



**MEETING NOTICE AND AGENDA ZIONSVILLE PLAN COMMISSION MEETING
Monday June 20, 2016**

A meeting of the Zionsville Plan Commission was scheduled for Monday June 20, 2016, at 7:00 p.m. in the Beverly Harves Meeting Room at Zionsville Town Hall, 1100 West Oak Street. The following items were scheduled for consideration:

- I. Pledge of Allegiance
- II. Attendance
- III. Approval of May 4, 2016 and May 16, 2016 Meeting Minutes
- IV. Continuance Requests
- V. Continued Business

Docket Number	Name	Address of Project	Item to be Considered
2016-10-Z	Fabrico	165 and 235 W Sycamore Street	Petition for Zone Map Change to rezone 4.32 acres from the (B-3) Urban Outdoor Business Development Districts, to a (PUD) Planned Unit Development District to provide for a mixed use development consisting of residential, office and commercial uses. Given an Unfavorable Recommendation to the Town Council 5 in Favor 0 Opposed
2016-05-PP	DeRossi	8810 and 8811 Whitestown Road	Continued from the February 15, 2016, March 21, 2016, April 18, 2016 meeting, May 10, 2016, and June 20, 2016 meetings, to the July 18, 2016 Plan Commission Meeting Petition for Primary Plat approval in order to subdivide 77.015 acres into twelve (12) lot subdivision, in the (R2), Rural Low Density Single and Two Family Residential Zoning District, and the (R-SF-2), Urban Single Family Zoning District Continuance Request Approved 5 in Favor 0 Opposed
2016-06-DP	DeRossi		Continued from the February 15, 2016, March 21, 2016, April 18, 2016 meeting, May 10, 2016, and June 20, 2016 meetings, to the July 18, 2016 Plan Commission Meeting Petition for Development Plan Approval to provide for development of a twelve (12) lot subdivision, in (R2), Rural Low Density Single and Two Family Residential Zoning District, and the (R-SF-2), Urban Single Family Zoning District Continuance Request Approved 5 in Favor 0 Opposed

- VI. New Business

Docket Number	Name	Address of Project	Item to be Considered
2016-24-MP	G. Luros	6601 S. 800 East	Petition for Minor Plat Approval to allow for the establishment of 2 lots in the (RE) Rural Equestrian Zoning District Approved 5 In Favor 0 Opposed
2016-30-MP	T. Ferris	9015 E. County Road 200 South	Petition for Minor Plat Approval to allow for the establishment of 3 lots in the (R2) Rural Residential Zoning District Continued to the July 18, 2016 Plan Commission Meeting 5 In Favor 0 Opposed
2016-31-CPA	Town of Zionsville	N/A	Petition for Comprehensive Plan Amendment to update the Transportation Plan and mapping associated with the southeast quadrant of Boone County Given a Favorable Recommendation to the Town Council 5 In Favor 0 Opposed
2016-32-DP	Town of Zionsville Parks Department	8697 E 400 South	Petition for Development Plan Approval to provide for construction of a 5000 sf building and related improvements in the (R1) Rural Residential Zoning District Approved 5 In Favor 0 Opposed

VII: Other matters to be considered:

Plan Commission discussion and action associated with Cause No. 06D02-0806-PL-76 (consolidated with Cause No. 06D02-0806-PL-077)

Motion not to Appeal Cause No. 06D02-0806-PL-76 (consolidated with Cause No. 06D02-0806-PL-077)

5 In Favor

0 Opposed

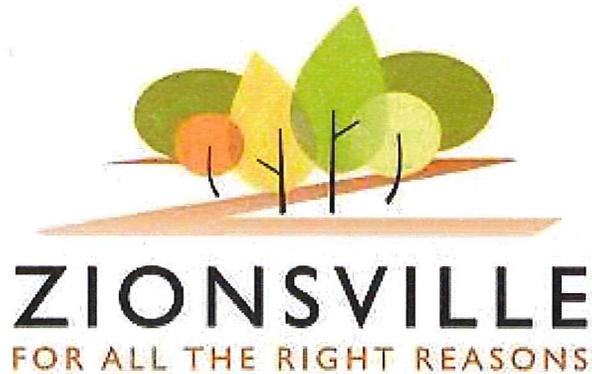
Respectfully Submitted:

Wayne DeLong, AICP

Director of Planning and Economic Development

Town of Zionsville

June 21, 2016



Petition Number: 2016-10-Z

Subject Site Address: 165 and 235 W. Sycamore Street

Petitioner: Fabrico Inc. & Barbara Hanson Slaff

Representative: Timothy Ochs

Request: Petition for Zone Map Change to rezone 4.32 acres from the (B-3) Urban Outdoor Business District, to a (PUD) Planned Unit Development District to provide for a mixed use development consisting of residential, office and commercial uses.

Current Zoning: (B-3) Urban Outdoor Business District

Current Land Use: Commercial

Approximate Acreage: 4.32 acres

Related Petitions: None

Exhibits: Exhibit 1 - Staff Report
Exhibit 2 - Zoning / Location Map
Exhibit 3 - Proposed Land Use Map (2012 EDSP)
Exhibit 4 - PUD Land Use Plan & Topographical Survey
(Supporting Exhibits to Ordinance contained in Staff Packet).
Exhibit 5- A & F Engineering (Trip Generation Analysis)
Exhibit 6 - A & F Engineering (Traffic Impact Report, 2014)
Exhibit 7 - Zoning Process Flow Chart
Exhibit 8 – Flood Zone Map-Panel 334
Exhibit 9 – Pathways Map

Staff Reviewer: Wayne DeLong, AICP

PROJECT OVERVIEW

Petition History

The public hearing process associated with Petition 2016-Z-10 commenced on March 21, 2016 and resulted in a continuation of the hearing process. The matter was set for a public hearing on April 18, 2016 (and serves as a continuation of the hearing process). The matter was heard at a Special Meeting of the Plan Commission on May 4, 2016, and continued to the June 20, 2016 regular Plan Commission Meeting.

Project Location

The subject property is approximately 4.32 acres located on the south side of the Sycamore Street, and the east of Zionsville Road (South Main Street). The property contains buildings utilized for seasonal commercial uses.

Project Description

The subject property is currently (B-3) Urban Outdoor Business District and is currently utilized for seasonal commercial uses. The petitioner desires to rezone the property to the Planned Unit Development classification to provide for a mix of land uses including single and multi-family residential, office, and commercial uses. Given the proposed mix of uses, a Planned Unit Development zoning classification is the most appropriate classification to seek to facilitate and consider the requested development.

Summary Analysis

Traffic / Circulation

As indicated at the March 21, 2016 public hearing, 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 (vehicular). As the 2012 Economic Development Strategic Plan states that commercial uses are "encouraged" to "master plan" both parking and vehicular circulation needs, conversations related to this topic is of foremost interest to the community, and staff. Since the writing of the prior staff report, Town Leadership and Management Staff have met with the Town Engineer to review various traffic (both pedestrian and vehicular) alternatives for the area, and the Town Engineer is moving forward with formulating its recommendations on the topic. This effort is in addition to, and complementary to, the development of the 4.32 acre site (be it to currently permitted B-3 standards or to contemplated PUD standards).

Specific to an analysis of traffic, the Petitioner has provided information to the file from A & F Engineering in the form of a Trip Generation Analysis (Exhibit 5). Independent of that information, the Town had previously (2013-2014), during its 5 year update of the Town's Traffic Impact Analysis associated with the Road Impact Fee Study, identified the site for

which redevelopment was likely to occur within the next 10 years. Identification, and inclusion, of this site within the Town's 2014 study allowed the Town to utilize the specific traffic projections associated with this site (when zoned B-3) to calculate the Road Impact Fee charged to all developing properties within the Town of Zionsville. A comparison of the trip information is contained in Exhibit 5.

Specific to a Traffic Impact Analysis, the results of such a study will document capacity and volumes (the financial impact on the road system has already been determined via the 2014 study – trip charge is \$106.00 a trip). Excerpts from the Town's 2014 effort are attached as Exhibit 6 to this report. Currently the Town is engaged in additional studies of the Downtown specific to traffic, however, the results of that study are yet to be available. The Town's consultant team will continue to work with the Petitioner to communicate our findings all while the Petitioner continues to refine its review of the traffic information associated with its proposal.

Zoning

-Land Use

As filed, the bulk of the requested land uses are currently permissible in the Village Business District, the Business-Office District, the Neighborhood Business District, and the General Business District. What are not contained in the list of proposed land uses are specific, currently permissible B-3 Outdoor Business land uses, such as:

<i>Automobile, Truck, or Bus Sales or Service</i>	<i>RV and Camper Sales or Service</i>
<i>Automobile, Truck, or Bus Rental</i>	<i>Boat Sales</i>
<i>Automobile Repair-major</i>	<i>Lumber Yard</i>
<i>Automobile parts sales (new or used)</i>	<i>Self-Storage Facility</i>

-Development Standards

As filed, the proposed development standards sought in conjunction with the contemplated PUD are found in the Town's current Ordinances. Highlighted below are specific items which deviated from current zoning standards:

Requested building height: 50-55 feet in specific locations with specific design criteria
Building height per zoning, maximum: 45 feet (in B-3)

Encroachments into public ways: permissible
Encroachments into public ways: permissible, with execution of encroachment agreement

Multi-family residential units
Residential uses are permitted on upper stories of buildings, only

Single-family residential units
Single-family residential units are not permissible in B-3

In summary, staff continues to be supportive of this development proposal. Detail as to how the heights of buildings in excess of 35 feet will require additional scrutiny at the time Development Plans are sought for specific vertical improvements.

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:

The Comprehensive Plan Recommends "Village Expansion District" and specifically supports a "mix of retail, office, and supplemental residential with an emphasis on urban and pedestrian scale and proportion." The proposed mix of uses, inclusive of upper-story residential uses, is supported by the comprehensive plan. While the proposed single-family units are not supported by the comprehensive plan, their presence serves to enhance the established and expanding fabric of the Downtown area. With that in mind, a deviation from the plan to support a limited number of single-family dwelling units is supportable.

(2) current conditions and the character of current structures and uses in each district;

The current conditions and character of current structures is one of lower story, less intense land uses (as the immediately adjacent Downtown area to the north contains, primarily, individual buildings on individual lots). The proposed land use pattern and projected improvements (and their associated character), exclusive of the proposed single-family dwellings (which are proposed to be detached units), will consist of two, three, and four story buildings with zero-foot setbacks from the public ways. While two and three story buildings with zero-foot setbacks exist, or are supported by the adjacent zoning districts, buildings in excess of three stories are not customarily found in the Downtown area. However, as proposed, the upper stories of the contemplated buildings are anticipated to be "stepped behind" the prior lower wall. Between the utilization of the "stepped" technique and the existing topography of the property to further conceal the overall height of a building, the proposed heights and overall character of the buildings will be in a position to offer a positive contribution to the Downtown area.

(3) the most desirable use for which the land in each district is adapted;

The most desirable use of the land is one that is a mixed use development which is absent of intense outdoor commercial uses (currently permitted on the site at it is zoned B-3 District).

(4) the conservation of property values throughout the jurisdiction; and

The proposed rezoning which supports the location of a mixed use development with the development characteristics as outlined in the submitted Planned Unit Development document will serve to conserve property values throughout the jurisdiction.

(5) responsible development and growth.

The Petition represents responsible development and growth

Planned Unit Development-General Conditions

Any real estate may be rezoned Planned Unit Development District in order to accomplish the following:

- a) The characteristics of the specific site development and its land uses proposed for the subject real estate are compatible with the surrounding area if the development were limited to those plans and uses as submitted.
- b) Land uses, which would not otherwise be permitted to locate within the existing zoning districts, are proposed for development on a parcel under single or multiple ownership or management.
- c) Exceptions or variations from the size, setback, frontage, density, uses, or other development standards which are established for a given land use in the other zoning districts are permitted as a part of the Planned Unit Development.
- d) The objectives and goals of smart growth are incorporated through the utilization of such initiatives as conservation developments, integrated mixed-use developments, and performance-based implementation developments.

Planned Unit Development-Guidelines for Design

The following design principles are recommended by Article 5 of the Zoning Ordinance:

- a) The proposed development should be designed to produce an environment of stable and desirable character not out of harmony with its surrounding neighborhood and the Town's Comprehensive Plan.
- b) Interest and variety should be sought, by means of street design and changes in mixture of building types, heights, facades, setbacks, plantings, or size of open space. The design should be harmonious as a whole and not simply from street-to-street.
- c) Streets should curve to discourage fast movement of traffic; traffic calming devices should be integrated into street design; group parking areas should be screened, so that the vehicles are substantially hidden from the street.
- d) The natural amenities of the land should be preserved through maintenance of conservation areas and open spaces. A minimum of at least twenty (20) percent of the gross area of the site should be retained in open space.

- e) Height of buildings in excess of thirty-five (35) feet should be designed and planned to be reasonably consistent with the neighboring property and foster efficient use of existing public services and facilities.
- f) Within a primarily residential development, commercial and office uses, if proposed, should be scaled so that they primarily serve the occupants of the development. Commercial and office uses within the development should be at the front of the development and be accessed by an internal collector road.
- g) Structures or buildings located at the perimeter of the development should face outwardly and be properly screened in a manner that sufficiently protects the privacy and amenities of the adjacent and neighboring property uses.

STAFF COMMENTS

Staff recommends a favorable recommendation of the rezoning petition (supporting a mixed use development consisting of single family residential, upper story multi-family residential, commercial, and office uses), subject to the adoption of the submitted Planned Unit Development Ordinance.

Staff recommends approval of the proposed Planned Unit Development Ordinance.

RECOMMENDED MOTIONS

Motion

I move that Docket #2016-10-Z for rezoning of 4.32 acres at 165 and 235 W. Sycamore Street to the Planned Unit Development classification receive a (favorable recommendation based upon the 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 7).

As a portion of the property is within the Special Flood Hazard Area (SFHA) associated with Eagle Creek, it is subject to additional development restrictions. Dependent on the location of any contemplated improvements, approvals from the Federal Emergency Management Agency, Indiana Department of Natural Resources, and / or the Town (in conjunctions with the Town's Ordinance for Flood Hazard Areas) may be necessary (specific to the SFHA).

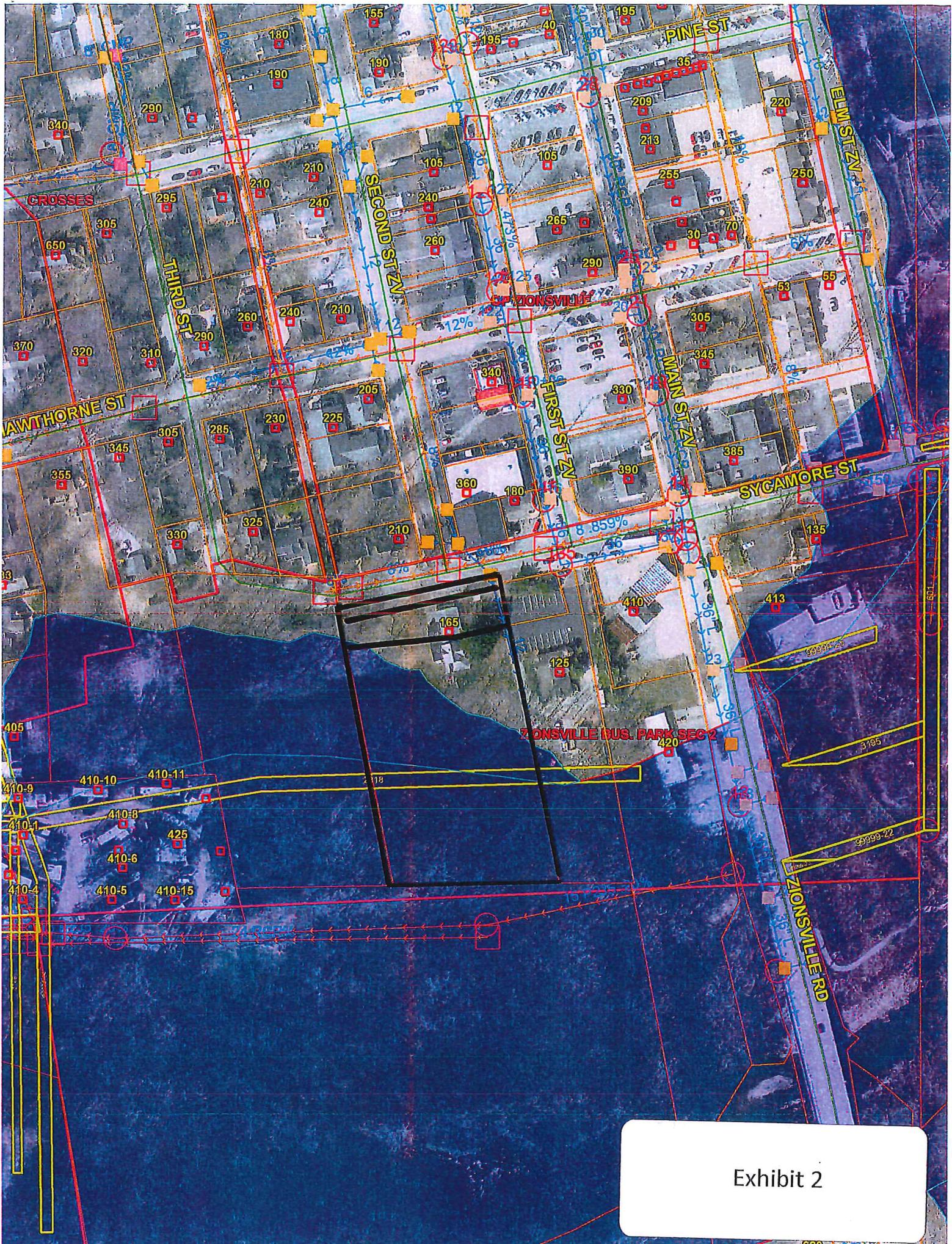


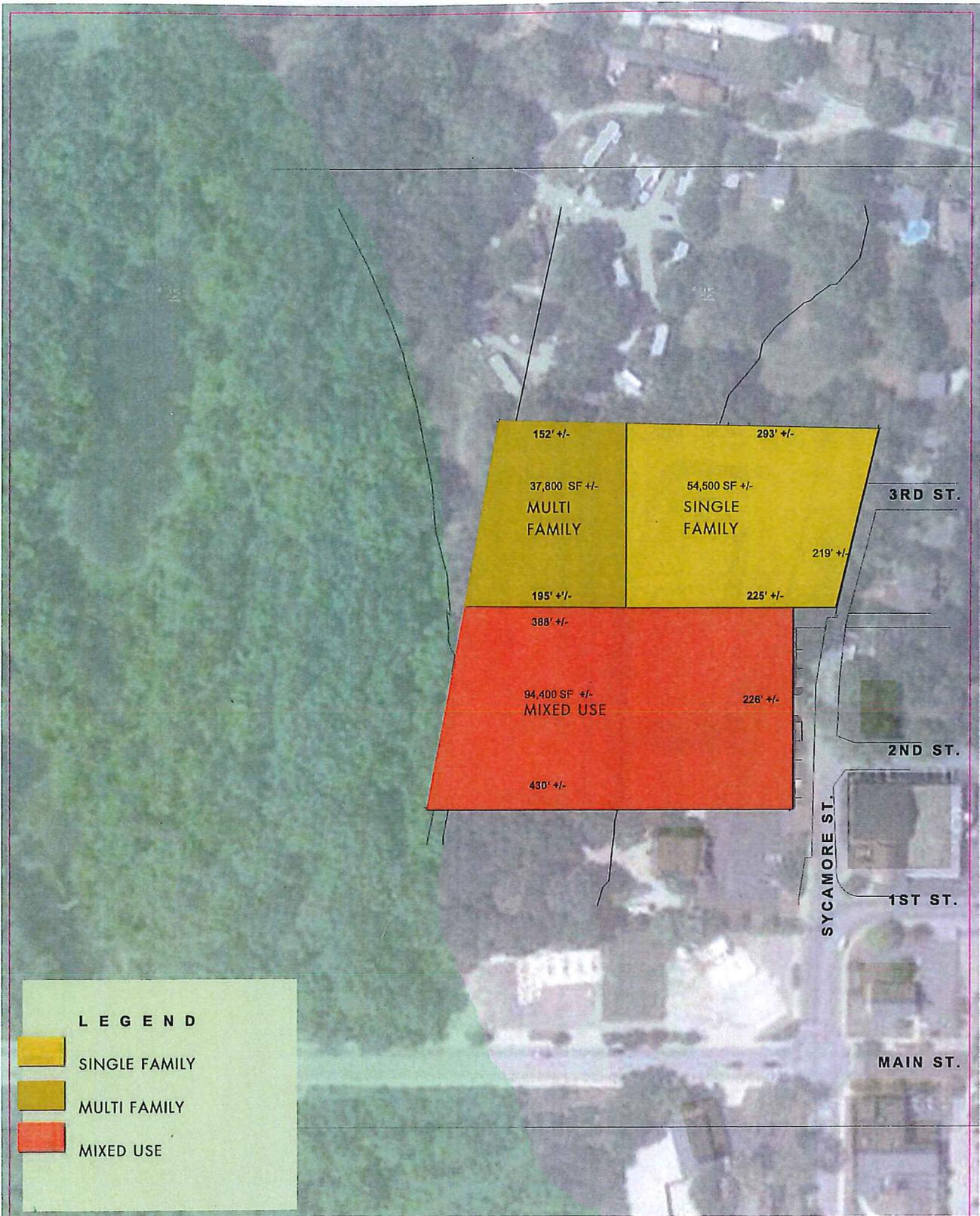
Exhibit 2



Future Land Use Plan



Exhibit 3



LEGEND

- SINGLE FAMILY
- MULTI FAMILY
- MIXED USE

DEVELOPMENT AREAS
 APPROX 1"=50' @ 24X36 ORIGINAL SIZE

200 WEST
 ZIONSVILLE, INDIANA

Exhibit 4

PRELIMINARY & CONCEPTUAL
 DEVELOPMENT PLAN

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 PAGE 2

DAVID RAUSCH STUDIO
 Architecture & Interiors
 THE ART OF BUILDING™

200 WEST PARTNERS LLC



TRANSPORTATION ENGINEERING STUDIES • TRAFFIC IMPACT ANALYSES
STREET DESIGN • HIGHWAY DESIGN • TRAFFIC ENGINEERING
PARKING LOT DESIGN • TRANSPORTATION PLANNING STUDIES
CONSTRUCTION OBSERVATION • SITE ENGINEERING
REGISTRATION
INDIANA
ILLINOIS
IOWA
KENTUCKY
MICHIGAN
OHIO
MISSOURI
FLORIDA

WILLIAM J. FEHRIBACH, P.E.
OF COUNCIL

STEVEN J. FEHRIBACH, P.E.
PRESIDENT

JOSEPH T. RENGEL, P.E.
VICE PRESIDENT

R. MATTHEW BROWN, P.E.
VICE PRESIDENT

MEMORANDUM

DATE: 3/14/2016

TO: Randy Green
200 West Partners, LLC
4502 Panthera Leo Drive
Westfield, Indiana 46074

FROM: Matt Brown, PE/PTOE
Vice President
A&F Engineering Co., LLC

RE: Trip Generation Analysis

A&F Engineering has conducted a cursory review and analysis for a development site that is located along Sycamore Street, west of Main Street in Zionsville, Indiana. The purpose of this review and analysis was to estimate and compare the number of trips that will be generated by the prospective land-uses on the site during a typical weekday (24-hour) and during the AM and PM peak hour for the following two development options: Option 1 (possible under current B-3 zoning) – retail and office land-uses, and Option 2 – a speculative mixed-use development that has been proposed by Randy Green (the developer).

