

MEETING: Site Review Committee
SUBJECT: PetSmart
ADDRESS: 150 Silhavy Road
PRELIMINARY SITE REVIEW

LOCATION: Zoom Meeting
DATE: April 20, 2021

IN ATTENDANCE:

Beth Shrader, Planning Director
(219) 462-1161 / bshrader@valpo.us
Carley Lemmon, Asst. Planner
(219) 462-1161 / clemmon@valpo.us
Bill Laird, Engineering Dept.
(219) 462-1161 / blaird@valpo.us
Matt Zurbriggen, Engineering Dept.,
(219) 462-1161 / mzurbriggen@valpo.us
Nate McGinley, Water Dept.
(219) 462-6174 / nmcginley@valpo.us
Tony Fahel, Water Reclamation Dept.
(219) 464-4973 / tfahel@valpo.us
Mike Jessen, City Administrator
(219) 462-1161 / mjessen@valpo.us

PRESENTERS:

David Holzem, Wispo Investors
(920) 432-7300 / djh@nifongrealty.com

The following is a summary of discussion at this meeting.

OPENING: The Site Review Committee met to discuss the proposed PetSmart to be located at 150 Silhavy Road. Lemmon 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: They will be taking the former Pier One store and AT&T store and combining them. A demising wall will be removed. The space will be remodeled for a new PetSmart retail store. The store will be approximately 12,000 sq. ft. The biggest change is the addition of a loading dock on the north end of the building. There will also be a space added for the forklift in the loading dock area. The curb will have to be opened up to allow trucks to pull straight out so they are not winding through the parking lot. PetSmart typically has 3 to 4 trucks a week. This is not a heavily traveled driveway, but the access is needed for 53 ft. trailers. There will be a façade change. Currently the anodized window frames are green. PetSmart requires aluminum or black. The PetSmart end of the building will change to clear anodized and the PetSmart signage will also be added.

STAFF COMMENTS:

LAIRD: With the addition of the loading dock it appears there is a new catch basin that will be placed on the east end of the loading dock ramp for drainage and an 8" storm line that will blind-wye connect into to an existing storm line. Laird asked if this is the intent. Holzem confirmed that this is the intent. There will be water issues down there and the catch basin will be installed. Holzem said there is a 6" and 4" water line running through there now. These lines will have to be relocated around the north end of the loading dock and then come in the back of the building. Laird is aware that this is all private storm sewer and it is not the City's responsibility to maintain or operate. Laird advised that if there is going to be a failure or a blockage issue, it will be at the blind wye where the new line is connecting to the existing storm line. Typically, if this was a City project or a City-owned storm sewer, we would like to see either another catch basin or manhole at this connection. This will eliminate the potential failure point and will also provide another access for cleanout or any other maintenance that may be required. Holzem indicated he will discuss this with his engineer. Laird indicated that there are permits from the Engineering Department that will be required. A Site Permit is required. The Site Permit application can be submitted with the application for Building Permits.

ZURBRIGGEN: Zurbriggen requested a construction detail of the inlet/manhole that will be installed. There is a concern about the curb cut and entrance to the private drive on the west end of the property. Zurbriggen asked what types of trucks will be coming into the site. Holzem said there will be 3-4 semis a week. Typically, they come in early in the morning. The truck will be a 48 ft. or 53 ft. trailer. A workup was done on the loading dock and spacing. If they were to try to pull out directly on the access road and do a "U" turn they will be tearing up islands and blocking traffic. The thought was if they could get straight out into the main drive aisle this would be the safest and easiest way to leave the site. Zurbriggen asked if a turning analysis could be performed. Zurbriggen is curious about how they would backup into the loading dock. Holzem said the design is to have the trucks come in on the north road, turning into the parking lot on the north end and pulling out towards that driveway and then backing in. It is like a "J" turn. It has been extended a little because it was originally designed for 48 ft. trailers, but they wanted to make sure a 53 ft. trailer would be able to get in. Zurbriggen said the concern is that where the curb cut is located, there is 4-way stop at the private drive on the far west end. Safety is a concern at the intersection.

FAHEL: Fabel asked if there will be a pet wash. Holzem confirmed a pet wash is part of the project. Fabel asked if the plumbing will be altered. Holzem said there will be extensive plumbing alterations required. There will also be

aquarium systems. Fahel requested submittal of a detailed floor plan and a detailed internal plumbing plan. Submittal of a list of bulk chemicals (over 5 gallons) that will be kept in the facility is necessary. Holzem asked if this included items on the retail shelf. Fahel said not necessarily on the retail shelf, but anything being kept around a floor drain that could possibly be leaked into the sanitary sewer.

MCGINLEY: The plans do not show any modification to the sanitary service to the building. Holzem said there will be some interior alterations. There is a 6" lateral that comes in at the front of the store. Holzem indicated that he checked this for cut height and it is at about 6-1/2 ft. of depth. They will connect to this at the inside of the store and this will provide plenty of flow. McGinley stated that there is a 2" domestic water line going to the old Radio Shack and a 2" domestic going to the old Pier One. There is a 6" fire service that services this side. McGinley said these are all in the off position because the spaces are vacant. It appears that nothing is being done near the curb stop, which is where the City takes ownership to the main. All work for this project will be done east of the curb stop at the back of the building. Public Works is not concerned with any of the relocation. However, it will be necessary to have the backflow on the domestic inspected. When the relocations have been completed, it will be necessary to contact Shaun Shifflett, Metering Department, to schedule the backflow inspection. Contact information for Shifflett is sshifflett@valpo.us or 219-462-6174, Ext. 1322. Holzem stated that Ryan Fire Protection is scheduled to perform a flow test. Holzem asked if the 6" fire line is still active. McGinley confirmed the fire line is active. Holzem mentioned that one of the domestic lines may be abandoned. The valve box on one service will remain closed. Holzem said when they start on the loading dock on the west end and the locate the lines they will terminate there and relocate the 6" and 2" around the loading. McGinley said if one of the services is retired, it will be necessary to let the Water Department know so it can be noted in their records that one curb stops is no longer active. McGinley mentioned that Ryan Fire Protection usually contacts the Water Department and schedules the fire flow with them because a Water Department employee needs to be on site to open hydrants.

