of the Land Development Code. Accessible spaces serving a particular building shall be located on the shortest accessible route of travel between the parking and the accessible entrance.

2. Chairman calls for a second, discussion, inquiries from the public, and calls the vote.

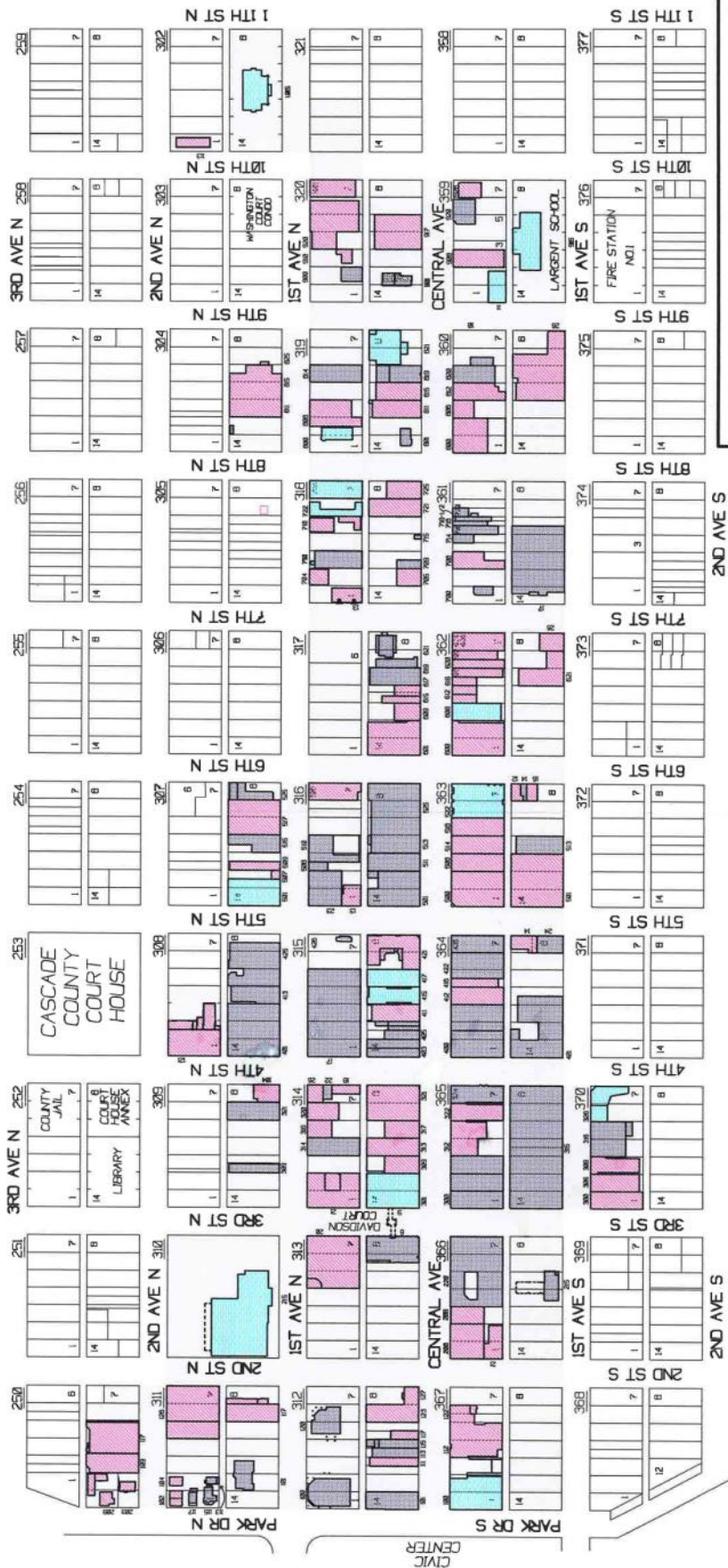
CC: Dave Dobbs, City Engineering
Patty Cadwell, Neighborhood Council Coordinator
Tim Montgomery, CSHQA Architecture, tim.montgomery@CSHQA.com

