

Planning Commission Meeting
Tuesday, April 21, 2015
6:00 p.m. Town Hall

Edinburgh Planning Commission met in a meeting at 6:00 p.m. Tuesday, April 21, 2015, Edinburgh Town Hall to hear **Case #PC 2015-01-MacBeath Hardwood Co. – 320 North Kyle Street – Proposed development plans and Town Subdivision Control Ordinance requirements waiver, and Case #PC 2015-02-Copple’s Wrecker Service – West State Road 252 – Proposed development plans and Town Subdivision Control Ordinance requirements waiver.**

Members Present:

John Drybread, Chairman
Richard Pile
Ray Walton
Mike Graham
Curtis Rooks
Glenn Giles
Keith Sells
Matt Ervin (6:05 p.m.)
Stephanie Taylor (6:15 p.m.)

John Drybread opened the meeting at 6:00 p.m. and did roll call of the Planning Commission. John Drybread, here, Glenn Giles, here, Ray Walton, here, Mike Graham here, Curtis Rooks here, Matt Ervin not here, (arrived at approximately 6:05 p.m.) Stephanie Taylor not here (arrived at approximately 6:15 p.m.), Keith Sells, here, Richard Pile here.

John Drybread presented the first item on the agenda, which are the minutes from February 17, 2015. He asked for any changes or comments. There being no changes or comments, Ray Walton made a motion to accept the minutes as presented. Curtis Rooks seconded. John Drybread asked for a vote for all in favor by saying aye. All board members voted aye to approve the minutes. Motion passed.

John Drybread informed those in attendance that there is a sign in sheet if they wish to receive any further information about tonight's meeting, and that anyone who wishes to speak tonight would need to be sworn in before speaking to the board.

Rhonda Barrett swore in those in attendance who wished to speak and reminded them to give their name and address before speaking for record keeping purposes.

John Drybread then reviewed the two petitions on the agenda which is a request from MacBeath Hardwood Company on North Kyle Street - Application to consider and approve proposed development plans and waive requirements of the Town Subdivision Control Ordinance. Also a request from Copple's Wrecker Service - W. S.R. 252 - Application to consider and approve its proposed development plans as submitted and waive requirements of the Town Subdivision Control Ordinance to allow the commercial service garage to be constructed using metal exterior siding. John then asked Wade Watson to give his presentations for the two applications on the agenda starting with the MacBeath petition.

Wade Watson informed the board that several of his slides in both case presentations were duplicated as both properties are located within the Highway Corridor Overlay District and both requests deal with similar issues.

Wade Watson then presented the first petition on the agenda, PC 2015-01 - MacBeath Hardwood Co. - 320 North Kyle Street - Application to consider and approve proposed development plans and waive requirements of the Town Subdivision Control Ordinance Division 3, §156.133(2); §156.133(3); and Division 2 §156.031 (A) & (B). Wade informed the board that Louis Joyner, Architect, is representing MacBeath on their petition and then proceeded with his presentation to the board with the information from his staff report (see attached). The property is a 15.3 acre tract located at 320 North Kyle Street, the zoning is Open Industrial and is located in the Highway Corridor Overlay District, and the current use is Industrial. The proposed construction is for the development of a portion of this parcel which will include a new two story 3,800 square foot commercial building structure and surrounding parking lot along with access drive connections to the adjacent N Kyle and Toner Streets.

During his power point presentation Wade had aerial views of the property to show the board the location of the proposed site and its proximity to State Road 252. According to the Highway Corridor Overlay District Ordinance, (see attached copy of ordinance), any development within 600 feet of the center line of State Road 252 or US Highway 31 requires approval by the Planning Commission. The proposed development is approximately 360 feet from the center of State Road 252. The direct visibility from State Road 252 of the proposed site is marginal. In his presentation, Wade had pictures from different angles along State Road 252 which show the subject property and the visible sight from State Road 252. Based on mathematical research, a car traveling at 30 mph travels 44 feet per second, in the 140 foot area which is visible of the proposed site, you would have approximately 3.5 seconds to look at the proposed development. Wade also presented pictures of buildings located in the area of the proposed development and how the planned building would be consistent with what is already in existence in the area. A landscaping design could be incorporated into planning the bio swale along the east side of the parking to provide an alternative to the planting screen as required by the ordinance. Decorative landscaping elements could provide an aesthetically pleasing compromise between fully blocking the view of the parking area

from public ways while maintaining the spirit of the Ordinance by providing “decorative elements, plantings, berms, or other innovative means so as to attractively landscape and/or screen parking areas from view from public ways.”

