ZIONSVILLE PLAN COMMISSION MEETING RESULTS
Monday, April 20, 2020
7:00 PM (Local Time)

THIS PUBLIC MEETING WAS CONDUCTED PURSUANT TO GOVERNOR ERIC J. HOLCOMB'S EXECUTIVE ORDERS 20-02, 20-04 AND 20-08 AND GOVERNOR HOLCOMB'S EXERCISE OF HIS POWERS UNDER INDIANA'S EMERGENCY MANAGEMENT AND DISASTER LAW, IND. CODE 10-14-3, *et seq.* ADDITIONAL INFORMATION REGARDING THE MEETING WAS PROVIDED IN THE ANNEX PUBLISHED WITH THIS NOTICE.

The following items are scheduled for consideration:

I. Continuance Requests

Docket Number	Name	Address of Project	Item to be Considered
2020-08-Z	Prologis	5190 S. State Road 267 Lebanon, IN 46052	**Request by the Petitioner to continue to the regularly scheduled May 18, 2020 Plan Commission meeting** **Approved** **7 in Favor** **0 Opposed** Petition for Zone Map change to rezone approximately 75.98 acres from the Rural (AG) Agricultural Zoning District to the Rural (I1) Industry Zoning District
2020-10-Z	Windhaven	8175 & 8775 W. Oak Street	**Request by the Petitioner to continue to the regularly scheduled May 18, 2020 Plan Commission meeting** **Approved** **7 in Favor** **0 Opposed** Petition for Zone Map change to rezone approximately 24.283 acres from the Rural (R1) Residential Zoning District to the (PUD) Planned Unit Development Zoning District

II. Continued Business

Docket Number	Name	Address of Project	Item to be Considered
2020-04-CA	Appaloosa Crossing	10901 E. 300 South	**Approved as presented at the April 20, 2020 Plan Commission Meeting** **7 in Favor** **0 Opposed** Petition for a Commitment Amendment of 57.53± acres to amend the location of a water feature along U.S. 421 from the midpoint of the overall development's frontage to the southern portion of the frontage along U.S. 421

2020-01-PP	Appaloosa Crossing	10901 E. 300 South	**Approved as Presented at the April 20, 2020 Plan Commission Meeting** **6 in Favor** **1 Opposed** Petition for a Primary Plat of 57.53± acres for 12 lots, 2 blocks, and 4 common areas within the Rural (GB) General Business Zoning District, the Rural (PB) Professional Business District, and the (R-2) Low Density Single-family and Two-family Residential District
2020-03-DP	Appaloosa Crossing	10901 E. 300 South	**Approved as Presented at the April 20, 2020 Plan Commission Meeting** **7 in Favor** **0 Opposed** Petition for Development Plan Approval of 23,000± square foot, multi-tenant retail building on 3.40± acres within the Rural (GB) General Business Zoning District and the Rural Michigan Road Overlay (MRO). Waivers of Building Materials and Architectural Design requirements requested
2020-05-RP	V. Ranieri	3733 Olde Well Run	**Approved as Presented at the April 20, 2020 Plan Commission Meeting** **7 in Favor** **0 Opposed** Petition for Replat to allow for Lot D7 of Section 1 in the Holliday Farms Subdivision to be removed from the requirements of lot configuration of Subarea F and adhere to the requirements in Subarea G as reflected on the plat of Holliday Farms Section 1 located in the Planned Unit Development Zoning District
2020-07-MP	K. Wagoner	4501 S. 975 East	**Approved as Amended (Petitioner amended platted Front Yard Setback from 100 feet to 7 feet-See exhibit dated April 17, 2020) at the April 20, 2020 Plan Commission Meeting** **7 in Favor** **0 Opposed** Petition for Minor Plat approval for the establishment of two lots in the (R-SF-2) Urban Residential Zoning District

VI. New Business

Docket Number	Name	Address of Project	Item to be Considered
2020-06-DP	Hotel Tango	10615 Zionsville Road	**Approved as Presented at the April 20, 2020 Plan Commission Meeting** **7 in Favor** **0 Opposed** Petition for Development Plan Approval to allow for repair and remodel of the existing structure, and for the addition of an approximately 682 square foot Smart Pergola, and to allow for a waiver of Architectural Design requirements in the (B-2) Urban General Business Zoning District

VII: Other Matters to be considered

Docket Number	Name	Address of Project	Item to be Considered
			Discussion occurred regarding a future Petitioner's potential to seek a waiver of noticing requirements supporting first class mailings to parties entitled to receive personal notice due to Social Distancing practices

Respectfully Submitted:

Wayne DeLong, AICP, CPM

Director of Planning and Economic Development

ANNEX TO PUBLIC NOTICE FOR THE APRIL 20, 2020, REGULAR MEETING OF THE ZIONSVILLE PLAN COMMISSION

In his Executive Orders 20-02, 20-04 AND 20-08 (collectively, the "**Executive Orders**"), Governor Eric J. Holcomb has ordered all political subdivisions of the State of Indiana to limit public gatherings and to implement the Centers for Disease Control and Prevention's and the Indiana State Department of Heath's recommended virus mitigation strategies. The Executive Orders suspend certain requirements for Essential Governmental Functions that facilitate Essential Infrastructure with respect to public meetings and open door laws, including suspending physical participation requirements by members of public agency governing bodies and permitting public attendance through electronic means of communications. As a political subdivision of the State of Indiana, the Zionsville Plan Commission (the "Plan Commission") must comply with the Executive Orders throughout the duration of the COVID-19 Public Health Emergency. According, all public meetings of the Plan Commission shall be conducted in the following manner until the end of the COVID-19 Public Health Emergency:

1. Members of the public shall have the right to attend Plan Commission Public Meetings via the following forms of electronic communication:

   Please click the link below to join the webinar:

   https://zoom.us/j/91308979118

   Or iPhone one-tap:
   US: +13126266799,,91308979118# or +16465588656,,91308979118#

   Or Telephone:
   Dial(for higher quality, dial a number based on your current location):
   US: +1 312 626 6799 or +1 646 558 8656 or +1 346 248 7799 or +1 669 900 9128 or +1 253 215 8782 or +1 301 715 8592

   Webinar ID: 913 0897 9118

   International numbers available: https://zoom.us/u/aEBWtgfQp

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3. If a member of the public would like to attend a Plan Commission Public Meeting, but cannot utilize any of the access methods described above, please contact Wayne DeLong at 317-873-5108 or wdelong@zionsville-in.gov to arraign in-person attendance.
4. The Plan Commission will continually revisit and refine the procedures in this Annex to address public accessibility to Plan Commission Public Meetings during the COVID-19 Public Health Emergency.

Town of Zionsville
1100 West Oak Street
Zionsville, IN 46077

TRANSMITTAL

TO: **Town of Zionsville Advisory Plan Commission**
FROM: **Wayne DeLong - Director of Planning and Economic Development**
RE: **Materials for consideration for the April 20, 2020 Meeting of the Plan Commission.**

Enclosed for your information and review are the following:

1. Plan Commission Meeting Agenda
2. Planning Department February 2020 Monthly Report
3. Planning Department March 2020 Monthly Report
4. February 18, 2020 Plan Commission Meeting Minutes
5. Docket #2020-08-Z, Prologis Petitioners Request to Continue
6. Docket #2020-10-Z Windhaven, Petitioners Request to Continue
7. Docket # 2020-10-Z Remonstrance Letter(s)
8. Petition Applications, Requests, and Information for Review and Consideration

January 21, 2020 Plan Commission Meeting Memo (Minutes) are forthcoming

MEETING NOTICE AND AGENDA ZIONSVILLE PLAN COMMISSION
Monday, April 20, 2020
7:00 PM (Local Time)

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The following items are scheduled for consideration:

I. Pledge of Allegiance
II. Attendance
III. Approval of the January 21, 2020 Meeting Memo, and February 18, 2020 Plan Commission Meeting Minutes
IV. Continuance Requests

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VII: Other Matters to be considered

Docket Number	Name	Address of Project	Item to be Considered
			None at this time

Please note that a quorum of the Zionsville Town Council may be in attendance at the meeting.

Respectfully Submitted:
Wayne DeLong, AICP, CPM
Director of Planning and Economic Development

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Town Of Zionsville
Planning and Economic Development Combined Permit Activity
February 2020

Total permits issued for the month of February: 50

Permit Activity Breakdown Printed 2020/03/03 11:07 AM

Commercial Permits	February 2020	February 2019	YTD 2020	YTD 2019	YTD Diff
New	0	1	1	1	0
Interior Remodel	3	4	7	4	3
Addition	0	1	0	2	-2
Sign	4	6	6	10	-4
Electric	2	1	4	1	3
Other	1	2	3	8	-5
Sewer	0	0	0	0	0
Commercial Totals	**10**	**15**	**21**	**26**	**-5**
Residential Permits					
Single Family	15	19	41	29	12
Addition	5	6	11	13	-2
Remodel	11	6	17	20	-3
Electric	2	2	7	4	3
Pool/Spa	0	3	2	4	-2
Demolition	0	3	2	6	-4
Other	7	8	16	11	5
Sewer/Repairs	0	3	1	4	-3
Residential Totals	**40**	**50**	**97**	**91**	**6**
Combined Totals	**50**	**65**	**118**	**117**	**1**

Building/Site Inspections: 282 Number Of Inspections: 426

Certificates Of Occupancy Issued: 26

Easement Encroachments Authorized: 1 Denied: 1

Zoning Code Enforcement Activity

Number of New Zoning Code Investigations: 0

Number of violations that resulted in a violation and/or stop work order: 0

Number of Investigations closed this month: 0

Total number of zoning code violations to date: 0

Town Of Zionsville
Planning and Economic Development Permit Detail
February 2020

Total Combined permits issued for the month of February: 50

CombinedPermit Activity Detail Printed 2020/03/03 11:07 AM

Permit #	Permit Month	Permit Day	Construction Cost	ILP Cost	Sewer Cost	Park Impact Fee	Road Impact Fee	Builder	Owner	Type Of Construction	Subdivision	Lot #	Address	Zip Code
U2020-69	February	7	$3,500	$142	$0	$0	$0	Sign by Design	Cornerstone Environ	Comm Sign	BENNETT TECHNOLOGY	2	880 LENNOX COURT	46077
U2020-70	February	4	$120,000	$470	$0	$0	$0	Jason & Barbara Thorp	Jason & Barbara Thorp	Res Remodel	crosses 4th Addition	10	370 Cedar Street	46077
U2020-71	February	5	$23,014	$75	$0	$0	$0	Bone-Dry Roofing	SUSAN NUSS	Res Reroof			625 STARKEY	46077
U2020-72	February	5	$26,228	$410	$0	$0	$0	Fairchild Services	GREGORY STAYTE	Res Remodel			450 W HAWTHORNE	46077
U2020-73	February	6	$52,700	$410	$0	$0	$0	Case Design and Remodeling	CHRISTOPHER & NICOLE	Res Remodel	COLONY SQUARE SEC 1	18	57 PENN PLACE	46077
U2020-74	February	6	$284,600	$1,141	$4,025	$1,221	$1,009	Beazer Homes Indiana LLP	Beazer Homes Indiana LLP	Res New	Hampshire	272	8333 Peggy Court	46077
U2020-75	February	6	$288,000	$1,180	$4,025	$1,221	$1,009	Beazer Homes Indiana LLP	Beazer Homes Indiana LLP	Res New	Hampshire	273	8345 Peggy Court	46077
U2020-76	February	7	$248,000	$1,149	$4,025	$1,221	$1,009	Beazer Homes Indiana LLP	Beazer Homes Indiana LLP	Res New	Hampshire	288	8212 Peggy Court	46077
13U2020-77	February	7	$50,000	$520	$0	$0	$0	Mitch Young Construction Inc	Sarah Gregg	Res Remodel	Willow Glen	54	3243 AUTUMN	46077
13U2020-78	February	10	$20,000	$500	$0	$0	$0	Jon Buckley	Jon Buckley	Res Remodel	HIDDEN PINES	49	3505 Sugar Pine Lane	46077
13U2020-79	February	12	$541,000	$1,540	$0	$1,221	$1,009	Pulte Homes	Pulte Homes	Res New	HIDDEN PINES	98	3720 Conifer Drive	46077
13U2020-80	February	12	$562,000	$1,494	$0	$1,221	$1,009	Pulte Homes	Pulte Homes	Res New	HIDDEN PINES	44	11453 Foxtail Court	46077
U2020-81	February	12	$13,000	$125	$0	$0	$0	Aaron and Brady Shepard	Aaron and Brady Shepard	Res Finish Permit	Colony Woods	69	1100 Crown Point	46077
R2020-82	February	13	$17,302	$75	$0	$0	$0	Bone-Dry Roofing	Russ Graves	Res Reroof	Pollard Minor	3	10731 EAST 300 SOUTH	46077
U2020-83	February	14	$702,000	$1,336	$0	$1,221	$1,009	Estridge Homes	Kickapoo Investments	Res New	Oxford Woods	6	11660 WALTON	46077
U2020-84	February	14	$68,124	$410	$0	$0	$0	Booher Remodeling	Daniel & Amanda	Res Remodel	Raintree Place	92	720 WOOD COURT	46077
R2020-85	February	14	$32,230	$492	$0	$0	$0	Booher Remodeling	MARTIN W & JOLENE K	Res Remodel	Countrywood	19	280 LARKSPUR	46077
U2020-86	February	18	$75,000	$410	$0	$0	$0	G R Donaldson LLC	JEANNE MOOSEY	Res Add	RAVINA	10	4554 SUMMERSONG	46077

Town Of Zionsville
Planning and Economic Development Permit Detail
February 2020

Total Combined permits issued for the month of February: 50

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Permit #	Permit Month	Permit Day	Construction Cost	ILP Cost	Sewer Cost	Park Impact Fee	Road Impact Fee	Builder	Owner	Type Of Construction	Subdivision	Lot #	Address	Zip Code
U2020-87	February	18	$7,000	$75	$0	$0	$0	Daahl Roofing	WILLIAM STEVEN &	Res Reroof	Laughlin, Fours, Har	1 and 2	665 LAUREL AVENUE	46077
13U2020-88	February	18	$509,000	$1,385	$0	$1,221	$1,009	Pulte Homes	Pulte Homes	Res New	HIDDEN PINES	54	3633 Sugar Pine Lane	46077
U2020-89	February	19	$0	$100	$0	$0	$0	James & Sarah King	James & Sarah King	Res Other	Austin Oaks	141	4695 WOODS	46077
U2020-90	February	20	$0	$90	$0	$0	$0	Kinder Electric	MARK J & EMILY	Res Electric	Cedar Bend	56	10376 LAKEWOOD	46077
U2020-91	February	20	$3,500	$0	$0	$0	$0	Signworks	ARIA ZIONSVILLE	Comm Sign	ARIA	Aria Apartments	1105 Octave Drive	46077
U2020-92	February	20	$0	$200	$0	$0	$0	Star Financial Bank	Zionsville Comm. School	Comm Electric			800 Mulberry Street	46077
R2020-93	February	20	$1,000	$215	$0	$0	$0	Becknell Services, LLC	Zionsville Indiana Land	Comm Trailer			5025 S SR 267	46052
U2020-94	February	21	$518,000	$1,649	$4,025	$1,221	$1,009	Fischer Homes	Fischer Homes	Res New	Hampshire	106	4625 KETTERING	46077
U2020-95	February	21	$100,000	$597	$0	$0	$2,862	Alt Construction	106TH & BENNETT LLC	Comm Tenant Finish		JB Adams	10650 Bennett	46077
U2020-96	February	21	$10,000	$410	$0	$0	$0	New Generation Homes	MICHAEL & CAROLYN	Res Remodel			120 S 6TH STREET	46077
U2020-97	February	21	$5,000	$200	$0	$0	$0	TSW Construction	PAUL S & STEPHANIE L	Res Add Deck	COLONY WOODS	220	1275 GOVERNORS	46077
U2020-98	February	21	$4,000	$871	$0	$0	$0	CK PRICE PROPERTIES	CK PRICE PROPERTIES	Comm Remodel			60 N Main Street	46077
U2020-99	February	24	$45,000	$429	$0	$0	$0	Innovative Homes &	Herb Mark	Res Add	Colony Woods	38	1155 WILLIAMSBURG	46077
U2020-100	February	24	$6,000	$125	$0	$0	$0	Innovative Homes &	Tom Dugan	Res Remodel	Cross's second addit	105-106	40 N Main ST	46077
R2020-101	February	24	$7,000	$75	$0	$0	$0	Home Value Renovation	SHEY A MOREHEAD	Res Reroof			10250 E 200 S	46007
U2020-102	February	24	$0	$0	$0	$0	$0	Pulte Homes	Pulte Homes	Comm Sign	ASHBURN	Common Area 1A	5450 S 875 E	46077
U2020-103	February	25	$180,000	$410	$0	$0	$0	William & Brooke Jung	William & Brooke Jung	Res Add	BRITTANY CHASE	59	4301 TALLY HO CIRCLE	46077
13U2020-104	February	25	$100,000	$410	$0	$0	$0	Hoss Building Group	Ted & Sara Brauer	Res Add	Willow Ridge	49	4073 Wild Wood Court	46077

Town Of Zionsville
Planning and Economic Development Permit Detail
February 2020

Total Combined permits issued for the month of February: 50

CombinedPermit Activity Detail Printed 2020/03/03 11:07 AM

Permit #	Permit Month	Permit Day	Construction Cost	ILP Cost	Sewer Cost	Park Impact Fee	Road Impact Fee	Builder	Owner	Type Of Construction	Subdivision	Lot #	Address	Zip Code
U2020-105	February	26	$260,000	$1,005	$4,025	$1,221	$1,009	Land Development &	Casey & Maggie Moore	Res New	Inglenook of Zionsville	7	5688 UPPER GARDEN	46077
U2020-106	February	26	$55,000	$410	$0	$0	$0	Case Design and Remodeling	Joseph Krkoska	Res Remodel	Buttondown Farms	33	9959 BUTTONDOWN	46077
U2020-107	February	26	$500	$0	$0	$0	$0	Zionsville Community	Zionsville Community	Comm Sign			800 Hal Sharpe Way	46077
13U2020-108	February	26	$0	$90	$0	$0	$0	Long Electric	Jim Irsay Trustee	Comm Electric			3863 Willow Brook Lane	46077
R2020-109	February	26	$5,000	$520	$0	$0	$0	Noah Briel & Jen Foxen	Michael & Debbie Pittard	Res Remodel			9810 E SR 32	46077
R2020-110	February	26	$1,474,000	$1,671	$4,025	$1,221	$1,009	Campbell Custom Homes	JEFFERY J & JULIE	Res New	HOLLIDAY FARMS	E5	10732 CHALLIS	46077
U2020-111	February	26	$200,000	$1,349	$4,025	$1,221	$1,009	Lennar	Lennar	Res New	Hampshire	211	4395 Kettering	46077
R2020-112	February	27	$600,000	$1,447	$0	$1,221	$0	Whicker Construction	JORDIN & SHAUN	Res New	J Marshall Minor	2	6325 S CR 275 East	46052
U2020-113	February	27	$45,000	$663	$0	$0	$0	Bullseye Commercial	Ken Woods	Comm Remodel	Oak Center	Great Clips	1209 W OAK ST	46077
19U2020-114	February	27	$155,000	$984	$4,025	$1,221	$1,009	Neer Development,	Neer Development,	Res New	Courtyards of Zionsville	55	1732 Cypress Drive	46077
U2020-115	February	27	$271,000	$1,155	$4,025	$1,221	$1,009	Beazer Homes Indiana LLP	Beazer Homes Indiana LLP	Res New	Hampshire	285	8252 PEGGY COURT	46077
U2020-116	February	27	$248,000	$1,082	$4,025	$1,221	$1,009	Beazer Homes Indiana LLP	Beazer Homes Indiana LLP	Res New	Hampshire	267	8267 CARNEGIE	46077
R2020-117	February	28	$9,152	$75	$0	$0	$0	Bone-Dry Roofing	RYAN J & SANDRA N	Res Reroof	ROYAL RUN	435	6531 ROXBURY	46077
U2020-118	February	28	$500	$75	$0	$0	$0	Dave & Susan Knapp	Dave & Susan Knapp	Res Electric			11565 SYCAMORE	46077