ON BEHALF OF VICKI THRASHER (BUILDING COMMISSIONER): A Construction Design Release from the State of Indiana is required. A Building Permit is required. All contractors working on the project must be registered with the City. A separate permit for any new signage will be required. Any questions should be directed to Thrasher at vthrasher@valpo.us.

ON BEHALF OF TIM STITES (FIRE DEPARTMENT): Stites stated that the Fire Department follows all adopted codes, standards and rules of the Indiana Fire Prevention Bureau and Building Commission and all local ordinances that apply.

All initial inspections required through the construction phase must be scheduled and coordinated through the Building Department. After occupancy has been issued, the facility will be subject to annual fire inspections. All contractors installing fire alarms, sprinkler systems, hood systems, etc. must contact Stites prior to beginning work. Any questions should be directed to Stites as tstittes@valpo.us or 219-462-8325.

SHRADER: The property is zoned Commercial General (CG) and a veterinarian in this zoning is a limited use. Livestock or large animals are not permitted. The clinic should be conducted in a fully enclosed building. Shrader conveyed that noise resistant materials are required. Shrader asked for information concerning noise reduction measures. Holzem stated there will be insulation in the cavities on the demising wall. A double layer of sound deadening boarding will be installed on the studs and drywall on the outside of the wall. Holzem said this is also a fire wall. Shrader asked about the types of animals that will be seen in the clinic. Holzem stated that the store will not have a veterinarian on staff. There will be dog grooming and training classes. Shrader asked if animal vaccinations will be done. Holzem stated he is not aware of any vaccinations being done. In the existing PetSmart stores, there are no vets. Shrader said if the project crosses the line from pet wash to clinic some of the elements will need to be verified. Shrader asked if there is a shared use agreement with Target or any of the other major users. Holzem stated there is an Operating and Easement Agreement for the entire center. When they purchased the property, it is considered Outlot 4 of the entire shopping center. There is shared access to all the roads and they actually control from the centerline into their property on the private roads. They maintain the private roads. If there is overflow parking, it is permitted. Shrader requested a copy of the Operating and Easement Agreement. Shrader said it appears a store front is being removed and replaced with masonry. There are requirements for transparency on facades. Shrader requested the transparency calculations be shown on the elevations. Holzem said the two entities are Pier One and AT&T and he believes the majority of the glass for the old AT&T remains but will be changed into the solar tom get rid of the green. Shrader commented that the plans show the parapet height raises at the end and where there used to be a glass storefront with doors for Tenant 3, the glazing appears to be removed. Holzem checked the elevation to verify and said it appears the glass on the front and corner has been changed to brick. Shrader said it would be good to have a calculation of the façade. We consider the façade as a whole. Barnes and Noble has a lot of glass which will help. Holzem asked for the transparency requirement. Shrader conveyed that along street frontages the requirement is 60% transparency along the primary facade. We need to double check how this will work in this case since the road is private. The requirement along other street frontages is 40%. Tint is

not allowed. Shrader said at the very least we are looking at 40%. In the creation of the loading dock how many parking spaces are being lost? Holzem stated approximately 10 spaces will be lost; however, these spaces have not been utilized. There shouldn't be any parking issues.

LEMMON: The standards for the truck and loading access are in Article 2, Section 2.406 (Loading and Truck Access). It must be located behind the principle building and screened from the public right-of-way with a building wall, fences, landscaping, etc. Lemmon asked if the loading dock will be sufficiently screened. Holzem said to the north end there will be a dumpster enclosure. Lemmon stated dumpster enclosure should be behind the principle building or in a side or rear yard. The areas where the dumpster is located must be fully enclosed with an opaque wall one foot taller than the container and finished in a similar building material as the primary structure. Lemmon asked if a mandoor will be provided. Holzem said walking north out of the back store into the loading dock there is a double door at the north wall and be able to access the dumpster. Lemmon mentioned there should be landscaping around the wall. The landscaping needs to face the adjoining street (Silhavy and access road). The allowable signage in the Commercial General district is 3 sq. ft. of signage per one linear foot of building frontage. This would be the total signage. Holzem said using the monument sign is part of the Operating and Easement Agreement. Lemmon said anything placed on the monument signs is considered part of the signage allowance. Lemmon conveyed that allowable signage is approximately 300 sq. ft. This project is located in a signature corridor and will follow Article 11, Section 11.500 for non-residential design standards. This section will list any permitted building materials and any required architectural features. Lemmon asked if they are removing landscaping on the north side. Holzem indicated that it is a paved area now so they will be gaining a little green space. A Zoning Clearance will be required and submitted with the Building Permit package. A full set of plans and colored building elevations are required. Holzem requested an updated zoning verification letter.

ISSUES TO BE RESOLVED:

- Submit Construction Detail for Inlet/Manhole
- Submit Detailed Floor Plan
- Submit Detailed Internal Plumbing Plan
- Submit Full Set of Plans
- Submit Colored Building Elevations
- Submit List of Bulk Chemicals (over 5 gallons)
- Detailed Site Plan
- Backflow Prevention (inspection)
- Site Improvement Permit



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Provide Turning Analysis
State Design Release
Building Permit
Contractors Registered with the City
Signage/Fencing Permit
Zoning Clearance

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