Staff recommendation for the project is for approval as submitted with the following conditions:

1. Grant a waiver of the requirements of the Town Subdivision Control Ordinance **Division 3 §156.133 (2) a. and b.** to allow the use of metal and wood exterior siding as proposed.
2. Grant a waiver of the requirements of the Town Subdivision Control Ordinance **Division 3 §156.133 (3) c. and Division 2 §156.031 (A) & (B)** thereby not requiring a planting screen along the east side of the parking area blocking all view from public ways.
3. Require a landscaping design to incorporate decorative elements into the bio-swale along the east side of the parking to provide an alternative to the planting screen as described in §156.031.
4. Requiring adherence to all other developmental standards for which a waiver is not specifically granted.

Wade Watson asked the board if they had any questions.

John Drybread informed the audience that after the board has discussed and asked questions about the petition, then the public will have time to ask questions and express concerns about the petition. During the public comments there will be a 10 minute time frame for anyone in favor of the petition to speak and then there will be a 10 minute time frame for anyone not in favor of the petition to speak. For example 1 person can speak for 10 minutes or 10 people can speak for 1 minute each for a total of 10 minutes for those in favor and a total of 10 minutes for those not in favor of the petition.

John Drybread asked the board if they had any questions on the petition.

John Drybread commented on the fact that even though the property is located in the Corridor Overlay District, it is not visible from State Road 252.

There being no further questions or comments from the board, Wade informed the board that there were some representatives from MacBeath Hardwood who wished to present some information concerning the proposed development.

Louis Joyner, Architect for MacBeath Hardwood, stated that the landscaping waiver was needed to allow as much parking as possible on the property and also that a six foot landscaping barrier could be a security concern for the property owner because it would block the public's view of the front of the building. The siding waiver is aesthetically appropriate with other buildings in the neighborhood. Mr. Joyner presented samples of the metal siding that is planned for the building; it is a ribbed siding and is different than the metal siding typically used on commercial buildings. The siding is a soft gray color, and will be used with a thermally modified wood product. MacBeath Hardwoods supplies the material to the companies that make the modified wood product, the wood is baked at a high temperature and the wood becomes weather resistant. Use of the wood will showcase one of MacBeath's products. Mr. Joyner presented pictures of a Church building in Springdale, Arkansas which used the same siding that is being proposed for the MacBeath development.

Carter Rothrock, President of MacBeath Hardwoods stated that he appreciates the plans for the gateway of the town. The building will be used for offices and not manufacturing, and in an attempt to keep the cost of construction down as much as possible, they are requesting the waiver for the metal siding. Mr. Rothrock feels that the proposed development will benefit the area and that the neighbors will be happy with it.

DeWayne Feltner, MacBeath Hardwoods, is encouraged to see the company investing in the town for the future of the lumber business.

John Drybread asked if anyone else had any comments or questions.

There being no further questions or comments, Ray Walton made a motion to approve the petition as presented. Glenn Giles seconded. John asked for all in favor to signify by saying aye. All ayes. Motion carried.

Wade Watson presented the second petition on the agenda, PC 2015-02- Copple's Wrecker Service-W. S.R. 252-Application to consider and approve its proposed development plans as submitted and waive requirements of the Town Subdivision Control Ordinance Division 3, §156.133(2) to allow the commercial service garage to be constructed using metal exterior siding. The property is a 5 acre tract on 252, the zoning is Roadside Business and is located in the Highway Corridor Overlay District, and the current use is agricultural. The proposed construction is for a 960 square foot commercial office building attached to a 9,600 square foot commercial service garage, a 22,500 square foot impound lot, parking areas, and driveway connections to State Road 252. Petitioner is requesting the Plan Commission to consider and approve its proposed development plans as submitted and waive requirements of the Town Subdivision Control Ordinance Division 3, §156.133(2) to allow the commercial service garage to be constructed using metal exterior siding.

During his power point presentation Wade had aerial views of the property to show the board the location

of the proposed site and its proximity to State Road 252. According to the Highway Corridor Overlay District Ordinance, (see attached copy of ordinance), any development within 600 feet of the center line of State Road 252 or US Highway 31 requires approval by the Planning Commission. Wade proceeded with his presentation to the board with the information from his staff report (see attached). He stated that the proposal is to enter the property from 252, make a circular driveway around the building to access the back of the building, and a circular driveway around the impound lot. The proposed landscaping meets the criteria of the Highway Corridor Overlay District Ordinance, with vegetation around the entire lot including existing trees, and additional trees to be added to seclude it from the view of the surrounding properties. As the property's current use is agricultural it allows for absorption of all rainfall, therefore, the proposed drainage plan includes a retention pond towards the back to collect the runoff storm water created by the addition of the impervious surfaces of the proposed construction. The proposed business is permitted in Roadside Business zoning as it allows for Auto Services & Repair, Motor Freight Terminals & Warehouses, Parking Lots and Professional Services. The Highway Corridor Overlay District Ordinance does allow the Planning Commission to make exceptions to the prohibition of metal walls on a case by case basis. Wade presented pictures of several buildings within the Highway Corridor Overlay District which have allowed metal walls to be used.