Town Of Zionsville
Planning and Economic Development C of O Detail
February 2020

Total: C of O issued for the month of February: 26

C of O Detail Printed 2020/03/03 11:07 AM

Permit #	Builder	Owner	Type Of Construction	Subdivision	Lot#	Address	Zip Code	C of O Approved
R2018-854	Elevation Homes	Sara Duiser	Res Add	Hunt Country Preserv	7	7355 HUNT COUNTRY LANE	46077	2020/02/12
R2018-855	Elevation Homes	Sara Duiser	Res Add	Hunt Country Preserv	7	7355 HUNT COUNTRY LANE	46077	2020/02/12
U2019-165	Land Development & Building LLC	Inglenook Zionsville LLC	Res New	Inglenook of Zionsville	20	10459 ROBINWOOD COURT	46077	2020/02/26
U2019-384	Christopher Burcham	Christopher & Karin Burcham	Res Finish Permit	PRESERVE AT SPRING KNOLL	198	4325 SEDGE COURT	46077	2020/02/28
R2019-452	Shon Hough	Shon & Suzanne Hough	Res Finish Permit			8250 OAK STREET	46077	2020/02/10
13U2019-537	Start to Finish Landscape	Kelly & Robert Wierenga	Res Other	The Woodlands at Irishman's Run	42	9489 WOODBRIDGE PLACE	46077	2020/02/21
U2019-626	Lennar	Lennar	Res New	Manchester Estates	101	325 FAIRFAX WAY	46077	2020/02/10
U2019-627	Lennar	Lennar	Res New	Manchester Estates	102	319 FAIRFAX WAY	46077	2020/02/10
U2019-628	Lennar	Lennar	Res New	Manchester Estates	103	315 FAIRFAX WAY	46077	2020/02/10
U2019-629	Lennar	Lennar	Res New	Manchester Estates	104	310 FAIRFAX WAY	46077	2020/02/10
U2019-630	Lennar	Lennar	Res New	Manchester Estates	105	305 FAIRFAX WAY	46077	2020/02/12
U2019-631	Lennar	Lennar	Res New	Manchester Estates	106	299 FAIRFAX WAY	46077	2020/02/10
U2019-635	Lennar	Lennar	Res New	Manchester Estates	403	948 PARKWAY DRIVE	46077	2020/02/05
R2019-660	Vijai Tyagi	Vijai Tyagi	Res Add			125 N 1000 EAST	46077	2020/02/24
U2019-702	Moore Restoration	J & T Properties LLC	Comm Remodel			76 South Main Street	46077	2020/02/26
U2019-712	Bedrock Builders	BHI Senior Living	Res New 2 Family	The Oaks at Hoosier Village	96 & 97	10255 & 10257 Brookwood Circle	46077	2020/02/18

Town Of Zionsville
Planning and Economic Development C of O Detail
February 2020

Total: C of O issued for the month of February: 26

C of O Detail Printed 2020/03/03 11:07 AM

Permit #	Builder	Owner	Type Of Construction	Subdivision	Lot#	Address	Zip Code	C of O Approved
19U2019-757	Lennar	Lennar	Res New	Vonterra	68	10258 RIESLANER CIRCLE	46077	2020/02/06
U2019-882	Alt Construction	Daniel & Alison Barnes	Res Remodel	Cobblestone Lakes	319	4804 S COBBLESTONE	46077	2020/02/26
13U2019-888	Master's Mark Builders	Michael & Kathleen Morris	Res Remodel	Fox Hollow	50	9920 FORD VALLEY LANE	46077	2020/02/04
U2019-889	Case Design	Keith & Peggy Iler	Res Add	Cobblestone Lakes	295	8925 SANDSTONE PLACE	46077	2020/02/07
U2019-978	The Smart Pergola	Daniel & Nicole Fowler	Res Other	Cobblestone Lakes	63	4824 S COBBLESTONE	46077	2020/02/06
U2019-1010	Innovative Homes & Remodeling	John & Leisel Urbanski	Res Remodel	crosses 4th Addition	46	190 W WALNUT STREET	46077	2020/02/28
U2019-1015	Larry Stone	Stan Evans	Comm Finish Permit	Boone Village	El Meson Ste 114	47 Boone Village	46077	2020/02/14
R2019-1039	B Wulf Homebuilder	Leshia McCoy	Res Add			2005 E 750 SOUTH	46052	2020/02/13
R2020-20	Gaylor Electric	Hamilton County Airport Authority	Comm Electric		Executive Airport	11329 E SR 32	46077	2020/02/20
R2020-40	Larry Reitz	Dell-Rice Properties LLC	Comm Remodel	STONEGATE	73, 74	7629 W STONEGATE DRIVE	46077	2020/02/03

Town Of Zionsville
Planning and Economic Development Permit Activity
Year: 2020

Activity Report

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	Commercial/Industrial						Residential										Sewer Reporting		Summary Of Field Activity			
	New Building	Add	Remodel	Sign	Elec	Other	New Home	Add	Remodel	Electric	Pool	Demolition	Other	New Res Sewer Or Repair Permits	New Comm Sewer Or Repair	Total New Permits	New Comm Sewer (Informational Reporting Only)	New Home Res Sewer (Informational Reporting Only)	Building Inspects Site Visits	Number Of Inspections Per Site Visit	Temp C of O	C of O
January	1	0	4	2	2	2	26	6	6	5	2	2	9	1	0	68	1	25	321	495	17	20
February	0	0	3	4	2	1	15	5	11	2	0	0	7	0	0	50	0	10	282	426	12	26
March																						
April																						
May																						
June																						
July																						
August																						
September																						
October																						
November																						
December																						
Totals	1	0	7	6	4	3	41	11	17	7	2	2	16	1	0	118	1	35	603	921	29	46

Town Of Zionsville
Planning and Economic Development Comprehensive Status
Year: 2020

Status Report

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Residential Fees	January	February											YTD
New Home Residential ILP Fees	$31,987	$19,567											$51,554
All Other Residential ILP Fees	$7,349	$7,301											$14,650
Residential Inspection Fees (Fees Due)	$4,725	$4,275											$9,000
New Home Residential Road Impact Fees	$25,225	$14,126											$39,351
New Home Residential Park Impact Fees	$29,061	$18,315											$47,376
Sanitary Sewer Fees	$100,625	$40,250											$140,875
Total Residential ILP, Inspection, Impact, Sewer	$194,247	$99,559											$293,806
New Commercial Start ILP Fees	$3,330	$0											$3,330
All Other Commercial ILPs	$4,158	$2,778											$6,936
Commercial Inspection Fees(Fees due)	$750	$900											$1,650
Commercial Road Impact Fees	$0	$0											$0
Commercial Sanitary Sewer Fees	$640	$0											$640
Total Commercial ILP, Inspection Impact Sewer	$10,036	$5,640											$15,676
Combined Residential and Commercial Sewer	$101,265	$40,250											$141,515
Combined Residential and Commercial Impact	$56,194	$35,303											$91,497
Combined Residential and Commercial ILP, Impact, Inspection and Sewer Fees	$204,283	$105,199											$309,482
Petition Filing Fees	**January**	**February**											**YTD**
Plan Commission													
Primary Plat Approval	$1,015												$1,015
Secondary Plat Approval	$400												$400
Re-Plat Approval		$500											$500
Minor Plat Approval		$315											$315
Zone Map Amendment													
Subdivision Waiver													
Development Plan	$1,075	$775											$1,850
Development Plan Amendment													
Ordinance Amendment													
Board of Zoning Appeals													
Variance of Use	$1,200												$1,200
Variance of Dev Standards	$2,275	$1,450											$3,725
Special Exception													
TOTAL FILING FEES Plan Commission and	$6,965	$3,040											$10,005
Permit Overview	**January**	**February**											**YTD**
New Home ILP	26	15											41
New Home Construction Cost	$15,194,000	$6,860,600											$22,054,600
All Other Residential ILP	31	25											56
New Commercial Start ILP	1												1
All Other Commercial ILP	10	10											20
Total Permit Per Month	68	50											118
Petition Filing Quantities	**January**	**February**											**YTD**
Plan Commission													
Primary Plat Approval	1 Appaloosa Crossing												
Secondary Plat Approval	1 Appaloosa Crossing												
Re-Plat Approval		1 V. Ranieri											
Minor Plat Approval		1 Nazareth Crossing											
Zone Map Amendment													
Subdivision Waiver													
Development Plan	1 Appaloosa Crossing	1 Hotel Tango											
Development Plan Amendment													
Ordinance Amendment													
Comprehensive Plan Amendment													
Board of Zoning Appeals													
Variance of Use	1 M. Adams - Montess												
Variance of Dev Standards	See Files	See Files											
Special Exception													
TOTAL FILINGS Plan Commission and BZA	10	6											16
Collected Fees:Duplicate Permits, AmendmentsProceeding fees	$1,225	$475											$1,700
TOTAL REVENUE :(ILPs, Inspections,Petition Filing Fees)	$66,229	$40,901											$107,130
TOTAL REVENUE :(ILPs, Inspections, PIF, RIF, Sewer, Petition Filing Fees)	$223,688	$116,454											$340,142

ZIONSVILLE
FOR ALL THE RIGHT REASONS

MEETING RESULTS - ZIONSVILLE BOARD OF ZONING APPEALS FEBRUARY 5, 2020

The meeting of the Zionsville Board of Zoning Appeals occurred Wednesday, February 5, 2020 at 6:30 p.m. in the Zionsville Town Hall Council Chamber, 1100 West Oak Street, Zionsville, Indiana.

The following items were scheduled for consideration:

I. Election of Officers – John Wolff (President), Jeff Papa (Vice President)

II. November 26, 2019 Meeting Minutes - Approved

III. December 10, 2019 Meeting Minutes - Tabled

IV. Continued Business

Docket Number	Name	Address of Project	Item to be considered
2019-38-SE	T. Ball	325 S 1100 East	**Approved w/commitments as presented & filed w/exhibits & per staff report - 4 in Favor, 0 Opposed. Continued from December 10, 2019 to February 5, 2020 Meeting.** Petition for Special Exception to allow for new residential building(s) in an Agricultural Zoning District (AG).

V. New Business

Docket Number	Name	Address of Project	Item to be considered
2019-39-AP	R. Mallur	4651 Kettering Place	**Withdrawn by the petitioner** Petition for Administrative Appeal of staff's determination of the compliance of the Façade Variety Code as defined in the Hampshire subdivision Commitments in the Urban Single-Family Residential Zoning District (R-SF-2).
2019-40-DSV	G. Judd	602 S 900 East	**Approved as presented & filed w/exhibits & per staff report – 4 in Favor, 0 Opposed.** Petition for Development Standards Variance in order to allow an addition to an existing accessory structure to: 1) Exceed the allowable accessory square footage & height in an Agricultural Zoning District (AG).

2019-41-DSV	D. Buibish	1135 S 900 East	**Approved as presented & filed w/exhibits & per staff report – 4 in Favor, 0 Opposed.** Petition for Development Standards Variance in order to allow a lot split of 10 acres, into two 5+/- acre lots, in which: 1) the lots will not meet the Lot Width to Depth Ratio of 3:1 2) one lot will have an accessory structure(s) which exceed the height of the primary structure in the Low-Density Single-Family Residential Zoning District (R1).
2020-01-DSV	R. Myers	11690 Sycamore Street	**Continued by petitioner representative from February 5, 2020 to the March 4, 2020 Meeting – 4 in Favor, 0 Opposed** Petition for Development Standards variance in order to provide for the construction of a detached garage which: 1) Exceeds the allowable accessory square footage in the Urban Single-Family Residential Zoning District (R-SF-2).
2020-03-DSV	Appaloosa Crossing	3201 S US 421	**Continued by board from February 5, 2020 to the March 4, 2020 Meeting – 4 in Favor, 0 Opposed** Petition for Development Standards variance in order to provide for the development of a commercial center which: 1) Deviates from the required width of foundation plantings; and 2) Deviates from the required additional six (6) foot wide strip for landscaping around a parking area in the Rural Professional Business Zoning District, Rural General Business Zoning District and the Rural Michigan Road Overlay (PB, GB & MRO).

Respectfully Submitted:

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

ZIONSVILLE PLAN COMMISSION MEETING RESULTS
Tuesday, February 18, 2020

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

The following items are scheduled for consideration:

I. Continued Business

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

VI. New Business

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

Respectfully Submitted:

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

February 19, 2020

ZIONSVILLE
FOR ALL THE RIGHT REASONS

MEETING AGENDA- ZIONSVILLE BOARD OF ZONING APPEALS MARCH 4, 2020

The meeting of the Zionsville Board of Zoning Appeals has been scheduled for Wednesday, March 4, 2020 at 6:30 p.m. in the Zionsville Town Hall Council Chamber, 1100 West Oak Street, Zionsville, Indiana.

The following items are scheduled for consideration:

I. Pledge of Allegiance

II. Attendance

III. Approval of the December 10, 2019 and February 5, 2020 Meeting Minutes

IV. Continuance Requests

V. Continued Business

Docket Number	Name	Address of Project	Item to be considered
2019-37-DSV	M. North	8657 E 125 South	**Request to Withdraw by Petitioner 2-13-2020** **Continued by Board from December 10, 2019 to March 4, 2020 Meeting** Petition for Development Standards variance in order to allow the temporary use of a travel trailer for residential purposes while constructing a primary dwelling in the Rural Single and Two-Family Residential Zoning District (R2).
2020-01-DSV	R. Myers	11690 Sycamore Street	**Continued by Petitioner's Representative from February 5, 2020 to March 4, 2020 Meeting** Petition for Development Standards variance in order to provide for the construction of a detached garage which: 1) Exceeds the allowable accessory square footage in the Urban Single-Family Residential Zoning District (R-SF-2).
2020-03-DSV	Appaloosa Crossing	3201 S US 421	**Continued by Board from February 5, 2020 to March 4, 2020 Meeting** Petition for Development Standards variance in order to provide for the development of a commercial center which: 1) Deviates from the required width of foundation plantings; and 2) Deviates from the required additional six (6) foot wide strip for landscaping around a parking area in the Rural Professional Business Zoning District, Rural General Business Zoning District and the Rural Michigan Road Overlay (PB, GB & MRO).

VI. New Business

Docket Number	Name	Address of Project	Item to be considered
2020-02-DSV	J. Moosey	4554 Summersong Road	Petition for Development Standards variance in order to provide for the construction of a deck and patio with: 1) Reduced rear yard and building line setbacks in the Urban Single-Family Residential Zoning District (R-SF-2).
2020-04-DSV	T. Donnar	145 N Main Street	**Continuance Request by Interested Party from March 4, 2020 to the April 1, 2020 Meeting** Petition for Development Standards variance in order to provide for the construction of a Single-Family Home & accessory uses which: 1) Exceeds the required lot coverage of 35%, to 42.2% in the Urban Residential Village Zoning District (R-V).
2020-05-UV	Montessori & Childcare Center by M. Adams	9475 Whitestown Road	Petition for a Use Variance to permit a childcare center as a Primary Use in the Low Density Single-family and Two-family Residential District (R2).
2020-06-DSV	M. Marlowe	140 N 4th Street	**Continuance Request by Petitioner's Representative from March 4, 2020 to the April 1, 2020 Meeting** Petition for Development Standards variance in order to provide for the construction of an addition to a Single-Family Home which: 1) Deviates from the required side & aggregate yard setbacks and 2) Exceeds the required lot coverage of 35%, to 40% in the Urban Residential Village Zoning District (R-V).

VII. Other Matters to be considered:

Docket Number	Name	Address of Project	Item to be considered
2019-38-SE	T. Ball	325 S 1100 East	Status of Commitments/Right to Farm
2018-19-DSV	Wildwood Designs	2720 S 875 East	Status of Commitments
2017-11-DSV	Fischer Homes	Ansley Park	Status of Amended Plat

Upon request, the Town of Zionsville will provide auxiliary aids and services. Please provide advance notification to the Technology Department, assistance@zionsville-in.gov or 317-873-1577, to ensure the proper accommodations are made prior to the meeting.

Please note that a quorum of the Zionsville Town Council may be in attendance at the meeting.

Respectfully Submitted:
Wayne DeLong AICP, CPM
Town of Zionsville
Director of Planning and Economic Development

MEETING NOTICE AND AGENDA ZIONSVILLE PLAN COMMISSION
Monday, March 16, 2020

The meeting of the Zionsville Plan Commission is scheduled for March 16, 2020, at 7:00 p.m. in the Zionsville Town Hall Council Chamber, 1100 West Oak Street, Zionsville, Indiana.

The following items are scheduled for consideration:

I. Pledge of Allegiance
II. Attendance
III. Approval of the January 21, 2020 Meeting Memo and the February 18, 2020 Plan Commission Meeting Minutes
IV. Continuance Requests
V. Continued Business

Docket Number	Name	Address of Project	Item to be Considered
2020-04-CA	Appaloosa Crossing	10901 E. 300 South	**Continued from the February 18, 2020 Plan Commission Meeting to the March 16, 2020 Meeting** Petition for a Commitment Amendment of 57.53± acres to amend the location of a water feature along U.S. 421 from the midpoint of the overall development's frontage to the southern portion of the frontage along U.S. 421
2020-01-PP	Appaloosa Crossing	10901 E. 300 South	**Continued from the February 18, 2020 Plan Commission Meeting to the March 16, 2020 Meeting** Petition for a Primary Plat of 57.53± acres for 12 lots, 2 blocks, and 4 common areas within the Rural (GB) General Business Zoning District, the Rural (PB) Professional Business District, and the (R-2) Low Density Single-family and Two-family Residential District
2020-03-DP	Appaloosa Crossing	10901 E. 300 South	**Continued from the February 18, 2020 Plan Commission Meeting to the March 16, 2020 Meeting** Petition for Development Plan Approval of 23,000± square foot, multi-tenant retail building on 3.40± acres within the Rural (GB) General Business Zoning District and the Rural Michigan Road Overlay (MRO). Waivers of Building Materials and Architectural Design requirements requested

VI. New Business

Docket Number	Name	Address of Project	Item to be Considered
2020-05-RP	V. Ranieri	3733 Olde Well Run	Petition for Replat to allow for Lot D7 of Section 1 in the Holliday Farms Subdivision to be removed from the requirements of lot configuration of Subarea F and adhere to the requirements in Subarea G as reflected on the plat of Holliday Farms Section 1 located in the Planned Unit Development Zoning District
2020-07-MP	K. Wagoner	4501 S. 975 East	Petition for Minor Plat approval for the establishment of two lots in the (R-SF-2) Urban Residential Zoning District

VII: Other Matters to be considered

Docket Number	Name	Address of Project	Item to be Considered
			None at this time

Upon request, the Town of Zionsville will provide auxiliary aids and services. Please provide advance notification to the Technology Department, assistance@zionsville-in.gov or 317-873-1577, to ensure the proper accommodations are made prior to the meeting.

Please note that a quorum of the Zionsville Town Council may be in attendance at the meeting.

