



MAP 25-01 Ray Skillman Automotive of Avon

Planning & Building Department Staff Report

For Hearing on March 24, 2025

Plan Commission, Public Hearing

Linda Ahlbrand, Planning Director

A. PETITION NUMBER	MAP 25-01 Ray Skillman Automotive of Avon
B. APPLICANT	Ray Skillman Automotive of Avon, by Derek Snyder – Crossroad Engineering
C. LOCATION	Southeast corner of US Highway 36 and South County Road 900 East
D. PARCEL SIZE	27.60 acres
E. LAND USE & ZONING	The property is currently zoned C-2.
F. ACTION REQUESTED	Request Major Plat Approval to divide 27.60 acres into two lots and two blocks, with a Waiver (Waiver A) to allow a full access curb cut on County Road 900 with reduced separation from another curb cut.
G. HISTORY	<p>SE 25-01 Ray Skillman Automotive of Avon, requesting approval of a Special Exception to provide for automotive sales, leasing, service and repair in Tier One of the U.S. Highway 36 Zoning Overlay, granted.</p> <p>VAR-01 Ray Skillman Automotive of Avon, requesting approval of a Variances of Development Standards to provide for:</p> <p>A. UDO 2.10(H)(2) - A 250-foot front building setback (maximum 125-foot setback permitted)</p> <p>B. UDO 2.10(J)(2) – Six rows of parking in front of the building (maximum of two rows permitted in front of the building), granted.</p>
H. STAFF COMMENTS	This is a request to subdivide 27.60 acres into four commercial lots. Lot 1 is proposed to be developed with an automobile dealership, and would be at the corner of US 36 and CR 900 E. Lot 2 would contain the existing Ray Skillman collision repair



business and would be south of Lot 1. Lot 2 would be accessed off of Kingston Street. Blocks A and B would be east of Lots 1 and 2 and would be available for development under the C-2 district.

This petition was reviewed by the Town during its TAC Committee review process. During that review certain discrepancies between the Ordinance requirements and the proposal were identified. The petitioner has submitted revised plans that addressed the comments of the TAC. The proposed major subdivision, as a result, complies with the requirements of the Unified Development Ordinance with the exception of the waiver that has been requested.

Access: This subdivision will gain access to CR 900 E via a new driveway point. The location is slightly south of the existing curb cut to the site. An additional new driveway would be provided to Kingston Street. This location is slightly east of the existing curb cut to the site. The locations of the driveways were intentionally located to meet the separation distances from the intersections of US 36/CR 900 and CR 900/Kingstone Street. The distance separation requirement is 300 feet. However, the new driveways would not meet the distance separation from the existing private driveways on the opposite side of the street. A waiver of the separation requirement has been requested.

No new access would be provided to US 36. Additionally, three abandoned curb cuts to US 36 would be physically removed.

Lot Standards: The proposed lots are consistent with the standards for the C-2 District prescribed by the Town of Avon Unified Development Ordinance. The minimum required lot size for a commercial lot is 10,890 square feet with a minimum lot width of 125 feet.

Sidewalks: Sidewalks would be required along all three public streets and have been shown at the appropriate width.



Under Indiana Law, the Plan Commission has exclusive control over the review and approval of Subdivision Plats. Subdivisions are not discretionary, meaning a plat must be approved if it meets the standards of the local Subdivision Ordinance. IC 36-7-4-702 through 708 outline the standards for Primary Plats. IC 36-7-4-702 (c) allows the Plan Commission exclusive control to grant waivers of Avon’s standards if they conflict with what they consider a desirable design. If a waiver is granted, that section of the ordinance is satisfied.

Waiver A: Avon UDO 7.21(A): To allow for reduction of driveway access separation.

Findings of Fact

Criterion 1: The proposed alternative will not be detrimental to the public health, safety, or general welfare, or be injurious to adjacent or nearby property.

The Department of Public Works (DPW) requested that the entrance on CR 900 E meet the 300-foot separation requirement from the street intersections for safety reasons. However, meeting the separation for the streets would not allow the separation to be met for the existing access drives on the west side of CR 900 E, nor would it allow for the driveways to line up. DPW is supportive of the waiver due to the relatively low level of traffic along this portion on CR 900 E.

Additionally, DPW indicates the proposed location of the access drive is acceptable due to the middle turn lane providing a location for vehicles to wait if needed prior to making a turn.

Criterion 2: The proposed alternative will not contradict the intent of design standards or the purpose of the Subdivision Regulations.