Staff recommendation is for approval with the following conditions:

1. Grant a waiver of the requirements of the Town Subdivision Control Ordinance Division 3, § **156.133 (2) a. and b.** to allow the use of metal exterior siding on the commercial garage structure as proposed. Consistent with § **156.133 (1) c.** require that the color of the metal siding "shall be harmonious and only the use of compatible accents..."
2. Require the proposed use of trees and landscaping design along the north side of the commercial garage to ensure a decorative alternative to the requirement of constructing the walls from masonry.
3. Require compliance with landscape standards established in §156.135.
4. Requiring that all vehicles which have been towed and stored on premises to be confined within an enclosed and secure area out of the visual scope of all public ways and adjacent private property.
5. Requiring adherence to all other developmental standards for which a waiver is not specifically granted.

Wade Watson asked the board if they had any questions.

Ray Walton asked what would happen if we approve the request and none of the requirements are obeyed.

Tammy Copple said that it would be obeyed.

Wade Watson stated that legal action could be taken.

Ray Walton commented that Timbergate Golf Course, for which the Town has spent a lot of money to build and maintain, has been listed as one of the top 10 golf courses in Indiana.

Mike Graham asked if the storage/impound lot was going to be fenced with slatted fencing and what would be the height.

Tammy Copple said yes that she believed the fence was going to be 10 feet high.

John Drybread asked Wade if the impound lot also had landscaping around the outside of the fence.

Wade Watson commented that landscaping around the impound lot is required by the zoning ordinance and that no towed vehicle is permitted to be visible from a public way or an adjacent property.

Mike Graham asked if it would all be paved back to the storage/impound lot.

Tammy Copple said yes.

John Drybread stated that he had received some questions concerning the colors of the metal siding on the buildings.

Tammy Copple said the building colors are going to be red and white. The top red and the trim around the bottom of the garage red, the building itself white, and the office will be red and white.

John Drybread commented that the question had been about neutral colors as opposed to red and bright colors.

Wade Watson stated that as he understands the ordinance for the Highway Corridor Overlay District, the Planning Commission has the right to state what colors can be used.

John Drybread said that he thought neutral colors would go better for the area, like browns or grays.

Keith Sells said he understands Ray Walton's concerns as most impound lots tend to be “raunchy wrecking yards”, ending up with junk and scrap and stuff for sale. He hopes to not turn something like this into next to the golf course.

Tammy Copple said that they went to a lot of trouble to make this look nice. They currently have three impound lots that they have outgrown and feel like they will be able to fit everything on this proposed lot. The business is family owned and they are striving to get something in place that looks nice. They have invested a lot of money into the project and they are not a junkyard, but a storage facility for impounded vehicles only. They are not selling or repairing vehicles. The only repairs that would be done would be to their own service vehicles, for general maintenance.

Keith Sells asked what would happen if they have more vehicles than their impound lot would hold.

Tammy Copple said that she didn't think they would have more vehicles than the lot would hold. They have anticipated a huge impound area and hope that they don't outgrow what is planned.

Keith Sells asked what would happen if they do outgrow the lot.

Tammy Copple said that if they were to outgrow it they would come back to request permission to enlarge the impound lot.

John Drybread stated that they looked at the possibility of all 3 impound lots they currently have were full, that the proposed lot would hold everything on the 3 impound lots and still have extra space.

Elliott Wicker, building designer for Copple's Wrecker, stated that the 9,600 square foot garage only has proposed use for approximate 4,800 square feet, so if the impound lot were to overflow, there would be immediate access to approximately 4,800 square feet inside the garage.

Mike Graham asked about vehicles that are brought in on a flat bed trailer if they would be unloaded immediately to the impound lot and not set on the trailer for a day or longer.

Tammy Copple said that it would be unloaded immediately as they need to have their flat bed truck available.

Elliott Wicker stated that the garage is designed so that a tractor trailer that is on a tow could be pulled into the garage, the garage doors closed and be completely contained inside the garage.