Option 1 includes the construction of what possibly could be constructed under the current B-3 zoning. It should be noted, this concept only represents one development option that could be constructed per existing zoning. Other options are possible as well:

- Shopping Center of approximately 40,000 square feet.
- General Office Building of approximately 80,000 square feet.

Option 2 includes the construction of the following as proposed by the developer:

- Sit-Down Restaurant of approximately 5,000 square feet.
- Medical-Dental Office Building of approximately 35,000 square feet.
- 10 dwelling units of Single-Family Detached Housing.
- 70 dwelling units of Apartments.



The following summarizes the analysis results:

- The AM peak, PM peak hour and 24-hour weekday trip estimates were calculated according to data published in the ITE *Trip Generation Manual* based on the two development options.

Table 1 summarizes the trip generation estimates for each option.

TABLE 1 – PEAK HOUR & 24-HOUR TRIP DATA

DEVELOPMENT INFORMATION	GENERATED TRIPS* (ENTER + EXIT)		
	AM PEAK HOUR	PM PEAK HOUR	24-HOUR
Option 1 (current zoning)	200	357	3361
Option 2 (as proposed)	132	187	2054

*Includes internal and pass-by trip reductions.

- A comparison of the trip generation indicates that the land-uses as proposed by the developer would generate approximately **50%, 90%, and 60%** fewer trips during the AM peak, PM peak and during the 24-hour period, respectively.
- Based on the trip generation data, it can be concluded that the proposed development will have less of an impact on the adjacent roadway system and near-by intersections than land-uses that could be constructed per the existing B-3 zoning regulations.

If you have any questions regarding the information summarized in this memorandum please feel free to contact A&F Engineering.

TABLE 1 - ESTIMATED INTERSECTION CONSTRUCTION COSTS

#	Intersection	Today's Cost	10-Year Cost	Applicable Impact Fee Cost
4	106 th Street & Bennett Parkway	\$0	\$1,300,000	\$1,300,000
8	106 th Street & Zionsville Road	\$160,000	\$160,000	\$0
10	Sycamore Street & Zionsville Road/Main Street	\$0	\$200,000	\$200,000
11	Oak Street & First Street	\$260,000	\$260,000	\$0
13	Oak Street & CR 1000 E	\$0	\$0	\$0
15	Oak Street & Cooper Road	\$0	\$1,600,000	\$1,600,000
16	Oak Street & CR 800 E	\$800,000	\$1,600,000	\$800,000
17	Sycamore Street & US 421 / Michigan Road	\$0	\$50,000	\$50,000
18	Bloor Lane & Mulberry Street	\$0	\$100,000	\$100,000
23	CR 550 S / Templin Road & US 421 / Michigan Road	\$80,000	\$80,000	\$0
28	Whitestown Road & Ford Road	\$0	\$1,600,000	\$1,600,000
29	CR 500 S / Whitestown Road & CR 950 E	\$0	\$850,000	\$850,000
30	CR 500 S / Whitestown Road & CR 875 E	\$0	\$800,000	\$800,000
31	CR 500 S / 126 th Street & US 421 / Michigan Road	\$0	\$80,000	\$80,000
34	Willow Road & US 421 / Michigan Road	\$0	\$50,000	\$50,000
41	CR 300 S / 146 th Street & US 421 / Michigan Road	\$0	\$100,000	\$100,000
42	CR 300 S & CR 975 E	\$0	\$50,000	\$50,000
47	CR 200 S & US 421 / Michigan Road	\$0	\$130,000	\$130,000
72	Proposed East/West Connector Rd & Zionsville Rd	\$50,000	\$50,000	\$0
73	96 th Street & Bennett Pkwy	\$50,000	\$50,000	\$0
	Total	\$1,400,000	\$9,110,000	\$7,710,000

TABLE 2 - ESTIMATED ROADWAY CONSTRUCTION COSTS

#	Street/Segment	Today's Cost	10-Year Cost
6	Hunt Club Rd: Kissel Rd-Cooper Road	\$15,800	\$0
9	106th Street: Zionsville Rd-Bennett Pkwy	\$0	\$713,700
12	Oak Street: CR 700 E-CR 800 E	\$0	\$1,490,100
13	Oak Street: CR 800 E-CR 850 E	\$0	\$702,500
15	Oak Street: Spring Hills Dr-Sheets Rd	\$0	\$285,700
16	Oak Street: Sheets Rd-CR 1000 E	\$0	\$702,500
19	Sycamore Street: Main St-US 421/Michigan Rd	\$0	\$917,400
20	116th Street: US 421/Michigan Rd-County Line Rd	\$0	\$134,900
33	126th Street: US421/Michigan Rd-County Line Rd	\$45,200	\$0
35	CR 400 S: CR 800 E-CR 875 E	\$63,200	\$0
37	CR 375 S: CR 950 E-CR 975 E	\$10,700	\$0
38	CR 375 S: CR 975 E-Holiday Rd	\$21,300	\$0
59	CR 100 N: CR 800 E-US 421/Michigan Rd	\$27,700	\$0
69	CR 200 N: CR 1100 E-County Line Rd	\$62,500	\$0
71	CR 600 E: CR 100 N-CR 250 N	\$104,200	\$0
73	CR 700 E: Morton Rd-CR 550 S	\$20,900	\$0
74	CR 700 E: CR 550 S-CR 525 S	\$10,300	\$0
76	CR 750 E: CR 100 N-CR 200 N	\$83,300	\$0
77	CR 775/Kissel Rd: 96th St-I-865	\$20,900	\$0
79	CR 775/Kissel Rd: Hunt Club Rd-SR 334/Oak St	\$36,300	\$0
81	CR 800 E: CR 550 S-Whitestown Rd	\$27,700	\$0
82	CR 800 E: Whitestown Rd-CR 400 S	\$34,800	\$0
86	CR 800 E: SR 32-CR 100 N	\$83,300	\$0
87	CR 800 E: CR 100 N-CR 200 N	\$83,300	\$0
110	CR 1000 E: SR 32-CR 100 N	\$21,300	\$0
111	CR 1000 E: CR 100 N-CR 200 N	\$20,900	\$0
114	Turkey Foot Rd: Mulberry St-Oak Ridge Drive	\$36,900	\$0
116	Zionsville Rd: I-865-106th Street	\$181,600	\$0
119	CR 1100 E: CR 200 S-SR 32	\$83,300	\$0
120	CR 1100 E: SR 32-End of Asphalt	\$31,100	\$0
123	County Line Rd: 146th St-156th St	\$41,700	\$0
124	County Line Rd: 156th St-166th St	\$41,700	\$0

TABLE 2 CONTINUED - ESTIMATED ROADWAY CONSTRUCTION COSTS

125	County Line Rd: 166th St-SR 32	\$41,700	\$0
126	County Line Rd: SR 32-CR 100 N	\$41,700	\$0
127	County Line Rd: CR 100 N-CR 200 N	\$41,700	\$0
128	Proposed E/W Connector: Zionsville Rd-Mayflower Park Drive	\$637,000	\$637,000
129A	Bennett Pkwy Extension: Proposed E/W Connector-96th St	\$720,000	\$720,000
129B	Bennett Pkwy Extension: 106th St-Proposed E/W Connector	Covered in Bonds Issued in 2012.	\$720,000
130	Cooper Rd Extension: CR 575-SR 334/Oak Street	\$472,850	\$472,850
	Total	\$3,164,850	\$7,496,650

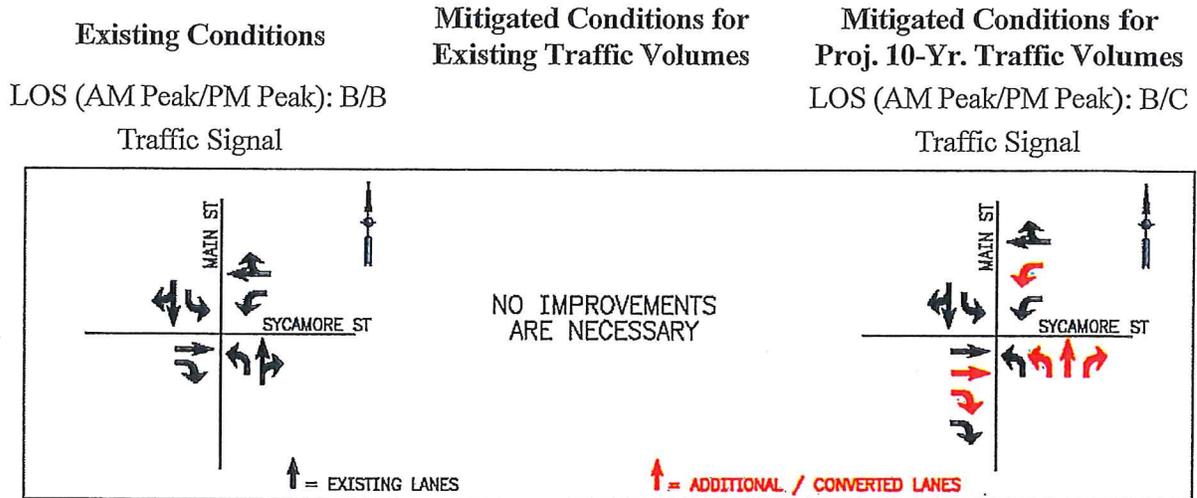
Figure 3 graphically illustrates all recommended roadway segment and intersection improvement locations. These include all recommendations for existing conditions and/or 10-year conditions. However the roadway segments that only need widening to meet minimum lane width standards have not been included. Only segments where added travel lanes are needed are shown.

TABLE 4 - SUMMARY OF 24-HOUR TRIPS

Parcel #	ITE Code	Land Use	Build-Out	24-Hour Trips
1	720	Medical Office	323,200 SF	13,001
2	770	Business Park	715,200 SF	8,311
3	210	Single Family	168 DU	1,693
4	813	Discount Superstore	156,621 SF	7,948
	820	Retail	13,620 SF	1,858
5	760	Research Technology	1,152,000 SF	7,638
6	210	Single Family	65 DU	707
7	820	Retail	178,800 SF	9,908
8	710	Office	45,000 SF	716
	220	Apartments	276 DU	1,796
	252	Senior Living	102 DU	351
	850	Supermarket	31,000 SF	3,169
	820	Retail	111,000 SF	7,268
9	710	Office	6,600 SF	166
	820	Retail	15,000 SF	1,979
10	210	Single Family	62 DU	677
11	210	Single Family	76 DU	816
12	210	Single Family	95 DU	1,002
13	210	Single Family	96 DU	1,012
14	210	Single Family	26 DU	304
15	210	Single Family	34 DU	389
16	210	Single Family	360 DU	3,413
17	210	Single Family	26 DU	304
18	820	Retail	321,600 SF	14,511
19	210	Single Family	284 DU	2,744
20	750	Office Park	648,600 SF	7,167
21	750	Office Park	404,200 SF	4,621
22	850	Supermarket	30,000 SF	3,067
	820	Retail	20,000 SF	2,386
	220	Apartments	200 DU	1,336
	230	Townhomes	24 DU	186
23	932	Sit-Down Restaurant	5,539 SF	704
	820	Retail	8,560 SF	366
24	710	Office	16,000 SF	326
Total	---	---	---	111,840

- DU = Dwelling Unit, SF = Square Feet

INTERSECTION #10 – SYCAMORE STREET & ZIONSVILLE ROAD/MAIN STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit 1**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:

- Add NB right-turn lane & NB left-turn lane along Zionsville Rd
- Add EB through lane. This lane is included under the segment recommendations.
- Add EB right-turn lane along Sycamore Street
- Add WB left-turn lane along Sycamore Street

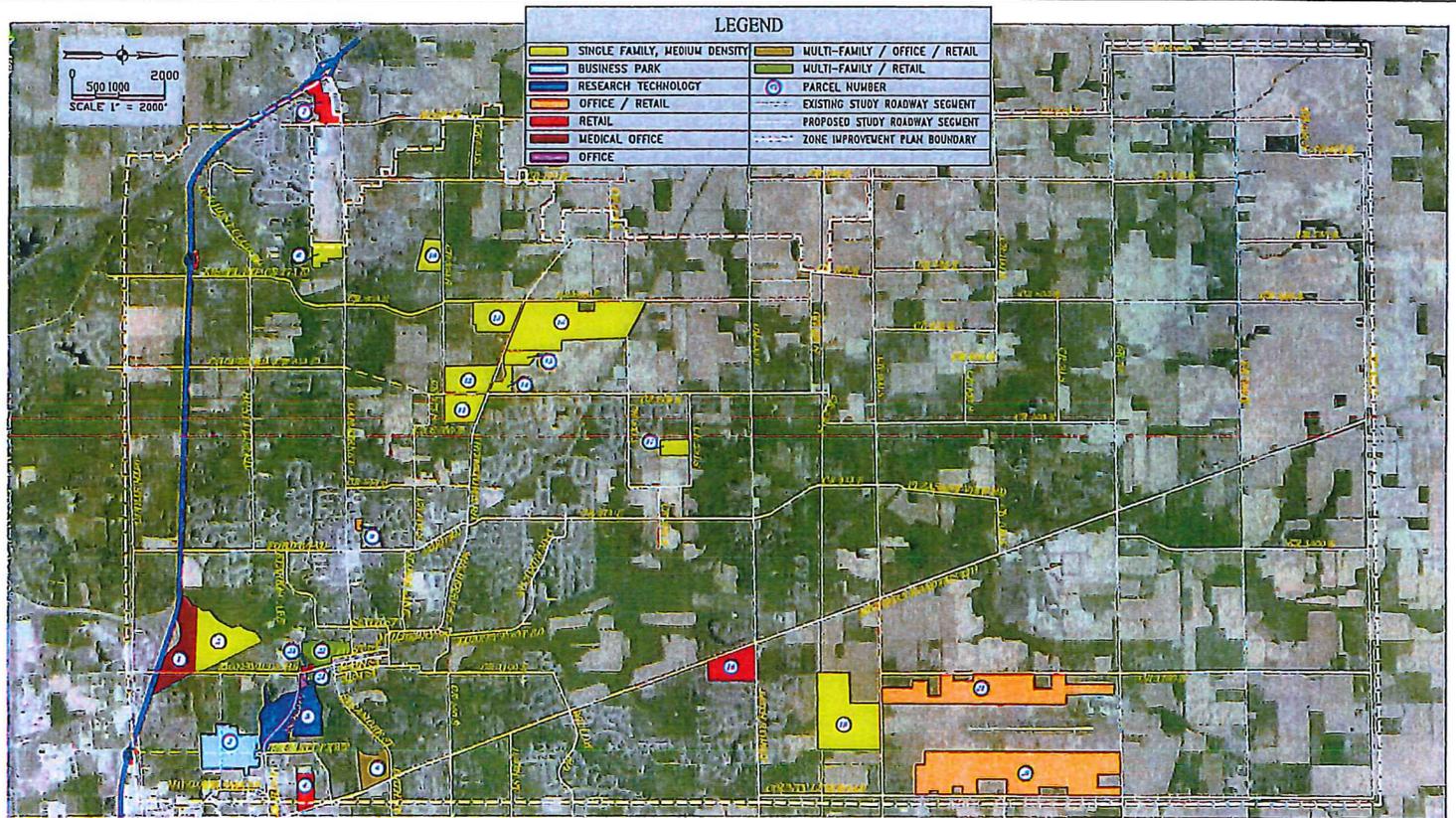
Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$200,000 (EB through lane included in segment cost)

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$200,000



Prepared By:
A&F ENGINEERING
 Transportation & Site Engineering
 Created October 2008

TOWN OF ZIONSVILLE
TRAFFIC IMPACT FEE ANALYSIS

FIGURE 2
 VACANT LAND PARCELS
 (10 YEARS)



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

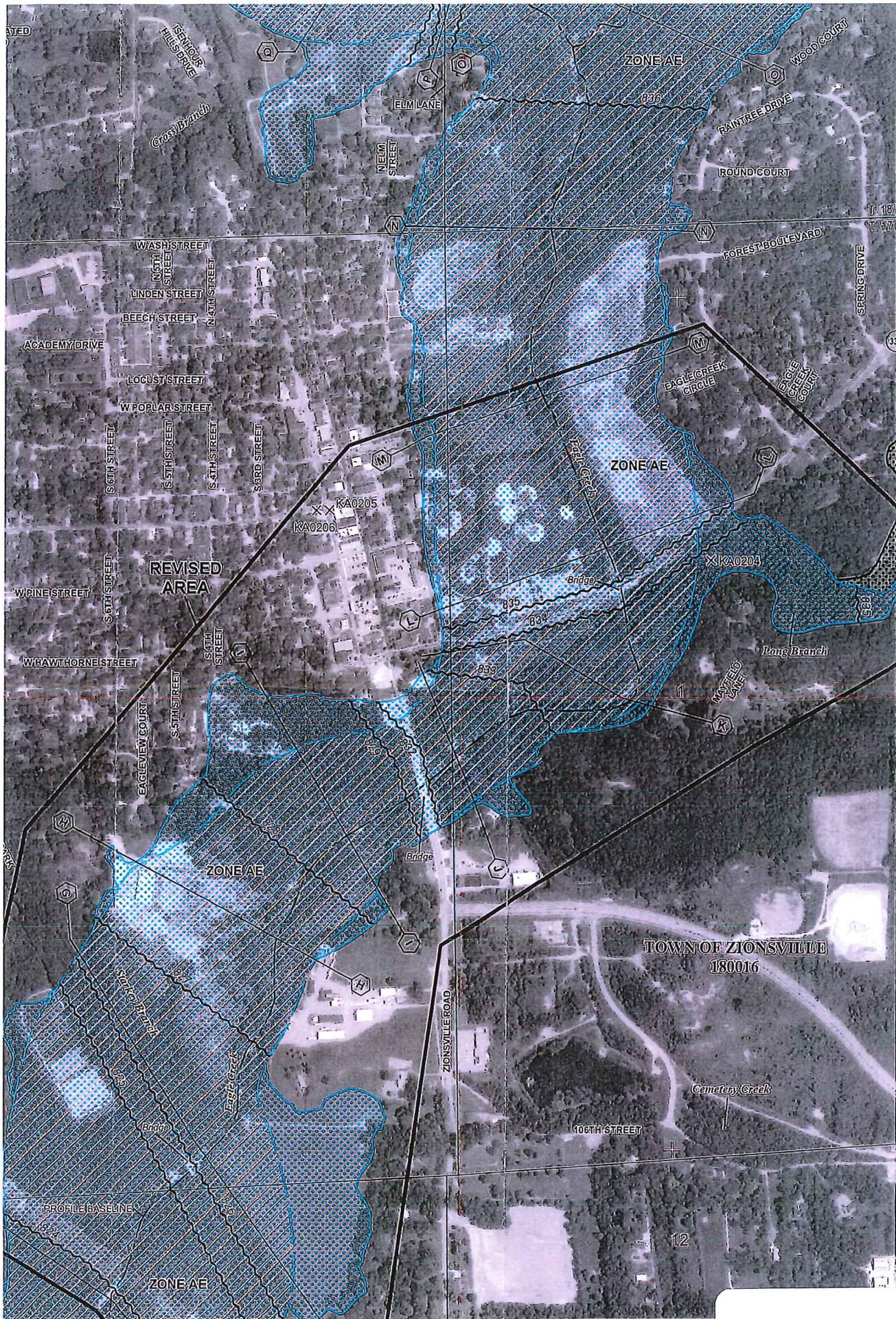
PLAN COMMISSION HEARING PROCESS-FOR CHANGE IN ZONING

STEP ONE	DAY 1	DAYS 3-5	DAYS 12-14	DAYS 12-20	DAY 30
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 <i>first public interaction</i>
DETAILS	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 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 33-36	DAYS 37-119	DAYS 45-135		
ACTION	Matter is Forwarded to Town Council	Town Council Posts Agenda to Town Website	Town Council Holds Public Meeting <i>second public interaction</i>		
DETAILS	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 vote on a change in zoning)	Eighth opportunity of public to be made aware of a rezoning request		

Notes:

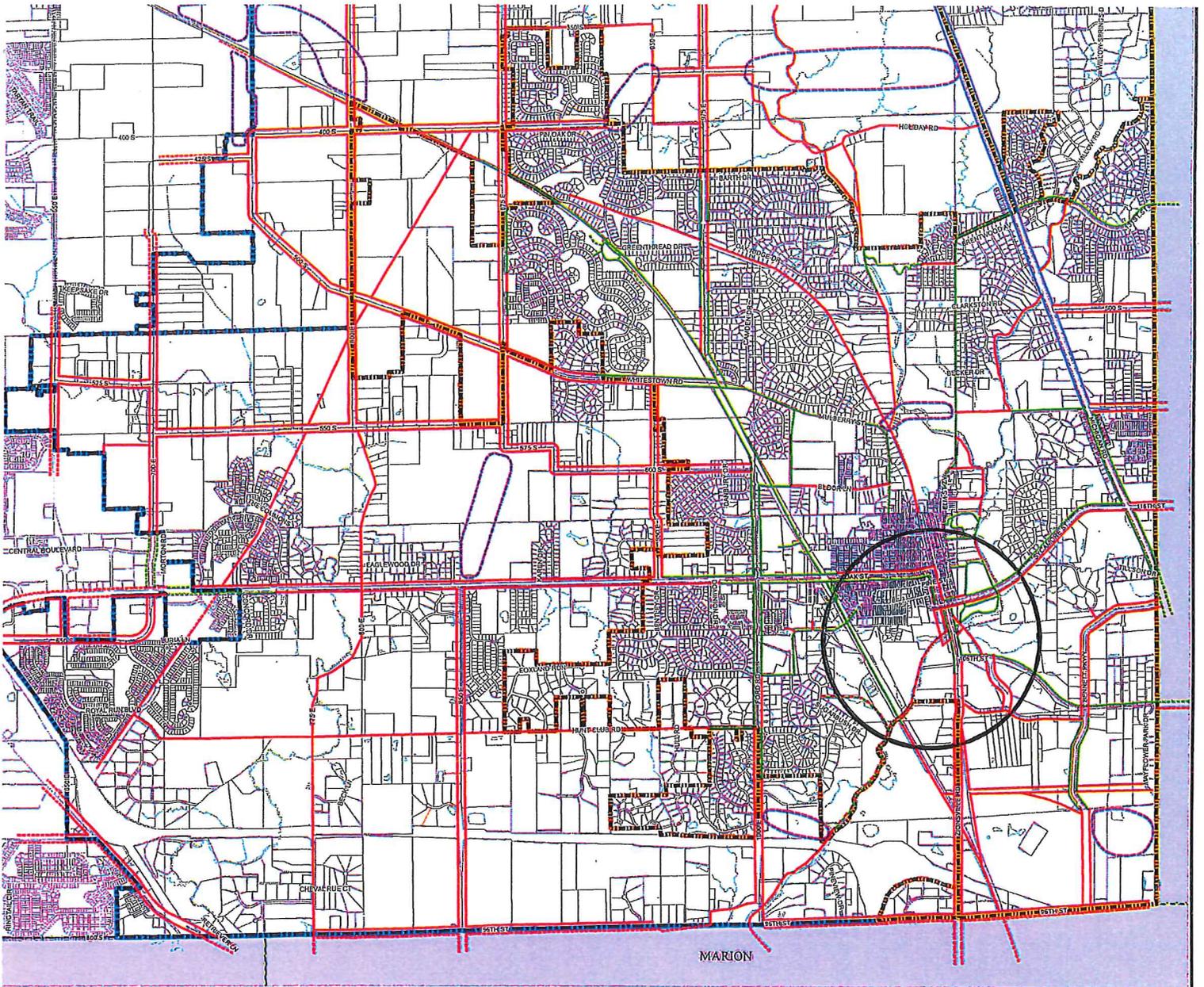
- 1) This listing does not include any reference to Staff review of the filing (though a part of the process).
- 2) Indiana Code does not require the Town Council to hold a meeting (a request not scheduled for a meeting is deemed effective/adopted as recommended by the Plan Commission).
- 3) This shall 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.





