



MEETING: Site Review Committee
SUBJECT Panda Express
ADDRESS: 2904 John Howell Drive
PRELIMINARY SITE REVIEW

LOCATION: City Hall
DATE: September 20, 2016

IN ATTENDANCE:

Tyler Kent, Planning Director	(219) 462-1161
Taylor Wegrzyn, Planning Dept.	(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, Department	(219) 462-8325
Matt Evans, Public Works Director	(219) 462-4612
Media	

PRESENTERS:

Eric Abeln, Heights Venture Architecture & Design
 (281) 854-6119 / Eric.Abeln@hva.cc

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 Panda Express to be located at 2904 John Howell Drive. 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 project is being constructed at an old bank site at 2904 John Howell Drive. The existing building will be razed and the property will be redeveloped as a Panda Express. The building will be approximately 2,600 sq. ft. with a drive-through lane. The construction is type 5B. The occupancy will be under 100. There will be no sprinkler system. The building will be a majority of brick and stucco trim for the parapet cornices. Another exterior fiber cement board. The proposed future connection road from John Howell to LaPorte Avenue makes this development a little more complicated. The connection road will be scheduled to go in during the round-about construction and will be coordinated with INDOT. The purpose of the road is to alleviate the left hand turn-in problem that will show up from John Howell Drive once the round-about goes in. Abeln said this will be a right-in, right-out only. INDOT seems to be relatively supportive of the road. Getting approval will be a long process because it is within the no cut zone. The road will be a separate process from the restaurant construction. Storm water utilizes the existing connections and detention pond on John Howell. Water will drain to the west to go north and then back east. Abeln said the road will impact utilities. A fire hydrant and transformer will have to be relocated. There should not be any impact to the Family Center transformer and utilities; however, there may be some reorganization of telephone and gas right at the inlet of the future road for John Howell. The sanitary sewer connection will be to the existing at John Howell. There will be a 1,000 gallon concrete grease interceptor.

STAFF COMMENTS:

WEGRZYN: Wegrzyn asked for confirmation that two variances from the Board of Zoning Appeals will be presented at the Board of Zoning Appeals this evening (September 20, 2016). A variance

for the front yard setback from 90 ft. to 61 ft. and a use variance for food sales which is a prohibited use in the State Road 49 corridor are being requested. Abeln confirmed the variance requests. A Sign Permit is required. This project is in the Commercial General Zoning District as well as a Signature Corridor. A detached sign must be a monument style no greater than 6 ft. tall. Abeln asked if the monument sign could be placed along LaPorte Avenue. Wegrzyn said the sign can be along LaPorte as long as it was on Panda Express property and no less than 5 ft. from any right-of-way, easement, driveways or sidewalks. Abeln asked if this includes the 30 ft. buffer easement. Wegrzyn said it could be within the buffer yard. Abeln asked if a larger overall development sign could be considered. Wegrzyn said the Unified Development Ordinance prohibits off-premise signage; therefore, if the sign included other businesses along John Howell it would be considered off-premise signage and at the very least a variance would have to be requested. Kent asked if there is a common ownership within the development. Abeln said there is no common ownership. Kent said those types of signs are more for large commercial shopping centers.

MCALPINE: Providing a Utility Plan for the storm sewer pipe showing the materials, sizes and slopes is necessary. McAlpine indicated submittal of drainage calculations showing how the pipes were sized and the drainage area to each pipe segment is required. The catch basins within the parking lot need to have a 3 ft. sump. McAlpine said the storm sewer stub shown for future installation needs to be eliminated. McAlpine prefers that the water goes straight to John Howell Drive rather than through the Panda Express drainage system. It appears the storm sewer cleansing structure needs to be relocated, maybe replacing the existing storm sewer at the northeast corner. Providing information about the building's downspouts and how they connect into the storm sewer is necessary. McAlpine said the downspouts can be hard piped or they can daylight depending on the roof type.

BURKMAN: Burkman said he is supportive of the access road. Burkman asked Abeln to explain the process for the road. Abeln said there will be extensive coordination with INDOT and the City's round-about project. Abeln conveyed the Building Permit and Site Permit will only include the Panda Express and parking lot. They will rough grade and sod the road area until the time the road is constructed. Coordination will start with whoever will be designing the road and INDOT to get a separate set of design drawings. This coordination will most likely start within the next couple of months. They will get the design of the road and coordination for connections. Then a package that is coordinated enough will be presented to INDOT so it can be walked around their team to get started on approvals. It will be at least a year process to walk the design around the INDOT team. Abeln said after that he is unsure of the next step, but believes it will probably be to get permits from the City to actually install the road. The target is to build the road when LaPorte is being constructed, possibly in the spring of 2018. Abeln said they will need to make sure there are no elevation changes. The access road will be completed when LaPorte is completed and they will open simultaneously. Burkman indicated a public access easement dedicated over this strip is requested. Burkman understands the right-in, right-out request; however, he is not sure the right-in will be granted. Burkman will leave that final decision to INDOT. The concern with the right-in is what will the configuration on LaPorte be like? Will there be a deceleration lane? Will there be an auxiliary lane for traffic to get out of the flow of LaPorte Avenue? This will require further discussion with the State. Burkman indicated the access road needs to be 26 ft. wide back-of-curb to back-of-curb (two 12 ft. travel lanes with 2 ft. curb and gutter on both sides). The minimum requirement for City sidewalks is 5 ft. Since so much of what is being proposed will impact the sidewalks, Burkman said making the sidewalks along the entire frontage 5 ft. is necessary. The sidewalks should be carried through the driveway into Panda's parking lot. The ADA curb ramps need to be removed and relocated to the proposed road. Burkman mentioned that the City has a pathway requirement; however, it does not make sense to install it along the LaPorte Avenue frontage at this time. Burkman suggested a payment in-lieu-of an 8ft. wide multi-use pathway