Curtis Rooks asked if this proposed development would take the place of their facility on Eisenhower Drive and if all the equipment and trucks from there and at Tom's house would be removed from those two locations and moved to this new location.

Tammy Copple said that yes once they are set up in the new location everything will be moved to it.

Glenn Giles asked if they were going to have any grease and oil separators for storm water protection.

Tammy Copple said yes they would follow all the guidelines.

Glenn Giles asked if the location is a 5 acre lot.

Tammy Copple said yes.

Glenn Giles asked if the retention pond will be sized, if the entire 5 acre lot were paved, to accommodate the drains.

Tammy Copple said yes.

Elliott Wicker said there will be swales all around the perimeter and there will be a lot of greenway between the surfaces and the buildings for additional drainage.

Glenn Giles said that he is concerned with the fluids from a crashed vehicle not getting back into the water system.

Wade Watson said that he had discussed this with the architectural firm that prepared the drainage plan for the site, and the architect has taken into account the impervious surface that is planned for the building. In addition to the drainage plan, he has proposed a bio-swale that runs the perimeter of the property.

Glenn Giles asked if the grease and oil would be separated before the water ever reaches the drainage.

Tammy Copple said yes.

Wade Watson stated that would be the engineering system that is on the inside of the impound lot.

There being no further questions from the board, John opened up for questions and comments from the public.

Rob Amos asked Tammy Copple if they had a lot in Taylorsville.

Tammy Copple said yes.

Rob Amos presented pictures to the board of the lot in Taylorsville, the lot fencing in Edinburgh, and the view of the proposed location from Timbergate. (pictures on file at Town Hall) He commented that the proposed development will be an eyesore. He is also concerned with the oil from the vehicles after a heavy rain, and is also concerned with the time that the Town has put into establishing Timbergate Golf Course. He did not feel that Ray Walton's earlier question had been answered concerning compliance failure by the petitioner.

John Drybread stated that the guidelines that are in place to comply with, for the proposed location, would not allow for what is shown in the pictures of the lot in Taylorsville.

Tammy Copple stated that they have outgrown the Taylorsville lot and they are not allowed to put up a privacy fence, that they are in contact with IDEM and follow the guidelines.

Rob Amos commented that from Timbergate you would see the building, the lots, the cars and he is also concerned with the noise that will be coming from inside the metal building. He believes it will be disruptive and that it will hinder home construction at Timbergate.

Tammy Copple asked what noise from the building that he was concerned with.

Rob Amos is concerned with the noise that comes from working on the trucks and cars.

Tammy Copple stated that they will not be working on cars, the only thing that would be worked on would be their vehicles for normal maintenance and that they are not a repair shop.

Rob Amos asked what the large building was to be used for.

Tammy Copple stated that it would be used to store the trucks in.

John Drybread stated that the large building would be the wrecker facility.

After some further conversation between Rob Amos & Tammy Copple, John Drybread asked if anybody had any further questions about the petition or the staff recommendation.

Rob Amos stated that he wanted Ray Walton's question answered as to what would happen if the building is approved, and they don't conform. What will happen, will IDEM be called, will they be fined or what will happen.

Wade Watson stated that if they don't conform there are actions that will be taken. If they fail to conform they could be taken to court. In the past twelve months there was a non-conforming business that was taken to court and fined \$25,000, and another non-conforming business that was closed down.

John Drybread stated that non-conformance will be addressed.

Keith Sells stated that he hopes in 5 years that we will still be able to see the beautiful place they are proposing to build. He is concerned with past history from the petitioner.

Elliott Wicker commented that the Copple's current business is located in a residential area and this gives them an opportunity to move out of the residential area. He understands that the proposed location is next to the golf course, but the current location is in a residential neighborhood and he is sure the neighbors would like to see the business move and their area be kept as a residential area, with all the "what if" questions that are being asked, the proposed plan is to meet the law and meet the standards. The same questions could have been asked about tonight's previous petition which was approved, what if that project does not comply. He felt the board did not seem as concerned about the first petition as there were no questions asked. The proposed plan is in accordance with the law and with the design, it will add to the value of Edinburgh by taking the Copples out of the residential neighborhood and consolidating their business to one location. The building is a beautiful design, with attractive landscaping, the building will be very nice. The Copples have contracts with the State and County to provide wrecker service when the highway patrol calls, they are required to bring those impounded vehicles in a safe place, and they are required to stay in compliance for those contracts.

Nicole Scott stated that she felt that the metal walls will not be consistent with the businesses that surround them. The two gas stations have masonry on them, and the plans show masonry on the office part of the building, but the large building for the truck storage with red and white metal would be very evasive and would stand out more than the high standards that are talked about for the area. She feels that it will be an eyesore.

