



MEETING: Site Review Committee
SUBJECT: Transpoint Intermodal LLC
ADDRESS: 54 N 400 E
PRELIMINARY SITE REVIEW
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
Mark Geskey, Utilities	(219) 462-6174
Jon Daly, Fire Department	(219) 462-8325
Media	

LOCATION: City Hall
DATE: August 23, 2016

PRESENTERS:

Todd Leeth, Hoepfner Wagner & Evans LLP
 (219) 464-4961 / tleeth@hwelaw.com
 Randy Smith, GAI Consultants
 (260) 969-8859 / r.smith@gaiconsultants.com
 Torrey Ehrman, GAI Consultants
 (260) 969-8859 / t.ehrman@gaiconsultants.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 a proposed transportation intermodal facility to be located at 54 N 400 E. 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: Leeth indicated this project is located on U.S. Hwy. 30 and is the Transpoint Intermodal. There have been many conversations with staff on an informal basis concerning this project. The project is a railroad intermodal that is a sister operation from a project in Fort Wayne currently under construction. It is a rail link between the two projects. It will provide some opportunities for Valparaiso and Porter County. It is the redevelopment of an existing site on the southeast corner of Hwy. 30 at County Road 400 E. There will be Board of Zoning action required for some of the issues that have come up. Leeth said that because of the container removal from the rail to the truck or from the truck onto the rail this may or may not be storage; however it will be treated as such. Under the Overlay Ordinance outside storage is prohibited. There is also an issue concerning fence height. Anything else identified during Site Review will also go before the BZA. Utilities are not necessary for this project. There is a well and the City is allowing the continued use of this well for the limited use of this project. Smith indicated there will also be a request for light poles taller than the 25 ft allowed. Smith reiterated there is a well that will continue to be used. The building is now shown as connected to the sanitary sewer that parallels U.S. Hwy 30. However, they have not found evidence of connection, but it is being shown on the plans to make sure it is connected. Smith confirmed it is a sister facility and is a transfer facility versus a collection facility. Containers will be stored on the ground. There is an existing 5,000 sq. ft. building on site that will be renovated. The building will be served by new employee parking. The existing stone yard immediately adjacent to the building will be reused for vehicle storage. As indicated on the plans, the project will be phased in two phases. There are four total sidings shown for the out-building of the site. Phase 1 will be the inner-two most rails along with the concrete ramp that will serve the rail and the crane unloading and loading. Smith said they tried to design the complete site to show the build-out, lighting and photometrics. There

will be all new lighting on the site. Smith mentioned there is an ascending type situation on the site and they are asking for a 55 ft. maximum pole height. Smith said they have been to the FAA. A copy of the FAA approval letter has been provided to Planning. The ascending situation starts at 25 ft. at the employee parking, moves up to 40 ft. and finally to the 55 ft. in the outside ramp. Ehrman said there will be a connection on 400 E. This connection will need to be improved up to U.S. Hwy. 30. There have been discussions with INDOT. With the volumes they have, a traffic signal was not warranted. There will be a deceleration lane on east bound U.S. Hwy. 30. The deceleration lane is shown on the plans. There are a couple different water sheds. The water on the east side will be discharged to the south. Approximately 2/3's of the site discharges over to the regulated drain on the west. They are proposing two-tiered detention basins. The County's release rate will be used. The will discharge on the southwest corner of the property. It will be necessary to reroute some of the floodway around the site.

STAFF COMMENTS:

