

CITY OF GREEN
Planning Department Review
PLANNING & ZONING COMMISSION

December 17, 2025

Item 25-41

SELU Holdings Storage Units

(J. Presutto, FourPoints Architectural Services, Inc.)

Location: 3929 S. Main Street

Site Plan Review

Zoning: B-1

PLANNING DEPARTMENT

Applicant is presenting plans for a mixed-use development at 3929 S. Main Street. This item was previously reviewed by the Planning & Zoning Commission at the September 15, 2021 meeting. That project also consisted of a large boat storage building at the rear of the site, which failed to gain approval at the time. Most recently, an amended plan was reviewed as a Discussion item by the PZC at the March 20, 2024 meeting that consisted of a five-building self-storage facility with no boat storage. The current project involves a two-phase development to include the storage units in the rear portion of the site in Phase I and retail/office space along the frontage of the site in Phase II. The storage units are conditionally permitted in the B-1 District and a public hearing and issuance of a Conditional Use Certificate are required. The hearing has been published in the South Side Leader and all contiguous property owners have been notified.

The existing 6.98-acre property is owned by SELU Holdings, LLC and is located at the southeast corner of S. Main Street and Magua Drive, directly north of South Main Centre. It is vacant except for the now abandoned facility at the corner that once housed the Main Street Pier drive-in, which is in poor condition. The site lies higher than the roadway and flattens out in the center portion. The rear (eastern) one-third of the site slopes up approximately 20'-30' to the adjacent residential neighborhood to the east. The slope is wooded with existing vegetation along the north property line and scattered throughout the site. It is also bordered by five (5) residential properties to the north. The adjacent zoning is R-1 to the north & east and B-1 to the south.

The existing lot meets zoning requirements for area, width, and frontage. All building setbacks would comply. The layout generally shifts the buildings closer to the B-1 property to the south. Side yard setbacks would range from 60'-6" – 77'-5" to the north property line with a rear setback of 157'-2" to the east (25' minimums). Building coverage of the lot (21.5%) and impervious surface ratio (54.6%) would comply (33%/75% maximums).

Self-storage facility (Phase I):

The first phase of the project consists of a similar layout to the previous discussion item; a total of five (5) buildings arranged parallel to S. Main Street and containing a mix of heated (with interior hallways within portions of Bldgs 1 & 2) and unheated units (Bldgs 3-5). The total of 232 units would range in size from 5' x 10' to 14' x 45'. Building 5, the easternmost building, would feature 19 of the largest units that are designed to accommodate boats/RVs. No outdoor storage is proposed. It is understood that the facility will operate under the name "PLX Storage Solutions". Proposed hours of operation would be 8:00am-8:00pm.

Color renderings of each building are provided. Per code, there is a provision that stipulates that loading and unloading of storage units shall be oriented toward the side and rear lot lines. The intent here is to have buildings that are arranged so that stretches of overhead doors are not facing the right-of-way. Although the

proposed buildings would be arranged parallel to S. Main Street, this situation would be avoided because the west elevation of Building 1 (the westernmost building) contains no overhead doors and a façade that includes a field of two shades of brownish/earthtone split-face block with vertical elements of lighter tan color split-face to break up the expanse of the wall. A smooth-face CMU accent band would separate the two earthtone shades of block. A copper color pre-finished metal siding would extend just below the roofline. The northern portion of this façade includes the office area for the complex that has a slightly higher roofline with similar materials and aluminum storefront windows. The top portion would feature wood-look metal siding in a similar color. Moving to the east, the additional buildings (and associated overhead doors) would be obscured from view by the front building and loading/unloading would occur internally to the site, which would minimize this activity along the north (side) property line and lessen the impact to the adjacent residential properties. In addition, the future development of Phase II along the S. Main St. frontage would further buffer the project.

Buildings 1 & 2 (heated units) would basically mirror each other with overhead doors facing a parking area in between them. Building 1 doors would measure 9' wide x 8' high and Building 2 would have a mix of 9'-4" x 8' and 11' x 8' doors. The pre-finished steel doors would be dark brown color. The north and south elevations would have the same material/color scheme referenced above with mandors for access to the interior units. The relatively flat (0.5/12 pitch) roofs would be a dark brown pre-finished metal variety with the same color aluminum gutters. Downspouts would match the color of the block behind them. The wood-look metal siding of the taller office area would continue around to the north and east facades.

Unheated Buildings 3 & 4 to the east are also similar in design. Both would feature 9' wide x 8' high overhead doors on east/west elevations and the north/south elevations would have four (4) matching overhead doors. The larger Building 5 would have 13' wide x 14' high overhead doors on the west elevation only. Materials/roofs/colors would match the other buildings. All door sizes would comply at less than 15' in height or width. The highest point of Building 5 would measure 17'-9", which complies (22' maximum overall height for the proposed use). Building material composition is provided that indicates compliance with standards.

A dumpster with enclosure would be situated adjacent to the south wall of Building 1 and offset 10.4' from the south property line, which complies. The enclosure would consist of a 6' high wall of matching masonry. Gates would be prefinished metal in a dark bronze color.

The project would require a total of 12 parking spaces (one space per 20 storage units). Parking would be provided in the center of the area between Buildings 1 & 2, as referenced, that would accommodate 14, 10' x 20' spaces on asphalt pavement. As stated, these would not be utilized for outdoor storage. A 35' wide drive aisle would be provided on each side of the parking spaces to allow access to the storage units in both buildings.