Rob Amos asked about the 10 foot high fence around the impound lot and how it will hide wrecked semis.

John Drybread commented that with a 10 foot fence you may be able to see some of the tractor trailer unless it was stored inside the building.

Tammy Copple said the fence will be 10 – 12 feet high and that semis are usually picked up pretty quickly and don't remain on the lot for a very long time due to the cost of the storage fees.

There being no further comments, John asked the board if they wanted to make a decision on the petition.

Mike Graham stated that he would like to see the colors of the metal siding change to a more neutral color as was suggested earlier.

Keith Sells stated that if it was approved it would be with Wade’s recommendations also.
John Drybread stated that if it was approved it would have to be with the changes that Wade had recommended.

Glenn Giles stated the he felt the reason the conversation had went on longer on this petition is due to the potential of the degree of impact, Timbergate is the gem of Edinburgh, there is a lot of money invested in it, it is a beautiful place, and the town is trying to get housing there. He is not in opposition to the impound yard, he just feels that the board needs to give a lot of consideration to the petition.

Mike Graham asked if Glenn was suggesting that the petition be tabled. Glenn said no.

John Drybread said that tabling the petition is an option if the board is not ready to make a decision or it could be approved as written with the color change.

Stephanie Taylor asked how close to the proposed lot is the housing, how far forward does Timbergate come forward to 252.

Wade Watson stated that he had not measured that. The bunkers at Timbergate shields the lot, when you are in a car you can’t see over the bunkers. His guess is that the closest building lot to be 500-600 feet from the impound lot.

Ray Walton stated that the closest to it would be the green on hole #2.

After some further discussion John Drybread closed the public comments. He then asked the board if they wanted to table the petition or if somebody wanted to make a motion on the petition to accept as is with the color change that Mike Graham had suggested.

Curtis Rooks made a motion to accept the petition as presented with the changes that Mike Graham had asked for, that the colors of the metal siding change to a more neutral color. Richard Pile seconded. John Drybread asked for all in favor to say aye, and then asked for those against to say aye. To verify votes, John asked each member individually.

Stephanie Taylor – Nay
Matt Ervin – Nay
Richard Pile – Yes
Mike Graham – Yes
Glenn Giles – Yes
Keith Sells – Nay
Curtis Rooks – Yes
John Drybread – Yes
Ray Walton – Nay

With a vote of 5-4, motion was passed.

John Drybread asked if there was any other business. There being no further business, Ray Walton made a motion to adjourn the meeting. Matt Ervin seconded. John asked for all in favor to say aye. All board members voted aye. Meeting adjourned.

John Drybread, Chairman

Rhonda Barrett, Secretary

PLANNING COMMISSION
TOWN OF EDINBURGH
107 S. Holland St.
Edinburgh, IN 46124
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PC 2015 – 01
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STAFF REPORT

CASE NUMBER: PC 2015-01
CASE NAME: MacBeath Site Development

GENERAL INFORMATION

Applicant: MacBeath Hardwood Co.
320 North Kyle Street
Edinburgh, IN 46124
(812) 526-9743

Property Owner: Jonathan MacBeath
320 North Kyle Street
Edinburgh, IN 46124

Acreage: 15.3 Acres
Zoning District: OI- Open Industrial & Highway Corridor Overlay
Current Land Use: Industrial

PROPERTY DESCRIPTION

The property is commonly known as 320 North Kyle Street, Edinburgh, Indiana 46124, located on Lot Numbered 1A in Webb & Bradford Administrative Subdivision, an addition to the Town of Edinburgh, as recorded in plat cabinet D, Page 187 A & B as instrument no. 99-8189 on March 12, 1999 being part of lot number 1 of David R Webb’s 1st administrative subdivision recorded in plat cabinet C, page 670 on December 9, 1994, all in the office of the recorder of Johnson County, Indiana.

(Parcel Number 41-12-34-021-030.000-002)

| SURROUNDING ZONING: | SURROUNDING LAND USE: |
|---------------------|-----------------------|
| North: R1: | Residential |
| South: OI: | Open Industrial |
| East: R4: | Residential |
| West: OI: | Open Industrial |

Petitioner has satisfied all documentation requirements, legal and public notifications specified in the Town of Edinburgh Plan Commission Application Packet.

CASE DESCRIPTION

This case comes before the Plan Commission as established in Division 3, §156. 132 which requires approval by the Plan Commission for “any proposed or revised development plan or structure or structural alteration in the U.S. 31 and S.R. 252 Corridor Overlay Zone Districts”.

