

## **Altoona Board of Adjustment Hearing – February 13, 2014 – 6:30 PM**

Members Present – Dale Sikes, John Rullman, Doug Teuber, Lea Morris

Members absent – Robert Hall

Staff Present – John Shaw, Chad Quick, Susi Hoots

Others Present – Todd Omundson, Jason Mathis, Robert W. Johnson, Greg Dickinson

Chairman Rullman called hearing to order.

#1 Public hearing to consider a request for variance from Iowa Donor Network for their property at 320 Adventureland Drive NW, Altoona, Iowa, to allow them to orient an overhead door towards Adventureland Drive, in conflict with Chapter 171.01(2)(I)(1) that states that overhead doors shall not be orientated toward public right-of-ways.

Jason Mathis, of Shive-Hattery Inc., 1601 48<sup>th</sup> Street #200, West Des Moines, IA 50266 presented the request on behalf of Iowa Donor Network by saying the proposed new facility will be an 18,000 square-foot office and medical space. An overhead door for a drive-thru sally port is proposed as a service area. The port is necessitated due to the nature of the business. There will be strategically placed landscaping to obstruct the view from the street. Mr. Mathis provided sight-line elevations to illustrate the view from Adventureland Drive.

Rullman asked about the door width. Mathis answered 12 feet wide.

Quick mentioned there is quite a distance between this proposed building and the residential area to the south. No input was received from the public.

Sikes asked when this portion of the ordinance was passed. Shaw responded it was enacted around 2000 and prior to development of this area.

Rullman asked about the amount of traffic to use this door and the duration time of the door being open. Mathis said it is hard to say what the traffic level will be; the door will be closed until a vehicle needs to drive into the space and the door will be closed once a vehicle is inside. Therefore, the door would be open very short periods of time.

Sikes moved to approve the variance request. Seconded by Morris. Vote: Yes – Sikes, Morris, Rullman, Teuber. No – None.

#2 Public hearing to consider three requests for variances from Dayton Freight Lines, Inc. for their property at 1501 11<sup>th</sup> Avenue NE, Altoona, Iowa. They are proposing to construct two buildings and are requesting a variance for each building to allow them to orient overhead doors towards a public right-of-way. Chapter 171.01(2)(I)(1) states that overhead doors shall not be orientated toward public right-of-ways. The third variance is to allow a metal panel on the public faces of a building in an industrial zoning district. Chapter 171.01(2)(K)(4) states that metal panels may not be used on the public faces of buildings in the M-1 zoning district.

Robert Johnson, of JH Architects, Inc., 5120-B Nike Drive, Hilliard, Ohio presented the variance request on behalf of Dayton Freight Lines, Inc. Mr. Johnson explained the facility will be a transportation building with cross docks and displayed a site plan to show the corner site dictates dock doors have to face either 11<sup>th</sup> Ave NE or Adventureland Drive NE. The building is proposed to be orientated north to south to allow space for future expansion dictating dock doors facing 11<sup>th</sup> Ave NE. Johnson explained the route that trucks will use: one approach for entrance only and the other for exit only. This traffic pattern is used at all Dayton Freight facilities. Heavy evergreens along 11<sup>th</sup> Ave NE will be used to screen the view. The doors probably will not be visible from Adventureland Drive.

Sikes asked about the amount of traffic projected for this project. Johnson answered that there will be a total of 52 doors and half of them will be used in the beginning. In full development thirty or so trucks leave between 6:30 a.m. – 9:00 a.m.; no traffic between 9:00 a.m. and 3:00 p.m.; and then trucks return between 3:00 p.m. and 6:00 p.m.

Rullman asked “All semis?”. Johnson responded “Yes”. Johnson explained that Dayton Freight owns all the trucks and uses local drivers, similar to Fed X ground, for commercial/business clients.

Rullman mentioned that as 11<sup>th</sup> Ave NE is a dead-end street there is little traffic.

Sikes asked if there is access to the site from 11<sup>th</sup> Ave NE. Johnson answered that there is no access/approach on 11<sup>th</sup> Ave NE proposed at this time, but may be when the facility expands.

Sikes asked for the reasoning behind the 11<sup>th</sup> Ave NE address. Quick responded that the address will probably be changed to an Adventureland Dr NE address.

Teuber remarked that this will be a very nice facility.

No input was received from the public.

Morris moved to approve the variance to allow overhead dock doors on the terminal building to be orientated towards a public right-of-way. Seconded by Teuber. Vote: Yes – Morris, Teuber, Rullman, Sikes. No – None

Mr. Johnson displayed a site plan to show the maintenance building to the east of the terminal building and the traffic flow used by trucks to pull into and through this building which is used for minor maintenance. A 14 ft by 16 ft door on the north side of the building faces Adventureland Drive NE.

Sikes and Rullman agreed that traffic flow dictates the building’s location.

Sikes asked about the site plan’s notation of “lawn” directly south of the maintenance building. Johnson responded that notation of “lawn” is incorrect, as it will be concrete. Johnson said all the paving will be concrete.

No input was received from the public.

Sikes moved to approve the variance to allow an overhead door on the maintenance building to be orientated towards a public right-of-way. Seconded by Teuber. Vote: Yes – Sikes, Teuber, Morris, Rullman. No – None.

Mr. Johnson explained that Dayton Freight used to use masonry stucco on its buildings and found that after a few years it deteriorates and requires re-painting every two-three years. They are now using an insulated two-inch thick metal panel with a baked on stucco finish and a twenty year fade warranty. Samples of the product were provided to the board members for examination.

Sikes asked how long these panels have been in production. Johnson answered this type of panel has probably been produced for 30 to 40 years and acknowledged that metal panels 30 to 50 years ago would fade/chalk, but these do not. Some Dayton Freight buildings have had this exterior product for thirty years and it is the same as new.

Sikes asked the reasoning behind the code’s masonry requirement. Shaw explained that the ordinance allows metal panels on sides that do not face the street. Metal panels run the gamut and the code would not be able to address every type. This product is not like a flat metal panel, which staff would not support. Each applicant has an option to come to the Board of Adjustment for approval for a specific type of metal panel.

Greg Dickinson, of Merchants White Line Warehousing Inc, 1420 11<sup>th</sup> Avenue NE, Altoona, Iowa, addressed the Board to say he has no concern with the dock doors, but questions the use of metal panels.

Mr. Johnson explained the metal panel will be only on an approximately four-foot accent band around the upper part of the office building and provided an exterior elevation drawing. All exterior surfaces facing Merchants White Line will be masonry. Mr. Dickinson thanked him for the clarification and indicated he had no issue with the panel as illustrated in the drawing. No additional input was received from the public

Morris moved to approve a variance to allow the use of metal fascia panel with baked-on stucco finish, same as provided for board examination, on the exterior of the office building as reflected on the exterior elevation drawing prepared by JH Architects Inc. Project 13019, revised January 22, 2014, identified at sheet No. A2. Seconded by Sikes. Vote: Yes – Morris, Sikes, Teuber, Rullman. No – none.

#3 Teuber moved to approve the minutes as presented. Seconded by Sikes. Vote: Yes – Teuber, Sikes, Rullman. Pass – Morris. No – None.

#4 Next meeting/hearing will be Tuesday, March 4, 2014.

Hearing Adjourned at 7:15 p.m.

Respectfully submitted,  
Susi Hoots  
Community Services Administrative Assistant