



**Town Council Staff Report  
Department of Planning and Building  
Town of McCordsville**

---

**June 9, 2020**

**Project:** PC-20-005, Breedlove Dobbs PUD

**Petitioner:** Tom Rich, Breedlove Dobbs

**Request:** The petitioner is seeking approval of a rezone from Residential-3 (R-3) to Breedlove Dobbs PUD for approximately 1 acre. The property is generally located along the northside of N. Railroad St., between CR 600W and Depot St.

**Staff Review:** The petitioner proposes using the property commercially, as home to Breedlove Dobbs HVAC. This land use is categorized as “commercial contractor” by the Town’s Zoning Ordinance. A map denoting the property is enclosed.

**Existing Land Use & Zoning**

The subject parcel is zoned R-3. Adjacent properties are zoned as follows:

- North: Agriculturally used property zoned R-1
- East: A cemetery and R-3 zoned property
- South: Across N. Railroad St and the railroad tracks is undeveloped property zoned Neighborhood Commercial (CN)
- West: Undeveloped property zoned Neighborhood Commercial (CN)

**Infrastructure**

The subject property is located within the Town’s sanitary sewer territory. Sanitary service will be provided via a gravity sewer located along N. Railroad St. Water service is provided by Citizens Energy Group. The Town cannot speak to any requirements of Citizens Energy Group. Vehicular site access will be provided via egress/ingress on N. Railroad St. Stormwater infrastructure will be required, as determined by the Town Engineer during the Development Plan stage.

**Development Proposal**

The petitioner plans to relocate their HVAC business to this site. In addition to that use, a number of other land uses are included as permitted land uses or special exceptions within the PUD. This ensures that there is more than one permitted land use for the site, thus providing more value and flexibility to the property. The petitioner proposes a single primary structure with a 3,000 square foot footprint. The front portion of the building is designed as office space and

will be two stories. The rear portion of the building will be a “warehouse” type space with high ceilings matching the height of the front portion of the building.

As proposed the building will be constructed as a prefabricated building. The east, south, and west building facades will be “skinned” with brick and an insulated metal siding product that mimics EIFS. A sample of the insulated metal material is available at Town Hall and pictures are provided within this report. The north building façade would be permitted to feature vertical seam metal siding; however, the petitioner’s plan show the insulated metal siding product. This façade is not anticipated to be visible from any public street and will be screened from the adjoining property by a modified large buffer-yard.

The proposal includes a significant landscape package. The perimeter parking lot landscaping complies with the Town’s Zoning Ordinance. The building foundation plantings comply with the Town’s Zoning Ordinance, with exceptions for the north façade and a portion of the west façade. The northern property line features a modified large buffer-yard, and the eastern property line features a modified small buffer-yard.

In keeping with many of the Town’s PUDs the petitioner is proposing a number of specific bulk standards that would apply within the PUD. Highlights of those bulk standards are noted below:

- Min. Lot Area: 1 acre
- Min. Lot Width: 150 feet
- Min. FY Setback: 40 feet (35’ cemetery notch)
- Min. SY Setback: 15 feet
- Min. RY Setback: 30 feet
- Max. Square Footage: 8,000 SF
- Max. Lot Coverage: 65%
- Max. Height (Principle): 35 feet
- Max # of Primary Structures: 1
- Max # of Accessory Structures: 2

**Staff Comments:**

The parcels along N. Railroad Street are small lots with limited ability to be expanded. Obviously, lots can be parceled together to expand east and west; however, expanding north or south is not very feasible. To the south is N. Railroad Street and the railroad tracks. To the north lies the old Interurban Line. The raised railbed is still present. North of the railbed are agriculture fields. These fields are in a different sanitary sewer basin, which increases the challenges of joining the small parcels along N. Railroad St. with the large agriculturally used parcels to the north. These expandability challenges reduce the options for development.

Additionally, the proximity of the railroad tracks to these parcels reduces the land use options that are likely to develop here. Staff does not anticipate residential development on these parcels. The railroad tracks are in close proximity and they are located at the front of the parcel, instead of the more customary location of “behind” the residential parcel.

N. Railroad Street itself also presents challenges to the development of the parcels. The roadway is very narrow and its access onto CR 600W is not in an ideal location. The roadway is not easily widening due to the pinch-point between the railroad tracks and the Township cemetery. Town staff is not in favor of high traffic generating uses, ie. retail, being located along N. Railroad St. Of course, the very nature of the limited access would not attract retail users in the first place. Furthermore, the grade separation of the CR 600W and the railroad tracks has not been designed, but various options for that design could further restrict or eliminate the access of N. Railroad St. onto CR 600W, leaving Depot St. as the only way to access N. Railroad St.