Respectfully Submitted:
Wayne DeLong, AICP, CPM
Director of Planning and Economic Development

February 24, 2020

Town Of Zionsville
Planning and Economic Development Combined Permit Activity
March 2020

Total permits issued for the month of March: 95

Permit Activity Breakdown Printed 2020/04/01 15:53 PM

Commercial Permits	March 2020	March 2019	YTD 2020	YTD 2019	YTD Diff
New	3	0	4	1	3
Interior Remodel	1	27	8	31	-23
Addition	0	0	0	2	-2
Sign	2	2	7	12	-5
Electric	1	0	6	1	5
Other	5	5	8	13	-5
Sewer	0	0	0	0	0
Commercial Totals	**12**	**34**	**33**	**60**	**-27**
Residential Permits					
Single Family	35	10	76	39	37
Addition	14	12	25	25	0
Remodel	12	10	29	30	-1
Electric	3	4	9	8	1
Pool/Spa	6	7	8	11	-3
Demolition	1	2	3	8	-5
Other	12	16	28	27	1
Sewer/Repairs	0	2	1	6	-5
Residential Totals	**83**	**63**	**179**	**154**	**25**
Combined Totals	**95**	**97**	**212**	**214**	**-2**

Building/Site Inspections: 289 Number Of Inspections: 473

Certificates Of Occupancy Issued: 24

Easement Encroachments Authorized: 0 Denied: 0

Zoning Code Enforcement Activity

Number of New Zoning Code Investigations: 1

Number of violations that resulted in a violation and/or stop work order: 1

Number of Investigations closed this month: 1

Total number of zoning code violations to date: 3

Town Of Zionsville
Planning and Economic Development Permit Detail
March 2020

Total Combined permits issued for the month of March: 95

CombinedPermit Activity Detail Printed 2020/04/01 15:53 PM

Permit #	Permit Month	Permit Day	Sewer Cost	Park Impact Fee	Road Impact Fee	Builder	Owner	Type Of Construction	Subdivision	Lot #	Address	Zip Code
U2020-102	March	4	$0	$0	$0	Pulte Homes	Pulte Homes	Comm Sign	ASHBURN	Common Area 1A	5450 S 875 EAST	46077
13U2020-119	March	2	$0	$0	$0	Harmon General Contracting, LLC	Karl Vanderbur	Res Remodel	HIDDEN PINES	57	3693 SUGAR PINE LANE	46077
U2020-120	March	2	$0	$0	$0	The Turf Boss LLC	DONALD L & KATHLEEN	Res Add	Benderfield	3	470 BENDERFIELD DRIVE	46077
U2020-121	March	2	$0	$0	$0	The Turf Boss LLC	JEFFREY L & BETHANY L DAVIS	Res Add	Hampshire	252	8269 PEGGY COURT	46077
R2020-122	March	2	$0	$0	$0	PATRICK & LEZLIE MYERS	PATRICK & LEZLIE MYERS	Res Add			3273 E 700 SOUTH	46077
R2020-123	March	2	$4,025	$1,221	$1,009	Old Town Design Group	MICHAEL CHARLES & CATHERINE CASSIDY	Res New	HOLLIDAY FARMS	A23	10668 HOLLIDAY FARMS BOULEVARD	46077
R2020-124	March	3	$0	$0	$0	Pools of Fun	ALLICIA & GEORGE GIRVAN	Res Add Pool			6200 S 950 East	46077
13U2020-125	March	3	$0	$0	$0	Preferred Custom Remodeling	BERNARD ANTHONY & JERI L MAGRI	Res Remodel	The Willows	76	11587 WEEPING WILLOW DRIVE	46077
R2020-126	March	3	$0	$0	$0	Universal Roofing	MICHAEL & BARBARA SAMSEL	Res Reroof			5080 S 200 East	46052
R2020-127	March	3	$0	$0	$0	Perma Pools	PAUL W & SANDRA U BORTH	Res Add Pool			8125 E 300 SOUTH	46077
R2020-128	March	3	$0	$0	$0	Perma Pools	CHRISTOPHER S & KELLY J DIASIO	Res Add Pool	Stonegate	10	6115 STONEGATE RUN	46077
13U2020-129	March	3	$0	$1,221	$1,009	Pulte Homes	Pulte Homes	Res New	HIDDEN PINES	89	3443 CONIFER DRIVE	46077
13U2020-130	March	5	$0	$0	$0	Homes by Design	MICHAEL J JR & AMIE L REDMAN	Res Add	The Willows	216	11639 WILLOW SPRINGS DRIVE	46077
R2020-131	March	5	$0	$0	$0	Gradex	Town of Zionsville	Res Demo			8510 W OAK STREET	46077
19U2020-132	March	5	$0	$0	$0	Gradex	Town of Zionsville Parks Board	Comm Trailer			4102 S 875 East	46077
R2020-133	March	6	$0	$0	$0	Vijai Tyagi	Vijai Tyagi	Res Add			125 NORTH 1000 EAST	46077
R2020-134	March	6	$0	$0	$0	Henke Development	The Club at Holliday Farms, LLP	Mass Grading	HOLLIDAY FARMS		3900 US 421	46077
U2020-135	March	6	$0	$0	$0	Kevin Koons	Kevin & Amy Koons	Res Remodel	Cobblestone Lakes	175	4637 PEBBLEPOINTE PASS	46077

Town Of Zionsville
Planning and Economic Development Permit Detail
March 2020

Total Combined permits issued for the month of March: 95

CombinedPermit Activity Detail Printed 2020/04/01 15:53 PM

Permit #	Permit Month	Permit Day	Sewer Cost	Park Impact Fee	Road Impact Fee	Builder	Owner	Type Of Construction	Subdivision	Lot #	Address	Zip Code
U2020-136	March	10	$0	$0	$0	Hokanson Companies	Zionsville MOB Investors, LLC	Mass Grading	BENNETT TECHNOLOGY	9C	10649 BENNETT PKWY	46077
U2020-137	March	10	$0	$0	$0	Telecom Placement	Town of Zionsville	Res Electric	North View	1	4750 WILLOW ROAD	46077
13U2020-138	March	10	$0	$0	$0	Lifestyle Group	Greg Pease	Res Add	WILLOW RIDGE	28	11524 WILLOW RIDGE DRIVE	46077
U2020-139	March	10	$0	$0	$0	Steven P Way Building and Remodeling	Richard & Alene Hillenburg	Res Add Deck	COLONY WOODS SEC 2	75	1050 WILLIAMSBURG LANE	46077
U2020-140	March	11	$0	$0	$0	Schrier Contracting	Scott & Elizabeth Benedict	Res Remodel	PRESERVE AT SPRING KNOLL	2	8936 SHELBURNE WAY	46077
U2020-141	March	11	$0	$0	$0	Bedrock Builders Inc.	BHI Senior Living	Comm Electric	Hoosier Village	Common Area	10234 Brookwood Circle	46077
R2020-142	March	11	$0	$0	$0	Genesis Electrical Service	Ryan Cromer	Res Electric	PLEASANTVIEW LANE	15	9422 PLEASANT VIEW LANE	46077
R2020-143	March	12	$0	$0	$0	Moss Roofing	Mary Lou Yates	Res Reroof	COOPER HEIGHTS	6	8260 COOPER LANE	46077
R2020-144	March	12	$0	$0	$0	Christian & Elise Nieshalla	Christian & Elise Nieshalla	Res Add			3125 S 875 EAST	46077
R2020-145	March	12	$0	$0	$0	K Graber Construction	Patrick Klein & Alina Benedi	Res Add			4402 S 800 EAST	46077
U2020-146	March	12	$0	$0	$0	Bone-Dry Roofing	Thomas Marron	Res Remodel	Spring Knoll	26	9654 BELLFLOWER DR	46077
U2020-147	March	12	$0	$0	$0	Bone-Dry Roofing	MARK D & KATHLEEN SWAYZE	Res Reroof	Brittany Chase	110	4331 CHASE CIRCLE	46077
R2020-148	March	16	$0	$0	$0	North Ridge Construction	The Club at Holliday Farms	Comm New	HOLLIDAY FARMS	GUARDHOUSE	10652 Holliday Farms Blvd	46077
U2020-149	March	16	$0	$0	$0	Perma Pools	Nickolas & Leah Wilson	Res Add Pool	LONG BROOK	3	6345 Mayfield Lane	46077
U2020-150	March	17	$0	$0	$0	Perma Pools	GRADEN D & PAULETTE M	Res Add Pool	Cobblestone Lakes	31	5056 PEBBLEPOINTE PASS	46077
U2020-151	March	17	$8,025	$1,954	$726	Bedrock Builders Inc.	BHI Senior Living	Res New 2 Family	Hoosier Village	143, 142	10194 & 10196 Eagle Oaks Lane	46077
U2020-152	March	17	$8,025	$1,954	$726	Bedrock Builders Inc.	BHI Senior Living	Res New 2 Family	Hoosier Village	141, 140	10220 & 10224 Eagle Oaks Lane	46077
U2020-153	March	17	$8,025	$1,954	$726	Bedrock Builders Inc.	BHI Senior Living	Res New 2 Family	Hoosier Village	138,139	10250 & 10252 Eagle Oaks Lane	46077

Town Of Zionsville
Planning and Economic Development Permit Detail
March 2020

Total Combined permits issued for the month of March: 95

CombinedPermit Activity Detail Printed 2020/04/01 15:53 PM

Permit #	Permit Month	Permit Day	Sewer Cost	Park Impact Fee	Road Impact Fee	Builder	Owner	Type Of Construction	Subdivision	Lot #	Address	Zip Code
R2020-154	March	17	$0	$0	$0	Cody Sanders	Mark Sanders	Comm Demo			8175 E 100 NORTH	46077
R2020-155	March	17	$0	$0	$0	Glenn Hoge	Glenn & Cheryl Hoge	Res Remodel			8280 East 250 South	46077
R2020-156	March	17	$4,025	$1,221	$1,009	Wedgewood Building Co	John & Joalene Quinn	Res New	THE CLUB AT HOLLIDAY	E34	10807 Barrington Way	46077
U2020-157	March	18	$0	$0	$0	Jeff Davidson	Ryan Evans	Res Add Deck	Schicks Subdivision	21,21	965 W PINE STREET	46077
U2020-158	March	18	$0	$0	$0	Lawn Landscape Company	Samir Patel	Res Other	Hampshire	107	4613 KETTERING PLACE	46077
U2020-159	March	18	$0	$0	$0	Render Home Solutions	CHRISTOPHER E & BETH M SCHERER	Res Add Deck	Austin Oaks	41	11844 PROMONTORY TRAIL	46077
R2020-160	March	18	$0	$0	$0	Property Pros LM	MONTE WILLIS & TINA SCHADE-WILLIS	Res Other	Stonegate	3	7667 CARRIAGE HOUSE WAY	46077
U2020-161	March	18	$4,025	$1,221	$1,009	Beazer Homes Indiana LLP	Beazer Homes Indiana LLP	Res New	Hampshire	269	8289 CARNEGIE LANE	46077
U2020-162	March	18	$0	$0	$0	Man of Concrete	ERIK C AND MEGAN LEWIS	Res Other	Hampshire	119	4618 KETTERING PLACE	46077
R2020-163	March	18	$0	$0	$0	Masterpiece Companies	Aaron & Nicole Busse	Res New		MAIN HOUSE	3402 S US 421	46077
R2020-164	March	18	$0	$0	$0	Masterpiece Companies	Aaron & Nicole Busse	Res New		GUEST HOUSE	3402 S US 421	46077
U2020-165	March	20	$0	$0	$0	Amos Exteriors	KENTON A & MARY SUSOTT	Res Reroof	Sugarbush	74	662 MORNINGSIDE DRIVE	46077
R2020-166	March	20	$0	$0	$0	ABC Contractors, Inc	DAVID J & TERESA R ARENS	Res Reroof	Fox Run	17	10054 Fox Trace	46077
U2020-167	March	23	$0	$0	$0	The Property District, LLC	MANOL & REBECCA MANOLOV	Res Remodel	Raintree Place	23	115 RAINTREE DRIVE	46077
R2020-168	March	23	$0	$0	$0	Case Design and Remodeling	Chad & Andrea Wagner	Res Remodel			8464 E 250 SOUTH	46077
U2020-169	March	23	$0	$0	$0	Young's Construction	ALLAN TODD & CHRISTINE THARP	Res Remodel	Colony Woods	245	225 WOODSTOCK COURT	46077
U2020-170	March	24	$0	$0	$0	Lennar	Lennar	Comm New	Manchester Estates	901 SHELL	963 YORKSHIRE LANE	46077
U2020-171	March	24	$0	$0	$0	Lennar	Lennar	Res New	Manchester Estates	901	963 YORKSHIRE LANE	46077

Town Of Zionsville
Planning and Economic Development Permit Detail
March 2020

Total Combined permits issued for the month of March: 95

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Permit #	Permit Month	Permit Day	Sewer Cost	Park Impact Fee	Road Impact Fee	Builder	Owner	Type Of Construction	Subdivision	Lot #	Address	Zip Code
U2020-172	March	24	$0	$0	$0	Lennar	Lennar	Res New	Manchester Estates	902	969 YORKSHIRE LANE	46077
U2020-173	March	24	$0	$0	$0	Lennar	Lennar	Res New	Manchester Estates	903	973 YORKSHIRE LANE	46077
U2020-174	March	24	$0	$0	$0	Lennar	Lennar	Res New	Manchester Estates	904	979 YORKSHIRE LANE	46077
U2020-175	March	24	$0	$0	$0	Lennar	Lennar	Res New	Manchester Estates	905	983 YORKSHIRE LANE	46077
U2020-176	March	24	$0	$0	$0	Lennar	Lennar	Res New	Manchester Estates	906	989 YORKSHIRE LANE	46077
U2020-177	March	24	$8,025	$1,954	$726	Bedrock Builders Inc.	BHI Senior Living	Res New 2 Family	Hoosier Village	150,151	10263 & 10261 Eagle Oaks Lane	46077
U2020-178	March	24	$8,025	$1,954	$726	Bedrock Builders Inc.	BHI Senior Living	Res New 2 Family	Hoosier Village	144, 145	10270 & 10272 Eagle Oaks Lane	46077
13U2020-179	March	24	$0	$0	$0	BGW Construction, LLC	Marian McNamara	Res Add Deck	HIDDEN PINES	51	3579 SUGAR PINE LANE	46077
U2020-180	March	24	$0	$0	$0	Land Development & Building LLC	Case Design	Res New	Inglenook of Zionsville	25	5719 Lower Garden Way	46077
13U2020-181	March	24	$0	$1,221	$1,009	Pulte Homes	Pulte Homes	Res New	HIDDEN PINES	7	4064 Sugar Pine Lane	46077
U2020-182	March	25	$4,025	$1,221	$1,009	Beazer Homes Indiana LLP	Beazer Homes Indiana LLP	Res New	Hampshire	280	8326 PEGGY COURT	46077
U2020-183	March	25	$8,025	$1,954	$726	Bedrock Builders Inc.	BHI Senior Living	Res New 2 Family	Hoosier Village	148, 149	10275 & 10273 Eagle Oaks Lane	46077
R2020-184	March	25	$8,025	$1,954	$726	Bedrock Builders Inc.	BHI Senior Living	Res New 2 Family	Hoosier Village	146, 147	10280 & 10282 Eagle Oaks Lane	46077
U2020-185	March	25	$0	$0	$0	Booher Building	Robert & Elizabeth Mutzel	Res Remodel	Spring Knoll	157	8903 WINTERBERRY COURT	46077
U2020-186	March	26	$8,025	$1,954	$726	Bedrock Builders Inc.	BHI Senior Living	Res New 2 Family	Hoosier Village	136, 137	10243 & 10223 Eagle Oaks Lane	46077
U2020-187	March	26	$8,025	$1,954	$726	Bedrock Builders Inc.	BHI Senior Living	Res New 2 Family	Hoosier Village	120, 119	10197 & 10195 Eagle Oaks Lane	46077
U2020-188	March	26	$8,025	$1,954	$726	Bedrock Builders Inc.	BHI Senior Living	Res New 2 Family	Hoosier Village	118, 117	5573 & 5575 Hollyhock Lane	46077
U2020-189	March	26	$0	$0	$0	Electric Express	Jeffrey & Laura Wensink	Res Electric	Colony Woods	297	130 LYNN COURT	46077

Town Of Zionsville
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U2020-190	March	26	$0	$0	$0	Estridge Homes	Kickapoo Investments LLC	Res New	Oxford Woods	14	11665 WALTON CRES	46077
R2020-191	March	26	$0	$0	$0	Brian Baker	Brian & Mary Baker	Res Remodel			3230 S 800 EAST	46077
U2020-192	March	27	$0	$0	$0	Perma Pools	Michael & Natalie Ranjbar	Res Add Pool	Oak Ridge	91	10415 OAK RIDGE DRIVE	46077
U2020-193	March	27	$0	$1,221	$1,009	Estridge Homes	Kickapoo Investments LLC	Res New	Oxford Woods	20	5172 SHERRINGTON COURT	46077
U2020-194	March	27	$0	$0	$0	Young's Construction	Thomas & Emily Ward	Res Add	Coventry Ridge	71	4758 BAYBERRY LANE	46077
13U2020-195	March	27	$0	$0	$0	Homes by Design	WILLIAM VECHIARELLA	Res Add	Willow Ridge	38	11558 RIDGE VALLEY COURT	46077
U2020-196	March	27	$0	$0	$0	Lennar	Lennar	Res New	Hampshire	214	4305 KETTERING DRIVE	46077
R2020-197	March	27	$0	$0	$0	Elk Roofing	Patrick Walsh	Res Reroof	Stonegate	274	6730 BEEKMAN PLACE WEST	46077
U2020-198	March	27	$0	$0	$0	Robert Stevens Roofing	HILARY HERBST & ANNMICHELLE	Res Reroof	Irongate	74	175 LEXINGTON DRIVE	46077
U2020-199	March	27	$0	$0	$0	A Sign By Design	John Adams	Comm Sign			10650 BENNETT PKWY	46077
U2020-200	March	27	$0	$0	$0	Tom Simmons	Michael Cole	Comm Remodel	Cross's second addit	9, 10	30 N MAIN STREET	46077
U2020-201	March	30	$0	$0	$0	Lennar	Lennar	Res Other	Manchester Estates	Building 2	365 Fairfax Way	46077
U2020-202	March	30	$4,025	$977	$1,009	Lennar	Lennar	Res New	Manchester Estates	206	341 FAIRFAX WAY	46077
U2020-203	March	30	$4,025	$977	$1,009	Lennar	Lennar	Res New	Manchester Estates	205	347 FAIRFAX WAY	46077
U2020-204	March	30	$4,025	$977	$1,009	Lennar	Lennar	Res New	Manchester Estates	204	351 FAIRFAX WAY	46077
U2020-205	March	30	$0	$0	$0	Lennar	Lennar	Res New	Hampshire	202	4331 FORRES AVE	46077
U2020-206	March	30	$4,025	$977	$1,009	lennar	Lennar	Res New	Manchester Estates	203	355 FAIRFAX WAY	46077
U2020-207	March	30	$4,025	$977	$1,009	Lennar	Lennar	Res New	Manchester Estates	202	361 FAIRFAX WAY	46077

Town Of Zionsville
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U2020-208	March	30	$4,025	$977	$1,009	Lennar	Lennar	Res New	Manchester Estates	201	365 FAIRFAX WAY	46077
U2020-209	March	30	$0	$0	$0	Bone Dry Roofing	Anthony Brewer	Res Reroof	PRESERVE AT SPRING KNOLL	129	4330 ASH COURT	46077
U2020-210	March	30	$0	$0	$0	Hokanson Construction, LLC	Zionsville MOB Investors, LLC	Comm New	BENNETT TECHNOLOGY	9C SHELL	10649 BENNETT PKWY	46077
U2020-211	March	30	$0	$0	$0	Hokanson Construction, LLC	Zionsville MOB Investors, LLC	Comm Other	BENNETT TECHNOLOGY	9C Trailer	10649 BENNETT PKWY	46077
U2020-212	March	31	$0	$0	$0	ADAM STIER	ADAM STIER	Res Remodel			645 N FORD ROAD	46077