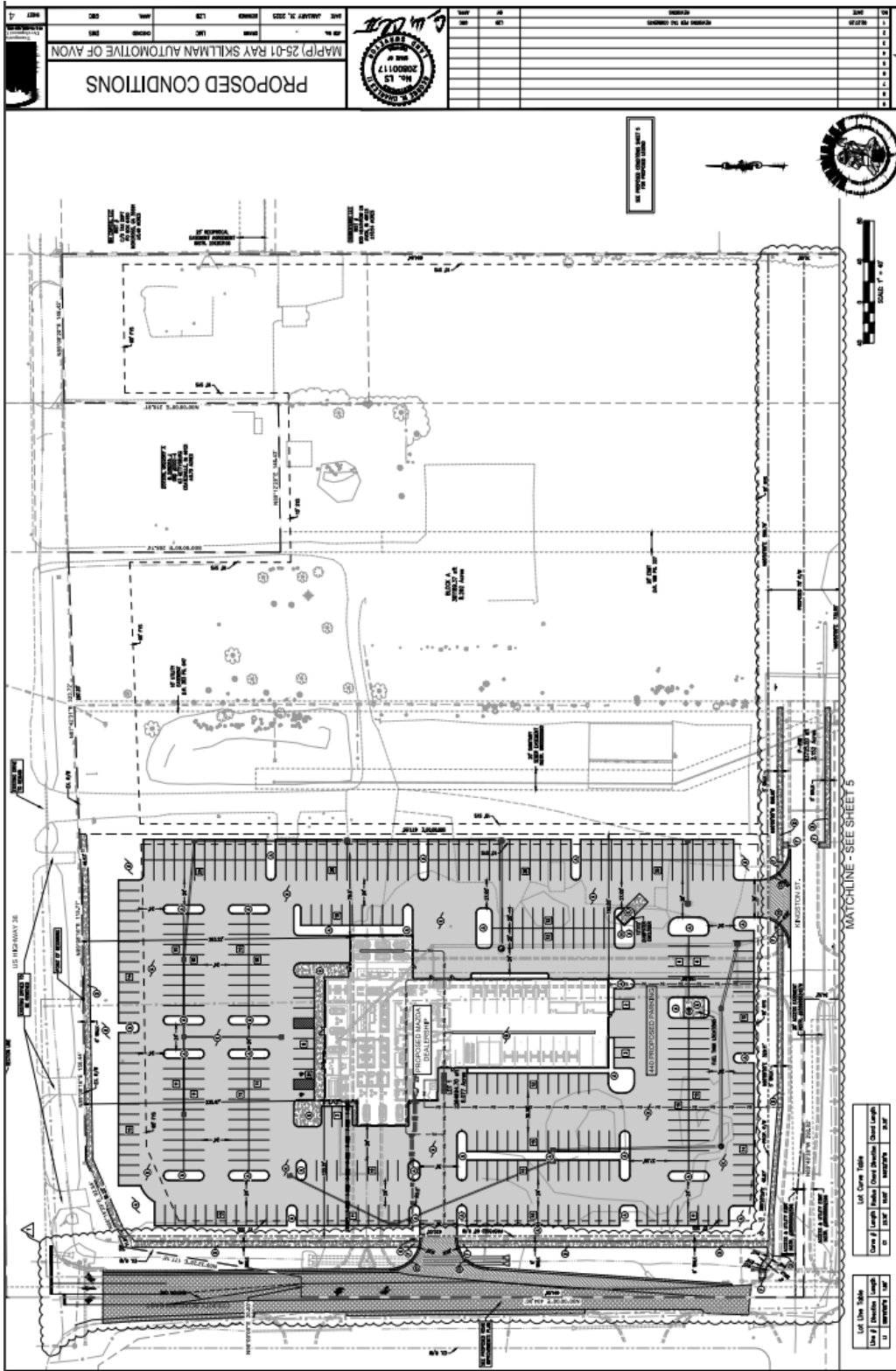
The intent of the design standards is to provide for safe vehicular movement. DPW does not believe the driveway location would present a public safety concern.

Criterion 3: The proposed alternative is due to conditions specific to the property and the proposed development and not applicable generally to other properties.



	<p>The need for the location of the driveway is due to the need to maintain safe distance from the existing street intersections, while providing the safest location in relation to the adjacent property's existing two access points. It is not generally applicable to other adjacent properties.</p> <p>Criterion 4: The proposed alternative enhances the proposed development and the surrounding area.</p> <p>The proposal is the best location for an access drive while still allowing the site to develop.</p>
I. RECOMMENDATION	<p>Staff recommends approval of MAP 25-01 Ray Skillman Automotive of Avon, with the following conditions:</p> <ol style="list-style-type: none">1. Any revised plans must comply with all commitments and conditions noted as part of any approval granted;2. The project receives any necessary review and approval by Crossroad Engineers on behalf of the Town and the Hendricks County Surveyor and/or Drainage Board.3. The final Plat will comply with all the relevant portions of the Subdivision Control Regulations and the Town Code.





North Half of Proposed Plat