along the LaPorte Avenue frontage. An estimate for the payment in-lieu of will need to be prepared and submitted for review. This will also need to be discussed with the Parks Department to make sure they are okay with this approach. The specification for the pathway is 8 ft. wide, 4" thick concrete. Kent asked if this might be part of the round-about project to connect it through the three uses. Burkman said it may make sense to coordinate the pathway as part of the overall round-about project. Burkman suggested if the existing sanitary sewer tap is in good shape it should be re-used for this project. A Site Improvement Permit will be required.

EVANS: Evans agreed with the earlier comment concerning the upgrade of the sidewalks to 5 ft. wide. Inspections will be required when cuts are made into the parkway or right-of-way to insure that sub-base and sub-grade have been properly prepared and thicknesses are accurate. Contacting Public Works for these required inspections will be necessary. Evans said the plans do not show a detail that City standards for design on the curb and sidewalk have been met. These details must be included on the final plans. The return curb at the ramps should be removed when these ramps are relocated to the access road. Inspections will be required for cuts into the road to ensure there is proper compaction. The name for the access road will need to be provided by the owner. Inspections will also be required for the access road to make sure it meets City specifications.

THRASHER: A State Construction Design Release is required prior to issuance of the Building Permits. All contractors working on the project must be registered with the City. Signage will require a permit. A Demolition Permit will be required for the existing building.

KENT: Kent asked about their timeline. Abeln said they will start as soon as the ground thaws, maybe early spring of 2017. Kent indicated the property is zoned Commercial General (CG). Under normal circumstances this is a permitted use; however, because the property is in the 49 Corridor a use variance will be required to allow for this use. The allowable signage is 3 sq. ft. of signage per 1 linear foot of building frontage facing LaPorte Avenue. A 6 ft. tall monument style sign is permitted. The calculation for parking is 1 space for each 75 sq. ft. of usable floor space. Restrooms and storage areas are not included in this calculation. The requirement for ADA parking is 1 ADA spaces for each 25 parking spaces. The two ADA spaces shown are acceptable. Bicycle parking on the site is required. One bicycle parking space is required for 10 parking spaces. Referring to Article 9, Section 9.206 for the bicycle parking standards is necessary. The requirement is a wave-type bicycle rack. Submittal of final plans need to include a photometric plan. Referring to Article 9, Section 9.506 for lighting standards is necessary. Dumpster enclosure details need to be included on the final plans. The standards for dumpster enclosures can be found in Section 2.406. A decorative gate is required at the front of the enclosure and a pedestrian door with a gate is required on the side of the enclosure. Abeln asked if the pedestrian door can be on the front. Kent said that will be acceptable. Landscaping is required around the dumpster enclosure. Kent mentioned there is a requirement for 60% transparency on the front face of the building. Kent said this needs to be discussed and to look for options. As mentioned earlier the front yard setback is 90 ft.; however, a variance is being requested for the front yard setback. The side yard setback is 15ft. and the rear yard setback is 30 ft. The green space requirement is 25%. A Zoning Clearance will be required. Kent mentioned the Landscaping Plan looks great. The City Horticulturist will review the material being proposed and provide comments on any invasive species or plants of question.

DALY: The City follows the 2014 Indiana Building and Fire Codes. Daly asked about seating. Abeln said there are booths along the perimeter and in the center there will be tables with bench seating on one side and chairs on the other side. The center tables are not anchored. Daly mentioned that aisles must be maintained. Daly asked if there will be a hood system. Abeln said there is a 24 ft. long hood that will be broken up into two hoods. It is a Type 1 hood with an ansul system. There will be no fire alarm system. Abeln mentioned there are smoke detectors and RTU's that will be tied into the ansul system. Daly mentioned that the Fire Department will do

annual inspections. Daly said installation of a Knox Box is highly recommended. Daly provided information concerning the Knox Box.

PILARSKI: The Water Reclamation Department is interested in what is being discharged into the sanitary sewer system. Submittal of an Internal Plumbing Plan showing the connection into the oil and grease interceptor shown on Sheet C-2 is required. The Internal Plumbing Plan needs to be sent to Yacoub Aljobeh. Contact information was provided. Pilarski said the size of the interceptor needs to be shown on Sheet C-2. Pilarski asked what free-standing DT means. Abeln said it means a free-standing building and DT means drive-through.

GESKEY: A clean will be required within 5 ft. of the building. Abeln said the water valve and fire hydrant will be relocated. Geskey will be the contact for relocating the water service and fire hydrant. Geskey said the building will require backflow protection. Shaun Shifflett needs to be contacted concerning backflow protection. Contact information for Shaun Shifflett was provided. Geskey indicated the water meter and backflow preventor should be in the building.

ISSUES TO BE RESOLVED:

Utility Plan

Drainage Calculations

Public Access Easement

Detailed Site Plan

Backflow Prevention

Site Improvement Permit

State Design Release

Building Permit

Demolition Permit

Signage/Fencing Permit

All Contractors Must Be Registered with the City

Photometric Plan

Dumpster Enclosure Details

Zoning Clearance

Inspections – Public Works

Knox Box

Internal Plumbing Plan

Clean-out