JOINS PANEL 0342

563000mE



TOWN OF ZIONSVILLE

PATHWAY MAP

11/2/2015



ZIONSVILLE
FOR ALL THE RIGHT REASONS

LEGEND

Conceptual Route	Water Features
Future Pathway, INDOT Related	Zionsville Town Service District
Future Pathway	Zionsville Rural Service District
Future Rustic Pathway, Initially not paved	Town of Whitestown
Existing Pathway	Parcels
Existing Rustic Pathway, Initially not paved	County Line

P:\101007 - 2015's Growth Corridor\City Mapping\Pathways\112\GIS\2015\Pathway_21.mxd | Thursday, November 19, 2015 | 3:41:03 PM



Petition Number: 2016-24-MP

Subject Site Address: 6601 S. 800 East (Est.)

Petitioner: Gretchen Luros

Representative: Brady Kuhn

Request: Petition for Minor Plat Approval to allow for the establishment of 2 lots in the (RE) Rural Equestrian Zoning District

Current Zoning: (RE) Rural Equestrian Zoning District

Current Land Use: Undeveloped

Approximate Acreage: 6.58 acres

Related Petitions: Staff is not aware of previous Petitions

Exhibits: Exhibit 1 – Staff Report
Exhibit 2 – Aerial Location Map
Exhibit 3 – Plat
Exhibit 4 – Town Engineer Comments letter dated June 14, 2016
Exhibit 5 – Findings of Fact

Staff Reviewer: Wayne DeLong, AICP

PROJECT OVERVIEW

Project Location

The subject property is approximately 6.58 acres and is located on 800 East and north of Hunt Club Road

Project Description

The subject property is currently zoned (RE) Rural Equestrian Zoning District. The petitioner is requesting plat approval to split the current parcel into two lots. The intention of the Petitioner is to create one new buildable site. Lot 1 is proposed to consist of 3.14 acres and Lot 2 is proposed to consist of 3.17 acres.

PRIMARY PLAT REVIEW

Subdivision Control Ordinance

The subdivision plat has been reviewed using the standards of the Zionsville Subdivision Control Ordinance (SCO) and found to be in compliance.

Zoning Ordinance

The plat has been reviewed using the standards of the Zionsville Zoning Ordinance and found to be in compliance.

Street and Highway Access / Sidewalks

The two lots will utilize County Road 800 East for vehicular access. The plat approval requires the dedication of right of way and the establishment of appropriate easements, and provisions for the future construction of a pathway (parallel to the road frontage) in conformance with Town standards.

Stormwater Management

Both lots will utilize surface drainage to manage stormwater.

Utility Capacity / Utility Easements

Limited utilities are available to the site. Utility easements are being provided for future potential use.

PUBLIC POLICY

Comprehensive Plan

The Proposed Land Use Map in the Zionsville Comprehensive Plan identifies the property as residential. The proposed subdivision is an appropriate land use consistent with the policies in the Comprehensive Plan.

Water and Sewer

The property would utilize a combination of private and public utilities, and has been working closely with the respective utility providers or soil; scientists to affirm the proper locations and areas for on-site services.

STAFF COMMENTS

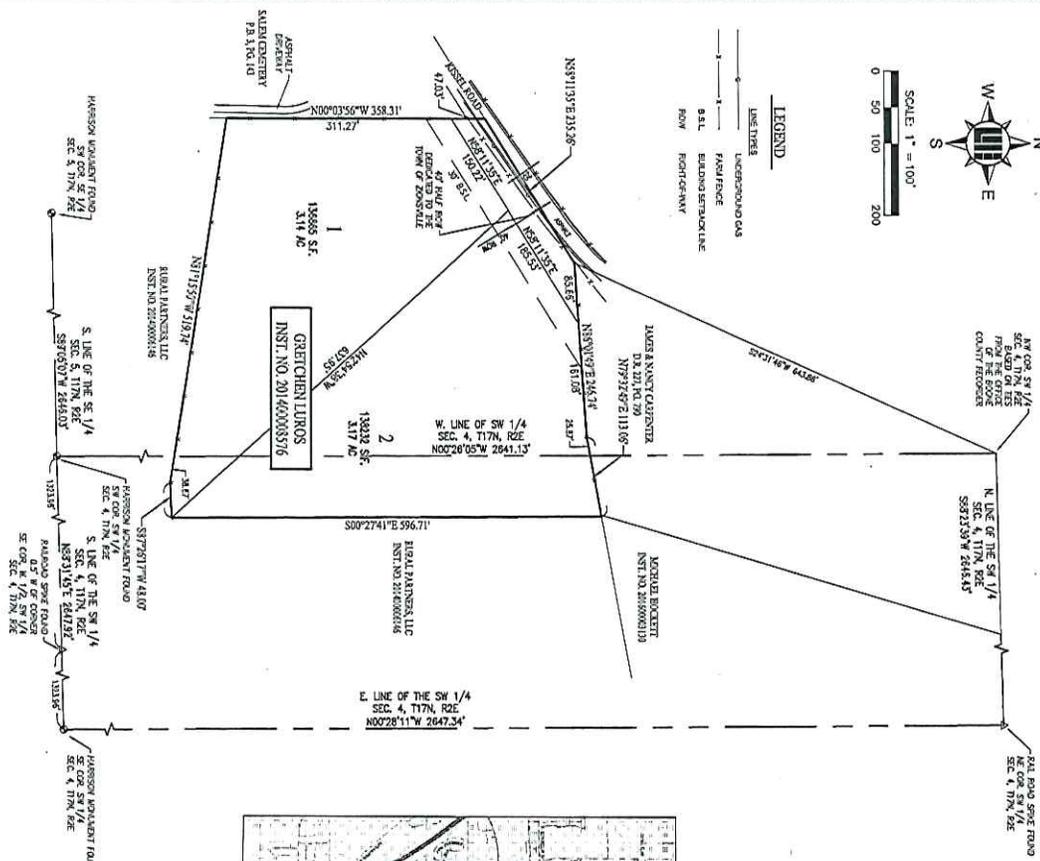
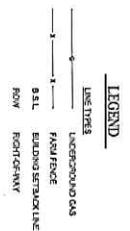
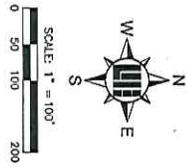
Staff recommends approving the petition as filed.

RECOMMENDED MOTIONS

Primary Plat Motion

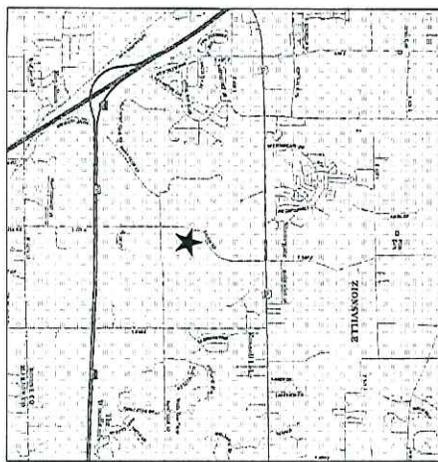
I move that Docket #2016-24-MP minor plat approval establishing a two (2) lot plat at 6601 S. 800 East (Est.) be (Approved based the findings in the staff report / Denied/ Continued) as presented.

**LUROS SUBDIVISION
ZIONSVILLE, INDIANA
MINOR RESIDENTIAL PLAT**

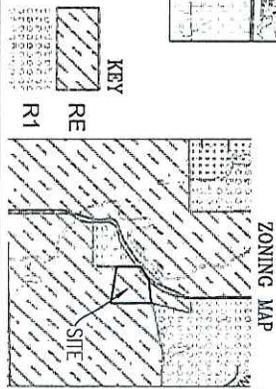


- SETBACK REQUIREMENTS**
- FRONT YARD: 20 FEET FROM FRONT OF YARD OR 70 FEET FROM CENTER OF ROAD, WHICHEVER IS GREATER
 - SIDE YARD: 5 FEET
 - REAR YARD: 20 FEET

VICINITY MAP



★ PROJECT LOCATION



ZONING MAP

Project Owner:
GRETCHEN LUROS
155 FAIRWAY DRIVE
INDIANAPOLIS, INDIANA 46250
PHONE: 317-239-4424

This document prepared by: **WEIHE ENGINEERS**
Land Surveyors & Engineers
15533 N. Center Avenue
Suite 100
Indianapolis, Indiana 46250
317.841.4411
317.841.4412
317.841.4413
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ZIONSVILLE

FOR ALL THE RIGHT REASONS

To: Wayne DeLong, Director of Planning and Economic Development
 From: Mark DeBruler, P.E., Town Engineer *MD*
 Date: June 14, 2016

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

PROJECT DESCRIPTION

Project	Name	Luros Subdivision	
	Location	Kissel Road adjacent to Salem Cemetery	
	Developer	Gretchen Luros	
	Submittal	#3	
Documents Reviewed		Document Name	Document Date
		Luros Subdivision Minor Residential Plat	June 10, 2016 (Receipt Date)
Zoning	Current	RE	
	Proposed	RE	
Land Use	Current	Wooded	
	Proposed	Residential	
Requested Variances			

Based on our review, we did not identify any issues inconsistent with the Town's regulations or standards.

**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 Monday _____ 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.

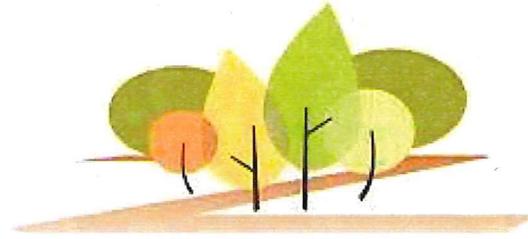
The Town of Zionsville Plan Commission finds that:

- 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



ZIONSVILLE

FOR ALL THE RIGHT REASONS

Petition Number: 2016-30-MP

Subject Site Address: 9015 E County Road 200 South

Petitioner: Peggy Sanders

Representative: Todd Ferris

Request: Petition for Minor Plat Approval to allow for the establishment of three (3) lots in the (R-2) Rural Residential Zoning District

Current Zoning: (R-2) Rural Low Density Single Family and Two Family Residential

Current Land Use: Residential

Approximate Acreage: 19.65 acres

Related Petitions: No prior Petitions are known

Exhibits: Exhibit 1 – Staff Report
Exhibit 2 – Aerial Location Map
Exhibit 3 – Plat
Exhibit 4 – Town Engineer Comments letter dated June 15, 2016
Exhibit 5 – Findings of Fact

Staff Reviewer: Wayne DeLong, AICP

PROJECT OVERVIEW

Project Location

The subject property is approximately 19.65 acres and is located south of 200 South and east of 900 East.

Project Description

The subject property is currently zoned R-2 (Residential). The petitioner is requesting plat approval to split the current parcel into three (3) lots. The intention of the Petitioner is to create two (2) new buildable sites, as a Single Family Residence currently resides on Lot 1.

Lot 1 is proposed to consist of 2.08 acres, Lot 2 is proposed to consist of 3.63 acres, and Lot 3 is proposed to consist of 13.94 acres.

PRIMARY PLAT REVIEW

Subdivision Control Ordinance

The subdivision plat has been reviewed using the standards of the Zionsville Subdivision Control Ordinance (SCO) and found to be in compliance (except as noted in this report – see Town Engineer’s Letter, Exhibit 4).

Zoning Ordinance

The plat has been reviewed using the standards of the Zionsville Zoning Ordinance and found to be in compliance (except as noted in this report – see Town Engineer’s Letter, Exhibit 4).

Street and Highway Access / Sidewalks

The three (3) lots will utilize both County Road 900 East and County Road 200 South for vehicular access. The plat approval requires the dedication of right of way and the establishment of appropriate easements, and provisions for the future construction of a pathway (parallel to the road frontage) in conformance with Town standards. As proposed, the right of way is not contemplated to be conveyed at the time of plat recordation, but at a point in the future.

Stormwater Management

All lots will utilize surface drainage to manage stormwater.

Utility Capacity / Utility Easements

Limited utilities are available to the site. Utility easements are being provided for future potential use.

PUBLIC POLICY

Comprehensive Plan

The Proposed Land Use Map in the Zionsville Comprehensive Plan identifies the property as residential. The proposed subdivision is an appropriate land use consistent with the policies in the Comprehensive Plan.

Water and Sewer

The property would utilize private utilities.

STAFF COMMENTS

Staff recommends approving the petition as filed, subject to the dedication of right of way at the time of plat recordation.

RECOMMENDED MOTIONS**Primary Plat Motion**

I move that Docket #2016-30-MP minor plat approval establishing of three (3) lots at 9015 E County Road 200 South be (Approved based the findings in the staff report / Denied/ Continued) as presented.

PROCEDURAL NOTE

As indicated in Exhibit 4, the division of the subject site does not conform to the standards of the Zoning Ordinance (specific to accessory uses being subordinate to the primary use of Lot 1). The lack of conformity to this standard may present complications in the future if an Improvement Location Permit is sought to replace the existing dwelling located on Lot 1.

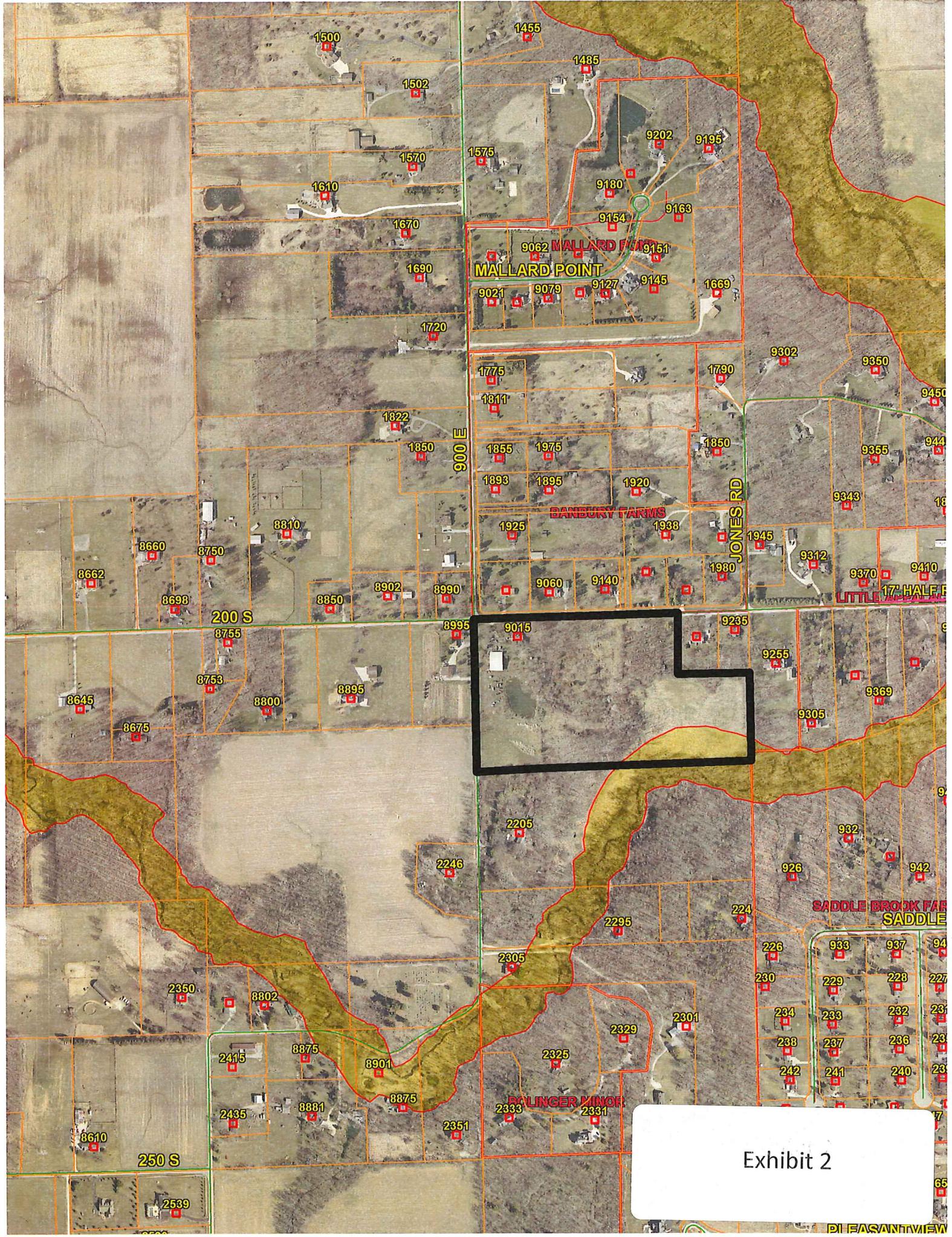
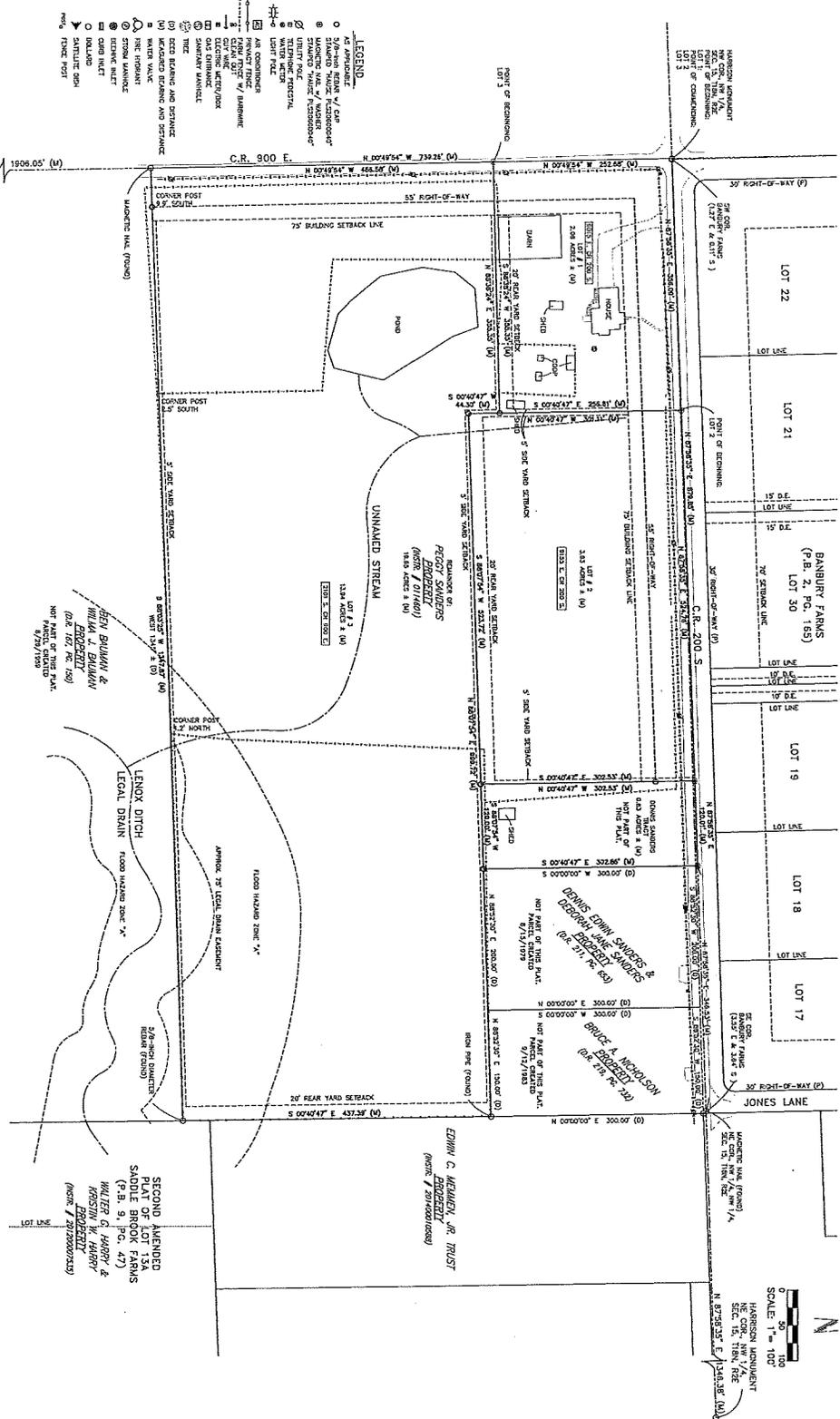


Exhibit 2

TWIN WATERS MINOR PLAT

OWNER/AGENT: TODD FERRIS
 3405 E. 86th St.
 Indianapolis, IN 46240
 (317) 257-9000



LEGEND

- AS SHOWN
- STATION NUMBER V. CORNER
- MONUMENT MARK V. CORNER
- STATION NUMBER V. CORNER
- TELEPHONE
- WATER TOWER
- AIR CONDITIONER
- PRIVATE TRAIL
- CLEAR CUT V. BARRIERS
- ELECTRIC METER/BOX
- GAS CHIMNEY
- SEWER MANHOLE
- TREE
- (N) DEED RECORDING AND SERVICE
- (M) MEASURED BEARING AND SERVICE
- (W) WATER VALVE
- (R) FIRE HYDRANT
- (S) SEWER
- (E) ELEC. METER
- (C) CEMENT WALK
- (D) DRIVE
- (P) SATURATE SPIN
- (F) FENCE POST

NOTES

- 1.) All Improvements shown hereon are as they were located on May 11, 2016.
- 2.) This Document contains Three (3) Pages, all are required for this to be a Plat.
- 3.) Provide pathways along County Road 200 South and County Road 900 East or make arrangements with the Town for their future installation.

