



MEETING: Site Review Committee
SUBJECT: Proposed Retail Store & Restaurant
ADDRESS: 2004 Morthland Drive
PRELIMINARY SITE REVIEW

LOCATION: City Hall
DATE: March 15, 2016

IN ATTENDANCE:

Tyler Kent, Planning Director (219) 462-1161
 Vicki Thrasher, Building Commissioner (219) 462.1161
 Tim Burkman, Engineering Director (219) 462-1161
 Adam McAlpine, Engineering Dept. (219) 462.1161
 Ed Pilarski, Water Reclamation Dept. (219) 464-4973
 Jon Daly, Fire Department (219) 462-8325
 Matt Evans, Public Works Director (219) 462-4612
 Media

PRESENTERS:

Todd Leeth, Hoepfner Wagner & Evans
 (219) 464-4961 / tleeth@hwelaw.com
 David Mangurten, KMA & Associates
 (847) 945-6869 / dmangurten@kmaarch.com
 Tracy Richard, Manhard Consulting
 (847) 325-7205 / trichard@manhard.com

Email addresses for the above City of Valparaiso Departments can be found at www.valpo.us.

The following is a summary of discussion at this meeting:

OPENING: The Site Review Committee met to discuss the proposed retail store and restaurant to be located at 2004 U.S. Hwy 30. Kent stated that site review is not an approval. Rather, it is a preliminary discussion of the requirements and issues to be considered by the developer or owner. It is possible it will need to come back before site review or to seek other approvals.

EXPLANATION OF PROJECT: The plan submitted is a very tentative, preliminary site plan. Leeth mentioned that during an earlier meeting Tim Burkman and Tyler Kent expressed concerns regarding traffic movements, building orientations and the parking field. Leeth said they have tried to address these concerns. The one very important change is the traffic movements as shown with the easement through the site to pick up the existing frontage road on U.S. 30 and take it through to Sturdy Road. There will be two buildings, a proposed restaurant and proposed retail. Leeth said at this time they are not at liberty to divulge the names of the users. Mangurten said the early issues were to comply with Overlay District in terms of zoning, landscaping, car counts, etc. Mangurten believes they comply with zoning issues as they are understood. Mangurten is aware there are some engineering issues. Richard indicated that what is marked on lot 2 will be the storm water detention basin. The drainage is to the south. There is not a storm sewer outlet by the basin. The proposed release will take the storm water up to the right-of-way at U.S. 30, run it east and discharge it to the storm sewer in front of Staples, which then runs south. The water main runs along U.S. 30 in the right-of-way and this is where they will make a connection. There is a sanitary stub on the property. The biggest challenge is the storm water.

STAFF COMMENTS:

BURKMAN: Providing a copy of the deed record confirming the existence of the 76 ft. right-of-way along Sturdy Road is necessary. Burkman is pleased that the first existing driveway along U.S. 30 shown east of Sturdy is not proposed to be utilized. This is too close to the intersection and would not be permitted. Using the access drive currently in front of Staples as shown is much more appropriate. A deceleration lane should be constructed approaching this driveway allowing the increased volume of traffic entering this site to safely exit the flow of traffic on U.S. 30.

Coordination and permitting with INDOT for work within their right-of-way will be required. The proposed method described for handling drainage makes sense. Submitting plans and calculations will be necessary. A pathway is required along the U.S. 30 frontage. Sidewalks will be required along the Sturdy Road frontage. Pedestrian connections into the site from these improvements should be considered in the site planning. Richard said there is a remnant of sidewalk part of the way along Sturdy. This sidewalk goes up to the intersection signalized for pedestrian crossing. However, along U.S. 30 there is no walk. Should the sidewalk be installed and just terminated because there is no connection to the east. Burkman stated there is crosswalk on the west leg of the intersection crossing U.S. 30 on the west side of Sturdy. There is a crosswalk on the south approach to the intersection. There is already a pathway coming up Sturdy from the University. The intent is to continue a pathway along U.S. 30. This development is a segment along that route, but will be continued eastward. This is also part of a potential overall regional trail system, the Dunes Kankakee Trail. The walk will be in the right-of-way. If the developer can't make this work, an easement will need to be dedicated. Burkman believes there has already been some communication with INDOT concerning this issue. Curb and gutter and pavement widening are required along the Sturdy frontage, with a southbound bypass lane added to the west side to allow traffic around those waiting to make a left turn into the development. Richard asked if the curb and gutter would be required only on their side of Sturdy. Burkman confirmed this was correct. Richard commented that with curb and gutter that means storm sewer and currently there is no storm sewer along Sturdy. Richard asked where the tie-in would be. Burkman said he does not know what the drainage pattern is.....does it go south on Sturdy Road? Richard said to his knowledge everything on Sturdy goes south or southeast. Burkman said we need to know where it goes now and try to maintain that as much as possible. A cross access easement must be dedicated to allow for the existing frontage road to carry through the proposed parking lot and connect to Sturdy Road. The loading area shown behind the proposed retail building appears to conflict with the traffic movement along this public access route. Burkman said this area appears to be approximately 30 ft. and asked if two-way traffic will be able to continue around delivery vehicles. Mangurten believes they can make this work. There may be two deliveries a week with large vehicles and the rest of the deliveries will be via UPS trucks. Burkman noted there is an alternate route around the building which will allow motorists to travel through the parking lot. More comments will be forthcoming once more detailed site plans showing utilities, elevations and drainage features are submitted. Plans will need to be prepared showing the extension of the sanitary sewer to service both sites. Under the previous iteration, and Burkman believes it will hold true here, the plan was for it to be a public sewer since it will serve multiple agencies. The sewer will need to be designed to City Utilities specifications and accepted by the Utility Board. Providing easements for access to and over the lines must be provided. A Rule 5 Permit is required. A Site Permit through the Engineering Department will be required. Burkman asked if they were considering the subdivision process. Mangurten indicated they will not be subdividing the property. Leeth said it is important to keep this in the site design. Kent interjected that this is very important because there is 27% lot coverage. If the lots were to be subdivided they would be non-compliant with lot coverage requirements. Mangurten said they do have a lot 1 and a lot 2 identified on the site data and he feels they comply.