MCALPINE: McAlpine will reserve comments on drainage until he has an opportunity to review the drainage report for the pond sizing and pipe sizing. This will be compared to the Engineering plans. With this out-letting to a regulated drain it will be necessary to show coordination work with Porter County for the approval to connect to the drain. McAlpine indicated he will be involved in reviewing the Engineering plans; however, Porter County may also want to review the plans. This will depend on the County's preference. McAlpine is aware there is a proposed concrete lined channel along the pond. This is not the City's preference. There are other options available, such as a buried drain tile, some form of a bio swale, or something that could drain and have improved water quality performance. A concrete weir is being proposed for the overflow weir. McAlpine said there are less expensive options. Because it will be engaged so rarely, McAlpine suggested the use of limestone, a turf blanket or a depressed grass area. The City would prefer this. However when the issue with the Koselke Ditch is resolved with IDNR, McAlpine will need to see some documentation showing how high the water rises and how they will be working around the height on the site. There are very sandy soils in this area. McAlpine asked if this has been taken into consideration with the pond sizing. In many cases these soils can be utilized to get the water to percolate or infiltrate into the ground. McAlpine asked if there is a soil boring report. Ehrman confirmed they have a soil boring report. McAlpine is wondering if it might make sense to elevate the discharge of the pond slightly to allow for water quality and some infiltration ahead of letting the water go straight out to Koselke. McAlpine requested a copy of the soil boring report. McAlpine conveyed their client will be a City Utility customer because of the sanitary sewer connection. By virtue of being in the City and having the sewer connection the client will be charged a storm water fee at the highest classification based on the amount of pervious coverage. The fee will be \$352 per month. Kent asked if the pond will a dry bottom or wet bottom pond. McAlpine indicated the pond will be dry bottom.

ON BEHALF OF MATT EVANS (PUBLIC WORKS): A detail for tree planting was provided. The species of trees being used for street trees must be confirmed with Matt McBain of Public Works. The City's Unified Development Ordinance requires a two-year guarantee for all street trees. Street trees must be planted according to DNR specifications. Drive approaches require inspections. Referring to City specifications for a full list of required inspections is necessary. Public Works must be contacted when inspections are needed. Wire or fiber mesh is required in the drive approaches. Evans is concerned that 400 E will not support the traffic loading. Does the contractor intend to upgrade 400 E along the site's frontage? Burkman interjected upgrading is a requirement. Damage to 400 E due to construction traffic or business traffic during operation is the responsibility of the facility owner. Trucks will not be allowed to stage on 400 E. Smith said they have tried to provide enough storage on site and more can be provided by expanding the drive width to the south. Will curb and gutter be installed along the frontage. Burkman indicated this is a

requirement of development.