FLOOD HAZARD STATEMENT:

A portion of the platred here bys within a Special Flood Hazard Zone, per Flood Insurance Rate Map (FIRM) 1801COZ02D, dated January 18, 2012.

The Natural Watercourse located within this Plat needs to be maintained and protected.

Copyright © House Surveying and Engineering, LLC. All rights reserved. No part of this drawing may be reproduced by photocopying, recording or by any other means, or stored, processed or transmitted in or by any computer or other systems without the prior written permission of the surveyor. Copies of this plan without a dated and blue signature are not valid.

PROJECT NO.
16P176

SHEET NO. 1
TWIN WATERS MINOR PLAT
 TODD FERRIS
 PT. NW 1/4, NW 1/4, SEC. 15, T18N, R2E,
 UNION TOWNSHIP, BOONE CO., INDIANA

No.	Date	Revisions
1.	6/2/16	ADDRESSED TAC CONCERNS
2.	6/13/16	ADDRESSED ENGINEER'S CONCERNS
3.	6/14/16	MODIFIED LOTS

DRAWN BY: JEH
 CHECKED BY: JEH
 DATE: 05/15/2016
 SCALE: 1" = 100'



105 N. MERIDIAN ST.
 LEBANON, IN 46052
 PHONE: (765) 482-5141
 INFO@HOUSESURVEYINGANDENGINEERING.COM
 A SERVICE DISABLED VETERAN
 OWNED SMALL BUSINESS



ZIONSVILLE

FOR ALL THE RIGHT REASONS

To: Wayne DeLong, Director of Planning and Economic Development
 From: Mark DeBruler, P.E., Town Engineer *md*
 Date: June 15, 2016

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

PROJECT DESCRIPTION

Project	Name	Twin Waters Minor Plat	
	Location	CR 900 E and CR 200 S	
	Developer	Todd Ferris	
	Submittal	#3	
Documents Reviewed	Document Name	Document Date	
	Minor Plat of Twin Waters	June 15, 2016 (Receipt Date)	
Zoning	Current	Rural R-2	
	Proposed	Rural R-2	
Land Use	Current	Agriculture/Forest	
	Proposed	Residential	
Requested Variances			

Based on our review, we have developed the following list of items that do not appear to be consistent with the Town's standards or requirements:

I. MINOR PLAT

- A. The property lines of the lots adjacent to the roadways need to be the edge of the ROW instead of the road centerline, with the ROW separately called out and indicated as being conveyed to the Town.
 1. Under the proposed plat, where the right-of-way is part of the lot, the Town will not have the right to provide drainage along the roadside, install sidewalks, allow or install utilities unless they are under the pavement, or expand the road. The only right given the Town is to move the road surface, in kind (same type, same width), to any location within the right-of-way.
 2. Title to the right-of-way property should be dedicated to the Town for USE as a right-of-way as well as other governmental functions. The Town needs to have full ownership rights not only so can the road be expanded, but also so

water mains, sanitary sewers, storm sewers, ditches and other surface drains, turn lanes, passing blisters, gas mains, underground power lines, and other improvements can be placed in this public property.

3. If the plat is approved with the right-of-way as indicated on private property, the precedence set will likely have a dramatic and lasting negative impact on the Town's ability to provide public improvements and support development.

II. ZONING REVIEW

Coordinate resolution, if applicable, of the following zoning issues with the Town's Planning and Economic Development Department.

- A. Lot 1 has an accessory structure which is not subordinate to the primary structure.
- B. Lot 1 has an accessory structure that appears to be within the minimum 20' rear yard setback.
- C. Lot 1 has an accessory structure that appears to be within the minimum 5' side yard setback.

**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 Monday June 20, 2016 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.

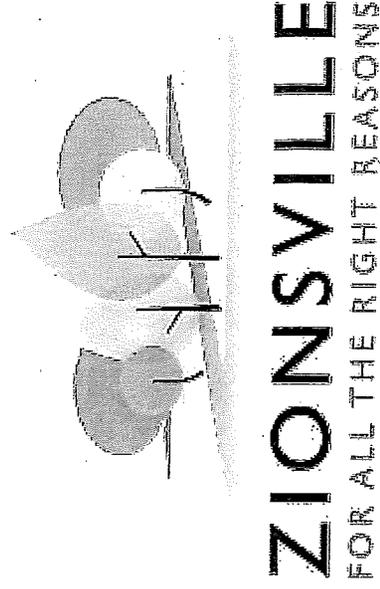
The Town of Zionsville Plan Commission finds that:

- 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



Petition Number: 2016-31-CPA

Petitioner: Town of Zionsville

Request: Petition for Comprehensive Plan Amendment to update the Transportation Plan and mapping associated with the southeast quadrant of Boone County

OVERVIEW

Consideration of the Strategic Trails Implementation Plan - A Pedestrian and Bikeways Plan

Inclusion of this plan into the Town of Zionsville Comprehensive Plan will provide for the implementation of a biking and walking plan. The plan includes recommendations for infrastructure improvements, and education opportunities. Identified outcomes for implementation of this plan includes the connectivity of the pathways and facilities, the overall health benefit to the community, and increased Economic Development.



Petition Number: 2016-32-DP

Subject Site Address: 9697 E. 400 South

Petitioner: Zionsville Park Board

Representative: Roger Burris

Request: Petition for Development Plan Approval to provide for construction of a 5,000 square foot building and related improvements in the (R1) Rural Residential Zoning District

Current Zoning: (R1) Rural Residential Zoning District

Current Land Use: Public Park & seasonal garden plots

Approximate Acreage: 13.2 acres

Zoning History: N/A

Exhibits: Exhibit 1 – Staff Report
Exhibit 2 – Aerial Location Map
Exhibit 3 – Site Plan
Exhibit 4 – Conceptual Elevations
Exhibit 5 – Landscape Plan
Exhibit 6– Findings of Fact

Staff Reviewer: Wayne DeLong, AICP

PETITION HISTORY

This petition will receive a public hearing at the June 20, 2016 Plan Commission meeting.

PROPERTY HISTORY

The Heritage Trail Park opened to the public in 2014, with features including a bocce court, two basketball courts, benches, bike racks, grills, picnic shelter, trails, community garden plots, bio-basins, native planting areas and playground.

ANALYSIS

As contemplated, the property would be improved an approximately 5,000 square foot building and related improvements (all associated with the Zionsville Parks Board's and Zionsville Parks Department's Nature Center).

DEVELOPMENT PLAN REVIEW

Zoning Ordinance

The development plan has been reviewed using the standards of the Zionsville Zoning Ordinance (Ordinance) and found to be in compliance. Comments from Technical Advisory Committee members were sought, and comments were provided to the Petitioner. Responses were provided to the Town based on provided comments, and an additional review has been completed (as detailed in this report).

Architecture / Building Materials

The proposed improvements utilize a variety of materials and colors (rendering attached to this report). As contemplated, the building would be constructed of masonry materials (exterior), divided light windows, and a pitched roof with asphalt shingles. As proposed, staff is supportive of the contemplated architecture as well as the proposed color and material palette.

Utility Access

Adequate access to utilities is available to facilitate the project.

Streets & Vehicular Circulation

The development would derive access from 875 East via the existing driveway system established for the Park.

Parking

The proposed site development complies with ordinance standards as the site would be improved with 27 parking spaces to serve the proposed use (13 spaces required).

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 and features.

Lighting & Signage

As proposed, the building would be improved with signage reflective of Town standards. Specific to site lighting, lighting would be required to conform to current Town standards.

Drainage

As proposed, the site would provide for on-site detention and management of its storm water. Staff is supportive of the contemplated design.

FINDINGS

The Plan Commission shall hear, and approve or deny, Development Plans based on Findings of the Building Commissioner or Plan Commission. Per Section 4.3.C 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 has prepared findings which are a part of the packet for Plan Commission review.

STAFF RECOMMENDATIONS

Staff recommends approval of the petition as filed.

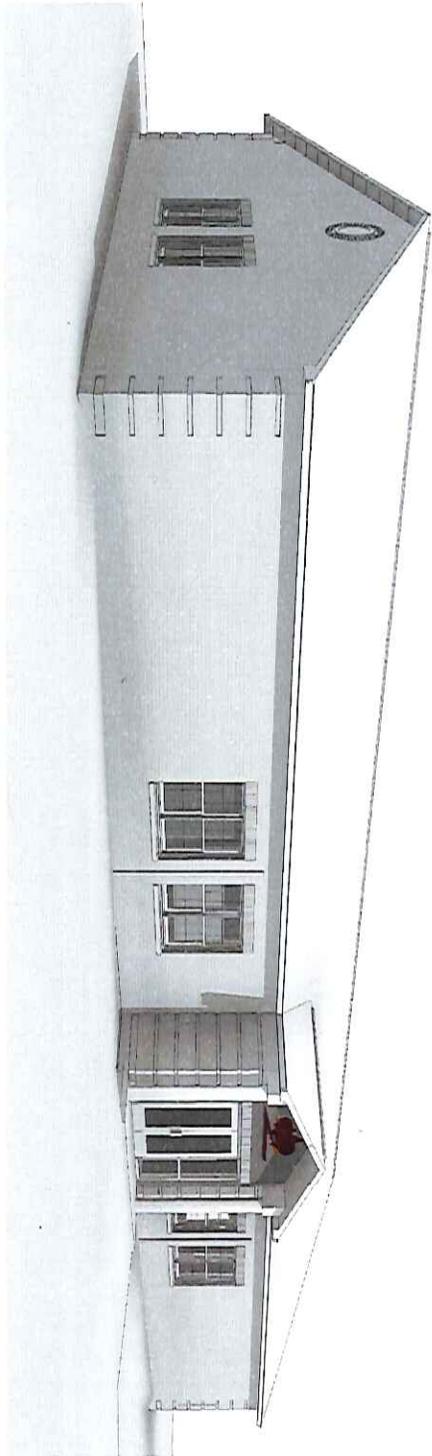
RECOMMENDED MOTIONS

I move that Docket # 2016-32-DP Development Plan Approval to provide for construction of an approximately 5,000 square foot building and related improvements at 9697 E. 400 South be (Approved based the findings in the staff report, staff recommendation, and submitted findings of fact / Denied/ Continued) as presented.

Zionsville Nature Center

SCR 875 E
Zionsville, IN 46077

Construction Documents
April 15, 2016



BROWNING DAY MULLINS DIERDORF LEADERSHIP + DESIGN®

Architect
Landscape Architecture
101 North Washington
Portland, ME 04102
www.brownday.com

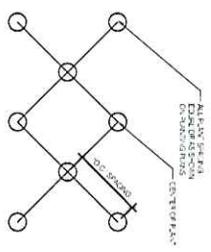
Owner
Town of Zionsville
200 North Washington
Portland, ME 04102
www.zionsville.org

Structural Engineering
Landscape Architecture
101 North Washington
Portland, ME 04102
www.brownday.com

MEP Engineering
Veolia Consulting LLC
100 North Washington
Portland, ME 04102
www.veolia.com

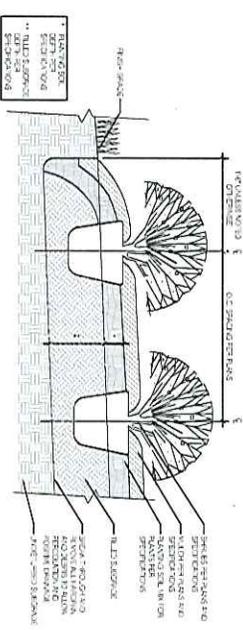
Civil Engineering
Browning Day Mullins Dierdorf
101 North Washington
Portland, ME 04102
www.brownday.com

Construction Management
Krylon Construction Corp
60 East Franklin Street
Portland, ME 04102
www.krylon.com



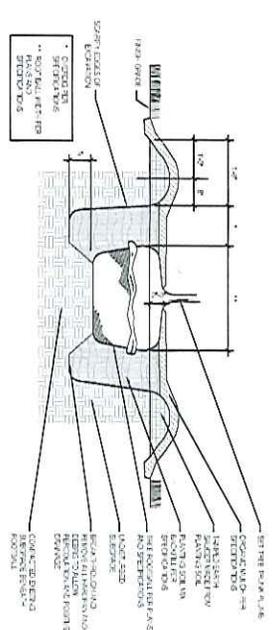
05 PLANT SPACING

UT 6/3



04 MASS PLANTINGS

UT 6/3



03 SECTION TREE PLANTING PIT (LEVEL GRADE)

UT 6/3

SITE PLANTING NOTES:

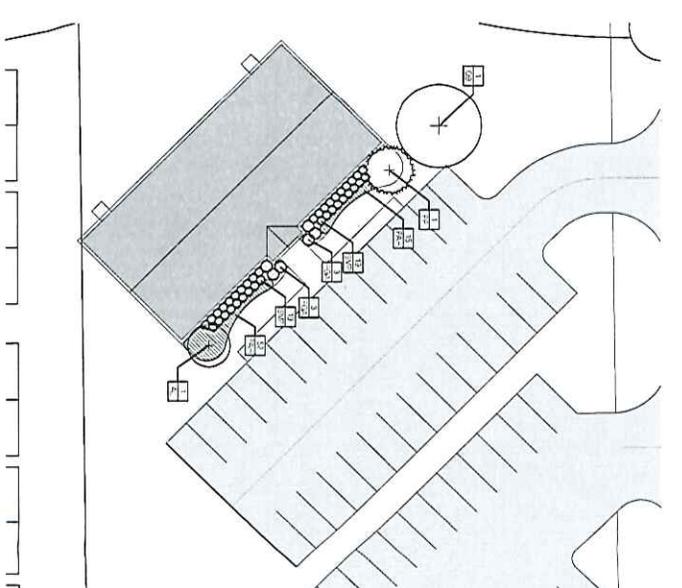
1. REVIEW ALL EXISTING UTILITIES AND RECORDS FOR THE PROJECT SITE. ALL UTILITIES SHALL BE DEPTH MARKED AND LOCATED PRIOR TO CONSTRUCTION.
2. ALL PLANTING SHALL BE IN ACCORDANCE WITH THE ILLINOIS PLANTING STANDARDS AND SPECIFICATIONS.
3. ALL PLANTING SHALL BE IN ACCORDANCE WITH THE ILLINOIS PLANTING STANDARDS AND SPECIFICATIONS.
4. ALL PLANTING SHALL BE IN ACCORDANCE WITH THE ILLINOIS PLANTING STANDARDS AND SPECIFICATIONS.
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6. ALL PLANTING SHALL BE IN ACCORDANCE WITH THE ILLINOIS PLANTING STANDARDS AND SPECIFICATIONS.

GENERAL NOTES:

1. REVIEW ALL EXISTING UTILITIES AND RECORDS FOR THE PROJECT SITE. ALL UTILITIES SHALL BE DEPTH MARKED AND LOCATED PRIOR TO CONSTRUCTION.
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UTILITY NOTES:

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4. ALL PLANTING SHALL BE IN ACCORDANCE WITH THE ILLINOIS PLANTING STANDARDS AND SPECIFICATIONS.



02 Planting Plan

UT 6/3

NO.	PLANT SPECIES	QUANTITY	DATE	STATUS
1
2
3

01 Planting Schedule

UT 6/3

Exhibit 5

BR
DA
DI
LEAD

Vendor/Contractor/Supplier
Name: ...
Address: ...
City: ...
State: ...
Zip: ...
Phone: ...
Fax: ...
E-mail: ...

Project Information
Project Name: ...
Project Address: ...
Project City: ...
Project State: ...
Project Zip: ...
Project Phone: ...
Project Fax: ...
Project E-mail: ...

Construction Documents
Project Name: ...
Project Address: ...
Project City: ...
Project State: ...
Project Zip: ...
Project Phone: ...
Project Fax: ...
Project E-mail: ...

Planting Plan Schedule and Details
Project Name: ...
Project Address: ...
Project City: ...
Project State: ...
Project Zip: ...
Project Phone: ...
Project Fax: ...
Project E-mail: ...

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)** compatible with surrounding land uses because: *it's architectural size, style, materials and land use are consistent with the neighboring properties.*
2. The Development Plan/Modification of Development Plan **(does)** demonstrate availability and coordination of water, sanitary sewers, storm water drainage, and other utilities because: *the appropriate studies and calculations have been performed by engineers licensed by the state of Indiana.*
3. The Development Plan/Modification of 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: *the entry to the site utilizes and existing curb cut (to the Heritage Trail Park), which has already been found to meet county requirements. The volume of traffic will be negligible in comparison to the available capacity of the adjacent roadways.*
4. The Development Plan/ Modification of Development Plan **(does)** utilize building materials and building style compatible with the Zionsville theme because: *they were selected in close consultation with the Town of Zionsville government.*
5. The Development Plan/Modification of Development Plan **(does)** provide for the calculation of storm water runoff because: *the appropriate studies and calculations have been performed by engineers licensed in the state of Indiana.*
6. The Development Plan/Modification of Development Plan **(does)** provide for current and future right-of-way dedications because: *these were carefully considered and taken into account when designing the site.*
7. The Development Plan/Modification of 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: *these were carefully considered and taken into account when designing the site.*

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____.

_____	_____	_____
_____	_____	_____

Zionsville Plan Commission

June 20, 2016

In attendance: Larry Jones, Jay Parks, Josh Fedor, Sharon Walker, Franklin McClellan. Absent are David Franz, and Kevin Schiferl.

Staff attending: Wayne DeLong, Carol Sparks Drake, attorney.
A quorum is present.

Parks Good evening. The June 20, 2016, meeting of the Zionsville Plan Commission is hereby called to order. And, we will start with the Pledge of Allegiance. Please stand.

All Pledge of Allegiance.

Parks Mr. Secretary, would you please call the roll?

DeLong Mr. Franz?

DeLong Mr. Schiferl?

DeLong Mr. Jones?

Jones Present.

DeLong Ms. Walker?

Walker Present.

DeLong Mr. Parks?

Parks Present.

DeLong Mr. McClellan?

McClellan Present.

DeLong Mr. Fedor?

Fedor Present.

Parks I note there is a quorum. And, I also will alert you that four votes are needed for any actions so we will have to have a 4-1 vote or better for any action to be taken tonight. The next item on the agenda is the approval of minutes of the May 4 Special Meeting. And I call attention to the Commission that we are also asked to review the May 16 minutes but having had only four members present at May 16, and one of those four not present tonight, that decision process will have to be continued until all four of those members are present in order to approve those minutes. So, I will ask for any corrections or action on the minutes of May 4 Special Meeting. Are there any corrections? May I have a motion to approve?

- Walker So moved.
- Parks It has been moved. Is there a second?
- Fedor Second.
- Parks Moved and seconded to be approved. All those in favor, signify by saying aye.
- All Aye.
- Parks Opposed, nay. Motion carries. The minutes have been approved. Next item on the agenda would be Docket 2016-10-Z for Fabrico. This is a petition for a zone map change for a PUD to rezone 4.32 acres from B-3, the Urban Outdoor Business Development District for a mixed use development consisting of residential, office and commercial uses. The Plan Commission has been in receipt of a request again from the remonstrators for a continuance, and this request is for a continuance to the September meeting. The Commission needs to respond to that request for a continuance. At this time, I would entertain a motion to either grant or deny that continuance or another action.
- Jones I'd like to make a motion that we proceed with the hearing this evening, keep the process moving along on this project, and we would like to decline granting the continuance at this point.
- Parks Okay, There is a motion to deny the request for continuance. Is there a second?
- McClellan Second.
- Parks There is a second. All those in favor of the motion, please signify by saying aye.
- All Aye.
- Parks Opposed, nay. All right. The hearing can continue, with reminder to all the people in the audience relating to our rules of order. 15 minutes for each side followed by 5 minutes of rebuttal for each side at which point in time, the Commission will take over the control.
- Drake Mr. Chairman, I would remind you that other continuance requests are pending before you get into the continued business. More specifically, we have a continuance on the DeRossi cause numbers as well as the Ferris docket number which need to be disposed of.
- Parks Okay, fine. Is there someone from DeRossi to present their request for a continuance?
- Price Yes, my name is Matt Price with an address of 10 W. Market Street, Indianapolis, Indiana here tonight on behalf of Dr. DeRossi requesting a continuance to the July meeting for 2016-05-PP and 2016-06-DP. We did have an open hearing at the last meeting. We were asked to provide some additional information to the Plan Commission as well as a commitment in writing. We

provided a draft commitment to counsel for the Commission since that time. Our intention is to meet with the prospective property owners—we have not had a chance to meet with everybody yet—in anticipation of the July meeting with regard to the matters we were asked to provide additional information on at the meeting in May. So, we think with this one additional continuance, we will be ready to go forward in July, hopefully to a decisive vote.

Parks Okay. Is there anyone in the audience who at this time would like to respond to that or remonstrate against that? If not, I would entertain a motion relating to this request for continuance.

Jones I make a motion we grant the continuance for Docket # 2016-05-PP and the adjoining Docket # 2016-06-DP until the—is it the July meeting?

Parks The 18th.

Drake July 18.

Jones --until the July 18 meeting.

Parks Okay. Is there a second?

Walker Second.

Parks There is a second. All those in favor signify by a saying aye.

All Aye.

Parks Opposed, nay. Motion carries. Is there a representative for the Farris request?

Andreoli Yes, thank you, Mr. President and members of the Commission. For the record, my name is Mike Andreoli. Sorry for the last minute request for a continuance. I was retained last week to help these folks with regard to some of the issues surrounding this minor plat. There have been some issues that have arisen between the actual sellers and the buyers of this particular property, so we would respectfully request that this matter be continued and tabled until your next meeting. At that time, I feel confident we will be able to figure out whether we are going to proceed or not and work out any issues that we may have at that time. Again, I apologize for the lateness of the request. But, I think this is the first time it's been on the agenda so I wanted to remind the Commission of that.

Parks Any other comments relating to this question? If not, I will entertain a motion relating to this request.

Jones I'll make a motion that we grant the continuance for Docket # 2016-30-MP, the Ferris property, to the July 18, 2016, meeting.

Parks Is there a second?

McClellan Second.

