ZIONSVILLE PLAN COMMISSION MEETING RESULTS
Tuesday, February 18, 2020

The meeting of the Zionsville Plan Commission was scheduled for Tuesday, February 18, 2020, at 7:00 p.m. in the Zionsville Town Hall Council Chamber, 1100 West Oak Street, Zionsville, Indiana.

The following items are scheduled for consideration:

I. Continued Business

Docket Number	Name	Address of Project	Item to be Considered
2019-52-Z	HUB I-65 Phase Two	4255 S. 300 East	**Received a Favorable Recommendation to the Town Council** **4 in Favor** **1 Opposed** **2 Recused** Petition for Zone Map change to rezone approximately 81.369 acres from the (AG) Agricultural Zoning District to the Rural (I1) Light Industry Zoning District.

VI. New Business

Docket Number	Name	Address of Project	Item to be Considered
2020-04-CA	Appaloosa Crossing	10901 E. 300 South	**Continued to the March 16, 2020 Plan Commission Meeting** **7 in Favor** **0 Opposed** Petition for a Commitment Amendment of 57.53± acres to amend the location of a water feature along U.S. 421 from the midpoint of the overall development's frontage to the southern portion of the frontage along U.S. 421.
2020-01-PP	Appaloosa Crossing	10901 E. 300 South	**Continued to the March 16, 2020 Plan Commission Meeting** **7 in Favor** **0 Opposed** Petition for a Primary Plat of 57.53± acres for 12 lots, 2 blocks, and 4 common areas within the Rural (GB) General Business Zoning District, the Rural (PB) Professional Business District, and the (R-2) Low Density Single-family and Two-family Residential District.
2020-03-DP	Appaloosa Crossing	10901 E. 300 South	**Continued to the March 16, 2020 Plan Commission Meeting** **7 in Favor** **0 Opposed** Petition for Development Plan Approval of 23,000± square foot, multi-tenant retail building on 3.40± acres within the Rural (GB) General Business Zoning District and the Rural Michigan Road Overlay (MRO). Waivers of Building Materials and Architectural Design requirements requested.

Respectfully Submitted:

Wayne DeLong, AICP, CPM
Director of Planning and Economic Development

February 19, 2020

ZIONSVILLE
FOR ALL THE RIGHT REASONS

Petition Number: 2019-52-Z

Subject Site Address: 4255 S. 300 East, Lebanon, IN 46052

Petitioner: Gerald and Jeanette Padgett

Representative: Matthew Price

Request: Petition for Zone Map change to rezone approximately 81.369 acres from the (AG) Agricultural Zoning District to the Rural (I-1) Light Industry Zoning District

Current Zoning: (AG) Agricultural Zoning District

Current Land Use: Residential / Undeveloped / Agricultural Activities

Approximate Acreage: 81.369 acres

Related Petitions: 2018-43-Z (favorable recommendation)

Exhibits:
Exhibit 1 - Staff Report
Exhibit 2 - Zoning / Location Map
Exhibit 3 – Conceptual Site Plan
Exhibit 4 – Zoning Ordinance Section 194.081 Districts
Exhibit 5 – Comprehensive Land Use Plan
Exhibit 6 - Town of Whitestown Comprehensive Land Use Plan
Exhibit 7 – Town Engineer Comment Letter dated November 22, 2019, December 11, 2019, and February 5, 2020
Exhibit 8 – Petitioner Site Cross Section Exhibit
Exhibit 9 – Petitioner Proposed additional berm
Exhibit 10 – Petitioner Proposed Commitment List
Exhibit 11 – Engineers Comments on Commitments dated 12/12/2019
Exhibit 12 – Town of Zionsville Process Flow Chart

Staff Presenter: Wayne DeLong, AICP, CPM

PROJECT OVERVIEW

Project Location

The subject property is approximately 81.369 acres located south of County Road 400 South and west of State Road 267. A two (2) acre tract is improved with a single-family residence, and the remainder of the acreage is currently utilized for agricultural purposes.

Project Description

The subject property is currently zoned Rural (AG) Agricultural. The Petitioner desires to rezone the entire site to the Rural (I-1) Light Industry Zoning District with the intension of potentially constructing two (2) industrial buildings (see Conceptual Exhibit 3).

Traffic

A Traffic Impact Study is on file (file-stamped December 10, 2019) and has been reviewed by the Town Engineer as well as other agencies. The Town Engineer has provided a Comment Letter dated December 11, 2019 (See Exhibit 7) regarding the Traffic Impact Study. Additional comments have been received from the City Engineer of Lebanon who states that the project appears to be compliant with the Thoroughfare Plan requirements of County Road 400 South and the required right-of way dedication. A request for information regarding the review of the document by other Agencies has been submitted to date, no additional comments have been received.

Process

The Plan Commission opened the hearing for this petition at its December 16, 2019 meeting. Due to an indecisive vote the Petition was continued to the January 21, 2020 Plan Commission Meeting. The Petition was subsequently continued to the February 18, 2020 Plan Commission Meeting.

Staff is supportive of the project in principle and encourages further dialog and efforts on behalf of the Petitioner, Interested Parties, and the Town regarding the proposed development and access management.

For reference, below is an outline of the items for which Staff will be considering related to the proposal and Staff's future staff report associated with a subsequent hearing.

Rezoning-Zoning Ordinance

In preparing and considering rezoning proposals under the 600 series of Indiana *Code,* the Plan Commission and the Town Council shall pay reasonable regard to:

(1) the comprehensive plan:
(2) current conditions and the character of current structures and uses in each district;
(3) the most desirable use for which the land in each district is adapted;
(4) the conservation of property values throughout the jurisdiction; and
(5) responsible development and growth.

Comprehensive Plan

While the parcel in question is within the Town of Zionsville's Corporate Limits and is subject to the Comprehensive Land Use Plan (Exhibit 5), understanding how the parcel fits into the developing land use pattern is critical to the review of the request reflect, and, therefore, the Town of Whitestown's Comprehensive Plan is referenced as well. While Zionsville's recommendation for the land is residential overlayed with a "mixed use" designation (mixed use is defined as "any combination of open space, institutional, residential, commercial, industrial, and agricultural uses that are compatible with each other and the surrounding land uses"), the Zionsville Comprehensive Plan is neither reflective of the overall intensification of non-residential development in the immediate area which has occurred in recent years, nor the Town of Whitestone Comprehensive Plan's recommendation of technology mixed use / commercial / light industrial / high density / medium density residential zoning for the adjacent properties located in Whitestown. Because of these two factors, a deviation from the Comprehensive Plan to facilitate a rezoning to is supportable in the opinion of Staff.

Current conditions and the character of current structures and uses in each district

The proposed rezoning serves as an expansion of a recently established industrial zoning district, and, as such, no new characteristic or conditions are anticipated be introduced into the district. However, as the contemplated development is adjacent to residential improvements, prior projects to which the Town of Zionsville has had the ability to review have both limited the heights of buildings to 55 feet, limited heights of both freestanding lighting and lighting attached to structures, and proposed landscaping and earthen berms which exceeded Ordinance standards in an attempt to potentially mitigate light intrusion as well as alterations to the view shed of the area. These and other standards should be encouraged, as referenced in Exhibits 8, 9, and 10 to this report, to be perpetuated in the District, and is reflective of the maximum height limitation if the property were to be improved with multi-family residential development (the land use recommended by the Whitestown Comprehensive Plan for this specific site).

The most desirable use for which the land in each district is adapted

Generally speaking, zoning that is consistent with the established zoning pattern while being supportive of the existing and contemplated programming associated with the established land use is the most desirable use of the land. A light industrial use, when appropriately screened and limited in height as to potentially mitigate visual intrusion into the adjacent residential area represents an acceptable use of land.

The conservation of property values throughout the jurisdiction

Planned, orderly development of property is a key component in the conservation of property values. While nothing is noted in this proposal or associated petition filings to be contrary to the conservation of property values in the immediate area, appropriate screening and height limitations as previously relied upon in the public process and encouraged to be required as a part of approval.

Responsible development and growth

The petition represents, when limited in height and inclusive of additional earthen berms, landscape elements and incorporates recommendations of the Traffic Impact Study, responsible growth and development as it is consistent with the approved districts in the area.

STAFF RECOMMENDATION

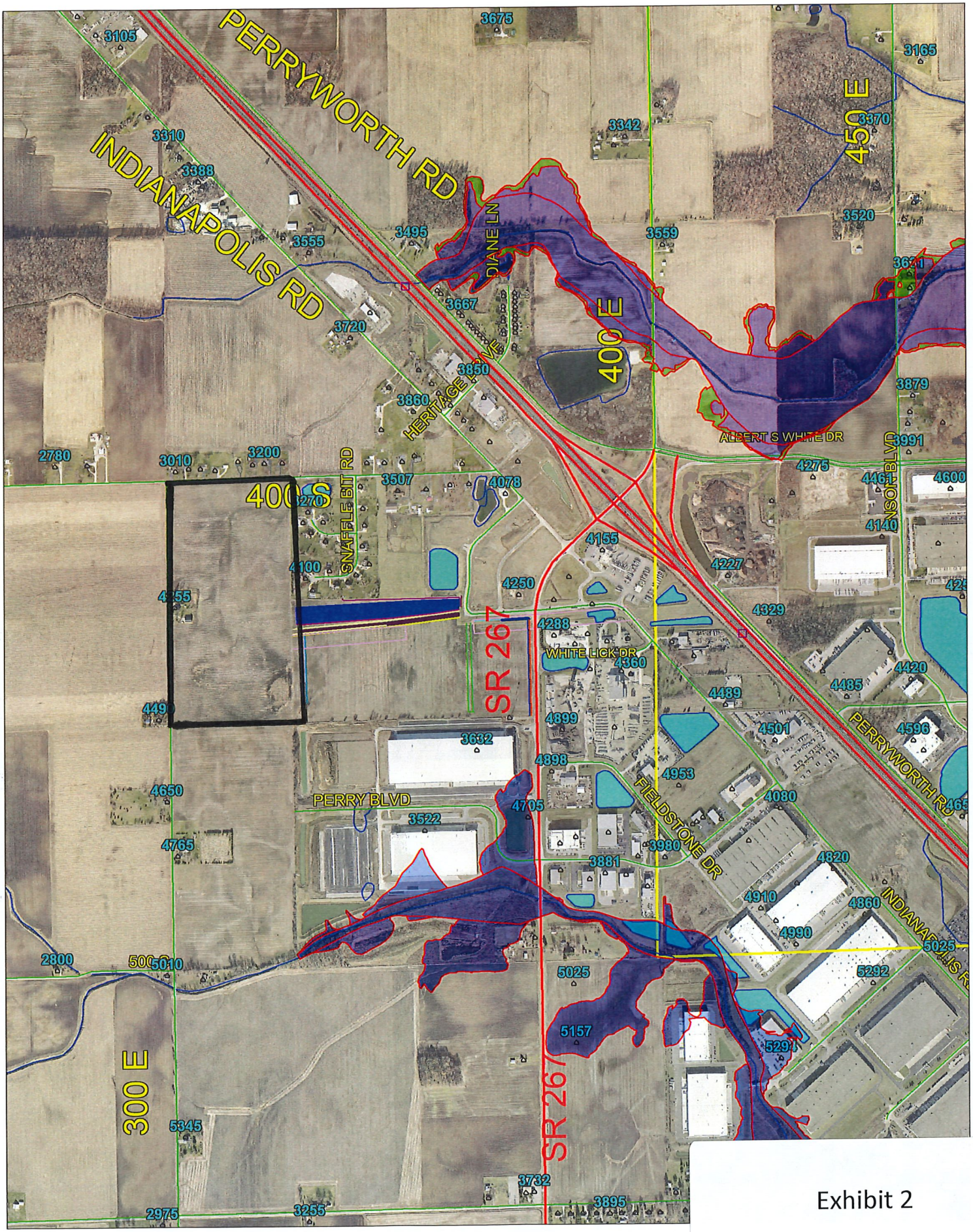
Staff is supportive of the Petition to improve the property in substantial compliance with the submitted site plan, and the submitted site details subject to the finalization of the Written Commitments inclusive of the installation landscaping and buffering proposed by the Petitioner.

RECOMMENDED MOTION

I move that Docket #2019-52-Z to rezone approximately 81.369 acres from the (AG) Agricultural Zoning District to the Rural (I-1) Light Industry Zoning District receive a (favorable recommendation based upon the finalization of the proposed Written Commitments (Exhibit 10 and Exhibit 11 with the inclusion, if approved, of the additional berm (see Exhibit 9), including the Site Cross Section (see Exhibit 8) and findings in the staff report / unfavorable recommendation / continued) as presented, with the recommendation being certified to the Town Council for adoption or rejection.

PROCEDURAL NOTE

Upon the conclusion of the Public Hearing and Certification of the Plan Commission's recommendation to the Town Council, the Town Council will then set the matter on its Agenda for future consideration (as outlined in the attached flow chart-see Exhibit 12).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HERITAGE LN
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400 S
SNAFFLE BIT RD
ALBERT S WHITE DR
WHITE LICK DR
SR 267
PERRY BLVD
FIELDSTONE DR
PERRYWORTH RD
INDIANAPOLIS RD
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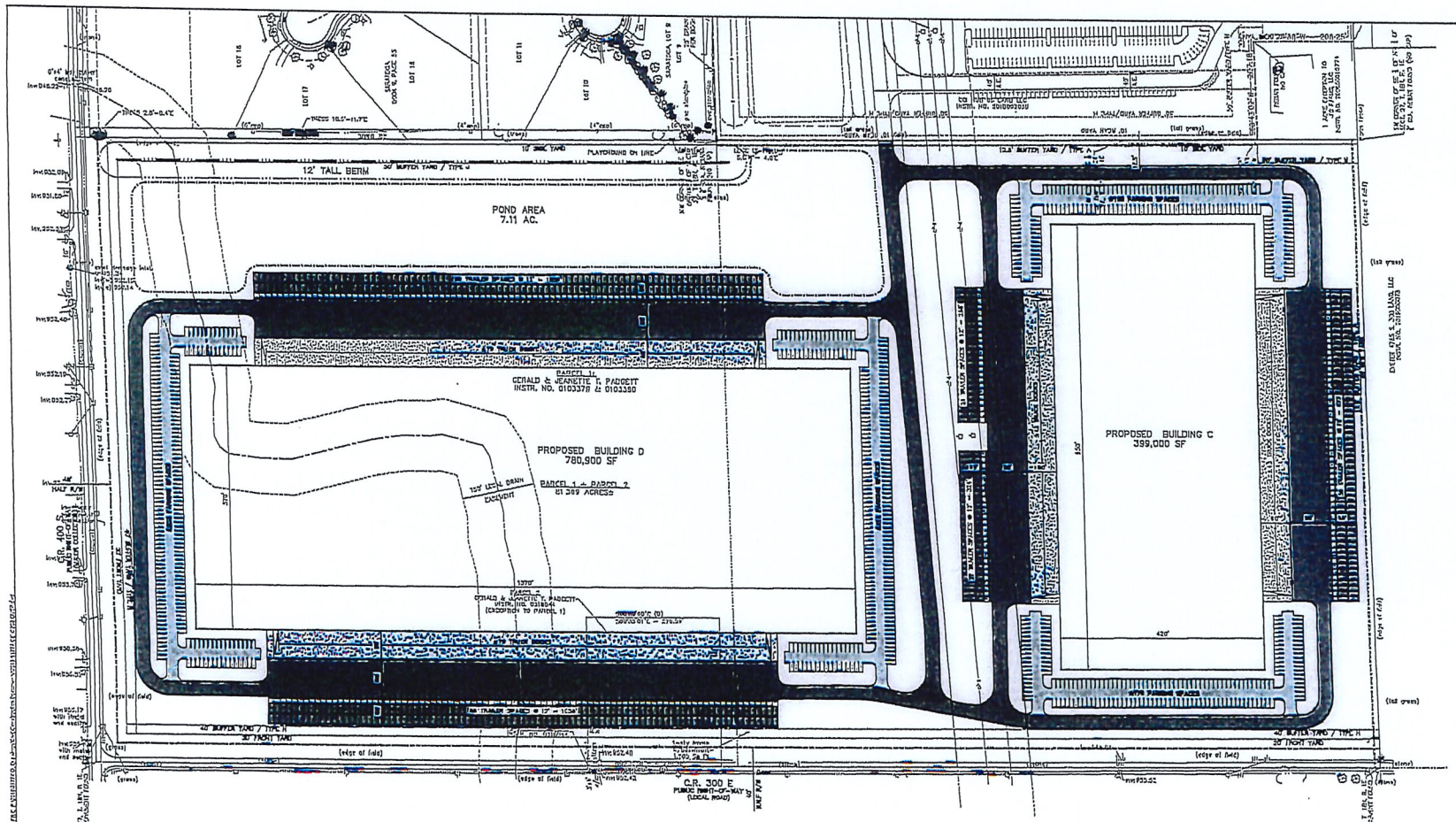
Exhibit 2

Exhibit 3



EXISTING LEGEND

- Air Conditioner
- Duct
- Combination Pole
- Deflector
- Electric Meter Box
- Gas Meter Sign
- Guy Wire
- Inlet
- Lit
- Light Pole
- Mailbox
- Pine
- Post
- Power Pole
- Sign
- Stand Pipe
- Stump
- Telephone Marker Sign
- Telephone Pole
- Telephone Pedestal
- Tree
- Wall
- Overhead Electric Line
- Overhead Telephone Line

SITE DATA TABLE

SITE ZONING	HEAL II
PROJECT AREAS	91.37± ACRES
BUILDING AREAS	1,130,400 SF
SITE IMPROVEMENTS AREAS	±6 ACRES
STANDARD PARKING (9'x19')	67±
ADA PARKING PROVIDED (INCLUDES 2 VAN ACCESSIBLE)	14
TOTAL PROPOSED PARKING	[illegible]
TRAILER PARKING	271

LOT "C" DATA TABLE

BUILDING C AREAS	399,000 SF
STANDARD PARKING (9'x19')	330
ADA PARKING PROVIDED (INCLUDES 2 VAN ACCESSIBLE)	8
TOTAL PROPOSED PARKING	338
TRAILER PARKING	[illegible]

LOT "D" DATA TABLE

BUILDING D AREAS	780,900 SF
STANDARD PARKING (9'x19')	409
ADA PARKING PROVIDED (INCLUDES 4 VAN ACCESSIBLE)	8
TOTAL PROPOSED PARKING	417
TRAILER PARKING	179

GENERAL NOTES

1. CONTRACTOR SHALL PROTECT AND NOT DESTROY THE PROPERTY CORNER MONUMENTS DURING CONSTRUCTION.
2. CONTRACTOR TO VERIFY LOCATION, SIZE AND DEPTH OF EXISTING UTILITIES PRIOR TO COMMENCING ANY CONSTRUCTION. CONTACT ENGINEER IF VARIATION EXISTS.
3. SEE SHEET C006 GENERAL NOTES FOR MORE INFORMATION.

!! CAUTION !!

THE LOCATIONS OF ALL EXISTING UNDERGROUND UTILITIES SHOWN ON THIS PLAN ARE BASED UPON MORE RECENT CHANGES (Drawings, but not limited to, invoices, letters, verbal, and phone mails) been be provided by others) JRA AND SPECIALISTS IN MAKING THEM ALSO BE OTHER EXISTING UNDERGROUND UTILITIES FOR WHICH THERE IS NO AVAILABLE EVIDENCE OR FOR WHICH NO ABOVE GROUND EVIDENCE WAS OBSERVED. THE EXACT LOCATIONS OF SUCH EXISTING UNDERGROUND UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO ANY AND ALL CONSTRUCTION.

CALL 811 BEC
"811" OR 1-800-382-5544
— INDIANA UNDERGROUND —

Table 1, Land Use Districts		
R3	Medium Density Single Family and Two-Family Residential	This is a medium density single-family district, which may include two family dwellings by Development Plan Approval. Development in this district typically ranges from 1.75 homes per acre to 3.00 homes per acre. In this district, residential development at these densities requires connection to public water and public sewer utilities.
R4	High Density Single and Two-Family Residential	This district is established for high-density single-family dwellings and may include two-family dwellings by Development Plan Approval. Single and two-family development in this district typically ranges from 3 homes per acre to 4.25 homes per acre. Two-family development typically ranges from 7 units per acre to 12 units per acre. In this district, single and two-family development at these densities requires connection to public water and public sewer utilities.
MF	High Density Multi-Family Residential	This is a high-density multi-family district. Development in this district is typically at a density of 7 to 12 dwelling units per acre. Development in this district requires connection to public water and public sewers.
Commercial Districts		
LB	Local Business	This district is designed and located in neighborhoods to accommodate the primary needs of that locality. This district would place convenience and necessity facilities close to consumers in limited areas close to residences.
PB	Professional Business	This district is established as a buffer generally between commercial and residential districts permitting selected business and professional uses having limited contact with the public.
UB	Urban Business	This district is designed to address the needs of existing and future downtown development. This district carries virtually all of the characteristics of the GB District but without setbacks, buffer yards, or other design requirements common to suburban development.
GB	General Business	This district is designed to include central business districts in established urban places. This district would be used for most types of business and service uses.
AB	Accommodation Business	This district is established to include areas adjacent to Interstate interchanges and is designed to serve the needs of the public traveling on these major thoroughfares.
Industrial Districts and PUD's		
I1	Light Industry	This district is established to accommodate light industrial uses in which all operations, including storage of materials would be confined within a building, and would include warehousing operations.
I2	General Industry	This district is established for all types of industrial uses requiring both enclosed and unenclosed spaces for storage, manufacturing, and fabricating.
PUD	Planned Unit Development	This district is established to encourage improved land development and building site design, to encourage and allow a variety of innovative uses, building types and arrangements, to allow development of land areas so planned, located or situated as to merit and justify consideration as a PUD district.

Exhibit 4

Land Use Plan
Perry and Worth Townships

The intersection of Highways 421 and 334 serves as an entry corridor into Zionsville. New commercial and mixed-use development should be restricted to the east side of US 421. New development should follow the US 421 overlay standards.

The Indianapolis Executive Airport (formerly Terry Airport), provides an excellent resource to industrial and commercial uses in and around Boone County. The airport has experienced substantial growth due to the overflow of general aviation uses from Indianapolis International Airport. The capacity of the airport, its proximity to surface transportation to Indianapolis along SR 421 and US 31, and existing area commercial and industrial land uses provide the perfect opportunity for mixed-use development to occur around the airport with focus on additional commercial and industrial opportunities. Specific development standards and land-use requirements that help protect existing property values, promotes the health and safety of the surrounding areas while accommodating future airport expansion should be incorporated into any type of growth and new development in or around the airport

Perry and Worth Townships

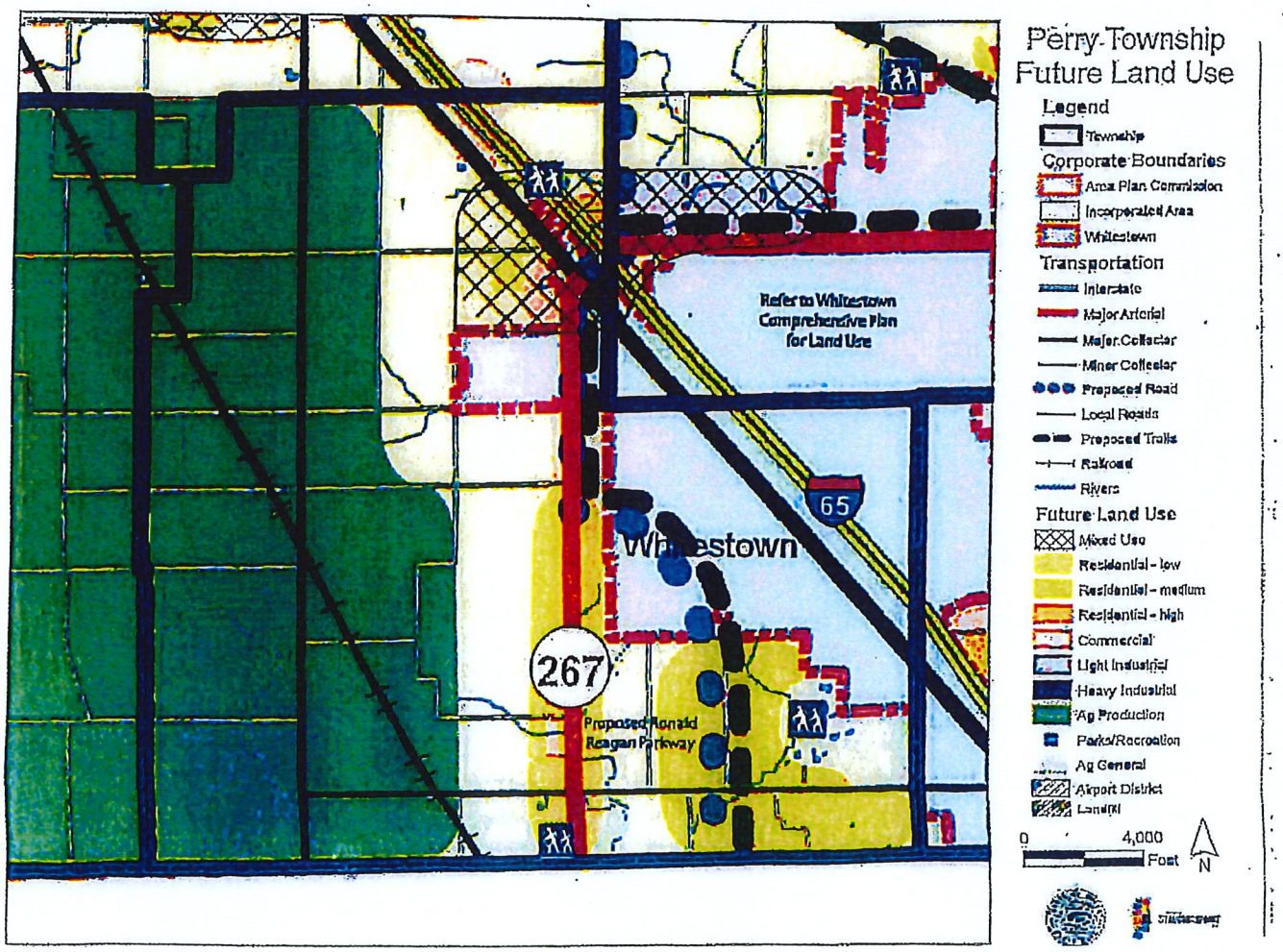
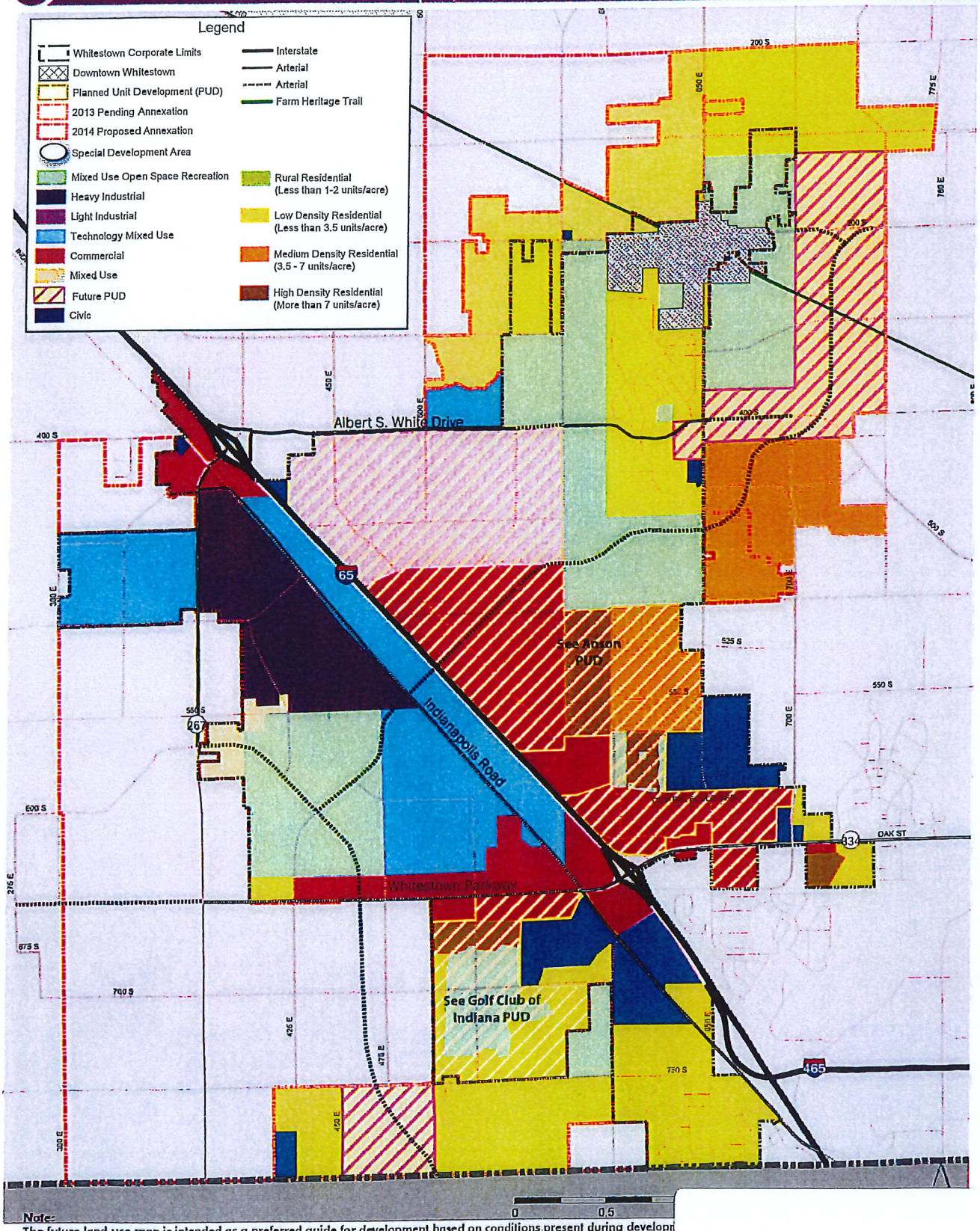


Exhibit 5

4: LAND USE

Future Land Use Map (Corporate boundary & 2013 pending annexation)



Note:
The future land use map is intended as a preferred guide for development based on conditions present during developi
map is intended to be flexible and a living document, allowing for revisions and adjustments as the community evolves.

Exhibit 6

ZIONSVILLE
FOR ALL THE RIGHT REASONS

To: Wayne DeLong, Director of Planning and Economic Development
From: Beam, Longest & Neff, LLC., Town Engineer
John Beery, PE, PTOE, PTP
Date: November 22, 2019

We have completed our review of the following submittal for the referenced project.

PROJECT DESCRIPTION

Project	Name	Hub I-65 Phase 2	
	Location	Southeast Corner of 4255 S 300 East	
	Developer	Van Trust Real Estate	
	Submittal	No. 1	
Documents Reviewed		Document Name	Document Date
		Petition No. 2019-52-Z	November 12, 2019
Zoning	Current	Rural AG	
	Proposed	Rural I-1	
Land Use	Current	Agricultural	
	Proposed	Rural I-1	
Requested Variances		None Identified in Petition	

Based on our review, we have developed the following list of items and comments:

I. RE-ZONING PETITION

1. The petition meets or exceeds the submittal requirements for a Traffic Impact Study per the requirements of Section 194.023 of the Town's Zoning Ordinance. A traffic impact study is required as part of the submittal and review. The traffic impact study presented from the previous project, dated October of 2018, should be revised and updated based on the proposed project. The Town of Whitestown and Boone County should be provided with copies of the study.

Exhibit 7

2. While it is acknowledged that this is a petition for zoning, to which is generally supported by the Town's Comprehensive Plan, it should be noted there are issues in the site plan exhibit which will require significant adjustment and will affect elements in the layout and design of the facility. This information has been shared with the petitioner at TAC and will be addressed in the development plan stage of the project.

Exhibit 7

ZIONSVILLE

FOR ALL THE RIGHT REASONS

To: Wayne DeLong, Director of Planning and Economic Development
From: Beam, Longest & Neff, LLC., Town Engineer
John Beery, P.E., PTOE, PTP
Date: December 11, 2019

We have completed our review of the following submittal for the referenced project.

PROJECT DESCRIPTION

Project	Name	Hub I-65 Phases 2 and 3	
	Location	Southeast Corner of CR 400 South and CR 300 East	
	Developer	VanTrust Real Estate	
	Submittal	No. 1	
Documents Reviewed		Document Name	Submittal Date
		Traffic Impact Study	12-10-19
Zoning	Current	AG	
	Proposed	Rural I-1	
Land Use	Current	Agricultural	
	Proposed	Industrial	
Requested Variances		N/A	

Based on our review, we have developed the following comments:

I. TRAFFIC IMPACT STUDY

A. The Capacity Analysis on page iii of the Executive Summary states that the analysis was completed in Synchro (Version 9.2) with methodology used from the HCM 2010. The latest methodology that should be used in that version of Synchro should be HCM 6th Edition, as it is the most recent version of the Highway Capacity Manual

B. Please provide copies of the actual graphs used for Land Use 154 used to determined trips generated as an attachment in the Study.

Exhibit 7

C. It is recommended that the report be reviewed by the Town of Whitestown as any changes proposed as part this study and the impacts of the development are under its jurisdiction.

D. Further review is pending any future revisions.

Exhibit 7

ZIONSVILLE
FOR ALL THE RIGHT REASONS

To: Wayne DeLong, Director of Planning and Economic Development
From: Beam, Longest & Neff, LLC., Town Engineer
John Beery, PE, PTOE, PTP
Date: February 5, 2020

We have completed our review of the following submittal for the referenced project.

PROJECT DESCRIPTION

Project	Name	Hub I-65 Phase 2	
	Location	Southeast Corner of 4255 S 300 East	
	Developer	Van Trust Real Estate	
	Submittal	No. 2	
Documents Reviewed		Document Name	Document Date
		Petition No. 2019-52-Z	December 16, 2019
		Site Exhibit and Cross Section	December 16, 2019
Zoning	Current	Rural AG	
	Proposed	Rural I-1	
Land Use	Current	Agricultural	
	Proposed	Rural I-1	
Requested Variances		None Identified in Petition	

A review was completed for the submittal and the following list of comments and items of note were developed.

I. RE-ZONING PETITION

1. While it is acknowledged that this is a petition for zoning, to which the Town is generally supportive and does not necessarily oppose, it should be noted there are issues in the site plan exhibit provided in the package which will affect the physical features and layout of the site and may need to be addressed. As a point of clarification and understanding, the issues may require adjustments to future site plan submittals and may affect zoning matters and future elements of design. Consideration should be given to each of the following matters

Exhibit 7

contained in the preliminary Site Exhibit and Cross-Section Exhibit submitted for the re-zoning.

i) The cross-section exhibit does not show or contain the safety ledge required 6 inches below the proposed normal pool per pages 10 and 11 of the Town's Stormwater Standards. The safety ledge affects pond area storage, which can affect pond size and the footprint of the overall pond, which can in turn affect other elements and dimensions of the site plan. Pending other considerations, such as pass-through and on-site drainage, this item could affect the overall area and size of the development.

ii) Areas of pavement are shaded differently on the exhibit and there is no legend for the shading differences to discern if they are supposed to be different materials, such as gravel, concrete or asphalt. This matter should be clarified by a legend.

iii) Bollards or roadside protection and parking barriers are required where pond's proximity to a road or parking area does not meet the clearance requirements of the Town's Stormwater Standards. The placement of bollards cannot interfere with the 10-foot safety ledge, which is also used as emergency access.

iv) The width of the 10-foot clearance ledge is required from the top of bank for any pond. The distance is not labeled on the exhibit, but it appears that the 10-foot ledge is from normal pool. Considering storage in the pond, there should be an additional distance between normal pool and top of bank prior to the ledge. The ledge also appears to be an inconsistent width at the south area of the berms and pond. The minimum clear distance will need to be checked during design, which could affect other site features.

v) The end of the large berm on the northeast corner of the site appears that it may interfere with the proposed pond's outlet and overflow route to the existing regulated drain. The berm will most likely need to be shortened from what is presently shown.

2. Other items of note include:
   a. Per Section 194.111, Item (I) General Design, Sub-Item 6 – No more than 15 parking spaces shall be permitted in a continuous row.
   b. Per Sub-Item 7 of the above-referenced Item- all parking areas consisting of more than 60 spaces shall provide separate pedestrian walkways. Please review and address this Sub-Item and all other referenced material in this section.
   c. Per the same Item referenced above, Sub-Item (2), Interior Landscaping, requires one canopy tree and shrubs every 15 parking spaces.
   d. The area with the pond in the middle eastern section of the site adjacent to the pond for Phase 1 should have a bufferyard and the required clearance from the property line for maintenance per the Town's Stormwater Technical Standards, whichever is greater. Landscaping cannot be contained in easements.
   e. Bufferyards and setback areas should be cross-checked to determine their adequacy to accept, contain, and contain all runoff on-site in swales or stormwater drainage systems, underdrains and any easement widths between the property line and edges of parking lots.