BURKMAN: Frontage improvements including curb and gutter, pavement widening, tapers, etc. and a 30 ft. right-of-way dedication are required along 400 E. 400 E will need to be upgraded (full width) to accommodate truck traffic. Burkman asked if trucks will ever be routed from the south, off of Division Road. Smith indicated this has never been discussed. Burkman said this needs to be discussed or if trucks ever do come from the south on SR 49 they can be routed to U.S. Hwy. 30 to come in to the facility. Truck traffic along Division Road and 400 E up from Division Road would cause concerns. Providing a copy of the Traffic Impact Study being performed by INDOT for the Engineering file is requested. East bound auxiliary lanes along U.S. 30 were mentioned; however, has there been discussion with INDOT about a west bound left turn lane. Ehrman believes there is an existing west bound left turn lane. GAI did not anticipate increasing volume for this movement so they did not look at this. They did look at providing an acceleration lane for the west bound traffic; however, there is not enough room in the median. Burkman asked about the overall flow of truck and train traffic. Smith said trains will be coming into Valparaiso from Fort Wayne on a regular basis and trucks will be moving to the west. Burkman asked if this is addressed in the traffic study. Smith said this will be included in the study. Burkman asked if the study will account for sufficient storage in the turn lane for trucks turning off of U.S. 30 if 400 E is blocked by a train. Ehrman said their traffic engineer did look at this. GAI is currently showing a 780 ft. lane. A right-of-way cut permit through INDOT will be required. A copy of the right-of-way cut permit needs to be provided for the Engineering file. Per Section 6.303.E of the Unified Development Ordinance, a right-of-way dedication and road construction agreement is required, due to the property being adjacent to a Railroad R/W. This will require further discussion. The City's interest is having at a minimum a right-of-way dedication created along the south side of the property, but there is also discussion in Section 6.303.E about potential agreements for future construction of the roadway. This is a major item that requires discussion. Leeth interjected that he had a conversation with Patrick Lyp about this issue. Leeth said he is not sure that he agrees that this code section applies here. He believes that one of the concerns is Utility access through the right-of-way. Leeth indicated they may agree to grant Utility Easements to the frontage road. Leeth said he will follow-up with Lyp. Burkman conveyed that he also had a discussion with Lyp and also shared with Lyp Section 6.303.E. Burkman reiterated that it is his interest and the City's interest to get the full right-of-way. Leeth said the purpose of a frontage road is to relieve traffic from the main road that it fronts. They are not providing for any access to the road that the City is asking to dedicate. Burkman asked about the proposed driveway width at the right-of-way line and conveyed the City standards allow for a 40 ft. maximum width on commercial drives. Smith said they have three 12 ft. lanes coming out. Burkman said the standard measures at the right-of-way line and it appears the drive is widening out quite substantially. It appears to throttle down to 36 ft. Smith said if Burkman is discussing the measurement at the turning radii then they are well above the 40 ft. standard. This will need further discussion. The plans show phase 1 and phase 2. Phase 2 is not shaded because it is not to be constructed at this time, but is it the intent that when phase 2 is built it will be paved. Smith confirmed this is correct. Burkman said there is a detail shown on C800 for gravel parking. Smith said they were intending in phase 1 to reuse the stone maintenance area immediately adjacent to the building and it is existing at this point. They will remove a portion out in front of the building and take it back to the building entrance line. They are proposing to redress the existing stone lot. Any future paving will be hard surface when it comes to phase 2. They are requesting to cleanup and reuse the stone lot in phase 1. This will be a storage area for yard trucks. The maintenance area is fenced. Fencing encloses the entire facility back down to the main control gate. Burkman indicated that a Sidewalk Waiver is required. The waiver simply obligates the owner to install a sidewalk along the frontages if the City requires them at a future time. A Rule 5 Permit will be required. The Storm Water Pollution Prevention Plan needs to be sent to Mingyan Zhou (mzhou@valpo.us) for review and comment. A Site Permit will be required.

Burkman will defer comment on the sewer connection to Mark Geskey with Valparaiso City Utilities.

THRASHER: Thrasher asked if any changes are being made to the existing building. Smith indicated that building plans have been submitted. Thrasher said building plans have not been received. All the plans received were civil. No architectural plans were received. Smith indicated plans will be sent immediately. Smith indicated the building will be renovated. Plumbing is being changed. The intent is to go to the State for a release. Thrasher conveyed the State Construction Design Release will be required before a Building Permit can be issued. All contractors working on this project must be registered with the City. Signage will require a permit. Thrasher asked if there will be multiple electrical services at the site. Smith indicated there will be a single electrical service. Thrasher asked if the parking for employees will be part of the initial phase. Smith said the employee parking is in phase 1. Thrasher conveyed the employee parking lot needs to be included in the phase 1 submittal. Fencing typically requires a permit; however, if it is all being done at the same time this can be made part of the permit.