EVANS: Public Works is concerned with trees planted within the rights-of-way. Evans mentioned that Public Works has an on-staff arborist who will want to inspect the trees as they are being planted. Evans suggested they look at the DNR guidelines for tree planting. Some people plant them with the baskets or burlap left on. This will kill the trees earlier. There should also be diversity of species planted. Recycling and trash service will need to be provided by a private hauler. Recycling is strongly encouraged. Evans receives calls asking if the City regulates traffic control signs on private property. The City does not regulate these signs. Federal Highway oversees traffic signs; however, Federal Highway does not get involved with signs on private

property; however, they do have standards that they suggest be followed for liability purposes. Evans suggested they look at the 2009 Edition of the MUTCD for signage standards. Evans said it appears they will be placing a stop sign at the driveway exiting on to Sturdy Road. Public Works will want to work with the developer to ensure the placement and standards comply with the MUTCD. Evans asked the Engineering Storm Water to consider whether or not it will be beneficial to have a curb and gutter improvement along Sturdy Road. They need to make sure they are comfortable with this as it conveys the storm water. Evans is aware the City wants to have sidewalks installed within public rights-of-way. Evans asked if these sidewalks should be 5 ft. wide or should they be wider. Evans said there is a curb ramp at the corner that needs to be tied in and improved to current standards. The standards are available at PROWAG. This was published by the ADA. Evans mentioned a curb ramp will be required at the restaurant.

THRASHER: A State Construction Design Release will be required for each building. Building permits will be required for each building. Providing a list of contractors at the time of permit submittal is required. All contractors working on the project must be registered with the City. All signage will require a permit.

KENT: This property is zoned Commercial General (CG). Both proposed uses are permitted within this district. This property is located in the U.S. 30 Overlay. The parking calculation for restaurants is 1 space for each 75 sq. ft. of usable floor space and commercial retail is calculated at 5 spaces for each 1,000 sq. ft. of usable floor space. Restrooms and storage areas should not be included in these calculations. Kent said it appears approximately 58 spaces are required. Mangurten stated there are 103 total parking spaces for the site. Kent stated that reducing hard surface is encouraged. There is language within the UDO that allows for shared parking. Referring to Section 9.205 concerning shared parking is recommended. Bicycle parking standards are found in Section 9.206. The calculation for bicycle parking is 1 bicycle parking space per 10 parking spaces, with a maximum of 10 bicycle parking spaces total. Referring to Figure 9.206 for examples of the permitted wave rack for bicycle parking is recommended. The requirement for ADA parking is 1 ADA space per 25 parking spaces. As this project moves forward, submittal of a lighting plan will be required. Referring to Section 9.500 for lighting standards is suggested. Pursuant to Article 10, a landscaping plan will be required. There are standards for on-lot landscaping, open space landscaping and parking lot landscaping. There is a provision within the U.S. 30 Overlay for a 15 ft. green belt along the frontage of the property. Richard said providing the 15 ft. green belt along both Sturdy and U.S. 30 would present major challenges. Kent said both buildings need to abut the setback line. Kent asked if the buildings could be integrated. Mangurten said this will not be possible. Leeth stated these are both nationally recognized businesses and they will not want to integrate. Leeth asked if the 15 ft. green belt can be part of the setback. Kent confirmed this. Referring to Article 11, Section 11.500 for general non-residential design standards will be necessary. The maximum lot coverage is 75% and the minimum landscaping ratio is 25%. Kent asked about the height of the buildings. Mangurten said the buildings usually have a roof elevation of 18 ft. with an additional 4 to 5 ft. for the parapets. A 6 ft. tall monument-style sign is permitted with the U.S. 30 Overlay. Kent conveyed the U.S. 30 Overlay plans were amended per the adopted, updated U.S. 30 Overlay. The front yard setback is 15 ft., the side yard setbacks are 10 ft. and properties that abut a residential use is 30 ft. Parking is permitted on the side and rear of the buildings. Sturdy Road and U.S. 30 are considered frontages. The U.S. 30 Corridor Plan has a design build-out at this intersection. The design build-out shows how the property can comply with the UDO. The building is built to that 15 ft. setback along Sturdy and U.S. 30. The amendments of the UDO on the U.S. 30 Overlay Plan call for buildings pulled closer to the road with parking set on the side and rear of the buildings. Mangurten said the user requires a certain kind of relationship because there is a drive-through. Kent stated the drive-through can be integrated into the building and still meet the standard. Kent reiterated that the building needs to be built to the setback line. Leeth said this can be