Exhibit 7

f. The legal drain which runs through the site serves offsite drainage areas, which are most likely a combination of existing depressional storage, overland flow, and piped flow. While it is noted that this petition is for re-zoning only, it should also be noted that there are elements concern in the attached exhibit regarding the maintenance and propagation of existing drainage patterns, flows, and easements. Please consult Section 3 on page 4 of Chapter 6 in the Town's Stormwater Technical Standards. Mitigation of this matter will most likely affect the configuration of the site shown as an exhibit in the application package. Upon a field inspection, it appears there are two crossings under CR 300 East, one on each side of the existing home, which serve approximately more than 200 acres. The project outlets to an existing culvert under CR 400 South near the northeast corner of the sit. Accommodation of drainage and flows from the off-site area of the south and the adequacy of perimeter swales to handle flow needs to be evaluated. In the event that other space use constraints are identified during design, and which are not considered in the renderings, such as drainage ditches and easements, future bufferyard adjustments or styles may need to be considered.

g. The pond setback from the top of bank to the on the east side of the property should be at least 15 feet to meet standard easement requirements.

h. The proposed site needs to accommodate a landscaping plan that meets the intent of the Town's Zoning and Subdivision Ordinances. Bufferyards, drainage facilities, and other site features must be balanced to accommodate these requirements.

i. Other than the large berm, other landscaping features are not shown and landscaping is not permitted in any drainage easement.

j. Pass through flows and emergency overflow routes should be designed to Town and County Standards. This may affect bufferyards, berms, and landscaping features.

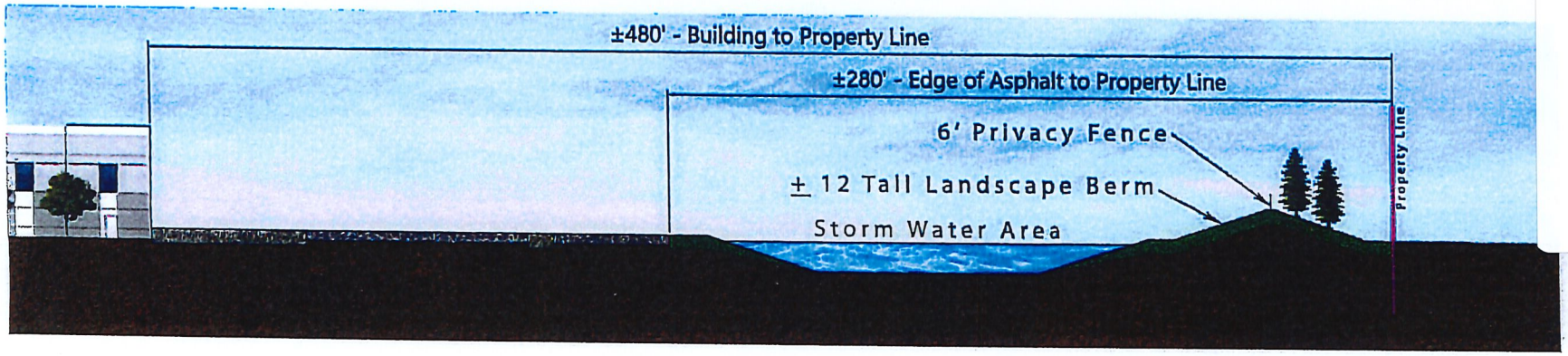
k. With the exception of the upstream pass-though flow from the adjacent properties, the expectation is that all drainage will be contained on-site and routed to the proposed detention pond.

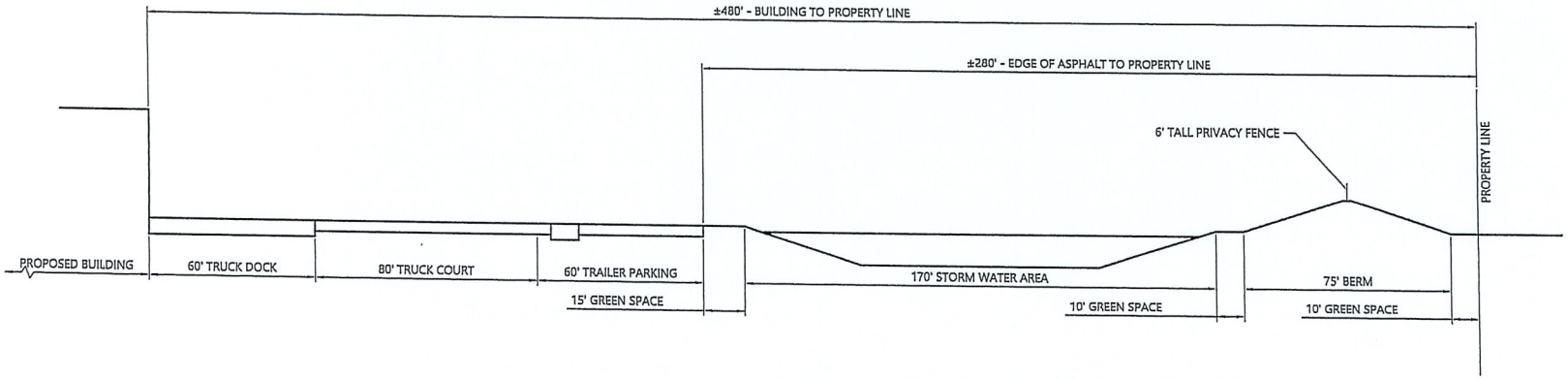
l. Easements and drainage facilities may affect elements in the site plan.

3. Further review of the project is pending future submittals and more detailed information.

Exhibit 7

Exhibit 8





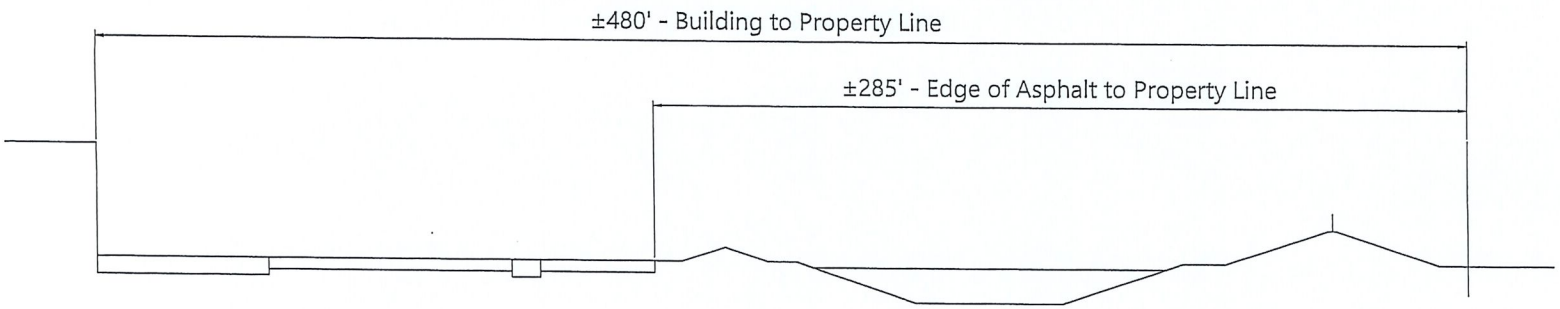
November 25, 2019

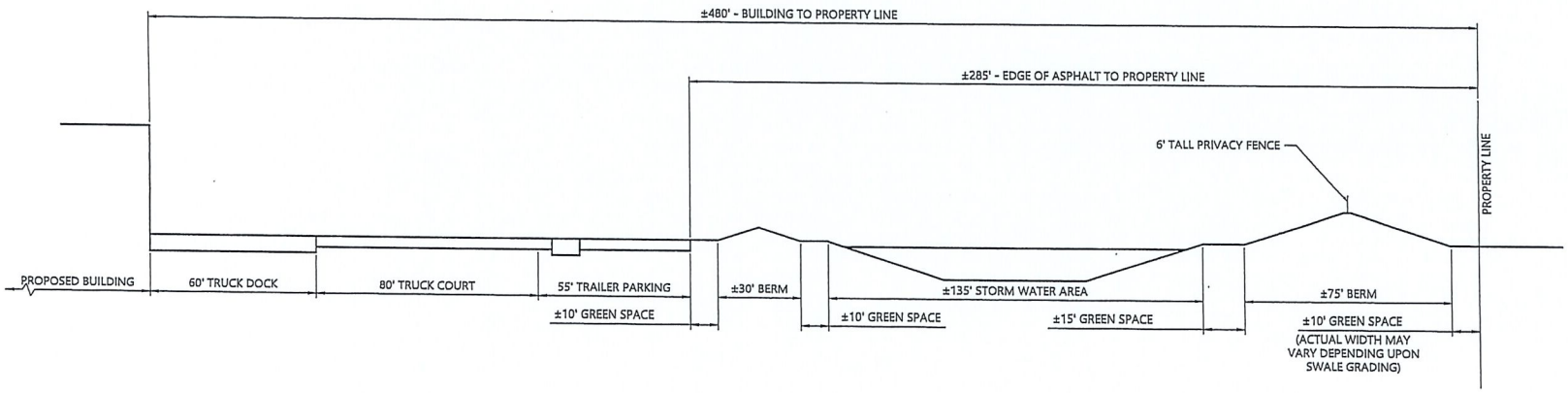
Cross Section Exhibit

HUB I-65 - Phase II
S.R. 267 and Indianapolis Road
Zionsville, Indiana 46075

STRUCTUREPOINT

Exhibit 8





0' 20'
SCALE 1"=20'

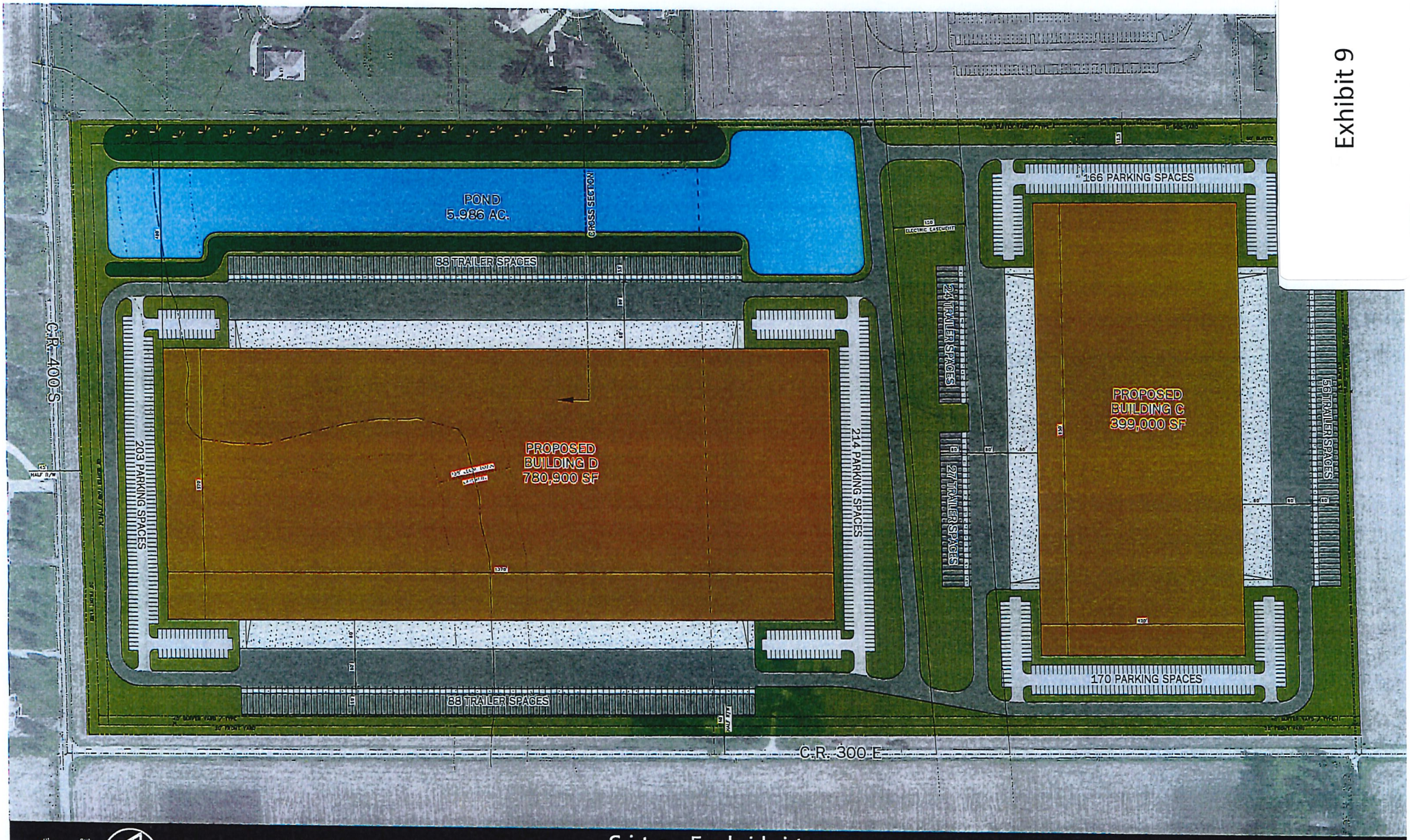
January 13, 2020

Cross Section Exhibit

HUB I-65 - Phase II
S.R. 267 and Indianapolis Road
Zionsville, Indiana 46075

AMERICAN STRUCTUREPOINT INC
2019 01774

Exhibit 9



SCALE 1" = 80'

January 13, 2020

Site Exhibit

HUB I-65 - Phase II
S.R. 267 and Indianapolis Road
Zionsville, Indiana 46075

AMERICAN STRUCTUREPOINT INC

2019 01774

ZIONSVILLE PLAN COMMISSION
Docket Number 2019-52-Z
4255 S 300 E

PROPOSED COMMITMENTS LIST

1) Light poles constructed on the Real Estate that are directly adjacent to residential areas shall not be more than 20 feet in height.
2) Lighting installed on buildings constructed on the Real Estate that are directly adjacent to residential areas shall be shielded (i.e. directed downwards) LED lights and not placed higher than 20 feet from ground level.
3) Owner shall construct and maintain a landscaped berm along the Real Estate's eastern property line, where abutting Saratoga subdivision (approximately 12 feet tall and 60 feet wide). Slow or no-grow grass species shall be planted upon the berm. Owner will landscape the berm with a mixture of evergreen and deciduous trees at a planting density and spacing as depicted on the Site Plan accompanying these Commitments. Owner to replace, at is expense, any dead trees or plantings. It is the intention of the Owner that the building grade will not be unnecessarily and artificially raised in a manner substantially diminishing the visual barrier provided by the berm and fence height totaling approximately 18 feet, together with the landscaping. Owner establishing the building grade as part of the development plan approval process and to "balance" the Real Estate from the standpoint of cut and fill and to assure proper drainage shall not be deemed unnecessarily and artificially raising the building grade.
4) Owner shall install an approximately 6-foot privacy fence on the top of the berm. The fence shall be made of cedar and extend the entirety of the eastern property line, where abutting Saratoga subdivision, as depicted on the Site Plan accompanying these Commitments. The fence system shall be approved by a licensed engineer. Owner further agrees to maintain the fence and, if necessary, repair and replace damaged posts, boards and other components of the fence in a reasonably timely manner.
5) The goal of the berm and fence is to be in total 18 feet in combined height. Owner may reasonably adjust the height of the fence and/or berm to achieve the goal height.
6) No building constructed on the Real Estate shall exceed 55' in height.
7) Signage on the east side of buildings on the Real Estate, and across from that portion of the Real Estate adjacent to the Saratoga subdivision, shall not exceed 20 feet in height.
8) The development of the Real Estate shall comply with the submitted Site Plan and provide the buffer areas as shown on such plan.
9) Owner will screen any outside dumpsters in accordance with the Zionsville ordinance requirements.

Exhibit 10

Janice Stevanovic

From: Janice Stevanovic
Sent: Thursday, December 12, 2019 3:21 PM
To: Price, Matt
Cc: Nixon, Ross; Raif C. Webster - VanTrust Real Estate, LLC (raif.webster@vantrustre.com)
Subject: HUB I-65 Phase 2 Commitments

Matt,
We are sharing the following Engineer comments regarding the commitments presented in the December Plan Commission Packets.
Please let us know if you have any questions/concerns.

Janice Stevanovic
Planner II/Project Manager
Town of Zionsville
1100 W. Oak Street
Zionsville, IN. 46077
317-873-1574
jstevanovic@zionsville-in.gov

1. The berm width in the commitments (60 feet) does not match the berm width in the exhibit that was attached (75 feet).
2. The 10 foot greenspace around the pond should be 15 feet, which is the minimum easement required in the Stormwater Standards and the Town's desired distance around a pond for maintenance. The green space width should match the easement width for maintenance purposes. This should be confirmed.
3. Commitment number 8 references the site plan and states bufferyards. I recommend editing that statement to read: "The development of real estate shall comply with the bufferyard requirements for Rural development standards and process outlined in the Town's Zoning Code." The email we just received states the bufferyards won't be a part of the zoning petition, but the commitments presented in the package references the site plan and specifically references bufferyards.
4. Recommend a note that all dimensions and layouts are subject to final site design requirements.

Exhibit 11

Exhibit 12

ZIONSVILLE
FOR ALL THE RIGHT REASONS

PUBLIC PROCESS FOR CHANGE OF ZONING REQUESTS (I.C. 36-7-4-600) integrated with Town of Zionsville Plan Commission Rules of Procedure

PLAN COMMISSION HEARING PROCESS-FOR CHANGE IN ZONING (filing date is a minimum of 31 days prior to the initial hearing)

STEP ONE	DAY 1	DAYS 3-5	DAYS 12-14	DAYS 12-20	DAY 31
ACTION	Public Filing	Plan Commission Agenda Posted to Town Website	Legal Notice of Plan Commission Meeting Published in Newspaper	Legal Notice Mailed to Adjoiners	Public Hearing Occurs *first public interaction*
DETAILS ON ACTION:	Indiana Code requires Plan Commission to hold a hearing within 60 days of the filing	Second opportunity of public to learn of a filing (first is to check with staff after passing of deadline for filing)	Published in a newspaper of general circulation at least 10 days prior to the hearing (regulated by Indiana Code). (Third opportunity for public to be made aware of a rezoning request)	Notices are mailed to interested parties (interested parties are defined by the Plan Commission) (Fourth opportunity for public to to be made aware of a rezoning)	Hearing can be continued from time to time and results in a recommendation being forwarded to the Town Council within 10 business days of the final determination (Indiana Code stipulates timing)
INTERESTED PARTIES:	Call on Town Hall to confirm what has been filed	Watch website for updates	Publication occurs on Wednesdays (typically, using Zionsville Sentinel Times)	Mail arrives certified	Hearing(s) occur at Town Hall -Public Hearing (& fifth time public to be made aware of rezoning request) is on a set schedule published yearly

TOWN COUNCIL MEETING PROCESS-FOR CHANGE IN ZONING

STEP TWO	DAYS 32-41	DAYS 41-119	DAYS 42-135
ACTION	Matter is Forwarded to Town Council	Town Council Posts Agenda to Town Website	Town Council Holds Public Meeting *second public interaction*
DETAILS ON ACTION:	Town Council discusses request at an agenda setting meeting (& sixth time public to be made aware of a rezoning request)	Seventh opportunity of public to be made aware of a rezoning request (Note: Town Council, by Indiana Code, has up to 90 days to take action on a change in zoning)	Eighth opportunity of public to be made made aware of a rezoning request

Notes:

1) This listing does not include any reference to Staff review of the filing (though a part of the process).

2) Indiana Code does not require the Town Council to hold a meeting (a request not scheduled for a meeting is deemed effective/adopted as recommended by the Plan Commission).

3) This shall serve as a guide of the rezoning process as regulated by state law and further described in local ordinance as well as the Plan Commission's Rules of Procedure (the "Laws"). This document is only a guide and is not intended to circumvent or deviate from the Laws associated with rezoning land in Indiana.

1100 West Oak Street, Zionsville, Indiana 46077 Main Line: 317-873-8247
www.zionsville-in.gov/planning

3/15/2018

Petition Number:	2020-01-PP
Project Address:	Approximately 10901 E. CR 300 South (146th Street) and U.S. Highway 421 (Michigan Road)
Project Name:	Appaloosa Crossing - Primary Plat
Owner & Petitioner:	Harris FLP
Representatives:	Matthew Price, Attorney for Petitioner Dentons Bingham Greenebaum LLP
Request:	Petition for a Primary Plat of 57.53± acres to establish an integrated commercial center consisting of 12 lots, 2 blocks, and 4 common areas within the Rural General Business Zoning District (GB), the Rural Professional Business District (PB), and the Low Density Single-family and Two-family Residential District (R2). The subject site is also within the Michigan Road Overlay.
Current Zoning:	Rural General Business Zoning District (GB), Rural Professional Business District (PB), and the Low Density Single-family and Two-family Residential District (R2). The subject site is also within the Rural Michigan Road Overlay (MRO).
Current Land Use:	Undeveloped / Agricultural - currently farmed
Approximate Acreage:	57.53± acres
Related Petitions:	07-EA-16-839 (2008 Rezoning while under the jurisdiction of Boone County) 2016-45-CA - Approved 2019-44-CA - Approved 2019-45-Z - Approved 2020-03-DP - Pending 2020-04-CA - Pending
	Exhibit 1 – Staff Report Exhibit 2 – Aerial Location Map Exhibit 3 – Petitioner's Project Narrative Exhibit 4 – Primary Plat and Site Infrastructure Drawings Exhibit 5 – Town Engineer's Memo (dated February 6, 2020) Exhibit 6 – Petitioner's Findings of Fact
Staff Presenter:	Wayne DeLong, AICP, CPM

PROJECT OVERVIEW

Petition History:

This petition will receive a public hearing at the February 18, 2020, Plan Commission Meeting. The Zionsville Board of Zoning Appeals initially heard two Development Standard Variances (2020-03-DSV) on February 5, 2020, regarding landscaping for the proposed multi-tenant retail project to be constructed on the "Shops" lot of the proposed plat. After discussing the filing with the Petitioner and amongst the membership, the Board of Zoning Appeals moved to continue the case, and the Petition will be again discussed on March 4, 2020.

Location and Adjacent Zoning:

The subject property of 57.53± acres is located on the southeast corner of the intersection CR 300 South (146th Street) and U.S. Highway 421. The property is currently undeveloped and is farmed. The subject property is bordered on the north, on the opposite side of CR 300 South, by a number of uses and zoning classifications. These include a site formerly used as a landscape nursery (now vacant) which is zoned Local Business (LB); a private residence zoned Agricultural (AG); and the Brookhaven residential subdivision zoned Low Density Single-family and Two-family Residential District (R2). The entire eastern border to the subject property is the Willow Glen residential subdivision which is zoned Low Density Single-family and Two-family Residential District (R2). The subject site is bordered on the south by the Bridlewood residential subdivision which is zoned Low Density Single-family Residential (R1). The subject property is bordered on the west, on the opposite side of U.S. Highway 421, by a number of private residences which are zoned Low Density Single-family and Two-family Residential District (R2).

PRIMARY PLAT REVIEW

Subdivision Control Ordinance:

Review of the Primary Plat included multiple meetings with the Petitioner, the conducting of a Technical Advisory Meeting, review of revised plans, with the current status of the review being documented in the Town Engineer's Memo (Exhibit 5). Using the standards of the Zionsville Subdivision Control Ordinance (SCO) the Primary Plat was found to be generally in compliance with the Town's Ordinance with the exceptions as noted in the Town Engineer review letter. As of this writing, the Petitioner is currently reviewing the Town Engineer's review letter dated February 6, 2020, (associated with a January 31, 2020 submittal) to address remaining comments (see section below titled "Engineer's Comments").

Zoning Ordinance:

The primary plat has been reviewed using the standards of the Zionsville Zoning Ordinance and found to be in generally in compliance with the exception of the comments within the Town Engineers memo (Exhibit 5).

Street and Highway Access:

The overall proposed development intends two (2) access points from U.S. Highway 421 and three (3) on CR 300 South. The two access points on U.S. Highway 421 consist of one full access and one right-in/right-out. The three access points on CR 300 South consist of two full access and one right-in/right-out. The applicant is engaged in ongoing communications with INDOT jurisdiction to gain approval of these access points.

Storm Water Management:

The projects storm water management plan has been reviewed by Town staff and the Town Engineer. Review of the drainage information is currently ongoing for further review and internal discussion.

Declarations Covenants and Restrictions:

Petitioner has provided "Declaration of Covenants, Restrictions and Easements for Appaloosa Crossing" which are applicable to all property within the integrated center. Certain items within the Declaration need to be corrected (see page 17 of Exhibit E).

Engineer's Comments (summary of Exhibit 5):

As mentioned earlier, the review of the Primary Plat and its related facets were the topic of multiple meetings between Staff and the Petitioner. Many issues have been resolved, however there are two aspects of the proposed development on which the current Town Engineer's comments focus: details of the Traffic Impact Study and design of the drainage facilities.

The filed Traffic Impact Study was a draft and has not been updated. The draft study did not include specific uses now contemplated for the integrated center and utilized a different site plan than the one currently under consideration. The Town's Engineer's concludes his statements regarding the study (which begin on Page 16 of Exhibit 5) with "Neither the assigned uses used in the Traffic Impact Study nor the uses in in the Study's site plan and the most current site plan are consistent. Please rectify the uses in the Impact Study and with the proposed site plan and apply the appropriate use codes for trip generation and pass-by trips."

Regarding the design of drainage facilities for the proposed integrated center, significant revisions have been undertaken since the initial filing of the project with Staff and the Petitioner working together toward a working solution. While the recent submittals have shown improvements, due to the timing and the amount of revisions needed, the Town's Engineer notes some certain items which must still be either labeled or resolved. A majority of these remaining items are found on Page 3 of Exhibit 5.

PUBLIC POLICY

Comprehensive Plan:

The 2014 Comprehensive Plan Amendment identifies Mixed Use as the proposed land use for the subject property. The proposed integrated center is consistent with this proposed land use.

Transportation Plan:

The overall proposed development intends two (2) access points from U.S. Highway 421 and three (3) on CR 300 South. The two access points on U.S. Highway 421 consist of one full access and one right-in/right-out. The three access points on CR 300 South consist of two full access and one right-in/right-out. The applicant is engaged in ongoing communications with INDOT jurisdiction to gain approval of these access points.

Water and Sewer:

A Technical Advisory Committee was held on January 23, 2020. Based on that meeting, Staff is unaware of any concerns regarding capacity of utilities which would service the area.

Findings of Fact:

The Plan Commission may approve a Primary Plat upon finding that:

(a) Adequate provisions have been made for regulation of minimum lot depth and minimum lot area

(b) Adequate provisions have been made for the widths, grades, curves and coordination of subdivision public ways with current and planned public ways; and

(c) Adequate provisions have been made for the extension of water, sewer, and other municipal services.

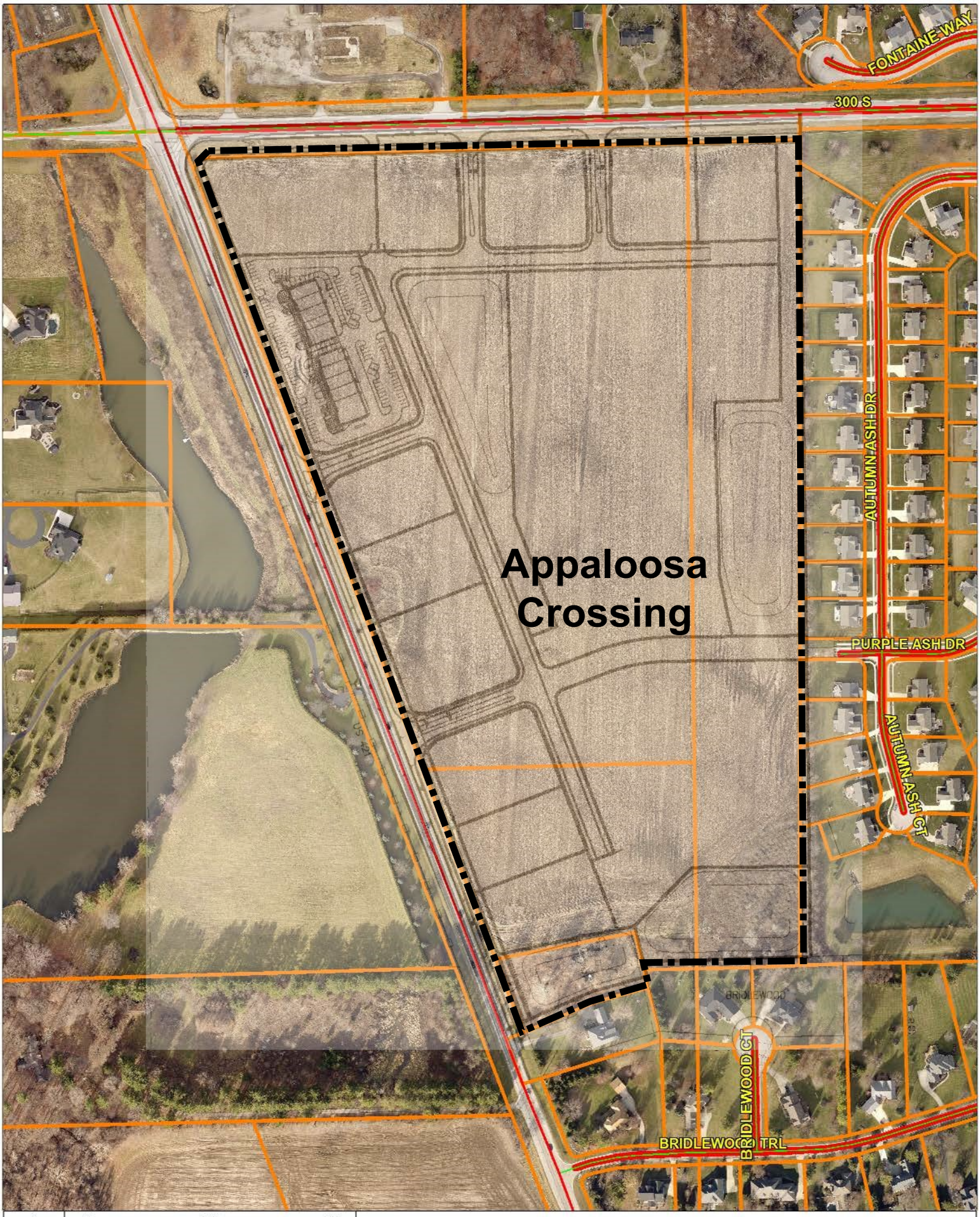
Findings as submitted by the Petitioner are attached as a part of this report.

STAFF COMMENTS

Staff recommends approval of the petition 2020-01-PP subject to the Petitioner addressing all comments noted within the Town Engineer's Comment Memo (Exhibit 5).

RECOMMENDED MOTION - PRIMARY PLAT

I move that Docket 2020-01-PP Petition for Primary Plat Petition approval to establish 12 lots, 2 blocks, and 4 common areas within the Rural General Business Zoning District (GB), the Rural Professional Business District (PB), and the Low Density Single-family and Two-family Residential District (R2), and also being within the Michigan Road Overlay, be (Approved based on the findings of fact / Denied / Continued) as presented, provided that the Secondary Plat shall not be approved unless and until all comments noted within the Town Engineer's Comment Memo (Exhibit 5) are satisfied.



N
W E
S

0 300 600

1" – 300ft

Appaloosa Crossing - Location Map - Exhibit 2

Project Narrative

Harris FLP originally rezoned the property in 2008. Pursuant to this previous rezoning, Harris FLP committed to a variety of development features and land uses. The project was originally anticipated to be anchored by a large grocery store on the northern portion of the property with predominantly office uses on the southern portion of the property. The development also anticipated out lots along Michigan Road and 146th Street (CR 300S), including a fire station to be located upon southernmost out lot along Michigan Road.

In 2019, Harris FLP modernized the zoning commitments for the property to permit, among other things, residential uses and enhanced pedestrian connectivity. These revisions reflect the mixed-use project envisioned today, anticipating residential uses and incorporating desired amenities and offerings for the Appaloosa Crossing occupants themselves and surrounding neighborhoods. Given the mixed-uses planned for Appaloosa Crossing, the project is moving forward in phases, with the retail shops comprising the first phase.

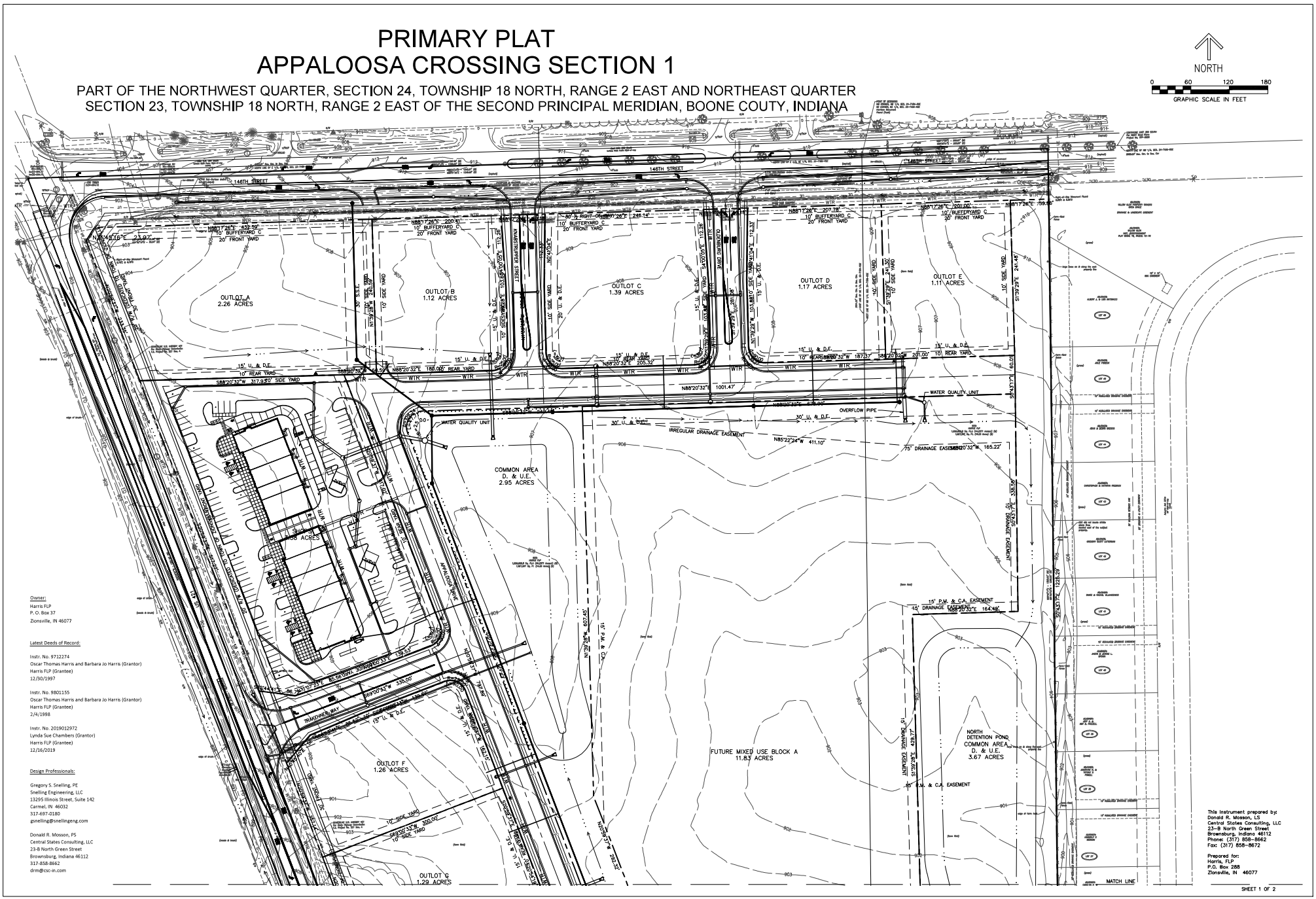
The architecture for the retail shops building is inspired by the white barn the Harris family previously maintained on the property earlier in the family's over 50 year history owning the property, and the building pays homage to that legacy, as well as the current equestrian land uses that help shape the area landscape. Appaloosa Crossing is requesting a waiver of architectural design requirements as part of the development. The proposed design for Appaloosa Crossing is a modern interpretation of some of the first barn styles built in the United States and those which define the landscape in equine architecture. The architectural style is meant to fit into and complement the surrounding rural architecture and nearby stables, while still being noticed as a product of its time. As the commission has noted, this building is the first in the overall integrated center and looks to establish this agrarian style as a strong foundation for future projects. We believe this development will provide this district with a unique sense of place that will increase property values, exist cohesively with existing residential uses, and attract new businesses.

The design for Appaloosa Crossing also requests a waiver of building material development requirements. The proposed design is comprised of materials which are all approved for the overlay district, executed in a modern style. A strong stone base of stacked limestone with accompanying stone lintels and sills is complemented with traditional board and batten siding above while utilizing EIFS for vertical parapets and sign band areas. The gable roof areas will feature a standing seam metal roof while flat roof areas will have a standard membrane roof covering.