KENT: The photometric plan is very hard to read. Kent will view the plan on a bigger screen and provide comments. Kent asked if any thought has been given to using more of a yellow LED light rather than the bright white LED. The yellow LED lights will help reduce the glare. Smith indicated he will have to look at the bulb being specified. No outdoor storage, enclosed storage or refuse (whether or not in containers) or display of merchandise shall be permitted on any lot. All refuse shall be contained completely with the principle or accessory buildings. Kent conveyed that a use variance will be required for outdoor storage. Kent understands that containers can be off-loaded and loaded within a few hours, but there may be times when they will remain on site for a couple days. Kent asked if the containers will ever be stacked. Smith's understanding is that they will not be stacked at this facility. Kent requested that Ehrman forward the elevations to him for review. If there are any comments they will be included in the minutes. The standards that apply to the exterior improvements of the building can be found under Article 11, Division 11.500. A 6 ft. tall monument-style sign is permitted within this corridor. A Class B bufferyard is required along the railroads tracks. The requirements for a Class B bufferyard are: 25% opacity; 15 ft. wide; 2 large trees, 4 small trees and 34 shrubs per 100 linear feet. A Class D bufferyard is required along 325 E and 400 E as they are both classified as collector roads. A Class D bufferyard consists of 65% opacity; 40 ft. wide; 3 large trees, 6 small trees and 50 shrubs per 100 linear feet and a 5 ft. high berm. A Class D bufferyard is required along the proposed new roadway on the south side of the Transpoint project. The roadway will be classified as a collector road. A Class D bufferyard consists of 65% opacity; 40 ft. wide; 3 large trees, 6 small trees and 50 shrubs per 100 linear feet and a 5 ft. high berm. Per Section 11.305 the landscape ratio for the U.S. 30 Overlay District is 25%. The requirement for on-lot landscaping is 4 large trees, 8 small trees and 25 shrubs per acre. Refer to Article 10, Section 10.301 concerning on-lot landscaping. Open space landscaping requirements are 10 large trees, 15 small trees and 40 shrubs per acre. Refer to Article 10, Table 10.301 for open space landscaping. Parking lot landscaping will require 1 large tree per 4 parking spaces and 1 shrub, perennial or ornamental grass per 2 parking spaces. Refer to Article 10, Table 10.304 for parking lot landscaping. Street trees are required 60 ft. on center. A tree survey will be required prior to trees being removed from the site. Referring to Article 10, Section 10.603 (Tree Installation, Removal and Replacement) to review the requirements of the tree survey will be necessary. The allowable fence height in the INL and INH districts is 6 ft. The fence height for side yards and rear yards in the INL and INH districts is 8 ft. In all other non-residential districts the fence height for a fence in the side yard or rear yard abutting an INL or INH zoning district is 8 ft. Chain link fences shall be coated with vinyl or other durable non-metallic coating and are permitted a) only in interior side yards and rear yards that are not also street yards; except b) in the INL or INH district, where they may be located in any yard that is not visible from another zoning district. A variance may be required for the fence height. No freestanding light fixture shall be greater than

25 ft. in height. Outdoor lighting shall be deflected, shaded and focused away from adjacent properties and shall not be a nuisance to such adjacent properties. Outdoor lighting shall be designed so that any overspill of lighting onto adjacent properties shall not exceed three-tenths foot-candle, measured vertically, and three-tenths foot-candle measured horizontally, on adjacent properties. The ground-level luminance ratio (the ratio between the luminance of the brightest point on the property and the darkest point on the property) shall not exceed 12 to one. Outdoor storage areas in the INH District are 1) located in the buildable area; and 2) Screened so views from public rights-of-way are completely blocked by the principal building; or the area is enclosed by a wall or opaque fence of sufficient height to completely screen the stored materials from public view. Such wall or fence shall be landscaped with shrubs planted 36 inches on center that are maintained as a hedge around the entire periphery of the wall, except at points of access. Refer to Article 2, Section 2.405 concerning outdoor storage areas. A Zoning Clearance will be required as part of the submittal process. Kent asked if there were any plans for the remaining parcel west of Koselke Ditch. Smith said they plan to subdivide the parcel down the middle of the ditch. Leeth said in earlier meetings they had discussed meeting with the Plat Committee. Kent asked if they were planning to schedule this any time soon. Leeth said the focus right now is getting through this process and the Board of Zoning Appeals in order to start the development process. Kent mentioned that the maximum noise levels for the site are 75 decibels between 9:00 a.m. and 11:00 p.m. and 65 decibels between 11:00 p.m. and 9:00 a.m. The levels should be measured at the property line. From previous conversations, noise levels will not exceed these measurements. Kent indicated the BZA application for September is due this Friday, August 26. If it is not possible to file by this Friday, then they could get on the agenda for October. There is also the possibility of scheduling a special meeting. Leeth requested that Kent look at the proposed landscaping plan. Leeth said he will work with Transpoint to make a determination on whether they have enough information to file for what they think are the variances that are needed. Kent stated he could do this, but the one thing that needs to be discussed is if the road is going to be proposed or developed in the future. If there is an agreement on the road, buffering will be required along there. Leeth realizes the buffering requirements would change to the south depending upon whether it is a right-of-way or not. Leeth conveyed an earthen berm is being shown; however no plantings are shown. The berm will be constructed at the time of phase 1 development.