Exhibits

- Exhibit A - Proposed or resulting Primary demolitions on the 800 Block of Central Avenue
- Exhibit B - Central Business Historic District
- Exhibit C - District Characteristics
- Exhibit D - Site Photos
- Exhibit E - Application
- Exhibit F - Narrative
- Exhibit G - Aerial Map
- Exhibit H - Zoning Map
- Exhibit I - Elevation Renderings (Initial)
- Exhibit J - Elevation Rendering (Current)
- Exhibit K - Color and Materials Palette
- Exhibit L - Proposed Signage
- Exhibit M - Development Plans:
 - Site Plan
 - Landscaping Plan
 - Lighting Plan

EXHIBIT B - CENTRAL BUSINESS HISTORIC DISTRICT

GREAT FALLS, MONTANA CENTRAL BUSINESS HISTORIC DISTRICT



PRIMARY
CONTRIBUTING
NON-CONTRIBUTING

Project made possible by a grant from the National Park Service, Department of the Interior through the State Historic Preservation Office.

Additional support from: Business Improvement District, Community Development, Historic Preservation Advisory Commission and Great Falls City-County Planning.

9/07/2006
COURTNEY HENNELLA-NO

EXHIBIT C - DISTRICT CHARACTERISTICS

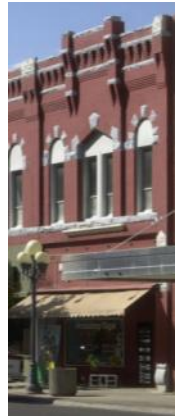


EXHIBIT D - SITE PHOTOS



LOOKING SOUTHEAST ALONG INTERSECTION OF CENTRAL AVENUE AND 8TH STREET SOUTH



VIEW SOUTHWEST TOWARDS SHOWROOM AND CURRENT PARKING/STORAGE LOT



VIEW EAST, ACROSS THE STREET FROM SUBJECT PROPERTY; AUTO DISPLAY



VIEW EAST TOWARDS EXISTING PARKING LOT; PROPOSED BUILDING WOULD OCCUPY MOST OF THE LOT



EXISTING CONDITIONS OF THE BASEMENT BELOW SHOWROOM & LOT



VIEW OF THE PARKING LOT SOUTH OF THE EXISTING BUILDING

EXHIBIT E - APPLICATION

CITY OF GREAT FALLS
 PLANNING & COMMUNITY DEVELOPMENT DEPT.
 P.O. BOX 5021, GREAT FALLS, MT, 59403-5021
 406.455.8430 • WWW.GREATFALLSMT.NET

Submittal Date: _____
 Application Number _____

DESIGN REVIEW BOARD APPLICATION

Lithia Great Falls Subaru/ Automotive Sales and Service

Name of Project / Proposed Use:

Lithia Real Estate, Inc.

Owner Name:

150 N. Bartlett St. Medford, OR 97501

Mailing Address:

Eric Iversen (541)770-3116

EIversen@lithia.com

Phone:

Email:

CSHQA, Jim Otradosky

Representative Name:

200 Broad St. Boise, ID 83702

Mailing Address:

(208) 343-4635

jim.otradosky@cshqa.com

Phone:

Email:

PROJECT LOCATION:

800 Central Ave., Great Falls, MT 59401

Site Address:

30,000 s.f.

Sq. Ft. of Property:

13,669 s.f.

Sq. Ft. of Structure:

LEGAL DESCRIPTION

Lots 001 thru 004 S12

Mark/Lot:

Section:

T20N/BLOCK 360

Township/Block

R 03 E

Range/Addition

I (We), the undersigned, attest that the above information is true and correct to the best of my (our) knowledge. Further, I (We) owner of said property authorize the above listed representative to act as my agent in this application.



Property Owner's Signature:

6/7/16

Date:



Representative's Signature:

By John D. Maulin on behalf of James M. Otradosky

June 8, 2016

Date:

john.maulin@cshqa.com/208.343.4635

EXHIBIT F - APPLICANT NARRATIVE



200 Broad St • Boise, ID 83702

O: (208) 343-4635
F: (208) 343-1858

June 8, 2016

City of Great Falls
Planning and Community Development Department
P.O. Box 5021
Great Falls, Montana 59403-5021

Re: Project Narrative
Design Review Board and Conditional Use Applications
Lithia Subaru of Great Falls
800 Central Avenue, Great Falls, Montana 59401
Project No. 16001

Dear Planning Staff,

On behalf of our client, Lithia Motors, and in accordance with submittal requirements for Design Review Board and Conditional Use Applications, please accept this project narrative describing the proposed development of a new automotive sales and service facility to be located at 800 Central Avenue. This letter supports the efforts presented during our informal pre-application conference call held March 4, 2016.