Town Of Zionsville
Planning and Economic Development C of O Detail
March 2020

Total: C of O issued for the month of March: 24

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Permit #	Builder	Owner	Type Of Construction	Subdivision	Lot#	Address	Zip Code	C of O Approved
R2018-3	Holt Construction	Bill Holt	Res Add			9371 Hunt CLub Road	46077	2020/03/20
19U2019-64	Gary Wagner	Gary & Colleen Wagner	Res Reroof			4075 S 875 EAST	46077	2020/03/11
U2019-68	Moore Restoration	J & T Properties LLC	Comm Remodel		21	76 South Main Street	46077	2020/03/11
U2019-71	Beazer Homes Indiana LLP	Beazer Homes Indiana LLP	Res New	Hampshire	235	4185 KEIGHLEY COURT	46077	2020/03/13
U2019-89	Whicker Construction	ZIONSVILLE DEVELOPMENT	Res New	Pemberton	14	5150 MELBORNE PLACE	46077	2020/03/13
U2019-200	Triumph Construction	5520 WEST 96TH STREET LLC	Comm Remodel			5580 WEST 96TH STREET	46077	2020/03/25
13U2019-208	KENNETH & HILARY SONDIK	KENNETH & HILARY SONDIK	Res Remodel	Willow Glen	61	3232 PURPLE ASH DRIVE	46077	2020/03/27
U2019-603	Hittle Construction	Matthew & Janice Cope	Res Add Deck	Cobblestone Lakes	234	8805 WINDPOINTE PASS	46077	2020/03/04
13U2019-850	Pulte Homes	Pulte Homes	Res New	HIDDEN PINES	8	4040 SUGAR PINE LANE	46077	2020/03/09
U2019-926	Fischer Homes	Fischer Homes	Res New	Hampshire	174	4494 OAKLEY TERRACE	46077	2020/03/31
19U2019-934	Accessibility Construction	Mohsin Iqbal	Res Add	Brookhaven	34	11339 ABERCAIRN COURT	46077	2020/03/10
U2019-936	Fischer Homes	Fischer Homes	Res New	Hampshire	088	4825 ABERDEEN DRIVE	46077	2020/03/31
19U2019-952	High Pointe Builders	Denise & Dante Fiore	Res Remodel	Vonterra	25	5813 ARBOIS CIRCLE	46077	2020/03/20
U2019-964	The Reinhardt Group	Joshua & Elizabeth Armstrong	Res Remodel	Colony Woods	76	1080 WILLIAMSBURG LANE	46077	2020/03/17
U2019-966	Jeff Davidson	Ryan & Molly Evans	Res Remodel	Schick's Add	21, 22, 23	965 W PINE STREET	46077	2020/03/11
U2019-969	Douglas H Rapp	Tiffany & Vern Mihill	Res Add	Malora Dyes Addition	3	845 W OAK STREET	46077	2020/03/09

Town Of Zionsville
Planning and Economic Development C of O Detail
March 2020

Total: C of O issued for the month of March: 24

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Permit #	Builder	Owner	Type Of Construction	Subdivision	Lot#	Address	Zip Code	C of O Approved
U2019-996	Taylor Home Improvement	John & Kara Sims	Res Add	Masoncup Minor		285 N ELM STREET	46077	2020/03/27
U2019-1031	Robin Jarrett	James & Jennifer Graves	Res Remodel	Oak Ridge Estates	10	9991 OAK RIDGE DRIVE	46077	2020/03/10
U2020-10	Custom Living	Stephen & Kelly Spradley	Res Remodel			6825 S FORD ROAD	46077	2020/03/02
R2020-42	Pools of Fun	Carl & Maria Ceresoli	Res Finish Permit	CHEVAL DE SELLE	1	7780 CHEVAL RUE COURT	46077	2020/03/05
19U2020-47	John Wollenburg	William & Tanya Hahn	Res Remodel	BROOKHAVEN	23	2812 BROOKLINE COURT	46077	2020/03/04
R2020-49	Grabber Post Buildings, Inc	Chad & Andrea Wagner	Res Add			8464 E 250 SOUTH	46077	2020/03/16
13U2020-77	Mitch Young Construction Inc	Sarah Gregg	Res Remodel	Willow Glen	54	3243 AUTUMN ASH DRIVE	46077	2020/03/27
U2020-95	Alt Construction	106TH & BENNETT LLC	Comm Tenant Finish		JB Adams	10650 Bennett Parkway	46077	2020/03/09

Town Of Zionsville
Planning and Economic Development Permit Activity
Year: 2020

Activity Report

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	Commercial/Industrial						Residential									Sewer Reporting		Summary Of Field Activity			
	New Building	Add	Remodel	Sign	Elec	Other	New Home	Add	Remodel	Electric	Pool	Demolition	Other	New Res Sewer Or Repair Permits	New Comm Sewer Or Repair	Total New Permits	New Comm Sewer (Informational Reporting Only)	New Home Res Sewer (Informational Reporting Only)	Building Inspects Site Visits	Number Of Inspections Per Site Visit	Temp C of O	C of O
January	1	0	4	2	2	2	26	6	6	5	2	2	9	1	0	68	1	25	321	495	17	20
February	0	0	3	3	3	1	15	5	11	1	0	0	7	0	0	49	0	10	282	426	12	26
March	3	0	1	2	1	5	35	14	12	3	6	1	12	0	0	95	0	20	289	473	20	24
April																						
May																						
June																						
July																						
August																						
September																						
October																						
November																						
December																						
Totals	4	0	8	7	6	8	76	25	29	9	8	3	28	1	0	212	1	55	892	1394	49	70

Town Of Zionsville
Planning and Economic Development Comprehensive Status
Year: 2020

Status Report

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Residential Fees	January	February	March										YTD
New Home Residential ILP Fees	$31,987	$19,567	$19,502										$71,056
All Other Residential ILP Fees	$7,349	$7,211	$14,677										$29,237
Residential Inspection Fees (Fees Due)	$4,725	$4,275	$4,650										$13,650
New Home Residential Road Impact Fees	$25,225	$14,126	$20,377										$59,728
New Home Residential Park Impact Fees	$29,061	$18,315	$33,949										$81,325
Sanitary Sewer Fees	$100,625	$40,250	$120,500										$261,375
Total Residential ILP, Inspection, Impact, Sewer	$194,247	$99,469	$209,005										$502,721
New Commercial Start ILP Fees	$3,330	$0	$0										$3,330
All Other Commercial ILPs	$4,158	$2,768	$407										$7,333
Commercial Inspection Fees(Fees due)	$750	$900	$1,350										$3,000
Commercial Road Impact Fees	$0	$0	$0										$0
Commercial Sanitary Sewer Fees	$640	$0	$0										$640
Total Commercial ILP, Inspection Impact Sewer	$10,036	$5,630	$407										$16,073
Combined Residential and Commercial Sewer	$101,265	$40,250	$120,500										$262,015
Combined Residential and Commercial Impact	$56,194	$35,303	$54,326										$145,823
Combined Residential and Commercial ILP, Impact, Inspection and Sewer Fees	$204,283	$105,099	$209,412										$518,794
Petition Filing Fees	**January**	**February**	**March**										**YTD**
Plan Commission													
Primary Plat Approval	$1,015	$0	$0										$1,015
Secondary Plat Approval	$400	$0	$400										$800
Re-Plat Approval	$0	$500	$1,140										$1,640
Minor Plat Approval	$0	$315	$0										$315
Zone Map Amendment	$0	$0	$6,108										$6,108
Subdivision Waiver	$0	$0	$0										$0
Development Plan	$1,075	$775	$0										$1,850
Development Plan Amendment	$0	$0	$0										$0
Ordinance Amendment	$0	$0	$0										$0
Board of Zoning Appeals													
Variance of Use	$1,200	$0	$0										$1,200
Variance of Dev Standards	$2,275	$1,450	$0										$3,725
Special Exception	$0	$0	$0										$0
TOTAL FILING FEES Plan Commission and	$6,965	$3,040	$7,648										$17,653
Permit Overview	**January**	**February**	**March**										**YTD**
New Home ILP	26	15	35										76
New Home Construction Cost	$15,194,000	$6,860,600	$11,127,120										$33,181,720
All Other Residential ILP	31	24	48										103
New Commercial Start ILP	1	0	3										4
All Other Commercial ILP	10	10	9										29
Total Permit Per Month	68	49	95										212
Petition Filing Quantities	**January**	**February**	**March**										**YTD**
Plan Commission													
Primary Plat Approval	1 Appaloosa Crossing												
Secondary Plat Approval	1 Appaloosa Crossing		1 Inglenook										
Re-Plat Approval		1 V. Ranieri	2 Courtyards of Zion Courtyards of Zion										
Minor Plat Approval		1 Nazareth Crossing											
Zone Map Amendment			2 Windhaven Prologis Rezoning										
Subdivision Waiver													
Development Plan	1 Appaloosa Crossing	1 Hotel Tango											
Development Plan Amendment													
Ordinance Amendment													
Comprehensive Plan Amendment													
Board of Zoning Appeals													
Variance of Use	1 M. Adams - Montess												
Variance of Dev Standards	See Files	See Files											
Special Exception													
TOTAL FILINGS Plan Commission and BZA	10	6	5										21
Collected Fees:Duplicate Permits, AmendmentsProceeding fees	$1,225	$475	$1,100										$2,800
TOTAL REVENUE :(ILPs, Inspections,Petition Filing Fees)	$66,229	$40,801	$55,882										$162,912
TOTAL REVENUE :(ILPs, Inspections, PIF, RIF, Sewer, Petition Filing Fees)	$223,688	$116,354	$230,708										$570,750

In attendance:	David Franz, Sharon Walker, Josh Fedor, George Lewis, Jeff Papa, Larry Jones, Mary Grabianowski.
	Staff attending: Dan Taylor, attorney, and Janice Stevanovic.
	A quorum is present.
Franz	All right. I'll call to order the Planning Commission meeting of Tuesday, February 18, 2020. Start with the pledge of allegiance please.
All	Pledge of Allegiance.
Franz	Our Secretary, Wayne DeLong, is ill today, so stepping in for him is Janice Stevanovic. So, if you would please take roll.
Stevanovic	Mr. Franz?
Franz	Present.
Stevanovic	Ms. Grabianowski?
Grabianowski	Present.
Stevanovic	Mr. Jones?
Jones	Present.
Stevanovic	Ms. Walker.
Walker	Present.
Stevanovic	Mr. Papa?
Papa	Present.
Stevanovic	Mr. Fedor?
Fedor	Present.
Stevanovic	Mr. Lewis?
Lewis	Present.
Franz	All right. We have full attendance, so a vote of 4 will be what it would take to pass any ordinances or actions here. Normally we would have a packet of the minutes from the January 21 meeting, however, there was a technical issue with the recording, so those will be presented probably in memorandum form at the February, or the March meeting. Up on the Docket is continuance of business from last month. Docket # 2019-52-Z, Hub I-65 Phase Two, 4255 South 300 East. Petition for zone map change to rezone approximately 81.369 acres from

DRAFT

the AGI agricultural zoning district to the rural I1 light industry zoned district. Is the petitioner present?

Price — Yes, Mr. President. For the record, my name is Matt Price. I am an attorney with Dentons, Bingham, Greenebaum in Indianapolis, Indiana, with an address of 10 West Market Street. I am here today with representatives from Hub I-65, Raif Webster, to my right, and then behind him our civil engineer, Ross Nixon. And the three of us are available to answer questions that you have. If you recall, the matter has been continued a couple times. It was first heard back in December of last year. There was an automatic continuance request there at that time, and then we came back in January and had requested your consideration of a continuance to allow us time to work with certain of the adjoining property owners with respect to an agreement respecting this project, and I am pleased to announce that we have reached an agreement in principle, and their counsel, Jeff Jacob, is here tonight, as well, and can speak certainly on their behalf. What I propose to do is provide you with handouts to kind of refresh the topic a little bit and show you what changes we've made to the proposal since it was initially heard, and then obviously be available to answer any questions that you have. And, with your permission I'll provide these handouts.

Franz — Sure.

Price — For the record, I have not provided handouts to Plan Commission members on your far right because they previously recused themselves of receiving this matter as before the Commission, comprised of 5 total members. First of all, just behind Tab #1, I thought I would just briefly orient us with regard to the site, and the development pattern that is in the vicinity. It is a rectangular-shaped property that extends north/south. Immediately south of County Road 400, and east of County Road 300. And you'll see kind of down at the southern half of the property extending west to east are the words VanTrust. And, that's the developer entity that is before you this evening. That property was rezoned back in 2018, and subsequently received development plan approval, and is under construction now. We call that Phase One of Hub I-65, and it's relevant for a number of reasons this evening. One being that, certainly it's a like-land use. Was zoned from agricultural to industrial at that time, and then for other reasons I will also describe why it's particularly relevant here this evening relative to the agreement made with the adjoining property owners. The second page behind that tab shows some additional vicinity information, of note, including some items that were discussed at the December hearing. You'll see immediately north of our site, or north and east of our site, is a planned reconfiguration of the 267 interchange. That's kind of at the top left of the photograph. The area kind of shaded in dark gray shows the prevailing development pattern with various logistics and distribution land uses, and then south, as you're going down I-65 is the new proposed mid-point interchange, as well, which was part of a capacity analysis that INDOT undertook a couple years ago, but concluded that the addition of this mid-point interchange would relieve some of the congestion off of the 267 interchange, and be of benefit to the traffic flows up and down I-65. And, so that shows kind of what the very significant transportation improvements that are being made in the vicinity, and those transportation improvements are really helping to drive the development interest in this area for this particular land use.

Then behind Tab #2, I wanted to share the proposed structures themselves, and kind of how they are oriented. It's a little bit different than normal as far as looking at a drawing, so I want to make sure I am clear about this. Looking to your left is north, and so County Road 400 is the county road to the left inside of the page. County Road 300 is to the south. This property would gain access through the existing VanTrust development that is extending back east. So, there would not be access points onto either County Road 400 or 300, as a result of the project. There's several significant development features relating to the proposal that I want to highlight, and I can highlight with regard to that site exhibit. One is to the top of the drawing, as you're looking towards the Saratoga subdivision, which is the single-family subdivision at the very top of the aerial overlay. You'll see that there is a berming, a landscape berm, that extends the entire length of that property. That's an approximately 75-foot wide berm, or a buffer area, upon which a berm would be constructed, approximately 12 feet in height, and then landscaped on top of that with a fence. So, that the total approximate height of that screening is about 18 total feet. And, that is the exact same. In fact, we've made a commitment that it would be the exact same type of buffering as was done in Phase 1 for the southern perimeter of the Saratoga subdivision.

Coupled with that are some additional commitments relative to the structures themselves. They're limited in height, to 55 feet in height. There is a limitation in height as to the signage on the eastern side of the building, so that it's below visual level as it's directed towards the residential properties to the east. Similarly, there is a commitment to limit the height of any lighting on the property, as well. Noise is always a factor with regard to this type of land use, and while the buffer that's immediately adjoining the property line is useful in blocking out that noise, there is an additional feature, and this is something new from our proposal back in December, but it very much is modeled after what we did with regard to Phase 1, is the second buffer strip that you'll see that's immediately south of the main buffer area. There is a second one along here, which is approximately, Ross, is it 40 feet in width? Four feet tall, approximately? Thirty? I'm sorry. It's, had to double check that. It's approximately 4 feet in height, and then on the second page, behind the schematic, you'll see the proposed width is 30 feet. So, this drawing here shows you kind of linearly how the berms lay out. So, moving along the property, the 30-foot berm would be here, 4 feet in height, and as you move towards the residential neighborhood, it's the 75-foot buffer area there, with a 6-foot tall privacy fence in the height there.

The main thing I want to talk about, in addition to that, is one of the main features of the Phase 1 approval was the commitment from VanTrust to install a water line, an 8-inch water line, serving the Saratoga subdivision. And, this was a key commitment actually made, that proposal received a favorable recommendation here. We went to the Council. There was some further discussion about how to make the proposal better to address some of the concerns that are being raised by community members in the Saratoga subdivision. And one of the items that came out was the unreliability of some of their wells, particularly as there had been more development pressure brought to bear in the general vicinity. And, so that commitment was made, and subsequent to that time, what we've all discovered, Mr. Jacob and myself, is that Whitestown

was unwilling to permit, for engineering reasons, unwilling to permit the installation of that water line prior to a minimum number of residents in the Saratoga subdivision committing to be connected. Meaning that they had to actually sign a written agreement with Whitestown to have their homes connected to the Whitestown water utility. And, as contemplated, it was no small number. We received varying pieces of information, but to give you an idea, there are 22 homes in the Saratoga subdivision, or 22 homes that I think, I think it's all built out now. Mr. Trescari will correct me if I'm wrong. But, now 22. At the time I think there was only 21. But we would need approximately 17 to 20 of those in order to meet the minimum threshold to allow them to permit the water line to be installed. And, so that's been something that we have grappled with, the community has grappled with, since that approval. And, so when the opportunity came for a second phase, one of the early discussions we began to have with the neighbors, in addition to the buffering and making commitments to keep the same high standards for that buffering, was to try to also address and remove the barriers for those residents to be able to connect. And, those barriers are a variety. Some of them are directly related to cost. It's a fairly expensive item to pay the connection fees to be hooked up to the water itself.

Secondly, Whitestown has, kind of, what I would refer to collectively as an inside-outside rate, meaning that if you are a resident of Whitestown and live within their corporate limits and are served by their water utility, you have one rate. If you are a resident of another town, but also served by the Whitestown utility, you have another rate, and that rate is higher. It's considerably higher. And, so when you sign that contract, you not only agree to pay for the connection charges, but you also basically agree to relinquish your water that you can generate through your well. And, so, it was hard achieving that critical mass. I think it was basically impossible to achieve that critical mass of connectors because of the cost, and because, thankfully I guess in this instance, not all of the homeowners in the community are experiencing the same difficulty with their wells. Some are, some are not. Depends on your well, where it is placed in the aquifer, various things of that nature. And, so there was not that critical mass.

What we've gone back and done is, after a great deal of discussion and negotiation and engineering, to determine how do we bring that threshold level down, remove the barriers to entry, so to speak, so we can get those connectors marshaled, is we've made an agreement that has really two salient features to it. One is that VanTrust would pay an amount of money that's been, through engineering estimates, has been set in order to pay for all of the homeowners in the Saratoga subdivision to connect. So, covering their connection fees. And, then with a little bit of, in addition to that, with a little bit of engineering, and I think a little bit of good fortune for all of us who have been laboring through this over the last several months, a new party has come to the table who owns certain properties east of the Saratoga subdivision, along County Road 400. And this property owner was not a participant as far as they were not part of the agreement to extend with the water line during Phase 1. But the, kind of serendipitous aspect of their property ownership is that they own enough properties that are contiguous with one another that were able to loop the water line back east to where it originates in the Whitestown utility service on Indianapolis Road, and essentially in the shadow of the water tower itself, And what that does is, it brings down the threshold number of connectors necessary in order to get the

permit freed up to install the water line. So, in addition to covering all of the fees, we've also devised a pathway where we can go all the way through Saratoga, loop back east down County Road 400, and go reconnect at Indianapolis Road. And that property owner has also joined our agreement with regard to the payment of sums towards connection fees. And, so with the commitments that we've made mirroring the last Phase 1, and maintaining those same high standards, together with this, what we're calling a development agreement. You've got a written agreement that lays out the obligations for payment and the water line path, we believe we have reached a good compromise with regard to both allowing a Phase 2 to go forth, while also being respectful of existing homeowners in the vicinity, who live in a very nice subdivision, and allows, we think, a win-win scenario to move forward. That is the essence of our case. Raif and Ross and I are available to answer any questions that you have, and we would respectfully request a favorable recommendation and welcome your questions.

Franz All right. Thank you. Would you like to speak please, and confirm or comment on what Mr. Price has stated?

Jacob Absolutely. My name is Jeff Jacob. I'm an attorney with Hackman & Hulett here in town with offices at 1620 West Oak Street. Mr. Price is absolutely correct. And, one of the things that I want to, I guess, thank VanTrust for is that they have, since some of the difficulties or realizations of engineering struggles between Phase 1 and now, VanTrust has been helpful in assisting and analyzing some of the engineering challenges, and expanding this water line to include some of the properties on 400 South. So, we have, in fact, reached an agreement in principle. There were edits to that agreement. I have 16 signatures in Saratoga, one additional property owner, a 17th that says I am not interested in hooking on, which is part of the basis of that agreement, but I understand, they understand some of the risks without the water line in the subdivision, and are supportive of that. And, then there are 3 properties on 400 South, 2 owners, that are granting easement, working with Saratoga, and interested in hooking on, and have signed this, in fact, signed this development agreement, as recently as 30 minutes ago. So, we've been working diligently, and that's where we stand. We're happy to answer any questions.

Franz All right. Thank you. At this point, is there anybody else in the audience that would like to make any comment on this? If you go, please come up and state your name and address.

