



Plan Commission Staff Report
Department of Planning and Building
Town of McCordsville

August 16, 2022

Project: McCordsville Industrial Park

Petitioner: GDI Companies

Request: The petitioner is seeking a favorable recommendation on a zoning petition from County R2.5 to Industrial-2 (I-2).

Staff Review: The petitioner has filed for annexation of the subject property, and a first reading, along with public hearing on the annexation was held by the Town Council on August 9th. The petitioner is seeking industrial zoning for the project and therefore the entire subject property needs to go through the rezone process.

General Size & Location

The property is approximately 161 acres and is located near the northeast corner of 700W and 500N.

Existing Land Use & Zoning

The subject property is currently mostly undeveloped, with some homesteads on the assemblage. Adjacent properties are zoned as follows:

- North: Stansbury, a residential subdivision zoned 22c (a specialized residential zoning) by Hancock County
- East: Undeveloped property, recently zoned I-2
- South: Across 500N, undeveloped property zoned industrial by the County
- West: Across 700W, undeveloped property zoned R2.5 by the County

Infrastructure

The site currently has frontage along CR 700W and CR 500N. The petitioner proposes a single access point onto CR 500N. The subject parcel is located within Aqua Indiana's sanitary sewer territory, and Citizens Energy Group's water territory. If annexed, the Town of McCordsville will control stormwater management.

Staff Comments: The petitioner's proposal is for a big box industrial site. The preliminary concept plan shows four (4) industrial buildings, ranging in size from 403,000 square feet to 460,000 square feet. It should be noted the ultimate breakdown of buildings

will be determined by future tenants. The Town's Zoning Ordinance will limit the intensity of the site, by requiring at least 25% open space. Additionally, staff has worked with the petitioner to place additional restrictions on the site as highlighted below:

- Increase in Min. Building Setback, along the north property line, to 400' (applies to building and truck/trailer parking)
- Increase in Min. Building Setback, along CR 700W, to 400' (applies to building and truck/trailer parking)
- Increase in Min. Building Setback, along CR 500N, to 300' (applies to building and truck/trailer parking)
- Buffering: The petitioner has committed to specialized buffering as detailed below:
 - North Property Line: Mounding no less than 6' tall, 6' privacy fence (on top of the mound), plantings consistent with a large buffer-yard, and a width of no less than 75'
 - South Property Line: Mounding no less than 6' tall, plantings consistent with a large buffer-yard, and a width of no less than 50'
 - West Property Line: Mounding no less than 6' tall, plantings consistent with a large buffer-yard, and a depth of no less than 75'
- Tree Conservation:
 - A 20' deep tree conservation easement (TCE) shall be placed along the north property line (this falls within the 75' wide perimeter buffer area)
 - A 15' deep tree conservation easement (TCE) shall be placed along the east property line, when adjacent to the existing woods (this falls within the 50' wide perimeter buffer area)
- No building shall feature overhead doors or docks which directly face the north property line unless there is another primary structure between the docks/doors and the north property line.
- Land-use Restrictions: The petitioner has committed to additional land use restrictions, as detailed in Exhibit B of the Rezone Ordinance.

The petitioner has also committed to providing bi-directional amplification in the buildings. This equipment assists in getting radio signals in and out of large buildings such as these. This was a direct request from our emergency responders, and we greatly appreciate the petitioner agreeing to provide this equipment.

Road Improvements

The Town Engineer has deemed the following road improvements necessary, and the petitioner has agreed to install these improvements with their project:

- Developer shall widen and reconstruct CR 500N along the entire frontage of the development to include 12' lanes and 3' paved shoulders. The widening may be along the north side lane of CR 500 North if right of way along the south side is not able to be acquired. The pavement section for CR 500N shall match McCordsville's town standards for collectors or alternatively

approved pavement section by the Town Engineer. This work may be phased at the direction of the Town Engineer.

- Developer shall widen (but not reconstruct) CR 700W along the entire frontage of the development to include 12' lanes and 3' paved shoulders. The widening may be along the east side lane of CR 700W if right of way along the west side is not able to be acquired. The pavement section for CR 700W shall match McCordsville's town standards for collectors or alternatively approved pavement section by the Town Engineer. This work may be phased at the direction of the Town Engineer.
- Developer shall install entrance improvements for all entrances that include an acceleration taper, deceleration lane and taper, and passing blister/left-turn lane, as determined by the Town Engineer. Construction of the approach shall include one inbound lane and two outbound lanes.

For all rezones, Indiana Code Section 36-7-4-603 states that reasonable regard shall be paid to the following items:

1. The Comprehensive Plan
2. Current conditions and the character of the current structures and uses
3. The most desirable use for which the land is adapted
4. The conservation of property values throughout the jurisdiction
5. Responsible growth and development

The Future Land Use Map does not include future land use categories for the subject site, nor any adjacent parcels, because it was not analyzed within the Town's Comprehensive Plan. This is not necessarily unusual for a high growth municipality. The Town did participate in the Mt. Comfort Corridor Visioning Project – which was an effort to layout appropriate land uses along the Corridor as it traverses through various municipalities with planning and zoning authority, included but not limited to the Town and Hancock County. That document included proposed land uses along the corridor. This particular property was proposed as "Premier Industrial". Premier Industrial was described as industrial that supports elements like research and development, small scale manufacturing and office campuses that are complimentary to the industrial uses. These areas are higher in design requirement than light industrial as office uses typically mean higher density of people within the area. Requirements for landscaping, buffers, and building design should be considered within these areas.

The current condition of the surrounding area is currently predominantly a mix of residential and agricultural; however, many industrial uses have been approved and those structures are expected to begin construction and change the existing landscape to the east and south. However, the property directly to the north is a fully built-out and mature single-family residential subdivision and the Town anticipates the property west of CR 700W, when developed, to be done in a residential manner, as that is what is envisioned by the County's current Comprehensive Plan.

Staff feels that there are a number of desirable uses for the subject site, including, but not limited to single-family residential subdivision, multi-family development, park/open space, and Premier Industrial (as described above). The Town does not feel that the proposal fits within any of these desirable land uses.

We do not consider this proposal in keeping with the spirit and intent of the Premier Industrial category. The I-2 permitted uses allow a number of industrial uses that are focused on high truck traffic producers, intense industrial uses, and large big-box structures with less design requirements.

In regard to the context of the surrounding area, the subject site has over 2,600 lineal feet of shared property line with a mature single-family residential subdivision. Approximately 40 homes back directly up to the subject site. While the petitioner has provided buffering and large setbacks, staff feels this use is just too intense for this location. Additionally, the Town must determine where it begins to transition away from the high intensity industrial land uses along the Mt. Comfort Road Corridor. It is staff's recommendation that transition begin in this location. This is 1/2 mile west of Mt. Comfort Road. There are other nearby existing residential subdivisions including Stansbury and Meadows at Sagebrook. We feel the 1-mile square bounded by 600N to the north, 700W to the east, 500N to the south, and 800W to the west, which is adjacent to the subject is a prime area for additional low-density single-family development. In order to attract high quality residential developments to that area, the subject site must act as a transitional land use.

While staff understands the fiscal impact such a project could have on the Town's assessed value, we feel the negative impacts of the use outweigh the pros.

Following a public hearing on this matter, staff recommends sending an unfavorable recommendation to the Town Council. The full of list actions available to the Commission are: (a) a favorable recommendation, (b) no recommendation, (c) unfavorable recommendation, or (d) continue the petition.

Existing Conditions



— Subject Site



Zoning

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