The board is to consider a petition by MacBeath Hardwood, Co, for the development of a portion of this parcel which will include a new two story 3800 square foot commercial building structure and surrounding parking lot along with access drive connections to the adjacent N Kyle and Toner Streets.

Petitioner is requesting the Plan Commission to consider and approve its proposed development plans and waive requirements of the Town Subdivision Control Ordinance Division 3, §156.133(2); §156.133(3); and Division 2 §156.031 (A) & (B)

CONSIDERATIONS

Plan Commission should review the following criteria when considering this petition and prior to issuing approval for the development of this site.

1. §156.131 Establishes the boundaries of the Overlay District at 600 feet on each side of the designated highways as measured from the centerline of the right-of-way.
2. §156.130 Establishes the Purpose, Intent and Significance of the approval process by the Plan Commission.
 - a. Statement of Purpose – “It is the purpose of this ordinance to establish standards for the design of sites, buildings, structures, plantings, signs, street hardware and such other improvements that are visible to the public and affect the physical development of land within the U.S. 31 and S.R. 252 Corridor Overlay Zone Districts.”
 - b. Statement of Intent – “These standards are intended to promote high quality creative development that will combine imagination, innovation and variety in the appearance of buildings and sites in the overlay zone. These standards are further intended to preserve and enhance property values and to promote the public health, safety, and welfare by providing for consistent and coordinated treatment of the property encompassed by the U.S. 31 and S.R. 252 Corridor Zone Districts.”
 - c. Statement of Significance – “The U.S. 31 and S.R. 252 corridors form the physical and visual gateways to the Town of Edinburgh and are expected to experience increasing pressure for commercial development in the future. Future development of these highly visible corridors will dramatically change the image of Edinburgh. The visibility and accessibility of the land within the corridors is unique and therefore commands the highest standards of development which: stimulate substantial capital investments, encourage efficient land use, promote coordinated development, permit innovative site designs, establish development standards and preserve the integrity of the roadways within the corridors.”
3. §156.132 Establishes the Plan Commission shall approve the “architectural design, landscaping, drainage, sewerage, parking, signage, lighting and access to the property shall be necessary prior to: (1) the establishment of any use of the land; (2) the issuance of any improvement location permit; (3) the erection, construction or structural alteration of any building(s) in the U.S. 31 and S.R. 252 Corridor Overlay Zone Districts; or (4) modification or revision of any site development plan.”
4. §156.133(2) Establishes the following Architectural Design Requirements
 - a) “Exterior metal walls shall be prohibited on all buildings erected, constructed, altered, repaired or used in this Overlay Zone...”
 - b) “Building facades may be constructed from masonry or glass, as defined below, or other materials or products which provide the same desired stability and quality. Products other than those listed below must be approved by the Edinburgh Plan Commission or its duly appointed or designated representative.”
5. §156.133(3) Establishes the Relationship of Buildings to Site
 - c) “Parking areas shall be treated with decorative elements, building wall extensions, plantings, berms, or other innovative means so as to attractively landscape and/or screen parking areas from view from public ways.”
6. §156.031 Establishes that “if an open or enclosed industrial use abuts, adjoins or is across the street or alley from any lot used or zoned for residential purposes a planting screen shall be provided consistent with the following standards.”

§156.031 (A) “A planting screen maintained to a width of at least six feet and a height of at least six feet shall be provided in order to mask any parking areas, accessory buildings, accessory uses, and expected ground activity from the view of abutting or opposite properties.”

§156.031 (B) “The planting screen shall consist of suitable shrubbery so as to provide a tight screen effective at all times of the year. The shrubbery may be planted informally or in a row and may include several varieties.”

STAFF ANALYSIS

1. The south east corner of this parcel is located approximately three hundred sixty (360) feet from the centerline of S.R.252, thereby determining its existence within the Overlay District. The entire scope of the proposed project falls within the boundaries of the Overlay District.
2. Direct visibility of this parcel from S.R. 252 is blocked by the residential neighborhood adjoining Grant Street, rendering it only marginally visible from the highway.
3. The proposed metal siding is consistent with other buildings in the area, and with the exterior siding existing on the large industrial structure currently on this site.
4. A landscaping design could be incorporated into planning the bio-swale along the east side of the parking to provide an alternative to the planting screen as described in §156.031. Decorative landscaping elements could provide an aesthetically pleasing compromise between fully blocking the view of the parking area from public ways while maintaining the spirit of the Ordinance by providing “decorative elements, plantings, berms, or other innovative means so as to attractively landscape and/or screen parking areas from view from public ways.”