Triscari My name is Craig Triscari. I'm at 3270 Paddock Road, and I thank the two Board members up here that had recused themselves from this area. My home is directly adjacent to the proposed plan, and after listening, I'm happy that they actually solved the problem for Phase 1, but we're not necessarily talking about Phase 1, we're talking about building what they call Phase 2, another industrial site. The problems that, or the solution they came up with was a solution of promise that they made to that community nearly 2 years ago. But I appreciate that they came to a solution on that. Again, my home is directly adjacent to the proposed plan to build a light industrial mega warehouse between our residential community along Saratoga housing community, which is 400 East housing community, and the homes along 300 East. And, the area that they're talking about is Saratoga. It's

right, 22 homes, in that area and he said there is 3 homes along 400 that are included in there. And there is approximately about 40 to 45 homes directly in that area. So, I would say close to half of the homes they are impacting for the Phase 1 of water in that area. The housing community, or the plan to change the zoning designation from AG to Light Industrial does not conform or comply with the Town of Zionsville comprehensive plan, and I'm going to go ahead and give this to the President, a comprehensive plan. It is on Page 19 and 20 for those documents. I don't have a copy for everybody, but you're more than welcome to look at that. This document, which is posted on your website, allows the homeowners the ability to see what type of development would be placed near them so they can make an informed judgement of buying homes in that area. The current plan has mixed usage designated for the land. Mixed usage as defined in your comprehensive plan, is residential and general business, not light industrial.

Additionally, the document states that, and these again are your words in your comprehensive plan, "The buffering between different land use utilization of open space and agricultural and preservation should be incorporated into development of the area reflect rural characteristics." The plan that we're talking about here is not Phase 1 for the water. The plan here is to build a 5-story industrial site on the north side of that area, in between the homes of 300, 400 and parts of Saratoga. The type of development was seen in your buffering design in Creekside corporate park, which I believe you spent about $14 million in development of infrastructure for that corporate park. This area, if approved, is four times that size, and so, there is no infrastructure in place other than what they just described for Saratoga. There is not for 300, which is a dirt road. There is not for 400, along up north 400. There is no lines that go up there. So, you're looking, at this point, based off of what they stated today, you're talking about 50% of that community. What you have, VanTrust plans does not allow for proper land use and buffering between residential and industrial, or keep the rural setting. Zionsville land use plans specifically references CR 300 South, and CR 400 East as poor access roads to I-65. And, again, I thank VanTrust for presenting the community, and they did send a letter out, which stated, with excellent access to both roads of 400 South and 300 East and I-65. I appreciate them saying that those roads are not going to be used because they're poor roads to actually use on the north side of that area. They physically have to go around, to give you a visual. They have to completely around the residential area in order to access I-65. They cannot go down 400. They have one entrance and one exit, and that's almost a 270-degree around that entire community. And, we mentioned that. Okay. This plan has, again, alongside the entire housing area to get to I-65. This plan has one exit, one entrance points into the area. By turning 90 degrees, and that's what they're doing. So, they're going down the road of new Indianapolis Road. They're creating a new road, and they're turning 90 degrees into the community to build this 5-story, 180-plus bay-door warehouse right up against 2-story homes, with a 75-foot buffer in that area. And, I appreciate they have a 12-foot berm, and a 6-foot fence in that area, but that's not necessarily, I think people in those areas are starting to realize as they're putting that up that it's a little bit more intrusive than they actually thought it would be. The current and future highway exchange plan, which was discussed. Plan does not support this massive movement into the area. The decision, and Whitestown was given a decision to go ahead and either expand the exit on 133, or build an interstate exchange. That was the option that they were given. And, they decided

we want to go ahead and build another exchange between Whitestown and Exit 133. This decision to build a new exchange between Whitestown Exit 133 is planned to build in order to push the trucks and access away from Exit 133. Now you're putting a building directly behind the community. You're putting a warehouse directly in-between that community, and behind them, that have to go all the way around, to go down the road to get pushed over to the other exit. That was not the intent. The Exit of 133 is not an expansion plan. It is not an expansion plan. It is a flow improvement plan since the area roads have been absolutely decimated in the last 3 years to push these mega-warehouses throughout Whitestown AG area. So, by placing a mega-warehouse behind the residential subdivision, you're causing increase in traffic, pollution, rural destruction of that area. It's in-between housing areas. That's what this is going to be.

More importantly, you are also ignoring the agreement you made with the community and our partnership with Zionsville, and Perry Township. We made an agreement with you several years ago that you would protect our area and that you would have our interests. And, I was one of the foot soldiers going to each and every individual house and home, which you got 95% of that community's area. Not just Saratoga. We're talking 95% of Perry Township, to partner with you to give you close to 600,000 acres of land, because we wanted to get away from Whitestown and the development plan that they have in that area. Water issues and well issues. In the last 3 years, the situation has become alarming to south side and west side homeowners, which say critical. The only access to water in that area from homeowners is well water and septic, and their own septic systems. And, we already explained that Whitestown is punitive. It's $40 per month for not a drop of water. That's just the penalty because you're not in Whitestown's area. It's $40 a month right off the top. It increases $5. That can increase, I don't know, yearly or every other year. Whatever they decide it to be. In 10 years, it could be $100 or $90 punishment just for the water area that you have in that area. Whitestown water is currently not available to the community. We're told that now in Phase 1 they actually solved that problem, and I appreciate that if it actually occurs. When the Town of Zionsville approved the development of the western mega-warehouse, along the property line of residential subdivision, VanTrust promised to bring water lines. That was in 2008.

I'm glad, in 2020, they are looking to go ahead and bring water into that community now. The water is owned and operated and distributed by Whitestown Water Corporation, which has excessive requirements. We talked about those excessive requirements already, and I'm not going to re-go over those. VanTrust will put, plans on putting money in to go ahead and do the hook-up. To give you some idea, the hook-up cost is probably going to be about $5000-$6000 just for the hook-up. The cost of the bill is going to be about $150 to $200 for your water bill, and with 17 individuals on there, they are going to dump water, and it might be even more. I don't know. You know. Based on the cost. Whitestown water is the most expensive north of Indianapolis. The most. And, so for 5 years, 5 years of water usage and hookup, it's going to cost that community a quarter of a million dollars. That's just for 22 homes, by the way, in Saratoga. That does not include the homes on 400, the homes on 300, the homes north of 400 that don't have any access to water and have wells in that area. The

cost shifts to all homeowners in that area after those lines are run. That cost will double, if not triple, if they are allowed to disregard the comprehensive plan and build northside between the housing areas. So, it's just going to be at least a half a million dollars in that area for some of the homes in that area in order to hook up. And, that's for the first 5 years. They also mentioned that Whitestown, in the contract, is requiring that landowners designate their wells as non-potable. So, they're saying your well is useless. We're going to hook up to the water. You're going to sign this contract. Number one, you can't sue us for what we did to you before, and place all these, you know, these warehouses and they're depleted your water. You're signing a contract now saying that you're going to stay with us for a period of time, or you're not going to be able to use those wells. And, it's very, you can use them to water your lawn, but let me tell you, that's an expensive endeavor, to water your lawn and pay for a well system that you have for your house already. Especially if it's functional. Okay.

Now with the building of new mega-warehouse on top of the community, you impacted houses again at 400, Indianapolis Road, farmhouses north of 300 South and the houses that have no issues with Saratoga housing subdivision with no plan to get the needed water after wells are impacted. We're going to be back here in 2 years with some of those individuals saying we're having the same problem. You know, our wells are depleted. We're having problems. The saturation area in that area has been devastated because you have hundreds of acres now that are concrete, mega-warehouses. And, the property that they're talking about, they have huge water shed on that property that they're going to move. They're going to divert that water. To think that that's not going to have an impact on the wells in that community is absolutely, I just, I don't think that would, it's not going to happen. Trust cannot even be put in the infrastructure of the community, and Whitestown can change the requirements at a moment's notice with this recent. Initially, they came with 20. Then they said 17. Then they said if you go around and you build this, we can go ahead and maybe do 13. And, then went back to 17. The bottom line is, we do not control, Zionsville does not control the water. They do not control it. And, Whitestown can decide what the number is, and Whitestown can increase it and decrease it any time they want to.

Okay, just to also refresh people's memory, that community supported Zionsville with 600,000 acres. Whitestown does not like our community. I can tell you that for a fact. Okay. They hate us more than they actually dislike you. And one of the comments from the lawyers that was given to us that was dealing with the water in the last year was that, the person who has been doing this for over 15 years says they have been the most vindictive town that they have ever had to deal with when it comes to water, and that was one of the comments that was made. I would also like to inform you that unlike the last request to build a mega-warehouse on the west side of Saratoga a year and a half ago, the local community is not in support of action placing a mega-warehouse on the side of the residential homes. They are in 100% support in Phase 1 to get them water, and for VanTrust to adhere to what they said they were going to do on the west side. You will have 100% of the people vote. If you put it to them right now to vote to put this mega-warehouse on the north side of that community, I guarantee you you would have a 95-100% vote saying that they do not want that there. But the deal is, you don't put that there, we're not going to give you the water. We're not going to pay for it.

That's the deal. And, so even though we had a deal in Phase 1, this is now being hung over the heads of those 17 homeowners. And, I know because I have been in those meetings and I have seen the emails between the individuals. That promise, like many others, to include your promise to put nothing but mixed-usage into that area, has not been realized. Currently, the west side is fearful that nothing will help them get to the needed water. Obviously, they came to some plan. Several desperate landowners have hired lawyers to negotiate with VanTrust, Whitestown, to get water with currently no results. We actually found out today that they have results for Phase 1. I appreciate that. The community has spent thousands of dollars in resources to get water and to stop predatory development. This has cost the community. Just in Saratoga. Several, I mean, tens of thousands of dollars in time and money for the lawyers, just to get to where we are right now. It's cost the community that. Some neighbors have even gone as far as to write to local homeowners that if you do not contribute to the lawyer fees that were given that you would not get hookups. You would not be able to hook up. And, I did tell that to the lawyers, and I'm glad that they went to those individuals and they told them that that's not the case. Because I don't blame the lawyers here for doing that. People were desperate for water and they would do anything to get it for their homes. VanTrust has only reached out to the desperates for water, not the entire community. They have not reached out to some of the people on 300 or 400, or us. The only time they reached out is we'll put a berm and some trees up there for you. That's great. But the infrastructure is not there.

I would like to inform you that, we already talked about, the huge shifting of surface water, which I talked about on this land. There is a huge water shed on that property. And, they will engineer to move that water off that property. I don't want to repeat myself here. But, oh, by surrounding our community in industrial park, it's setting the standard for future development request in your town. This is going to become a standard in your town. Don't think for a second that this is not a standard that's being set. If you put a 12-foot berm, and you put trees up, and you put a 6-foot fence up, then it's okay to surround the community with industrial warehouses. It's not part of your comprehensive plan. Doesn't matter. Doesn't matter. It impacts the houses in that area for depreciation of value of those homes. Doesn't matter. And, so these standards are being set right now for your rural community. With the completion of putting this behind the community even though it is not part of your comprehensive plan, poor roads available, water issues, destruction of rural setting, destruction of home values, these multi-billion-dollar corporations come to your town and point to this area as a model for future development.

Okay. Zionsville is not the decider on water. Okay. So, the decisions that we make here, we don't control the water. We don't. And, Whitestown can change their mind like that, and they will, if they have the opportunity to. As for water, I would make sure that the water is available prior to any development of that area to include the 400 and 300. Infrastructure has to be in place, and it's not in place. We don't want a mega-warehouse there. We understand that there is development. We understand and negotiated with you that there would be mixed usage, general business and homes in that area. We accept that, and we actually encourage that development. This, we do not encourage. Finally, it is your duty to take into account the impact of residential home property loss. I do not think

anybody can say with a straight face that surrounding the community with a million-square foot warehouse as 180-bay doors, you know, faced right at your back door, in a rural community, is not going to have a profound impact on your home values. Okay. Even though VanTrust structure, you're building on the west side, received the 10-year tax deferment. Okay. And, they received the 10 years tax abatement because it's, because of depressed area. This will depress the area. They're getting tax abatements for 10 years, which is 10%, 20%, 30%, 40% and so on. They're going to do the same on the north side, as well. VanTrust will say that this is a standard, get tax abatements while depressing the surrounding community. Do not make the same mistake. Fix the current problem on the south and west side, which hopefully they did today. It doesn't fix this problem, and it does not fix the people on 300 and 400, but hopefully what they talked about completes Phase 1.

Phase 3, by the way, is to go to Lebanon across the street and put another warehouse there, to completely surround the community. That's Phase 3. Even though they called this Phase 1 the first time. Now they are calling it Phase 2. Non-compliant, finally just points of issue, and this is the last part is, non-compliant with Zionsville comprehensive plan. It doesn't comply with mixed usage. Your assessment from your project manager, or your developer here in your town, even states that in there that it does divert from your comprehensive plan. Roads incompatible with land usage, using INDOT current plan for assessment and comprehensive plan. Water issues, at least 50%, are going to be impacted. No structure in place in order to deal with that. Property values are going down and are issues on that side. VanTrust has tax benefits and right now, all of the cost has been shouldered by the community up to this point. Keep to your comprehensive plan. Your word to Perry Township and the partnership we forged with you. This is an opportunity for you to gain that trust again in Perry Township from coming into our community and us inviting you into the community as a partner. Vote no for this plan for the recommendation. It's easy, I think it's really an easy vote. And, again, I'm grateful that they do have Phase 1 finally after two years. They're actually going to get water for that community.

Franz All right. Thank you. Is there anybody else have any comments on this?

McFair Good evening. I'm Carolyn McFair and my husband, Andy. We live at the corner of 300 East and 400 South. So, we are directly across from this big warehouse. We built our home about 26 years ago, and are planning to stay there until we can no longer take care of the place. Andy has his pole barn for his hobbies, which is something that he had wanted for years. We would like to keep the value of our property. I'm afraid this will decrease the value. Our home is part of our legacy to our daughters. There are eight homes in this stretch on the road. Of those eight, five have been occupied by the same families for over 26 years. That's how long we've been out there. I don't know how long some of the others have been there. The other three homes, one was sold last year because of a death of the residents and it was sold to a young neighborhood farmer, and the other two changed hands approximately three times. So, you can tell this is really a very stable neighborhood. All of us will be facing this big warehouse, a 55-foot tall warehouse. We will see it every time we drive out of our driveway, and out our front windows.

Let me put this into perspective how large this warehouse would be. The building itself is proposed to be 780,560 square feet. When you divide the 780,560 square feet by 43,560, which is the square feet in one acre, it equals 17.923 acres. Now, we have eight homesteads, approximately 1-acre each. That would be about 8 acres. Therefore, our homes would fit into this warehouse, not once, but twice. If you stacked our homes to reach the 55-foot tall, they would be stacked at least 3 deep. This building would dwarf our homes, and knock dead into our neighborhood. On the north end of the warehouse, 203 parking spaces are proposed. That would be directly across from our home. Several of us are retired, or will retire in the next few years. We were awakened by alarms clocks for years, and now we do not want to be awakened by slamming doors, and voices of employees arriving for work. Please do not rezone this land for their huge warehouse. And, Petition 2019-52-Z, Exhibit 11, they had proposed construction and maintenance of a landscaped berm along the real estate's eastern property line, where it would be abutting Saratoga subdivision. A berm approximately 12 feet tall, and 60 feet wide, with a 6-foot privacy fence on top. See Exhibit 11, #3 for more details. We are requesting to have the same landscaped sound barrier, lighting and signage on 400 South for whatever is to be the building there. We also do not want to hear semis, and see their lights, slamming car doors and truck doors, voices of worker, machinery usage and backup beepers. Please provide this buffer for us, as well as for Saratoga.

We do not think a giant warehouse is a good usage to the land. General business or residential would be much more desirable with more green spaces. The buildings could be built around the natural water drainage, and have more green space for the ground to absorb the rainwater to replenish our water systems. As mentioned at the December meeting, Saratoga has well and water problems. We, too, have the bucket well, but we have good water at this time, and a good supply. If you cover the land with cement and asphalt, the rainwater cannot soak into the ground, and therefore go into our water usage. The well drillers we have spoken with could not say for certain that it will not affect our water supply. By building shorter buildings, there would not be as much contrast in height of the buildings and the homes. Lighting and signage would not be as invasive as awnings used in tall buildings. Sound barriers would still be desirable, to ensure the privacy of the homeowners and the businesses. Please keep us updated on your plans and consider our feelings and needs for the long-time homeowners. Please give us more notice than a registered letter the day before the meeting. We do not want to lose our tranquil neighborhood. We would much rather see corn and beans growing, than buildings. They do not make any noise or have lights. We want to keep the value of our homes that we love. I'm sure none of you, including the developers, would like to face a 50-foot tall, 18-acre warehouse every time you look out your front windows or drive out of your driveways. Thank you for listening to our concerns and suggestions.

Franz All right. Thank you. Is there anybody else who would like to comment? If there is none, Mr. Price, would you like to respond?

Price Appreciate the opportunity to respond. I was making some notes, as Mr. Trescari was talking, and certainly the last speaker, as well. With regard to the solution arrived at for this phase of the project, it is a different commitment, certainly, than what was originally made. The commitment originally was to install a water

line to carefully crafted commitment that indicated that it's subject to permitting. The permitting requirement by the utility, that is outside of our control. That's no question that's true. That's part of the reason we've been involved in the additional discussions we have been. Part of that permitting was that between 17 and 20, as I indicated, homeowners connect. And the cost to them of doing that, and the timing, in addition. Some of them just didn't want to do that because their wells were functioning, made that an impossibility. So, we have honored the commitment as made for Phase 1, but realizing that the problem persists.

Nevertheless, we've engaged in this discussion to reach the new agreement. And, I'll say, the problem that exists is not as much as it's two-sided, which is that a lot of the ills that Mr. Trescari notes are right in the sense that the area is devoid of infrastructure. It has no infrastructure. Their homes essentially have no infrastructure. They were built without utilities. They were built without water or sewer, limited stormwater, and what this project does is provide the platform so that some of that infrastructure can be provided to an area that otherwise lacks it. And, does so in a way that imposes no burden on adjoining county roads. It's not using County Road 300 or County Road 400 to access in and out. So, it can use the existing Indianapolis Road, the existing 267 interchange, which is immediately next door, and being modified further following a flow capacity analysis that was done a couple of years ago. So, the infrastructure that does exist supports a logistics-type use and the land use that Saratoga maintains is not supported by any infrastructure. This brings the infrastructure to them.

The other thing that is important, and it's noted in our staff report, which is not, the staff report is not carelessly drafted. It's drafted with regard to the actual criteria for evaluating a rezone petition. What the staff report notes is that a statutory element of evaluating the propriety of a rezoning request is what the current conditions are, and what the prevailing land use pattern is. And, that's noted expressly in the staff report. And, what that, what it shows is that this property immediately south, this is the subject VanTrust property, right here, and right around the corner here. Immediately south of it is an industrially-zoned property that was developed after Zionsville's comprehensive plan was adopted by Whitestown, and then similarly, Whitestown approved significant commercial activity right in the shadow of the Saratoga subdivision in the form of a new filling station.

And, so we have been, we have listened to and been sympathetic to Mr. Trescari's concerns over the planning process that he experience in Whitestown. And, that experience was to permit the gas station development immediately east of their neighborhood without any significant buffering, and, I might also add, permitting a fuel service station immediately adjacent to a residential subdivision that gets its water from wells. And, so when he says he was a foot soldier for seeking a new relationship with a different municipality, I totally understand that. And, I think what we believe this project represents is a good representation of that partnership. That the partnership here has been to insist upon robust screening and buffering, and insist upon berming infrastructure to an area that otherwise does not have any infrastructure. And, that's been the product of the community having a voice in this process where they were voiceless with the prior municipality. And we think that's a significant improvement.

But we also believe that they were given a voice, and not a veto. That partnership was two-fold. There were two parties to that marriage. One being the Perry Township residents, who rightfully wanted a better deal, and the other being the existing residents of Zionsville, who benefit tremendously from adding a responsible addition of commercial tax-base to our community. And, so what this project seeks to do is to balance those competing interests in a way that respects both parties to the relationship, if it's to go forward.