The proposed site is located on the southeast corner of Eighth Street South and Central Avenue and currently contains a mixture of vacant land and a building Lithia Motors obtained as part of their recent purchase of Bennett Motors. The vacant portions are currently paved and used for vehicle display and parking, without landscape improvements. To the east of the building, the area is primarily asphalt paving and bears evidence of foundations from previous building(s). The area south of the building to the alley is primarily concrete that we understand to be the floor of a building that was previously located in this area of the site. The basement of this previous building remains below the concrete in this area and connects to the basement of the existing building. The main floor of the existing building is currently used as a sales area for Lithia Motors, however, the basement is unused. This is due to significant water damage, much of which appears to be attributed to the exposed slab area where the adjoining building to the south was removed without further weatherproofing or protection to that area. There is standing water in many areas of the basement which has resulted in significant spalling of the concrete and rusting of the exposed steel reinforcing. There also appears to be damage at the base of several concrete columns that are located in standing water and which have required axillary shoring of these elements.

Initially, we looked at schemes to both renovate and expand the existing building or replace it with a new facility. Our studies found the existing building layout uncondusive to an efficient floor plan for a modern dealership facility. Additionally, the overriding factor that led to the decision to replace the existing building is the significant amount of structural damage and costly repairs required, due to the ongoing water issues. This makes the renovation/addition scheme much less feasible than removal of the existing structure and replacing it with a new facility.

The proposed design calls for construction of a new single story (13,669 square foot) automotive sales and service facility to house Lithia's Great Falls Subaru dealership. The front portion of the building will be placed directly behind the sidewalk and will contain the showroom, with its main entry located at the corner of Eighth Street South and Central Avenue, allowing customer access from either street. An

people who listen – design that speaks

www.cshqa.com
EEO/AA/M/Vets/Disabled

EXHIBIT F - APPLICANT NARRATIVE (CON'T)

City of Great Falls
Page 2
June 8, 2016

enclosed service drive will be located on the east side of the building and service components will be located on the south side of the building, allowing access from both the eastern portion of the lot and the alley from the south. The parts receiving-area is located off of the Eighth Street South side of the building, adjacent to an existing curb cut which will be retained to assist in the delivery of parts.

The new building is being scaled to be similar to other buildings in the adjoining downtown area with a parapet height ranging from twenty three feet, nine and one-half inches to twenty seven feet, three and one-half inches (23'-9 1/2" to 27'-3 1/2") in height. The street elevations have been articulated to provide for a pleasing pattern of solid pilaster elements and window fenestration. Vertically, the building is zoned into a base, middle and top. The base is proposed to be rendered in integrally colored concrete. This also serves to protect the walls from damage when snow is removed in the winter. The Mid portion of the walls consist of either clear glazing (primarily at the showroom) and stucco, with articulated pilasters proposed to be clad in a porcelain tile product, with a joint pattern similar to that used on many of the downtown terracotta building facades. A stone feature is also located on the front façade to break up the showroom windows and also serves as the chimney wall for the showroom fireplace element. The upper portion is clad in metal wall panels (on the front portion of the building) and stucco fascia (on the Eighth street side of the building), with an articulated metal coping/cornice profile in pre-finished metal. Primary building entries are protected by steel canopy structures, with angled strut supports that tie back to the wall above. The alley and some areas on the back of the east elevation, away from most public and customer traffic, are clad with stucco-textured pre-finished insulated panels.