- Parks All those in favor, signify by saying aye.
- All Aye.
- Parks Opposed, nay. The motion is carried. Now, back to Docket # 2016-10-Z. Again, a reminder, 15 minutes for the presenter, 15 minutes for remonstrators and then 5 minutes each for rebuttal at which point in time, the Plan Commission itself will take control of the meeting and determine the actions at that point.
- Ochs Members of the Commission, for the record, my name is Tim Ochs. I'm an attorney representing the petitioners in this matter. Before we start, I would make one small request. This is, as the Commission is well aware from the prior meeting, a very complicated matter, one of significance to the Town and, as a result, I would ask, if possible, that we would be granted, and I understand obviously a similar grant would be made to any remonstrants, that we would be permitted half an hour for our primary presentation. We have brought tonight, not only Steven Fehribach, A&F, to handle the traffic issues, but we also have the engineer here to address the flood plain and drainage issues which seemed to be a big concern at the Special Meeting early in May. Plus, we have to go over the changes. To do that justice, I think it would take about half an hour.
- Parks Any comments or reaction from the Commission? I would entertain a motion then that we would suspend our rules and allow 30 minutes for both parties to make their presentations for tonight.
- Fedor So moved.
- Parks There has been a motion. Second?
- Jones Second.
- Parks All those in favor, signify by saying aye.
- All Aye.
- Parks Opposed, nay. All right, 30 minutes and 30 minutes for the remonstrators. Thank you.
- Ochs Thank you very much for that consideration. Since our last meeting in May, we did meet with the VRA again in an attempt to go through some of the differences in terms of where the developer is at and where some of the adjoining neighbors and remonstrators are at. I would like to say that we would have made more progress than we actually did but to date, we have not. That's not to say, however, that we have not made changes. The reductions in height that Dave Rausch is going to go through here in just a minute actually knocks about \$15 million dollars off this project, and that's a significant number obviously. So, we have made changes. And, unfortunately, it oftentimes seems as though the only changes that some people accept are their way or the highway. But, we have tried to compromise when possible. Having said that, we still think this is a great project for the Town and for the downtown Village. It will add vibrancy. It will add people and it will do it in a manner that will make it fit into the Village and

that's where we focused our efforts in terms of our most recent changes. With that brief introduction, I'll introduce Dave Rausch who is the architect for this project, and he'll go through some of the new drawings, and I think he will be going over the drawings that are located in Tab 4 of the booklet.

Rausch

Thank you, Tim. For the record, David Rausch with offices at 70 E. Oak Street in Zionsville. As Tim mentioned, I will briefly walk through the content in Tab 4 which reflects some of the refinements that we have put in place pursuant to this meeting in early May as well as continued development, refinement and input through the VRA meeting process. So, just to, I guess, briefly highlight the areas that are, I guess, refined. Starting with the development areas, we have, as you will see later, put a finer point on the multifamily buildings that are on the southern part of the site. With that, the commitment for the three use areas are a little bit tighter with the single family area in the northwest corner reflecting the eight lots that are developed there, the multifamily parcel in the southwest corner and then the mixed use parcel which is all of the 235 parcel or 235 W. Sycamore.

Leafing forward maybe to the substance, on Page 4 of Tab 4, and these drawings do have, for reference, a page number in the lower right-hand corner. This drawing would be the street level plan. Maybe just to orient there briefly, from our presentation 1-1/2 months ago, we have refined the two multifamily, all the building footprints some but particularly the multifamily buildings which are the two on the left side of the sheet or the south side of the site. At a high level, for the purpose of this discussion, the maximum number of dwelling units, both single-family and multifamily was previously identified at 85. That number has been reduced to 70 in the PUD. That is, in part, a function of fit and height of the buildings themselves. What's illustrated in front of you is a 70-unit development. Again, knowing that that is the maximum number of units. There's been discussion back and forth and forth and back on whether other than the eight single family homes, the rest of the units are apartments for rent or condominiums for sale and the answer to that is yes. But, seriously, the market influence is such that the developer's preference would be to develop some of those units as for sale units. The development is not to that stage yet to have tested the market study to know what the market will bear and the price point and so forth. And, the like can be said for the 62 apartments. So, multifamily is not an evasive word but one that tries to capture the possibility of both of those uses being possible on this site. The footprints that you see, most notably, the footprint on the southwest corner is significantly smaller, both in plan, and you'll see here in a second in three dimensions as it steps down the hill and abuts the adjoining trailer park property.

Moving to the next page, Page 5, there is a lower level plan. This would be one level below Sycamore Street, a walk-out basement, so to speak, if you want a visual to go along with that, which really begins to identify the parking strategy with a below-grade garage under each of the three primary buildings and then, although not specifically illustrated here, there would be both two-car garages as well as driveways that would accommodate two cars as well in each of the eight single family homes.

The next sheet, Page 8, then at a higher level view, very similar to the street level, demonstrates the continuum of the footprints and Block A which is the

commercial building on the southwest of Sycamore and 2nd, has a distinctive color in the center and that color would represent a setback of a possible third floor if, in fact, the building were to be built at three floors. The PUD as originally filed offered that building to be a minimum of two and a maximum of four stories and that's been reduced to a minimum of two and a maximum of three stories with that third story having substantial setbacks of about 30 feet from both the north and the east sides of the building so that the apparent height of the building at the street, shadow lines and sort of visual impact is significantly lessened.

The next page, Page 7, then, has a couple of sections that are probably worth speaking to here very briefly. That page looks a little bit like this. And those drawings are showing three different conditions on the property if I were to slice the property in half and looking towards the west. The lowest of those three drawings is an approximate representation of the existing topography which falls amply from Sycamore Street down to the south. The middle of the two sections with the orange or salmon-colored buildings is through the commercial building that's at the corner of 2nd and Sycamore, and then also the multifamily, mixed use building that's proposed to the south edge of the property also on that 235 site. What's important to see there is that in the case of the commercial building, the setback of the third floor which will give—and we will see that here in a second—an apparent street scale of two stories. Then, similarly, the multifamily/mixed used building to the left or the south side of the site, has also been refined to include a more substantial setback on its upper floor, the fourth floor, as it relates to the north side of the visibility from Sycamore Street. That setback is a minimum of 25 feet and as a residential building, those stories by and of themselves are less in height than a commercial building. So, although it's a full four stories tall, it's not proportionally 25% taller than the commercial building out in front. The gray areas below represent where the parking would be. Again, the salmon color on the first floor of the mixed use building on the left would represent non-residential functions at that level. As currently illustrated, that building, its main level is approximately two feet below Sycamore Street elevation, two to three feet. And, then, drops down from there. The upper drawing graphic then shows the single-family residential building and then the straight-up, now three-story multifamily residential building located on the southwest corner. That building was reduced in numbers of stories to three and a maximum height from 55 to 45. The center building, again in the center of the sheet, going back to that. That height remains a maximum building height as defined by the ordinance of 55 feet but does include the setback provision.

A couple things you might make note of as we look at this drawing. On the right side are brief images of the existing Town Hall, or the original Town Hall building which by best measurement is about 41 feet tall to its uppermost parapet. That's not a precise dimension but the best we can come up with by interpolating the elevation to give you a feel for the heights that we are talking about here.

A couple of other things, reference points that you might be interested in, in having in your view, the power poles that you see on 1st Street are about 60-65 feet tall to their top. The Sycamore, the very large Sycamore tree that sits on the corner of the Sullivan Munce property at 2nd and Sycamore is about 65 feet tall.

The trees to the south of the property that sit down in Eagle Creek basin are about 65-70 feet tall. Again, all approximate. But, to give you, again, a feel for, as you visualize things that we drive by every day and how those relate to the heights that we are talking about here.

Continuing then to page 8 and even after that, page 9, one of the things that we take to heart is that buildings should fit in their context, and that is done in many different ways but one of the things that anybody who has heard me speak about Zionsville architecture understands the—if you will, the romance of the brick and the fairly simple detailing of its commercial buildings, and really a fairly eclectic pattern of architecture. I think the sum of all that is a lot of what gives Zionsville, you know, its appeal, at least architecturally. The inspiration page in front of you as we look at the primary brick-clad structures, would very much attempt to recall some of that detailing without any attempt at duplicity or just simple replication because, again, we are talking about buildings that have been around for 100-150 years against new buildings. But, the notion that, as one would look at this development 100 years from now that you would, much as you do in any city, that you would feel the pattern language of the buildings continuing. I think what's also said here is that there is a very strong recommitment or continued commitment to masonry on the bodies of all of these commercial buildings and that's been stated previously and, again, is restated in the PUD.

Skipping to pages 10, 11, 12 then very quickly, we have a few more developed vignettes of the massing of these and to a bit, the materiality of these structures, the commercial on the corner of Sycamore and 2nd, then as I indicated and much as we have talked about before, would have a very strong masonry language with store fronts and punched openings, and brick detailing that would harken it to the Town. Then, the third floor, if in fact the third floor is developed, would recede visually and also physically from there so that we have a very solid two-story presence much like many of the other buildings that you see in the Main Street area.

Page 11 shows a few just key snapshots of the development as one would stand on 2nd Street looking south. The upper image shows the corner of the commercial building, the possibility of a restaurant or some other vibrant retail in that corner. Then, beyond that and, as you will see with the perspective of the building being some 200 feet, 150 feet beyond then is the multifamily, mixed used building to the south. The view on the bottom steps back up Main Street, 2nd Street, just a little bit and as close as we can make it, it would be about at the drive-up kiosk of the Dairy Queen to give you a reference point there. So, the tree that's illustrated to the right is an indication of where the Sycamore tree is that's on the corner. There's actually two trees there but that's the one that's illustrated. Again, you can see the building with its store front punched openings, masonry body, and then the mixed use building further to the south then off to the left of that.

Turning to the next page, page 12, then, a couple of vignettes, if I'm now more fully into the site, and I am now looking to the west. This top view here would be the view of the three-story and stepped four-story buildings that, you know, would be looking again to the west toward the trailer park with a suggestion of entry there in the lower left-hand corner of that. Storefronts at the first floor and

then punched openings and balconies for the mixed use, for the multifamily uses above. What you'll also see is the employment of different colors of masonry and/or materials to give the buildings, not a monolithic block structure, but one that has in the end a scale appropriate to the site. Although it's just illustrated as a placeholder, this is a good point to point out the streetlight that's in the upper right-hand corner of this image. We do recognize Zionsville's recently adopted street lighting standard and we would see no reason not to also adopt that here as well. Again, to extend the continuity of that from the Village into this development. The view at the bottom of this page, then, begins to look back the other way. Again, the point to be made here is to see, you know, the multitude of façade treatments again all with reference back to the context that the project is located in.

Page 13, a couple of other views. The top view from the west from the trailer park site, if you will, looking back onto this property. The grade will fall probably another six to eight feet toward the west edge of the property. So, you start seeing on the right-hand side, the lower level of what would be the parking garage exposed there, the material changing but the foundation, if you will, of that building. And, then the view at the bottom of page 13 is looking from Sycamore Street looking to the west where you see the silhouettes of the houses, the single family houses in the back, the two-story commercial building with the step-back third floor poking out above that cornice line and back. Then, to the left is a small structure which would house a—I glossed over that at the site plan, but, an entry element, a stair element that would actually allow individuals to, from the Town actually enter and access the garage that's below the commercial building there in the corner so that garage is proposed to have access to the community.

I will skip over the rest of the vignettes. You can familiarize yourself with them and ask questions as we go, but skipping forward in the interest of time to page 16 to speak briefly about the single family home sites. The home sites have been reduced from the original number of 10 to 8. Each of these lots are a minimum of 5500-5600 square feet. One is as large as 8000 square feet, and one a little over 7000. The homes have setback provisions and so forth in the PUD, but I think the important thing to highlight on this particular sheet is that they are much like homes in the Village which has a very sort of eclectic combination, the fit, the scale, the materiality, and all of those elements that give the Village its vibrancy now would be the elements that would be repeated here with commitments such as not duplicating any particular elevation or style on the run of four homes that face either the north or to the south.

The next sheet shows a little bit larger detail of that streetscape and brings to the point that the proposal, unlike the proposal you saw a month ago or six weeks ago, actually brings the garages to rear loading for these eight lots. We had explored both previously but, by bringing the garages to the rear, obviously, the garage doors and curb cuts and so forth are much less invasive and give you, you know, a more cohesive streetscape elevation there. Sycamore Street as it turns to 3rd is obviously a very difficult and unique area. We are sensitive to that. While one might think—there are a number of different ways to address that and this proposal ultimately to the Town's discretion would be to improve Sycamore Street so that it's got adequate width and pavement and so forth but also then to

address the ability for somebody to turn around once they are at the end of the street, and not to deal with 3rd Street or not to change the pattern on 3rd Street itself.

The last slide if you will or two slides, I will use a segue way to Steve and to Jamie but the page 18 begins to talk about how these buildings will sit in the floodway and the two, first of all, the commercial building actually sits out of the flood plain itself. The two mixed use buildings and multifamily residential buildings sit in the flood fringe, and the geometry of the site will allow filling in from the floodway of the property line, whichever is such to create a protection grade, but our planning to employ what's called dry flood proofing for the garages in these buildings so that we are able to actually enter the garage above floodway elevation or the base flood elevation, and actually protect any improvements that are within there so that the access to and from these garages will actually not be impeded by any flood waters. So, and then the last tab here, just again begins to address how this development might be a friendly neighbor in due time as the area takes on its own life in the future. So, with that, I'm going to turn the floor back over here to Tim. Thank you.

Ochs One of the issues that we heard and understand that there is a fair amount of concern on, I'll call them in broad terms environmental issues, but really, it relates to drainage in the flood plain. We have taken an extra step since the last meeting to have some additional work done. So, I'll introduce Jamie Ford-Bowers. She serves as the Director of Land Development for HWC Engineering. She is familiar with drainage analysis and design, storm water management, stream and floodplain management, earthward grading, water resource management, erosion control and storm water quality. She will go over very briefly what they've looked at with respect to those issues.

Bowers Good evening, Plan Commission. Like he said, Jamie Ford-Bowers, HWC Engineering. We reside at 151 N. Delaware Street, Suite 800 in downtown Indianapolis, Indiana. As you know, the zoning process of a project isn't typically the time that a lot of heavy lifting is done in the engineering department, especially in the site engineering department. However, the developers reached out to us to do some preliminary analysis to help answer some of your questions and your concerns that you have. So, since then, we have, in fact, taken a look at the site and have identified the area in blue here that you see, you can all see this okay? Try to make it nice and bright for you. As areas that we are proposing, the developer utilizes underground detention. These are areas that are not over the parking structures but are, in fact, available and to be utilized as underground detention. We have run some models, some drainage models and performed the calculations, and based on that approximate footprint that you see here tonight can, in fact, meet the release rates of the Zionsville Storm Water Drainage Ordinance of 0.3 and 0.1 respectively CFS in the 110-year storms. So, from that standpoint, it's actually not, it's actually a pretty typical project from a drainage standpoint. No big surprises there. I think that David, Mr. Rausch, touched on the fact that we are, in fact, outside of the floodway. So, we will not be building within the floodway. We will only be constructing within the flood fringe, and it is also my understanding in talking with the developer, that he is working to mitigate any fill that we do complete within the flood fringe at a 1:1 ratio based on the local ordinances.

Ochs Then, finally, again, we did, we understand traffic is an issue for the site. Since the last hearing A&F Engineering, Mr. Steve Fehribach who spoke last time, A&F did complete a more detailed traffic analysis. So, Steve is here to speak about that.

Fehribach For the record, I am Steven Fehribach with A&F Engineering. Offices at 8365 Keystone Crossing in Indianapolis. I'd like to back up before I go over the current or revised study or supplement to the study, back up and talk a little bit about what we did in the previous letter or memo. I think it's important. Basically, what we did last time I talked to you was we took a look at the existing zoning, and compared it to the proposed zoning. That letter is part of your packet. But, what that told us, was that the existing zoning today would generate more cars than what the proposed zoning would. So, in a sense, by developing it as it could be today, there would be more of an impact is what that original letter said. So, from there, we went on and we decided, through your ordinance, to go ahead and do an additional study which would take a look at just the traffic generated by this development. So, what we did was we took a look at Main and Sycamore. We took a look at 1st and Sycamore and 2nd and Sycamore.

We actually went out and redid counts in May 2016 so we had the most up-to-date, existing traffic data. So, we used those counts to take a look at how the impact of this development would occur. In doing that, you say, "How are we going to determine what the impacts are?" Well, we do it based on level of service, and those levels of service are how the intersections are functioning. And, that's all located in the study. But, basically what we found was that the intersections are working at acceptable levels. Now, you'll look at that and you'll say that a level of service D may not be acceptable but truly that's kind of what you are looking for. It's not like a report card—like your kid coming home with a report card—it's more about how you feel at an intersection. So, a level of service D in most instances, are always considered acceptable. In fact, even E's are considered acceptable.

One thing you'll notice in the report is the synchro analysis or the computer analysis, so to speak, showed that at 1st and Sycamore that it was a very good level of service, only like 30-some seconds of delay. We know, because we've done a lot of work in Zionsville, that in the afternoon, that southbound movement on 1st Street backs up. So, we decided to do some investigation and figure out what's going on there. So, we did a delay study, and that showed up that there were 73 seconds of delay on average. That's what it takes someone to get through that intersection. So, that's what's reported in the report. Now, it's interesting. You say, "Why is that? Why the synchro analysis or the computer analysis doesn't match what's out in the field?" Well, what's happening out there is there is kind of a confusion situation going on in the sense that, as people are trying to turn north on 1st Street, a lot of times they don't have their turn signal on. The person heading south is not paying attention. So, that, that little bit of delay, whether it's a 10th of a second or half a second or a full second, is just added on as the time goes on. So, you say to yourself, "Okay, what can we do to help that situation?" Well, there's a lot of things you can do. You can change the geometrics of the intersection. But, we believe that you could actually do some signal timing changes out there that could add additional gaps so that people

could get off of 1st Street. It could be as simple as—if you notice at signals, there is a section of all red time—where you have one second of all red at every intersection. So, every approach is red for one second. Maybe 1.6 seconds, maybe 2 seconds. But, if you increase that, so everybody kind of gets held at Main and Sycamore even a 10th of a second or two seconds, it would allow more people to get out.

So, our recommendation is that one, that there's really not a whole lot of, this development does not add a whole bunch of traffic to the intersection that's going to cause this development to have to do work other than maybe some signal timings but there is that ongoing analysis that I think the city is going to have to continue to do to make sure that they come up with a solution for the intersection. With that, if you have any questions, I'll be happy to answer them.

Ochs I think maybe half an hour is up. So, with that, I would simply note that we have made changes. The redline of the PUD in your booklet shows all the changes we've made since the hearing in April. And, just to simply remind you, that this is, frankly from my perspective, a down zone. There's not a single use in this PUD that is not already permitted on the property other than single family and multifamily. And, then we've taken a lot of the commercial uses off the table that we did not feel were appropriate. This, we believe, is entirely appropriate for the location. We think it's an exciting project, and one that will be good for the Town. With that, we'd be happy to answer any questions that the Plan Commission might have.

Parks Thank you. At this time, Plan Commission, if you have questions of the petitioner that you would like to have answered at this point before we go to the remonstrants.

Jones I'll—I'll pass.

Parks Okay. So, I compute 33-1/2 minutes, so remonstrators, please begin a line-up. We'd had a lot of discussions as we have had in the past. So, again, start with name and address please and speak into the mike.

Lusk Sure, thank you. I'm Heather Lusk. I live at 285 W. Hawthorne Street. Quickly, I wanted to mention that he—it was noted just a moment ago—the only changes that people will accept is their way or the highway. There's still a 55-foot building. The density is still far above anything in the Village at 50+ percent, 70 residences on 40 acres plus commercial building and garages below grade, 4, sorry, 4. Still apartments in a TIF District. Still will negatively impact. It's not a compromise. It's not even a nod to helping this fit into the residential area of the Village. Also, at the May 4 Special Meeting, someone made a comment that alluded to the absence of attendees. I've attended every single one of these meetings. February, March, April, the Special Meeting in May, both of the Special VRA meetings and I know that's very exceptional, and I can tell you there are roughly a dozen to two dozen other people who also have attended all of those meetings. But, not everybody can do that. I'm paying for a baby sitter tonight. I've paid for baby sitters for other meetings. I canceled a day of vacation to be here. So, this is becoming a bit of a hardship. So, if you do delay, I would ask you, push it until summer is over so that I don't have to pay baby sitters

anymore. Also, at the VRA meeting, we saw a lot of pictures of buildings but as you also know, that doesn't mean a thing when the buildings are actually erected. Randy Green even said, "I procure the land and sell the buildings, so this is no guarantee that this is how they are going to look." He said, "If it's going to be developed, it is going to be developed if the city wants it developed." We have 563 signatures right now plus comments from plenty of others stating that the Town of Zionsville does not want this to happen. You only have a handful of—you have 550 signatures. I believe we have more obtained this evening but I will keep you posted in the future. Thank you.

Funkhouser Hi, my name is Lana Funkhouser. I live at 305 W. Hawthorne. I just wanted to amplify something about the 300-excuse me, 563 signatures. We continue to be portrayed by Mr. Ochs as adjoining neighbors that are the most concerned about this, and I think you can tell by the numbers that it is far more than adjoining neighbors, that it shouldn't be marginalized in that way. We have people from Union Township, all the subdivisions, rural areas—people are really quite passionate about this because they understand the effect it's going to have on the community, not a few adjoining neighbors and a neighborhood.

Then, some of the things that had been mentioned to, concerning traffic—it's always portrayed as we, as Zionsville has a problem with commuter traffic. And, as a person that has lived here for a long time, I retired on Leap Day, and I knew what the traffic was like when I would get home from work and weekends and things like that. Now, I know what it's like during the day. And, the 11.3, excuse me, 11 foot, 3 inch street, 3rd Street, you know, Zionsville is a community like many that's a heavy user of service industry. And, it's turned really into a truck route as 2nd Street has. You know, you've Pea Pod, Dog Wash, Kittles, plumbing, all the landscapers and people come off of 334, and turn onto 3rd which is the same narrow width off of that street, and try to beat the person they were behind, you know, backed up on Oak Street and down around 1st to the stop signs. The speed is incredible. It's a major effect, so far, on the neighborhoods. And, with this particular development, it will be made increasingly and fantastically worse.

So, there are—I haven't had one person that has refused to sign a petition. I was on the garden tour—my gardens were on the garden tour last Saturday and one of the main questions from people, particularly people in the Zionsville area, you know, they'd start through and want to know the names of plants, and then they'd want to talk about what was happening down the street and their concern about it. 563 people is a lot of people but there are many, many more equally concerned that just haven't had an opportunity to either be here or to sign the petition. I appreciate your time.