For the last few years, staff has been assessing what we felt was the highest and best use development along N. Railroad St. While we have not provided an “official” recommendation, which would be best communicated through an amendment to the Comprehensive Plan, staff is intrigued with the concept of a “small business zone”. This is not an official term, but essentially the concept is an area where multiple small businesses, with limited capital, could locate in the Town. This zone would need to be made financially feasible to such small businesses, likely by easing some of the Town’s architectural standards, and by locating on properties that would not have extensive infrastructure costs. In order for the Town to be likely to “ease” standards, this zone would probably need to be located in area of the Town that has less than ideal visibility and where the highest and best use is not retail or other major commercial development. Staff feels the N. Railroad St. area lends itself to this concept.

At the time of this report, staff has not received any remonstrance from the public. We have had some discussions regarding drainage with the property owner to the north.

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 envisions this area to be developed as *Mixed Use*. The Comprehensive Plan intends for the *Mixed Use* classification to *encourage a high-tech, energy efficient, environmentally responsible mix of residential, retail, commercial, medical, office, public and educational facilities, recreation and institutional development*. It states the purpose of this classification is the *creation of a vibrant and attractive gathering place for the entire community in the form of a New Town Center with adequate provisions for distinct and interconnected multi-generational uses. All uses within the Mixed Use land use classification are strongly encourage to contribute to a pedestrian friendly street network and human scaled development*. This proposal would place a commercial land use on this parcel, which is one of the identified land uses of this classification. The classification also includes language regarding a New Town Center. It is important to recognize that the Town has identified the location of the New Town Center to be behind the CVS/strip mall. Staff does not

feel that all of the parcels on the Future Land Use Map with the *Mixed Use* classification should be interpreted as being intended for true vertical town center type of mixed use development. Staff interprets this language as referring to the concept of lower intensity, complimentary, horizontal mixed-uses around the New Town Center. With that in mind, staff feels this proposal is in keeping with the Comprehensive Plan.

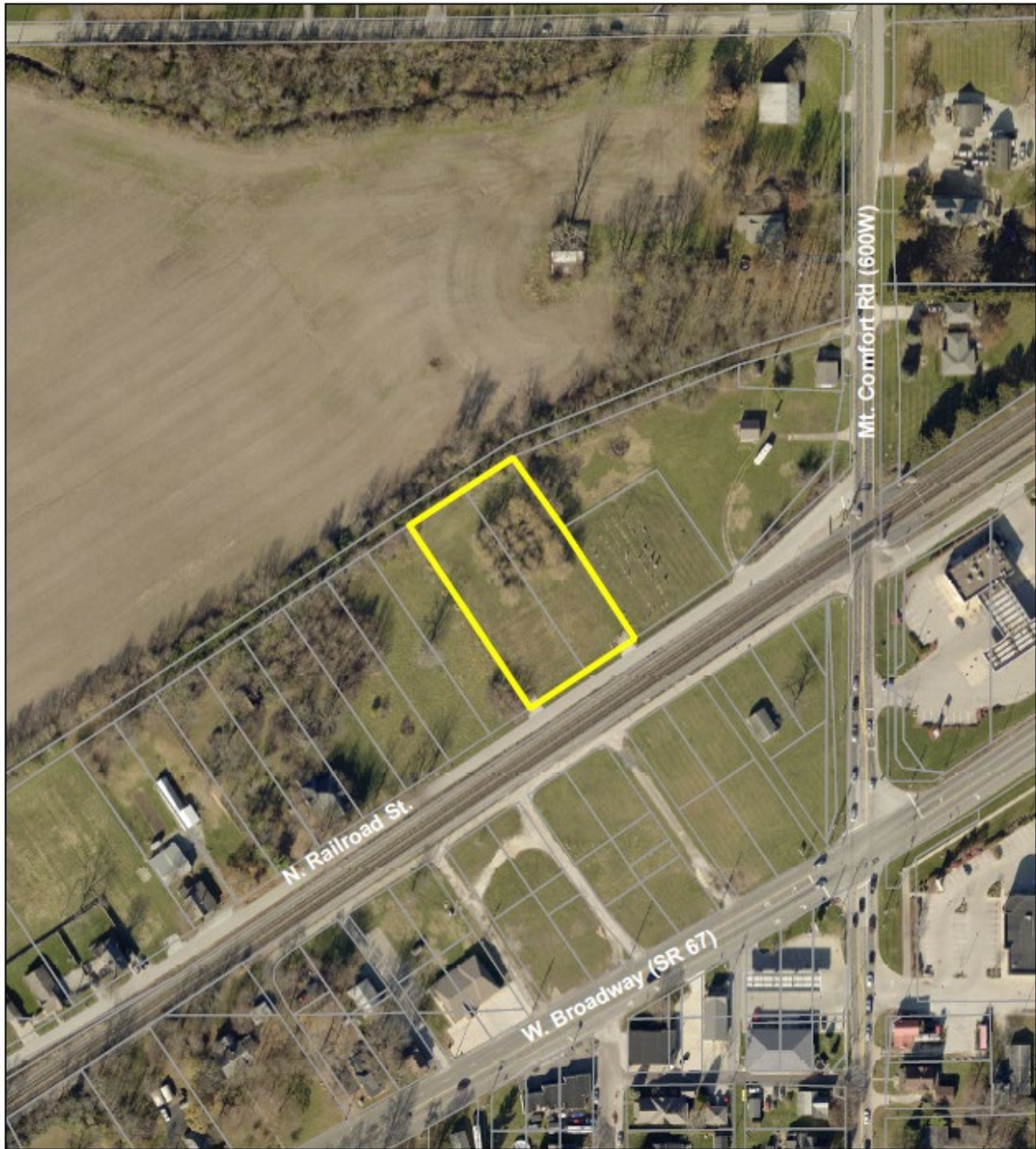
Staff is supportive of this petition and recommends approval by the Town Council.