As noted above, the building is located right behind the sidewalk on both street frontages, supporting pedestrian traffic and maintaining the building edge as seen elsewhere downtown. The service drive has been located to the east and sits back from the street to minimize the visual impact of its glazed overhead doors. This also allows for the proposed mid-block entrance, as discussed during our pre-application conference. The drive is being proposed as ingress only, minimizing the potential of pedestrian/vehicle conflict of vehicles entering the street. Also discussed, this curb cut is being proposed in exchange for the existing curb cut (located at the current Lithia Hyundai lot at the corner of Central Avenue and Ninth Street South), which is located quite near the corner and provides for both ingress and egress, allowing a much higher potential for both vehicle/pedestrian or vehicle/vehicle conflict at the proposed mid-block location.

Directly east of the service drive area is customer parking and vehicle display with landscape plantings (per the zoning ordinance). New street trees are also being proposed in the new sidewalk areas fronting both Central Avenue and Eighth Street South. As noted above, the existing curb on Eighth Street South is being shown to remain to assist in the delivery of parts. As such, we are also requesting the reclassification of the two parking spaces adjacent to this curb cut to a loading zone, to allow delivery trucks to park directly adjacent to the parts receiving- area and be located out of the active traffic lane of Eighth Street South.

While current C-4 zoning requires a Conditional Use Permit for Vehicle Repair, this use is consistent with the on-going and continuous use of other portions of the block currently occupied by the Lithia repair facility(contained within the structure at Ninth Street South and First Avenue South). We would also like to point out that the historic use of the site supports this use. The existing building was, as we understand, built as an automotive repair school with the vehicle repair portion located in the basement of the building. The site then transitioned to automotive dealership and repair uses, first being occupied by the Chevrolet Dealership (before it relocated to the edge of town) and then by Bennett Motors. At some

EXHIBIT F - APPLICANT NARRATIVE (CON'T)

City of Great Falls
Page 3
June 8, 2016

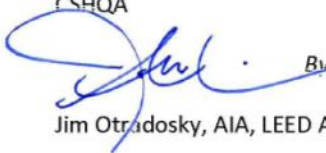
point following this transition, the lower level was not utilized. Again, most likely due to the on-going water issues.

Not only do we believe our submittal meets the criteria and submittal requirements for Design Review and Conditional Use approvals, but it will also enhance the surrounding existing development both architecturally and visually. It will be one more building that will serve as an infill project addition to reinforce the existing fabric of downtown Great Falls.

Should you have any questions or have a need for further information regarding this project, please don't hesitate to contact us.