One more thing that I wanted to say about Mr. Fehribach's statement that if it had been, if the property had been developed B-3, that it would create more traffic. It's really a strawman argument with no substance or data with that, and there has been a little more work done on the traffic issue based on his report but I find it to be very superficial. Thank you.

Royalty My name is Anne Beeson Royalty. I live at 325 S. 3rd Street, Zionsville and I'm a professor of economics at IUPUI. So, Heather Lusk and I met with Mike

Shafer, CFO of the Zionsville School Corporation, on Thursday of last week. Our goal was to understand how the impact on the schools of this proposed development is calculated, especially how the TIF impacts those calculations. Mr. Shafer carefully walked us through each step in the calculations. Before I tell you what I know now about the revised PUD, however, I want to let you know that as of Thursday afternoon, no one from 200 West had contacted Mr. Shafer since April. So, the Commission's charge for the petitioner to clear up the issues surrounding the impact on the schools apparently went completely unheeded. Now that I fully understand all the moving parts, I can tell you that the current PUD plan will certainly not be budget neutral for the school system. In fact, the only reason that the previous PUD plan was found to be budget neutral, is that the numbers the developer gave to Mr. Shafer included 20 condos valued at \$700,00 each rather than 20 additional apartments. That makes an enormous difference because condos as single family homes are not subject to the TIF whereas apartments are subject to the TIF. The \$700,000 condo price tag also didn't hurt, of course. And please note, that no condo in Zionsville has ever sold for as much as \$700,000. So, it is the apartments that make this proposed development a bad deal for the school system.

And, at the last VRA meeting, the developer stated that the market would not support condos. Because the apartments are subject to the TIF, the property taxes paid on the assessed value of the apartments goes into the TIF, not to the school system or the other entities that usually receive them. Every student from the new apartments would therefore cost the school district more than the revenue associated with that student. Specifically, each student from those apartments would put the school district about \$2,500 in the red. The school district estimates that the 62 apartments will be home to 14 ZCS students. 14 students at \$2500 is \$35,000 in the red which, I think, if anything is an under-estimate of what Mr. Shafer would have found for the total impact if the petitioner had provided the new numbers to him and requested a new assessment. The bottom line that it makes no sense at all for our Town to allow apartments in a TIF. Every single student from those apartments will cost the school district more to educate than it will receive in revenue. Moving forward with apartments in a TIF and the structural deficit that implies for the school system would be very poor planning, indeed. Thank you.

Royalty Can you leave your name and number with Wayne DeLong just so you can come back and every time we have one of these, come up and explain it to us?

Beeson Certainly.

Parks No applause, please.

Martini Hello, good evening. I am Sara Martini. I live at 80 Bailey Court, Zionsville. I am the president of the VRA. Thank you so much for your time tonight. Many of the members of the VRA have come to me and expressed their concerns over this development. Many of the concerns are mentioned tonight but another one is that this is a developer, not a builder. Although they state their intention is not to sell the PUD if it is approved, finances could change this. Also, money is always a big influence. This is a developer that isn't from Zionsville and doesn't have a stake in the community. The developer also said at the VRA meeting that he has

already been approached by two different entities to purchase the property if the PUD is approved. The representatives from 200 West promised to share updated information with the VRA as it became available, and the updated PUD was only shared when requested from me. They also promised answers to questions from a previous VRA meeting, and I have yet to see those answers. They did not share the updated traffic report and the traffic study, and that was only submitted until Friday afternoon. So, I know I haven't had time to review it. I'm not sure about you. Randy Green only attended the VRA meeting when we requested. We said we would like to speak to a decision maker on this project. This is just simply not in the best interest of our Town. And, also, I request that you delay since the continuance was denied, that you delay voting until September since the remonstrators have spent so much time and energy into this. Thank you for your time.

Zelonis Sally Zelonis, 40 S. 3rd Street, Zionsville. One of my biggest questions is I can't understand why the staff report didn't contain any information about the TIF. It wasn't until one of us remonstrated-asked if this was in a TIF District that it ever came forward. And, I can't understand why you can sit there, and have to wait for us to ask about it when that information should have been forthcoming, either from the developer or from the staff right from the beginning. How can we, the public, know that the information we're listening to, and being given is accurate if we don't hear it from the beginning. We can't. And, when we get information Friday afternoon, very late. I mean, I haven't had an opportunity to look at the traffic study. Have you? It's just not fair that we're relying on information that is so important to 563 people who signed petitions obviously, and to many of us, who have been to every single hearing, that you're going to make a decision that's not including all the information. That's my case.

Parks No applause, please. If we continue to have applause, I will vacate the room. Understand?

Angstadt Gary Angstadt, 345 W. Hawthorne. No applause, please. Eagle Township has the highest average assessed value in the state of Indiana. We probably all read in yesterday's Star about the richest town. I don't like the word richest but it's probably better than being called the poorest. Nonetheless, slow growth and moderate growth has been the backbone of this Town and a fabulous school system. My understanding is we have 1,300 new single family homes or apartments already approved that will be built. We have the Wal-Mart issue, the farm PUD, and can we really consider adding apartments in a TIF district? I mean, that's been proven to be clearly nonsensical. And, the new homes added to this four acres in the Village would increase the Village population by 25% at one fell swoop. That seems excessive as well. Also, I'm wondering, is Randy Green here? Is there a reason? I mean, maybe he's not interested in the outcome of this. But, thank you very much.

Royalty My name is Bob Royalty. I reside at 325 S. 3rd Street in Zionsville. You've already heard from my better half but I'll speak briefly about the traffic study. The traffic study, as I understand it, was turned in late on Friday, so late that it's not included in your—in the packet as an exhibit. It's not even listed under the Table of Contents. I tried to get up to speed a little bit today, didn't have much time on it. I appreciate the developer bringing in an expert engineer to point out

there's a lot of confusion out there at 1st Street, Sycamore and 2nd Street. I would note in his presentation that he talked about adjusting cycle times on the lights. In the report so far nor in his presentation did I see any indication that there was a concern that this area also has two parks, not one, but two, Creekside Park as well as Eagle Park so there are issues besides just cars going through. A quick review. I noted some strange things. According to the—I'm not an expert at all—according to the report, based on 70 apartment buildings, only 30 cars will be additional trips in the morning. I'm not sure where the other 40 people are working or living or doing but apparently, only 30 of them will leave every morning. I noted that there's an estimate of 140% increase in delays in the afternoon hours, and I noted one sentence which I suppose we can figure out over time, "The proposed development will attract a significant number of pass-by trips." This on page 6. However, to analyze the worst case scenario, pass-by trips were considered negligible in this study. I'm not sure how a sentence could say something with 'significant' and 'negligible' side by side.

From the first moment, this development did not seem right. As mentioned at the Special Meeting, the whole thing didn't add up. Why? It's too much in a small place in a landlocked parcel in the Village. Traffic is but one of the problems. And, this is the Village. Completely in the Village. This is not on 106th Street. This is not way out Michigan Road. This is not next to Boone Village. It's bordered by Eagle Creek, by residential houses and some Village businesses at 2nd Street and Sycamore.

It was also mentioned at the Special Meeting in May that, "It is important to get this right." One of the commissioners said this. Get this right just as you did with the southern Village Business District with the southern Village. So, that's the point I want to jump on. That area south of the bridge is Village Business District. It's not special zoning. It's not a PUD. There's no exception. It is contiguous with Main Street as the southern Village Business District. The simple way to approach this area is not to say there should be no development. It's to say that Village zoning in the Village. This area, the developer wants to put in business, wants to put in offices, wants to put in a restaurant, and wants to put in residential. This area could be zoned Village Business and Residential Village, and it could have those elements in that area. That way it would be completely matching the surrounding area. There's no building, commercial building in any proximity that's over two stories. There's no large family houses that have more than 50% coverage. This would guarantee the development matches the surrounding area.

In the staff report, on rezoning to PUD, it stated, "The characteristics of a specific site development, its land uses proposed for the subject, are compatible with the surrounding area." That is what I'm saying is that Village Business or Residential Village is, in fact, compatible. That's I think, Village zoning for the Village is the way to do this. We do not oppose any development. We just support keeping the Village as the Village, keeping it consistent with the houses that are on 3rd Street, Sycamore Street, the businesses that are on 1st, 2nd and keeping it consistent with the Village which is so important to the Town of Zionsville. Thank you.

Tousley My name is John Tousley. I live at 305 W. Pine Street here in the Village. Been here since 1978, and in my present home about two blocks away from the property since 1982. I'd like to talk to you about the communication or lack thereof in the information we received from the petitioner. We asked for homes that would comply with the Residential Village Ordinance that protects our home values. We don't have a declaration of covenants, conditions and restrictions as many of you do. We rely upon the Town ordinances. They refused. Instead, they offered 50% lot coverage instead of the required 35% which is the minimum, 35%, not 50. An average lot size of between 5,500 to 6000 square feet with only one lot meeting the required 8000 square feet minimum. This minimum was passed as a result of the actions of this Plan Commission back when property was subdivided on Hawthorne Street in response to an ordinance that was drawn up by Ed Mitro. I was there.

The petitioner insisted that the density was consistent with adjacent areas because of a check on property cards. I asked to see their data so I could see what properties they had used. I've received nothing. We asked for a sidewalk running to the western edge of the property going in to the trailer park so we can increase the walkability, and improve the pedestrian-friendly nature of the Village. For those of you who saw the garden tour last Saturday, you know how important it is that people be able to walk through the Village. In fact, they started on a house that's going to be directly impacted, Lana Funkhouser, who was up here earlier. They refused. Instead, they offered no sidewalk but a road that they advertised is for future vehicular connection to the adjacent western property, the trailer court. However, we understand that this is a connection that the adjacent western parcel owners have no interest in, possibly out of recognition that any extension is simply going to serve as the new bypass for Oak Street. We have it right now. People come down Hawthorne, Pine, 3rd Street. Even 3rd Street as narrow as it is, it's amazing to see how fast the pizza deliverer can go when he really has to get there in five minutes. We have that.

When we asked for single family homes on the western border of the property by the trailer court, in order to better buffer and transition to future residential use there, they refused. Instead, we got a road with no single family residential buffer. When we asked for off-street parking in front of the homes that face Sycamore to accommodate the inevitable occupant and visitor parking. Any of you who have kids knows what happens. They park in front of your house. They refused. Now, they want to extend two-way traffic further west towards 3rd Street, a narrow alley without a sidewalk where children play. When we asked about traffic, we were assured that a traffic study was forthcoming and that we should have it at least a week before this hearing. Instead, no copy was provided to us. It was filed I understand—it was sent to you late on Friday. We didn't get a copy. It's too late to be studied. Yet, this is something they proposed.

Most of you probably know I'm an attorney. Let me say if I tried to pull that off in court, submitting something at the last moment, I'd have real problems. I would suggest to you in the future, that if you're facing a significant matter, that what you do is you set a cut-off date of at least one week where all materials have to be submitted so that if there are any remonstrators, they would have at least a fair opportunity to review those materials that impact their lives.

When we noted that much of the property would be hard-surfaced with roads, parking lots and buildings and questioned how and whether it could handle even normal drainage, much less the flooding that is becoming more common, we were told not to worry. And from then until now, we have been provided with no data to reassure us. Drive back there sometime. You're going to see a sanitary, well, you're going to see a sewer top that looks like an African termite nest. It's taller than I am. Ask yourself the question, "Did they have extra concrete that day? Were they just having fun? Or, is there a real good reason why that's there?" And, we talk about 100-year floods. Well, how many 100-year floods have we had in the last five years? And, that property gets flooded all the time. When Mr. Schiferl pointed out that the information provided to the school system was incorrect, we thought the petitioner would surely correct its error. It hasn't as of last Thursday's meeting that you heard about. When we asked the petitioner to remove hotels and motels—and that is part of this proposal—from the list of permitted uses, they refused, instead reminding us of all the more onerous uses by current B-3 zoning ignoring, however, the fact that no buyer in recent history of this or adjacent properties has ever shown any interest in building those onerous types of uses that we keep having hung over our head—we're going to have so much traffic. You know, it could be so much worse. Well, look across the street. Ralph Stacy's, Calico Corners and at the corner on Main Street, we had a gas station. Certainly, not the sort of uses that are going to overwhelm any sort of property. That's a straw dog.

When we asked for retail buildings to be no taller than three stories or 35 feet as allowed by the Village Business District, they refused. Instead, we got a 45-foot building in the multifamily subarea and up to four stories and 55 feet in the mixed used subarea. What good are ordinances to protect us if you can simply ignore them by calling it a PUD? Why not—everything will become a PUD, and in fact, I would suggest to you, you're starting to see it now.

We also have building drawings that make us wonder if we're turning into Carmel. When we asked that the multifamily area consist not of rental apartment buildings but owner-occupied units instead, they refused even though there are no apartments on the south side of Oak Street. Apartments are not allowed under the existing zoning. Apartments are not allowed by the comprehensive plan and, as you mentioned, they are in a TIF. As Mr. Schiferl said, "What is the sense of allowing apartments in residential in a TIF?"

On page 3 of the proposal, the petitioner states that the focus is to develop a predominantly residential mixed use project, not a retail use envisioned by both the existing zoning, the Comprehensive Plan, the Economic Development Plan or the TIF area designation. In fact, make no mistake, the focus is on building a high-density apartment project, the likes of which have never been seen in the Village or the rest of Zionsville before which, if allowed, will be to the detriment of our small town atmosphere and transfer Zionsville into a Carmel lookalike. I do not believe that most of us, you have heard that over 563 have signed a petition against this, that's not easy to do. But, frankly, we could probably have gotten more if we had tried. There are less than 400 homes in the Village, and yet we get 563 people to sign up. I don't believe that most of us, though, would object to a project where the multiuse commercial is in conformity with existing Village Business District requirements, and it incorporates a single family

transitional border compliant with the Village residential requirements along the western boundary and the residential portion of Sycamore Street in order to be consistent to those adjacent uses. It doesn't have to be much. But, there has to be something besides a road to nowhere next to an apartment building. But, this isn't what's being proposed to you. Our community, Zionsville, deserves better. Turn this proposal down, and insist that the next developer work with all members of our community or, as they call us, I don't know if they really include us on this, stakeholders. Is a stakeholder a family, is it a person who lives there? Sounds like a shareholder in a corporation. Have them recognize the people here and have them work with us because we'll be more than happy to try. But, turn it down and insist that in the future, the developer work with all members of the community including the adjacent residential properties, the families that have so much at stake, to provide Zionsville with what it truly deserves and something that we can all be proud of. Thank you.

Stacy

Ralph Stacy, 60 S. 2nd Street, almost a complete native of Zionsville except for three years of my life. This B-3 zoning area was very questionable rezoning back in the early 1980s. It's still not located on a major street or thoroughfare. It's actually on a one-way street as you well know. And, back when I was a kid, it was an alley. I think you should take a little time and actually study the zoning background of this property and some of the surrounding properties that date back to about the early 1980s. I haven't gone back in my archives yet to look but I think you've got great archives and could look, and you'll be surprised at what you see. This is not favorable, this PUD is not favorable for the single family Village neighborhood and those families, especially with children, especially around 3rd and Hawthorne, that particular area. These folks have made a substantial financial commitment, just like many of us, many of you who have made, bought into a neighborhood. We need to protect those people.

Some of the problems with this PUD, I think it lowers the quality of life of our community. I think its got massive density. The size and scale is out of whack with the surrounding area. If you talk to Mr. Shafer again, ask him about the existing school referendum deficit. It's kind of an interesting topic that's not talked about much. I mean, we have a new school referendum for the next five years but ask him what that deficit, if there is still a deficit from what the funding is going to be through the school referendum. This is not a good thing for traffic flow. At the meeting with the developers, I think some of the old timers know what the situation is with the Dairy Queen—I won't get into that but they've got their own parking in a public street. I think safety of the Village children is very important as well as their parents.

Something that hasn't been talked about and I think is paramount is fire protection. Fire protection. How do you plan to get a ladder truck back there if you need it? And all the other vehicles that usual show up, public safety vehicles. This PUD will create and add to many existing neighborhood problems as well as downstream. I really think, it was interesting to hear the brief presentation about the potential of alleviating future flooding but I wouldn't want to be downstream if this goes upstream. Please consider voting no on this PUD. Thank you very much.

Fuhrman I guess maybe I'm last. I'm Greg Fuhrman. I live at 460 W. Pine Street. We moved here in retirement about seven years ago. As we were Googling long distance, I have a daughter here in Zionsville and one over in Columbus, Ohio, and more of our grandchildren so that was the pressure play to come and see your grandkids grow up. I looked at areas outside of Zionsville and the daughter lived right in Zionsville so we had visited, knew it, and knew some other areas where she had previously moved, and, long story short, we came to look at downtown Zionsville, what I call downtown, old town, part of the 400 homes or so and ambiance and the beauty of what Zionsville is, just kind of grabbed us. So, we made the decision to move into town. We can walk to town. I, in retirement don't have to go in rush hour traffic but when I'm sometimes caught there, I try to do a circumvent to try to get around coming out of Pine, and I don't have to do the Oak stop sign so I save my time there but I'll do 2nd rather than get on 1st and try to do that. I can't just imagine what the extra traffic would be. I would love as we moved here and we had a freebie, no taxation.

I don't know why these four acres have to be developed the way they are. It's, of course, a developer coming with an idea and a concept, and trying to sell this on you who represent us and so, I'm—I think, a face of the 563 most of whom are not here. Of course, you have the responsibility and you step up to the plate to decide for us or the 25,000 or so in our Town to make those big decisions. I think there are other options that could be done. I think the main thing to eliminate right off the bat would be the apartments. What do we gain from those apartments in our town? We're not Carmel. We looked at Carmel. We had a son-in-law who is in real estate, is and was at that time and he says, hey, there are some great retirement places and isn't this nice and cute. Here's commercial underneath and apartments, condos, etc., etc. That's not Zionsville. We're bringing in Carmel into Town if we do this. So, I'd ask you to consider the faceless of all of us which is what you are doing because you make, you're getting paid the big bucks to make the big decisions. I say that with a smile. You spend many hours, you know, time you put in, I know. I've been on some boards, never a town board, but an association that we lived in of 62 homes and that's miniscule to what you're deciding but, we as a Board, most never show up, but we're making decisions for that in minor ways. But, this is major. So, I hope you'll give some very, very serious thought as you hear the great presentations from the developer's representatives that there's many of us who say, "We don't need this." Let's build some more homes, some nice homes that just blend in with the downtown, obvious. So, I hope that you'll make that type of decision, that you'll move ahead beyond just saying yes, and let's have some taxation coming in on this. Thanks.

Parks Thank you. Rebuttal, Mr. Ochs?

Ochs --out of fairness, to ask, how much time the remonstrants took?

Parks Theoretically, it's five but I think with what we are talking about, I would entertain a motion that would allow 10 on both sides.

Fedor So moved.

Parks It's been moved. Second?

McClelland Second.

Parks Moved and seconded. All those in favor, signify by saying aye.

All Aye.

Parks Opposed, nay. Motion is carried. You have 10 minutes and so do the remonstrators.

Ochs Thank you. Let me start with the PUD itself. There's been a lot of issues thrown out some of which are not germane to zoning and what is being done tonight. Others of which are more appropriate for development plan approval which, if the PUD were approved by the Town Council, this would have to go back through and we would be back in front of this Commission dealing with a lot of the issues, and especially the details at the fine level. But, that's not what this PUD is about. And, that leads me to my next point which is how this PUD was put together. There's this notion that, by adopting this PUD, we're running afoul of what is the intent, the way the Village District is supposed to be developed. And, that, that was quite honestly the opposite of what our real intent was here. What we did when we put this PUD together is we started with the Zionsville Zoning Ordinance, how the Zionsville Ordinance creates its districts, how it creates its uses, its development standards, and we adopted that for our PUD. Then, we tried the best that we could to model it after the Village Business District Ordinance. We went with the PUD because this project is a true mixed use project. It has single family residential, multifamily and offices and retail. And, to make all of those things mesh together, a PUD was the best choice, and it is the best choice. This PUD, if approved, does not suddenly make a change from the current condition that is as drastic as everybody thinks. Yes, it does add two uses, single family and multifamily.

Everybody talks about the height. The current height limitation in the B-3 District is 45 feet and we've worked to try—and that's with no step back. We've gone back, we've had Dave Rausch, is here to answer questions if the Commission has those, to take a look at the scope and scale of the buildings that we are proposing. We don't want them to be out of character with the downtown Village. That's why we have such an extreme setback on those buildings. When you're walking in front of the building, you're going to see two stories on the building closest to Sycamore Street. The homes are going to be—that are closest to Sycamore Street are 35 feet which is the height limitation for the rest of the downtown district. As you go back with the grade change, that's when the buildings get taller. But, again, we've limited the southeast-most building to 45 feet which is already permitted and only that building which is in the very southwest corner did we actually increase at all the height which would be currently permitted. Frankly, that building is furthest away from the other uses in the district and really creates a spectacular opportunity in terms of having a building that faces the Eagle Creek corridor and overlooks that corridor. It could be a great project, a great building and we think entirely appropriate.

With respect to development standards themselves, the setbacks for the single family we've modified to make them match the Village Resident District in terms

of setbacks, side yard included. So, we've worked hard and we've matched in essence topic for topic, if you will, what the Zionsville Zoning Ordinance in a conventional district would do. And, that leaves you with what we have to do as well which is come back before you with a development plan that goes through all these issues again in detail. And, that's what we're prepared to do. So, we want to dispel the notion that somehow a PUD is an evil thing. A PUD here, we think, given what's proposed is entirely appropriate, is the best choice, and something that we think could benefit the Town in the long run.

A couple of things I want to address that some of the remonstrants said. Again, I will skip those that I don't necessarily think are germane. There was a large discussion about putting apartments in a TIF District. And, the discussion with Mr. Schiferl at the Special Meeting was not about putting apartments in TIF. It was about the wisdom of putting single family residential in a TIF District. And, he raised that because you don't capture the increment from single family. And, he, I assume, did not like that. You have a TIF. Why don't we maximize the dollars coming from it? My response to him was, just to refresh everyone's memory was "Look, if all you're looking at in a vacuum is maximizing the tax increment in a TIF, then no, you wouldn't put single family in it." And, quite frankly, all of the other developers in town that have been approaching 200 West about this project think that 200 West is crazy for putting single family in this project. But, to make it consistent, to transition it from the existing single family uses to the west and particularly northwest, single family is appropriate even in a TIF District. Mr. Schiferl's comments were not about apartments where tax increment is, in fact, captured. It was about single family. So, I wanted to dispel that notion.

With respect to the traffic, I think, again, our studies speak for themselves. Again, Steve Fehribach is here to address those, any questions that the Commission might have. On the drainage side, again, we have taken a step that goes beyond traditional zoning, even if this were being zoned to a conventional district, you would not typically engage an engineer to go and look at whether or not this site can be properly drained, what are the issues related to floodplain and flood proofing, and we've taken that step. Again, we have someone here to answer any questions that the Plan Commission might have about that.