# Existing Conditions

THE TOWN OF  
M<sup>C</sup>CORDSVILLE



Next Stop  McCordsville



Subject Site

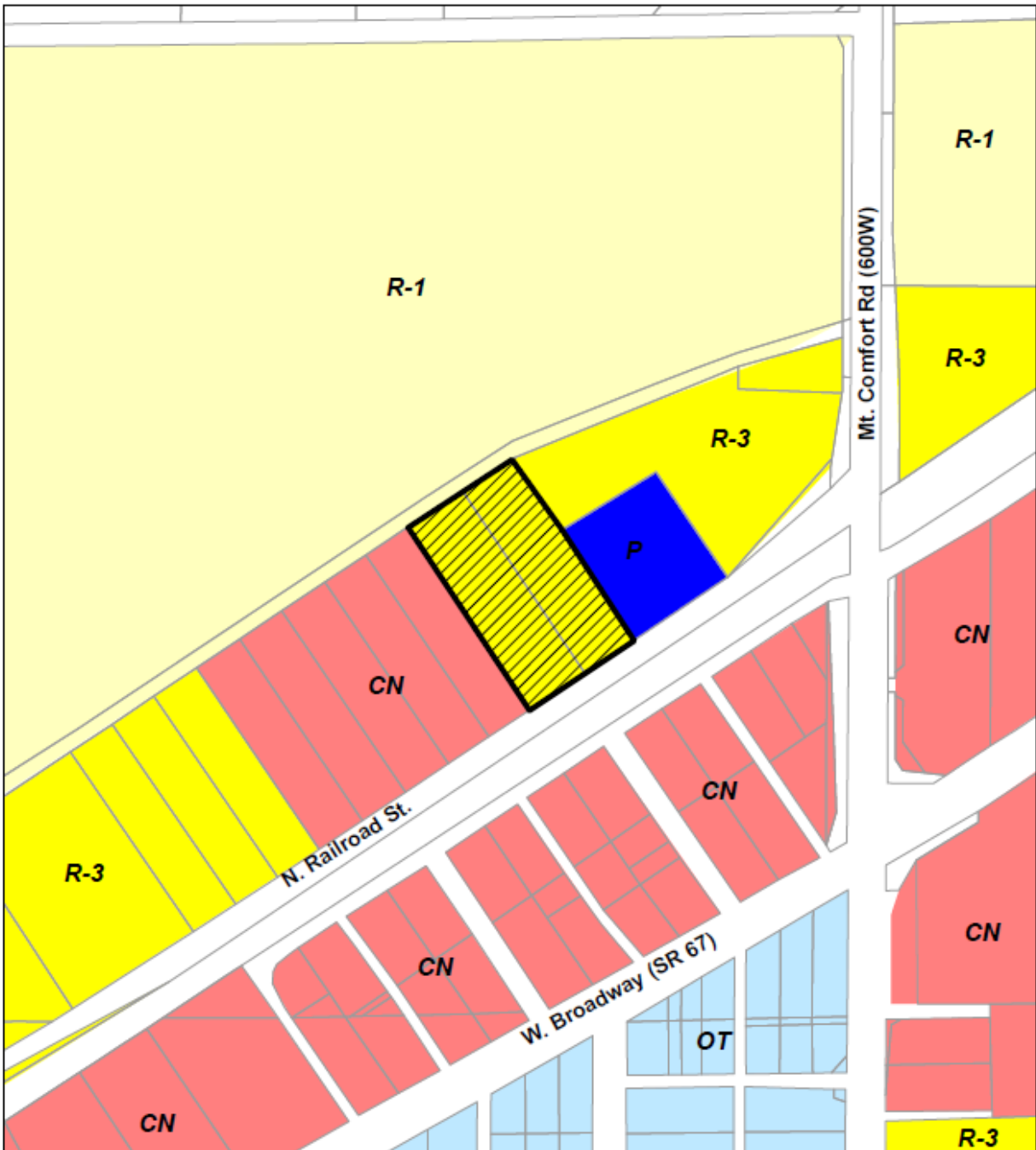


# Zoning

THE TOWN OF  
McCordsville



Next Stop McCordsville



Subject Site





**Sample of Insulated Metal Siding Material**

