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MEETING: Site Review Committee
SUBJECT: Drive & Shine
ADDRESS: 109 Porters Vale Blvd.
PRELIMINARY SITE REVIEW

LOCATION: Zoom
DATE: October 20, 2022

IN ATTENDANCE:

Beth Shrader, Planning Director
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Jessica Gage, Associate Planner
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Tim Stites, Fire Department
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Bill Laird, Engineering Department
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PRESENTERS:

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The following is a summary of the discussion at this meeting.

OPENING: The Site Review Committee met to discuss the proposed Drive and Shine Carwash to be located at 109 Porters Vale Blvd. Shrader 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: Shrader indicated that this project is a carwash only. There is no lube center component. It is on a very tight site in the Porters Vale development. It is also located within the SR2 signature corridor overlay and the SR 49 corridor overlay. The site has two side yards and two front yards. Shrader pointed out a frontage on the plan and indicated that the corridor standards would apply to that frontage. Pozen said this is an existing subdivision. They will be connecting to existing utilities. The water is on the north side and there is an 18" storm sewer on the south side. The previous plan showed a different access for the drive. Pozen said their traffic engineer looked at the area. They are aware there maybe concerns to the east of this shopping center. Pozen said they put the entrance and exit in one location but they are separated. The in on the west and the out is on the east. They lined it up the north/south entrance to the shopping center. There is a lot of stacking available on this site. Cars will enter through the canopy area directly to the carwash, go north and turn back in to the exterior vacuums. Pozen stated that no elevations were provided. The materials and concepts will be exactly the same as the Calumet project. Any adjustments made at Calumet will be carried through this site.

STAFF COMMENTS:

STITES: Stites asked for the exact location for this project. Pozen said they are east of Belle Tire. Stites asked if there will be a gate at the road to the east. Pozen confirmed that there will be a gate and it will be the exit. Stites asked if it is only 12 ft. wide. Stites conveyed that he has concerns about this. It is easier

for traffic to exit than it is to go all the way through. The Fire Department will need to be able to make that turn to get over to where the parking is located. Pozen asked about the height of the Fire Truck. Pozen stated that the canopy is only 12 ft. tall. Stites needs to check on the fire truck height. His other concern is being able to get through it. Pozen said it is 8-1/2 ft. wide. Stites isn't sure this will work. Pozen said there is a paved area at the stacking area that is 15 ft. wide. It would be necessary to use the left set of stacking lanes but he feels they can get through in this area and circulate through. Stites said he is concerned with the stacked cars being able to move out of the way. Stites said as long as they can get in quickly, he is not concerned about getting out. Stites asked if the 15 ft. opening could be made wider. Gage asked if there was any point to consider one entrance in dealing with the private aspect of how their service works internally versus externally. Pozen asked if Gage meant just one big, paved area instead of separate in and out. Gage said there might be a way to reconsider this issue. This will require further discussion.

LAIRD: Engineering's concern on this site is the subdivision and the regional basin which is on the north end of the development does not include this lot, or any of the lots south of the east/west private road. Storm water will have to be handled separately from the existing basin. For example, the Belle Tire to the west actually utilized underground detention to meet Engineering's storm water standards. It may be necessary to have a discussion off line. Storm water management will be a "hot button" issue at this site. The pond was not sized for the southern lots. Other storm water management practices will need to be explored. Pozen was not aware of this situation. Engineering was able to make it work for Belle Tire and Laird feels Engineering can make it work for this site as well. Pozen said there is the capability to go underground. Laird said it will be necessary to figure out storm water quality and quantity. Submittal of a grading plan and utility plan will be necessary. A Site Permit will be required and applied for at the same time as the Building Permits.

MCGINLEY: McGinley advised that VCS will wait to see the Utility Plan for the water and sewer services. McGinley conveyed that VCS prefers that the water connection come off of the 10" on the frontage road to the north. The sewer main is also available in this frontage road. RPZ backflow protection is required. Permits will go through the Engineering Department and inspections will be scheduled through Collections and Distribution. The Utility Plan will be reviewed prior to any approvals for permits.

FAHEL: Submittal of an Internal Plumbing Plan is required. MSDS Sheets are required for all chemicals to be stored at the site.

ON BEHALF OF VICKI TRASHER (BUILDING COMMISSIONER): A Construction Design Release from the State is required before any permits are issued. A Building Permit is required. Submittal of a list of contractors is required and all contractors must be registered with the City. A separate Sign Permit is required. One (1) set of paper plans and one (1) set of pdf plans are required. The Zoning Clearance application and Site Permit application can be submitted with the Building Permit application.

SHRADER: This project is within two (2) overlay districts which will be the driving force in the site design unless they are planning to go before the BZA for variances. They will need to show that they have done their best to meet the requirements. The project is within the SR49 overlay and the SR2 signature overlay. The same standards apply to this as they did to the Calumet Avenue project. Shrader showed where they abut the corridor. The standards for setback and buffer yard are 30 ft. All service areas must be screened with a dense planting of shrubs and evergreens. All parking areas must be screened with a 5 ft. buffer of shrubs with a 3 ft. height maximum. Parking appears to be pretty well screened because of its location. For the SR49 overlay standards there is a 25% minimum LSR. There are no zoning changes, it is all Commercial General. Shrader pointed out where the buffer yard will be required. Parking lot landscape and on-lot landscape will be required. Stacking appears to be good. Parking requirements have been exceeded. Shrader noted that there were no architectural plans submitted for this location. Pozen stated these plans are in progress. Anything that changes for Calumet will apply here. Pozen said the dumpster is typically a masonry structure to match the building. Shrader asked if they anticipate much change to the Site Plan based on the need to address all the storm water principally on site. Pozen said the site plan probably will not change. Pozen asked what is allowed in the 30 ft. buffer yard. Can he use the area for a potential detention basin. It is a green space and not a building. Shrader stated that from a Planning perspective as far meeting the buffer yard standards as long as there are the correct categories of plant material, a retention area can be planted. Shrader will look forward to receiving a landscape plan, photometric plan, and architectural plans. All the same requirements apply in terms

of transparency, architectural variations, material types. Etc. Shrader pointed out the two side yards and the two front yards, noting which will be considered the principal front yard. Shrader stated that 60% transparency will be required on the principal front yard (south elevation) and the secondary façade (north elevation) will require the 30% transparency. Pozen shared building elevations. There is no requirement on the east or west façades, but it would be welcome. The next BZA deadline is November 18th for the December 21st meeting. Shrader asked for their project schedule for these projects. Pozen said it is pretty fast paced schedule. Shrader asked if the intent is to submit an application to the BZA for both the Calumet Avenue project and Porters Vale project by November 18th for the December BZA meeting. Pozen indicated that this will be their intent.

GAGE: Gage shared a sketch for a potential change to the ingress/egress. Stites commented that the bump-out on the left side. It appears wide enough for a car, but Stites is unsure if the Fire Department can make the turn off of there and come through and still make the second turn. Gage said her sketch took the internal curbs as tight as possible. Gage said the concept is for the Fire Department to pull straight in and not have to move cars on the west side. Pozen indicated they will run vehicle tracking. Gage thinks that one access is good for the City and good for the user.

ISSUES TO BE RESOLVED:

- Landscaping Plan
- Detailed Site Plan
- Backflow Prevention
- Site Improvement Permit
- Storm Water Management
- Grading Plan
- Utility Plan
- Internal Plumbing Plan
- MSDS Sheets Chemicals
- State Design Release
- Provide a List of Contractors
- Contractors Registered with City
- Signage/Fencing Permit
- Zoning Clearance
- Variances (if required)