Finally, there seems to be some notions out there about this developer being a developer, not a builder. He's not from Zionsville and other issues associated with things that are not substantive, quite frankly, to the proposal that's before you. And, I want to point that out because what we need to focus on is the PUD itself. That's the dialogue we'd like to have. Not about what was built in Ohio, what was previously built elsewhere. Not about what's built in Carmel or Fishers or anywhere else. It's about this particular PUD and nothing else. And, we think this PUD is a great idea for the Town. I know some people would disagree with it but it is consistent. It is consistent with the principles of good design. It's consistent with the principles of good land use planning. It transitions from single family to the northwest and then the commercial retail area to the north and northeast and transitions from single family, you know, up-front urban style retail and office building right on Sycamore back to apartments, and not many of them, we're down to 62. This is not a hugely dense project. We're down to 15.5 units/acre as an overall density on this project. So, we think it's a good plan. So,

with that, we'd be happy to answer any questions that the Plan Commission might have, and we thank you for your time.

Parks Thank you. Are there remonstrators wishing to rebut? And, you have 10 minutes.

Royalty Bob Royalty, 325 S. 3rd Street. In rebuttal, Mr. Ochs made a number of points that I think strengthen our case. His first point that this is about a PUD, and that the design phase is actually not part of this hearing. Nonetheless, at least half of their time was spent on issues of design. Over and over, Mr. Rausch has shown beautiful pictures of houses that fit in, etc., and emphasized the design aspect. As we have said before, that's not part of the PUD. As wonderful, and I think sincerely, that Mr. Rausch's designs have been and can be, there's nothing the PUD grants except for zoning. So, even though Mr. Ochs said that this is not germane to the issue, they have spent a significant amount of time discussing the design of the project, the nature of the materials, the brick work, the crenulations or whatever. So, that's basically a red herring. Most of their presentation is not addressing the issues, as he said, which is not important.

He started with Zionsville Business District. He started with the zoning ordinances. He did not start or they did not start with the Town. They did not start with the community. They did not start with the people who live around there. They started with the set of rules and decided that the PUD which is a new zoning, write-your-own zoning, which, of course, has to be approved in due process, but a PUD, in essence is writing a new zoning for this area and not, by definition, working within the actual Zionsville current zoning. That's the definition of a PUD.

Mr. Ochs said this is not going to bring a drastic change. I don't know about you but I think a 25% hike in the Village residents is drastic. You may know that decimate means losing 10% if something is decimated. So, if something is hiked by 25%, I think we could agree that that is drastic.

Mr. Ochs, I heard differently what Mr. Schiferl said. It does not matter because what Mr. Ochs said about the TIF is incorrect. Single family homes are never in a TIF by definition. So, the single family homes are not the issue here. The issue is the apartments. If the developer, if the team, had gone back to Mr. Shafer with a new memo with the current proposal of 62 apartments, they would understand the impact on the school. Apartments, the money is not captured for the schools, nonetheless, apartments, 62 I believe it was, 16 students is the estimate based on the average number of students in apartments in Zionsville. This is how the school calculates that. They look at all the apartments, how many kids there are, so therefore 62 apartments means they have to count on 16 kids. The single family homes are a different issue. If they had gone through that process of working with Mr. Shafer as the remonstrators did, they would understand that this is 1) how a TIF works and 2) this would cause a structural permanent deficit for these students for this development. Mr. Rausch asks us to think about 100 years from now. I want you to think about 5 or 10 years from now, that this apartment complex, that this multifamily apartment complex would cause a deficit for our school system, a structural deficit.

He said the traffic study speaks for itself. The only number I noted is that this development would cause 140% increase in the delay in the afternoon on Zionsville Road and 1st Street in that area.

They think it's a good idea, a team of 3 and their consultants think it's a good idea. 563 people think it's a bad idea. What's right for the Town? Who gets to decide what's best for the Town?

Funkhouser Lana Funkhouser, 305 W. Hawthorne. I do want to thank you for all the time and effort that you've put into this. Something that gets lost sometimes when you talk about PUDs is the fact that this is a rezone. And, a rezone requires a higher scrutiny on your part, on our part, and I think that gets really lost because we keep talking about well, you know, we're going to approve the PUD and then the dominos will fall, and the rest of the development plan and things like that will be dealt with later. Well, it's hard for people to kind of accept that because they understand the drastic—and I'm going to use that term as well—change that will come with this. Drastic in the sense of intensity of whether its traffic, number of units, all of that. It's 4.3 acres, 3.7 developable and it's landlocked. You know, this is kind of like Miss Obvious as well. This is the entrance to Zionsville. There's a lot happening, entrances to Zionsville. We don't get a lot of opportunities to get it right. I think Zionsville has done a pretty good job being very focused on the character and, you know, what we need with regard to growth, development and preserving character in Zionsville. So, I also ask you to vote no.

Tousley My name is John Tousley. I'm at 305 W. Pine Street.

Parks You have 3 minutes.

Tousley That should work. The petitioner says that, the petitioner again argues that somehow the single family fits in, they try to comply. He points out that their setback in the front yard is equal to that called by the residential ordinance. That's true. However, the most important thing he ignores. And that is the density. It calls for up to 50% density on these lots. Now, let's take a look at the house that's next to Serenity that was built. It's the one that's next to the parking lot of the Meat Market. That one had less than 50% density. In fact, Mr. DeLong in his staff report, recommended against it because he thought it was too dense. They are asking for 50% density when the maximum is 35%. And on top of that, they're asking for lots that are significantly smaller than the minimum that was set by this Plan Commission only a few years ago. Don't turn the PUD ordinance into a Cheshire cat that turns a word into anything it wants to mean. We need—the Village is ready to cooperate with the Village Business District. It could have been zoned that. That would have taken care of the retail. And, they would have gotten apartments above the first floor. The big deal here, and the true focus is that apartment building. Don't make any mistake about that. And, that apartment building is not allowed under any document that controls this property. For you to ignore that is to ignore the Comprehensive Plan, the Economic Development Plan, the TIF designation and the existing zoning. Thank you.

Parks Okay. Thank you. That concludes the public hearing portion of this docket for the moment. Before I go to the next ___ I do want to respond to a comment by

Mr. Royalty that when we look at a zoning change should not look at what might be going into that area. Believe me, that is as far from the truth as you can imagine because as Mr. Rausch knows there's been an awful lot of work to try to figure out what are the kinds of things that are going to go into the PUD before we even think about putting a PUD on the agenda. Any zoning change, and that, in effect, will be compliant of all of the various ordinances we have starting with the Comprehensive Plan. So, the time and effort that we have been spending on what this might look like is equally important in an understanding of the decision process relating to the changing of the land use allowances for a piece of property. Remember that the zoning change goes with the land; it does not go with the owner, and it stays with the land, So, that's the important thing. So, at this point in time, I would like to ask Wayne for the staff report.

DeLong

The report indicates that staff is supportive of the concept. Certainly, there are some discussion points within the document, and outlining some of the deviations that exist. I don't need to go into too much additional detail as many folks this evening, petitioner and remonstrator both, have spoken to those points. I do want to touch briefly on the TIF District.

I certainly appreciate the strong interest in that topic, and I say it strongly because the TIF District has been around since the late 1990s. Folks in this room probably helped create that TIF District. Certainly, that TIF District has served the Town well, and has a short fuse. Currently, the TIF District as it exists sunsets in 2028. The TIF District has served to provide for roadway improvements, utility extensions, and I believe it was even used to place the bricks on the Main Street when it was rebuilt. So, it's done the community well over the years and the Town since that time has created several more. We're sitting on one right now for the Town Hall. With that in mind, the Town each year determines the allocation. Will it be zero percent or 100 percent? That is done on June 15 of every year, and as a TIF is a policy decision of the Town Council and the Redevelopment Commission, there are multiple layers of checks and balances with that. There are TIF Districts in Town that contain apartments. There are TIF Districts in Town where apartments have been specifically excluded. So, those are all policy decisions. Again, great conversation.

I do want to try to focus that on some information, some additional information. A map of TIF District, the first TIF District is available on the Town's website. It does illustrate that this property that's being discussed this evening is within that TIF District. The TIF District could be amended to remove it in totality. It could be amended to expand it. All of those changes would be policy discussions if those were to occur potentially at a later date. So, there's some options if the TIF were to be a topic of conversation. But, as this topic in front of you this evening, and the Town Council is specific to land use—that's why the staff simply did not include the TIF District as a part of the policy or within the document as the staff report but I'm certainly happy to speak to it as the Director of Planning and Economic Development for the Town. I don't know if there are any additional questions related to that. There is, as far as I know, there's no "ask" if you will associated with this project seeking TIF dollars or seeking any percentage of allocation so again, its simply not been a topic of conversation for the staff. Certainly, as we have been doing and certainly continue to do, we just need to encourage this community conversation related to this project.

- Parks Thank you. Now, Commission members, it's your turn to respond, ask questions.
- McClellan So, I guess if I could ask Ms. Martini to come up. I have a question for you in your role as the VRA. Listening to a lot of—and I'm sure there are lots of questions for Mr. Ochs so I thought I would start with you. But, you know, I heard a lot of arguments from the remonstrators about reasons why they didn't like the project, some of which are probably germane, some perhaps a little less so, traffic, desire for slower growth, there was concern about fire trucks and fire safety. I guess my question for you is, and for the VRA is, what would you guys be comfortable with? When you think about what you want to do with that space, what is it that you're—
- Martini We actually have a list compiled of what we would be comfortable with. Do we have that available now? Anybody? A huge issue are the apartments.
- McClellan Is the issue the school financing issue or is just the fact that there are apartments in downtown Zionsville?
- Martini A huge part is the schools, how it will impact the schools. That it's in the TIF District and the size of the building, the height.
- McClellan And how would you—as I understand the B-3 District, and Wayne, correct me if I have this wrong, there could be apartments there today, correct? They just couldn't be on the ground floor?
- DeLong No, in the Village Business District—
- McClellan No, in the B-3.
- DeLong In the B-3, no, apartments are not a permitted use in the B3.
- McClellan Okay. But there is housing allowed in the upper floors?
- DeLong Not in the B-3. The only place that you could find upper story residential is in the Village Business District classification.
- Jones But the B-3 does allow the hotel aspect?
- DeLong That is correct.
- Jones Okay.
- McClellan So, just to clarify, again, the key points are what Mr. Tousley laid out in terms of continuity and you would like to be more in the Village Business District type standards?
- Martini Well, we have just been looking at what they have presented to us. And, the huge issue is the apartments because of the impact it will have not only on the Village but on our schools. I mean, it's in a TIF District. Every child that lives in an

apartment, our schools lose money. And, I'm a teacher. I value schools very much.

McClellan Okay, thank you.

Parks Any other comments?

McClellan So, if no one else, Mr. Ochs, just a couple quick questions for you if I could. I guess if you could respond to the comment earlier about the hotel/motels, I'm just sort of curious as to the thought process as to why that would be in the permitted uses of, I think it's the mixed use district.

Ochs Right. Two reasons. One, it is currently a permitted use in the B-3 District. Two, it is something that the developer has investigated. Obviously, if it's a hotel, it would have to fit within the scope and scale of the building that's shown as part of the PUD which means it would be a very small, probably boutique style hotel if it were ever constructed. So that is something that has been considered. Obviously, if a hotel goes there, then the apartments go away. That would go in that building. And, so, that's why it was kept there as an option because it currently exists, and if a boutique hotel wanted to go there, we think it would be an appropriate site.

McClellan But, doesn't that change the overall dynamic of the entire project? I understand it's permitted today but as someone who spends a lot of time in hotels, but, you know, it's just a different sort of flavor, different sort of a feel versus what's been presented here.

Ochs Dave, you want to get the architect up here. See if he wants to add to it, but the spacing of the building, the access, the drives, would, especially as we get into the details of the development plan, I think would accommodate a small boutique, if you will, hotel or motel on that back piece of property. Again, we, you know, the developer here isn't going to put a hotel there if it means the balance of the project would fail. That makes no sense. You're cutting off your nose in spite of your face. So, if it were done, it would have to be done appropriately and, again, if you go to other cities—and I'm not talking about Carmel—I'm talking about cities and towns, very old cities and towns older than Zionsville on the East Coast, you have a multitude of uses in their downtown cores. You have hotels that are near by apartments, that are near by single family, that are near by office. It's the diversity of uses that adds the vibrancy to a core, a town core, a village core, or a city center. That's what we think this project could add.

McClellan Right, and I'm not objecting to the idea per se of a hotel. It's just the fact that a hotel here makes a lot of this material somewhat moot. It's sort of a different, I know it's a little bit of a development plan question but it's also a, you know, all of these discussions become very different when we're talking about that, the vibrancy of a hotel versus what's been contemplated.

Ochs The things that remain the same which are important would be the scope and scale of the buildings, and how they are oriented on the site. The parking ratios are dealt with, the height limits are in place, the setbacks are in place. So, and

then, the architectural design, the theme is in place. And, regardless if it was a hotel, if it was apartments and, again, it wouldn't be apartments on the first floor, if it was apartments, if it was another office building, all of those requirements have to be adhered to. And, quite frankly, that's what the intent is here, and that's how the rest of the Zionsville Zoning Ordinance is drafted at this level. And, that's what we're doing here. Now, if the use of a hotel in and of itself is objectionable, that's one topic. If it's how does it fit in the PUD, we believe it does, and the protections that are in place with B-3 are in place with this PUD, on a topic by topic basis.

Jones I don't know. The pieces I always have—I struggle with this project because the details don't match the package. The subsurface drainage thing you showed earlier wouldn't really work with the subsurface parking you have. You know, most of the B-3 uses that we are told would generate more traffic are kind of thin margin businesses so they would never really embark the infill to get this thing to develop the site for that. The concerns I always get is when I start looking at what the drawings show but what is written when it comes to setbacks and building heights and distance off Sycamore Street. What I read into this is that, you know, a hotel project built up closer to Sycamore, at the full height with the setback up top would be permissible based under the PUD you're requesting and, if that's the intent, then that's what needs to be conveyed. My concern with this is that the granting of this PUD and the way it is written, as much as we are being shown one package, I'm kind of concerned what we would actually end up with. You know, right down to when you start looking at the residential units, you look at that second row, and I'm just trying to figure out what your streetscape is going to do back there. You've got 10-12 feet of drop in that. Are those houses going to drop down in there? The traffic issue is a whole other set of concerns in that you really, for the amount of density you're proposing, have not given the Town of Zionsville much in the way in the way, of improvement of Sycamore and 3rd Street, and how to address all that. It's, it's, the way this PUD is assembled, it's a pretty open-ended ask, and I would prefer to see something that was a little bit more tailored for what might actually happen.

Ochs So, in addition, if I may be so bold to interpret what you're telling me, is that if the hotel/motel use were removed, what other, I guess specifics, if you will—

Jones The specifics of that, the specifics are the Sycamore to 3rd Street, you know, this thing is going to generate a lot of traffic. It is going to end up on 3rd Street. Even the feed into the property from 2nd Street, gets right down to the fact that—and this is one quick question—is right there at the corner of 2nd and Sycamore, the dumpster for this property? Is that what I'm seeing out there?

Rausch Which corner?

Jones Up close to 2nd and Sycamore, just on the property. What is that little structure?

Rausch On the east side of 2nd Street?

Jones Yeah, no east side of the project--

Rausch That's a—for lack of a better word—a pavilion that holds vertical circulation so that pedestrians can go down into the garage that's below there. So, it's a—

Jones Elevator? It's an elevator?

Rausch Don't know yet, but possibly. Certainly, a stair.

Ochs Are there any other questions you'd like either Mr. Fehribach to answer or the engineer?

Parks I will admit that as I've looked at this project over the last several months that I've wandered on both sides of the equation along these lines. If you think about, as I recall, the old service station property that VBD, the Village Business District, so it would have the same kind of potential structuring as the South Main Street Business District where Buds is now. Bub's is. Next to that is B-2, then this property is B-3. And B-2 and VBD both carry 35-foot height restrictions, and that's from ground. The concern, you know, when you're talking about—the reason I made the comment about the fact that you have to have some kind of an idea of what's going into a zoning change is because then you have to figure out what are the risks, as Larry is talking about. And, one of the risks is that rather than taking advantage of the terrain that's there which is a slope to the south and to the west, that there might be the desire to just level it at Sycamore Street level. So, rather than having the potential for a 35-foot building at the corner of Main and Sycamore, 35-foot next and the appearance of a 35-foot behind it, because of the way the terrain is. You know, we don't have that kind of concern or that kind of capability of mandating those construction standards via the zoning ordinance.

Second thing is I am, I also share the concern about apartments. To that extent, I am somewhat enamored with the idea of the boutique hotel. Because, first of all, that is not apartments. They don't generate people for the school and, quite frankly, I've been in enough hotels around the world, and I really do like the boutique hotels that are in the middle of a commercial district. So, that part of it actually intrigues me more than the apartments themselves. But, I'm also cognizant of the fact that the Comprehensive Plan has a certain idea as to what this zone is going to look like, and it was primarily commercial as opposed to residential. There is a certain advantage to saying, okay, we've got residential across the street on the north side of Sycamore and you then, in order to trend into the commercial, you put residential on the south. We don't do that. You take a look at the Business District, and it starts pretty abruptly and then continues on. So, that's where I am at this point in time.

Traffic is never going to solve itself in Zionsville until we decide to solve traffic. All right? That's just—no one development is going to solve traffic for us. We either solve 3rd Street or we don't solve 3rd Street. We either solve that bottleneck that is, that is the accordion, that is, 1st Street, Sycamore, Main Street, that whole area, or we don't. My personal opinion is that any ultimate traffic flow that includes Main Street as a main arterial like we are right now is flawed. It needs to be basically a residential street during the day and not a highway. So, how do you get around that and make it a true downtown business district? That's my—I had to interject that, I'm sorry. So, from that standpoint, I'm less

enamored with this project as it is presented at this point in time than I was when it was first presented because of some of these issues that, quite frankly, all of you folks have brought into play. But, it hasn't solved some of the problems we have, and it will potentially increase the problems we do have. But, anyway, that's a personal opinion.

Now, as we approach the idea of a vote, remember two things. First of all, this is not the ultimate authority. All we can do is recommend as we are talking about a zoning change, and the zoning ordinances are the purview and the mandate of the Town Council. So, all we are doing is making a recommendation from one to the other. The second thing as I reminded you as we first started the meeting, we only have five members here. It takes four to be able to pass any recommendation onto the Town Council. So, from, as we think through that process, if, in fact, we cannot get a four-person vote, then it automatically is continued to the next meeting where we could potentially have one or more extra people that are voting and another vote will be taken. It will be automatic—it will be a continuation from that standpoint. So, at this point in time, I would ask the Commission if there are not any additional questions or any additional comments, I would entertain a motion as to what a particular Commissioner would like to recommend in the way of a motion for action.

Parks There not being a motion forthcoming, I will exercise the chair's opportunity of making the motion myself. I would move that Docket # 2016-10-Z for rezoning of 4.32 acres at 165 and 235 W. Sycamore Street to the Planned Unit Development classification receive an unfavorable recommendation as presented with the recommendation being certified to the Town Council for adoption or rejection. Is there a second?

Walker Second.

Parks There is a second. Remember that an aye vote means that it is in favor of the unfavorable recommendation. For this, I would ask the Secretary to call for a roll call vote, please.

DeLong Mr. Jones

Jones Aye.

DeLong Ms. Walker?

Walker Aye.

DeLong Mr. Parks?

Parks Aye.

DeLong Mr. McClellan?

McClellan Aye.

DeLong Mr. Fedor?

- Fedor Aye.
- Parks It is received, a 5-0 favorable vote for an unfavorable recommendation. So, this will be passed on to the Town Council for their review at the appropriate time. The next item on the agenda is Docket # 2016-24-MP, for a petition for minor plat approval allowing for the establishment of two lots in the RE, Rural Equestrian Zoning district. Please state your name and address.
- Kuhn Good evening. Brady Kuhn with Weihe Engineers. Offices at 10505—
- Parks Speak into the microphone, please.
- Kuhn Brady Kuhn with Weihe Engineers, offices at 10505 N. College Avenue in Indianapolis. Before you this evening to request approval of a minor plat for Gretchen Luros to divide a 6.5 acre residential property into two single family residential lots, each being approximately a little over 3 acres each. Along with that subdivision we would be dedicating the required right-of-way along Kissel Road to the Town as well as having a covenant that requires that should a transportation path be installed along any of the adjoining properties, our property would be required to install a similar path as well. With that, I would be happy to answer any questions that you may have, and would ask for your approval of this petition.
- Parks Is there anyone in the audience who wants to talk in support of the petition? Remonstrators? Please come forward.
- Carpenter Hello. I'm Nancy Carpenter. I live at 6517 South 800 East which is also Kissel Road. My husband and I have lived on Kissel Road for almost 30 years. We are directly north of the proposed minor plat change, and we would like to express our deep concern for the safety of a driveway cut into this property. We recognize being RE zoning that this a legitimate use of the land to split this into single home lots. We don't have any problem with that. But, I did want to go through some of the issues that we have with the road itself before any approval is made.
- First of all, the—and I'm estimating looking at the plat that you all provided. The frontage on Kissel is probably 300 feet or less. Kissel is very, extremely narrow, winding along Fishback Creek closely abuts on the west side. It's also hilly. Visibility is extremely limited, and the road is hazardous around this curve in particular. We did our own informal study out on the road. We estimate where a driveway cut would exist, there is about three seconds between the car first having visibility of that spot and the car intersecting that spot and that would be going the speed limit. So, we feel that this is extremely hazardous. We don't know if they are proposing one or two driveways, but we certainly think that one would be preferable, and we would encourage an extensive safety and traffic study along here. We have concerns that there is no way a school bus could stop here without being rear ended because of the lack of visibility and the time that it would take for a car to stop. Bicycle clubs, motorcycle clubs use Kissel on a regular basis. Also, being RE District, there are horse trailers going through here. Some are semi-truck size on a regular basis. Recreational traffic is extremely

high on weekends. Again, this is a blind driveway with fast-moving cars. We think this is a recipe for disaster. Salem Methodist Church is directly south of this curve. It hosts busy Sunday services. It hosts socials. It hosts weddings. We think again this traffic, this would pose an additional hazard. Being a creek corridor, wildlife is frequently out in the road. People swerve. There is no where else for Kissel to go because it abuts right to the creek. So, we have concerns about that. Over 30 years, I would estimate, our mailbox, which is just north of here is hit about six times a year. So, it's very tight. We're concerned that even a postal delivery at a mailbox that would probably go on the west side across from any driveway cuts. We can't even conceive how a mail truck could stop there for delivery. One other thing that's truly happened in the last several years, that this road is used as a cut-through by commuters. They use this to go from Oak Street to Lafayette Road, particularly construction trucks, and when there is a traffic problem on I-65, this becomes extremely busy. Cars tend to drift because they can't see oncoming traffic. We generally, our family, has made the choice to never walk on the road because it is so hazardous. When you do, you're jumping off constantly. You're going from one side to the other because of lack of visibility. So, again ask, before this plat is considered for approval, that the Plan Commission and/or Highway Department conduct a thorough traffic study and make sure that they have evaluated the safety of this along Kissel Road. Thank you.

