



**MEETING: Site Review Committee**  
**SUBJECT: John Deere Dealership**  
**ADDRESS: 3005 McGill Drive**

**LOCATION: City Hall**  
**DATE: February 12, 2008**

**PRELIMINARY SITE REVIEW  
IN ATTENDANCE:**

Tyler Kent, Asst. Planner	(219) 462-1161
Matt Kras, Storm water Engineer	(219) 462-1161
Dave Pilz, Engineering Director	(219) 462-1161
Jack Johnson, Fire Department	(219) 462-8325
Ed Pilarski, Water Reclamation Dept.	(219) 464-4973
Daryl Brown, Water Dept.	(219) 462-6174
Vicki Thrasher, Building Commissioner	(219) 462-1161

**PRESENTERS:**

Dave Tiemens, Tiemens Land Surveying  
219-987-2828 / dtiemens@netnitco.net  
Mark Abbett, A & M Farm  
219-464-8640 / msabbett@hotmail.com  
Dave Terry, A & M Farm  
219-464-8640 / dterry@amfarmcenter.com  
Gene Eldridge, Indiana Location Realtors  
219-766-2244  
Estates245@IndianaLocations.com

Email addresses for the above City of Valparaiso Departments can be found at [www.valpo.us](http://www.valpo.us).

The following is a summary of discussion at this meeting:

The Site Review Committee met to discuss a proposed John Deere Dealership.

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.

Abbett explained the proposed plan is to build a lawn and garden John Deere dealership on the property. Currently there are several different contracts through John Deere however; this facility will be the lawn and garden contract only. Farm equipment will not be at this location and the building should be under 36'. Tiemens added that the plan is conceptual. The property is within the Signature Corridor Overlay District and zoned C-3. The use isn't in the farm category but rather for residential lawn and landscaping type of equipment. In reference to drainage, it's a matter of working out the topography in order to find an outlet. A 90' setback from SR 49 is also indicated on the plan as well as a temporary outdoor sales area. The idea of a test track is expected. This would allow a type of trial run for tractors in a designated display area. Parking for the facility will not be on the SR 49 side. Based on the number of employees and usable square footage within the building, parking should be sufficient. A few parking areas for trailers are included to accommodate for those in need. Tiemens pointed out that drainage and zoning are key issues.

Kras stated a Detailed Site Plan indicating grades, elevation, and dimensions are needed and a Drainage Plan is required showing how storm water will be managed from the site. An Erosion Control Plan is required and a Rule 5 Permit is essential since the site is over an acre. Wetland delineations are needed as well. Kras mentioned it appears there is an identified wetland on the proposed site according to the USGS map.

Pilz questioned whether or not a subdivision is needed. This will need to be addressed by the Planning Department. The BOW doesn't allow private drives and McGill Drive is private. Pilz conveyed he assumes the procedure is to request a variance from that policy to the BOW on this issue. The sanitary sewer is available at the NE corner of the Credit Union site. Currently this is a private system. Providing

service to the site by the placement of a low pressure grinder pump system at the building is suggested however; verification is needed from the Utility Department. The type required is an E1 system, or Environment 1. This is then followed by running a force main from the site, connecting to the existing force main constructed by the Credit Union. The Utility Department will accept the maintenance of the force main portion to it's outlet on Silhavy Road, all the way back to the site. They will not accept the maintenance of the lift station. In order to guarantee access, an easement is needed to cover the force main on both properties. The question whether Butternut Lane should be extended through or connected is important.

Thrasher stated if all the necessary approvals are met, a SDR is needed prior to obtaining a Building Permit. Any signage or fencing will require a permit as well.

Kent conveyed comments from Phillips and these comments follow the site review minutes.

Pilarski deferred comment to the Engineering and Collection Departments regarding the connection to the sanitary sewer from the facility. Concern was expressed as to what is being discharged from the facility into the sanitary sewer system. The discharge from the facility must meet Chapter 52 of the City Code of Ordinances. In order to determine if an oil and grease interceptor is required, a Facility Plumbing Plan is essential for review and approval. Pilarski inquired if any equipment maintenance will be done at this location. Abbett clarified very minor maintenance only. The majority of maintenance is completed at another location. A small shop will be set up inside with 1 mechanic on duty. Pilarski explained the Facility Plumbing Plan should include the maintenance and chemical storage areas.

Brown stated the 8" water line will need to be extended near the east end of the property. A hydrant is needed in this area as well. Service will require a backflow device located at the water meter. Separate service taps are required for the fire and domestic lines and both will also require backflow protection. Any landscape irrigation system calls for backflow protection as well. Contact information was given in reference to extending the water line and services.