Appaloosa Crossing seeks to be a unique addition to the Michigan Road Overlay area that will attract businesses looking to be part of a distinctive development. Harris FLP anticipates subsequent phases to begin in the near terms, with plans anticipated to be filed later this winter or early Spring.

PRIMARY PLAT
APPALOOSA CROSSING SECTION 1

PART OF THE NORTHWEST QUARTER, SECTION 24, TOWNSHIP 18 NORTH, RANGE 2 EAST AND NORTHEAST QUARTER SECTION 23, TOWNSHIP 18 NORTH, RANGE 2 EAST OF THE SECOND PRINCIPAL MERIDIAN, BOONE COUTY, INDIANA



Owner:
Harris FLP
P. O. Box 37
Zionsville, IN 46077

Latest Deeds of Record:

Instr. No. 9712274
Oscar Thomas Harris and Barbara Jo Harris (Grantor)
Harris FLP (Grantee)
12/30/1997

Instr. No. 9801155
Oscar Thomas Harris and Barbara Jo Harris (Grantor)
Harris FLP (Grantee)
2/4/1998

Instr. No. 2019012972
Lynda Sue Chambers (Grantor)
Harris FLP (Grantee)
12/16/2019

Design Professionals:

Gregory S. Snelling, PE
Snelling Engineering, LLC
13295 Illinois Street, Suite 142
Carmel, IN 46032
317-697-0180
gsnelling@snellingeng.com

Donald R. Mosson, PS
Central States Consulting, LLC
23-B North Green Street
Brownsburg, Indiana 46112
317-858-8662
drm@csc-in.com

This instrument prepared by:
Donald R. Mosson, LS
Central States Consulting, LLC
23-B North Green Street
Brownsburg, Indiana 46112
Phone: (317) 858-8662
Fax: (317) 858-8672

Prepared for:
Harris, FLP
P.O. Box 288
Zionsville, IN 46077

SHEET 1 OF 2

Exhibit 4

PRIMARY PLAT
APPALOOSA CROSSING SECTION 1

PART OF THE NORTHWEST QUARTER, SECTION 24, TOWNSHIP 18 NORTH, RANGE 2 EAST AND NORTHEAST QUARTER SECTION 23, TOWNSHIP 18 NORTH, RANGE 2 EAST OF THE SECOND PRINCIPAL MERIDIAN, BOONE COUTY, INDIANA

NORTH

0 60 120 180
GRAPHIC SCALE IN FEET

MATCH LINE

This instrument prepared by:
Donald R. Mosson, LS
Central States Consulting, LLC
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Brownsburg, Indiana 46112
Phone: (317) 858-8662
Fax: (317) 858-8672

Prepared for:
Harris, FLP
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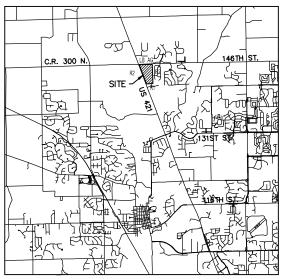


AREA MAP WITH ZONING OF ADJACENT PROPERTIES
SCALE: 1" = 2000'

LAND DESCRIPTION
Part of the Northeast Quarter of Section 23 and part of the West Half of the Northwest Quarter of Section 24, all in Township 18 North, Range 2 East of the Second Principal Meridian, Eagle Township, Boone County, Indiana, more particularly described as follows:

Commencing at the Northwest Corner of the West Half of said Section 24, Township 18 North, Range 2 East, also being the point of beginning of the 2.424-acre tract of land granted to the Board of Commissioners of Boone County, Indiana ("146th/ Street right-of-way") (recorded as Instrument Number 2008000103210 in the Office of the Recorder of Boone County, Indiana) (recorded information within this description is found in said Recorder's Office unless otherwise noted); thence North 88 degrees 17 minutes 09 seconds East 289.97 feet along the North Line of said Northwest Quarter (289.95 feet - deed to Harris FLP (Instrument Number 9712274) and the northern line of said 146th/ Street right-of-way to the northwestern corner of the subdivision known as Willow Glen ("Willow Glen") (Instrument Number 200700004267, Plat Book 16, Pages 72-76); thence South 00 degrees 43 minutes 17 seconds East 68.47 feet (68.45 feet - deed) along the western line of said Willow Glen and the eastern line of said 146th/ Street right-of-way to the southeastern corner thereof and the POINT OF BEGINNING of this description; thence continue South 00 degrees 43 minutes 17 seconds East 2032.22 feet along the western line of said Willow Glen to the southwestern corner thereof on the northern line of the subdivision known as Bridlewood (Plat Book 6, Pages 105-107); thence South 88 degrees 12 minutes 57 seconds West 414.38 feet (415.11 feet - deed) along said northern line to a corner therein on the eastern line of the 1.3545-acre tract of land granted to Harris FLP ("FLP tract") (Instrument Number 2019012972) (the following three (3) courses are along the boundary of said FLP tract); (one) South 13 degrees 20 minutes 34 seconds East 37.23 feet to the northeastern corner of the 1.1308-acre tract of land granted to Keith A. and Mary F. Beck ("Beck tract") (Instrument Number 02002274); (two) South 74 degrees 20 minutes 03 seconds West 140.70 feet (140.22 feet - deed) along the common line of said FLP and Beck tracts to a common corner; (three) South 66 degrees 02 minutes 18 seconds West 236.83 feet (236.73 feet - deed) along said common line to the centerline of U. S. Highway 421 (Michigan Road) per Indiana State Highway Commission plans for F.A. Project No. 221, Sec. A as found in the Indiana Department of Highways Archives; thence North 20 degrees 54 minutes 20 seconds West 1094.51 feet along said centerline; thence continue North 20 degrees 59 minutes 37 seconds West 1301.82 feet along said centerline to the North Line of the Northeast Quarter of said Section 23; thence North 88 degrees 21 minutes 17 seconds East 52.99 feet along said North Line to the northwestern corner of said 146th/ Street right-of-way (the following three courses are along said 146th/ Street right-of-way); (one) South 20 degrees 59 minutes 37 seconds East 105.77 feet (105.78 feet - deed); (two) North 31 degrees 45 minutes 16 seconds East 35.96 feet (35.94 feet - deed); (three) North 88 degrees 17 minutes 26 seconds East 1479.70 feet (1480.75 feet - deed) to the POINT OF BEGINNING, containing 56.453 acres, more or less.

LEGEND:

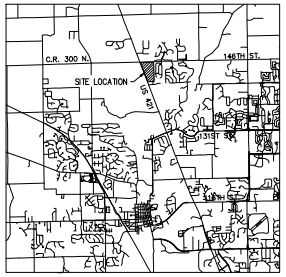
(double line)	PROPOSED STORM SEWER
(heavy line)	PROPOSED SANITARY SEWER
—— WTR ——	PROPOSED WATER LINE
——T——	PROPOSED BURIED TELEPHONE LINE
——E——	PROPOSED BURIED ELECTRIC LINE
——G——	PROPOSED GAS LINE

Address Table	
Lot	Address
A	10701 East County Road 300 South
B	10775 East County Road 300 South
C	10825 East County Road 300 South
D	10945 East County Road 300 South
E	10959 East County Road 300 South
Shops	3233 South U.S. 421
F	3245 South U.S. 421
G	3251 South U.S. 421
H	3255 South U.S. 421
I	3263 South U.S. 421
J	3295 South U.S. 421
K	3301 South U.S. 421

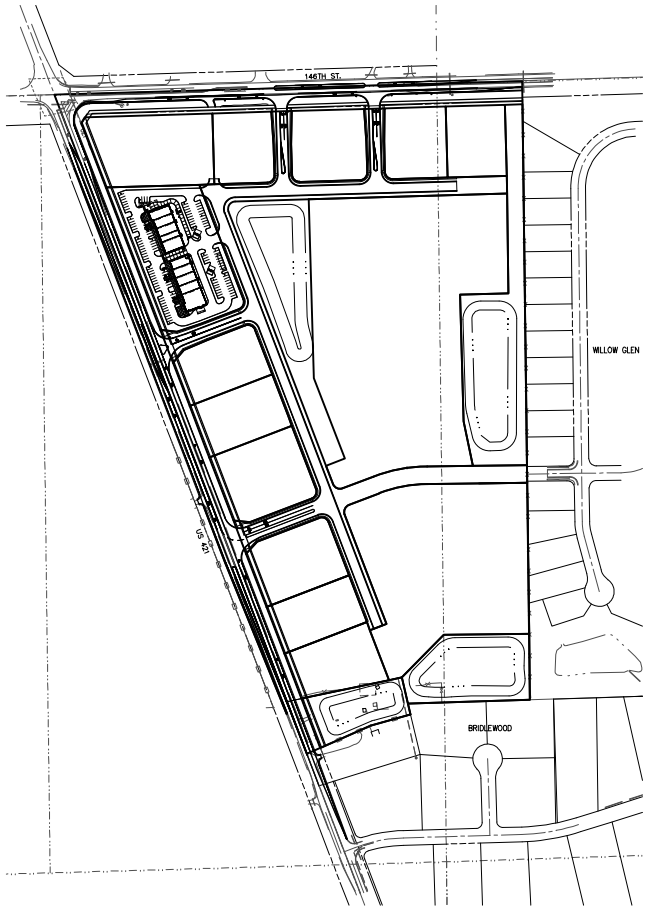
Exhibit 4

CONSTRUCTION DOCUMENTS
APPALOOSA CROSSING - SITE INFRASTRUCTURE

PART OF THE NORTHWEST QUARTER, SECTION 24, TOWNSHIP 18 NORTH, RANGE 2 EAST AND NORTHEAST QUARTER SECTION 23, TOWNSHIP 18 NORTH, RANGE 2 EAST OF THE SECOND PRINCIPAL MERIDIAN, BOONE COUTY, INDIANA



LOCATION MAP
SCALE: 1" = 2000'



INDEX TO DRAWINGS

NO.	DESCRIPTION
1	COVER SHEET
2	GENERAL INFORMATION
3	OVERALL SITE PLAN
4–5	MAINTENANCE OF TRAFFIC PLAN
6–13	SITE DEVELOPMENT PLAN
14–18	PRIVATE STREET PLAN AND PROFILE
19–22	SANITARY SEWER PLAN AND PROFILE
23–26	STORM SEWER PLAN AND PROFILE
27	STORM SEWER STRUCTURE DATA TABLE
28	WATER MAIN PLAN
29–32	STORMWATER POLLUTION PREVENTION PLAN
33–42	CONSTRUCTION DETAILS

ALL IMPROVEMENTS SHOWN SHALL BE IN ACCORDANCE WITH THE TOWN OF ZIONSVILLE DESIGN AND CONSTRUCTION STANDARDS.

THE PROJECT SITE IS NOT LOCATED IN WITHIN ANY FLOODPLAIN, FLOODWAY, OR FLOODWAY FRINGE AS INDICATED ON THE FLOOD INSURANCE RATE MAP (FIRM) FOR THE TOWN OF ZIONSVILLE, INDIANA, MAP NUMBER 18011C0332E, DATED 01/18/2012. THIS AREA WOULD BE CONSIDERED ZONE 'X' (AREA OF MINIMAL FLOOD HAZARD).

JURISDICTIONAL & UTILITY CONTACTS:

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John Beery
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Lebanon, IN 46052
Ken Hedge
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Boone County Soil & Water Conservation District
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Lebanon, IN 46052
Sheryl Vaughn
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TriCo Regional Sewer Utility
Ryan Hartman, District Engineer
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Gary Richardson
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cg1841@att.com

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Jeff Stanley
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jeff.stanley@tdstelecom.com

Indiana Department of Transportation
P.O. Box 667
Crawfordsville, IN 46933
765-362-3700
Josie Crane
765-361-5607
JoCrane@indot.in.gov

PLANS PREPARED FOR:

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7661 N. PERIMETER ROAD
INDIANAPOLIS, IN 46241
(317) 550–0090

STORMWATER OPERATING AUTHORITY:

TOWN OF ZIONSVILLE
1100 OAK STREET
ZIONSVILLE, IN 46077
(317) 873–8247

REVISIONS		
DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
01/30/20	2	TOWN OF ZIONSVILLE COMMENTS

"IT'S THE LAW" 811 Know what's Below. Call before you dig. 2 WORKING DAYS BEFORE YOU DIG

STRONGBOX COMMERCIAL
7661 N PERIMETER ROAD
INDIANAPOLIS, IN 46241
PHONE: (317) 550-0090

SNELLING ENGINEERING, LLC
13295 Illinois Street
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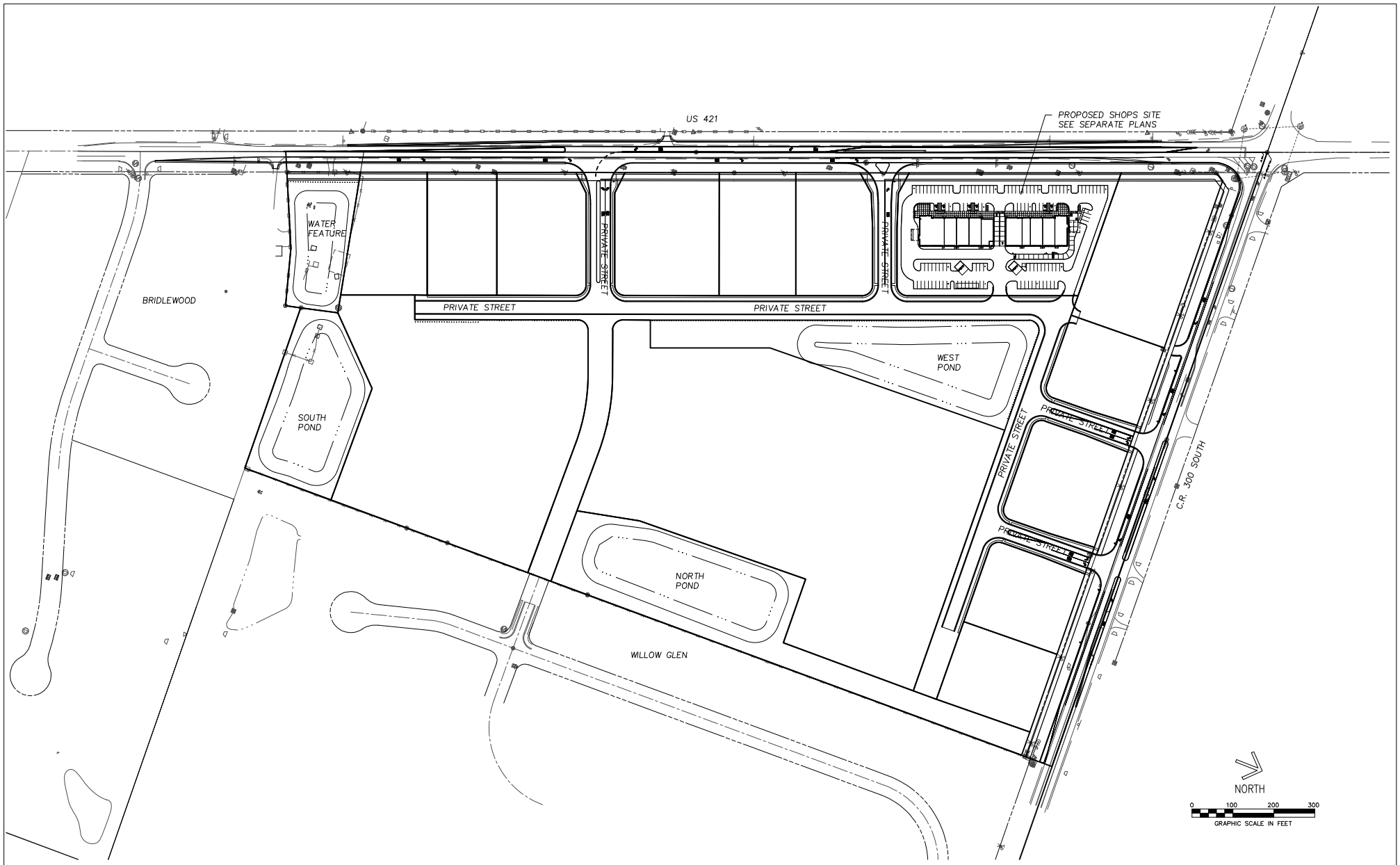
GREGORY S. SNELLING REGISTERED No. 19800417 STATE OF INDIANA PROFESSIONAL ENGINEER

APPALOOSA CROSSING MIXED USE DEVELOPMENT U.S. 421 AND C.R. 300 SOUTH ZIONSVILLE, INDIANA		COVER SHEET
DRAWN: GSS	SCALE: SEE PLAN	SHEET: 1 OF 42
CHECKED: GSS	DATE: 01/27/20	

Exhibit 4



REVISIONS		
DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
01/30/20	2	TOWN OF ZIONSVILLE COMMENTS

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U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

OVERALL SITE PLAN

DRAWN: GSS	SCALE: SEE PLAN	SHEET: 3 OF 42
CHECKED: GSS	DATE: 01/27/20	

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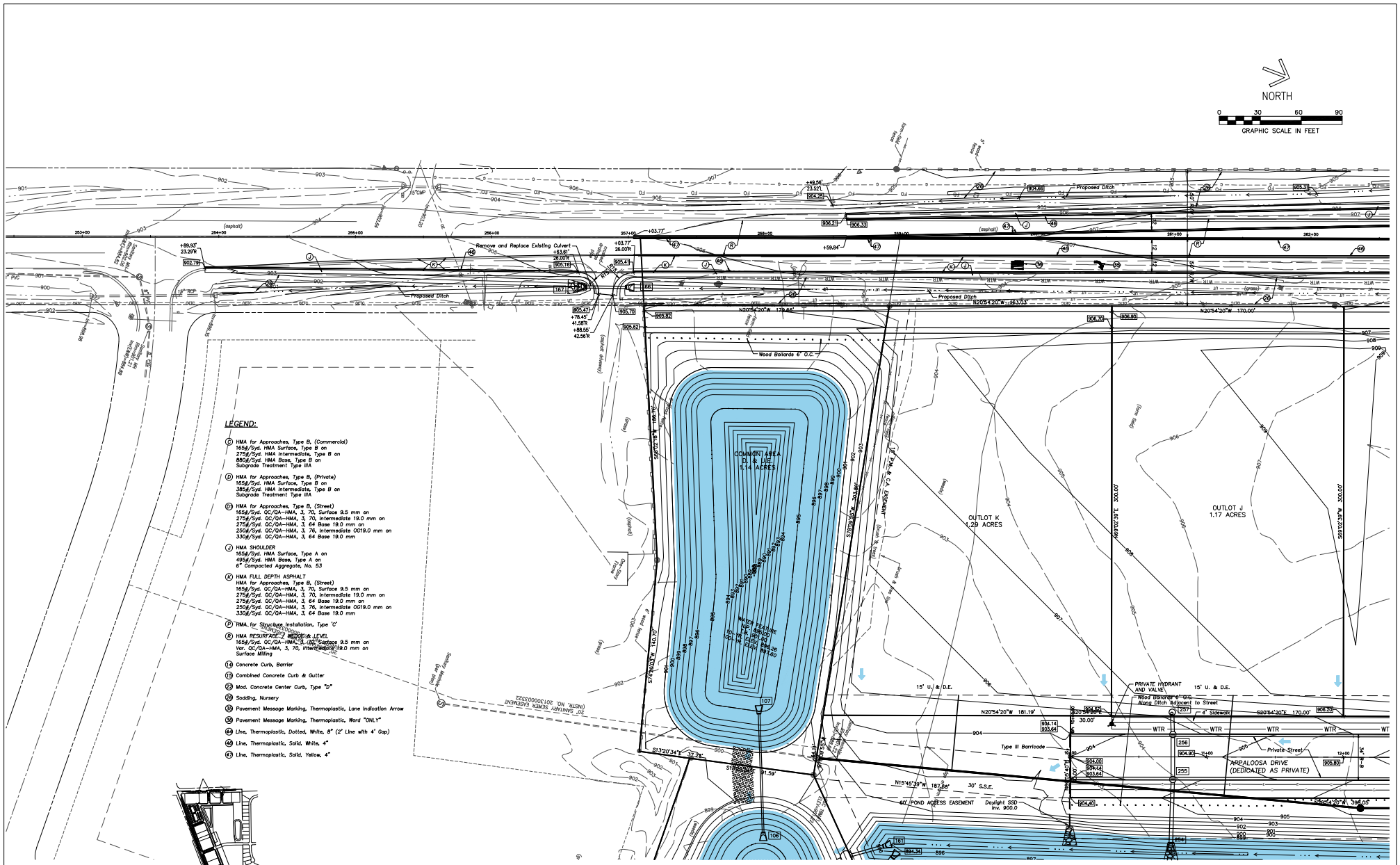

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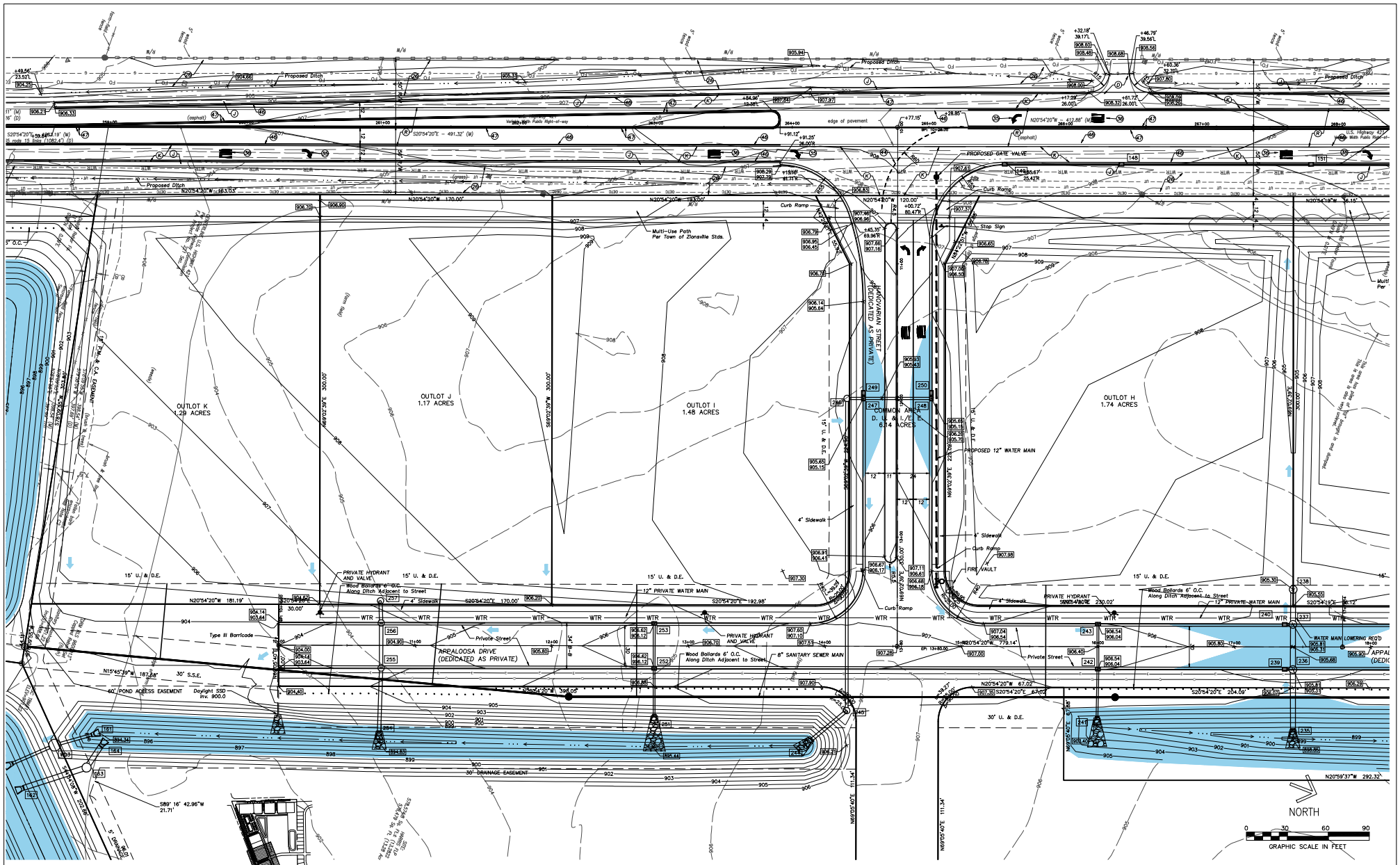
ZIONSVILLE, INDIANA

SITE DEVELOPMENT PLAN

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: 6 OF 42

Exhibit 4



See Sheet 6 of 42 for Keynote Legend

KEY MAP

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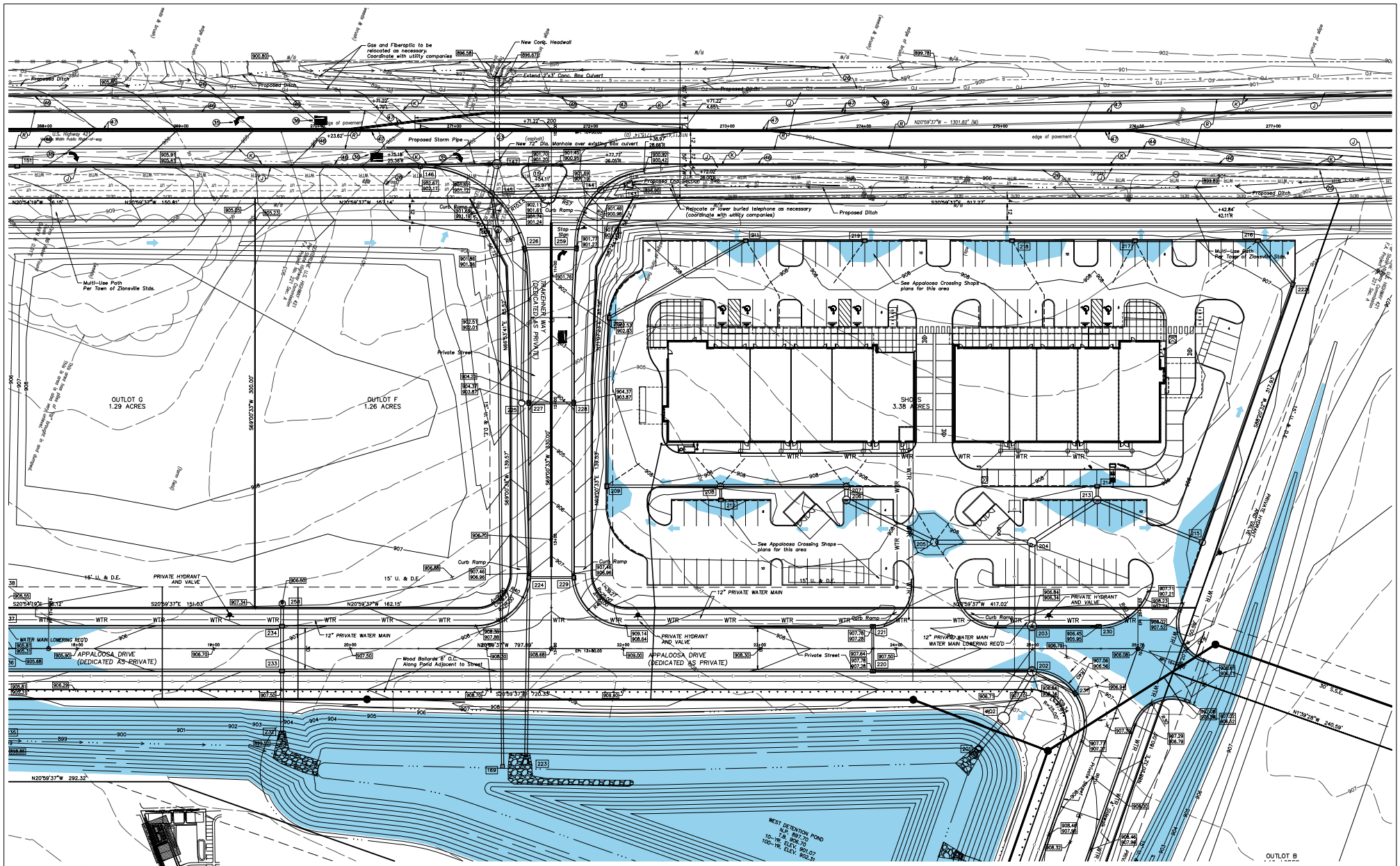
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

SITE DEVELOPMENT PLAN

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: 7 OF 42

Exhibit 4



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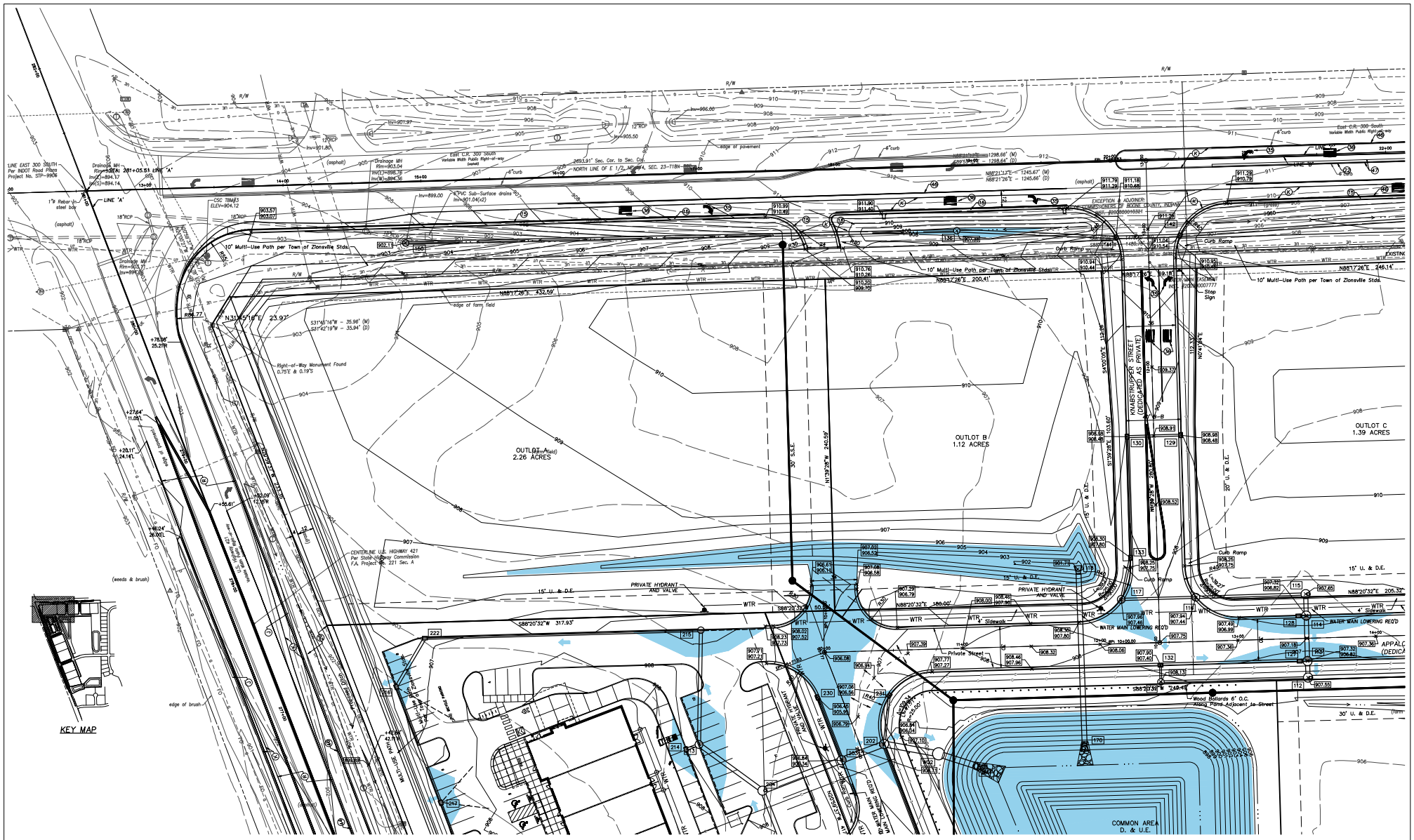
ZIONSVILLE, INDIANA

SITE DEVELOPMENT PLAN

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: 8 OF 42

Exhibit 4



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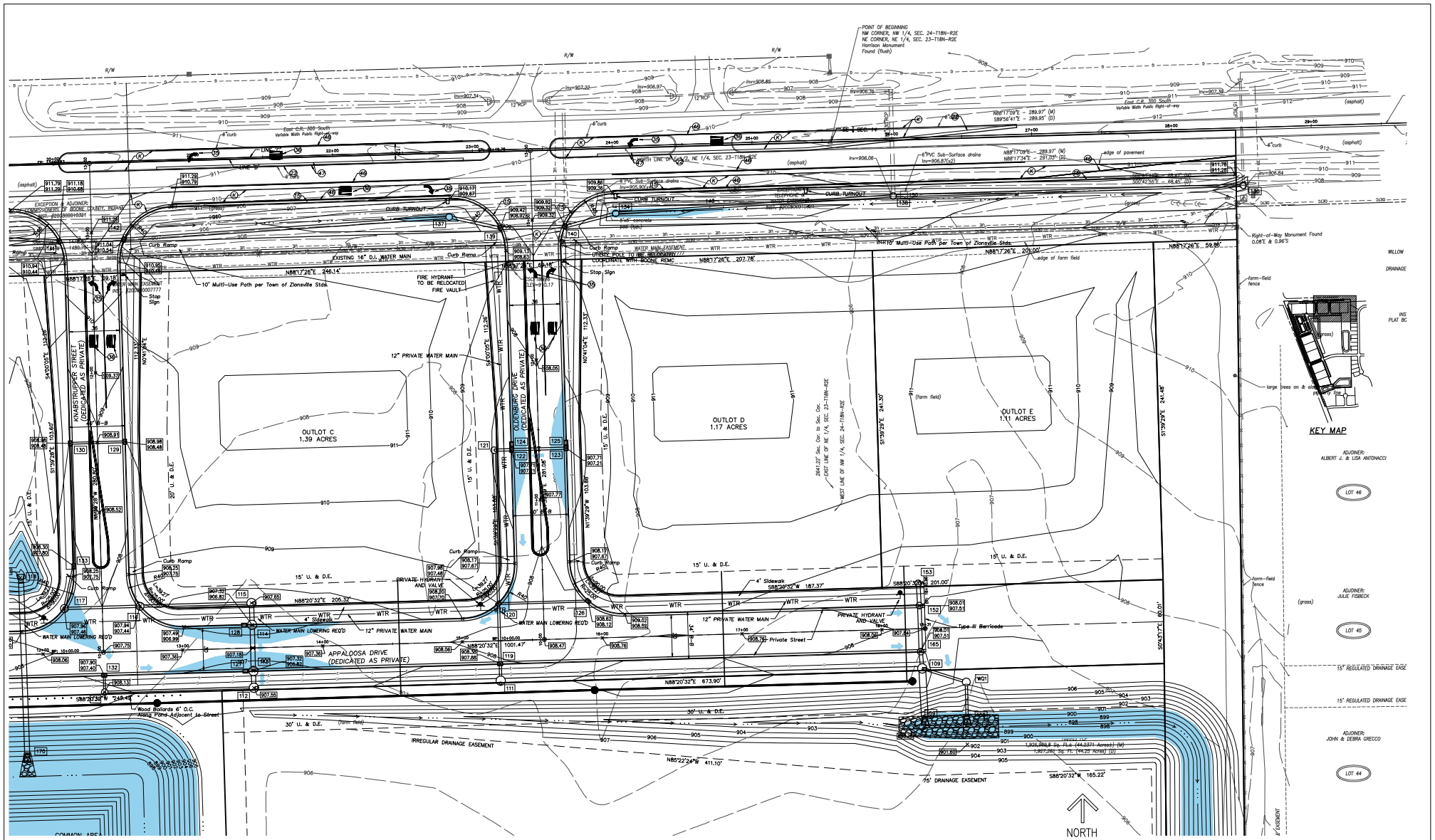
ZIONSVILLE, INDIANA