DALY: Daly mentioned that the City follows the 2014 Indiana Building and Fire Codes. Addressing needs to be either on the building or on the sign. Daley asked about hours of operation. Smith indicated the hours of operation for this facility when it is a full build-out will be 24/7. There will be six employees per shift. Daly is aware that there is an entrance to the employee parking lot and an entrance for trucks. Daly asked if the entrances will be gated. Smith confirmed that both entrances will be gated. Daly asked which gate should be used by emergency responders if they were called. Smith said either gate could be used because there will always be personnel available to open the gates. Daly asked if a fire alarm system will be installed. Smith said he does not believe they are considering a fire alarm. Daly stated that although a Knox Box is not required he is recommending the installation of one. Daly asked if the fueling tanks are above ground. Smith said they are above ground tanks. The fuel is used solely for site vehicles. There will be no liquid or chemicals in the containers. Daly asked who will have access to the manifests. Smith said he does not have that information, but he will be happy to supply this information. Daly asked if trains could possibly block the county road. Smith said in speaking with the railroad, they are adding one additional train. It is very specific to the siding lengths. Daly requested that once the facility is up and running that the Fire Department be able to do a walk-through to familiarize themselves with the facility and the operation. Daly said since there is no fire hydrant, the ISO rating for this facility will be 8B.

PILARSKI: The Water Reclamation Department is interested in what is being discharged into the sanitary sewer. All discharges for this facility will be required to meet the discharges in Chapter 52

of the City of Valparaiso's Municipal Code. Pilarski asked for clarification that the waste water discharged for the facility is strictly sanitary waste water from restroom type fixtures. Smith confirmed this. Pilarski asked about the maintenance area. Smith said there will be no vehicle repair. Pilarski asked for clarification concerning the equipment area within the building. Smith said this area is strictly for spare parts. There will be no vehicle maintenance. Pilarski conveyed that floor drains are not allowed. Pilarski asked if there is a plan in place to handle any accidental spills. Smith indicated that he is unsure if there is an accidental spill plan; however, he will check on this. Pilarski conveyed a copy of this plan needs to be sent to the Deputy Storm Water Engineer.

GESKEY: Geskey indicated that there are no issues with water due to the developer using the existing well. Geskey conveyed that the sanitary sewer connection should be saddle tapped. The cleanout must be within 5 ft. of the building. The septic needs to be removed or filled in. Recently a new industry located in Valparaiso and they were installing spur track over the sanitary sewer main. Valparaiso City Utilities had them put split casing around the existing sewer main. Geskey conveyed that this will have to be done at the Transpoint site as well. Information on the type of casing used was provided. Geskey asked how Utility would get to the manholes. Leeth indicated an access easement can be provided. Geskey conveyed that it will be necessary to contact Shaun Shifflett to see if this site is in the well head protection area. Mr. Shifflett should be contacted by email at sshifflett@valpo.us.

ISSUES TO BE RESOLVED:

- Landscaping Plan (with tree survey)
- Erosion Control Plan
- Rule 5 Permit
- 30 ft. Right-of-way Dedication
- Road Construction Agreement
- Right-of-Way Cut Permit from INDOT
- Frontage Improvements
- Provide a Copy of the Soil Boring Report
- Sidewalk Waiver
- Detailed Site Plan
- Backflow Prevention
- Site Improvement Permit
- State Design Release
- Building Permit
- Signage/Fencing Permit
- Zoning Clearance
- Provide Copy of Traffic Impact Study
- Storm Water Pollution Prevention Plan (forward to Mingyan Zhou)
- Variance – Fencing
- Variance – Outdoor Storage
- Variance – Outdoor Light Poles
- Variance - Landscaping
- Two Year Guarantee for All Street Trees
- Provide Copy of Accidental Spill Plan