Sincerely,

CSHQA

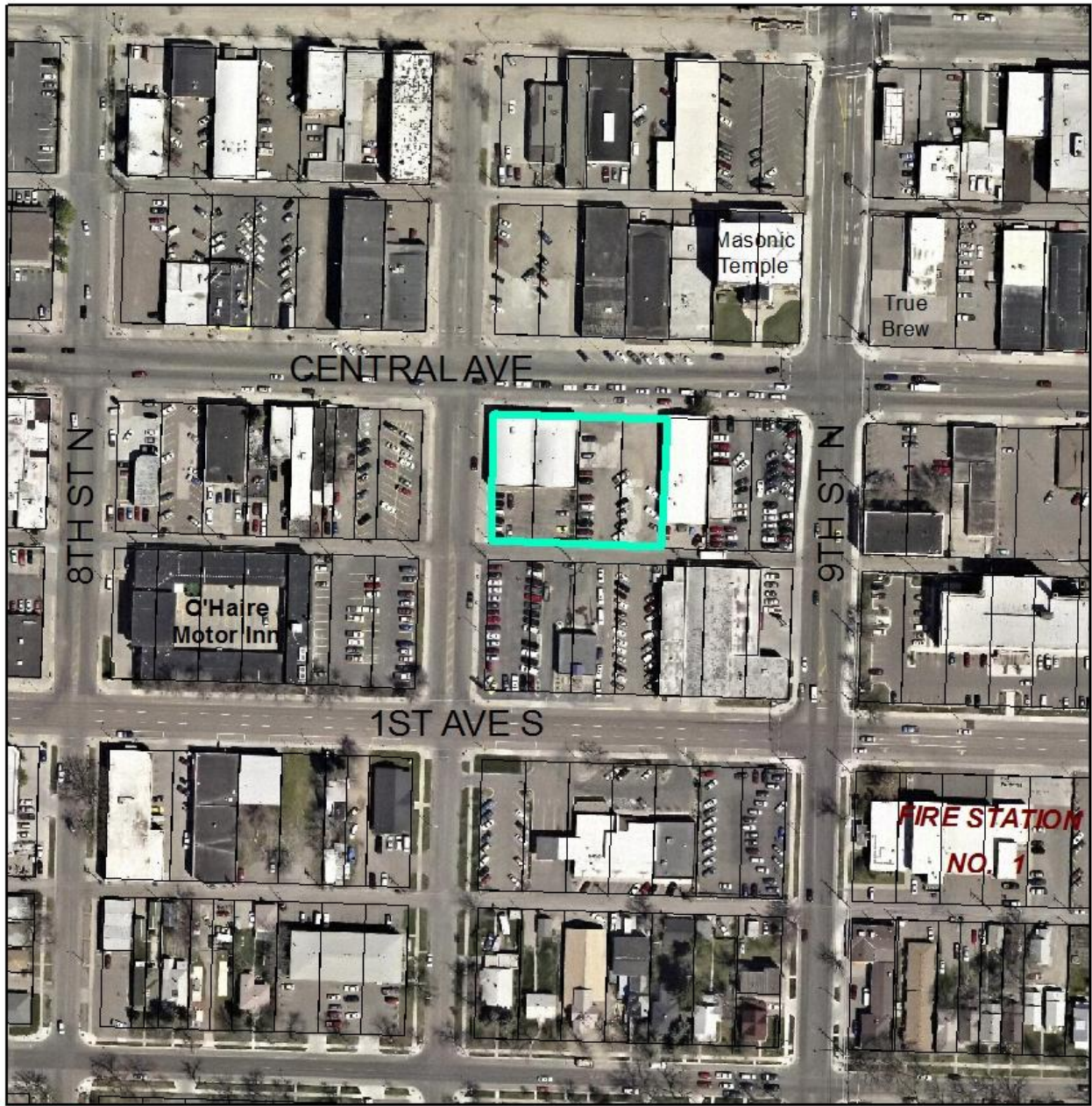


By John D. Maulin on behalf of James M. Otradosky

Jim Otradosky, AIA, LEED AP BD+C

JO:pk

EXHIBIT G - AERIAL MAP (GIS)