Johnson explained if the building is sprinkled, contacting the Fire Department before placement of the Fire Department connection is necessary to ensure it's in a suitable location. Due to the square footage of the building, eliminating some of the parking in order to have a fire lane is strongly recommended. Tire storage will not be at this location. Contacting the Building and Fire Departments is required if at some point in the future tires are stored at this location. The outdoor test track will be open to the public and Johnson highly recommended having pavement going back to this area to allow for emergency vehicles if needed. A Knox Box is also necessary at this location.

Pilz added that the rear of this site has a great deal of trees therefore; a tree inventory is required before any clearing begins.

#### ISSUES TO BE RESOLVED:

- Landscaping plan (with Tree Survey)
- Erosion control plan
- Rule 5 Permit
- Detailed Site Plan
- Sanitary/Sewer
- Facility Plumbing Plan
- Backflow Prevention
- Site Improvement Permit
- State Design Release
- Building Permit
- Signage / Fencing Permit
- Zoning Clearance
- Use Variance
- Knox Box

## COMMENTS FROM CRAIG PHILLIPS FOR SITE REVIEW 2/12/08

### Proposed John Deere Lawn and Garden Dealership – Silhavy Road

Zoning of Property – C-3 and 49 Overlay District/Silhavy Road Overlay District

Proposed Use – proposed use may require a use variance per SR 49 overlay district standards similar uses to proposed (need determination from Patrick) **USE VARIANCE MAY BE REQUIRED** –

Excluded uses in the State Route 49 overlay area include billboards, portable flashing lights or inflated temporary signage; mobile home park; farm seasonal worker housing; fraternity, sorority or student dormitory; bottle gas storage and/or distribution; junk yard; liquid fertilizer storage and/or distribution; manufacturing and/or storage of explosives; mineral extraction, borrow pit, topsoil removal; petroleum tank farm; dump and/or garbage disposal plant sewage disposal plant; auction sales yard and/or sales barn for livestock; auto service station; clothing services; food sales and services; **vehicle sales; boat sales; farm equipment sales;** and shopping center.

**No outdoor storage, enclosed storage or refuse (whether or not in containers) or display of merchandize shall be permitted on any lot. All refuse shall be contained completely within the principle or accessory buildings. – USE VARIANCE REQUIRED per SR 49 standards**

Vehicular Access – McGill Drive ?? Public Street – If not, Plan Commission approval needed for access to lot in rear. Does road conform to City standards? BOW approval??

Parking – 12 spaces required per standard for motor vehicle sales (1 space per 800 SF of Usable SF – Usable 75%) – 56 spaces provided (why so many spaces??) Do they feel they need this many spaces or are they trying to meet the retail 1 space per 150 SF standard at 100%?? Trailer parking creates an awkward lack of a pass-thru for vehicles in front of the main building entrance.

Lot Coverage – OK as presented at 40%, but if the front portion of the lot is undeveloped, what is the intent for this area in the future. Lot coverage needs to remain at no more than 75% max per SR 49 Overlay District standards

Building setbacks – west – 30' (rear per SR 49 standards – OK, South 15' – OK, **North 30' (based on required 30' landscape buffer between Commercial and Residential property for property larger than 2 acres in size – Section 475 and Section 2280 – VARIANCE REQUIRED,** East – 90' – based on Section 2935 SR 49 standards

Tree/Landscape Standards – Tree Survey and Replacement Plan per Article 31, 30 foot greenbelt on east (no parking) per SR 49 standards, 30 foot buffer on north per Section 2280 and 475, 15 foot landscape area on south. Landscape plan showing material location, type, size, etc. needed and will be reviewed by Planning and Parks Horticultural Staff

Dumpster must be incorporated into building design – per SR 49 Standards

Signage - The only signs allowed in the State Route 49 overlay area are ground signs that are monument type signs with a height of not more than six feet and width not more than eight feet. Mounding and other innovative treatments are especially encouraged in this area. Pole-mounted signs are not allowed.

Architecture – Need detailed architectural elevations for all sides due to adjacent commercial and residential properties -

Lighting – adjacent residential properties need to be taken into account - Lighting facilities provided for off-street parking areas shall be so arranged as to reflect the light away from the adjacent properties and public thoroughfares. **Lighting.** On private property, low cut off lighting fixtures whether in a canopy or on a pole provide safe and efficient lighting without glare for the passerby or motorist. It also focuses the light distribution on the property and not adjacent parcels or roadways. These are standard fixtures, which can be used in lieu of exposed lamp and lens fixtures, which will significantly change the image of the development along these key corridors.