accomplished with one of the buildings; however, there is an oblique angle on the other building. Kent said he will provide a copy of the standard that was recently amended in 2014 and a copy of the Overlay Plans that show build-out options for parcels that are vacant or looking to be redeveloped. Kent stated the intent of the amendments and the Overlay Plan is to feature the buildings as the main focal point of that corridor and pull the parking to the back and sides of the buildings, rather than having a large parking lot in the front featured as the main focal point and then the structure set far back from the front property line. Richard asked if this pertained only to the corner building. Kent stated this pertains to any new development. Leeth believes the retail building complies with the intent. Kent suggested the site review meeting proceed and another meeting can be scheduled for further discussion of this issue. Referring to Article 2, Section 2.406 for the standards for dumpster enclosures is necessary. There are specific guidelines related to dumpster enclosures. Landscaping is required around the dumpster enclosure and a mandoor for pedestrian access is also required. Gates are required at the front of the enclosure. Kent asked if the dumpster enclosure located at the backside of lot 2 can be moved. Currently it is right against a residential property located just to the south. Kent suggested moving it to where the six parking spaces are located. Additional Site Reviews will be required for the site. A Zoning Clearance for each building will be required. If the owner decides to subdivide the two lots, it will be necessary to go through the subdivision process. We will need to ensure they comply with the standards with regard to lot coverage and easements for parking and utilities.

DALY: Daly conveyed that we follow the 2014 Indiana Fire and Building Codes. When the buildings come in for site review we need to ensure that they are correctly addressed. The Fire Department conducts annual fire inspections. Daly said he will work with the Water Department concerning hydrant locations.

MCALPINE: McAlpine said most of his comments will come when the engineering site plans are put together. Everything drains southeasterly towards the Staples property. When this site was previously reviewed the developer had to propose a retaining wall. We tried to get them to coordinate with Staples to get permission for the overflow from the pond through their property; however, Staples was not responsive. Based on this, we are asking that you follow the route being proposed to bring a pipe to the right-of-way of U.S. 30. It will have to be large piping because it will have to handle the overflow. It will be necessary to add more freeboard to the pond. McAlpine suggested adding 2 ft. of freeboard, bringing up the wall height and then making the large pipe handle the overflow so that everything goes northeasterly. McAlpine said it would be good to relocate the dumpster because this is an area where a swale will need to be created to get the water to go to the pond, rather than down to the south residential area. The drainage plan needs to demonstrate that all the water makes its way to the pond, then out of the pond to the highway without negatively impacting the neighbors. McAlpine said this will be the goal of his review and to look at the calculations provided. McAlpine suggested they look at the new drainage standards. They are .5cfs per acre. This can be tricky with smaller sites. McAlpine asked who will be responsible for the maintenance of the detention basin. There will have to be some type of shared detention and drainage easement agreement between the two properties.

PILARSKI: Pilarski said that the majority of the Valparaiso City Utilities comments will wait until the two buildings are site reviewed. However, Pilarski mentioned that both buildings will have to have backflow prevention. Contacting Shaun Shifflett concerning this issue will be necessary. Contact information was provided. The proposed restaurant will require the installation of a minimum sized 1,000 gallon oil and grease interceptor. The contact concerning this issue is Yacoub Aljobeh, Pretreatment Coordinator. Contact information was provided.

ISSUES TO BE RESOLVED:

Landscaping Plan (with tree survey)

Erosion Control Plan

Rule 5 Permit
Right-of-Way
Detailed Site Plan
Backflow Prevention (for each building)
Site Improvement Permit
State Design Release (for each building)
Building Permit (for each building)
Signage/Fencing Permit (for each building)
Provide a List of Contractors at Time of Permit Submittal
All Contractors Working on Project Must be Registered With the City
Zoning Clearance (for each building)
Provide a copy of the Deed Record
Curb and Gutter and Pavement Widening (Sturdy Road)
Pathway and Sidewalks
Drainage Plans and Calculations
Dedicate Cross Access Agreement
Provide Plans for the Extension of the Sanitary Sewer
Easements for the Sanitary Sewer
Lighting Plan
Site Reviews for the Two Buildings
Dumpster Enclosures
Oil and Grease Interceptor
Deceleration Lane for Approach to Drive
Coordination and Permitting with INDOT for Right-of-way Work
Install Curb Ramp at Restaurant
Additional Freeboard for Pond
Shared Detention and Drainage Easement