SITE DEVELOPMENT PLAN

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: 9 OF 42

Exhibit 4



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SITE DEVELOPMENT PLAN

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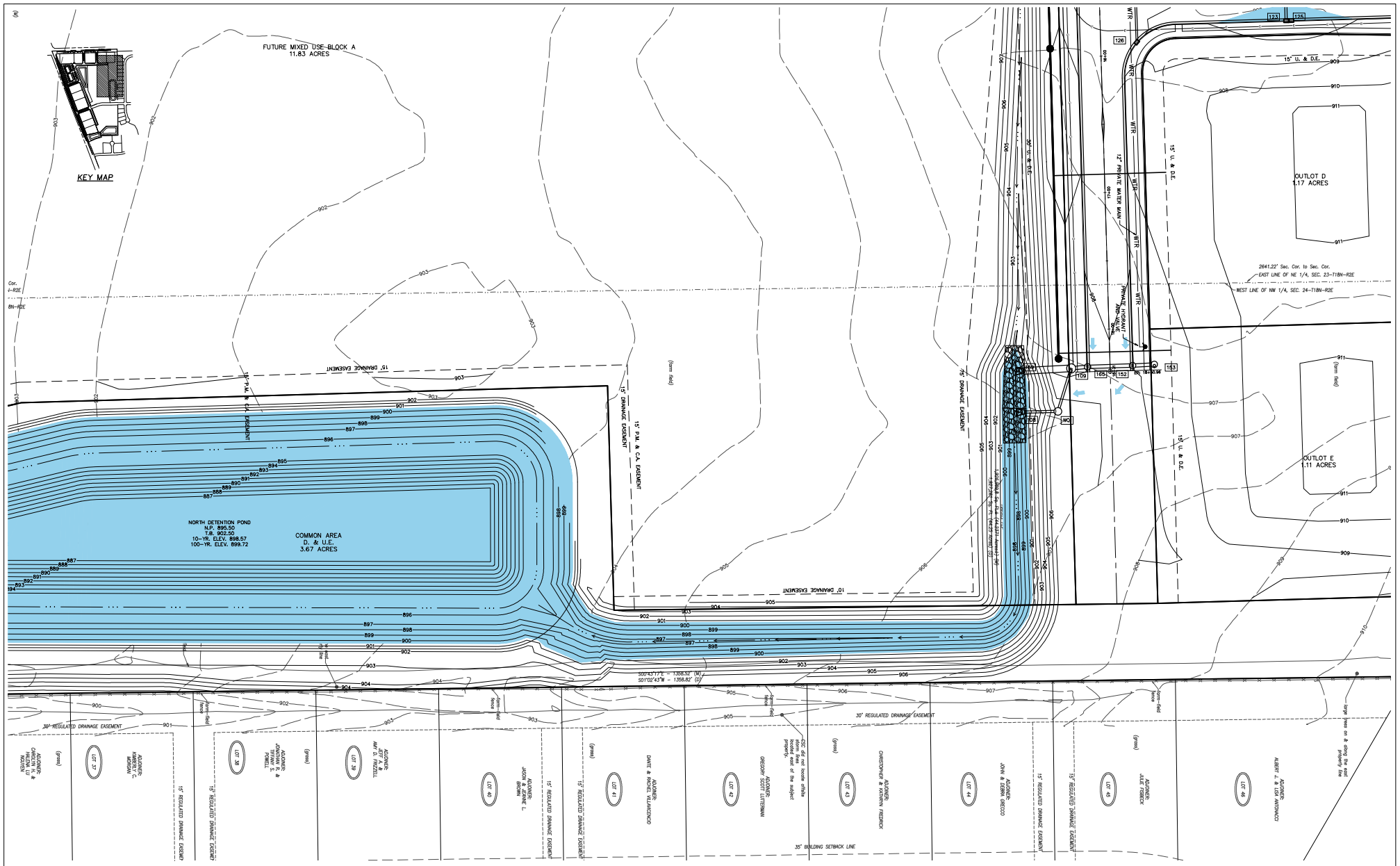
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: 10 OF 42

Exhibit 4



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SITE DEVELOPMENT PLAN

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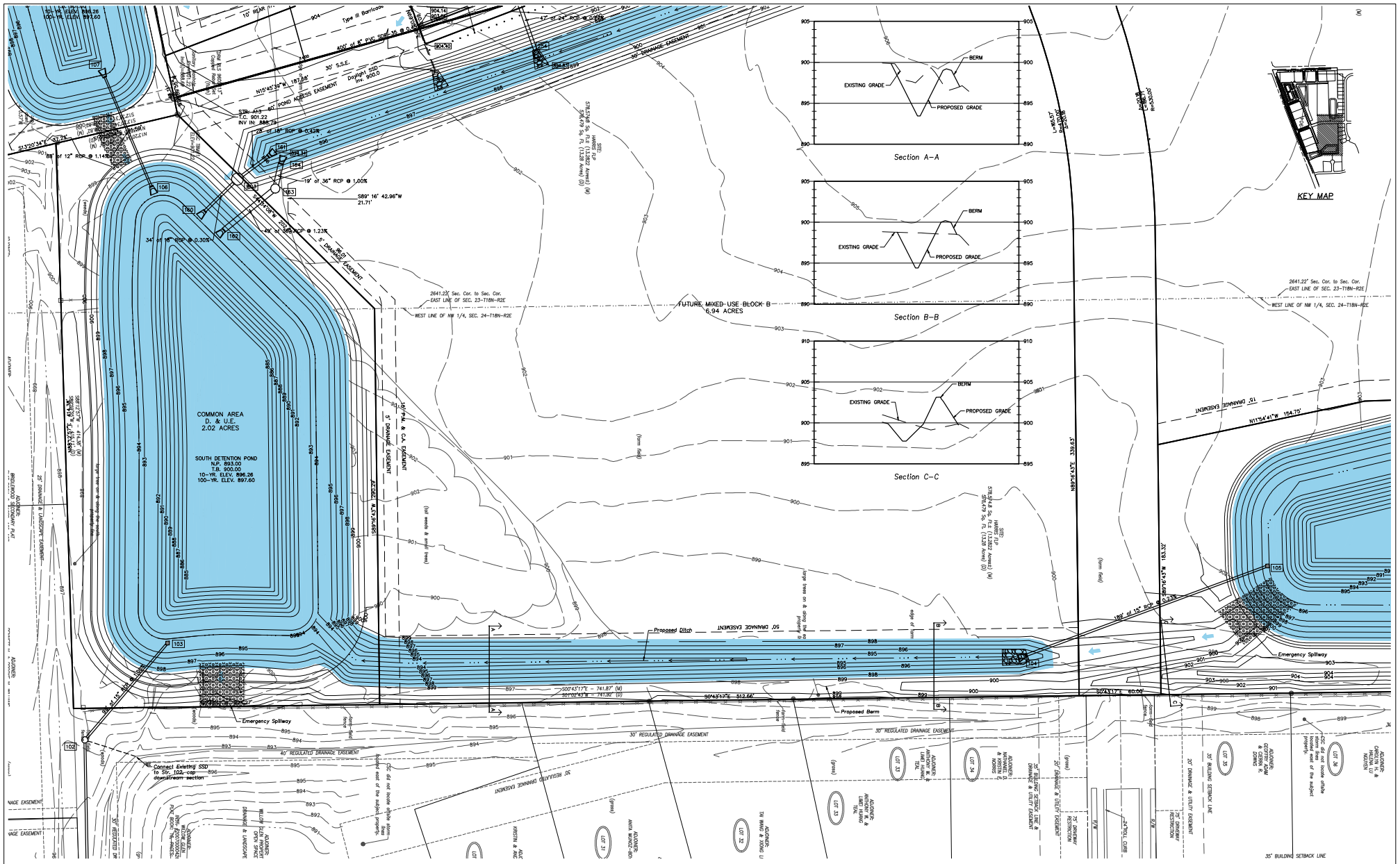
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: 11 OF 42

Exhibit 4



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ZIONSVILLE, INDIANA

SITE DEVELOPMENT PLAN

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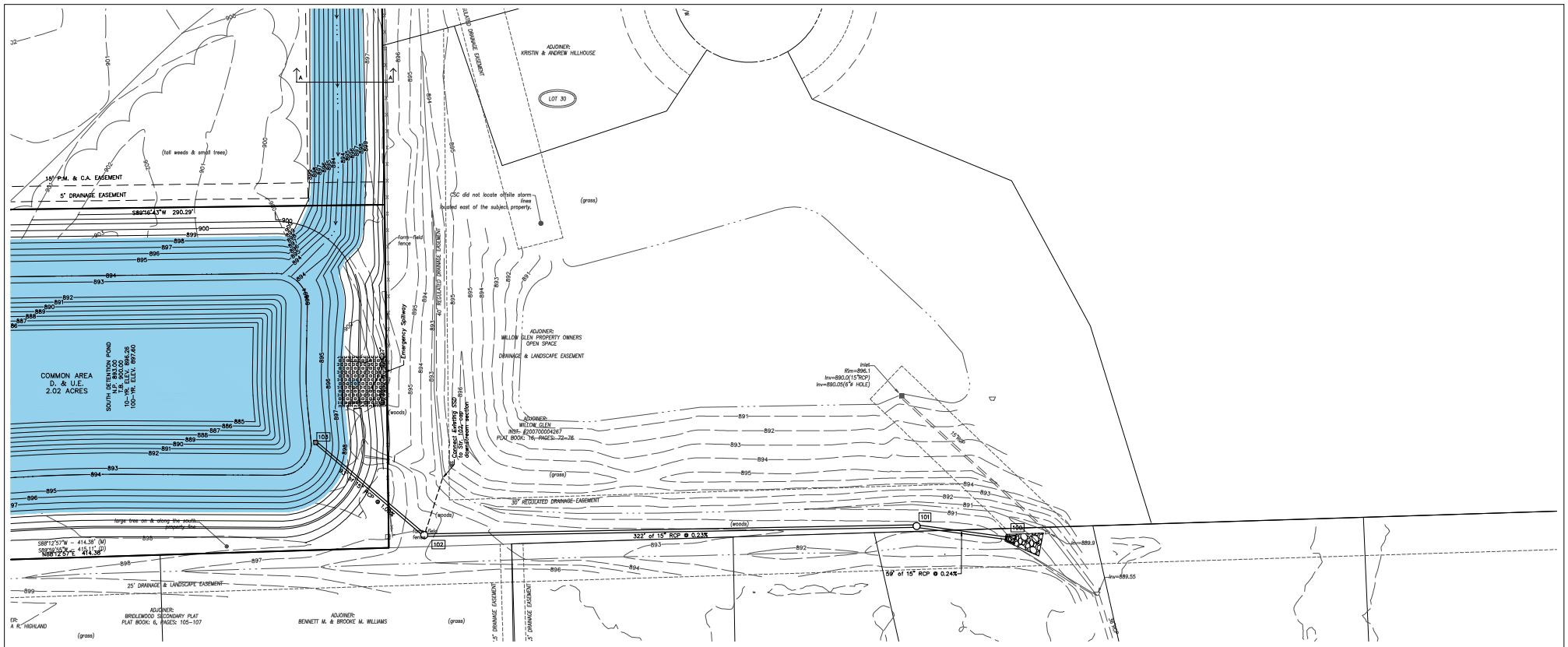
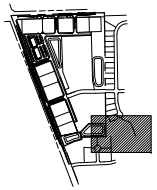
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: 12 OF 42

Exhibit 4





KEY MAP

NORTH

0 30 60 90

GRAPHIC SCALE IN FEET

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ZIONSVILLE, INDIANA

SITE DEVELOPMENT PLAN

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SCALE: SEE PLAN
DATE: 01/27/20
SHEET: 13 OF 42

Exhibit 4

ZIONSVILLE
FOR ALL THE RIGHT REASONS

To: Wayne DeLong, Director of Planning and Economic Development
From: Beam, Longest & Neff
John Beery, PE, PTOE, PTP
Date: February 6, 2020

We have completed our review of the following submittal for the referenced project.

PROJECT DESCRIPTION

Project	Name	Appaloosa Crossing (SE Corner of US 421 and CR 300 South)	
	Location	10901 E 300 South and 3201 S. US 421	
	Developer	Harris FLP	
	Submittal	No. 5 – January 31 Submittal	
Documents Reviewed		Document Name	Document Date
		Drainage Report	January 31, 2020
		Secondary Plat	January 31, 2020
		Construction Plans - Subdivision	January 31, 2020
		Construction Plans - Shops	January 31, 2020
		Landscaping Plan - Shops	January 31, 2020
		Photometric Plan for Shops	February 3, 2020
		Draft Traffic Impact Study	August 2019
		Fire Truck and Turning Templates	January 31, 2020
		Architectural Floor and Roof Plans	January 31, 2020
Zoning	Current	Rural PB	
	Proposed	Rural GB	
Land Use	Current	Agricultural	
	Proposed	Rural GB	
Requested Variances or Waivers		• No foundation plantings around building • No plantings in front of buildings. • Relief from 30-foot greenbelt requirement for US 421 Overlay District	

A review of the most recent submittals from January 29th and 31st was completed. The following is the list of comments from the original TAC review and comment letter dated January 23, 2020. Updates and the status of each comment is provided in red under the

Exhibit 5

original comment. Individual updates are provided due to the complexity and number of subsequent submittals. There was a drainage resubmittal made by the developer on January 27th, which consisted of a second comment letter which primarily involved drainage design. Therefore, there are two

I. DRAINAGE REPORT

A. In reviewing the drainage report, exhibits, and plans submitted for the project, it is evident that the proposed drainage configuration and re-routing the majority of the 14.76 western watershed eastward will have adverse impacts and will not meet the requirements and intent of the Town's Stormwater Ordinance. The report and plans do not alleviate the concerns of Town and County staff, as it does not provide adequate direction and dispersal of discharge as well as adequate direction of flood mitigation, storage, and routing. I would recommend an alternative detention design to the one proposed as the present design does not appear to function as anticipated from our December 23rd meeting and subsequent communication and submittals. Refer to comment letter dated September 27, 2019.

Comment addressed. Refer to response letter from January 29th.

B. The existing 36 inch pipe is noted to be a downstream restriction for emergency overflow routing and the 100-year storm event. Based on the calculations submitted, there are concerns about utilizing it to serve a watershed larger than it was intended to serve.

Comment is no longer applicable due to re-design submitted on January 27th.

C. Page numbers were not included in either of the drainage reports, per our meeting on December 23rd.

Comment addressed in subsequent submittals.

D. Per previous discussion, local ordinance takes precedence in the INDOT Driveway Permit Manual and design criteria. Please include the 100-year developed condition for flows tributary to the culvert crossing in the INDOT Drainage Report per the comments in our December 23rd meeting.

Comment is currently under review and will also be reviewed by INDOT per re-design submitted on January 27th.

E. The maximum 10-year flow, 6.27 cfs, released from Pond 2P – South Pond on page 7 for the 10yr-24-Hr Rainfall in the Drainage Report exceeds the maximum allowable discharge, 3.89 cfs, in the summary table. Please address.

Comment addressed.

F. Please complete the stormwater application checklist included in the Drainage Report.

A checklist was submitted with the most recent submittal from January 31, 2020.

G. Please include the HUC Code for the project project's watershed in the Drainage Report.

Comment addressed.

H. Please provide an overall flood routing exhibit for the project indicating emergency overflow routes in the Drainage Report. The last page of Appendix D in the drainage report has an 8 ½ x 11-inch page with the Shops project shown, but routing and storage is not shown or shaded in the exhibit. A 24 x 36-inch exhibit in the Drainage Report is the Town's Standard. Maximum ponding depths shall comply with the Town's Standards.

- A revised overflow routing exhibit was provided in the latest submittal. Ponding levels are not labeled or clearly labeled in many locations where sag inlets are located. By standard, there should be at least one passable 10-foot lane and no ponding of more than 7 inches deep to maintain access.

- Based on the grades provided on the overflow routing sheet, Sheet #7 in the plans, and the profile for Hanovarian St, Sheet #14 in the plans, runoff would need to pond over 1 foot deep in the sag to overflow as shown in the drawings. Please address.

- The elevation shown at the gutter for STR 113 east of Hanovarian St suggests that the roadway will need to be over 8.5 inches deep to overtop the curb and trail to the south in order to follow the overflow route shown. At that overtopping depth, the overflow would also overtop the centerline of the roadway which is labeled at an elevation of 907.18. The ponding elevation is not shown to overtop the road in the plans. Please review, address, and clarify.

- The same situation appears to occur at STR 202 and 231. Please review all ponding areas and overflow routes to determine if they are feasible with and conform to the elevations provided in the plans.

- Please check, review, and confirm all overflow route information.

I. While the flood route exhibit does note the western overflow should route to the culvert under US 421, there are no diagrams, flow routing, or ponding areas noted in plans. There is not enough information on the plans to review and define the overflow routes previously discussed.

Comment addressed but see previous comment for verification.

J. Water quality calculations in Exhibit D shall be per the requirements and format in Chapter 8 and 9 of the Town's Stormwater Standards. The methodology is presented in Section 2 of Chapter 9. Flow through hydrodynamic BMPs are customarily selected by their removal efficiency and flow based on imperious surface. Water quality calculations should be provided for each basin and in series relative to their upstream basin sizes. The write-up should summarize the areas, calculations and provide a detail and summary of the treatment. Each basin, per Standard, should flow through a minimum of 2 BMPs and calculations are needed for all BMPs.

Revised calculations have been received with the most recent submittal.

K. Basin Node and Link Labels used in the drainage report and in the Cox Creek Exhibit should be consistent. Please review and make sure the links references are consistent.

The response from the developer is noted.

L. The Cox Creek Analysis Exhibit shows that ponding will occur on Lots 7, 8, and 9 in Bridlewood Subdivision upstream of the existing 36" culvert. This information is based on LIDAR contour data and not actual survey data. Also based on the information, the storage and ponding does not occur within an easement as required by Town Standards and the Town's Stormwater Ordinance. This leads to further concerns with routing the additional 14 acres through the existing infrastructure.

This comment has been addressed with the re-design submitted on January 27th.

M. Please provide a site map that includes BMPs and pond locations labels and names in the Drainage Report. The size should be 24 x 36-inch and it will be reduced in size to be included in the O&M Manual.

N. In the drainage report, there are two exhibits for proposed conditions and proposed conditions (phase 1). Please provide a detailed summary in the drainage narrative to provide explanation on the difference between these two sheets.

Comment addressed.

O. Please confirm the proposed inlets in sag conditions are sized at 50% clogged condition. Also, the 36-inch offsite outlet was not assumed to be clogged when it was analyzed.

Comment addressed.

P. In the drainage report, the existing conditions exhibit is currently on letter size sheet which is not legible. Please provide legible exhibit on a plan sheet (24x36), also please provide topographic information 200ft along the perimeter of the property pre the requirements of the Town's Stormwater Standards.

It appears that some inlets and stormwater collection points only receive either one source of no source of water quality treatment. Please review the BMP treatment scheme and address. This was noted by both Town and review staff. This appears to occur primarily in the western basin and the wester interior roadway.

II. PRIMARY AND SECONDARY PLATS

A. Page 15, *"Retention Ponds and Related Easements"* of the "Declarations and Covenants" for the subdivisions refers to 15-foot easements for maintenance around retention ponds. These easement do not appear on the plat, including the south pond along US 421. This needs to be addressed in the plat and on the plans.

This comment appears to be addressed.

B. Fifteen-foot clear access easements are required around all ponds. Access is not provided to all ponds, as the top of bank for some are directly adjacent to property lines. Please also check the safety ledge requirements for wet bottom ponds in Chapter 6 of the Town's Stormwater Standards and review for compliance.

C. All BMPs and pond shall be in maintenance and drainage easements and have access for maintenance and assigned to an entity by the plat and the O&M Manual.

Comment addressed.

D. Please label all roads in the secondary plat. Please include the following note on the plat:

"Channels, storm water infrastructure 12-inches or larger, six-inch or larger subsurface drains in rear yard swales and under curbs where no street trees are allowed, inlets and outlets of detention and retention ponds, and appurtenances thereto within designated drain easements. Drainage swales shall be the responsibility of the owner or the property's owner's association."

Comment addressed.

E. Please add the following note to the secondary plat:

"Cross Reference Stormwater BMP O&M Manual Instrument #_____ which shall be the responsibility of the owner of the lot created by this plat. Said obligations shall run with any future owner, assigns, or heirs of the property. Obligations may not be transferred to a entity which is not an owner of the property."

Comment addressed.

F. Easements that include internal access roads shall be designated and dedicated as intravehicular access easements for private roads/streets.

Comment adequately addressed.

G. Dedicated sanitary sewer, water line, and other utility easements should be included on the plat.

Comment adequately addressed and will be monitored in the future.

H. It is recommended that the note provided in the plat that reads "The first five (5) feet of any utility easement ..." be deleted, as it references the Town and infrastructure and services that the Town does not provide. All references to the Town should be re-evaluated because the internal roads and infrastructure and not specifically dedicated to the Town.

Comment addressed.

I. All internal streets and drives the plat should be labeled with the street name and "(Dedicated as Private)" behind the name.

Comment addressed.

J. Provisions for the perpetual maintenance of the internal roadways should be cross-referenced between the plat and the Declarations of Covenants and Restrictions. A note on the plat should be added for the Declarations recorded cross-reference number.

Comment addressed.

K. Provisions in the plat should note access easement for individual lots to maintain and repair utility service laterals.

Comment sufficiently addressed.

L. The lot south of proposed Common Area D, County Parcel #0290715000, is surrounded by a heavy dark line used for the rest of the proposed subdivision. Is this parcel a part of the project or to be platted or split as part of the project as the linework suggests? Please verify and address.

Comment is addressed.

M. The right-of-way labels for CR 300 South on sheet 2 of the plat should be checked. While the 130 feet label scales out correctly across the roadway, the 70 ½ ft label along the proposed south right-of-way line does not scale out to that distance from the control line shown and referenced at the intersection of US 421.

Comment appears to be addressed.

N. The proposed half right-of-way needed for the future CR 300 South project is an 80 ft half right-of-way. The thoroughfare plan in this location does warrant this distance due to the number of lanes, the proximity to the intersection, and the per the County's Ronald Reagan Mini-Corridor Plan.

Please label proposed right-of-way dedications on Sheet 2 of the Secondary Plat. Please dimension the proposed right-of-way called out Sheet 3 from the quarter section line show in the plat.

O. The proposed plan and plat have several noted differences between bufferyard and setback requirements in the US Highway 421 Overlay District defined in the Town's Zoning Ordinance which will need to be addressed.

Planning staff reviewing, comment appears to be addressed.

P. Lots should not be split across pages on the plat. All lots should appear in their entirety on one sheet. For instance, lots are broken across pages 6 and 7 of the plat. Outlot 1 and its legal description callouts are split across 4 separate sheets. Please address.

Comment addressed.

NEW COMMENTS

Q. Please provide a corner cut for right-of-way on the northwest corner of Outlot A. The proposed trail and other improvements are not shown to be located in right-of-way.

R. Please label the width of the buffer/easement of the east side of the site on Sheet #3.

S. Further review is pending future submittals.

III. CONSTRUCTION AND DEVELOPMENT PLANS

A. "Comment B" in the original comment letter dated September 27, 2019, should be referenced for future consideration. The development should consider the proposed alignment and requirements for CR 300 South outlined in the Boone County Thoroughfare Plan and the Zionsville Transportation Plan for road improvements and the required right-of-way. Please review the present site plan to ensure that it matches the necessary right-of-way requirements.

Comment appears to be addressed.

B. Both plan set cover sheets show two separate contacts for Street and Stormwater, please combine into one Street & Stormwater and show Lance Lantz as the contact.

Comment appears to be addressed.

C. Please review the development plan sheets to ensure that the existing and proposed contours tie together.

Comment appears to be addressed and it will be monitored in future submittals.

D. Swales drainage ditches along the north and east perimeter of Future Mixed-Use Block A are not located within easements. Please check to ensure that all swales are located in drainage easements.

Comment appears to be sufficiently addressed for this stage of the submittal.

E. Drainage structure and BMP numbers should be included in the erosion control plans.

F. Matchlines should be provided for connecting sheet references in the plan sheets.

Comment addressed.

G. Semi and Fire Engine Turning Templates should be ran for each street, drive, and parking lot entrance configuration with opposing traffic in drive approaches. Trucks should be able to make turns at all drives and intersections and stay in their lane and on pavement at radius points.

Please review the proposed templates. The design should be based on a smooth drive path set a certain driving speed, which should be 10 mph for right-hand turns and 15 mph for left-hand turns. Some of the turning movements are not smooth and appeared to be steered by hand.

H. Bollards or railed barrier shall be installed along roads, right-of-way and parking lots per the Town's Stormwater Standards per previous discussions.

Comment addressed and will be monitored in future submittals.

I. The grading in the plans does not show or indicate overflow routing discussed in the December 23rd meeting to US 421.

Comment addressed with re-design submitted on January 27th.

J. The sanitary sewer system shall be reviewed and approved by TriCo.

Comment is in the process of being addressed.

K. The detail for the proposed construction entrance provided in the Erosion Control details does not match the Town's standards. Please consult the Town's Stormwater Standards and modify the detail to include the physical characteristics and notes provided in the Town's detail.

The Town's correct detail is in the Appendix in the back of the most current Stormwater Standards on page 3 of 4 of the Individual Lot Stormwater Pollution Prevention Requirements.

L. Exterior road and entrance improvements should be shown for the Shops project, as they will need to be completed with or prior to that project along with drainage improvements.

Comment sufficiently addressed.

M. Reduced speed limits and signage are needed in the proposed maintenance of traffic (MOT) plans for US 421 and CR 300 South. Reduced speed limits should be provided for the tapers shown for the construction zones. Please include reduced speed limit signs for the designs based on the taper lengths. The work zone design should be per the requirements of the *MUTCD* and *Indiana's Work Zone Traffic Control Guidelines, 2013* or latest edition.

Comment is not critical and will be deferred to prior to construction release.

N. Please check the number of barrels listed and the calculations with the spacing provided. The number of barrels appears to not match the spacing and the numbers counted in the plans.

Comment is not critical and will be deferred to prior to construction release.

O. Details for the merge and a typical details for roadway cross section in MOT zones. The detail should provide barrel spacing and clearance and minimum lane width in the construction zone within the existing cross section of the roadway.

Comment is not critical and will be deferred to prior to construction release.

P. The MOT plans should provide provisions, references and details for flagging operations.

Comment is not critical and will be addressed in further review.

Q. Please provide the MOT plans in a more legible scale. May of the specifics are presently left to scale and they are difficult to read and interpret. Further review is pending.

Comment is not critical and will be addressed in further review.

R. End sections and spillways shown the drainage plans should be evaluated per Town Standards for rip rap and stabilization to present scour.

Comment appears to be sufficiently addressed at this time, although future review is pending revisions.

S. The roadway lane widening and tapers for the public road portion of the project need to be consistently labeled and dimensioned on each sheet.

Comment is not critical and will be deferred to prior to construction release.

T. INDOT has approval authority over work design and performed in their right-of-way. Please reference INDOT's Standards and the Driveway Permit Manual which govern that work.

On-going review of this item will continue, including the drainage design, which will require approval as well.

U. Plans for the proposed entrance are pending future revisions and considerations by INDOT and in the Traffic Impact Study. Further reviewing is pending. Please reference previous comment letters for the on-going CR 300 South Study. Any changes to the plans or the Traffic Impact Study requested by the INDOT should be provided the Town for input and comment.

Please refer to related comments.

V. Please label street names on all sheets.

Comment sufficiently addressed.

W. Stop signs shall be called out on the plans and placed at each drive exiting into public right-of-way where traffic control is not provided.

After further review, the draft Traffic Impact Study does not address who this issue should be handled or how stop control could affect queuing and access. Please review and place internal traffic control accordingly.

X. Please go through the plans and move overlapping text and callouts for legibility.

Comment sufficiently addressed at this time.

Y. Based on proposed and existing topography, the grading for the emergency spillway at the south end of the north pond will route into Lots 35 and 36 of the neighboring subdivision. Please address.

Comment addressed.

Z. Please provide provisions for either underdrains or swales along the east perimeter or the project. It appears that berms and other grading is creating small pockets of undrained areas adjacent to the residential area.

Comment not sufficiently addressed. Perimeter swales, particularly along residential and neighboring and adjoining properties require underdrains.

AA. The berm along the east property line scales out in some locations to exceed the Town's maximum 3:1 slope requirements. Please review and address where applicable.

This appears to be addressed and will be monitored in future submittals.

BB. Sheet 15 of 42 of the Site Plans shows a swale/ditch running north/south along the east edge of the internal roadway. The cross street shown does not have a culvert underneath and it appears that the roadway will block drainage. (Note that streets are not labeled on the sheet.) The plan sheet and site plans show that the intent of the drive is to extend eastward. The proximity of existing cross culverts and their proposed grading appear to conflict with the proposed extension and would create a both a conflict and a steep embankment adjacent to the street extension.

Comment addressed.

CC. The right-in-right-out access on CR 300 South is shown as a full driveway. The access point shall be designed to match the right-in-right-out on US 421.

Comment pending resolution with elements of Traffic Impact Study.

DD. The middle access point on CR 300 South has been converted into a full access with a left-hand turn lane into the facility. In the pre-filing meeting, it was discussed this would act as "a right-in-right-out" because of the existing median in CR 300 South. The current plans show the median getting cut out to install a left-hand turn lane into the development.

Response noted and pending Traffic Impact Study comments.

EE. The additional lane along CR 300 South from the intersection that was discussed in previous meetings has not been included in the plans submitted.

Comment addressed. Pending INDOT approval.

FF. The safety ledge in the Typical Pond Detail on Sheet 33 shows that the depth of the safety ledge below normal pool is 12 inches. The Town's Standard Page 10 of Chapter 6 is 6 inches. Please address.

Comment addressed.

GG. The Typical Pond Detail referenced above shows the required 10-foot maintenance ledge, which may be included in the 15-foot easement.

Comment addressed.

HH. There are concerns regarding modifications at the east side of the existing box culvert under 421, which is located NW corner of outlot F. There is manhole structure and to pipes shown connected to this structure. This configuration will reduce the capacity of this box culvert to accept flows from the tributary watershed. The box culvert should be extended to the east to allow surface water runoff to be accepted into this culvert in a depressional area.

Comment addressed by drainage revisions.

II. Offsite contours on Sheet 6 of the overall site development plans are not sufficiently labeled to determine and assess topography.

Comment addressed.

NEW COMMENTS

JJ. The curb ramps shown in the locations on the plans do not match the detail shown on Sheet #34. Please address and check for ADA compliance.

IV. LIGHTING PLAN

A. A lighting plan was not submitted for the Shops project or the overall site plan.

A lighting plan for the Shops' site plan was received on February 3rd. No comments on the proposed photometrics. The diameter and specifications for light poles were not included in the cut sheet or in the plans. Building-based lighting, if proposed or considered should also be included in the submittal and plan. The lighting plan is not included in the site construction plans.

V. LANDSCAPING PLAN

A. A landscaping plan was not submitted for the overall site plan.

Note the receipt of a plan for the Shops only. See further comments.

B. The petitioner has requested a variance for foundation and building-based landscaping requirements.

C. It is recommended that the sizes of the proposed green spaces be large enough to accommodate and be coordinated with the materials intended for planting so the uses and plantings do not interfere with one another or other physical elements of the site plan.

Comment addressed

D. Sizes, types, and variations of plantings are not provided in the landscaping plan for the Shops. Please provide a detailed planting schedule for the development as well.

A plan was submitted for the Shops portion of the project. Note that landscaping rock with an unspecified color or type is noted in the plan and it is not listed as a landscaping material in the US 421 Overlay. It is restricted in other zonings to a certain percentage of the landscaped area. Please address.

VI. ARCHITECTURAL AND OTHER SITE ELEMENTS

A. Please note the architectural requirements in the Rural Michigan Road Overlay District under Item C of Section 194.079, Rural: Overlay Districts of the Town's Zoning Ordinance. Please contact staff to coordinate and discuss specific waivers that need to be requested. They include;

§194.079(C)(10)(a) Architectural Designs; Design Theme: "Buildings shall be designed with an overall theme consistent with or complementary to the Colonial, Federal, Georgian, Victorian or Greek Revival periods. New buildings are not required to be imitative, but must incorporate the salient features of these architectural styles." Please have your architect prepare a brief statement as to how the proposed architecture style complies with this requirement. If the proposed building elevations cannot not comply with this requirement, a Waiver of this Architectural Design Requirement must be requested by the Petitioner of the Plan Commission.

§194.079(C)(10)(d) Architectural Designs; Building Facades: "Facades shall have a defined base or foundation, a middle or modulated wall, and a top formed by a pitched roof or articulated cornice, in each instance appropriate to the building style. Buildings with continuous facades that are 90 feet or greater in width, shall be designed with offsets (projecting or recessed) not less than eight feet deep, and at intervals of not greater than 60 feet...For material changes at the horizontal line, the heavier material shall always be placed beneath the lighter material. Front and side facades of buildings located on corner lots shall be of the same materials and similarly detailed." As presented, the proposed facades do not include a defined base or foundation and do not include the required offsets. A Waiver of these

Architectural Design Requirements must be requested by the Petitioner of the Plan Commission.

§194.079(C)(10)(i) Architectural Designs; Storefronts: "Storefronts shall be integrally designed with overall facade character. Ground floor retail, service and restaurant uses should generally have large pane display windows; however, <u>they shall not exceed 75% of the total ground level (first floor) facade area</u>. Buildings with multiple storefronts shall be of unified design, through the use of common materials, architectural details, signs and lighting consistent with the overall building style." Many of the tenant bays are primarily glass which appear to exceed 75% of the façade area. As the provided drawings are not fully dimensioned, please confirm the proposed design complies with this development standard. If not in compliance, a Waiver of these Architectural Design Requirements must be requested by the Petitioner of the Plan Commission. This Waiver Request should be included in your submittal of the Development Plan Application.

No direct response has been received to the above items in this subsection.

B. Please label roof pitch in the architectural renderings.

The petitioner stated in the response letter received on January 31, 2020 that the roof pitch would be labeled on future revisions on Sheet A104. Architectural construction floor and roof plans were submitted, with partial dimension for the roof, but the pitch was not labeled.

The intent of labeling the roof pitch, for which the requirements are defined in Item (e) of Sub-Section (10), Architectural Design Requirements, of Section (C), U.S. Highway 421 – Michigan Road Corridor Overlay District in the Town's Zoning Ordinance, is to provide the Planning Commission with convenient referenced. Roof pitch is presently not labeled in the Sheet A104 of the latest architectural drawings and it was not labeled in the architectural renderings originally submitted for the project.

Please label roof pitch on the original architectural renderings submitted for the sake of clarity for Planning Commission review. Refer to staff comments.

C. Proposed signage is not provided or shown in either site plan submittal. It should be located in the site plans because it has the potential to affect or be affected by the location and function of other elements in the site plan.

Developer's response in their January 31, 2020 resubmittal is noted.

D. The architectural and site plans for the project do not contain provisions for shielding rooftop mechanical elements and vents and they are not shown in the

architectural renderings. It should be noted that provisions for the anticipated rooftop elements should be included in and noted for the project.

E. Please prepare a summary table to include on the architectural drawings of percentage of the exterior materials for each façade elevation. The overlay district has architectural requirements for materials that will need to be evaluated and compared. Per the overlay district, windows shall not exceed 75% of the any façade. Please include glass in the summary.

Separate summary tables were submitted as separate sheets. Refer to staff comments.

VII. TRAFFIC IMPACT STUDY

A. The concept site plan in used in the Study does not match the most recent site plan filed for the development for internal commercial/retail component of the project. It is recommended that internal intersections in close proximity to the right-of-way be modeled with their traffic control to determine or assess any potential impacts to public streets.

B. As the site plan and other elements of the project progress, there are specific uses such as gas stations, drive thrus, and day care facilities mentioned for the site. Have any of these micro-uses been evaluated for parking and trip generation to determine with they exceed or are within the parameters of the uses and square footages assumed for the project? While the Town is not necessarily opposed to these uses, it appears that they need to be considered in the Traffic Impact Study.

C. Four drive thrus are shown in the site plan. An analysis of the square footage of these locations should be discussed in the Traffic Study to determine if they are more intense than the Shopping Center use assigned in the study. The average trip rates for Shopping Centers can vary greatly from a Coffee/Donut Shop or a Fast Food Restaurant with a Drive-Thru. Also, Medical Office can draw a significant number of additional trips versus general office.

D. The Town has been contacted by an outside designer regarding a daycare facility on one of the outlots on Michigan Road. This use was not factored into the Traffic Impact Study for the project. The intensity of the use and the capacity of the site to handle both parking and peak hour staging for such a facility should be evaluated for queue storage.

E. Additional uses, such as some type of residential use has also been discussed within the development. While this could be have a lower impact than other proposed uses, it is not factored into the development.

F. Based on the changes in accesses on CR 300 South from previous discussions, there is no analysis or alternatives presented in the Traffic Impact Study which reduce the number of full access points. Has this been investigated?

Note the petitioner's response below received January 31, 2020:

VII. TRAFFIC IMPACT STUDY

A. – F.

Due to various timing constraints, the traffic impact analysis was conducted without full knowledge of exact land uses that will be constructed on the subject site. Therefore, for the retail portions of the site the general retail use was used as it typically represents an aggressive traffic condition. Obviously, some specific uses (coffee shop, fast food etc.) could produce different trip estimates but these uses also typically generate significantly more pass-by trips than the general retail use considered in the study. Other potential uses such as day care, medical office and residential components were also not defined (and are not given at this time) at the time of the traffic study. However, residential and day care uses would likely generate less traffic compared to the uses included in the study. Finally, the recommendations within the traffic impact study include turn lanes at every access drive and a potential traffic signal along US 421 at the main drive. These recommendations represent maximum practical build out improvements along US 421 and CR 300. Therefore, incremental increases in traffic due to site development details would likely be accommodated by the recommendations called out in the study.

While restaurants, coffee shops, and other facilities are eligible and could receive pass-by trip reductions, the number of new trips is not necessarily and conclusively offset by other less intensive uses or equal to or less than trip rates for general business, commercial, or shopping centers. Additionally, the diversion of pass-by trips to certain users can and often do have adverse impacts to traffic because trips that pass by a vacant parcel of land can be converted into left-hand turns from trips which normally pass by as straight through movement.