Access to the facility would be via two-way drives off Magua Drive and S. Main Street. The Magua Drive access would be in essentially the same location as the existing drive, which also aligns with the bowling alley drive to the north. The S. Main Street drive would be near the south property line. Drive widths would comply (40' maximum). Customers would enter the site and access the storage facility through a rolling gate north of Building 1 (color & style to match dumpster gates). An Autoturn analysis using the largest emergency response apparatus has been submitted and approved by Green Fire. The Magua Drive access drive and a portion of the interior drive aisle would be situated within 50' of the adjacent R-1 properties and a variance would be required.

No freestanding identification sign is proposed at this time. Applicant will need to return at a later date for review.

A site landscape plan is provided. Per code, screening is required when a business district abuts a residential zone. In this case, since the site is adjacent to R-1 zoned properties to the north and east, a Type "A" screen is required (to provide visual screening). The wooded slope at the rear of the property would remain largely intact so visual impacts would be minimized by the remaining vegetation and the lower elevation of the facility in relation to the residential area above. Screening would also be provided in the form of a 6' high brown fence that would extend along the northern edge of the access aisle (style & color to match gates on site - see attached image). Landscape enhancements would be provided per code on the outside of the fence to include groupings of Red Maples and shrubs (including evergreen) within a wood mulch bed. A dense landscape buffer of Norway Spruce trees would also be provided along the eastern edge of the access drive off Magua Drive. Other site landscaping would include foundation plantings along the north side (office side) of Building 1 and north of Building 5, and within landscape islands in the parking area between Buildings 1 & 2. Screening of utility meters and a condenser unit near the office area would be provided. A similar fence would be installed along the south property line to fully enclose the facility and a gate would be provided at the south side of Building 5 to allow access for site maintenance purposes. Landscaping along the S. Main Street frontage would be installed in Phase I as an enhancement from the start of the project.

An overall site lighting plan is provided. In Phase I, lighting would consist of wall-mount LED fixtures and a total of five (5) poles with full cut-off LED fixtures. Poles would be situated along the two access drives and on either end of the interior parking area. Overall height would be 20' including the 30" concrete bases, which complies (20' maximum for cut-off style lights). A photometric plan is provided that indicates light containment within the site. Pole and fixture details are provided.

The site would be served by central sewer and water facilities along S. Main Street. An existing private sanitary line within the site would be abandoned and re-routed (onto the plaza property). Water services would be bored under S. Main Street. Underground electric and gas services would connect with existing lines along Magua Drive. A right-of-way permit is required for all work to be performed within the public right-of-way (i.e. drive aprons/utility connections).

The portion of the site that would be developed is relatively flat but also lies 10'-15' higher than S. Main Street. This would necessitate retaining walls along the north/south sides of the access drive here. Overall site grading activities would be conducted within Phase I to include reshaping the grade along the roadway for the Phase II buildings as well as the area to the rear of Building 5 (retaining wall also needed south of this building). This would also necessitate the demolition of the old Main Street Pier structure (and accessory structure) at the corner (permit required). The site SWPPP will need to be submitted to the Summit Soil & Water Conservation District for review and approval. A Land Disturbance permit is required prior to commencement of earthmoving activities on site.

Stormwater run-off would be routed via a series of catch basins/storm sewer to two underground Stormtech systems. Roof drains would also connect with the system. Outlet would be to the existing 24" storm along S. Main Street. Stormwater calculations have been submitted for Engineering review. A Stormwater Agreement will be required for the site to ensure long-term maintenance of the facilities.

Phase II

A plan is provided for the Phase II portion of the project. This plan considers development along the S. Main Street/Magua Drive frontage of the site. It consists of footprints of two side-by-side office/retail tenant buildings on S. Main Street (5,150 SF each) and an 800 SF retail (or possibly coffee shop) facility at the corner along with associated parking (which would be sufficient as shown). Elevation drawings are provided for the office/retail buildings showing a design and materials similar to the storage facility. All uses being considered are permitted in the B-1 District (a drive-through would be conditionally permitted) and building setbacks would comply as shown. The parking area at the rear of the tenant space would be constructed within Phase I along with the underground stormwater system there. The access drives in Phase I would also serve this phase along with a third drive that is shown as additional access to the small retail site at the corner

(this would require a variance, however (two drives maximum given the site frontage)). The plans also show future utility connections, stormwater facilities, landscaping, lighting, and connection to the plaza property to the south. Formal Design Review Board/Planning & Zoning Commission review will be required upon finalization of these plans.

DESIGN REVIEW BOARD

Made a favorable recommendation to the Planning & Zoning Commission for Phase I of the project.

ENGINEERING

Currently reviewing revised improvement plans/stormwater calculations.

FIRE

Autoturn analysis was found to be acceptable. A Knox Box will be needed for emergency access to the facility.

ZONING

Demolition, right-of-way, sewer, zoning, and building permits are required. Permits are required for all proposed signage. A Certificate of Use & Compliance is required prior to occupation of the facility.

STAFF RECOMMENDATION

Staff recommends conditional approval of the Conditional Use Certificate for Phase I of the project contingent upon the following:

- 1. Applicant's receipt of a variance from the Board of Zoning Appeals for the proposed vehicular use area setback to the adjacent residential district.*
- 2. Final Engineering approval of the site improvement plans/stormwater calculations.*

A Knox Box will need to be installed per Green Fire requirements.

Any comments/concerns of contiguous property owners should be considered as well.

Final plans for Phase II of the project will need to be submitted for formal Design Review Board/Planning & Zoning Commission review.