-  800 Central Ave
-  Tracts of Land

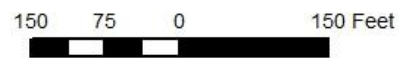
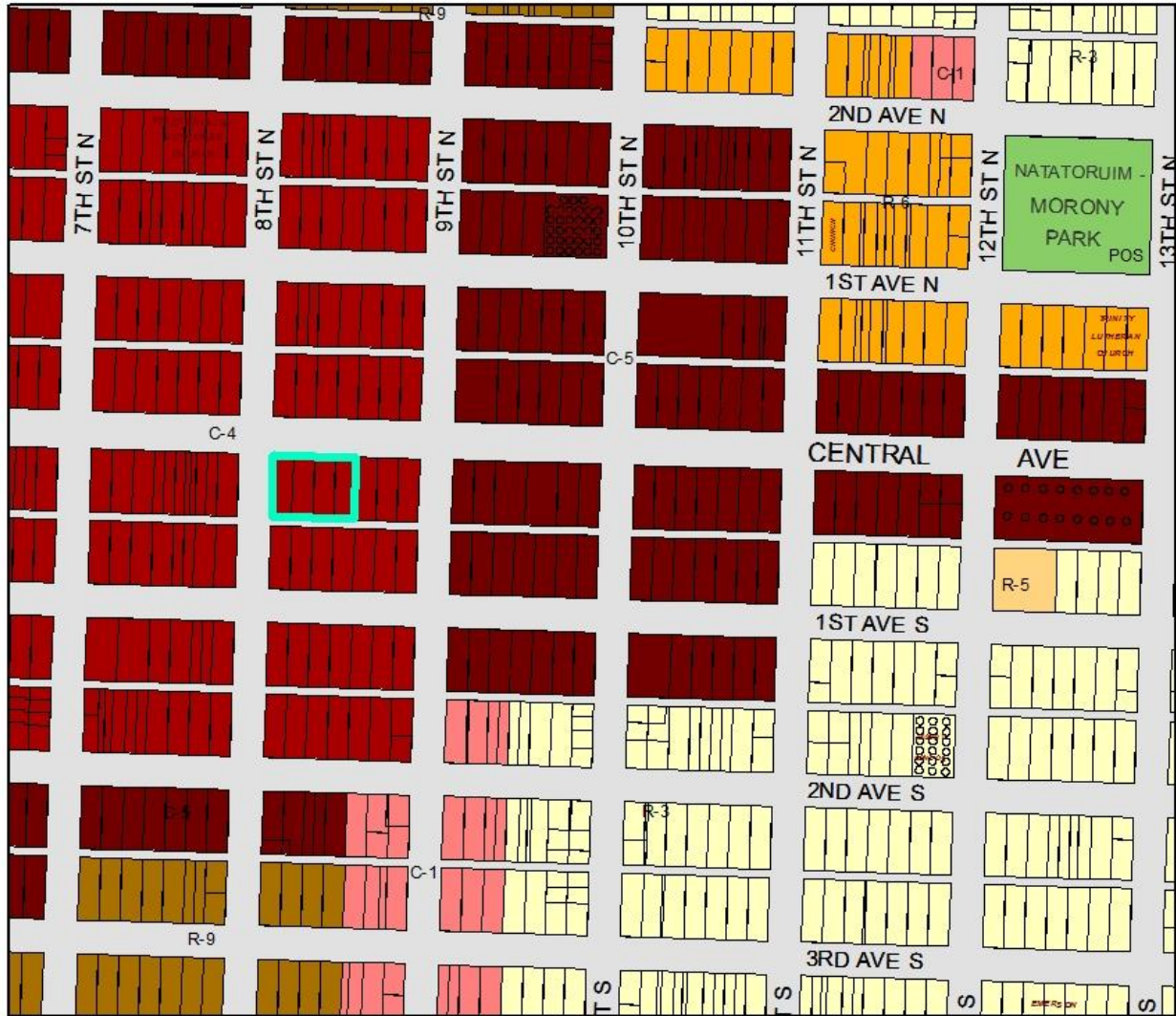


EXHIBIT H - ZONING MAP (GIS)



Legend

- 800 Central Ave
- Tracts of Land
- right-of-way
- ZONING**
- R-3 Single-family High Density
- R-5 Multi-family Medium Density
- R-6 Multi-family High Density
- R-9 Mixed Residential
- C-1 Neighborhood Commercial
- C-4 Central Business Core
- POS Parks and Open Space
- C-5 Central Business Periphery

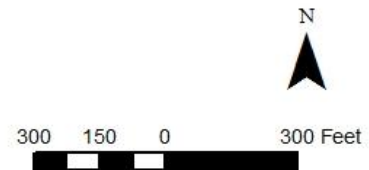
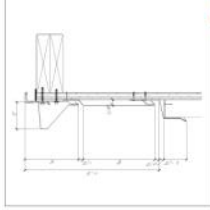


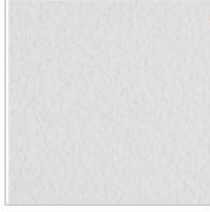
EXHIBIT K - COLOR AND MATERIALS PALETTE



SLATE VENEER:
 MANUFACTURER:
 CAMARA SLATE PRODUCTS
 COLOR: SHADOW GREY, ASHLAR
 PATTERN.



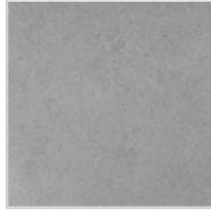
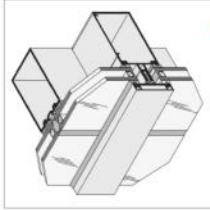
CORNICE PROFILE COPING:
 MANUFACTURER: METAL ERA
 COLOR: @ ACM-VERTICAL PANEL
 AWARD BLUE, REST- SILVER
 METALLIC
 @TOWER- SILVER METALLIC



STUCCO:
 MANUFACTURER: TBD
 COLOR: TO MATCH
 SHERWIN WILLIAMS
 SW7071, GRAY SCREEN



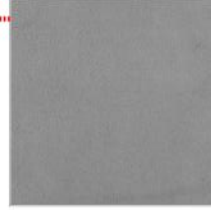
STOREFRONT: CLEAR ANODIZED
 ALUMINUM W/ VERTICAL BUTT
 JOINTS.
 GLAZING: CLEAR INSULATED
 LOW E UNITS.