In response to and in support of previous comments, those impacts described in the response cannot be fully vetted and analyzed at this time because of the difference in uses from the site plan and uses assumed and used in the original traffic impact study. The most recent site plans vary significantly from the site plan in the original traffic study as it does not assume a fueling station or any of the four drive-thrus shown in the most recent site plan. Therefore, the original traffic impact study should be updated to reflect the most recent site plan. Furthermore, the connection to the neighboring subdivision to the east is shown in the traffic impact study and the connection is not presently shown in the project plans, which impacts traffic movements. There has also been not commitment to the connection. Therefore, comments A through F are valid and can be addressed through an updated traffic impact study which matches the present site plan.

Pass-by and diverted trips are also not calculated consistently between assigned uses. For instance, trips generated for the site using land use codes for General Office and Shopping Center. The percentages of pass-by and diverted trips for the development are calculated using land use codes for General Office and General Retail. Pass-by trips and diverted trips should be calculated in a manner consistent with assigned uses

for trip generation. Neither the assigned uses used in the Traffic Impact Study nor the uses in in the Study's site plan and the most current site plan are consistent. Please rectify the uses in the Impact Study and with the proposed site plan and apply the appropriate use codes for trip generation and pass-by trips.

VIII. DECLARATIONS COVENANTS AND RESTRICTIONS

The response received in the January 31, 2020 submittal package states that the revisions addressing the following comments will be made prior to final staff review.

A. Page 6; definition of Parcel: this states that on the Plat, the individual Lots will be identified a "Lot followed by a number." From the filed Secondary Plat, the Lots are followed by a letter, not a number.

B. Page 17- Please add to "Retention ponds and Related Easements": "Declarant, the Association, and all subsequent assigns and heirs of all lots and property within the subdivision shall be responsible for maintain the Retention Ponds and drainage system in a functional manner consistent with the original design of the project and in compliance with the Stormwater Operation and Maintenance Manual on file and recorded for the subdivision."

C. Page 33, Paragraph #18(A) – This states there will be no residential use permitted within the development. From earlier discussions with the developer, we know they are considering residential uses for a portion of the internal acreage of the site.

D. Page 39, Paragraph 19(K) – Notices: this states that Notices are to be sent to an entity which is not the project's Declarant.

E. Exhibits were not attached to the draft documents. Further review is pending.

IX. STORMWATER PERMIT AND O&M MANUAL

A. A stormwater O&M manual will be required for the subdivision in later submittals prior to construction.

Comment is not critical and will be deferred to prior to construction release.

B. Stormwater permits and an NOI for the project will be required after plans are revised and the project is approved.

Comment is not critical and will be deferred to prior to construction release.

X. GENERAL

A. Street names should be submitted for review and approval.

Comment addressed but still pending resolution.

B. No utility main sizing information has been provided.

Response noted and comment is not critical and will be deferred to prior to construction release.

C. All drive lanes should be heavy duty asphalt to support heavy truck and emergency vehicle traffic.

Response noted and comment is not critical and will be deferred to prior to construction release.

D. Hydrant locations are too far from outlets to provide service to buildings.

Item is subject to re-review by staff.

E. The cross connection between the development and the neighborhood is inconsistently shown in the plans and supporting documentation. What is the plan for the connection? The connection is supported because it provides access to the develop from the neighborhood rather than forcing the traffic from the neighborhood into making two or three left hand turns to get from the subdivision using CR 300 South to access the development. This will eliminate left turns and congestion on CR 300 South.

Comment still outstanding.

F. Further review and comments are pending on all submittals as future more detailed submittals are made and these comments are addressed.

XI. PROJECT COST ESTIMATES AND PERFORMANCE BONDS

A. Itemized construction cost estimates and performance bonds will be required prior to construction and dependent on certain elements of project phasing.

TOWN OF ZIONSVILLE PLAN COMMISSION
BOONE COUNTY, INDIANA

FINDINGS OF FACT

The Town of Zionsville Plan Commission (the "Commission"), after a Public Hearing held on Tuesday ~~Monday~~ February 18, 2020, has determined that the Primary Plat **is/is not** in full compliance with all terms and provisions of the Town of Zionsville Subdivision Control Ordinance and the Town of Zionsville Zoning Ordinance.

The Town of Zionsville Plan Commission finds that:

a. Adequate provisions have been made for regulation of minimum lot depth and minimum lot area;

b. Adequate provisions have been made for the widths, grades, curves and coordination of subdivision public ways with current and planned public ways; and,

c. Adequate provisions have been made for the extension of water, sewer, and other municipal services.

TOWN OF ZIONSVILLE PLAN COMMISSION

The Primary Plat was APPROVED/DENIED on the _____ day of _____, 20_____, subject to any conditions agreed to at the public hearing and listed in the Letter of Grant.

_____ _____

President, Town of Zionsville Plan Commission

_____ _____

_____ _____

_____

Exhibit 6

ZIONSVILLE
FOR ALL THE RIGHT REASONS

Petition Number:	2020-03-DP
Project Address:	Approximately 10901 E. CR 300 South (146th Street) and U.S. Highway 421
Project Name:	Appaloosa Crossing - Development Plan for "Shops"
Petitioner:	Harris FLP
Representative:	Matthew Price, Attorney for Petitioner Dentons Bingham Greenebaum LLP
Request:	Petition for Development Plan Approval of a 23,000± square foot, multi-tenant, retail building on 3.40± acres within the Rural General Business Zoning District (GB) and the Rural Michigan Road Overlay (MRO). Waivers of Building Materials and Architectural Design requirements requested.
Current Zoning:	Rural General Business Zoning District (GB) and the Rural Michigan Road Overlay (MRO).
Current Land Use:	Unimproved - farmed field
Approximate Acreage:	3.40± Acres (identified as "Shops" Lot on pending Plat) within the 57.53± Acres of the to-be-platted integrated center, Appaloosa Crossing.
Related Petitions:	2020-01-PP Primary Plat of Appaloosa Crossing (Pending Plan Commission Hearing) 2020-02-SP Secondary Plat of Appaloosa Crossing (Administrative Approval - Hearing not required) 2020-04-CA Commitment Amendment to relocate a pond/water feature along U.S. Highway 421 frontage (Pending Plan Commission Hearing)
Exhibits:	Exhibit 1 – Staff Report Exhibit 2 – Aerial Location Map Exhibit 3 – Petitioner's Narrative Exhibit 4 – Development Plan Drawings (includes Site Plan, Utility Plan, Landscaping Plan, Site Photometric, Lighting Fixture Cut Sheets, Building Elevations, Building Rendering, and First Floor Construction Plan) Exhibit 5 – Town Engineer's Comments Exhibit 6A & 6B – Petitioner's Findings regarding Waivers Exhibit 7 – Petitioner's Findings of Fact regarding Development Plan Approval
Staff Presenter:	Wayne DeLong, AICP, CPM

PETITION HISTORY

This petition will receive a public hearing at the February 18, 2020, Plan Commission Meeting. On February 5, 2020, the Zionsville Board of Zoning Appeals continued two Development Standard Variances (2020-03-DSV) to the March 4, 2020, Hearing. Information about these two variances and how they relate to the proposed improvement is presented in the Landscaping section below.

PROPERTY LOCATION, ZONING CLASSIFICATION & PROJECT DESCRIPTION

The subject site is generally located 250 feet south of CR 300 South (aka 146th Street) on the east side of U.S. HIGHWAY 421. The subject site is 3.40± acres and is a portion of the 57.53± acres to be developed as the Appaloosa Crossing integrated center. The subject site is bordered on the north by another undeveloped outlot of Appaloosa Crossing; on the east by an internal street of Appaloosa Crossing; on the south by a primary entry into Appaloosa Crossing; and on the west by U.S. Highway 421. The site is zoned Rural General Business Zoning District (GB) and is within the Rural Michigan Road Overlay (MRO).

The Petitioner proposes to construct a multi-tenant, retail building of 23,000± square feet with related parking areas. This will be the first building within the Appaloosa Crossing integrated center. The building consists of two tenant areas, each having five tenant bays, with two vehicular drive-through lanes separating the two tenant areas. The two tenant areas are connected by a roof which spans over the vehicular drive-through lanes. Drive-through facilities (i.e. service windows) are located on the ends of each tenant area and on each side of the vehicular drive-through for a total of four service windows.

Vehicular access to the subject site will be from U.S. Highway 421 and CR 300 South via internal private streets; no curb cut directly onto the subject site from U.S. Highway 421 is proposed. Pedestrian maneuverability on site will include sidewalks along the front façade of the proposed building. A 12-foot-wide recreation path along U.S. Highway 421 will parallel the building, but no connectivity from the building directly to the recreation path is shown on the submitted site plan. A sidewalk connecting to the recreation path is proposed along the southern portion of the Shops lot which then follows the internal access drive behind the building.

ANALYSIS

The Petitioner requests approval for the development of a single story, 23,000± square foot multi-tenant, retail building, with related parking areas. This is the first building to be considered for the integrated center, Appaloosa Crossing. Each future building within Appaloosa Crossing will be required to receive Development Plan Approval by the Plan Commission.

DEVELOPMENT PLAN REVIEW

Zoning Ordinance:

Approval of a Development Plan by the Plan Commission is required for "…new development or major additions…" within the Rural General Business Zoning District and the Rural Michigan Road Overlay (GB & MRO).

Architectural Design Requirements:

The subject site is within the Michigan Road Overlay and is therefore subject to Architectural Design Requirements (§194.079(C)(10)(a - k))" The Zoning Ordinance does provide that the Plan Commission may grant waivers of Building Materials and Architectural Design requirements and approve the proposed design provided the following findings are met for the respective categories:

> *Building Materials Findings.* The town may grant a waiver of the building materials development requirements and approve the use of alternate exterior building materials on any facade of a building upon finding that:

1. The building materials utilized represent an innovative use of said materials which enhance the overall aesthetic exterior character of the building and will not be detrimental to the use or value of area properties;
2. The building materials utilized are appropriate when compared to the building materials utilized on other buildings on the site and surrounding sites;
3. The building materials utilized are consistent with and compatible with other building materials utilized on, and with the overall exterior character of, other buildings and development located along the street; and
4. The building materials utilized are consistent with the intent and purpose of this chapter.

Architectural Design Findings. The town may grant a waiver of the architectural design requirements of section of this chapter and approve an architectural design which does not incorporate the overall theme or incorporate the architecture, design and overall aesthetic exterior character of a building consistent with the Georgian, Federal, Greek Revival or Victorian architectural styles upon finding that:

1. The Architectural design represents an innovative use of building materials or design, or site design features which will not be detrimental to the use or value of area properties;
2. The proposed building is appropriate when compared to the architecture, design and overall exterior character of other buildings on the site and surrounding sites;
3. The building design is consistent with and compatible with other development located along the street; and
4. The proposed building is consistent with the intent and purpose of this chapter.

Staff's opinion is that the waivers of the Building Materials and Architectural Design requirements are necessary for the proposed design and that the findings for both waivers (noted above) are met. The Petitioner has provided a Project Narrative (Exhibit 3) which details certain architectural features and the design inspiration of the proposed building.

The proposed building utilizes a variety of materials (stone, EIFS, composite/cement board, and glass) and colors which will establish a standard for future buildings within the integrated center. Renderings are attached to this report with additional supporting documents within the Petitioner's materials (Exhibit 4). As filed, staff is supportive of the proposed architecture and color palette.

Landscaping:
As proposed, the site would be improved with a combination of deciduous and evergreen trees and shrubs as well as a variety of other types of plantings. As mentioned above, two Development Standard Variances have been requested for this project and have been continued by the Board of Zoning Appeals to its March 4, 2020, Hearing. Details of the two variances are:

Variance #1: **Variance of Foundation Plantings -** Development Standards Variance for the removal of the required foundation plantings along the front of the building, with the building to be constructed substantially in the manor of the building renderings presented, with the landscaping to be allocated to the eastern portion of the subject site along the interior access drive as depicted on the Landscape Plan filed in Docket #2020-03-DP.

Variance #2: **Variance of Parking Lot Perimeter Plantings -** Development Standards Variance for the removal of the requirement of a six-foot wide Parking Lot Perimeter Planting area with the landscaping to be allocated to the eastern portion of the subject site along the interior access drive as depicted on the Landscape Plan filed in Docket #2020-03-DP.

Petitioner proposes to utilize landscaping rock rather than mulch in the planting beds. The landscaping plan does not identify the color or type of rock to be used. This site is within the Rural classification of Zionsville and the Michigan Road Overlay does not address ground cover within required landscaping. For sites within the Urban classification of Zionsville, the amount of landscaping rock is limited to no more than 20% of the required area to be landscaped.

Should the two requested Variances be approved by the Board of Zoning Appeals, Staff is supportive of submitted Landscape Plan (Exhibit 4).

Lighting:
The proposed lighting on the site includes twenty (20) pole-mounted lights in the parking areas. Per the submitted lighting plan, the pole lights would be mounted at 16 feet in height and be appropriately located within the parking areas in front of and behind the building. A photometric plan has been submitted and is compliant with the Ordinance requirements. Cut sheets of the proposed lighting fixtures have been filed (Exhibit 4). As filed, Staff is supportive of the lighting plan.

Signage:
Signage is not included with this request for Development Plan Approval. The Petitioner will file a signage plan for the entire Appaloosa Crossing integrated center at a future time. Petitioner is aware this will require a separate public hearing. Petitioner has indicated that the signage for this multi-tenant, retail building will only consist of wall signs for the individual tenants. No ground sign is anticipated for this building.

Storm Water / Drainage:
The Town's Street / Storm Water Department and Town Engineer have reviewed the proposed storm water drainage plan (review comments are contained in Exhibit 5). While certain items regarding the drainage plan are still needing to be finalized with labeling, no substantial items remain to be resolved specific to the site's drainage or management of storm water.

Utility Access:
Adequate access to utilities is available to facilitate the project. No issues are known at this time.

Vehicle and Bicycle Parking:
The site layout provides compliant vehicle parking for the proposed multi-tenant retail building. The Petitioner has provided bicycle parking in two locations on the west side of the building. This bicycle parking may be utilized by employees and patrons.

FINDINGS

The Plan Commission shall hear, and approve or deny, Development Plans based on Findings of the Building Commissioner or Plan Commission. Per Section 194.127 of the Ordinance the Plan Commission finds:

1. The Development Plan **is** compatible with surrounding land uses because:

2. The Development Plan **does** demonstrate availability and coordination of water, sanitary sewers, storm water drainage, and other utilities because:

3. The Development Plan **does** demonstrate the management of traffic in a manner that creates conditions favorable to health, safety, convenience and the harmonious development of the community because:

4. The Development Plan **does** utilize building materials and building style compatible with the Zionsville theme because:

5. The Development Plan **does** provide for the calculation of storm water runoff because:

6. The Development Plan **does** provide for current and future right-of-way dedications because:

7. The Development Plan **does** provide for building setback lines, coverage, and separation; vehicle and pedestrian circulation; parking; landscaping; recreation area or green space; outdoor lighting because:

The Petitioner's Proposed Findings are attached as Exhibit 6 for the Plan Commission's consideration.

STAFF RECOMMENDATION

Staff recommends approval of the requested Architectural Building Design waiver and the Building Materials waiver.

Staff recommends approval of the Development Plan Petition as filed, subject to resolution of outstanding review items identified by the Town Engineer (Exhibit 5).

RECOMMENDED MOTIONS

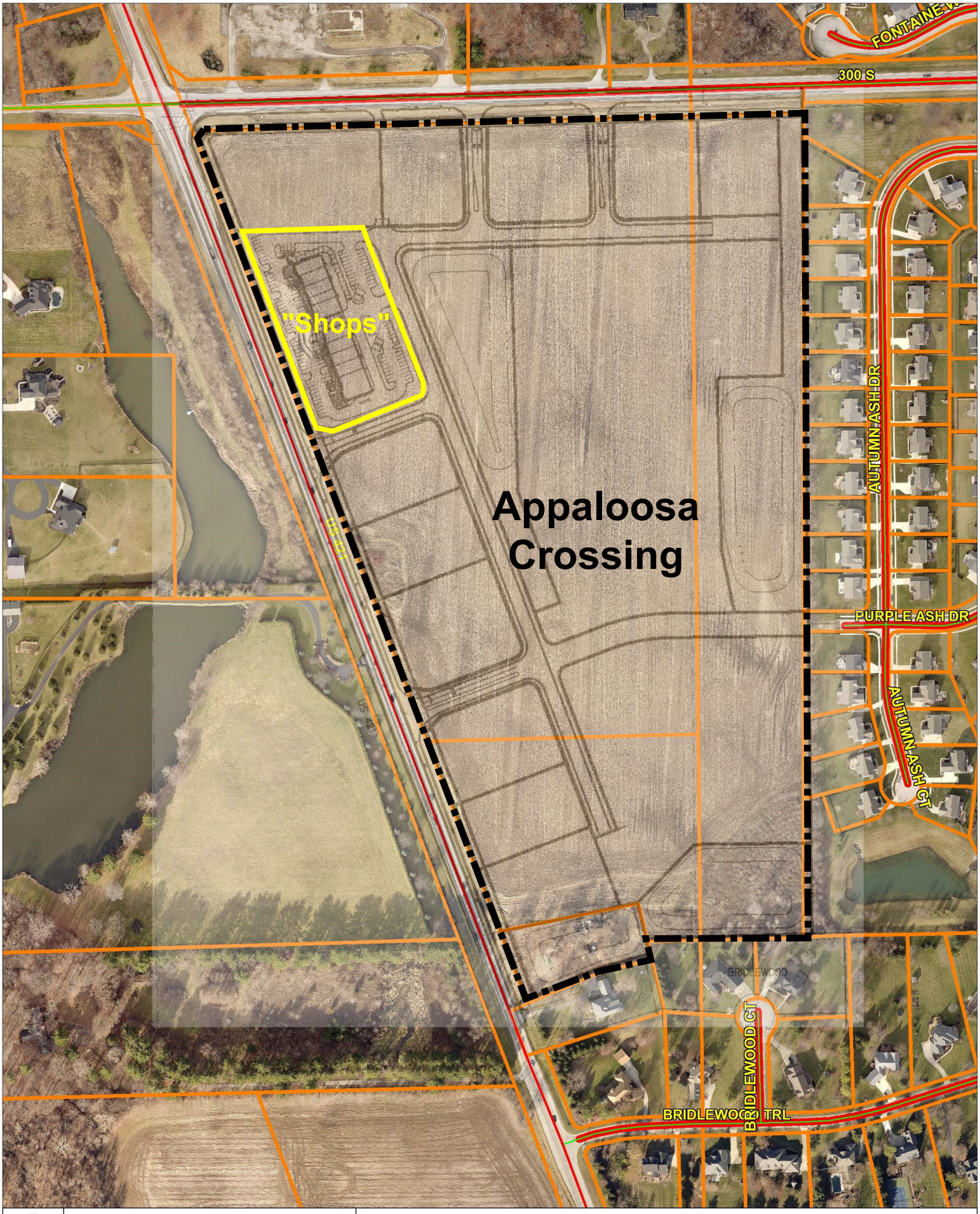
I move that the waiver of Architectural Building Design Requirements be (Approved based on the findings in the staff report / Denied) as presented.

I move that the waiver of Building Materials be (Approved based on the findings in the staff report / Denied) as presented.

I move that Docket #2020-03-DP to allow for a single story, 23,000± square foot multi-tenant, retail building, with related parking areas, in the Rural General Business Zoning District (GB) and the Rural Michigan Road (MRO) be Approved based on the findings in the staff report, staff recommendation, and submitted findings of fact / Denied/ Continued) as presented.

PROCEDURAL NOTES

An Improvement Location Permit will be required to be obtained from the Town prior to the commencement of any site work and/or building construction.



N W E S

0 300 600

1" = 300ft

Appaloosa Crossing - "Shops" Location - Exhibit 2

Project Narrative

Harris FLP originally rezoned the property in 2008. Pursuant to this previous rezoning, Harris FLP committed to a variety of development features and land uses. The project was originally anticipated to be anchored by a large grocery store on the northern portion of the property with predominantly office uses on the southern portion of the property. The development also anticipated out lots along Michigan Road and 146th Street (CR 300S), including a fire station to be located upon southernmost out lot along Michigan Road.

In 2019, Harris FLP modernized the zoning commitments for the property to permit, among other things, residential uses and enhanced pedestrian connectivity. These revisions reflect the mixed-use project envisioned today, anticipating residential uses and incorporating desired amenities and offerings for the Appaloosa Crossing occupants themselves and surrounding neighborhoods. Given the mixed-uses planned for Appaloosa Crossing, the project is moving forward in phases, with the retail shops comprising the first phase.

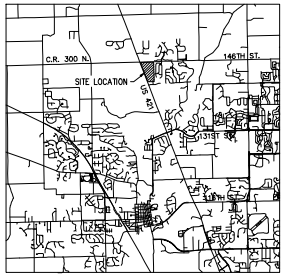
The architecture for the retail shops building is inspired by the white barn the Harris family previously maintained on the property earlier in the family's over 50 year history owning the property, and the building pays homage to that legacy, as well as the current equestrian land uses that help shape the area landscape. Appaloosa Crossing is requesting a waiver of architectural design requirements as part of the development. The proposed design for Appaloosa Crossing is a modern interpretation of some of the first barn styles built in the United States and those which define the landscape in equine architecture. The architectural style is meant to fit into and complement the surrounding rural architecture and nearby stables, while still being noticed as a product of its time. As the commission has noted, this building is the first in the overall integrated center and looks to establish this agrarian style as a strong foundation for future projects. We believe this development will provide this district with a unique sense of place that will increase property values, exist cohesively with existing residential uses, and attract new businesses.

The design for Appaloosa Crossing also requests a waiver of building material development requirements. The proposed design is comprised of materials which are all approved for the overlay district, executed in a modern style. A strong stone base of stacked limestone with accompanying stone lintels and sills is complemented with traditional board and batten siding above while utilizing EIFS for vertical parapets and sign band areas. The gable roof areas will feature a standing seam metal roof while flat roof areas will have a standard membrane roof covering.

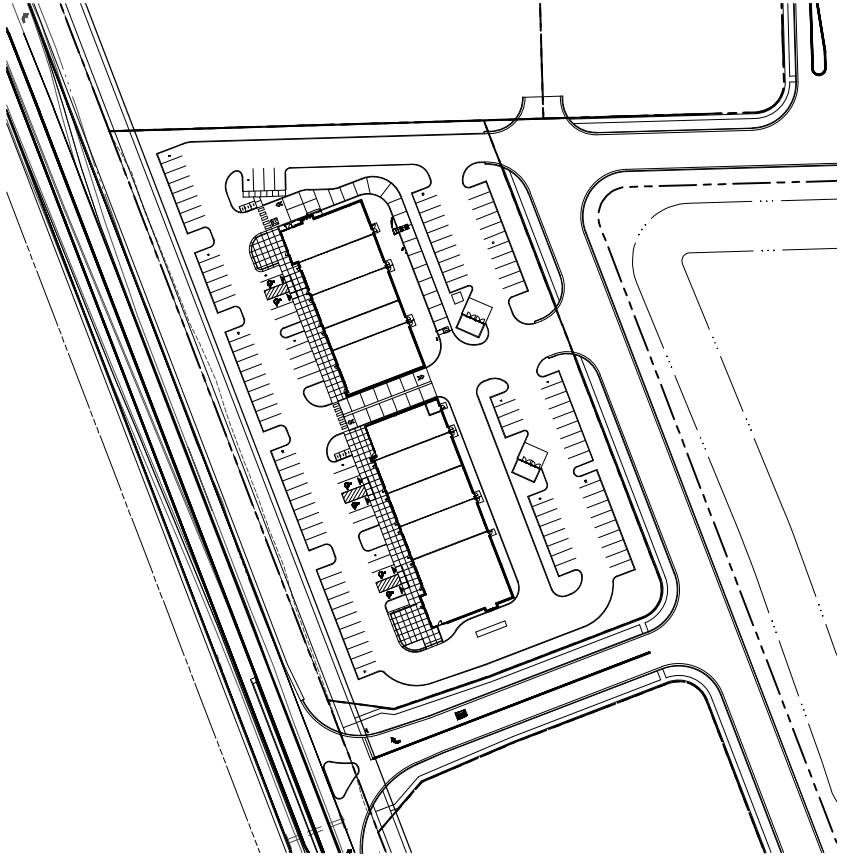
Appaloosa Crossing seeks to be a unique addition to the Michigan Road Overlay area that will attract businesses looking to be part of a distinctive development. Harris FLP anticipates subsequent phases to begin in the near terms, with plans anticipated to be filed later this winter or early Spring.

CONSTRUCTION DOCUMENTS
APPALOOSA CROSSING SHOPS

PART OF THE NORTHWEST QUARTER, SECTION 24, TOWNSHIP 18 NORTH, RANGE 2 EAST AND NORTHEAST QUARTER SECTION 23, TOWNSHIP 18 NORTH, RANGE 2 EAST OF THE SECOND PRINCIPAL MERIDIAN, BOONE COUTY, INDIANA



LOCATION MAP
SCALE: 1" = 2000'



INDEX TO DRAWINGS

NO.	DESCRIPTION
C001	SITE COVER SHEET
C002	GENERAL INFORMATION
C201	SITE PLAN
C301	GRADING AND DRAINAGE PLAN
C302	STORM WATER POLLUTION PREVENTION PLAN (PRE-CONSTRUCTION)
C303	STORM WATER POLLUTION PREVENTION PLAN (CONSTRUCTION)
C304-C305	STORM WATER POLLUTION PREVENTION NOTES AND DETAILS
C401	SITE UTILITY PLAN
C402	STORM SEWER PROFILES
C601-C606	SITE CONSTRUCTION DETAILS
C701	SITE SPECIFICATIONS

ALL IMPROVEMENTS SHOWN SHALL BE IN ACCORDANCE WITH THE TOWN OF ZIONSVILLE DESIGN AND CONSTRUCTION STANDARDS.

THE PROJECT SITE IS NOT LOCATED IN WITHIN ANY FLOODPLAIN, FLOODWAY, OR FLOODWAY FRINGE AS INDICATED ON THE FLOOD INSURANCE RATE MAP (FIRM) FOR THE TOWN OF ZIONSVILLLE, INDIANA, MAP NUMBER 18011C0332E, DATED 01/18/2012. THIS AREA WOULD BE CONSIDERED ZONE 'X' (AREA OF MINIMAL FLOOD HAZARD).

JURISDICTIONAL CONTACTS:

Town of Zionsville Planning Department
1100 W Oak Street Zionsville, IN 46077
Wayne DeLong
317-873-8247
wdelong@zionsville-in.gov

Town of Zionsville Fire Marshal
1100 W Oak Street Zionsville, IN 46077
Josh Frost
317-733-3020
jfrost@zionsville-in.gov

Town of Zionsville Street & Stormwater Department
1075 Parkway Drive
Zionsville, IN 46077
Lance Lantz
317-873-5444
llantz@zionsville-in.gov

Town of Zionsville Engineer
Beam, Longest & Neff, LLC
8126 Castleton Road
Indianapolis, IN 46250
John Beery
317 849-5832
jbeery@b-l-n.com

Boone County Surveyor's Office
116 W Washington Street Room 102
Lebanon, IN 46052
Ken Hedge
765-483-4444
khedge@co.boone.in.us

Boone County Soil & Water Conservation District
801 W Pearl Street, Ste C
Lebanon, IN 46052
Sheryl Vaughn
765-482-9395
svaughn@co.boone.in.us

TriCo Regional Sewer Utility
Ryan Hartman, District Engineer
10701 North College Avenue, Suite A
Indianapolis, Indiana 46280
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Jerry Lindley
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jlindley@bremc.com

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Indianapolis, IN 46202
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317-715-3633
gjones@vectren.com knoe@vectren.com

Brighthouse
3030 Roosevelt Ave
Indianapolis, IN 46218
Jason Kirkman
Gary Richardson
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Cindy Huffman
317-252-5604
cg1841@att.com

TDS Telecom
P.O. Box 189
17 West Main Street
Pittsboro, IN 46167
Jeff Stanley
317-769-1111
jeff.stanley@tdstelecom.com

Indiana Department of Transportation
P.O. Box 667
Crawfordsville, IN 46933
765-362-3706
Josie Crane
765-361-5607
JoCrane@indot.in.gov

PLANS PREPARED FOR:

STRONGBOX COMMERCIAL
7661 N. PERIMETER ROAD
INDIANAPOLIS, IN 46241
(317) 550-0090

STORMWATER OPERATING AUTHORITY:

TOWN OF ZIONSVILLE
1100 OAK STREET
ZIONSVILLE, IN 46077
(317) 873-8247

REVISIONS		
DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS

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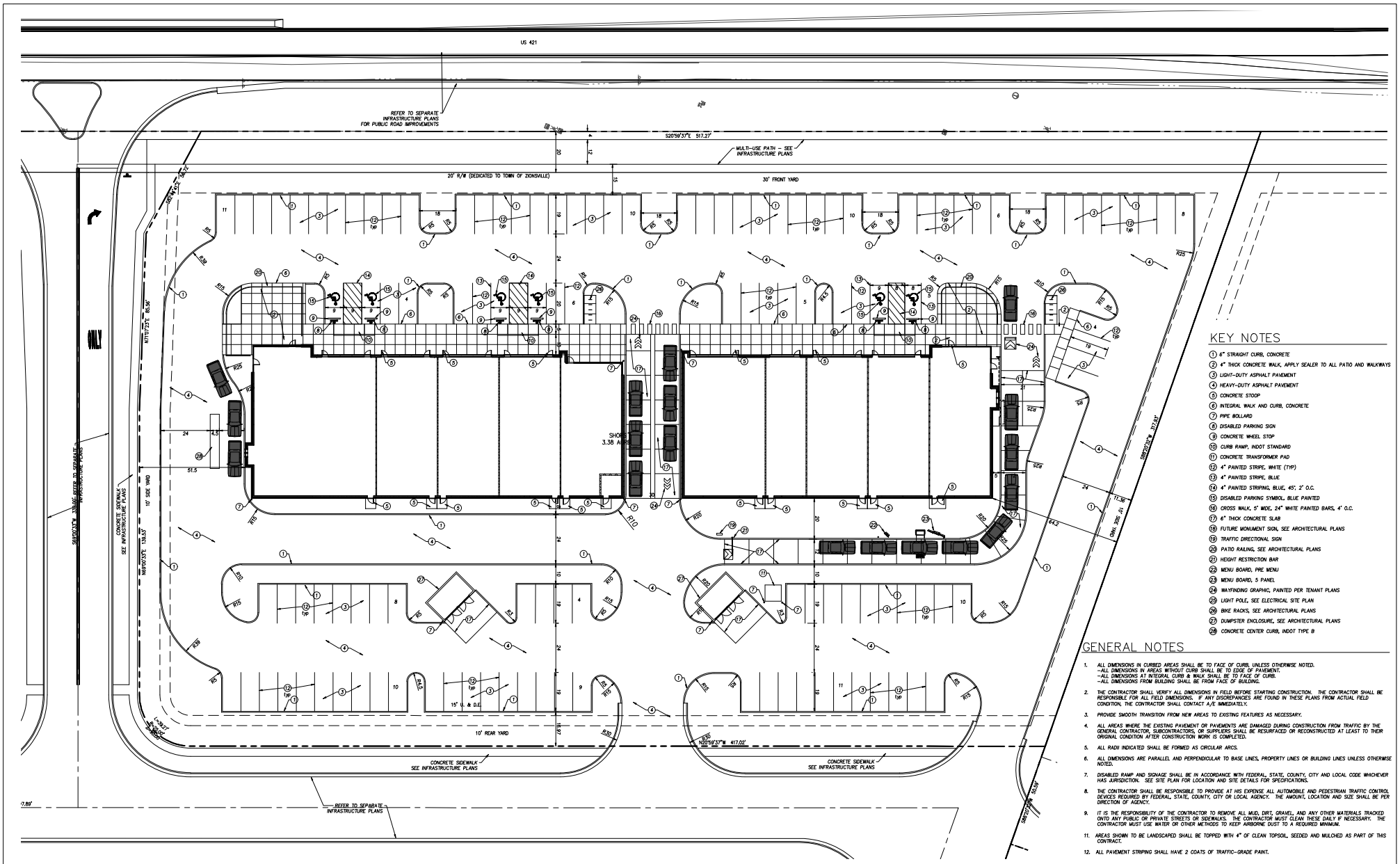
GREGORY S. SNELLING REGISTERED No. 19800417 STATE OF INDIANA PROFESSIONAL ENGINEER

APPALOOSA CROSSING SHOPS
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

COVER SHEET

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: C001

Exhibit 4



KEY NOTES

1. 6" STRAIGHT CURB, CONCRETE
2. 4" THICK CONCRETE WALK, APPLY SEALER TO ALL PATIO AND WALKWAYS
3. LIGHT-DUTY ASPHALT PAVEMENT
4. HEAVY-DUTY ASPHALT PAVEMENT
5. CONCRETE STOOP
6. INTEGRAL WALK AND CURB, CONCRETE
7. PIPE BOLLARD
8. DISABLED PARKING SIGN
9. CONCRETE WHEEL STOP
10. CURB RAMP, INDOT STANDARD
11. CONCRETE TRANSFORMER PAD
12. 4" PAINTED STRIPE, WHITE (TYP)
13. 4" PAINTED STRIPE, BLUE
14. 4" PAINTED STRIPING, BLUE, 45°, 2' O.C.
15. DISABLED PARKING SYMBOL, BLUE PAINTED
16. CROSS WALK, 5' WIDE, 24" WHITE PAINTED BARS, 4' O.C.
17. 6" THICK CONCRETE SLAB
18. FUTURE MONUMENT SIGN, SEE ARCHITECTURAL PLANS
19. TRAFFIC DIRECTIONAL SIGN
20. PATIO RAILING, SEE ARCHITECTURAL PLANS
21. HEIGHT RESTRICTION BAR
22. MENU BOARD, PRE MENU
23. MENU BOARD, 5 PANEL
24. WAYFINDING GRAPHIC, PAINTED PER TENANT PLANS
25. LIGHT POLE, SEE ELECTRICAL SITE PLAN
26. BIKE RACKS, SEE ARCHITECTURAL PLANS
27. DUMPSTER ENCLOSURE, SEE ARCHITECTURAL PLANS
28. CONCRETE CENTER CURB, INDOT TYPE B

GENERAL NOTES

1. ALL DIMENSIONS IN CURBED AREAS SHALL BE TO FACE OF CURB, UNLESS OTHERWISE NOTED.
   - ALL DIMENSIONS IN AREAS WITHOUT CURB SHALL BE TO EDGE OF PAVEMENT.
   - ALL DIMENSIONS AT INTEGRAL CURB & WALK SHALL BE TO FACE OF CURB.
   - ALL DIMENSIONS FROM BUILDING SHALL BE FROM FACE OF BUILDING.
2. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN FIELD BEFORE STARTING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FIELD DIMENSIONS. IF ANY DISCREPANCIES ARE FOUND IN THESE PLANS FROM ACTUAL FIELD CONDITION, THE CONTRACTOR SHALL CONTACT A/E IMMEDIATELY.
3. PROVIDE SMOOTH TRANSITION FROM NEW AREAS TO EXISTING FEATURES AS NECESSARY.
4. ALL AREAS WHERE THE EXISTING PAVEMENT OR PAVEMENTS ARE DAMAGED DURING CONSTRUCTION FROM TRAFFIC BY THE GENERAL CONTRACTOR, SUBCONTRACTORS, OR SUPPLIERS SHALL BE RESURFACED OR RECONSTRUCTED AT LEAST TO THEIR ORIGINAL CONDITION AFTER CONSTRUCTION WORK IS COMPLETED.
5. ALL RADII INDICATED SHALL BE FORMED AS CIRCULAR ARCS.
6. ALL DIMENSIONS ARE PARALLEL AND PERPENDICULAR TO BASE LINES, PROPERTY LINES OR BUILDING LINES UNLESS OTHERWISE NOTED.
7. DISABLED RAMP AND SIGNAGE SHALL BE IN ACCORDANCE WITH FEDERAL, STATE, COUNTY, CITY AND LOCAL CODE WHICHEVER HAS JURISDICTION. SEE SITE PLAN FOR LOCATION AND SITE DETAILS FOR SPECIFICATIONS.
8. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE AT HIS EXPENSE ALL AUTOMOBILE AND PEDESTRIAN TRAFFIC CONTROL DEVICES REQUIRED BY FEDERAL, STATE, COUNTY, CITY OR LOCAL AGENCY. THE AMOUNT, LOCATION AND SIZE SHALL BE PER DIRECTION OF AGENCY.
9. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REMOVE ALL MUD, DIRT, GRAVEL, AND ANY OTHER MATERIALS TRACKED ONTO ANY PUBLIC OR PRIVATE STREETS OR SIDEWALKS. THE CONTRACTOR MUST CLEAN THESE DAILY IF NECESSARY. THE CONTRACTOR MUST USE WATER OR OTHER METHODS TO KEEP AIRBORNE DUST TO A REQUIRED MINIMUM.
11. AREAS SHOWN TO BE LANDSCAPED SHALL BE TOPPED WITH 4" OF CLEAN TOPSOIL, SEEDED AND MULCHED AS PART OF THIS CONTRACT.
12. ALL PAVEMENT STRIPING SHALL HAVE 2 COATS OF TRAFFIC-GRADE PAINT.