A couple other things I wanted to mention. The agreement that we've struck is significant in the sense that it will not involve, I think there was an expression used about a dump of water. I think suggesting that there's going to be somehow significant and maybe unusual volumes of water used by Saratoga and the community, or the property owner, along 400. One of the things that this design does is allows us to loop the water system so there is a continuous flow. There is not a requirement to have a letting of the water to flush the lines or anything like that. That's one of the tremendous advantages of this design that we've worked very hard to achieve. I think I mentioned that this project, again, I want to make sure there is not any misunderstanding on this point. There is not access onto County Road 400 or 300. There is no requirement for any truck or any other vehicle leaving this building to ever access County Road 400 or 300. It just does not. It would seem that any future, if there were any future mixed-use opportunities in this vicinity that were of such scale, that they could occupy this large acre parcel, and support the vast amount of infrastructure that would be needed for them to come up out of the ground, would almost certainly gain access onto 300 and 400 in order for those properties to be used, and that would burden an area that does not have an adequate road system with those uses, whatever those mixed uses might be on the west side of an existing industrially-zoned property and, I might also add, north of an existing industrially-zoned property too. It's bordered on two sides by industrial-zoned properties.

So, for this reason, for these reasons, we think this is a good compromise that gives voice to all parties' concerns and all parties to the partnership that I think does exist. With regard to the second speaker, we respect very much, and appreciate how succinctly she made her excellent points. We are fully prepared to include a buffering and screening package on the north side of that property. We contemplate having a 40-foot buffer, and can include a berm and landscaping, as well, and the same commitments as far as the lighting, signage could apply on that side of the building, as well. So, we're fully prepared to do that. We were contacted by at least two separate homeowners on that side of the building. We're reached out to them in writing a couple different times and were not able to get a response. But we are prepared to make those same commitments. I would add that one of the benefits of the layout for the property owners on the north side of 400 is that there are no loading docks contemplated on that side of the development. So, consistent with other projects that have been approved in Zionsville with regard to instances where homes were immediately across the street from an existing county road. What's been done in those instances, and I'm speaking of Becknell project, for example. What's been done in those instances is that there has been buffering and screening done between those homes and the newly approved structure, and they have limited the layout so that there were not loading docks on that side of the property. And, we are

committed to following that precedent, as well. And, appreciate your consideration again, and would answer anyone's questions.

Franz All right. Thank you. If you're going to respond, you have to respond specifically to comments that he's made.

Triscari Thank you. Again, with the infrastructure that was discussed, we have infrastructure in that area. We paid tens of thousands of dollars for our wells, and for our septic systems. And they worked. And they worked for quite a long time until the last three years when we started to see a lot of the development in that area just run over the top of us. And, we started to see the huge issues from there. It's a self-licking lollipop where you have one, they jumped over 267, and then you have one, they say, why we can't we put one there, why can't we put one there, why can't we put one there, why can't we put one there, why can't we put around, and then completely surround the community in it. The other point I have to make that was discussed is that they are putting this infrastructure in. We don't have water. Okay. So, the question is, is this contingent upon them doing this, because if that's the case, they haven't gone and finalized their agreement with us in Phase 1. We do not have water in that community as of today. So, if this plan is contingent upon you agreeing for them to build that structure on it, then yes, we have a lot of problems with that because that was not the agreement in Phase 1.

Phase 1 was they were supposed to run the lines into that community and they have not done it. And they could have paid and done what they're doing now, but they decided not to. Instead, what they're doing is telling you, if you do this, we'll go ahead and do that. Utilization of staff report from this community, it specifically says deviation from comprehensive plan to facilitate the rezoning. And, that's Page 3 of 4 on it. And, if you look at that, they're saying we look at this as supportable. But they're telling you, they're deviating from the comprehensive plan. Okay. So, there's no mistake in the fact that this does not follow your comprehensive plan, and it certainly doesn't follow the agreement that we had as a partnership. We talk about partnership in this piece. We're running away from Whitestown. And, what they're saying is because of what Whitestown has done, you should do the same thing. And, so when we went to you, we felt that you were responsible in developing that area where Whitestown was not responsible, or responsive, to the community that was in that area. something also that we talked about with 17 individuals that they're going to pay for hookup with, and they talked about there. You have a petition that I gave you. That's over 140 names. There is some names that are crossed off because I could not verify some of those individuals on that. Those are the people in and around that community, which specifically says we don't want that. We want the water, and Phase 1, like promised, on the west side, but we don't want that. Again, we're, he mentioned that the bay doors are not facing the 400, but bay doors, 88 of them are facing that residential area of Saratoga. They're also facing 300. So, I'm glad that there is a parking lot for 400, but there is bay doors for 300 and for Saratoga, and it's pretty extensive. We talked about their not utilizing 300 and 400. Three-hundred is a dirt road just so everybody knows. Okay. So, 300 is a dirt road. Four hundred is a county road. They can't use those roads. Based on what we've seen with Whitestown, I guarantee you there is going to be trucks down those roads, because they are going to think they are going to have access

into that facility off of 400 and 300, just by the nature of the road system and them driving in those areas. So, we were going to anticipate the use of these trucks coming in, in and around that area, trying to find entrance into that area, especially if they come up through Lebanon and Lebanon Road, not off of Exit 133. And, that's going to be a huge problem for the community.

Additionally, he mentioned they're not using 300 and 400 as a good thing. It's not a good thing to have one entrance and an exit point, because they're running alongside the community on both sides in order to get one access and entrance point to get out of there. So, we're going to have trucks going up and down that area, of that area. Hearing the beeps as they back up. And, we hear that now in the community. As they unload and load those trailers. It is extremely disruptive. Okay. The only other last thing I have is just a clarification. If you don't build, if you don't allow for them to build this, are they going to give us the water in Phase 1 that they promised in alliance. That they promised in Phase 1. Because I'm not really getting that. I'm getting that if you do this, they are going to do that. But, right now, they're in violation for the last 1½ years of this plan for Phase 1. They're in violation now of that. We do not have the water. So, I'd like to get some clarification on that.

Franz All right. Well, I'm going to close comment at this time. We've had the back and forth. And, there will be some questions from members of the Plan Commission. So, at this point, I'm going to ask for the staff report.

Stevanovic Reflecting the staff report that was submitted in the previous Plan Commission meetings, staff recognizes understanding how the parcel fits into the developing land use pattern is critical to the review of the request. And, therefore the Town of Whitestown comprehensive plan was reviewed, as well. While Zionsville's recommendation for the land is residential, overlay with a mixed-use designation, meaning any combination of open space, institutional, residential, commercial, industrial and agricultural uses that are compatible with each other and the surrounding land uses. The Zionsville comprehensive plan is neither reflective of the overall intensification of non-residential development in the immediate area, which has occurred in recent years, nor the Town of Whitestown comprehensive plans' recommendation of technology, mixed-use, commercial, light industry, high-density, and medium density residential zoning. Because of these two factors, a deviation from the comprehensive plan to facilitate a rezoning is supportable in the opinion of staff. Staff remains supportive of the project subject to finalization of written commitments, which include landscaping and the proposed buffering.

Franz All right. Thank you. At this point in time, I'll open it up for questions from any of the members of the Plan Commission.

Grabianowski You talked about landscaping and buffering. Does it also include adequate water? Or getting the water since Whitestown has apparently now agreed? Is that one of the commitments too?

Franz Mr. Price. Would you like to answer?

Price — It is. The way we've structured this is, we have a development agreement that covers each of the lot owners in the Saratoga subdivision, plus the adjoiners, and what we've pulled into the commitments is, which I included as kind of a loose piece of paper behind Tab #4, is a provision that if, for some reason, the project, my client ended up buying the property, then the terms of that agreement, as I have described it, become part of the recordable commitments against the property. So, that's the way we pull that thread through, and make that part of the commitment. And, the distinction was, we're in violation of nothing. That's not the same thing as saying that a practical problem doesn't exist. A practical problem exists. They do not have the threshold number of connectors in order to induce Whitestown to give us the permit and the permit is necessary in order for us to carry out the prior commitment. And, that's why we've been, we've gone forth with all of our development approvals while we've all worked through this process.

Jones — I want to, this is something that's been going around and around. As part of Phase 1, the original building that's gone up and been constructed.

Price — Yes, sir.

Jones — Was there an agreement to provide water service to Saratoga?

Price — There was an agreement to extend an 8-inch water line subject to permitting. And, the permitting requirement is that there be 17 to 20 connectors. So, Whitestown controls - -

Jones — --Was that part of the agreement that was made?

Price — I'm sorry.

Jones — Was that part of the agreement originally made?

Price — Yes, sir. Absolutely.

Jones — Do we have any record of that?

Price — It's in writing. It's part of the written commitments.

[inaudible] 1:07:58

Price — If that were not the case, we've gotten a unanimous approval for our development plan approval. We've been issued building permits. We've honored our commitment fully. And, certainly it's not mentioned in the staff report. I would think that that would be in the staff report.

Franz — Matt, with regard to access issue. I know that commitment, proposed commitment #9 says that the real estate will comply with the submitted site plan, etc. etc. Would you be agreeable to adding another statement that there would be no access onto the two county roads you mentioned? I know there may be, you

think the site plan deals with it, but 10 years from now, we're looking at the words, we might prefer that be in there.

Price We're amenable to that clarification.

[Long pause]

Franz We have members reading the language. That's the pause.

Jones So, is the building in Phase 1 received its water line?

Price It has not. I believe the water line has not been installed. It's under construction now.

Jones I mean, I'm, did anybody else read anything that said there had to be some sort of?

Franz Well, I mean it said built to the standards of the utility.

Jones Correct. That's 4 feet in the ground and buried in stone, and certain sized pipe.

Franz Well, I mean that could be the loop and flow and all that stuff. I don't know.

Jones Once again, it's utility standard. It's not making any statement regarding that there had to be so many clients, people signing up to do it. In other words, you just haven't met the standard for the previous Phase 1. You've not - -

Price --May I see what's being handed out, too?

Franz Sure. It's number 8.

Price It says subject to the applicable permit requirements of the water utility.

Jones Okay.

Price Well, the permit requirements are that they have a minimum number of connectors. I mean, that's precisely the issue that's been confronted.

Jones So, in other words, you made an agreement to something that you didn't control.

Price What we understood at the time - -

Jones --Ah, don't care.

Price We made a subject, we made a commitment - -

Jones --Matt, you're supposed to be the expert.

Price I am the expert. It was made subject to items in their control, which is having the number of requisite connectors.

DRAFT

Jones I don't see anything in there that it was a, we will do something subject to you actually being deemed satisfactory to Whitestown, for lack of better term.

Price I think that's exactly what subject to their permitting requirements means, under the utility standards. Absolutely.

Jones I can almost bet that didn't show up in the conversation you had with the neighborhood, or with us, when you made that agreement.

Price And, as I mentioned that commitment was made before the Town Council, and certainly I can tell you that we had discussions about making sure that what we were agreeing to had to be permitted by the utility. Absolutely. Precisely because we're not in control of that. It's an item that is within their control, and that's why you make it subject to.

Triscari [inaudible] Mr. President, may I--

Franz No. At this point, no. Thank you. The one thing I'd like to add on this is that their failure to comply or, in your opinion, not meet something from, something that was approved in 2018 on a wholly separate petition. I mean, that can't be a reason to refuse this one. You have to stick, it's the factors - -

Jones --Well, they haven't completed the obligations that they agreed to for Phase 1 yet, and now they're asking for an extension with Phase 2.

Franz Well, I think it's a difference of opinion potentially on, you know, if they can't get permitting, do they attempt to fulfill. The point is, since their failure to comply with something in your perception, is not justification to deny or not act on this petition. It has to be, it has to stick to the factors that are part of our decision-making process for this.

Jacob Mr. Chairman, if I might shed some light on this. Having been involved from the early phases of this, we do not believe, speaking on behalf of the signatories of this agreement, believe that VanTrust is in violation. I reached out to Whitestown early on in the process in Phase 1. Had a personal conversation with members of their utility staff, and was not aware of a minimum take requirement. If there was a minimum take requirement discussed, had no idea that it would be as high as the threshold set by Whitestown. VanTrust has stood ready to install the line, and my clients have not been able to meet that, what I would call permitting, or the standards that Whitestown required. So, I understand that there may be some words in this that we're differing over. The intention was for that line to be installed subject to Whitestown's approval, and I personally thought those Ts were crossed. I know that Mr. Price thought those Ts were crossed. As the engineering evolved, and more stringent requirements and takes of water, and in fairness, that was a moving target. And, VanTrust has thrown additional engineering costs in trying to solve that. Part of the solution to that has now been to go out to 400 South and loop it, and that's reduced that number significantly. So, having been involved in this, I understand that there is frustration that there is not a water line installed, but Whitestown literally will not allow it to be installed until there is a commitment from residents to hook on. They won't allow VanTrust to put it in the ground and cap it, and wait until, we've talked about it,

thought about it. Say, hey, let's put it in there and wait until we have the requisite number of commitments done over a period of time. And, they won't allow that. So, I disagree, knowing the intention of how this evolved. There is a problem in the neighborhood. These residents are working to solve it? Yes. Is it perfect? No. But we believe that we've worked out a resolution to solve a problem for existing residences with a difficult issue. So, I hope that sheds some light on it. We don't view that there has been a violation. Trust me. If there had been, I would have been pointing that out long ago. So, thank you.

Franz If you can speak to permitting or something of that nature.

Triscari It is to that. Because the language says that the owners of Saratoga, according to this document, don't have any requirements to hook up. So, the agreement was that they were going to put the lines, but there was no requirement in this piece for any resident in Saratoga to hook up. And, so that was the agreement.

Franz Any additional? Is there more questions, comments? Go ahead.

Papa/Lewis? I guess one question that I have is that, you know, previously this got agreed to based on the agreement of the residents that water would be provided, and it sounds like the understanding of the requirements of Whitestown changed after the fact. And, there was not water provided. To what extent is the agreement with them worked out, and finalized to the point where we're not going to come to find out later that now something else is changed and water cannot be provided for a different reason?

Price You are hitting the nail with a hammer. We totally agree. And, Jeff and I, that's what we've spent the last several months doing, is getting that documented in writing with Whitestown, as far as exactly what their permitting requirements are should we go this route. And, so we have had our engineers, with their engineers, and we reduced it to writing and we know exactly the pathway, and the number of requisite required connectors in order to receive the permit. So, we're confident that this solution has the buy-in from Whitestown, as well, so that we can dislodge that permit. We were saying questions and concerns. We're going to go to this considerable expense and to this effort of reducing all of this to written agreement. We wanted to know that Whitestown was going to be standing behind it, as well.

Franz How did this solution come about, I mean, arguably so late in the game relative to 2 years ago? Was this not an option at that time?

Price It was not in the sense that one of the, and I use the word serendipitous, because it really was something very unexpected, but one of the things that came to the floor that was not present before was the ability to loop back east along County Road 400. We had explored the possibility of locating a water line in the right-of-way for County Road 400 going all the way back to the main on Indianapolis Road. And, Whitestown would not grant a permit for a water line in the right-of-way, and so what it meant was you had to get an assemblage of property owners that all had some reason to want to grant you an easement, some of whom even refused payment for an easement, and so when this new property owner came to the floor and controlled, and there had been some change in circumstances, she

gained control of certain of these parcels after that project was approved. Suddenly, she had the properties that were contiguous that allowed the pathway back if she became a party to the agreement, and she did. So, it took a lot of time and effort to work through that.

Franz Any other questions. I guess I don't have to look down that way. It's just this side of the - -

Papa/Lewis? Can you describe the buffer on the north side you talked about?

Price Yes. So, it would be a 40-foot wide buffer. I think we had originally contemplated a 4-foot tall berm. Zionsville has certain planting valuations that are required to be along that berm, and so we would adhere to the Town's standards for making those plantings on the top of that berm, as well, such that you create a screen between the homes on the north side, and the doorway, entryways for the building across the way.

Franz And, that would be incorporated into the development plan?

Price Yes.

Papa/Lewis? And, that would be added to your commitments. I know that this is, you're on the fly, you're working on the fly, but that would be another commitment that you make.

Price We're prepared to make part of the commitment, yes. That is part of our development plan proposal.

Franz Is there any additional questions? Comments?

Papa Just one point, there are a couple references to the reorganization and promises that were made, and I want to just read what the two things that were relevant there. I'm not giving an opinion either way, but this is in the reorg document that both governmental bodies approved and the voters approved after that. Regarding zoning, it says all zoning classifications and zoning of property in Perry Township at 11:59 p.m. on December 31, 2014 shall be the classifications and zoning of such parcels in the Town of Zionsville on January 1, 2015, and remains such until and unless changed, replaced or amended by the Town of Zionsville. Contemplates changes after that, and then there was another provision that a lot of confusion goes around that issue of in our reorganized Town we have the urban district and the rural district, and there is a process for neighborhoods that are adjoining the urban district every few years to be considered to be joined in if they have services. And, so this says that that process applies to Perry Township, which means it's not going to get there for decades, but there is a provision that says if an individual property owner wants to be considered urban, they can petition in writing and that has to be signed by at least one member of the Town Council that represents them, and then the Council would have to approve it. So, it's not directly relevant, but that causes some confusion with the question about whether or not property can be rezoned. That's separate. That's on urban versus rural classification. And, that's ZR2B8 and ZR2B9 from the 2014 reorganization.

Franz Additionally, while the comprehensive plan is a piece of the factors that we can make decisions upon, or use as OA guide. It, by itself, is not the determining factor. There is other factors that can be considered that can allow us to, you know, override, you know, what is in the comprehensive plan. So, it's just one piece. And comprehensive plans over the years do change, whether through zoning or through renewal or rewrite of the comprehensive plan itself. Is there anything else? All right. So, given there are only 5 members of the Plan Commission that are going to be able to vote on this matter, we will need a group of 4, a quorum of the entire group to pass onto the Town Council, either a favorable or whatever approval that we elect to do so. Failure to reach a 3 to 2, or 4-vote then would send it to them without a recommendation?

? Correct.

Franz So, it would go forward without a recommendation to the Town Council, and it would still be subject to their final decision on if this is approved or not. With that, is there a motion on this matter?

Papa/Lewis? I'll make one just so we can vote on it. I move that Docket # 2019-52-Z to rezone approximately 81.369 acres in the AG agricultural zoning district to rural I2 light industry zoning district receive a favorable recommendation based on the finalization of the proposed written commitments, Exhibit 10 and 11, with the inclusion to approve the addition berm, Exhibit 9, including site cross-section Exhibit 8, and findings in the staff report and then we have additional - -

Franz --berm on the north side of the property.

Papa/Lewis And, is that followed with as presented? As presented with recommendation being certified to the Town Council for adoption or rejection.

Franz All right. So, we have a motion. Is there a second?

Grabianowski Second.

Franz All right. We have a motion with a second. At this point in time, I will take a roll call on this matter. Janice?

Stevanovic Ms. Grabianowski?

Grabianowski Aye.

Stevanovic Mr. Jones?

Jones Nay.

Stevanovic Mr. Papa?

Papa Aye.

Stevanovic Mr. Lewis?

DRAFT

Lewis Aye.

Stevanovic Mr. Franz?

Franz Aye. Motion carries 4 to 1. This will be forwarded to the Town Council with a recommendation for approval. Thank you. Next on the Docket are items number # 2020-04-CA, # 2020-01-PP, # 2020-03-DP, Appaloosa Crossing, 10901 East 300 South. Petition for commitment amendment of 57.53 acres to amend the location of a water feature along US 421 from the mid-point of the overall development frontage to the southern portion of the frontage along US 421, petition for primary plat of 57.53 acres for 12 lots, 2 blocks and 2 common areas within the rural GB general business zoning district, the rural PB professional business district and the R2 low density single family and 2-family residential district, and a petition for development plan approval of 23,000 plus or minus square foot multi-tenant retail building on a 3.4 plus or minus acres within the rural GB general business zoning district in the rural Michigan Road Overlay, MRO, waivers of building materials and architectural design requirements requested. Is the petitioner present?