PORCELAIN TILE, PILASTERS:
 MANUFACTURER: AMERICAN OLEAN
 SERIES: RELEVANCE
 COLOR: TEX RL03 GERMANE GRAY



INSULATED METAL WALL PANELS:
 MANUFACTURER: METL SPAN
 PANELS: SANTA FE, (HEAVY
 STUCCO EMBOSSED PATTERN)
 COLOR: TO MATCH SHERWIN
 WILLIAMS
 SW7071 'GRAY SCREEN'
 (ON SOUTH AND EAST
 ELEVATIONS)



PRECAST CONCRETE BASE:
 MANUFACTURER: TBD
 COLOR:

PRELIMINARY
 NOT FOR
 CONSTRUCTION

JOHN B. MARRIN, ARCHITECT
 200 GROVD STREET
 GREAT FALLS, MT 59401
 PHONE: 406.453.2000
 FAX: 406.453.2000
 WWW.CSHQA.COM

LITHIA GREAT FALLS SUBARU
 800 CENTRAL AVE.
 GREAT FALLS, MT

CSHQA

CUP/DR
 SUBMITTAL

PROJECT	19001.000
DATE	07-20-16
DRAWN	MM
CHECKED	MM
DATE	

COLOR
 PALETTE

A4.1

ORIGINAL SHEET SIZE
 24" X 36"

EXHIBIT L - PROPOSED SIGNAGE

Channel Letter Schedule							
A	B	C	D	E	F	ELECTRICAL LOADS	AMPS / CIRCUITS
36"	25' 7-3/4"	14-3/8"	4' 5"	8' 2"	35' 0-1/8"	10.3 AMPS @ 120 VOLTS	(1) 20 AMP 120 VOLT CIR.
24"	17' 1-1/4"	9-9/8"	3' 0"	5' 2-1/2"	23' 0-3/8"	6 AMPS @ 120 VOLTS	(1) 20 AMP 120 VOLT CIR.

BLUE DAY/WHITE NIGHT FACES
 CHROME TRIM
 METALLIC SILVER RETURNS

ILLUMINATED CHANNEL LETTER POWER SUPPLY. ADEQUATE WIRING ACCESS INSIDE BLDG. WALL REQUIRED FOR INSTALLATION.

STANDARD LETTER NOTES:

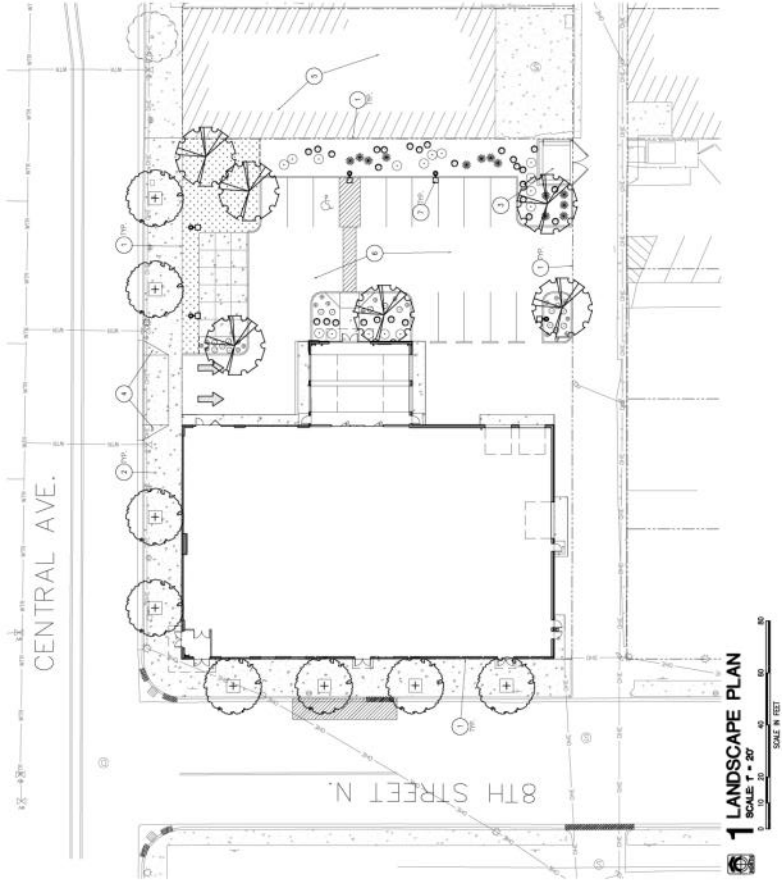
- Sufficient Primary Circuit In Vicinity Of Sign By Others.
- Letter To Letter Wiring And Final Primary Hook-up By Sign Installer, Where Allowed By Local Codes.
- Sign Shall Be U.L. Listed.
- Mounting Hardware By Sign Installer.
- Full Size Drilling Template Furnished With Sign.