SITE DATA:

BUILDING AREA	23,100 GSF
PARKING REQ'D (1/200 GSF)	116 + RESTAURANT SEATING
PARKING REQ'D (RESTAURANT)	1 PER 3 RESTAURANT SEATS
PARKING SPACES PROVIDED	121
ADA SPACES REQUIRED	5
ADA SPACES PROVIDED	6
BICYCLE SPACES REQ'D	14
BICYCLE SPACES PROVIDED	20

NORTH

0 20 40 60
GRAPHIC SCALE IN FEET

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DATE		DESCRIPTION
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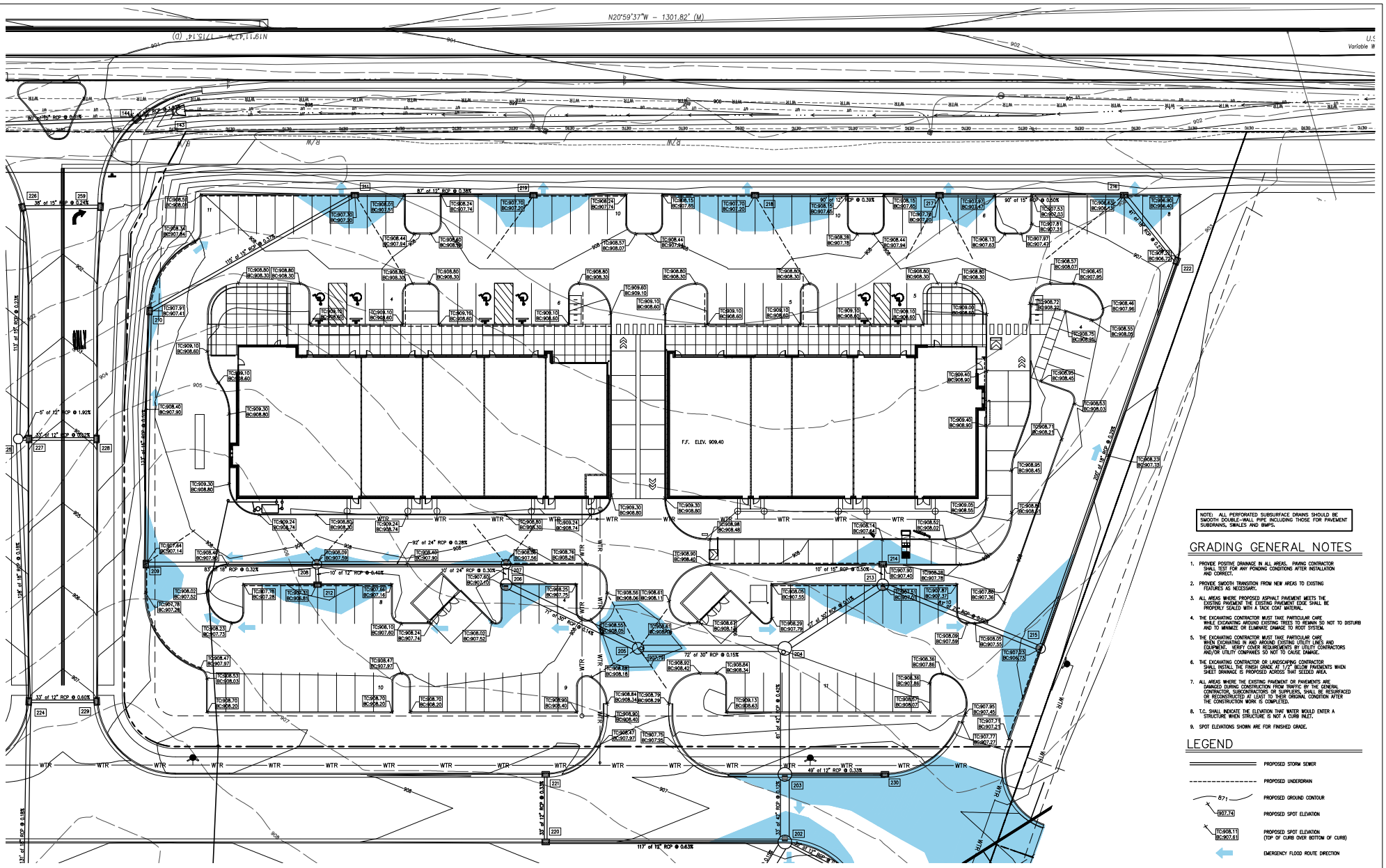
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

SITE PLAN

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: C201

Exhibit 4



NOTE: ALL PERFORATED SUBSURFACE DRAINS SHOULD BE SMOOTH DOUBLE-WALL PIPE INCLUDING THOSE FOR PAVEMENT SUBDRAINS, SWALES AND BMPS.

GRADING GENERAL NOTES

1. PROVIDE POSITIVE DRAINAGE IN ALL AREAS. PAVING CONTRACTOR SHALL TEST FOR ANY PONDING CONDITIONS AFTER INSTALLATION AND CORRECT.
2. PROVIDE SMOOTH TRANSITION FROM NEW AREAS TO EXISTING FEATURES AS NECESSARY.
3. ALL AREAS WHERE PROPOSED ASPHALT PAVEMENT MEETS THE EXISTING PAVEMENT THE EXISTING PAVEMENT EDGE SHALL BE PROPERLY SEALED WITH A TACK COAT MATERIAL.
4. THE EXCAVATING CONTRACTOR MUST TAKE PARTICULAR CARE WHILE EXCAVATING AROUND EXISTING TREES TO REMAIN SO NOT TO DISTURB AND TO MINIMIZE OR ELIMINATE DAMAGE TO ROOT SYSTEM.
5. THE EXCAVATING CONTRACTOR MUST TAKE PARTICULAR CARE WHEN EXCAVATING IN AND AROUND EXISTING UTILITY LINES AND EQUIPMENT. VERIFY COVER REQUIREMENTS BY UTILITY CONTRACTORS AND/OR UTILITY COMPANIES SO NOT TO CAUSE DAMAGE.
6. THE EXCAVATING CONTRACTOR OR LANDSCAPING CONTRACTOR SHALL INSTALL THE FINISH GRADE AT 1/2" BELOW PAVEMENTS WHEN SHEET DRAINAGE IS PROPOSED ACROSS THAT SEEDED AREA.
7. ALL AREAS WHERE THE EXISTING PAVEMENT OR PAVEMENTS ARE DAMAGED DURING CONSTRUCTION FROM TRAFFIC BY THE GENERAL CONTRACTOR, SUBCONTRACTORS OR SUPPLIERS, SHALL BE RESURFACED OR RECONSTRUCTED AT LEAST TO THEIR ORIGINAL CONDITION AFTER THE CONSTRUCTION WORK IS COMPLETED.
8. T.C. SHALL INDICATE THE ELEVATION THAT WATER WOULD ENTER A STRUCTURE WHEN STRUCTURE IS NOT A CURB INLET.
9. SPOT ELEVATIONS SHOWN ARE FOR FINISHED GRADE.

LEGEND

- PROPOSED STORM SEWER
- PROPOSED UNDERDRAIN
- 871 — PROPOSED GROUND CONTOUR
- 907.74 — PROPOSED SPOT ELEVATION
- TC:908.11 / BC:907.61 — PROPOSED SPOT ELEVATION (TOP OF CURB OVER BOTTOM OF CURB)
- EMERGENCY FLOOD ROUTE DIRECTION

ALL PROPOSED STORM SEWER AND DRAINAGE APPURTENANCES SHALL BE IN CONFORMANCE WITH THE TOWN OF ZIONSVILLE STORMWATER TECHNICAL STANDARDS MANUAL, LATEST EDITION. DISCREPANCIES BETWEEN THE PLANS AND THE MANUAL SHALL NOT ALLEVIATE THE CONTRACTOR FROM ADHERING TO THE REQUIREMENTS AS SET FORTH IN THE MANUAL.

NORTH

0 20 40 60
GRAPHIC SCALE IN FEET

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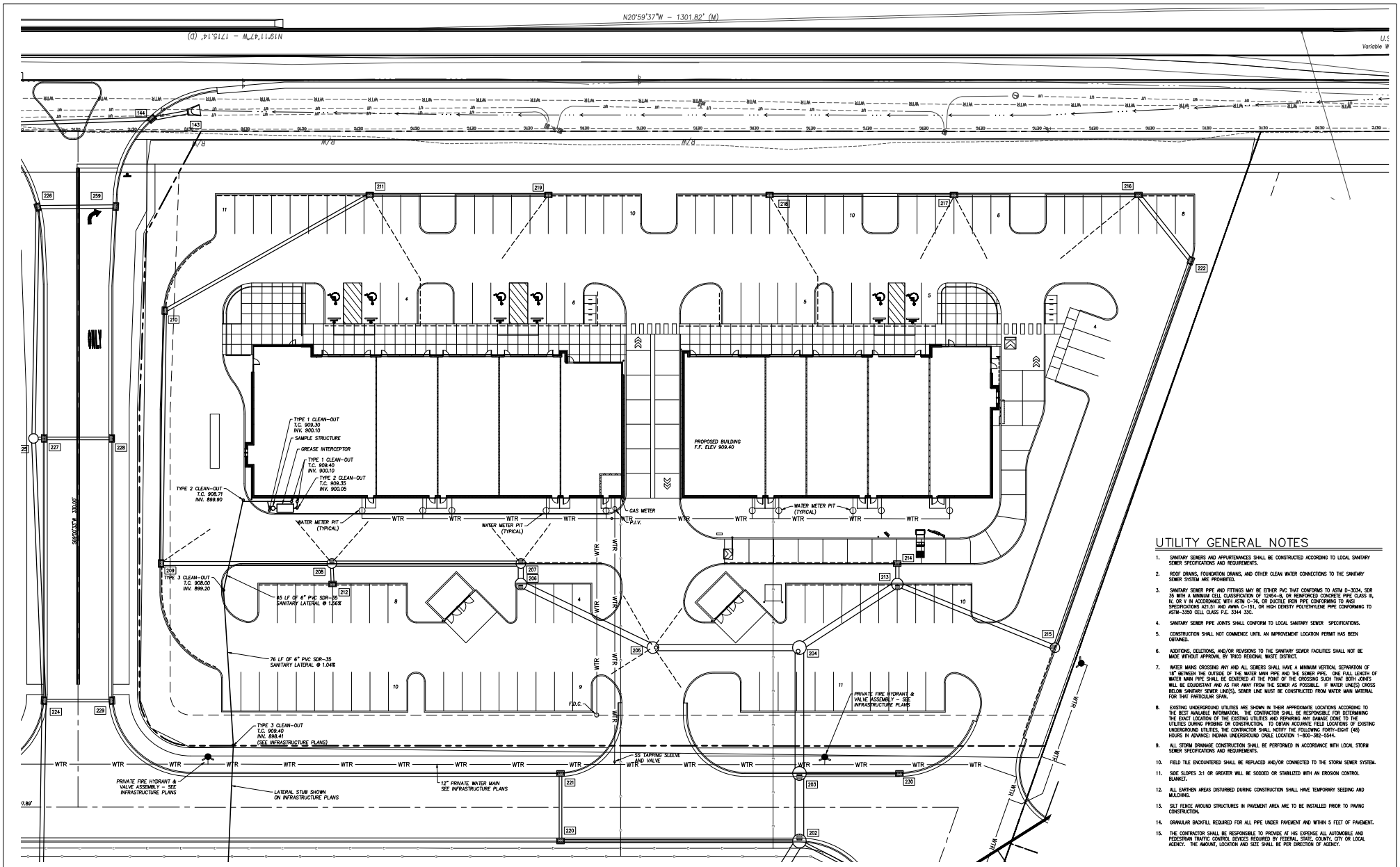
ZIONSVILLE, INDIANA

GRADING AND DRAINAGE PLAN

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: C301

Exhibit 4



UTILITY GENERAL NOTES

1. SANITARY SEWERS AND APPURTENANCES SHALL BE CONSTRUCTED ACCORDING TO LOCAL SANITARY SEWER SPECIFICATIONS AND REQUIREMENTS.
2. ROOF DRAINS, FOUNDATION DRAINS, AND OTHER CLEAN WATER CONNECTIONS TO THE SANITARY SEWER SYSTEM ARE PROHIBITED.
3. SANITARY SEWER PIPE AND FITTINGS MAY BE EITHER PVC THAT CONFORMS TO ASTM D-3034, SDR 35 WITH A MINIMUM CELL CLASSIFICATION OF 12454-B, OR REINFORCED CONCRETE PIPE CLASS III, IV, OR V IN ACCORDANCE WITH ASTM C-76, OR DUCTILE IRON PIPE CONFORMING TO ANSI SPECIFICATIONS A21.51 AND AWWA C-151, OR HIGH DENSITY POLYETHYLENE PIPE CONFORMING TO ASTM-3350 CELL CLASS P.E. 3344 33C.
4. SANITARY SEWER PIPE JOINTS SHALL CONFORM TO LOCAL SANITARY SEWER SPECIFICATIONS.
5. CONSTRUCTION SHALL NOT COMMENCE UNTIL AN IMPROVEMENT LOCATION PERMIT HAS BEEN OBTAINED.
6. ADDITIONS, DELETIONS, AND/OR REVISIONS TO THE SANITARY SEWER FACILITIES SHALL NOT BE MADE WITHOUT APPROVAL BY TRICO REGIONAL WASTE DISTRICT.
7. WATER MAINS CROSSING ANY AND ALL SEWERS SHALL HAVE A MINIMUM VERTICAL SEPARATION OF 18" BETWEEN THE OUTSIDE OF THE WATER MAIN PIPE AND THE SEWER PIPE. ONE FULL LENGTH OF WATER MAIN PIPE SHALL BE CENTERED AT THE POINT OF THE CROSSING SUCH THAT BOTH JOINTS WILL BE EQUIDISTANT AND AS FAR AWAY FROM THE SEWER AS POSSIBLE. IF WATER LINE(S) CROSS BELOW SANITARY SEWER LINE(S), SEWER LINE MUST BE CONSTRUCTED FROM WATER MAIN MATERIAL FOR THAT PARTICULAR SPAN.
8. EXISTING UNDERGROUND UTILITIES ARE SHOWN IN THEIR APPROXIMATE LOCATIONS ACCORDING TO THE BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF THE EXISTING UTILITIES AND REPAIRING ANY DAMAGE DONE TO THE UTILITIES DURING PROBING OR CONSTRUCTION. TO OBTAIN ACCURATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES, THE CONTRACTOR SHALL NOTIFY THE FOLLOWING FORTY-EIGHT (48) HOURS IN ADVANCE: INDIANA UNDERGROUND CABLE LOCATION 1-800-382-5544.
9. ALL STORM DRAINAGE CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH LOCAL STORM SEWER SPECIFICATIONS AND REQUIREMENTS.
10. FIELD TILE ENCOUNTERED SHALL BE REPLACED AND/OR CONNECTED TO THE STORM SEWER SYSTEM.
11. SIDE SLOPES 3:1 OR GREATER WILL BE SODDED OR STABILIZED WITH AN EROSION CONTROL BLANKET.
12. ALL EARTHEN AREAS DISTURBED DURING CONSTRUCTION SHALL HAVE TEMPORARY SEEDING AND MULCHING.
13. SILT FENCE AROUND STRUCTURES IN PAVEMENT AREA ARE TO BE INSTALLED PRIOR TO PAVING CONSTRUCTION.
14. GRANULAR BACKFILL REQUIRED FOR ALL PIPE UNDER PAVEMENT AND WITHIN 5 FEET OF PAVEMENT.
15. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE AT HIS EXPENSE ALL AUTOMOBILE AND PEDESTRIAN TRAFFIC CONTROL DEVICES REQUIRED BY FEDERAL, STATE, COUNTY, CITY OR LOCAL AGENCY. THE AMOUNT, LOCATION AND SIZE SHALL BE PER DIRECTION OF AGENCY.

NORTH

0 20 40 60
GRAPHIC SCALE IN FEET

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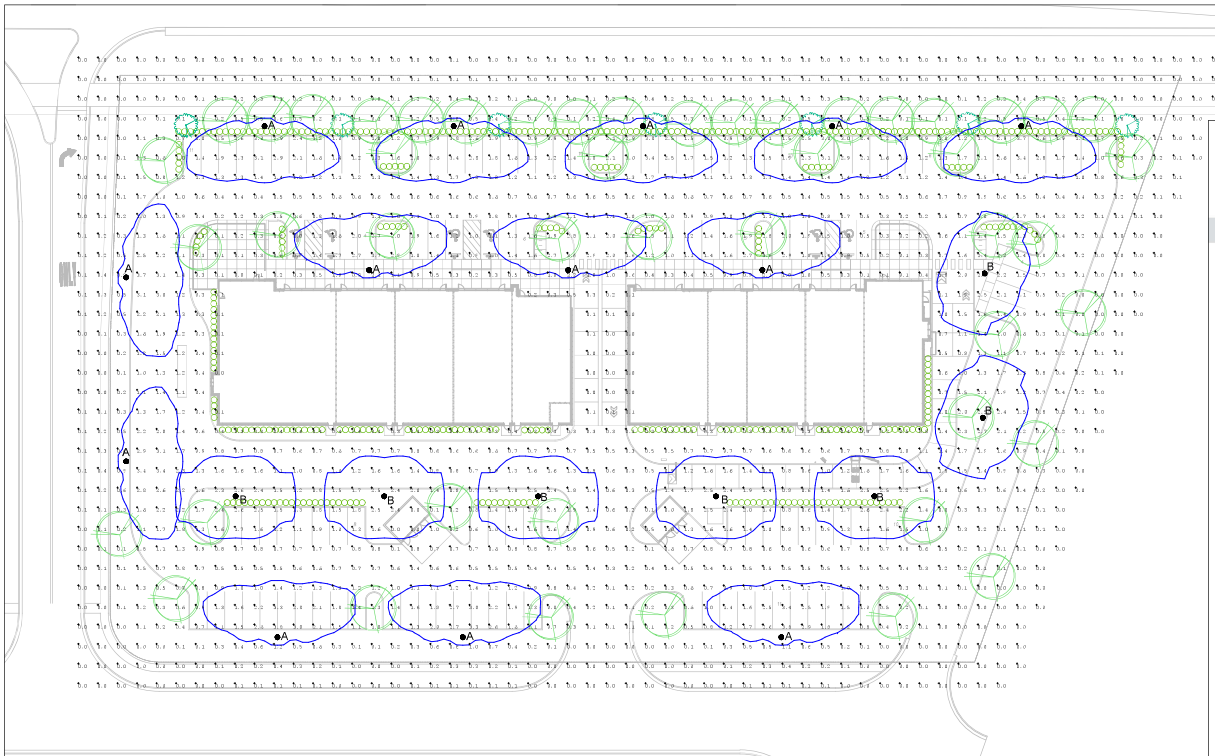
APPALOOSA CROSSING SHOPS
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

UTILITY PLAN

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: C401

Exhibit 4



CALCULATION SUMMARY							
AREA	CALCTYPE	UNITS	AVG	MAX	MIN	AVG/MIN	MAX/MIN
PROPERTY LINE	Illuminance	Fc	0.00	0.7	0.0	N.A.	N.A.
SITE	Illuminance	Fc	0.75	3.8	0.0	N.A.	N.A.
PARKING & DRIVEWAYS	Illuminance	Fc	1.08	3.8	0.0	N.A.	N.A.

LIGHTING SCHEDULE						
TYPE	QTY	PART NUMBER	MH	LUMENS	LLF	DESCRIPTION
A	13	PCADS-55LED-4K-3	16'	6250	0.950	55W 4000K LED TYPE 3 OPTICS
B	7	PCADS-55LED-4K-5R	16'	6466	0.950	55W 4000K LED TYPE 5R OPTICS

PROGRESS LIGHTING | COMMERCIAL

Project:
Fixture Type:
Location:
Contact:

PCAD SERIES

LED Area Designer Lighting

Specifications:

Construction:

The decorative pendant mount luminaire is pendant mounted in place with stainless steel bolts. The driver is located in the cast aluminum top housing and is accessible without tools by hinging the lower shade assembly. The lower shade assembly is a one-piece aluminum spinning.

Optics:

One-piece optical system with internal brass standoffs soldered to the board which can be field replaced. Two-piece die cut silicone and polycarbonate foam gasket ensures weather-proof seal around each individual LED and allows luminaire to be rated for high-pressure hose down applications. The optical cartridge is secured to the aluminum heat sink with fasteners to ensure thermal conductivity. Optics add into place without use of adhesives and complete assembly is gasketed for high pressure wet down cleaning.

Electrical:

Luminaire equipped with LED driver that operates with 120-277V universal voltage, 50/60Hz and includes 0-10V dimming capability. Power factor is 0.92 at full load. All electrical components rated at 50,000 hour at Ta | 40 and 40°C ambient conditions. Thermal feedback between PCB and driver to protect luminaire from excessive temperature by reducing drive current as necessary. Surge protection standard with device providing surge current rating of 20KA using 8/20 µSec wave, LSP clamping voltage of 820V and surge rating of 5MJ.

Finish:

Polyester powder paint finish that is corrosion resistant and resists surface impacts up to 160 in-lb pound.

Listing/Certification:

The Luminaire bears a CSA label and is marked suitable for wet locations.

Warranty:

5 year - limited warranty covering LED arrays and LED driver(s).

Images:

*Area sizes/quantity

Dimensions & Mounting:

*Cast Rings Optional

IP65 LIFLIGHT - DARK SKY COMPLIANT

Engine/ Wattage	# of LEDS	Delivered Lumens (varies by CCT)	Delivered LPW	Drive Current (milliamps)
27	24	1600-3900	131-159	350 mA
35	24	1100-6400	107-113	700 mA
85	36	3000-9300	108-114	700 mA
110	48	8400-8800	110-116	700 mA
136	60	12000-16200	111-117	700 mA

Catalog number:

Series	Engine/Wattage	Color Temp	Distribution	Finish	Options
PCADS - Designer Small **PCADL** - Designer Large	**27LED** - 24LEDS @ 27W **55LED** - 24LEDS @ 55W **85LED** - 36LEDS @ 85W **110LED** - 48LEDS @ 110W** **136LED** - 60LEDS @ 136W**	**3K** - 3000K, 70 CRI **4K** - 4000K, 70 CRI	**2** - Type 2 **3** - Type 3 **4** - Type 4 **4W** - Type 4 Wide **5R** - Type 5 Rectangle **5W** - Type 5 Round	**BZ** - Bronze **BL** - Black **GN** - Green	**BLANK** **PC120** - 120V Photocell **PC277** - 277V Photocell **CR** - Cast Rings **BC** - Backlight Control

** Large Drop

For more information visit our website: www.progresslighting.com

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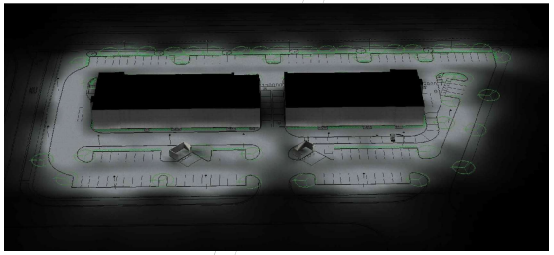
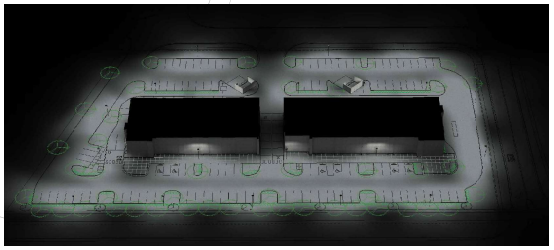
REV 07/9





General Notes

1. THIS LIGHTING DESIGN IS BASED ON LIMITED INFORMATION SUPPLIED BY OTHERS TO PROGRESS COMMERCIAL. SITE DETAILS PROVIDED HEREIN ARE REPRODUCED ONLY AS A VISUALIZATION AID. FIELD DEVIATIONS MAY SIGNIFICANTLY AFFECT PREDICTED PERFORMANCE. PRIOR TO INSTALLATION, CRITICAL SITE INFORMATION (POLE LOCATIONS, ORIENTATION, MOUNTING HEIGHT, ETC) SHOULD BE COORDINATED WITH THE CONTRACTOR AND/OR SPECIFIER RESPONSIBLE FOR THE PROJECT.
2. LUMINAIRE DATA IS TESTED TO INDUSTRY STANDARDS UNDER LABORATORY CONDITIONS. OPERATING VOLTAGE AND NORMAL MANUFACTURING TOLERANCES OF LAMP, BALLAST, AND LUMINAIRE MAY AFFECT FIELD RESULTS.
3. CONFORMANCE TO FACILITY CODE AND OTHER LOCAL REQUIREMENTS IS THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.
4. ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE INDICATED

REV.	REVISION/ISSUE	DATE

PROGRESS LIGHTING | COMMERCIAL

701 MILLENNIUM BLVD, GREENVILLE, SC 29607
WWW.PROGRESSLIGHTING.COM
APPUITT@PROGRESSLIGHTING.COM
864.878.1611

PROJECT INFORMATION

APPALOOSA

SITE LIGHTING

ACCOUNT MANAGER

TIM MCNULTY

PROJECT NUMBER

013020AP

DATE	DRAWN BY
01.31.20	
SCALE	PAGE
1" = 30'	1 OF 1

Exhibit 4

PROGRESS LIGHTING™ | COMMERCIAL

Project:

Fixture Type:

Location:

Contact:

PCAD SERIES

LED Area Designer Lighting

Specifications:

Construction:

The decorative pendant mount luminaire is pendant mounted in place with stainless steel bolts. The driver is located in the cast aluminum top housing and is accessible without tools by hinging the lower shade assembly. The lower shade assembly is a one-piece aluminum spinning.

Optics:

One piece optical system with internal brass standoffs soldered to the board which can be field replaced. Two-piece die cut silicone and polycarbonate foam gasket ensures weather-proof seal around each individual LED and allows luminaire to be rated for high-pressure hose down applications. The optical cartridge is secured to the aluminum heat sink with fasteners to ensure thermal conductivity. Optics held into place without use of adhesives and complete assembly is gasketed for high pressure hose down cleaning.

Electrical:

Luminaire equipped with LED driver that operates with 120-277V universal voltage, 50/60Hz and includes 0-10V dimming capability. Power factor is 0.92 at full load. All electrical components rated at 50,000 hours at full load and 40°C ambient conditions. Thermal feedback between PCB and driver to protect luminaire from excessive temperature by reducing drive current as necessary. Surge protection standard with device providing surge current rating of 20KA using 8/20 pSec wave, LSP clamping voltage of 825V and surge rating of 540J.

Finish:

Polyester powder paint finish that is corrosion resistant and resists surface impacts up to 160 inch-pound.

Listing/Certification:

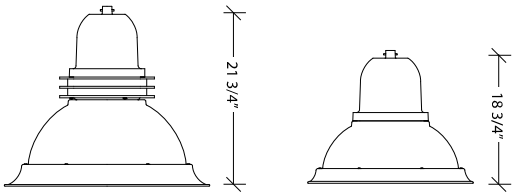
The luminaire bears a CSA label and is marked suitable for wet locations.

Warranty:

5 year limited warranty covering LED array and LED driver(s).

Images:

Dimensions & Mounting



26" - CAP

EPA: 1.39 ft²
40 lbs

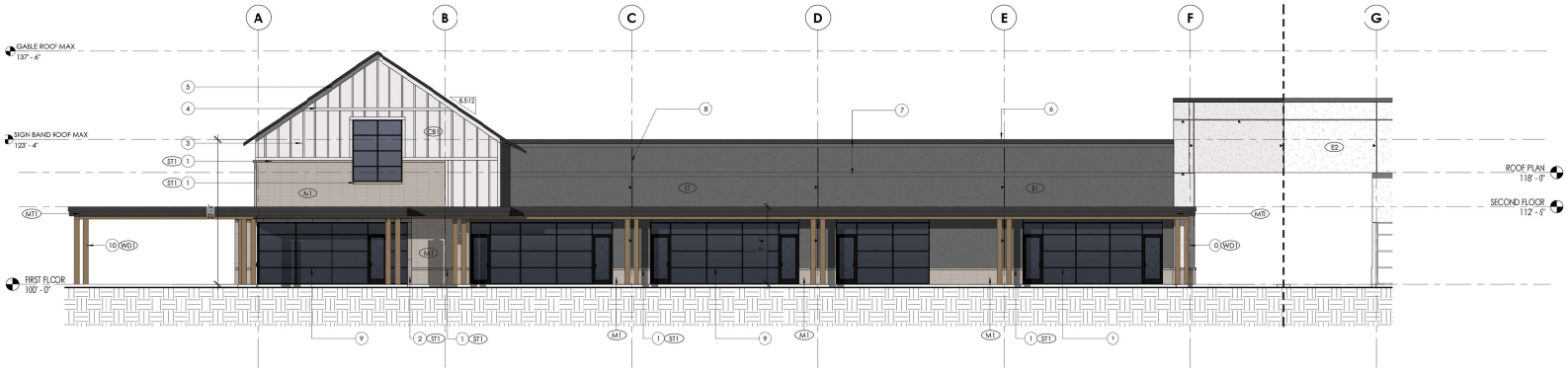
21" - CAP

EPA: 1.04 ft²
35 lbs

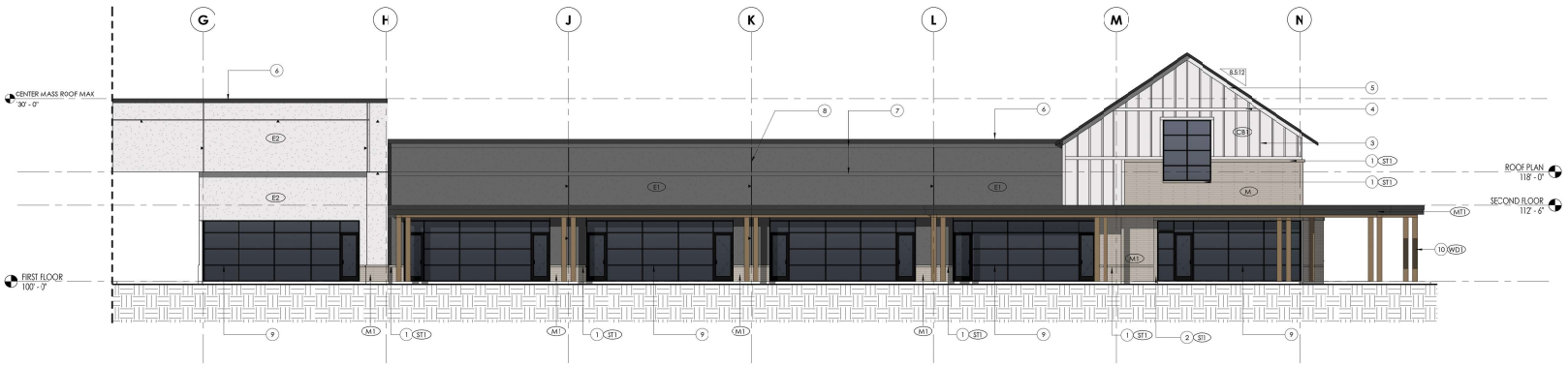
Engine/ Wattage	Delivered Lumens (varies by optics)	Delivered LPW
55	5183-5500	93-100
80	6935-8215	93-103
136	12800-13700	93-103

Catalog number:

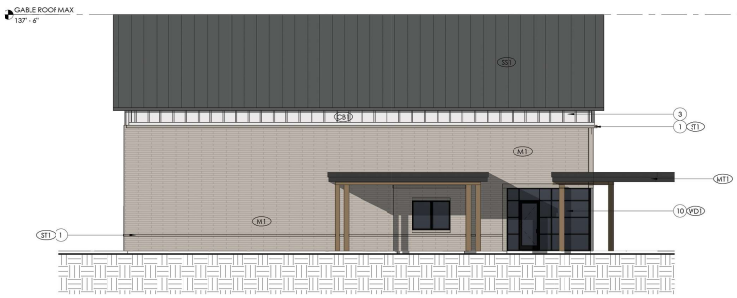
Series	Size	Wattage	Distribution	Finish	Options
PCAD - LED Area Designer Lighting	**S** - Small	**55** - Small or Large	**3** - IES Type 3	**BZ** - Bronze	Blank
	L - Large	**80** - Small or Large	**5** - IES Type 5 Round Wide	**BL** - Black	**P** - Photocell
		136 - Large Only		**GN** - Green	**CR** - Cast Rings



01 EAST ELEVATION AREA A
SCALE: 1/8" = 1'-0"



02 EAST ELEVATION AREA B
SCALE: 1/8" = 1'-0"



03 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

04 NORTH ELEVATION
SCALE: 1/8" = 1'-0"

GENERAL ELEVATION NOTES

A. REFER TO A501 FOR EXTERIOR MATERIAL SCHEDULE.

B. REFER TO A505 FOR WINDOW/STOREFRONT ELEVATIONS.

C. PAINT ALL EXPOSED MISC. STEEL LINTELS, PLATES, ANGLES, ETC.

SYMBOLS

- CONTROL JOINT
- XX — EXTERIOR FINISH MATERIAL
- XX — WINDOW TYPE

EXTERIOR ELEVATION KEYNOTE

1. LIMESTONE SILL, 4" HIGH, TYPICAL.
2. LIMESTONE JAMB/HEADER TRIM, 8" WIDE, TYPICAL.
3. PAINTED BATTEN, 2.5" WIDE, 24" O.C., TYPICAL.
4. PAINTED TRIM, 5.5" WIDE, ALL VERTICAL AND HORIZONTAL TRIM, TYPICAL.
5. PAINTED EAVE TRIM, 7.5" WIDE, TYPICAL.
6. METAL COPING, 8" HIGH FACE, REFER TO FINISH LEGEND FOR COLOR
7. EIFS ACCENT BAND, 6"X 2" PROFILE.
8. EIFS V-NOTCH CONTROL JOINT, TYPICAL.
9. BLACK ANODIZED ALUMINUM STOREFRONT ENTRANCE. REFER TO STOREFRONT ELEVATION PAGE FOR DETAILS, TYPICAL.
10. ROUGH SAWN CEDAR POST, 10"X 10", TYPICAL AT CANOPY LOCATIONS.

EXTERIOR MATERIALS LEGEND

TYPE	PRODUCT	DESCRIPTION
M1	LIMESTONE MASONRY - FIELD	MFR: INDIANA LIMESTONE STYLE: STACKED ASHLAR, SMOOTH SIZE: 4" HIGH, RANDOM LENGTH
ST1	LIMESTONE - ACCENT	MFR: INDIANA LIMESTONE STYLE: SMOOTH SIZE: 4" LENGTH INCRIMENTS, TYPICAL.
E1	EIFS	STYLE: SMOOTH SAND FINISH COLOR: CHARCOAL GRAY
E2	EIFS	STYLE: SMOOTH SAND FINISH COLOR: OFF-WHITE
MT1	PAINTED BREAKMETAL	CUSTOM COLOR TO MATCH B
WD1	CEDAR	STYLE: ROUGH SAWN CEDAR POST/BEAM COLOR: PENETRATING SEALER
SS1	STANDING SEAM METAL	MFR: TBD STYLE: 24" WIDE SECTIONS, CENTER RIB. COLOR: CHARCOAL GRAY
CB1	BOARD AND BATTEN	MFR: CEMINT BOARD STYLE: SIMULATED WOOD COLOR: WHITE

AXIS

618 East Market Street
Indianapolis, Indiana 46202
phone 317/264-8162
axisarch.com

Issue Drawings

These drawings indicate the general scope of the project in terms of architectural design concept, the dimensions of the building, the major architectural elements are the type of structural, mechanical and electrical systems. The drawings do not necessarily indicate or describe all work required for full performance and completion of the requirements of the contract. On the date of the general issue indicated or specified the trade contractor shall furnish all items required for the proper execution and completion of work.