STAFF RECOMMENDATIONS

Based on these findings of fact, staff recommends the Plan Commission approve the developmental project as submitted with the following conditions:

1. Grant a waiver of the requirements of the Town Subdivision Control Ordinance Division 3 §156.133 (2) a. and b. to allow the use of metal and wood exterior siding as proposed.
2. Grant a waiver of the requirements of the Town Subdivision Control Ordinance Division 3 §156.133 (3) c. and Division 2 §156.031 (A) & (B) thereby not requiring a planting screen along the east side of the parking area blocking all view from public ways.
3. Require a landscaping design to incorporate decorative elements into the bio-swale along the east side of the parking to provide an alternative to the planting screen as described in §156.031.
4. Requiring adherence to all other developmental standards for which a waiver is not specifically granted.

Respectfully Submitted,

Wade Watson
Building Commissioner
Town of Edinburgh

PLANNING COMMISSION
TOWN OF EDINBURGH
107 S. Holland St.
Edinburgh, IN 46124
STAFF REPORT
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STAFF REPORT

CASE NUMBER: PC 2015-02
CASE NAME: Copple’s Wrecker Service Site Development

GENERAL INFORMATION

Applicant: Copple’s Wrecker Service
511 High School Drive
Edinburgh, IN 46124
(812) 526-2478

Property Owner: Copple’s Wrecker Service
511 High School Drive
Edinburgh, IN 46124
(812) 526-2478

Acreage: 5.0 Acres
Zoning District: RB- Roadside Business & Highway Corridor Overlay
Current Land Use: Agricultural

PROPERTY DESCRIPTION

This property has not yet been assigned a street address but is commonly known as W. S.R. 252, Edinburgh, Indiana 46124, described as follows: PT NPT W2 NW 35 11 5 (2 Ac) and EPT NW NW35 11 5 (3 Ac) of Shelby County, Indiana.

(Parcel Numbers 73-13-35-100-006.000-025 & 73-13-35-100-007.000-025)

| SURROUNDING ZONING: | SURROUNDING LAND USE: |
|---|-----------------------|
| North: AG- Unincorporated Shelby County | Agricultural |
| South: R1- Suburban Residential | Agricultural |
| East: RB- Roadside Business | Business |
| West: RB- Roadside Business | Agricultural |

DOCUMENTATION REQUIREMENTS, LEGAL AND PUBLIC NOTIFICATIONS

Petitioner has satisfied all documentation requirements, legal and public notifications specified in the Town of Edinburgh Plan Commission Application Packet.

CASE DESCRIPTION

This case comes before the Plan Commission as established in Division 3, §156.132 which requires approval by the Plan Commission for “any proposed or revised development plan or structure or structural alteration in the U.S. 31 and S.R. 252 Corridor Overlay Zone Districts”.

The board is to consider a petition by Copple's Wrecker Service, Inc., for the development of this site which will include a new 960 square foot commercial office building; 9,600 square foot commercial service garage; 22,500 square foot impound lot; and it's surrounding parking areas along with access driveway connections to the adjacent S.R. 252.

Petitioner is requesting the Plan Commission to consider and approve its proposed development plans as submitted and waive requirements of the Town Subdivision Control Ordinance Division 3, §156.133(2) to allow the commercial service garage to be constructed using metal exterior siding.

CONSIDERATIONS

Plan Commission should review the following criteria when considering this petition and prior to issuing approval for the development of this site.