Philadelphus Sign Company
 707 W. Spring Garden St., Palmyra, NJ 08065
 Phone: 856.829.1460
 Fax: 856.829.8549

SUBARU Sign Family

Page 8

EXHIBIT M - LANDSCAPE PLAN



SHAPE	SYMBOL	COMMON NAME	BOTANICAL NAME	PLANTING SIZE	MAINT. NEEDS	QTY.
(+)	Tree	Large Tree	Quercus sp.	12' x 12'	LOW	8
(+)	Tree	Medium Tree	Quercus sp.	8' x 8'	LOW	8
(+)	Tree	Small Tree	Quercus sp.	4' x 4'	LOW	8
(+)	Shrub	Large Shrub	Quercus sp.	12' x 12'	LOW	8
(+)	Shrub	Medium Shrub	Quercus sp.	8' x 8'	LOW	8
(+)	Shrub	Small Shrub	Quercus sp.	4' x 4'	LOW	8

GENERAL NOTES

ALL PLANTING BEDS SHALL RECEIVE A 4" DEPTH OF ORGANIC MULCH. THE SITE WILL BE MAINTAINED THROUGHOUT THE YEAR BY PROFESSIONAL LANDSCAPE MAINTENANCE. MAINTENANCE SHALL INCLUDE WEED CONTROL, PRUNING, FERTILIZATION, AND SHEAR PRUNING, WEEDING AND TRIM OF TREES PERIODICALLY. CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITIES AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING UTILITIES. CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITIES AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING UTILITIES. CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITIES AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING UTILITIES.

IRRIGATION NOTES

THIS DESIGN IS INTENDED TO BE PERMANENTLY PROVIDED BY MEANS OF AN AUTOMATIC IRRIGATION SYSTEM COMPOSED OF DRAINAGE, SENSING AND WATER SENSING PROGRAMMABLE CONTROLLER. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES.

SHEET NOTES:

- PROPERTY LINE
- EXISTING SIDEWALKS RE. CIVIL
- TRUSH ENCLOSURE
- CURB CUT RE. CIVIL
- EXISTING ADJACENT BUILDING TO REMAIN AND BE PROTECTED
- ADJACENT PARKING RE. CIVIL
- SEE LIGHTING RE. ARCH

PRELIMINARY CONSTRUCTION NOT FOR

800 CENTRAL AVE.
GREAT FALLS SUBARU
LITHIA GREAT FALLS SUBARU

800 CENTRAL AVE.
GREAT FALLS, MT

200 BROAD STREET
GREAT FALLS, MT 59405
800-443-4333 • FAX 406-473-1838
WWW.CSHOA.COM

RYLA B. HENLEY, LANDSCAPE ARCHITECT
200 BROAD STREET
GREAT FALLS, MT 59405
406-473-1838

CUP/DR SUBMITTAL

SHEET TITLE: LANDSCAPE PLAN

SHEET: L1.0

ORIGINAL SHEET SIZE: 24" x 36"

EXHIBIT M - SITE LIGHTING PLAN