DRAWN BY	AUTHOR
CHECKED BY	CHECKER
DATE ISSUED	07/02/2018

REVISIONS:

#	DESCRIPTION	DATE

CLIENT
APPALOOSA CROSSING
Client Contact
Client Address
Client Address
Client Phone
Client Fax

CIVIL ENGINEER
C1 Name
C1 Contact
C1 Address 1
C1 Address 2
C1 Phone
C1 Fax

STRUCTURAL ENGINEER
C2 Name
C2 Contact
C2 Address 1
C2 Address 2
C2 Phone
C2 Fax

MEP ENGINEER
C3 Name
C3 Contact
C3 Address 1
C3 Address 2
C3 Phone
C3 Fax

LANDSCAPE ARCHITECT
C4 Name
C4 Contact
C4 Address 1
C4 Address 2
C4 Phone
C4 Fax

CONSULTANTS
C5 Name
C5 Contact
C5 Address 1
C5 Address 2
C5 Phone
C5 Fax

APPALOOSA CROSSING
B SHOPS
PROJECT ADDRESS

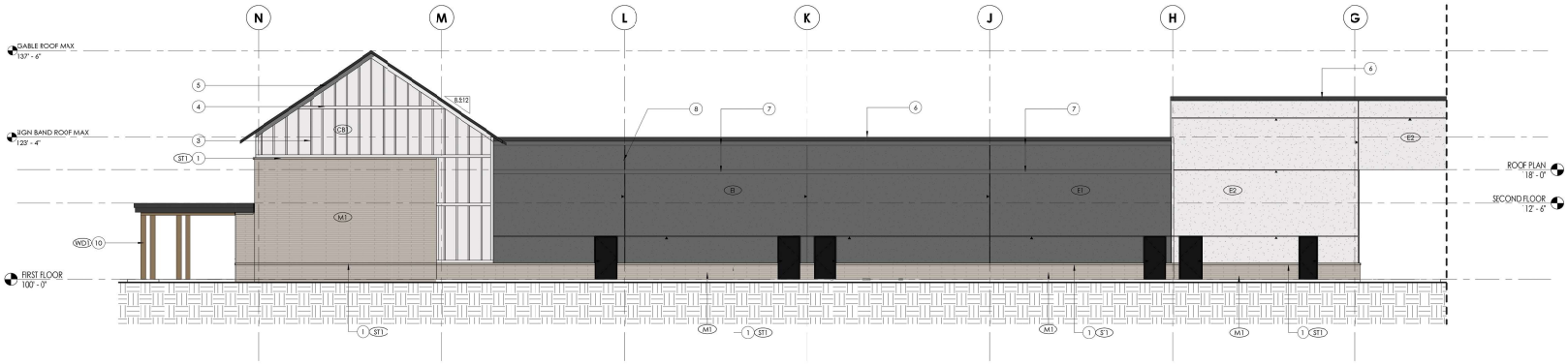
NOT FOR CONSTRUCTION

EXTERIOR ELEVATIONS

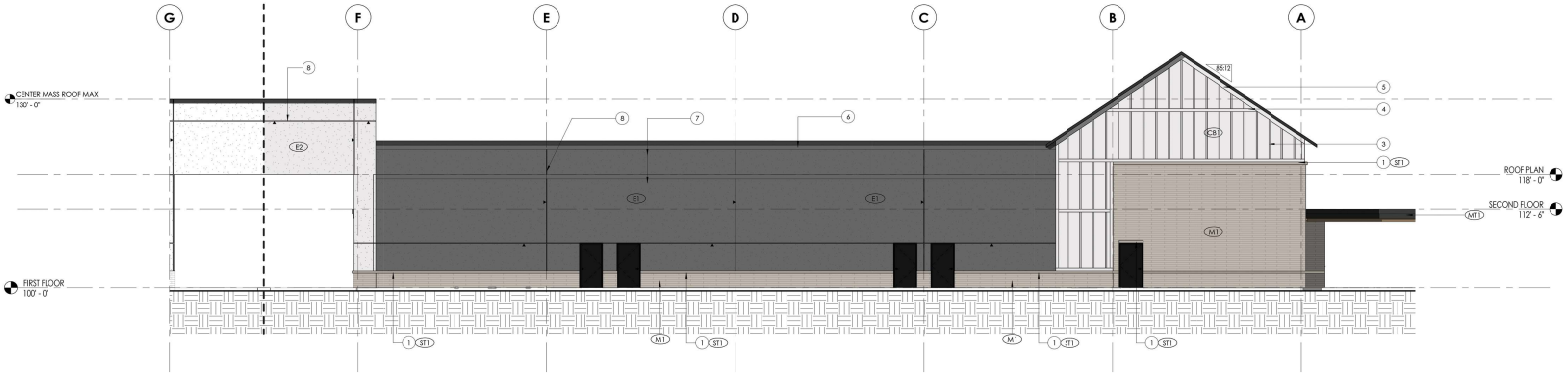
A201

PROJECT NUMBER: 00000

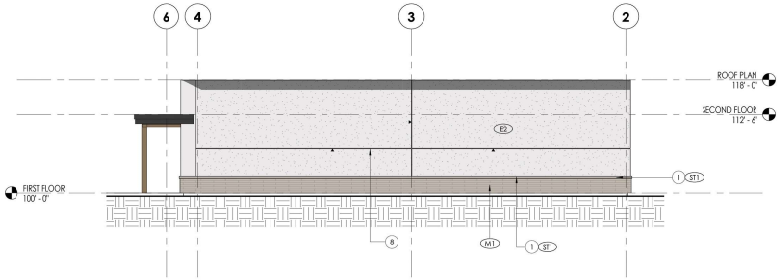
Exhibit 4



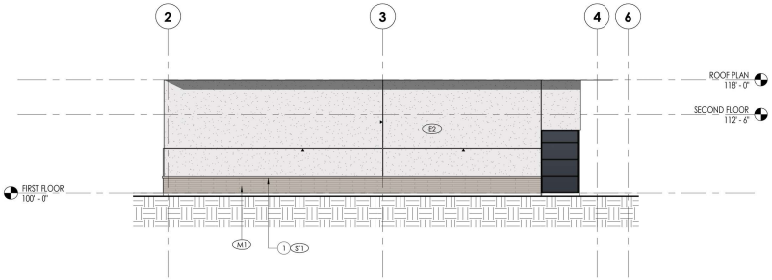
01 WEST ELEVATION AREA B
SCALE: 1/8" = 1'-0"



02 WEST ELEVATION AREA A
SCALE: 1/8" = 1'-0"



03 CENTER DRIVE THRU NORTH ELEVATION
SCALE: 1/8" = 1'-0"



04 CENTER DRIVE THRU SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

GENERAL ELEVATION NOTES

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CB1	BOARD AND BATTEN	MFR: CEMINT BOARD STYLE: SIMULATED WOOD COLOR: WHITE

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DRAWN BY	AUTHOR
CHECKED BY	CHECKER
DATE ISSUED	07/02/2018

REVISIONS:

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Client Contact
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Client Fax

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C4 Fax

CONSULTANTS
C5 Name
C5 Contact
C5 Address 1
C5 Address 2
C5 Phone
C5 Fax

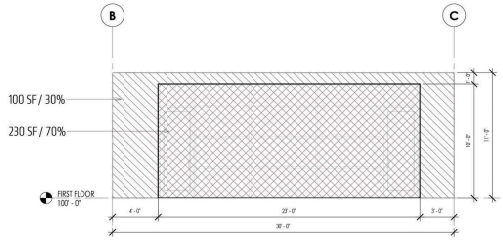
APPALOOSA CROSSING
B SHOPS
PROJECT ADDRESS

NOT FOR CONSTRUCTION

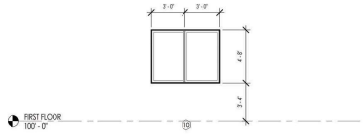
EXTERIOR ELEVATIONS

A202
PROJECT NUMBER: 00000

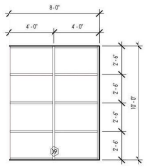
Exhibit 4



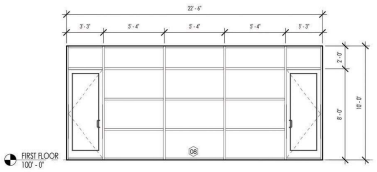
11 TYP. ALUMINUM STOREFRONT RATIO
SCALE: 1/4" = 1'-0"



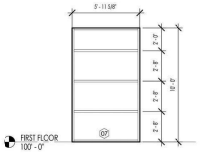
10 STOREFRONT ELEVATION 10
SCALE: 1/4" = 1'-0"



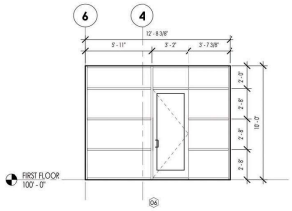
09 STOREFRONT ELEVATION 09
SCALE: 1/4" = 1'-0"



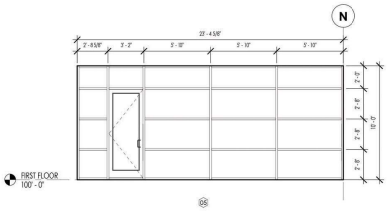
08 STOREFRONT ELEVATION 08
SCALE: 1/4" = 1'-0"



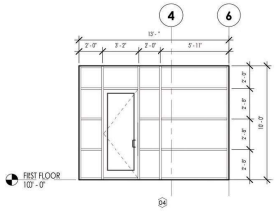
07 STOREFRONT ELEVATION 07
SCALE: 1/4" = 1'-0"



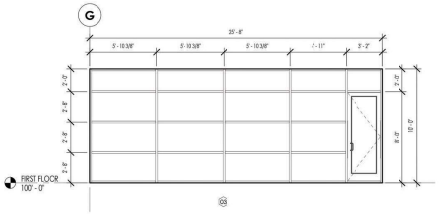
06 STOREFRONT ELEVATION 06
SCALE: 1/4" = 1'-0"



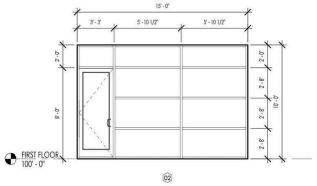
05 STOREFRONT ELEVATION 05
SCALE: 1/4" = 1'-0"



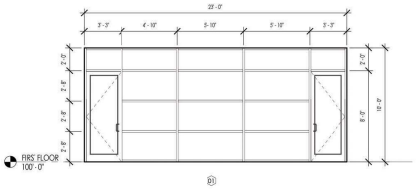
04 STOREFRONT ELEVATION 04
SCALE: 1/4" = 1'-0"



03 STOREFRONT ELEVATION 03
SCALE: 1/4" = 1'-0"



02 STOREFRONT ELEVATION 02
SCALE: 1/4" = 1'-0"



01 TYP. ALUMINUM STOREFRONT
SCALE: 1/4" = 1'-0"

GENERAL WINDOW & STOREFRONT NOTES

A. REFER TO WALL SECTIONS AND PLAN DETAILS AND WINDOW DETAILS FOR FULL SCOPE OF WINDOWS AND STOREFRONTS.

B. REFER TO PLAN DRAWINGS FOR WINDOW LOCATIONS.

C. REFER TO SPECIFICATIONS FOR FULL DESCRIPTION OF GLAZING TYPES. GLAZING LEGEND ON DRAWINGS IS ABBREVIATED.

D. COORDINATE WINDOW TYPE DRAWINGS AND ROUGH OPENINGS WITH WALL FRAMING DRAWINGS.

E. REFER TO STANDARD DETAILS FOR PROPER INSTALLATION.

F. STOREFRONTS DETAILED ON THIS SHEET ARE BASED ON EAWNEER TRI-FAB VG 451T UNLESS NOTED OTHERWISE.

GLAZING SCHEDULE

GL-1 1/4" FULLY TEMPERED CLEAR FLOAT GLASS

IGL-1 1" CLEAR INSULATING GLASS WITH LOW-E COATING, FULLY TEMPERED

IGL-2 1" CLEAR INSULATING GLASS, FULLY TEMPERED

IGL-3 1" LAMINATED INSULATING GLASS WITH FROSTED PVB INNER LAYER

IGL-4 1" SPANDREL INSULATING GLASS, FULLY TEMPERED

IGL-5 1/2" CLEAR INSULATING GLASS, FULLY TEMPERED

**REFER TO PROJECT MANUAL FOR COMPLETE GLAZING SPECIFICATION.

**CONTRACTOR TO PROVIDE FULLY TEMPERED LITES IN ALL LOCATIONS REQUIRED BY CODE INCLUDING BATHROOMS AND WITHIN 30" OF FLOOR

AXIS

618 East Market Street
Indianapolis, Indiana 46202
phone:(317)264.8162
axisarch.com

Issue Drawings
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DRAWN BY AUTHOR
CHECKED BY CHECKER
DATE ISSUED 07/29/17

REVISIONS:
1. DESCRIPTION: DATE

CLIENT
APPALOOSA CROSSING
Client Contact
Client Address 1
Client Address 2
Client Phone
Client Fax

CIVIL ENGINEER
C1 Name
C1 Contact
C1 Address 1
C1 Address 2
C1 Phone
C1 Fax

STRUCTURAL ENGINEER
C2 Name
C2 Contact
C2 Address 1
C2 Address 2
C2 Phone
C2 Fax

MEP ENGINEER
C3 Name
C3 Contact
C3 Address 1
C3 Address 2
C3 Phone
C3 Fax

LANDSCAPE ARCHITECT
C4 Name
C4 Contact
C4 Address 1
C4 Address 2
C4 Phone
C4 Fax

CONSULTANT 5
C5 Name
C5 Contact
C5 Address 1
C5 Address 2
C5 Phone
C5 Fax

APPALOOSA CROSSING
B SHOPS
PROJECT ADDRESS

NOT FOR CONSTRUCTION

WINDOW AND STOREFRONT ELEVATIONS

A505
PROJECT NUMBER: 00000

Exhibit 4

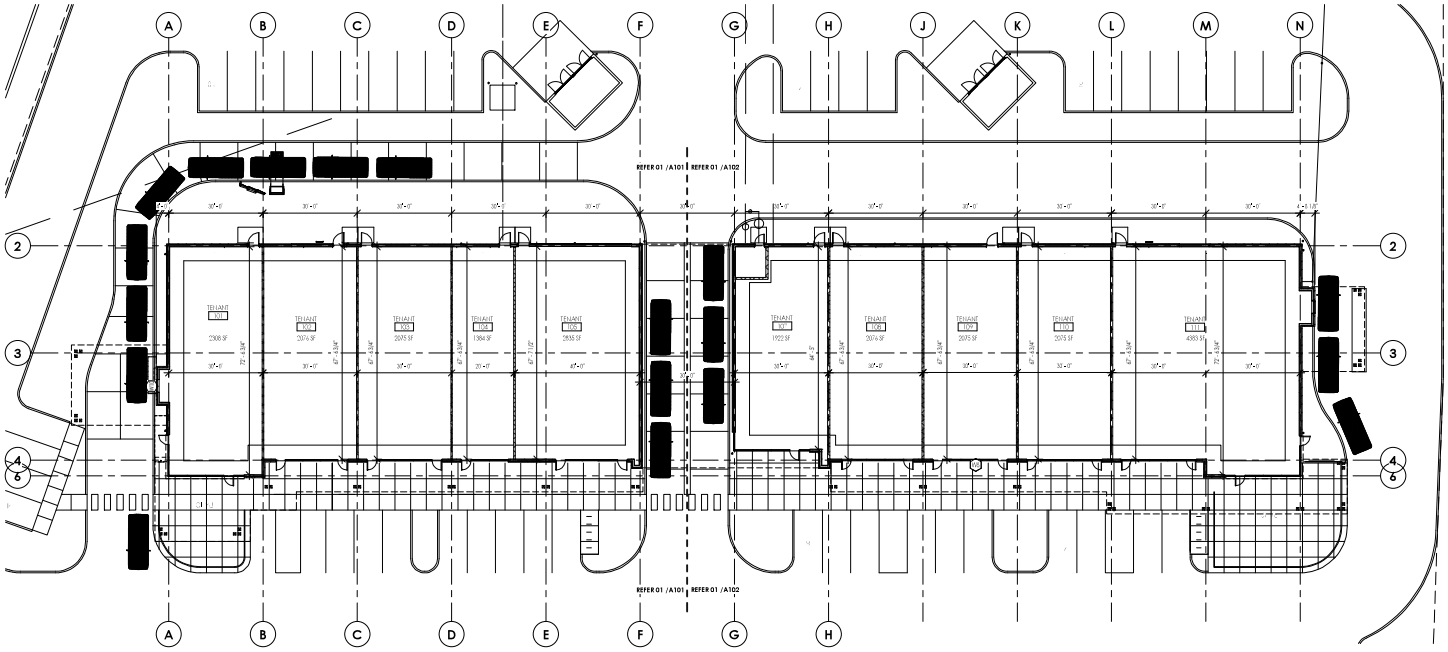
146TH & MICHIGAN SHOPS

CONCEPTUAL DESIGN

ZIONSVILLE 12/11/2019

AXIS

Exhibit 4



01 FIRST FLOOR CONSTRUCTION PLAN

SCALE: 1/16" = 1'-0"

GENERAL PLAN NOTES

A. DO NOT SCALE THE DRAWINGS. REFER DISCREPANCIES TO ARCHITECT FOR FINAL DECISIONS.

B. ALL DIMENSIONS SHOWN ARE TO FACE OF STUD TO FACE OF STUD UNLESS NOTED OTHERWISE. DIMENSIONS DESIGNATED AS "CLR OP" CLEAR INDICATE A CLEAR DIMENSION FROM FACE OF FINISH TO FACE OF FINISH.

C. PROVIDE BRACING AND WOOD BLOCKING AS REQUIRED IN WALLS SUPPORTING CASEWORK, TACKBOARDS, MARKERBOARDS, RESTROOM ACCESSORIES, ETC.

D. SEAL ALL JOINTS BETWEEN DISSIMILAR MATERIALS.

E. ALL GYPSUM WALLBOARD IS SHEETYPE "G" UNLESS NOTED OTHERWISE. PROVIDE MOISTURE AND MOLD RESISTANT GYPSUM WALLBOARD IN APPARATUS BAY, JANITOR CLOSETS, RESTROOMS, LOCKER ROOMS AS WELL AS WET WALLS KITCHEN AND LAUNDRY ROOMS.

F. WHERE MOUNTING HEIGHTS ARE NOT INDICATED, MOUNT INDIVIDUAL UNITS OF WORK AT INDUSTRY RECOGNIZED STANDARD MOUNTING HEIGHTS, ADA AND ANSI A117.1 FOR THE PARTICULAR APPLICATION. AND REFER QUESTIONABLE MOUNTING HEIGHT CHOICES TO ARCHITECT FOR FINAL DECISIONS.

G. COORDINATE ENGINEERING DRAWINGS WITH ARCHITECTURAL DRAWINGS AND FIELD CONDITIONS, AND REPORT DISCREPANCIES IMMEDIATELY TO ARCHITECT.

H. CONFLICTS BETWEEN SPECIFICATIONS AND DRAWINGS SHALL BE COMMUNICATED TO THE ARCHITECT FOR RESOLUTION PRIOR TO COMMENCEMENT OF THE WORK.

I. SUPPLY, COORDINATE, AND INSTALL ACCESS DOORS, PANELS AND HATCHES IN CEILINGS, WALLS, AND FLOORS, AND NOTIFY ARCHITECT OF ANY CONFLICTS WITH FEATURES SHOWN ON DRAWINGS.

J. PROVIDE WATER ROUGH-IN AND ELECTRICAL CONNECTIONS FOR OWNER-PROVIDED EQUIPMENT IN COMPLIANCE WITH MEP DRAWINGS.

K. PROVIDE SUPPORT CHANNELS AT ALL LOCATIONS WHERE WALLS EXTEND TO A STRUCTURAL MEMBER ABOVE.

L. DOORS ARE TO BE INSTALLED 4" FROM CORNER TO EDGE OF FRAME TYPICAL.

PLAN KEYNOTES

1. 4" CONCRETE PERIMETER SLAB - REFER TO BEAM TYPICAL. PROVIDE R-15 RIGID INSULATION BY VERTICAL AND HORIZONTAL DIRECTIONS. REFER TO SECTION DWGS. COORDINATE WITH STRUCTURAL DWGS.
2. CANOPY - SHOWN DASHED. REFER TO ROOF PLAN AND ELEVATION DWGS.
3. 10"X 10" ROUGH-SAWN WESTERN RED CEDAR TIMBER COLUMNS - NOT. REFER TO STRUCTURAL DWGS.
4. ALUMINUM STOREFRONT - REFER TO A205 FOR DETAILS. TYPICAL.
5. TRANSACTION WINDOW - UPE READY ACCESS, MODEL 600, FINISH: CLEAR ANODIZED. REFER TO GLAZING ELEVATIONS.
6. HOLLOW METAL DOOR AND FRAME - REFER TO DOOR SCHEDULE. PAINT FY.
7. PRE-MANUFACTURED ALUMINUM DOWNSPOUT 4"X4" MIN. SIZE. COLOR: MATTE BLACK FINISH. COORDINATE INLET LOCATION WITH CIVIL DWGS.
8. PRE-MANUFACTURED ALUMINUM DOWNSPOUT 6"X 6" MIN. SIZE. COLOR: MATTE BLACK FINISH. COORDINATE INLET LOCATION WITH CIVIL DWGS.
9. ROOF ACCESS LADDER - REFER TO SPECS.

AXIS
618 East Market Street
Indianapolis, Indiana 46202
phone 317.264.8162
axisarch.com

Issued Drawings
These drawings and/or the ideas and/or use of the projects for which and intended design are subject the dimensions of the building, the major structural elements and the type of structural, mechanical and electrical systems. The drawings are not intended to substitute or assume the professional responsibility and completion of the respective of the contractor. Any reuse of the general purpose structure as described, the reuse can be in whole or in part, without the express written and computation of AXIS.

DRAWN BY Author
CHECKED BY Checker
DATE ISSUED 10/04/19

REVISIONS:
DESCRIPTION DATE

CLIENT
APPALOOSA CROSSING
Client Contact 1
Client Address 1
Client Address 2
Client Phone
Client Fax

CIVIL ENGINEER
C1 Name
C1 Contact
C1 Address 1
C1 Address 2
C1 Phone
C1 Fax

STRUCTURAL ENGINEER
C2 Name
C2 Contact
C2 Address 1
C2 Address 2
C2 Phone
C2 Fax

MEP ENGINEER
C3 Name
C3 Contact
C3 Address 1
C3 Address 2
C3 Phone
C3 Fax

LANDSCAPE ARCHITECT
C4 Name
C4 Contact
C4 Address 1
C4 Address 2
C4 Phone
C4 Fax

CONSULTANTS
C5 Name
C5 Contact
C5 Address 1
C5 Address 2
C5 Phone
C5 Fax

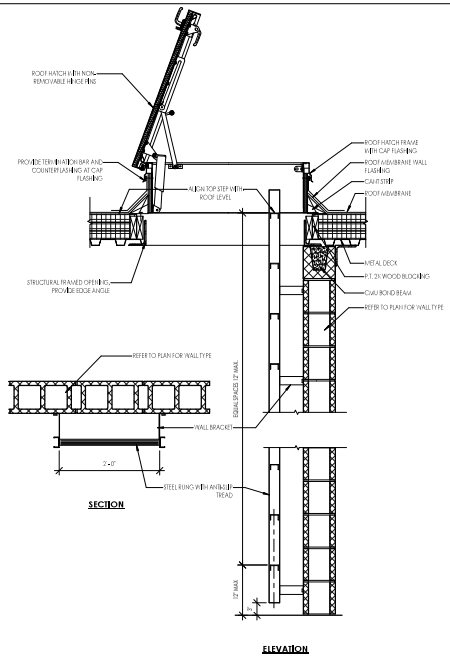
APPALOOSA CROSSING
B SHOPS
PROJECT ADDRESS

NOT FOR CONSTRUCTION

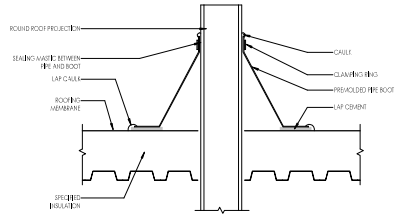
FIRST FLOOR
CONSTRUCTION PLAN

A100
PROJECT NUMBER 00000

Exhibit 4



03 ROOF ACCESS LADDER DETAIL
SCALE: 1" = 1'-0"



02 ROOF PENETRATION DETAIL
SCALE: 1 1/2" = 1'-0"

GENERAL ROOF NOTES

A. PROVIDE MANUFACTURERS STANDARD DETAILS WHERE MECHANICAL EQUIPMENT OCCURS, COORDINATE WITH ARCHITECTURE AND MEP.

B. PROVIDE MANUFACTURERS STANDARD DETAILS AT ROOF BASE FLASHING, HOODS, TAPERED INSULATION CRICKETS, ROOF EDGES, ETC.

C. NOT ALL MEP EQUIPMENT AND PENETRATIONS ARE SHOWN. SEE MECHANICAL, ELECTRICAL AND PLUMBING DRAWINGS FOR ADDITIONAL ROOF PENETRATION REQUIREMENTS.

D. COORDINATE ALL ROOFTOP OPENINGS WITH STRUCTURAL AND MECHANICAL DRAWINGS.

ROOF TYPES LEGEND

RT. 1 — ROOF TYPE
EL. X — APPROXIMATE ROOF HEIGHT

RT 1:
60 MIL FULLY - ADHERED TPO MEMBRANE ROOFING SYSTEM OVER TWO LAYERS POLYISOCYANURATE INSULATION (R24 MIN.) OVER 1.5" CORRUGATE METAL DECKING.

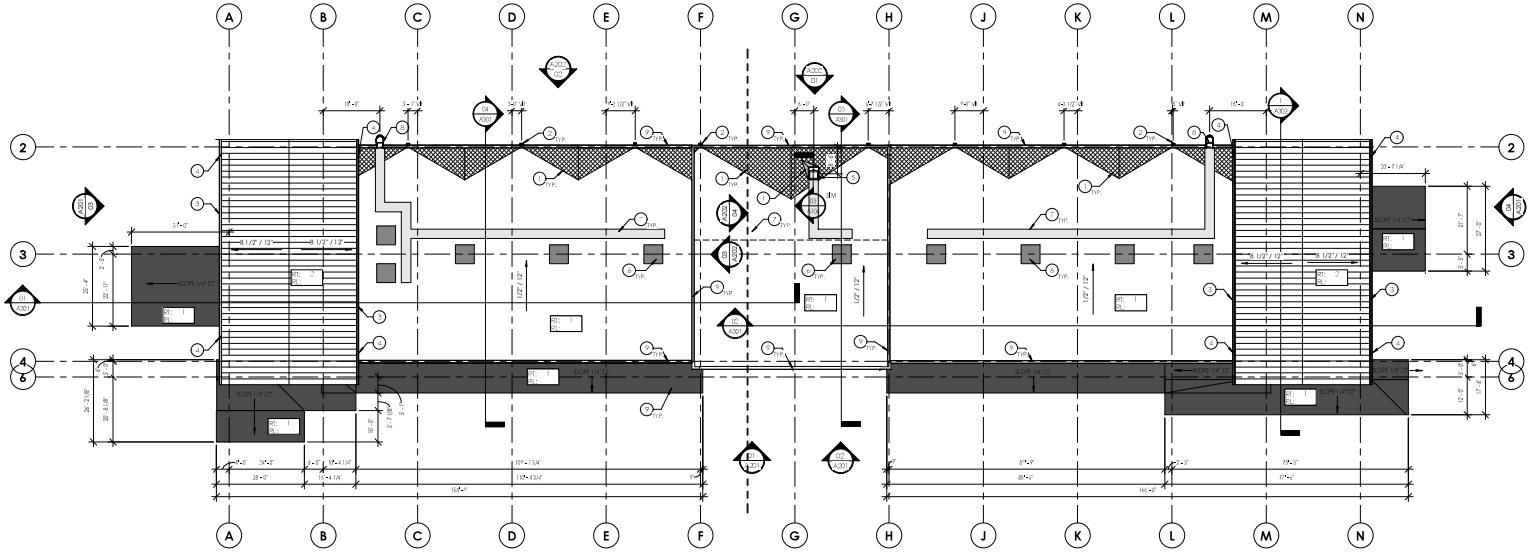
RT 2:
STANDING SEAM METAL ROOFING SYSTEM OVER ICE+WATER SHIELD, OVER 5/8" EXTERIOR PLYWOOD SHEATHING OVER TWO LAYERS POLYISOCYANURATE INSULATION (R24 MIN.) OVER 3" CORRUGATED METAL DECKING.

TAPERED INSULATION CRICKETS 1/2"/12" MIN. SLOPE.

ROOFTOP WALKWAY PAD BY ROOFING MEMBRANE MFR.

ROOF PLAN KEYNOTES

1. TAPERED INSULATION CRICKET - 1/2"/12" MIN SLOPE, SHOWN HATCHED.
2. PRE-MANUFACTERED ALUMINUM SCUPPER AND DOWNSPOUT, 6"X 6" MIN. DOWNSPOUT. COLOR: MATTE BLACK.
3. PRE-MANUFACTERED ALUMINUM GUTTER, 5"X 5" MIN. SEE. COLOR: MATTE BLACK.
4. PRE-MANUFACTERED ALUMINUM DOWNSPOUT, 4"X 4" MIN. SEE. COLOR: MATTE BLACK.
5. ROOF ACCESS HATCH - REFER TO SPECS.
6. ROOFTOP MECHANICAL EQUIPMENT - COORDINATE LOCATION WITH STRUCTURAL DWGS.
7. ROOF MEMBRANE WALKWAY MAT - COORDINATE LOCATION WITH ROOFTOP MECHANICAL EQUIPMENT.
8. ROOF ACCESS LADDER W/CAGE - REFER TO SPECS.
9. PRE-MANUFACTERED ALUMINUM COPING. COLOR: MATTE BLACK.



01 ROOF PLAN
SCALE: 1/16" = 1'-0"

AXIS

618 East Market Street
Indianapolis, Indiana 46202
phone 317.264.8162
axisarch.com

Do not scale drawings

These drawings and/or the specs to be part of the project for the firm of axis design are open the dimensions of the building, the major structural elements and the type of structural, mechanical and electrical systems. The drawings do not necessarily illustrate everything which measures the full performance and completion of the respective of the contract. We the intent of the general purpose document as described, the drawings are therefore not intended to be the proper specifics and complete in nature.

DRAWN BY: AUTHOR
CHECKED BY: CHECKER
DATE ISSUED: 07-02-2015

REVISIONS:
DESCRIPTION DATE

CLIENT
APPALOOSA CROSSING
Client Contact
Client Address 1
Client Address 2
Client Phone
Client Fax

CIVIL ENGINEER
C1 Name
C1 Contact
C1 Address 1
C1 Address 2
C1 Phone
C1 Fax

STRUCTURAL ENGINEER
C2 Name
C2 Contact
C2 Address 1
C2 Address 2
C2 Phone
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MEP ENGINEER
C3 Name
C3 Contact
C3 Address 1
C3 Address 2
C3 Phone
C3 Fax

LANDSCAPE ARCHITECT
C4 Name
C4 Contact
C4 Address 1
C4 Address 2
C4 Phone
C4 Fax

CONSULTANTS
C5 Name
C5 Contact
C5 Address 1
C5 Address 2
C5 Phone
C5 Fax

APPALOOSA CROSSING
B SHOPS
PROJECT ADDRESS

NOT FOR CONSTRUCTION

ROOF PLAN

A104
PROJECT NUMBER 00000

Exhibit 4

ZIONSVILLE
FOR ALL THE RIGHT REASONS

To: Wayne DeLong, Director of Planning and Economic Development
From: Beam, Longest & Neff
John Beery, PE, PTOE, PTP
Date: February 6, 2020

We have completed our review of the following submittal for the referenced project.

PROJECT DESCRIPTION

Project	Name	Appaloosa Crossing (SE Corner of US 421 and CR 300 South)	
	Location	10901 E 300 South and 3201 S. US 421	
	Developer	Harris FLP	
	Submittal	No. 5 – January 31 Submittal	
Documents Reviewed		Document Name	Document Date
		Drainage Report	January 31, 2020
		Secondary Plat	January 31, 2020
		Construction Plans - Subdivision	January 31, 2020
		Construction Plans - Shops	January 31, 2020
		Landscaping Plan - Shops	January 31, 2020
		Photometric Plan for Shops	February 3, 2020
		Draft Traffic Impact Study	August 2019
		Fire Truck and Turning Templates	January 31, 2020
		Architectural Floor and Roof Plans	January 31, 2020
Zoning	Current	Rural PB	
	Proposed	Rural GB	
Land Use	Current	Agricultural	
	Proposed	Rural GB	
Requested Variances or Waivers		• No foundation plantings around building • No plantings in front of buildings. • Relief from 30-foot greenbelt requirement for US 421 Overlay District	

A review of the most recent submittals from January 29th and 31st was completed. The following is the list of comments from the original TAC review and comment letter dated January 23, 2020. Updates and the status of each comment is provided in red under the

Exhibit 5

original comment. Individual updates are provided due to the complexity and number of subsequent submittals. There was a drainage resubmittal made by the developer on January 27th, which consisted of a second comment letter which primarily involved drainage design. Therefore, there are two

I. DRAINAGE REPORT

A. In reviewing the drainage report, exhibits, and plans submitted for the project, it is evident that the proposed drainage configuration and re-routing the majority of the 14.76 western watershed eastward will have adverse impacts and will not meet the requirements and intent of the Town's Stormwater Ordinance. The report and plans do not alleviate the concerns of Town and County staff, as it does not provide adequate direction and dispersal of discharge as well as adequate direction of flood mitigation, storage, and routing. I would recommend an alternative detention design to the one proposed as the present design does not appear to function as anticipated from our December 23rd meeting and subsequent communication and submittals. Refer to comment letter dated September 27, 2019.

Comment addressed. Refer to response letter from January 29th.

B. The existing 36 inch pipe is noted to be a downstream restriction for emergency overflow routing and the 100-year storm event. Based on the calculations submitted, there are concerns about utilizing it to serve a watershed larger than it was intended to serve.

Comment is no longer applicable due to re-design submitted on January 27th.

C. Page numbers were not included in either of the drainage reports, per our meeting on December 23rd.

Comment addressed in subsequent submittals.

D. Per previous discussion, local ordinance takes precedence in the INDOT Driveway Permit Manual and design criteria. Please include the 100-year developed condition for flows tributary to the culvert crossing in the INDOT Drainage Report per the comments in our December 23rd meeting.

Comment is currently under review and will also be reviewed by INDOT per re-design submitted on January 27th.

E. The maximum 10-year flow, 6.27 cfs, released from Pond 2P – South Pond on page 7 for the 10yr-24-Hr Rainfall in the Drainage Report exceeds the maximum allowable discharge, 3.89 cfs, in the summary table. Please address.

Comment addressed.

F. Please complete the stormwater application checklist included in the Drainage Report.

A checklist was submitted with the most recent submittal from January 31, 2020.

G. Please include the HUC Code for the project project's watershed in the Drainage Report.

Comment addressed.

H. Please provide an overall flood routing exhibit for the project indicating emergency overflow routes in the Drainage Report. The last page of Appendix D in the drainage report has an 8 ½ x 11-inch page with the Shops project shown, but routing and storage is not shown or shaded in the exhibit. A 24 x 36-inch exhibit in the Drainage Report is the Town's Standard. Maximum ponding depths shall comply with the Town's Standards.

- A revised overflow routing exhibit was provided in the latest submittal. Ponding levels are not labeled or clearly labeled in many locations where sag inlets are located. By standard, there should be at least one passable 10-foot lane and no ponding of more than 7 inches deep to maintain access.

- Based on the grades provided on the overflow routing sheet, Sheet #7 in the plans, and the profile for Hanovarian St, Sheet #14 in the plans, runoff would need to pond over 1 foot deep in the sag to overflow as shown in the drawings. Please address.

- The elevation shown at the gutter for STR 113 east of Hanovarian St suggests that the roadway will need to be over 8.5 inches deep to overtop the curb and trail to the south in order to follow the overflow route shown. At that overtopping depth, the overflow would also overtop the centerline of the roadway which is labeled at an elevation of 907.18. The ponding elevation is not shown to overtop the road in the plans. Please review, address, and clarify.

- The same situation appears to occur at STR 202 and 231. Please review all ponding areas and overflow routes to determine if they are feasible with and conform to the elevations provided in the plans.

- Please check, review, and confirm all overflow route information.

I. While the flood route exhibit does note the western overflow should route to the culvert under US 421, there are no diagrams, flow routing, or ponding areas noted in plans. There is not enough information on the plans to review and define the overflow routes previously discussed.

Comment addressed but see previous comment for verification.

J. Water quality calculations in Exhibit D shall be per the requirements and format in Chapter 8 and 9 of the Town's Stormwater Standards. The methodology is presented in Section 2 of Chapter 9. Flow through hydrodynamic BMPs are customarily selected by their removal efficiency and flow based on imperious surface. Water quality calculations should be provided for each basin and in series relative to their upstream basin sizes. The write-up should summarize the areas, calculations and provide a detail and summary of the treatment. Each basin, per Standard, should flow through a minimum of 2 BMPs and calculations are needed for all BMPs.

Revised calculations have been received with the most recent submittal.

K. Basin Node and Link Labels used in the drainage report and in the Cox Creek Exhibit should be consistent. Please review and make sure the links references are consistent.

The response from the developer is noted.

L. The Cox Creek Analysis Exhibit shows that ponding will occur on Lots 7, 8, and 9 in Bridlewood Subdivision upstream of the existing 36" culvert. This information is based on LIDAR contour data and not actual survey data. Also based on the information, the storage and ponding does not occur within an easement as required by Town Standards and the Town's Stormwater Ordinance. This leads to further concerns with routing the additional 14 acres through the existing infrastructure.

This comment has been addressed with the re-design submitted on January 27th.

M. Please provide a site map that includes BMPs and pond locations labels and names in the Drainage Report. The size should be 24 x 36-inch and it will be reduced in size to be included in the O&M Manual.

N. In the drainage report, there are two exhibits for proposed conditions and proposed conditions (phase 1). Please provide a detailed summary in the drainage narrative to provide explanation on the difference between these two sheets.

Comment addressed.