Price Yes. Thank you, Mr. President. For the record, my name is Matt Price. I am attorney with Dentons, Bingham, Greenebaum in Indianapolis, Indiana with an address of 10 West Market Street. I'm here tonight on behalf of the property owner and developer, Bob Harris, with Harris FLP. Greg Snelling is our civil engineer in the back right over there. Jerry Williams is our project manager. And, Jeff Desmitt. Is Jeff here? Yes. Who is with Access Architects, and we're all available to answer your questions. I wanted to give an overview of the project, and before I start, we had pre-filed these on this matter. Does everyone have their booklets? Because I'm going to refer to that. I've got extra copies if you need one. Okay. First, we've talked about this property many times over the last several years. The property was originally rezoned back in 2008, and then there was some modifications made in, I think it was 2016, we made some changes in order to permit a fueling center, and then most recently this last fall and winter we made some additional commitment modifications to what we believe is a modernization of the proposal to reflect a mixed-use development that would also potentially incorporate the residential uses, making it have the attributes of a lifestyle center.

It's a property, as you'll hear, has been in Mr. Harris's family for many years, and when I say many years, over 50 years, and then part of what we're here tonight is to give a nod to that legacy through an architectural vehicle, which Jeff will explain later in on my presentation. But, the first slide, if you will, behind the Number 1, is the property at the southeast corner of County Road 300 and Michigan Road, so you can see its general shape. We will talk a little bit about how we've expanded the footprint of the property a little bit for this proposal, and that's part of our initial request, which is best illustrated behind Tab #2. This is our current site plan, and right now our plan is to develop the project in phases. And, that really means two things in this context. One is, we're here tonight to receive plat approval for the initial phase, which is the initial perimeter out-lots, plus the common area designations, which are used for water features that we have throughout the property. And, then there are certain other large areas of property that are really reserved for subsequent phases of the project. And, we

think that some portion of those will be used in all likelihood for a residential user sometime in the future. And, then, outside of platting, we're here for the initial project that is actually coming out of the ground with vertical improvements, which is the retail shops that are up here in the northwest corner of the project, and that's the summary that was the 23,000-square foot retail center. And, so that's kind of the initial phase that we're seeking to plat. We are in contract with other out-lot purchasers and users, who we expect to follow suit in subsequent months and come through for development plan approvals for their individual structure. But, they're just not as far along as the retail shops are today.

One of the modifications that we're here seeking tonight relates to the change in the concept plan that was attached to our zoning commitments that were amended last fall. Those included a centrally located water feature along US 421, and the commitment made was to have a water feature along US 421. We still maintain such a water feature here on the very southern end of the project, but because it was no longer centrally located as shown on that concept plan, we discussed with Mr. Kilmer and staff, and concluded that the safest course was to modify that commitment expressly and relocate that water feature to the south. And, that's on additional property that Mr. Harris recently purchased actually back in December, and we think one, it serves a utilitarian purpose as far as serving as additional retention, but it also creates an additional buffer between the project and the Bridlewood subdivision to the south. So, it serves that dual purpose. So, that's kind of what you'll see in the summary memorandum that's included in your staff reports, is that's what's being done. Moving the centrally located pond feature to the south. Behind Tab #3 is in multiple pages, the actual what is the primary plat. And, this lays out the road sections, utilities, lot lines, setbacks, etc. relating to the initial phase of the project that we're platting here this evening, which are the out-lots along County Road 300, along US 421, and then, in particular, the lot at the very northern portion that is to be developed for the retail shops. Then, behind Tab #4, we're kind of zeroing in on the more specific approvals that we're here for this evening. This is an example of the representation of, excuse me, of the landscaping plan associated with the retail shops.

We should know, and it's in your staff report, but I'll mention it. We have a couple of pending variances before the Board of Zoning Appeals relating to two landscape-relating requirements that are found in Zionsville's overlay zone. One is that we're seeking to eliminate foundation plantings, and I can talk a little bit about that, and then secondly, we're seeking some relief from the requirement for a 6-foot perimeter parking strip around the parking lot. And, what we've done is we have taken the plantings that would otherwise be planted as foundation plantings, and in the perimeter parking lot, and we've added landscaping to the east of our building, which for long-term purposes, we think will provide a nice treescape and landscaping area along the private drive that goes behind the building, and then in the near term, also provide some additional screening between the project and the Willow Glen subdivision that is immediately east. And, so that's the landscaping plan. I'm going to give just a brief introduction. Maybe, Jeff, you could come on up while I'm talking about this. The last section is showing our rendering of the retail shops themselves, and with all that I had mentioned of the legacy of Mr. Harris's family owning this property, and one of

the interesting facts is that the family historically had a white barn on that property. And, so Mr. Harris went to great lengths to really have a vision for what this first property would look like. He has, Mr. Harris has an equestrian background and family interest in that himself, and that taken together with the history of having a white barn there, he wanted to establish that the property would borrow from equestrian-type themes, and that that would be the initial of setting the initial tone for the development going forward. What that does, though, is it also implicates a couple of requirements under the overlay zone, which were not specifically directed towards that kind of architectural theme, and so we're seeking two waivers from the overlay zone architectural requirements, which I've asked Jeff to expand upon just briefly. And, Jeff, if you would come on up and introduce yourself.

DeSmitt — Jeff DeSmitt. I'm an associate principal with Access Architecture in Indianapolis, 618 East Market Street. So, what we want to kind of overview with you guys was that the two waivers, originally there were three, but I believe, based on the previous staff comments, the requirement that we cannot exceed 75% of the total ground level first floor façade for glass area, we provided an exhibit on Sheet 8505 that shows the typical storefront bay is less than that 75%. So, the two waivers that we would be seeking, the first would be an architectural design theme, so as you all know the overall design should be consistent with a, or complementary to their colonial federal Georgian decorum or Greek revival periods. I think one of the things that we worked really hard with Mr. Harris to come up with is a style that is more rural than it is urban, and so with that there are longer stretches than we would normally see with the ins and outs, and that gets to the second waiver, which is the building façade's waiver that requires off-sets for buildings that have lengths of more than 90 feet. So, what we've tried to do to get around some of those deviations, we have supplied different architectural materials. There are canopies that provide a continuous walkway from one end of the building to the other under cover. That is also the reason why they are requesting the variance for the foundation plantings along the west side. We did not feel it was appropriate to put foundation plantings under a 10-foot deep canopy, so that's why those plantings were then moved to other phases on the project. And, as far as the actual overall theme, I think, when we're looking at where this property is at, and the rural nature for where it's at, we really think that the design that we presented, and as the Commission has noted, will be the first in an overall integrated area, really seeks to establish kind of that agrarian rural-style as the foundation for future developments on the site. And, we'd be more than happy to answer any additional questions that you may have.

Price — I'll close by just briefly making a couple of statements. We interpreted each of the staff reports as supporting a recommendation of approval. I will say that there is a set of engineering comments that are appended as an exhibit to the primary plat and development plan staff report, and I wanted to note those just briefly, which is that our development team started really last fall. Meeting with staff to do more than just a pre-filing meeting, but to really sit down and work through the ordinances and the requirements pertaining to the ordinance so that we had really a head-start on the engineering requirements for the site. So, we did that on multiple occasions, and then really went through the TAC process. And, so while the number of discreet items that are referenced in the staff report seem like a great number of engineering comments, it is significantly reduced from where we

started by some 80% or more, depending on how you view each one of the discreet comments. And, with regard to two in particular that I wanted to note, really the only two that I saw as being called out in the staff report. One related to drainage. We have done a substantial really re-working of our drainage plan after receiving our TAC comments. There are some additional comments in the staff report that we believe are of a very highly technical nature, and do not go to the functionality of does the drainage plan for the property function. And, consultation with Greg Snelling, who is our civil engineer, we think that with additional dialogue, and really clarification of the Town's comments on those points, they can be addressed in subsequent administrative review.

And, then the second comment had to do with the traffic study, and I wanted to speak a little bit about that. Our initial traffic study was based on having the, basically a power center-type model, where a Kroger was the anchor user for the site. And, there were various comments made about how the drive-thrus, or specific uses, might affect the recommendations or outcome of the traffic study. And, we posed that question to our transportation engineer, and he provided it back to the Town that he had premised the study, and these are his words, based on the maximum practical build-out for improvements along US 421 and County Road 300, meaning that he did it based on the maximum development potential of this site. And, he goes on to say that while there might be incremental increases in traffic due to a specific use or user, that it would likely be accommodated by the recommendations called out in the traffic study. And, those are accounted for in the platting, meaning that we have dedicated right-of-way so that we can install the appropriate turn lanes, and the other recommendation was to have a traffic similization in our main entrance on 421, our full entrance on 421. And, so we believe that while certainly we'll identify and have discreet users that may differ somewhat from what the traffic study was premised upon, that the traffic study itself was premised upon the maximum. And, so the recommendations, as we understand the report, would not change. And, really, they couldn't change. They're going to recommend the same mitigating factors be installed, and we have accounted for that. I just wanted to draw special attention to those particular points. With that, any of us on the development team would be happy to answer any questions that you have, and we look forward to working with you on this this evening.

Franz All right. Thank you. At this point, is there any comments from any of the members of the public? If there are none, can we have staff report please?

Kilmer As mentioned, there are three different petitions under consideration this evening for the property. Give a very brief summary of each staff report, beginning with Case # 2020-04-CA, the Appaloosa Crossing commitment amendment. This is a petition for commitment amendment to replace the recorded concept plan with a revised concept plan, which relocates a water feature from the midway point of the site to the most southern portion of the subject site. Commitments for the subject property, or subject site, were originally recorded in association with rezoning of the property in 2008. This was done when the property was under the jurisdiction of Boone County. Since the original rezoning, the commitments have been amended twice, once in 2016 and most recently in 2019. Upon the 2019 approval, the petitioner recorded an amended and re-stated commitments concerning the use and development of real estate, and this set of commitments

included a conceptual plan, which showed the water feature midway along the overall site frontage of US 421, which is seen in Exhibit #2 of the staff report. In the current filing before you, this petition seeks to amend the 2019 amended and restated commitments with a revised concept plan, which is attached at Exhibit #3 to the staff report, and is seeking approval to relocate the water feature to the most southern portion of the subject property, while still being placed along US 421. All other commitments within the recorded and amended restated commitments are unchanged and would remain in effect. Staff is in support of the petition to amend the prior commitments with this revised concept plan.

Summary of the staff report for the primary plat. This petition is for primary plat of 57.53 acres to establish an integrated commercial center consisting of 12 lots, 2 blocks and 4 common areas within the GB, PB and R2 districts. The subject site is also within the Michigan Road Overlay. Internal streets of the integrated center are included on this perimeter and plat. The subject site is located on the southeast corner of US Highway 421 and County Road 300 South, or 146th Street. The overall proposed development intends 2 points of access from US Highway 421, and 3 on County Road 300 South. The review of the primary plat and its related facets were the topic of multiple meetings between staff and petitioner. Many issues have been resolved, however, there are 2 aspects of the proposed development in which the current Town engineer's comments focus details of the traffic impact study and details of the drainage facility. Staff does recommend approval of petition # 2020-01-PP subject to the petitioner addressing all comments noted within the Town engineer's comment memo, which is attached to the staff report as Exhibit #5.

Finally, a summary of the development plan petition for the shops. This petition is for an approximately 23,000-square foot multi-tenant retail building on 3.40 acres within the GB and Michigan Road Overlay districts. Waivers of building materials and architectural design requirements are being requested. Related petitions to the subject site include development standard variances, two requests related to landscaping. These requests were initially heard by the Zionsville Board of Zoning Appeals on February 5, 2020, and were continued to the March 4, 2020 hearing. Details of the 2 variances have been mentioned. One a variance of foundation plantings and the second variance of parking lot perimeter plantings. The subject site is within the Michigan Road Overlay, and is therefore subject to the architectural design requirements. The zoning ordinance does provide the Plan Commission that the Plan Commission may grant waivers of building materials and architectural design requirements, and approve the proposed design provided the findings are met for the respective categories. Regarding landscaping, should the two variances be approved by the Board of Zoning Appeals, staff is supportive of the submitted landscape plan, which is provided as Exhibit #4 to the staff report. The proposed lighting on the site is compliant with ordinance requirements. Signage for the shops is not included with this request for development plan. The petitioner will file a signage plan for the entire Appaloosa Crossing integrated center at a future time. Staff does recommend approval of the requested architectural building design, waiver and the building materials waiver. Staff also recommends approval of the development plan petition as filed, subject to resolution of the outstanding review items identified by the Town's engineer, Exhibit #5 of the staff report.

Franz All right. Thank you. At this point, I will open it up for questions from any of the members of the Plan Commission.

Grabianowski It would have been a lot easier if we took each one of these separate.

Papa I'm not sure when it's appropriate to bring this up, but the matters pending before the BZA that were continued, Mr. Jones can correct me if I state any of this wrong, it's just a little complicated to explain. So, what we were looking at was on this, on this right here, there is the idea of the 6-foot perimeter for parking, and we asked Mr. DeLong what the purpose of that was, and it was basically to shield the adjoining road from headlights and so on. There is some stuff there, but in this plan, what my understanding was is that you're already giving up an additional 75 feet to, I don't know if it's the Town or the State, but giving up an additional 75 feet. Then you have the 30-feet buffer from the Michigan Road Overlay, so there was a question raised as whether or not it's clear that when you have both of those things together, does the 6 feet have to be in addition to the 30 feet, or can the 6 feet of plantings be part of the 30 feet? And, it did kind of seem unfair that, if you get on 75 feet and 30 feet, and then you would have to have another 6 feet, and we're talking about that, and then there was a concern raised about, okay, but if we grant the variance for that, then what about the rest of the project going on Michigan Road, because if we change our mind later, then it's going to have this weird 6-foot cutout later. So, there was a question of should we wait and let the Plan Commission talk about whether or not, does that really apply in the Michigan Road Overlay? If it does, do we want to change it for this, or should it be addressed individually, or anyway. That was my understanding of why we continued it, because we wanted the Plan Commission to talk about this is a comprehensive project, in terms of whether or not you have a 6-foot gap down the road. I don't know if I missed anything.

Jones Correct. That's one of the things that we discussed regarding the, especially the 6-foot setback piece, was the fact that, you know, over the course of the years there has been changes, and basically the take from the highway department, along with the regular right-of-way setbacks was probably getting to the point that it's a little bit punitive to keep adding another 6 feet onto it. My comments will be the same comments as the comments I've had all along regarding this project. That, as a style of development, it is at best dated, as in, I always view our position here as to find things that are going to work into 2030, 40 and 50, and to me, this is straight up out of the 1980s. There is a lot of talk in the marketing of this project, as well as in some of the literature, about it being a mixed-use, kind of modernized development, but as you go through it, what we're seeing here is just the basic outlaw with a hope for some sort of future big-box development in behind it. You know, I can read what mixed-use developments is really are, and they are either vertically or horizontally kind of integrated centers where they have truly multiple uses, both residential, office, medical, business, retail, all combined on a parcel to make it actually kind of almost a standalone unit. In other words, it's kind of self-fulfilling. There is actually people occupying it and using it. And the goal of it is of a mixed-use project, is it cuts down on traffic. It is people-centric versus automotive-centric. Part of the reason we kind of passed on it at the BZA is we wanted to see what that little more fuller development was going to be, and just like what I was concerned with at the BZA is what we're being told right here tonight is this

really basically an approval of the out-lots, with no real commitments to what goes on behind it as far as going through just in summation of some of the engineering comments. You know, the best is regarding the traffic study, where it just flat-out says is that the most recent site plans vary significantly from the site plan in the original traffic study, as it does not assume a fueling station or any of the four drive-thrus shown in the most recent site plan. Therefore, the original traffic impact study should be updated to reflect the most recent site plan. In other words, we're, you know, we're back into this situation where we're back on our way into this development. Instead of having an overall plan for what they're going to do, and have it meet the basics of what is now considered a mixed-use-type project, we're getting presented this situation where we're approving a bunch of out-lots with an unknown coming in behind it, as well as a lot of marketing and conversation about what it will be. There is no plan.

And, I guess in summation, you know, you can drive west out to Whitestown to see what, you know, dotting of Main Street without out-lot looks like. I find it interesting going over to Fishers and traveling up and down 116th, and I go to 116th and Allisonville, and I go to 116th and Cumberland, and I see how in a 20-year period you have got these type of integrated centers where the Marsh's have closed and it's kind of thrown the rest of the development into, it's a slum. It's just, it really, it just has a huge kind of negative impact, you know, on the surrounding areas when these kinds of centers fail, and when they do fail, the fact that they are so difficult to re-develop into anything else. The reason I mention the one there at 116th and Allisonville, when the Marsh closed, Fishers actually kind of required them to tear down the Marsh grocery store section out of the strip center. The issue is, is that once they start to get on a downward cycle, you know, they don't really ever generate the revenue. They start to consume more assets than benefit and produced, and just while I'm on this diatribe, you know, I'll bring up the fact that across the street we are trying to hold Holliday Farms and their commercial development to some kind of standard, but here across the street, we're putting in a competitive competing development that doesn't. And, so I understand the TIF for Holliday Farms hasn't been finalized, but my general understanding of it is is that while the developer of Holliday Farms will be on the hook for the debt, the way the TIF may work, once again, not sure, is that the Town really just gets the net benefits after the property taxes of Holliday Farms goes to pay off that debt.

You start creating competing developments that will probably be at a more cost-competitive square foot rate. That's going to put Holliday Farms into a situation where they are going to have to compete with that, yet we've committed ourselves to a situation where the gross property tax revenue off of one, is going to get devoted to it before we get any of the net. In other words, we're working against ourselves. But we need to pick a path. We picked pretty strong path with Pittmans and the Farms. We're sorry that didn't go through. We stayed on that course when we scaled back the amount of commercial development that went into Holliday Farms, but here we are piecemealing another commercial integrated strip center at 146th and 421 that I just don't see it moving us in a positive direction. That's about it.

Fedor My only thought about that is this was approved by the County before it was part of the Town. There were commitments made by them that we inherited in terms

of just the overall idea of the project, and this is, whatever this is, is desperately needed. I mean, once you get north of Kroger, you've got to go all the way to the gas station on Kirkland to get groceries, east all the way to Westfield, and west all the way to Lebanon. I mean, there is nothing up there. So, I mean, I understand your point about competing with Holliday Farms, but this project was there long before that and was agreed to by the County before, the Town inherited that thing that the county did before we got it. I'm not disagreeing with your points.

Jones I understand.

Fedor I'm saying there is some points on the other side of that.

Jones So, for something that's desperately needed, why has it taken it 13 years?

Franz Well, this is the third iteration of what they're going to build, or you know, possibly more. Regarding the traffic study, I don't know what the original plan, conceptual plan, looked like, but my guess is it was quite a bit different than what this was. So, I think an update to the traffic plan is going to be required in this matter. So, I'll say that. Relative to this, you know, when we, you were back here in October. I guess you presented this in October, and you had the daycare and you had some conceptual ideas there. Even the piece here is dramatically different than what was on the concept plan at that time. You know, I guess when I look at this, is there a cohesive plan? Is there any plan at this point for what's going to be the rest of it? I mean, you know, we can put this in here with this, and then the next piece is, I think what Larry's worried about, and what I guess I'm worried about was what's the next piece look like. You know, how does that tie into this?

Fedor Speaking of someone who lives to the north of this, there legitimately is nothing up through there. You're right. You have to go all the way to Kirkland, Lebanon, Westfield to find any services of any nature. It's been long awaited. A lot of folks in Union Township area waited for this for a very long time. You know, 146th Street, to my knowledge, is probably going to be 4 lanes in the next 5 to 6 to 7 years, and 421 is probably following. This is going to be a 4-lane, 4-lane intersection both directions. You're going to have something that's going to be kind of, I think this is going to be a very desirable area in the long-term, particularly considering the other side of the intersection cannot be, the northwest side has got a power substation in it. You've got residential on the other side. You've got to the north of this the old Woods Edge Landscaping center, which could be potentially developed, as well, but for a major, major intersection, some commercial out-lots like this, to me, make sense, because nobody, I mean, we tried looking at Wolf Run a few years ago, and there was mass concern over bringing commercial development into a residential area. Very difficult to try to bring these things in, I think, and this area makes sense to me.