Parks Thank you. Are there any other rebuttals?

Busick My name is Brian Busick. I reside at 6513 South 800 East, also known as Kissel Road and also known as Salem Avenue. I remember when the road was chip and seal and called Salem Avenue. Hasn't changed much as far as the design or the curves. But, we got it paved last year from the County which was nice and I said, "When are you going to stripe it?" He says it wasn't in the contract. So, we got it striped this spring when the weather changed. That road is a dangerous road on a night like tonight when there's no moon coming from the south. And, I don't know if it's in the zoning—I live on a shared driveway—but I'd rather see one curb cut or road cut coming out of that property than two because when I come over the hill from the church, I want to see one. I don't want to have to go boom, boom and then have to go to the curb to make sure I'm making my turn right, correctly. Common sense. Go drive it yourself. It's great that we'll have new neighbors but if there's something where we can just have one shared driveway for two properties, that's a lot better than people having to check, check, check. That's about it. Also, if the road was able to be slowed down at 25 miles an hour. We have developments coming in north of Oak Street, that in a matter of two to three years, again, it's going to be a cut-through. And, 25 miles an hour is a safe speed for that road because the bicyclers, motorcyclers, everything else. Thank you.

Parks Rebuttal?

Kuhn Yeah, we met with Boone County Highway Department who controls Kissel Road, and had a discussion about a shared driveway. The road does come over a hill and fall off as it goes north in front of this property. A single, shared driveway in the center of the property would offer much less visibility than two, individual driveways at the extreme ends of each lot, that being the north end and

the south end. Now, we made no determination regarding a shared driveway or two individual driveways with Boone County Highway. They actually commented to us that this is an item that they would review and approve at the time of the driveway permit issuance, and we're certainly willing to work with them on that to provide for the safest possible driveways at this location.

Parks Okay. Staff report?

DeLong Thank you. Staff is certainly supportive of the petition as filed. Subdivision in Indiana is ministerial as long as the project is meeting your minimum standards. Staff comes forward with a positive recommendation. The one item that is a zoning item is the shared driveway. Shared driveways are "encouraged" by the zoning ordinance. There is no mandate that it shall be shared or it shall be separate. But, definitely, it is something as indicated that the County will review. As this is a County road, they are the ultimate authority related to the permitting of that drive. And, the same is with the speed. A speed study would need to be requested of the County related to any adjustments to the posted speed limit. Again, staff is supportive of the petition as filed, and I would be happy to answer any questions.

Walker I just had a comment on this one. I travel that road Sunday mornings to go to church. We go to Salem, so I know what you're talking about. County does have the say-so on the drives. As far as I have been in contact with highway departments over the years over different things, they are very careful about that. But, you know, I share your concern because of that road. Good thing about Salem is, we go to church at 9 o'clock so we're out a little bit earlier than some of the others but, that road is really busy.

Fedor I, too, would like to express concern for that road. I travel is quite a bit myself servicing the equine community down through there. It is narrow. It is dangerous. I'm just waiting for the day someone goes off the side on the right-hand side heading south at some point in time off the cliff. I've always been afraid I'm going to do it with a load of hay sometime. But, you know, those are things at the county level unfortunately, at this time, I guess.

Parks I'll make a comment. I've lived for 21 years on a property where the post office will not allow me to put a mailbox. And, when my kids were in school, the school bus would not stop in front of our house because it was in a situation very similar to what you're talking about where you come over a hill and you're going down—in that particular time frame, there was a big dip in the road—I'm on 32. So, I wasn't dealing with 45 mph speed limit; I was dealing with 75 and 80 at that point in time at that juncture. So, I'm very—and still to this day—even though they spent millions of dollars rebuilding that road in front of our house, we still cannot put a mailbox in front of our—because our driveway—even as it was reconfigured—was too close to the hill. The advantage that this particular property has is that it's on the outside of the curve. If it were on the inside of the curve, I'd have a different feeling about it from that perspective. The outside of the curve gives you more room as you work through—assuming you get the approval—as you work through the process, you can actually, in effect, widen on your own, some of that to give some benefit to that. But, I would wonder whether the post office would even allow you to put mailboxes out there. I'm surprised

that yours is out there today. Because without any kind of a roll-off, side shoulder, you know, the postal truck has to stop right there on the road and if it's right at the hill, then they're exposed. And, the postal service, I know, does not like that. I know the school doesn't either. As I said, I've dealt with it on both sides. Okay, that's just a comment. But, the proposal we have in front of us is to divide the lot at this point in time. The only point I would submit is, as a Commission, that we need to deal with that question. Then, the other questions might come from the standpoint of the development plan as it or the administrative work related to the development plan itself as your work proceeds. So, I'll then entertain a motion for action by the Commission.

- Walker I move that Docket # 2016-24-MP minor plat approval establishing two, a two-lot plat at 6601 South 800 East be approved based on the findings of fact in the staff report as presented.
- Fedor Second.
- Parks It has been moved and seconded that this be approved. All those in favor, signify by saying aye.
- All Aye.
- Parks Opposed? It has been approved. Next item on the docket is item # 2016-31-CPA The Town of Zionsville. A petition for comprehensive plan amendment to update the transportation plan and mapping associated with the southeast quadrant of Boone County.
- Dickey Matt Dickey, Superintendent of Parks here. While I do represent the Parks Department, this issue in front of you currently is more of a town-wide function being a Strategic Trails Implementation Plan, perhaps somewhat of a—maybe not quite the legal development and economic planning description but an overlay perhaps kind of thought to the current trails plan that is in the transportation plan. This does not replace the current trails plan. The Pathway Committee still exists, and this would be merely a way to apply an extra level of detail to that to help people like yourselves, Town Council, trail planners on the Parks side, Wayne and developers who might be looking at it, know what some of these trail linkages that the Pathways Plan as it currently exists, have identified, it might apply an extra level of detail to what those might look like. It could easily be a 50-year plan. Probably, in all likelihood, none of this will get completely built but it does let the powers that be pick and choose and say, “This is what this might cost. This is how many people it affects. This is why we might go that way.”

To give you a little back history, we got a grant through the State Board of Health to help do this project. They've recognized that healthy, walkable and rideable communities in terms of bicycling and active transportation, to getting to do errands and stuff are very important. And, it's considered pretty much of a coup to get it because the State Board of Health does do rankings of the health of a county, and you may be aware that Boone County is traditionally the third healthiest county of 92 in the state. So, the two that were above us in the ranking formula and, originally, that was the only two they were funding that particular

year and then they found some extra monies and they liked ours so well, they contacted us halfway through the year—were Madison and Bedford. If you happen to look one is like 57th worst healthiest—you're kind of in the middle at that point and the other was 83 in terms of a healthy county. So, the fact that they came as their third project in that particular year to us, in the third healthiest county means we had a pretty good application.

We have Tricia McClellan here from Rundell Ernstberger. We did a process where several consultants were invited in to present. We had an advisory committee. Several members of the Pathway Committee, the current sitting Pathway Committee, and the Town Council were on that, Wayne DeLong also participated in that. We had Fire participation and Police were also invited. We have a Park Board vice-president here as well in case you have questions of that. With that, I think I will turn it over to Tricia, and she can explain kind of what the plan is in front of you and we're here for questions if you have those after.

McClellan And I do have a Power Point presentation if we need any more detail or anybody wants to go into more detail after that. I think the best place to start is—

Parks Name and address, please.

McClellan Tricia McClellan, Rundell Ernstberger Associates, 611 W. Main Street, Louisville, KY 40202. Executive summary, does everybody have that in front of them? I think that's the meat of the plan. I also have copies of the plan itself if anybody wants to see that or look at particular parts of it. The executive summary gives a really good overview of what the process was to come up with this plan that Matt just described. There was an extensive public input process that was followed.

On the second page of your executive summary, there's a diagram, kind of a bubble diagram there at the bottom which gives a good overview of what that public process was. We tried to come up with lots of different ways of reaching out to people so that we could hit different demographics and different people during different parts, different times of their daily lives. The dark green there at the top best describes that which did include the advisory committee meetings that Matt talked about. We had a community survey. We ended up with 821 responses. That's phenomenal for a community of this size. With these types of plans, we're thrilled if we can get a hundred. So, having that type of response shows you the importance that the community puts on this type of infrastructure. We had a Wiki map which was an online map. It's an interactive tool using Google Maps that let people draw lines, current and what they would like to see on that map. Then, we also had a project website. We had two community meetings, public meetings at different phases of the project. One after the inventory to be sure we were capturing the correct infrastructure that there was here but also to get people's wants and needs. And, then the second public meeting was after we came up with our proposed routes, again to kind of gauge with the community, are we hitting the requirements that you are looking for, the needs that had been identified in that first public meeting. We did come up with plan goals and objectives after that, those community meetings and the public input and that evolved into the proposed infrastructure or the proposed improvement plan which is the fold-out there in your executive summary. That's

the meat of the plan right there. That's the detail that Matt had talked about where we identify with, you know, the different lines, the different colors, on-road facilities like bike lanes, off-road facilities like multi-use paths and greenways. We also had some signed routes. So, not necessarily a physical facility that you would build but signed routes that would be built and developed.

Next in your packet or in the executive summary is the strategy for implementation. And we wrote that in as short, mid and long range. That does include some cost range. This does not include right-of-way acquisition or any property acquisition, so just keep that in mind when you're looking at the numbers. But, it does give you an idea of the different types of facilities, and then the cost that would be associated with that. With that, I think that kind of hits the highlights of the plan itself. We also did a more detailed look at some of these facilities. They picked four out of the short range, two out of the mid-range projects and then four out of the long-range projects to show a closer look at where those facilities would be and what they would look like, and that's included in the plan. Are there are questions?

Parks Are there comments from the public? Comments from the Commission?

? Just looking at the map here. I notice that there is a proposed bike route stretched up through the Union Township area. I think bike routes are a very important part of our infrastructure but I think it's ironic, those roads are still gravel out there. I live on one of those gravel roads. Don't mind bikers going by at all. But, if we're going to put money on those roads, I sure would like to see it be paved first. That's not your area; I understand that, but I'm looking at it going, all the improvements out there, great, but a gravel road getting a signed bike route and a rough gravel road at that. It seems to—

McClellan It was in response to—there are actually some bike groups that look for the gravel roads for their routes so not all the loops for the signed routes are on gravel but one of them is and that was, again, in response to those bike groups that are looking for the gravel roads for that particular experience. And, those, just to clarify, the signed routes are just signs, and then they're identified in any kind of promotion you have for the routes that you have for the community.

Parks Any other comments? If that's the case, then I would entertain a motion for action regarding inclusion of this plan into the Comprehensive Plan.

Parks Again, I will exercise the chair's prerogative and move that we, does this go to the Town Board or—So, we recommend to the Town Council that this plan, Strategic Trails Implementation Plan be incorporated into the Town of Zionsville Comprehensive Plan related to the implementation of biking and walking trails.

Jones Second.

Parks There is a motion and a second. All those in favor, signify by saying aye.

All Aye.

- Parks All those opposed, nay. Motion carried. Thank you very much. Next item on the agenda is 2016-32-DP, the Town of Zionsville Parks Department, a petition for development plan approval to provide for the construction of a 5000 square foot building and related improvements in the R1 Rural Residential Zoning District.
- Dickey Thank you, and I am wearing the Parks Board hat now for this one. Parks Department hat. Again, as I mentioned we have vice-president of the Parks Board here. We have Roger Burrus who is the Parks Board attorney, has been for a long time. We also have Pete Tocci from Keystone Construction, one of the consultant firm team members that the Town had hired for this and also Steve Hoersten from Browning Day Dierdorf Mullins.
- Parks Your name, please.
- Dickey Oh, I'm sorry. Matt Dickey, Superintendent of Parks and Recreation here. So yeah, I forgot I said it the first time and didn't say it this time. In any case, for those who, you're probably all familiar, but this project would be a new Nature Center. It's in part because we are somewhat outgrowing our old Nature Center but also in the Creekside Corporate Parks Development, the Town and the schools came to an agreement for Jennings Field to be traded to the schools and that was our rent, if you will, for the current Nature Center building, the use of that for the schools for their PE program. So, while the school was being very generous and still letting us use it rent-free if you will, the current building that is south of Eagle Elementary, they have indicated at some point they have some thoughts for needs on their own. So, without having a time table they did let us know that at some point they would be interested in having that building back. We were somewhat outgrowing ours and last year, Mayor Papa had suggested the possibility up on this site that might serve a multiple set of uses, and using combined Parks Department and Town funding to help build it.
- So, Heritage Villa Park is a 13-acre site as it sits now. There is thought at some point in the future, a small portion would be carved off for a fire station when development out that way needs it. This would be near the potential fire station location but they can be both housed up there. It would be the northern 1-1/2 to 2 acres of that 13-acre parcel. You're probably familiar with it, the south parcel, somewhat developed in the park. We'd still like to put another small play equipment area there and some things, but it's functioning as a park now. It would use the current, this building if you approve it, would use the current access way for Heritage Villa Park, off 875 East and would be a road expanded within the park to reach this facility to come up north. The garden plots are already moved south. That was a temporary location and it was always known to be a temporary location, and the only reason we had a curb cut off 400 was that that was where the County wanted the garden plots accessed. So, that current gravel curb cut will be used as a construction entrance if you approve this, and then will go away completely once this project is done. Fire Department will do whatever they need to do in the northeast corner but this facility is in the southwest corner of that 2-acre sort of bulge on the north side of the park. So, we have people here for the technical description, but I wanted to give you that kind of brief overlay. We had an advisory design committee. Mayor Haak was involved with that. Deputy Mayor Mitro was involved with that. Wayne was there as well as myself and Police and Fire were also invited and Fire did

participate in several meetings as well. Our naturalist, Mindy Murdock, was also involved in this.

So, the process of designing the building was sort of by committee. There were a lot of things thought of, even thoughts about if it was ever needed, if God forbid a tornado would hit Town Hall, how could it be used as a temporary facility. And, if we would ever move the Nature Center to, you know, a different site, could it still be used for Parks facilities and those sorts of things. So, it's designed to achieve that kind of function. In your documents you have a set of or a section of the 33 pages of plans that shows how it would be located on site, you have a section showing an elevation view of essentially what would be the front of the building, and it's kind of cocked a little bit. This small, short wall is essentially the most south facing wall but it doesn't face true south. You can see the landscaping that would go in the front. While the plan doesn't show landscaping along that southerly wall, that is, those windows would be where our bird viewing area is similar to those of you who have been in our current Nature Center. So, we would be, Mindy and I would be planning plantings there that would attract birds. Also, butterflies. We also talked about the potential for a rain garden off the two gutters there which we don't have currently. We have some rain barrels at the current site but we don't have a rain garden. So, we would be planting that. We just didn't want to spend a lot of time on the design and planning it now until the project would be built. On the back side of the building that's not shown here is, that treeline is essentially the one of the heirs to the properties, the Goodwins that we bought this land from, he still lives there and he's a fence up and a treeline through there. We would also at some point have a 10-foot wide path that would come from the main part of the park up behind the backside of the building, and we have thoughts to potentially put a small, on the backside of the building, a small restroom facility that would be accessible to the trail users down the line, probably at some point, after it's connected to Whitestown. Then, you get a lot of cross traffic going that way for the rail trail which is at the south edge of the park.

So, I wanted to give you that sort of synopsis of how the building would be used. Our naturalist is very excited about the potential for it. Our clientele, we see about 10,000 people a year for the last several years in the Nature Center and those programs. So, many of them are very excited about this as this has been starting to get some newspaper coverage, and they talk about, you know, when is it going to happen, when are you going to move and those sorts of things. So, with that, I would just like to ask you guys if you have any technical questions or any questions for myself or Parks Board members or any of the design team.

Parks Any other comments from the public?

Grammas Ron Grammas, 8750 Lily Court. My property, I'm the original owner, 11 years, backs right up to where the gardens are right now where they were moved south. If you sit on my deck, I can see the gardens. So, you can get where I'm at. I'm not really against this project. I'd just like to know some of the details and make sure it fits with what we need along 875 East there, and I think it's better than the Fire Department there anyway, so expand. so, traffic, that's my biggest concern. Since we've added Heritage Park, there's a lot more traffic on 875. It's just going to get worse as we add the housing developments that are going up there. I've

personally witnessed three accidents, one bike rider get hit and two multivehicle accidents. I called 911 on all of them. I was the first responder over there. It's crazy on 875. And, we're going to get somebody hit because a lot of people from the Preserve at Spring Knoll where I live cross that street on a daily basis to get to the park. With a Nature Center there, it's going to increase that traffic. So, one of my concerns is what are we going to do about that. The crossing we have for the Rail Trail now is great but confusing because it's red and yellow so the bike riders think they don't have to stop, and walkers and the cars really have the yellow. The walkers have the red but for some reason, they can't understand that, so I always stop there, and I encourage people to stop there so that's a different story, but I think some sort of a cross walk between the Preserve at Spring Knoll and both the park and the Nature Center would be something that the Town would like to look into. Was the entrance going to be on 400 South? I heard you talk about the gravel for the construction. That's going to go away? I would think that probably shouldn't go away but that's just my opinion because you're just adding more traffic there on 875, and you've got Preserve at Spring Knoll so it becomes kind of a four-way with two stops but it's an intersection, and it's going to have more traffic. I would consider looking at 400 South as your main entrance, especially since your parking lot is going to be back in that area anyway.

My second concern is really lighting. Right now, we have no lighting back there which I'm perfectly happy with except when I shine my flashlight because a lot of high school kids like to go back there on the weekends and do whatever. Fortunately, ZPD gets there pretty quickly. But, sometimes you can smell what they're doing from my back deck which means I don't have to crack open a beer. But, anyway, that's another story. If you're going to have lighting at the Nature Center, I'd prefer it to be directional down. And, I don't know if it's going to be on all night. Again, if you are going to put some lights there, I would consider putting lights at the park as well to discourage teenage kids from going back there and parking. It gets really interesting. I've had three police officers back there trying to chase the kids. It's amazing how often they park back there even though the park closes at dusk. So, again, lighting directionally down, and if you're going to put it in for the Nature Center, add it for the park to discourage the kids.

Finally, where does the Fire Department lay on this plat? Is it gonna go where the gardens are or is it going to go in this corner?

Dickey It would go closer to the intersection.

Grammas So, it's going to go right at the intersection. Okay, that's fine. I was just curious. Thank you. I appreciate your time.

Parks Any other comments? Do you have any comments to his comment?

Dickey Those are points. First time we've heard them. I haven't met the gentleman yet. There was not intended to be parking lot lights. There is going to be lights on the building which should apply some light to the site. This is the only building we have on the site other there is an open-air shelter in the park itself. So, those are things that could be considered and budgetary-wise, the potential for cross walks

or something is sort of outside the Parks. That's a larger issue with the Street Department and other sides of Town to consider.

Walker I don't live too far from there either. I go by there about four to five times a day. I haven't had the experience that the gentleman has had. I haven't witnessed an accident yet but there is a lot of traffic. But, this looks like a good project to me.

Dickey Thank you.

Parks Staff report?

DeLong Staff is supportive of the petition as filed. Certainly, some good points brought up this evening. I believe the County Highway Department is requiring the access onto 875 and not supporting the access onto 400 which is, as the road is under their jurisdiction, that is certainly something they have the authority to provide guidance on. As far as the project goes, Mr. Dickey outlined the project. We have a new facility for the Town to be ____ on a piece of property, and a second building is thought of in the future, and I would be supportive of the Fire Department. Again, staff is supportive of the petition as filed, and I would be happy to answer any questions.

Parks Commission?

McClellan Just a couple questions. What's the square footage of the building?

Dickey About 5000 square feet.

McClellan How does that compare to the current one?

Dickey It's larger both in terms of sort of overall quantity and in terms of usable space. It's kind of a quantum leap for us.

McClellan Great. Then, in terms of—it's been a couple years since my daughter has been in this—the summer camps. I assume those are going to continue?

Dickey Yes.

McClellan And those are generally when the place gets the most crowded. If memory serves, those sell out pretty quickly, fill up pretty quickly. That would be my one question around traffic. I mean, have you any concerns there, because today, you can bike there. It's close to the Village. I mean, obviously, this is a little bit –

Dickey Further out. Right.

McClellan Any thoughts as to how you are going to handle that from a safety and logistics standpoint?

Dickey One of the things is we'll be able to bring them into the park. Whereas, as you know, our current site, it is remote from everything, but once you're there at the building, you're right there. So, we have a much larger site to move around in and several parking areas then to move them to and from. Also, and I'm glad the

press isn't necessarily here but our attendance is down a little bit this year, camp attendance, because there are multiple new camps opening up, and the pool of available children is being spread thinner. Now, we've already, Mindy and I were already talking last week about ways next year we want to promote about how our camps are different and trying to recoup that back but it was a little bit of a surprise to us. It was stable two years ago, and this year dropped a little bit. Schools have opened up a camp for the first time ever, right next to us, the elementary school has a camp so there's some challenges there.

- McClellan Okay, but you're not concerned about increased traffic flow during that—
- Dickey We would certainly be concerned if it shows up. We just haven't necessarily seen it from the Park other than, I think, 875 is busy and maybe getting busier, but I'm not sure it's all attributable to park use.
- McClellan Thank you.
- Parks Any other comments? Action?
- Fedor I move that Docket # 2016-32-DP Development Plan approval to provide for construction of an approximately 5000 square foot building and related improvements at 9697 East 400 South be approved based on the findings of staff, staff recommendation and submitted findings of fact as presented.
- Walker Second.
- Parks It's been moved and seconded. All those in favor signify by saying aye.
- All Aye.
- Parks Opposed nay. The motion has been passed and this docket has been approved. Under other matters to be considered, the Plan Commission needs to take an action related to Cause # 06D02-0806-PL-76. Is there an action desired at this time?
- Jones I'd like to make a motion. I'd like to make a motion, let me see if I can say this right. I'd like to make a motion stipulating that the Zionsville Plan Commission will not appeal the decision handed down in Cause # 06D02-0806-PL-76, consolidated with Cause # 06D02-0806-PL-077.
- Parks Is there a second?
- McClellan Second.
- Parks It's been moved and seconded. All those in favor signify by saying aye.
- All Aye.
- Parks Opposed, nay. Motion carries. Seeing no other items on the agenda, I hereby declare the June 20, 2016, Plan Commission meeting adjourned.