O. Please confirm the proposed inlets in sag conditions are sized at 50% clogged condition. Also, the 36-inch offsite outlet was not assumed to be clogged when it was analyzed.

Comment addressed.

P. In the drainage report, the existing conditions exhibit is currently on letter size sheet which is not legible. Please provide legible exhibit on a plan sheet (24x36), also please provide topographic information 200ft along the perimeter of the property pre the requirements of the Town's Stormwater Standards.

It appears that some inlets and stormwater collection points only receive either one source of no source of water quality treatment. Please review the BMP treatment scheme and address. This was noted by both Town and review staff. This appears to occur primarily in the western basin and the wester interior roadway.

II. PRIMARY AND SECONDARY PLATS

A. Page 15, *"Retention Ponds and Related Easements"* of the "Declarations and Covenants" for the subdivisions refers to 15-foot easements for maintenance around retention ponds. These easement do not appear on the plat, including the south pond along US 421. This needs to be addressed in the plat and on the plans.

This comment appears to be addressed.

B. Fifteen-foot clear access easements are required around all ponds. Access is not provided to all ponds, as the top of bank for some are directly adjacent to property lines. Please also check the safety ledge requirements for wet bottom ponds in Chapter 6 of the Town's Stormwater Standards and review for compliance.

C. All BMPs and pond shall be in maintenance and drainage easements and have access for maintenance and assigned to an entity by the plat and the O&M Manual.

Comment addressed.

D. Please label all roads in the secondary plat. Please include the following note on the plat:

"Channels, storm water infrastructure 12-inches or larger, six-inch or larger subsurface drains in rear yard swales and under curbs where no street trees are allowed, inlets and outlets of detention and retention ponds, and appurtenances thereto within designated drain easements. Drainage swales shall be the responsibility of the owner or the property's owner's association."

Comment addressed.

E. Please add the following note to the secondary plat:

"Cross Reference Stormwater BMP O&M Manual Instrument #_____ which shall be the responsibility of the owner of the lot created by this plat. Said obligations shall run with any future owner, assigns, or heirs of the property. Obligations may not be transferred to a entity which is not an owner of the property."

Comment addressed.

F. Easements that include internal access roads shall be designated and dedicated as intravehicular access easements for private roads/streets.

Comment adequately addressed.

G. Dedicated sanitary sewer, water line, and other utility easements should be included on the plat.

Comment adequately addressed and will be monitored in the future.

H. It is recommended that the note provided in the plat that reads "The first five (5) feet of any utility easement ..." be deleted, as it references the Town and infrastructure and services that the Town does not provide. All references to the Town should be re-evaluated because the internal roads and infrastructure and not specifically dedicated to the Town.

Comment addressed.

I. All internal streets and drives the plat should be labeled with the street name and "(Dedicated as Private)" behind the name.

Comment addressed.

J. Provisions for the perpetual maintenance of the internal roadways should be cross-referenced between the plat and the Declarations of Covenants and Restrictions. A note on the plat should be added for the Declarations recorded cross-reference number.

Comment addressed.

K. Provisions in the plat should note access easement for individual lots to maintain and repair utility service laterals.

Comment sufficiently addressed.

L. The lot south of proposed Common Area D, County Parcel #0290715000, is surrounded by a heavy dark line used for the rest of the proposed subdivision. Is this parcel a part of the project or to be platted or split as part of the project as the linework suggests? Please verify and address.

Comment is addressed.

M. The right-of-way labels for CR 300 South on sheet 2 of the plat should be checked. While the 130 feet label scales out correctly across the roadway, the 70 ½ ft label along the proposed south right-of-way line does not scale out to that distance from the control line shown and referenced at the intersection of US 421.

Comment appears to be addressed.

N. The proposed half right-of-way needed for the future CR 300 South project is an 80 ft half right-of-way. The thoroughfare plan in this location does warrant this distance due to the number of lanes, the proximity to the intersection, and the per the County's Ronald Reagan Mini-Corridor Plan.

Please label proposed right-of-way dedications on Sheet 2 of the Secondary Plat. Please dimension the proposed right-of-way called out Sheet 3 from the quarter section line show in the plat.

O. The proposed plan and plat have several noted differences between bufferyard and setback requirements in the US Highway 421 Overlay District defined in the Town's Zoning Ordinance which will need to be addressed.

Planning staff reviewing, comment appears to be addressed.

P. Lots should not be split across pages on the plat. All lots should appear in their entirety on one sheet. For instance, lots are broken across pages 6 and 7 of the plat. Outlot 1 and its legal description callouts are split across 4 separate sheets. Please address.

Comment addressed.

NEW COMMENTS

Q. Please provide a corner cut for right-of-way on the northwest corner of Outlot A. The proposed trail and other improvements are not shown to be located in right-of-way.

R. Please label the width of the buffer/easement of the east side of the site on Sheet #3.

S. Further review is pending future submittals.

III. CONSTRUCTION AND DEVELOPMENT PLANS

A. "Comment B" in the original comment letter dated September 27, 2019, should be referenced for future consideration. The development should consider the proposed alignment and requirements for CR 300 South outlined in the Boone County Thoroughfare Plan and the Zionsville Transportation Plan for road improvements and the required right-of-way. Please review the present site plan to ensure that it matches the necessary right-of-way requirements.

Comment appears to be addressed.

B. Both plan set cover sheets show two separate contacts for Street and Stormwater, please combine into one Street & Stormwater and show Lance Lantz as the contact.

Comment appears to be addressed.

C. Please review the development plan sheets to ensure that the existing and proposed contours tie together.

Comment appears to be addressed and it will be monitored in future submittals.

D. Swales drainage ditches along the north and east perimeter of Future Mixed-Use Block A are not located within easements. Please check to ensure that all swales are located in drainage easements.

Comment appears to be sufficiently addressed for this stage of the submittal.

E. Drainage structure and BMP numbers should be included in the erosion control plans.

F. Matchlines should be provided for connecting sheet references in the plan sheets.

Comment addressed.

G. Semi and Fire Engine Turning Templates should be ran for each street, drive, and parking lot entrance configuration with opposing traffic in drive approaches. Trucks should be able to make turns at all drives and intersections and stay in their lane and on pavement at radius points.

Please review the proposed templates. The design should be based on a smooth drive path set a certain driving speed, which should be 10 mph for right-hand turns and 15 mph for left-hand turns. Some of the turning movements are not smooth and appeared to be steered by hand.

H. Bollards or railed barrier shall be installed along roads, right-of-way and parking lots per the Town's Stormwater Standards per previous discussions.

Comment addressed and will be monitored in future submittals.

I. The grading in the plans does not show or indicate overflow routing discussed in the December 23rd meeting to US 421.

Comment addressed with re-design submitted on January 27th.

J. The sanitary sewer system shall be reviewed and approved by TriCo.

Comment is in the process of being addressed.

K. The detail for the proposed construction entrance provided in the Erosion Control details does not match the Town's standards. Please consult the Town's Stormwater Standards and modify the detail to include the physical characteristics and notes provided in the Town's detail.

The Town's correct detail is in the Appendix in the back of the most current Stormwater Standards on page 3 of 4 of the Individual Lot Stormwater Pollution Prevention Requirements.

L. Exterior road and entrance improvements should be shown for the Shops project, as they will need to be completed with or prior to that project along with drainage improvements.

Comment sufficiently addressed.

M. Reduced speed limits and signage are needed in the proposed maintenance of traffic (MOT) plans for US 421 and CR 300 South. Reduced speed limits should be provided for the tapers shown for the construction zones. Please include reduced speed limit signs for the designs based on the taper lengths. The work zone design should be per the requirements of the *MUTCD* and *Indiana's Work Zone Traffic Control Guidelines, 2013* or latest edition.

Comment is not critical and will be deferred to prior to construction release.

N. Please check the number of barrels listed and the calculations with the spacing provided. The number of barrels appears to not match the spacing and the numbers counted in the plans.

Comment is not critical and will be deferred to prior to construction release.

O. Details for the merge and a typical details for roadway cross section in MOT zones. The detail should provide barrel spacing and clearance and minimum lane width in the construction zone within the existing cross section of the roadway.

Comment is not critical and will be deferred to prior to construction release.

P. The MOT plans should provide provisions, references and details for flagging operations.

Comment is not critical and will be addressed in further review.

Q. Please provide the MOT plans in a more legible scale. May of the specifics are presently left to scale and they are difficult to read and interpret. Further review is pending.

Comment is not critical and will be addressed in further review.

R. End sections and spillways shown the drainage plans should be evaluated per Town Standards for rip rap and stabilization to present scour.

Comment appears to be sufficiently addressed at this time, although future review is pending revisions.

S. The roadway lane widening and tapers for the public road portion of the project need to be consistently labeled and dimensioned on each sheet.

Comment is not critical and will be deferred to prior to construction release.

T. INDOT has approval authority over work design and performed in their right-of-way. Please reference INDOT's Standards and the Driveway Permit Manual which govern that work.

On-going review of this item will continue, including the drainage design, which will require approval as well.

U. Plans for the proposed entrance are pending future revisions and considerations by INDOT and in the Traffic Impact Study. Further reviewing is pending. Please reference previous comment letters for the on-going CR 300 South Study. Any changes to the plans or the Traffic Impact Study requested by the INDOT should be provided the Town for input and comment.

Please refer to related comments.

V. Please label street names on all sheets.

Comment sufficiently addressed.

W. Stop signs shall be called out on the plans and placed at each drive exiting into public right-of-way where traffic control is not provided.

After further review, the draft Traffic Impact Study does not address who this issue should be handled or how stop control could affect queuing and access. Please review and place internal traffic control accordingly.

X. Please go through the plans and move overlapping text and callouts for legibility.

Comment sufficiently addressed at this time.

Y. Based on proposed and existing topography, the grading for the emergency spillway at the south end of the north pond will route into Lots 35 and 36 of the neighboring subdivision. Please address.

Comment addressed.

Z. Please provide provisions for either underdrains or swales along the east perimeter or the project. It appears that berms and other grading is creating small pockets of undrained areas adjacent to the residential area.

Comment not sufficiently addressed. Perimeter swales, particularly along residential and neighboring and adjoining properties require underdrains.

AA. The berm along the east property line scales out in some locations to exceed the Town's maximum 3:1 slope requirements. Please review and address where applicable.

This appears to be addressed and will be monitored in future submittals.

BB. Sheet 15 of 42 of the Site Plans shows a swale/ditch running north/south along the east edge of the internal roadway. The cross street shown does not have a culvert underneath and it appears that the roadway will block drainage. (Note that streets are not labeled on the sheet.) The plan sheet and site plans show that the intent of the drive is to extend eastward. The proximity of existing cross culverts and their proposed grading appear to conflict with the proposed extension and would create a both a conflict and a steep embankment adjacent to the street extension.

Comment addressed.

CC. The right-in-right-out access on CR 300 South is shown as a full driveway. The access point shall be designed to match the right-in-right-out on US 421.

Comment pending resolution with elements of Traffic Impact Study.

DD. The middle access point on CR 300 South has been converted into a full access with a left-hand turn lane into the facility. In the pre-filing meeting, it was discussed this would act as "a right-in-right-out" because of the existing median in CR 300 South. The current plans show the median getting cut out to install a left-hand turn lane into the development.

Response noted and pending Traffic Impact Study comments.

EE. The additional lane along CR 300 South from the intersection that was discussed in previous meetings has not been included in the plans submitted.

Comment addressed. Pending INDOT approval.

FF. The safety ledge in the Typical Pond Detail on Sheet 33 shows that the depth of the safety ledge below normal pool is 12 inches. The Town's Standard Page 10 of Chapter 6 is 6 inches. Please address.

Comment addressed.

GG. The Typical Pond Detail referenced above shows the required 10-foot maintenance ledge, which may be included in the 15-foot easement.

Comment addressed.

HH. There are concerns regarding modifications at the east side of the existing box culvert under 421, which is located NW corner of outlot F. There is manhole structure and to pipes shown connected to this structure. This configuration will reduce the capacity of this box culvert to accept flows from the tributary watershed. The box culvert should be extended to the east to allow surface water runoff to be accepted into this culvert in a depressional area.

Comment addressed by drainage revisions.

II. Offsite contours on Sheet 6 of the overall site development plans are not sufficiently labeled to determine and assess topography.

Comment addressed.

NEW COMMENTS

JJ. The curb ramps shown in the locations on the plans do not match the detail shown on Sheet #34. Please address and check for ADA compliance.

IV. LIGHTING PLAN

A. A lighting plan was not submitted for the Shops project or the overall site plan.

A lighting plan for the Shops' site plan was received on February 3rd. No comments on the proposed photometrics. The diameter and specifications for light poles were not included in the cut sheet or in the plans. Building-based lighting, if proposed or considered should also be included in the submittal and plan. The lighting plan is not included in the site construction plans.

V. LANDSCAPING PLAN

A. A landscaping plan was not submitted for the overall site plan.

Note the receipt of a plan for the Shops only. See further comments.

B. The petitioner has requested a variance for foundation and building-based landscaping requirements.

C. It is recommended that the sizes of the proposed green spaces be large enough to accommodate and be coordinated with the materials intended for planting so the uses and plantings do not interfere with one another or other physical elements of the site plan.

Comment addressed

D. Sizes, types, and variations of plantings are not provided in the landscaping plan for the Shops. Please provide a detailed planting schedule for the development as well.

A plan was submitted for the Shops portion of the project. Note that landscaping rock with an unspecified color or type is noted in the plan and it is not listed as a landscaping material in the US 421 Overlay. It is restricted in other zonings to a certain percentage of the landscaped area. Please address.

VI. ARCHITECTURAL AND OTHER SITE ELEMENTS

A. Please note the architectural requirements in the Rural Michigan Road Overlay District under Item C of Section 194.079, Rural: Overlay Districts of the Town's Zoning Ordinance. Please contact staff to coordinate and discuss specific waivers that need to be requested. They include;

§194.079(C)(10)(a) Architectural Designs; Design Theme: "Buildings shall be designed with an overall theme consistent with or complementary to the Colonial, Federal, Georgian, Victorian or Greek Revival periods. New buildings are not required to be imitative, but must incorporate the salient features of these architectural styles." Please have your architect prepare a brief statement as to how the proposed architecture style complies with this requirement. If the proposed building elevations cannot not comply with this requirement, a Waiver of this Architectural Design Requirement must be requested by the Petitioner of the Plan Commission.

§194.079(C)(10)(d) Architectural Designs; Building Facades: "Facades shall have a defined base or foundation, a middle or modulated wall, and a top formed by a pitched roof or articulated cornice, in each instance appropriate to the building style. Buildings with continuous facades that are 90 feet or greater in width, shall be designed with offsets (projecting or recessed) not less than eight feet deep, and at intervals of not greater than 60 feet...For material changes at the horizontal line, the heavier material shall always be placed beneath the lighter material. Front and side facades of buildings located on corner lots shall be of the same materials and similarly detailed." As presented, the proposed facades do not include a defined base or foundation and do not include the required offsets. A Waiver of these

Architectural Design Requirements must be requested by the Petitioner of the Plan Commission.

§194.079(C)(10)(i) Architectural Designs; Storefronts: "Storefronts shall be integrally designed with overall facade character. Ground floor retail, service and restaurant uses should generally have large pane display windows; however, <u>they shall not exceed 75% of the total ground level (first floor) facade area</u>. Buildings with multiple storefronts shall be of unified design, through the use of common materials, architectural details, signs and lighting consistent with the overall building style." Many of the tenant bays are primarily glass which appear to exceed 75% of the façade area. As the provided drawings are not fully dimensioned, please confirm the proposed design complies with this development standard. If not in compliance, a Waiver of these Architectural Design Requirements must be requested by the Petitioner of the Plan Commission. This Waiver Request should be included in your submittal of the Development Plan Application.

No direct response has been received to the above items in this subsection.

B. Please label roof pitch in the architectural renderings.

The petitioner stated in the response letter received on January 31, 2020 that the roof pitch would be labeled on future revisions on Sheet A104. Architectural construction floor and roof plans were submitted, with partial dimension for the roof, but the pitch was not labeled.

The intent of labeling the roof pitch, for which the requirements are defined in Item (e) of Sub-Section (10), Architectural Design Requirements, of Section (C), U.S. Highway 421 – Michigan Road Corridor Overlay District in the Town's Zoning Ordinance, is to provide the Planning Commission with convenient referenced. Roof pitch is presently not labeled in the Sheet A104 of the latest architectural drawings and it was not labeled in the architectural renderings originally submitted for the project.

Please label roof pitch on the original architectural renderings submitted for the sake of clarity for Planning Commission review. Refer to staff comments.

C. Proposed signage is not provided or shown in either site plan submittal. It should be located in the site plans because it has the potential to affect or be affected by the location and function of other elements in the site plan.

Developer's response in their January 31, 2020 resubmittal is noted.

D. The architectural and site plans for the project do not contain provisions for shielding rooftop mechanical elements and vents and they are not shown in the

architectural renderings. It should be noted that provisions for the anticipated rooftop elements should be included in and noted for the project.

E. Please prepare a summary table to include on the architectural drawings of percentage of the exterior materials for each façade elevation. The overlay district has architectural requirements for materials that will need to be evaluated and compared. Per the overlay district, windows shall not exceed 75% of the any façade. Please include glass in the summary.

Separate summary tables were submitted as separate sheets. Refer to staff comments.

VII. TRAFFIC IMPACT STUDY

A. The concept site plan in used in the Study does not match the most recent site plan filed for the development for internal commercial/retail component of the project. It is recommended that internal intersections in close proximity to the right-of-way be modeled with their traffic control to determine or assess any potential impacts to public streets.

B. As the site plan and other elements of the project progress, there are specific uses such as gas stations, drive thrus, and day care facilities mentioned for the site. Have any of these micro-uses been evaluated for parking and trip generation to determine with they exceed or are within the parameters of the uses and square footages assumed for the project? While the Town is not necessarily opposed to these uses, it appears that they need to be considered in the Traffic Impact Study.

C. Four drive thrus are shown in the site plan. An analysis of the square footage of these locations should be discussed in the Traffic Study to determine if they are more intense than the Shopping Center use assigned in the study. The average trip rates for Shopping Centers can vary greatly from a Coffee/Donut Shop or a Fast Food Restaurant with a Drive-Thru. Also, Medical Office can draw a significant number of additional trips versus general office.

D. The Town has been contacted by an outside designer regarding a daycare facility on one of the outlots on Michigan Road. This use was not factored into the Traffic Impact Study for the project. The intensity of the use and the capacity of the site to handle both parking and peak hour staging for such a facility should be evaluated for queue storage.

E. Additional uses, such as some type of residential use has also been discussed within the development. While this could be have a lower impact than other proposed uses, it is not factored into the development.

F. Based on the changes in accesses on CR 300 South from previous discussions, there is no analysis or alternatives presented in the Traffic Impact Study which reduce the number of full access points. Has this been investigated?

Note the petitioner's response below received January 31, 2020:

VII. TRAFFIC IMPACT STUDY

A. – F.

Due to various timing constraints, the traffic impact analysis was conducted without full knowledge of exact land uses that will be constructed on the subject site. Therefore, for the retail portions of the site the general retail use was used as it typically represents an aggressive traffic condition. Obviously, some specific uses (coffee shop, fast food etc.) could produce different trip estimates but these uses also typically generate significantly more pass-by trips than the general retail use considered in the study. Other potential uses such as day care, medical office and residential components were also not defined (and are not given at this time) at the time of the traffic study. However, residential and day care uses would likely generate less traffic compared to the uses included in the study. Finally, the recommendations within the traffic impact study include turn lanes at every access drive and a potential traffic signal along US 421 at the main drive. These recommendations represent maximum practical build out improvements along US 421 and CR 300. Therefore, incremental increases in traffic due to site development details would likely be accommodated by the recommendations called out in the study.

While restaurants, coffee shops, and other facilities are eligible and could receive pass-by trip reductions, the number of new trips is not necessarily and conclusively offset by other less intensive uses or equal to or less than trip rates for general business, commercial, or shopping centers. Additionally, the diversion of pass-by trips to certain users can and often do have adverse impacts to traffic because trips that pass by a vacant parcel of land can be converted into left-hand turns from trips which normally pass by as straight through movement.

In response to and in support of previous comments, those impacts described in the response cannot be fully vetted and analyzed at this time because of the difference in uses from the site plan and uses assumed and used in the original traffic impact study. The most recent site plans vary significantly from the site plan in the original traffic study as it does not assume a fueling station or any of the four drive-thrus shown in the most recent site plan. Therefore, the original traffic impact study should be updated to reflect the most recent site plan. Furthermore, the connection to the neighboring subdivision to the east is shown in the traffic impact study and the connection is not presently shown in the project plans, which impacts traffic movements. There has also been not commitment to the connection. Therefore, comments A through F are valid and can be addressed through an updated traffic impact study which matches the present site plan.

Pass-by and diverted trips are also not calculated consistently between assigned uses. For instance, trips generated for the site using land use codes for General Office and Shopping Center. The percentages of pass-by and diverted trips for the development are calculated using land use codes for General Office and General Retail. Pass-by trips and diverted trips should be calculated in a manner consistent with assigned uses

for trip generation. Neither the assigned uses used in the Traffic Impact Study nor the uses in in the Study's site plan and the most current site plan are consistent. Please rectify the uses in the Impact Study and with the proposed site plan and apply the appropriate use codes for trip generation and pass-by trips.

VIII. DECLARATIONS COVENANTS AND RESTRICTIONS

The response received in the January 31, 2020 submittal package states that the revisions addressing the following comments will be made prior to final staff review.

A. Page 6; definition of Parcel: this states that on the Plat, the individual Lots will be identified a "Lot followed by a number." From the filed Secondary Plat, the Lots are followed by a letter, not a number.

B. Page 17- Please add to "Retention ponds and Related Easements": "Declarant, the Association, and all subsequent assigns and heirs of all lots and property within the subdivision shall be responsible for maintain the Retention Ponds and drainage system in a functional manner consistent with the original design of the project and in compliance with the Stormwater Operation and Maintenance Manual on file and recorded for the subdivision."

C. Page 33, Paragraph #18(A) – This states there will be no residential use permitted within the development. From earlier discussions with the developer, we know they are considering residential uses for a portion of the internal acreage of the site.

D. Page 39, Paragraph 19(K) – Notices: this states that Notices are to be sent to an entity which is not the project's Declarant.

E. Exhibits were not attached to the draft documents. Further review is pending.

IX. STORMWATER PERMIT AND O&M MANUAL

A. A stormwater O&M manual will be required for the subdivision in later submittals prior to construction.

Comment is not critical and will be deferred to prior to construction release.

B. Stormwater permits and an NOI for the project will be required after plans are revised and the project is approved.

Comment is not critical and will be deferred to prior to construction release.

X. GENERAL

A. Street names should be submitted for review and approval.

Comment addressed but still pending resolution.

B. No utility main sizing information has been provided.

Response noted and comment is not critical and will be deferred to prior to construction release.

C. All drive lanes should be heavy duty asphalt to support heavy truck and emergency vehicle traffic.

Response noted and comment is not critical and will be deferred to prior to construction release.

D. Hydrant locations are too far from outlets to provide service to buildings.

Item is subject to re-review by staff.

E. The cross connection between the development and the neighborhood is inconsistently shown in the plans and supporting documentation. What is the plan for the connection? The connection is supported because it provides access to the develop from the neighborhood rather than forcing the traffic from the neighborhood into making two or three left hand turns to get from the subdivision using CR 300 South to access the development. This will eliminate left turns and congestion on CR 300 South.

Comment still outstanding.

F. Further review and comments are pending on all submittals as future more detailed submittals are made and these comments are addressed.

XI. PROJECT COST ESTIMATES AND PERFORMANCE BONDS

A. Itemized construction cost estimates and performance bonds will be required prior to construction and dependent on certain elements of project phasing.

TOWN OF ZIONSVILLE PLAN COMMISSION
BOONE COUNTY, INDIANA

REQUEST FOR WAIVER OF BUILDING MATERIALS DEVELOPMENT REQUIREMENTS

FINDINGS

Building Materials Findings. The Town may grant a Waiver of the Building Materials Development Requirements of the Michigan Road Overlay and approve the use of alternate exterior building materials on any facade of a building upon finding that:

1. The building materials utilized represent an innovative use of said materials which enhance the overall aesthetic exterior character of the building and will not be detrimental to the use or value of area properties because:

   The proposed design for Appaloosa Crossing is comprised of materials which are all approved for the overlay district, executed in a modern style.

2. The building materials utilized are appropriate when compared to the building materials utilized on other buildings on the site and surrounding sites because:

   The material use for Appaloosa Crossing is complementary and compatible with the surrounding rural, agrarian style and is consistent with Zionsville strong desire to create variation and interest in the built environment.

3. The building materials utilized are consistent with and compatible with other building materials utilized on, and with the overall exterior character of, other buildings and development located along the street because:

   A strong stone base of stacked limestone with accompanying stone lintels and sills is complemented with traditional board and batten siding, all seen in the surrounding areas along with traditional gable roofs. Additionally, the use of wood posts and accents for the canopy and additional architectural details furthers Appaloosa Crossings fit into the surrounding area.

4. The building materials utilized are consistent with the intent and purpose of this chapter because:

   Appaloosa Crossings seeks to be a unique addition to the Michigan Road Overlay area that will attract businesses looking to be part of a distinctive development.

DECISION

It is therefore the decision of this body that this Request for a Waiver of Building Materials Development Requirements is **APPROVED / DENIED.**

Adopted this _____ day of _____, 20_____.

_____ _____ _____

_____ _____ _____

_____

Exhibit 6A

TOWN OF ZIONSVILLE PLAN COMMISSION
BOONE COUNTY, INDIANA

REQUEST FOR WAIVER OF ARCHITECTURAL DESIGN REQUIREMENTS

FINDINGS

Architectural Design Findings. The Town may grant a Waiver of the Architectural Design Requirements of the Michigan Road Overlay and approve an architectural design which does not incorporate the overall theme or incorporate the architecture, design and overall aesthetic exterior character of a building consistent with the Georgian, Federal, Greek Revival or Victorian architectural styles upon finding that:

1. The Architectural design represents an innovative use of building materials or design, or site design features which will not be detrimental to the use or value of area properties because: The proposed design for Appaloosa Crossing is a modern interpretation of some of the first barn styles built in the United States and those which define the landscape in equine architecture. Reminiscent of barns in England, these early barns were a simple and popular design during Colonial times; rectangular in shape, gabled roof, with board and batten siding and a stone base, a style which Appaloosa seeks to modernize.
2. The proposed building is appropriate when compared to the architecture, design and overall exterior character of other buildings on the site and surrounding sites because:

   The architectural style is meant to fit into and complement the surrounding rural architecture and nearby stables, while still being noticed as a product of its time.

3. The building design is consistent with and compatible with other development located along the street because:

   The modern use of stacked stone, wood siding, EIFS, and glass, are utilized in a manner meant to accompany the surrounding architectural styles. As the commission has noted, this building is the first in the overall integrated center and looks to establish this agrarian style as a strong foundation for future projects.

4. The proposed building is consistent with the intent and purpose of this chapter because:

   We believe this development will provide this district with a unique sense of place that will increase property values, exist cohesively with existing residential uses, and attract new businesses.

DECISION

It is therefore the decision of this body that this Request for a Waiver of Architectural Design Requirements is **APPROVED / DENIED.**

Adopted this _____ day of _____, 20_____.

_____ _____ _____

_____ _____ _____

_____

Exhibit 6 B

TOWN OF ZIONSVILLE PLAN COMMISSION
BOONE COUNTY, INDIANA

PETITION FOR PLAN COMMISSION APPROVAL
OF A DEVELOPMENT PLAN / MODIFICATION OF DEVELOPMENT PLAN

FINDINGS

1. The Development Plan/Modification of Development Plan **(is/is not)** compatible with surrounding land uses because: The property is zoned for the proposed use

2. The Development Plan/Modification of Development Plan **(does/does not)** demonstrate availability and coordination of water, sanitary sewers, storm water drainage, and other utilities because:

The project meets local storm water drainage standards and utility availability has been confirmed.

3. The Development Plan/Modification of Development Plan **(does/does not)** demonstrate the management of traffic in a manner that creates conditions favorable to health, safety, convenience and the harmonious development of the community because:

The proposed design is in accordance with the recommendations within the proposed Traffic Impact Study.

4. The Development Plan/ Modification of Development Plan **(does/does not)** utilize building materials and building style compatible with the Zionsville theme because:

The proposed design meets the intent of the US 421 Overlay Zone for architectural standards.

5. The Development Plan/Modification of Development Plan **(does/ does not)** provide for the calculation of storm water runoff because:

The project will reduce peak storm water discharge from pre-development conditions.

6. The Development Plan/Modification of Development Plan **(does/does not)** provide for current and future right-of-way dedications because:

The project will dedicate right-of-way in accordance with Town requirements.

7. The Development Plan/Modification of Development Plan **(does/does not)** provide for building setback lines, coverage, and separation; vehicle and pedestrian circulation; parking; landscaping; recreation area or green space; outdoor lighting because:

The project, with proposed variances, meets requirements within the zoning ordinance.

DECISION

It is therefore the decision of this body that this Development Plan/Modification of Development Plan is **APPROVED / DENIED.**

Adopted this _____ day of _____, 20____.

_____ _____ _____

_____ _____ _____

_____

Exhibit 7

Town of Zionsville

MEMORANDUM

TO: Town of Zionsville Advisory Plan Commission
FROM: Wayne DeLong, AICP, CPM, Director of Planning and Economic Development
RE: Docket #2020-04-CA - Appaloosa Crossing Integrated Center
Petition for Commitment Amendment to provide for a revised Exhibit C, Concept Plan for the Real Estate, Ordinance #2008-13, in the Low Density Single-family and Two-family Residential District (R2), Rural General Business Zoning District (GB) and Rural Professional Business District (PB). The subject site is also within the Michigan Road Overlay (MRO).

History

Zoning Commitments for 57.53± acres, (which presently encompasses the proposed site submitted for this petition), were recorded in the Boone County Recorder's office in 2008 (subsequent to approval by the Boone County Area Plan Commission). As part of that approval:

1) 44.25± acres were rezoned from the R1 Zoning Classification to the Rural General Business Zoning District (GB);
2) 13.28± acres were rezoned from the R1 Zoning Classification to the Rural Professional Business District (PB); and
3) Instrument 200800010861 identified a list of a) Prohibited Uses and b) specific development Commitments.

In 2016, Petition #2016-45-CA sought and received approval from both the Zionsville Plan Commission and Zionsville Town Council to amend the Commitments, in order to allow for the use of a fuel station/service station (with a convenience store). Subsequent approval of the amendment was recorded in the Boone County Recorder's Office as Instrument #201700000546.

In 2019, Petition #2019-44-CA sought and received approval from both the Zionsville Plan Commission and Zionsville Town Council to amend the Commitments associated with Boone County Ordinance No. 2008-13, Recorded in the Office of the Recorder of Boone County, Indiana, as Instrument No. 2008-00010861, to allow for: a liquor store, single-family dwellings, major residential subdivision (including empty-nester homes), more than two (2) fast food restaurants, fast food restaurants to be adjacent to each other, a reduction in the side building setbacks to 30 feet (applicable only to the south property line of the southernmost outlot), a reduced number of water features along U.S. Highway 421 (referred to as Michigan Road in the filing) to one (1), modifications to the main access drive off U.S. Highway 421, increased number of outlots along U.S. Highway 421

and CR 300 South (146th Street) to eight (8), and five (5) respectively, placement of a monument sign on either the north or south side of the primary U.S. Highway 421 Entrance, a right-in only access from CR 300 South (146th Street) west of the main entrance off CR 300 South.

Upon this approval, an "Amended and Restated Commitments Concerning the Use or Development of Real Estate" was recorded in the Boone County Recorder's office on December 30, 2019, as Instrument #2019013490.

Analysis of Current Request

In the current filing, Petition #2020-04-CA seeks to amend the Amended and Restated Commitments, recorded in the Office of the Recorder of Boone County, Indiana, as Instrument #2019013490, by replacing Exhibit C, Concept Plan for the Real Estate, with a revised Concept Plan. The recorded Amended and Restated Commitments, Exhibit B, III, includes a requirement "That a minimum of one (1) sizeable water feature be placed along U.S. Highway 421 as depicted in the concept plan." The recorded concept plan depicted the water feature midway along the overall site's frontage of U.S. Highway 421. The Petitioner has revised the concept plan and is seeking approval to relocate the water feature to the most southern portion of the subject property, while still being placed along U.S. Highway 421. All other commitments within the recorded Amended and Restated Commitments are unchanged and remain in effect.

Staff is in support of the petition to amend the prior Commitments. Specifics as to the support are detailed as follows:

Replacement of the recorded Exhibit C (attached as Exhibit 2), Concept Plan for the Real Estate, with a revised Concept Plan (attached as Exhibit 3): the proposed relocation of the required water feature meets the intention and purpose of the original Concept Plan and allows for a more outlots within the proposed integrated center to have frontage on U.S. Highway 421.

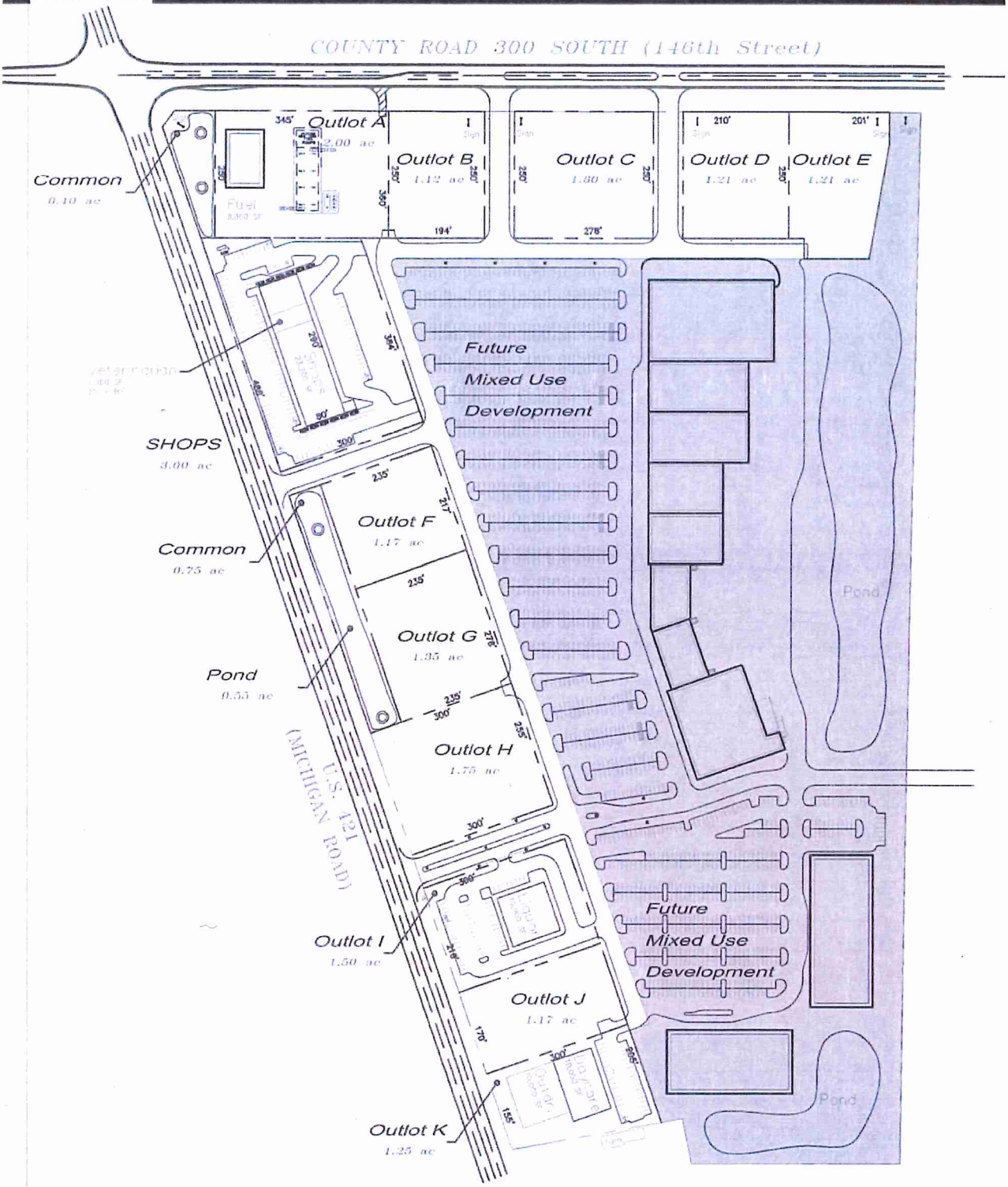
Please refer to Instrument #2019013490 for additional information.

If there are any questions as to the content, please do not hesitate to contact our office.

Respectfully submitted,
Wayne DeLong, AICP, CPM

EXHIBIT C

SITE PLAN



V 7h HARRIS-IND-N

SITE

0' 200'

05 Oct. 2019

N

EXHIBIT C

NORTH

0 100 200 300

GRAPHIC SCALE IN FEET

SITE PLAN
APPALOOSA CROSSING