1. §156.036 Permits Uses for Districts zoned as Roadside Business (RB) include: Auto Services & Repair, Motor Freight Terminals & Warehouses, Parking Lots and Professional Services.
2. §156.131 Establishes the boundaries of the Overlay District at 600 feet on each side of the designated highways as measured from the centerline of the right-of-way.
3. §156.130 Establishes the Purpose, Intent and Significance of the approval process by the Plan Commission.
 - a. Statement of Purpose – “It is the purpose of this ordinance to establish standards for the design of sites, buildings, structures, plantings, signs, street hardware and such other improvements that are visible to the public and affect the physical development of land within the U.S. 31 and S.R. 252 Corridor Overlay Zone Districts.”
 - b. Statement of Intent – “These standards are intended to promote high quality creative development that will combine imagination, innovation and variety in the appearance of buildings and sites in the overlay zone. These standards are further intended to preserve and enhance property values and to promote the public health, safety, and welfare by providing for consistent and coordinated treatment of the property encompassed by the U.S. 31 and S.R. 252 Corridor Zone Districts.”
 - c. Statement of Significance – “The U.S. 31 and S.R. 252 corridors form the physical and visual gateways to the Town of Edinburgh and are expected to experience increasing pressure for commercial development in the future. Future development of these highly visible corridors will dramatically change the image of Edinburgh. The visibility and accessibility of the land within the corridors is unique and therefore commands the highest standards of development which: stimulate substantial capital investments, encourage efficient land use, promote coordinated development, permit innovative site designs, establish development standards and preserve the integrity of the roadways within the corridors.”
4. §156.132 Establishes the Plan Commission shall approve the “architectural design, landscaping, drainage, sewerage, parking, signage, lighting and access to the property shall be necessary prior to: (1) the establishment of any use of the land; (2) the issuance of any improvement location permit; (3) the erection, construction or structural alteration of any building(s) in the U.S. 31 and S.R. 252 Corridor Overlay Zone Districts; or (4) modification or revision of any site development plan.”
5. §156.133(2) Establishes the following Architectural Design Requirements
 - a) “Exterior metal walls shall be prohibited on all buildings erected, constructed, altered, repaired or used in this Overlay Zone which abut or are adjacent to U.S. 31 and S.R. 252. Exceptions to this requirement may be permitted on a case by case basis by the

Edinburgh Plan Commission or its duly appointed or designated representative.”

b) “Building facades may be constructed from masonry or glass, as defined below or other materials or products which provide the same desired stability and quality. Products other than those listed below must be approved by the Edinburgh Plan Commission or its duly appointed or designated representative.”

“1) MASONRY CONSTRUCTION: Which shall include all masonry construction which is composed of solid, cavity, faced, or veneered-wall construction, unless otherwise approved by the Edinburgh Plan Commission or it’s duly appointed or designated representative.”

“(a) Stone material used for masonry construction may consist of granite, sandstone, slate, limestone, marble, or other hard and durable all weather stone. Ashlar, cut stone, and dimensioned stone construction techniques are acceptable.”

6. §156.133(3) c. Establishes that “parking areas shall be treated with decorative elements, building wall extensions, plantings, berms, or other innovative means so as to attractively landscape and/or screen parking areas from view from public ways.”

7. §156.135 defines the landscaping standards for the development including the requirement of four (4) feet in depth, shall be installed along the side of any private parking area which abuts any side or rear property line separating the parcel from any residentially zoned or used district. At least one tree for each fifty (50) lineal feet shall be planted in any such peripheral landscaping strip.

STAFF ANALYSIS

1. The proposed business use of this project is permitted by §156.036.
2. The proposed architectural design for the project includes construction of the commercial office walls to be from masonry in compliance with §156.133.
3. §156.133 (2) subpart (a) makes provision for the Plan Commission to waive the prohibition of exterior metal walls within the Overlay District.
4. The proposed use of metal walls is consistent with what has been allowed for exterior applications on other buildings within the Overlay District.
5. The costs associated with requiring the exterior walls of the commercial garage to be constructed from masonry as defined in §156.133 (2) subpart (b) would significantly increase the overall cost of the project and could potentially prevent the development project from proceeding.
6. The proposed use of trees and landscaping design in view of public ways along the north side of the commercial garage provide a decorative alternative to the requirement of constructing the walls from masonry. The landscape design presents an aesthetically pleasing compromise while maintaining the intent of the §156.133.
7. This development project exists within full view of the gateway into the community and abuts Timbergate Golf Course. Landscape requirements specified in §156.135 should be strictly enforced to maintain an attractive perspective from all public ways and adjacent properties. All vehicles which are towed and/or stored on premises should be confined within an enclosed and secure area out of the visual scope of all public ways and adjacent private property.

STAFF RECOMMENDATIONS

Based on these findings of fact, staff recommends the Plan Commission approve the developmental project as submitted with the following conditions:

1. Grant a waiver of the requirements of the Town Subdivision Control Ordinance

Division 3, § 156.133 (2) a. and b. to allow the use of metal exterior siding on the commercial garage structure as proposed. Consistent with § 156.133 (1) c. require that the color of the metal siding “shall be harmonious and only the use of compatible accents...”

2. Require the proposed use of trees and landscaping design along the north side of the commercial garage to ensure a decorative alternative to the requirement of constructing the walls from masonry.
3. Require compliance with landscape standards established in §156.135.
4. Requiring that all vehicles which have been towed and stored on premises to be confined within an enclosed and secure area out of the visual scope of all public ways and adjacent private property.
5. Requiring adherence to all other developmental standards for which a wavier is not specifically granted.

Respectfully Submitted,

Wade Watson
Building Commissioner
Town of Edinburgh