Franz I think it's needed too. I guess, you know, I'm just wondering has there been thought to try to, I mean, I guess it's subject to what you're going to be able to attract in their business-wise, but is there some, has there been a thought to try, I mean, I guess it's subject to what you're going to be able to attract in their business-wise, but is there some, has there been a thought to actually, you know,

here's the plan, and this is what we'll do. I mean, you know, we've got one piece in here, and we're talking about doing the 30-foot, 6-foot waiver. What's that do for the rest of, I mean, you know, there is a lot of unknowns that's going up next to it. I mean, we're trying to figure out how do we make a decision based upon the unknown?

Price Right. And, I think what we've been working on, when you speak about the concept plan from last fall, you're right. What you're seeing is different than what was seen in that concept plan in the sense that the plat, for example, lays out exactly what the lot lines are, for example. It lays out where the streets go. It lays out where the detention facilities go. And, so it is a whole different level of detail as far as what was shown on that concept plan. And, the reason we're able to do that is because we do know, for the retail shops, for example, we know exactly what that building requires, and we know in subsequent lots exactly what their specifications require, as well, with regard to additional contracts that we have in place that are not, they are not ripe enough to have the development plan review yet, but we're under contractual obligations to be able to deliver the lot to their specifications. And, so we are making progress, and it is taking shape more definitively. One thing I would add, too, is this is a little different parcel in Zionsville as kind of landscape of commercial areas in that this is a commercial node for the community that's been identified for really decades, and beginning back in 2008, Mr. Harris got the initial zoning in place. He felt like the timing was good at that time to establish that node in something more concrete than just a representation on a comp plan, which, as we discussed in the prior matter, is subject to some debate.

So, you've removed that debate and actually established the zoning. Obviously, for a few years post-2008 it wasn't a real rosy time to develop real estate anywhere, including Zionsville, and then we got way far down the road with Kroger, and at the time, we really felt like that was the direction for this property. Kroger ended up shifting gears on us, and in the wake of the March bankruptcy, and really disrupted a lot of people's plans for the development of their property. And, Mr. Harris and I have discussed it that in some ways, I think to Mr. Jones's point, which we listen to. I mean, we're very much listening to what he is saying and really picking up words of wisdom there in many regards, because I think we feel like that initially it was a shock to the system when Kroger went a different direction. But perhaps it was a blessing because it really caused us to rethink the development. And, that led us to the process we went through last fall, which was, we call it modernization. Building upon kind of this proven model of a commercial node that has out-lots, and modernizing it so that it could include residential uses. And, where before it was prohibited, and we feel like that we can weave those uses together to create that total mixed-use package, but the initial step for us, and it is, I think admittedly, may be unconventional, is that we're developing it from kind of the proven and then working our way to, Mr. Jones mentioned words, kind of self-fulfilling, or self-sufficient. We share that goal. We really believe that it actually will strengthen the offerings that we're providing, for example, at the retail shops. There is nice coffee shop there, and make the community walkable. Something we've talked about with the Willow Glen residents. Both with regard to the pathways that are internal to the project, as well as connecting to pathways that they have going through their own project,

their own neighborhood today. We think we can build on that going forward, but you have to start somewhere, and we believe that this is that start.

Papa — It's been discussed a little bit, but I guess I'm still not quite understanding the additional 6 foot or the 6-foot landscaping around the parking, has that been met by other developments along the Michigan Road corridor, and have been interpreted as such that that's an additional beyond whatever other buffering is required?

Kilmer — First of all, to address the question as to whether it is required or not, the ordinance does clearly state that within the Michigan Road Overlay, there is a requirement of a 30-foot buffer and then for any parking areas between the building and that buffer area, there should be an additional 6-foot strip. So, the 6-foot strip is required, in addition to the 30-foot buffer, and what the variance request is, is to remove that 6-foot strip and just go with the 30-foot strip.

Papa — Can you point us to that, because there is confusion at BZA?

Price — I spent the Saturday morning after our BZA hearing driving up and down Michigan Road looking to see if I could find a compliant property, and this is not surveyor measurements, but I think the closest compliant property perhaps is the senior living facility, The Hearth, to give you an idea. I think that it may maintain the 6-foot strip, but it's the exception. I couldn't identify a single other property that complies with the overlay zone, and I'll give you an example that's close by, is Interactive Academy. I don't know if there is a single aspect of the Interactive Academy that complies with the overlay zone, with regard to building materials, buffer areas, parking aisles, nothing. I think it looks great. It doesn't look bad, and I think it serves a useful purpose. And, what we have experienced, what Bob has experienced, I shouldn't say we, but what Bob's experienced is that he is given considerable right-of-way over the years to allow for the future expansion of 421, and that pre-dated certain of the requirements that exist today, which require you to dedicate additional space moving east into the property. And, so what he is effectively saying is, is that at some point if he is able to incorporate that same or similar landscaping into the perimeter of the parking lot without having to also give up an additional 6 feet, then he can accomplish that purpose without giving away more land that was perhaps not contemplated at the time of the overlay zone was originally adopted. And, that's kind of our, that's our theory. It's something that, it's not, it's like the frog in the boiling pot, right? Initially the right-of-way taken for future expansions of 421 was one thing, and then what happens over time is the property comes into the Town's jurisdiction. It's subjected to the overlay zone, the buffer yard requirement, the dedication of an area for the recreational path pursuant to the strategic pathway plan, and then you'd stop on top of that the additional 6 feet, and it just keeps moving aligned, if you will, further back.

Papa — And, my other question is about just the layout of this, and the way I'm looking at this, it appears that we're, there are potentially 4 drive-thru setups on the lot. And, I don't know exactly what our stacking requirements are behind drive-thrus, but just looking at how this is laid out, I can envision that depending on what types of businesses those are, there could be some significant traffic flow issues on this lot. If you start getting cars backing up and in line in these drive-thrus,

there is not really a whole lot of place for them to go other than the one that's located, I guess, to the north end. That seems to have a drive-thru stacking lane, but the other ones don't really, and those cars are going to kind of be all over the place, what it looks like to me.

Kilmer I can address the question about the landscaping, if that would be appropriate now.

Franz Yes. Go ahead.

Kilmer Within the Michigan Road Overlay section, under landscaping requirements, the first citation is areas to be landscaped includes landscape buffer, 30-foot landscape buffer shall be composed of grass landscaped areas, the incorporation of walkways, bikeways, into the design is encouraged, however, no parking areas through road, buildings accessory structures, etc. shall be established within that area. A couple sections later, where it talks about parking lots. Again, this is dealing with parking lots that are in front of the building between the building and Michigan Road, states that perimeter planting area of 6-feet wide shall be provided along front and sides of those areas. The perimeter planting area shall be provided in addition to the landscape buffer. Did you want to address stacking?

Snelling I'm Greg Snelling, civil engineer, 13295 Illinois Street, Carmel is my office. As this building is a spec building for most of the, if not all of it. I don't want to speak for the, I don't know the exact leasing situation. The only tenant that we've designed around is on the north end, and so we've shown some stacking in there, but the other windows, we don't, those are speculative, and we don't know where the windows would be to stack cars behind them, but you can see from, I mean, I could scale this. I haven't done an analysis because, again, it's spec Shell building, but you can see from the scale of the building that there would be, you know, four or five cars that could stack against the window in the middle drive-thru, and then on the southern end would be about the same. I didn't hear the part, I don't know if Roger was, did you clarify the exact requirement per window, or is that in the ordinance?

Kilmer I'm sorry, I did not look that up.

Snelling Okay.

Kilmer I don't believe we received a specific engineering review comment on that. I don't recall.

Snelling No, that has come up, but we, you know, we want to allocate room and you can see from the site plan that we have room for numerous vehicles. I want to stay four or five per window, but per tenant, we don't, there is no specific tenant that we've contemplated yet on any of those windows. Does that answer your question?

Papa I think to what extent it can be answered right now. Yes.

Franz We put the Starbucks on the one that's got the - -

Price That is the plan.

Franz Relative to the two variance requests for the BZA, I mean, the 6-foot against the building, can you explain, I mean, again, what's the justification for asking for that?

Price The foundation plantings?

Franz Yes.

Price It is, physically, it is that we've got an awning that overhangs the structure and so for the health of the plant, that's one thing. And, then secondly, I think, Mr. Jones mentioned this during the hearing. I thought it was a good observation, which is the reason for those is to soften the exterior of the building, and I would suggest that the awning helps do that, and then that we would incorporate landscaping into the parking lot in front of the building, and so with the architectural features itself, plus the landscaping package that we are proposing, we accomplish the same function, as far as softening the appearance of the building.

Jones I think both at the BZA level, one, we were just looking to see these drawings with a little more detail as to the right-of-way for the roads, and how that affected the 6-foot piece across the front. Secondly, like I said, we mentioned if we got commitments that instead of having the foundation plantings, we would have a more robust planting in the tree wells out in the parking lot that would probably also help soften the façade of the building. But, the other piece we were truly looking for, or at least I was looking for, is to see a little more fuller set of commitments, or ideas, of what the overall direction the project was going to take in terms of development, instead of, and this is the same plan we have seen over and over and over again. It's just as he stated, as Matt stated earlier, we are basically just approving the out-lots with no real set of commitments as to what's going on in the interior, and the net effect on the both the traffic study and the drainage plan is it leaves a little bit mute because nobody knows for sure what's happening with the overall site. The last concern is we're not really setting a particularly high bar as to what is being done, as much as the development talks about trails and connectivity and all that kind of stuff, it's, there is out-lots with the bare minimum sidewalk around it. And, just to make sure, once again, we went back and went through the Farms. I think everybody remembers seeing what the overall site plan for that looked like in terms of trails, and connectivity between buildings and curbside parking and other kind of overall project design details, even though at its core it had a fundamentally large grocery store in the center, out-lots around the outside, but it also had commitments regarding different types of maybe assisted living housing, housing over a certain amount of storefront, street level retail. In other words, there was a more fully developed mixed-use plan.

Fedor The Farm was a PUD, correct. It was a planned unit development?

Jones Correct. The, and it's off-stated whenever you talk about mixed-use developments. The planned urban development allows a developer to craft a series of commitments regarding development that allows for those mixes of

commercial and retail and office uses. The path that this property has gone down with it being zoned by the County is general business. Makes that process a little more difficult in that it puts the burden back on the petitioner to actually kind of individually kind of craft all those variances to get around all that stuff. It's, the planned urban development nomenclature was created to create flexibility to get back to, you know, when you think of downtown Zionsville, to ever recreate old-school, downtown Zionsville, you would need a PUD. What transpired over 100 years of, you know, whether it was a gas station or a pool hall that got turned into this, or what was the original Town Hall that's now something else, what a PUD does is allow you to condense 100 years of activity into 1, or 2 or 10.

Franz — And, if I'm not mistaken on the Farm, you know, obviously there was no development plan or anything along that lines, but as part of the PUD itself, we got pretty good concept plan drawings. I mean, we know what was going to go in there in its entirety, is what I would say.

Price — I think Mr. Jones's comments were kind of alluding to this that because we don't have the benefit of a PUD, in some ways we are having to do this a little bit more incrementally. That said, we're, I think we hear you. We're listening. What I want to be careful about is, I don't believe I'm going to be able to come back here. I wish I could come back here in a month and say I can tell you exactly what the rest of this acreage is going to be used for and what it's going to look like. I'm not going to be able to do that. But, I think we can, certainly with regard to the transportation plan, or the transportation study, and what I think I hear with regard to commitments more fully developed about our landscaping package and making sure that it's uniform across the development trail connectivity, making sure that it's identified at least conceptually and commitments could be made relative to that for the entire project, and perhaps other elements that we could provide more assurances for you that it meets the standards. I think we could definitely work at that, and take some time and come back with regard to that, as far as the bigger picture goes. So, those points are certainly well-taken, and if there is others along those lines, we are welcome to hear those.

Jones — One other quick comment, you know, so I've been on the Plan Commission longer than I expected. Fully expect somebody to throw me off of here. But, when this project was first kind of out and about, I think there was conversations that there has always been a demand for a gas station up here at this corner. But even, you know, when Allen and Jay Parks and all that bunch were up there kind of running it, the message came out clear even back then that they wanted to see a more fully developed plan for what was going to happen up here, and they didn't want to end up with just a standalone gas station on a corner, or in the middle of a lot, or something like that. So, some of the comments I'm making are the same, I'm just repeating stuff that, when I didn't say anything 8 years ago that I heard, now that I've talked too much.

Price — And, I hope I'm communicating a little bit of the tension that we experienced, because what we're trying to do is we have certain contractual obligations that we're trying to meet, and we've worked into our timeline the possibility of having more than one meeting before the Zionsville Plan Commission because we understand the process, and we understand that this is a significant undertaking. You know, I think that we're not going to be able to say what the

use is, and what it will look like on every stitch of the property, but I think we can provide some of the more global aspects of it, maybe more defined and committed to, and with the updated traffic study and drainage specifics we can help remove some of the concern that I hear being expressed. I think I hear that there is some support in a sense that there's a recognition of the need, and certainly we're zoned for that, and while we think there might be some overlap between uses, between properties like the Holliday Farm and this. I think they also serve some distinct purposes too, as far as the offerings on each property, and how they might serve the broader community, and so we think that there is some symbiotic nature between the two properties, and each project has been supportive of each other because recognizing that to some extent. And, so that's a diversion, but I think we certainly can come back to you with additional commitments and additional examples, I guess, that would give you additional insight into where we see this going and the context that we've made up to this point that give us assurances that that is the direction it's going.

Franz Okay.

Papa If this is going to come back to the next meeting, which it sound like what might happen, just, I don't know what everybody else's opinion is, but I'm not included to agree that we should give up the additional 6 feet on the landscaping around the parking lot. I think that's the way the ordinance is written and that's the way it should be interpreted. That's my opinion.

Grabianowski Well, somebody said tonight that that was in part because of lights going out onto Michigan Road for the parking area. In 10 years, Michigan Road is going to be a lot wider. So, it might be a safety issue.

Franz Let's go to, it's in your book. It's the one that's actually upside down. It's this one here.

Price Landscaping plan.

Franz Yes. So, if you put this, so the book's upside down, and so, Michigan Road is right in front of you. So, the 30 feet goes from basically the edge of the parking lot, out to, is it, I see the path, the sidewalk there. And, then there is another 10 to 15, and then there is, is it the first line or is it the kind of hash-dotted line? That is the 30-foot? I mean, I'm just trying to understand exactly where that is. And, then you've got grass, or is it all 30 feet all the way out, or is it 30 feet and then there is kind of the right-of-way?

Snelling If you don't mind, me stepping in to clarify. I have a dimension site plan on my iPad here I can give you a little better.

Franz Yes.

Snelling So, the right-of-way is 50 feet from the center line.

Franz Okay.

Snelling The proposed pavement with widening that INDOT requires is going to be approximately 24 feet, with a 4-foot shoulder. So, 22 feet of green space between the edge of pavement.

Franz That's this to here. Right?

Snelling That would be to the right-of-way line, which is the, it looks like it's got 2 dashes, and it's bolder.

Franz Yes. Yes, okay.

Snelling So, 22 feet of green space that just, in the right-of-way, that they don't own. Beyond that, to the east is another 30 feet of buffer yard.

Franz Right. Okay.

Snelling Part of that 30 feet is also, is right-of-way that the Town has requested that we grant to the Town as kind of like an easement. It's not going to be simple owned by the Town. It's going to be part of the lot. Within that 20 feet is a 12-foot multi-use path.

Franz Okay.

Snelling So we have, you know, the path is part of a recreational space, but 22 feet plus 30, this is just from pavement to pavement. Drawing a blank. But, it's a good distance of green space that just from pavement to pavement.

Papa But, that 22 feet that's adjacent to the pavement, if 421 gets expanded to 4 lanes will become - -

Snelling --We're making it 4 lanes now. That's part of our project. I mean, we're required by the traffic study to go ahead and widen.

Franz So there is going to be 30 feet between the edge of the parking lot and - -

Snelling --That's at full build-out after the project. So, I'm speaking in terms of proposed, not so existing if we don't need 12 feet off the center line. So, you're losing another, actually like 16 feet of, we're putting in 16 more feet of pavement to add that extra lane.

Franz I'd say I'm opposite. I'm, you know, I probably couldn't tell the difference between 30 feet and 36 feet anyway, looking at it. You know, I would be okay with that if the BZA said go ahead. I mean, I'm okay with that. But, you know, if the BZA is looking for guidance, that's my opinion on that one. And, the foundation plantings, you know, I'll defer to what you guys say on that. If you think that some of the tree well plantings can soften the front, I'm okay with that. I don't know what everybody else was thinking from the Plan Commission if, I mean, that's why they, I'm assuming that's why you continued it to kind of get our thoughts on it.

DRAFT

Papa Well, there was that, and also the idea of if the variance on that would be granted, then what about the rest of the strip, like should that be considered now or be done later, and I think there was again concern about it being - -

Franz --I think if you, I mean, if we had more of a, but I would think we'd want, whatever we said here would probably be, we'd probably want it to be consistent however it's handled. That's my thoughts. I defer to everybody else what they think too.

Papa On the safety issue about the 6 feet, maybe I misunderstood, but I thought I asked Mr. DeLong, or somebody did last weekend, or whenever it was, two weeks ago, and he said outside the overlay district it'd still be 6 feet. And, that's sufficient and that's the purpose. In this case, you'd have 30 feet with the 6 feet within it, that would otherwise be sufficient up against the road. So, the fact that they're giving up extra property and the road is moving closer that they - -

Grabianowski --He said they already had accommodated for the road moving closer in this plan, so I'm okay without having the 6 feet.

Papa Yes, I'm fine with going without it.

Franz I mean, you know, ultimately it's the BZA's responsibility. I defer to what you guys think is appropriate. But, like I said, I'm not going to be able to tell the difference between 30 feet and 36 feet.

Jones Like I said, part in parcel of the conversation at BZA, regarding this individual lot was the fact that, yes, that would then probably become the norm for everything up and down 421. Secondly what we were told is that we would have some more fuller developed plans that we have received, but still, once again, it's for the out-lot portion of it, and so the last, the final hump is what's our opinion as to what we want to see about the scope of the overall development. Or, are we going to be satisfied with this parceling out of the development phasing, as it is told to us?

Franz Okay. Well, I think Mr. Price has stated that he's willing to come back with some additional drawings, concepts that we can take a look at next month. Is there anything else? I mean, the traffic plan, traffic study. Is there anything else that anybody wants to ask for?

Fedor That are is growing so fast a traffic study probably isn't going to be worth the paper it's written on in a month.

Franz But, I will say we've caught, you know, not having updated - -

Fedor I would agree a traffic study would be great. I guess my point is it's changing so fast up through there.

Franz I understand. But we've been called out on that several times.

Fedor You're right. You're absolutely right.

Franz And, this is relatively going to be, not relative, this is high-profile. So, is there anything else?

Jones This is a quick, odd question. So, the streets are going to be private drives inside, correct?

Price Yes, sir.

Jones And then you're partitioning off the out-lots for sale. So, basically the larger sections that remain on, let's call it the east side of the property, will still be a separate parcel? If they ever wanted to, they could re-zone that part within the development? For some reason the whole idea of PUD-type description would help with a different type of use. Does that make sense? I don't know.

Price Yes.

Jones Is that doable?

Price Yes, I would say that's probably doable.

Jones Because the streets within the Farm were going to be public or private? Matt, would you remember.

Price I don't. Might have been a little bit of a combination actually.

Jones Okay.

Franz All right. At this point in time, I guess I will entertain a motion to continue this to the March, what is the March meeting? March 16 Plan Commission meeting.

Papa So moved.

Franz Is there a second?

Walker Second.

Franz Multiple seconds. All in favor, signify by aye.

All Aye.

Franz Opposed by nay.

[No response.]

Franz Motion carries. Continued to next month. Thank you.

Price Thank you for your time this evening.

Franz At this point in time, I believe there is nothing else on the agenda. Does anybody have anything they'd like to bring up before I ask for a motion to adjourn? If not, is there a motion to adjourn?

DRAFT

Papa So moved.

Franz Second

Fedor Second.

Franz All in favor, aye.

All Aye.

Franz Opposed.

[No response.]

Franz Motion carries. We're adjourned.

DRAFT

JENNIFER & DOUG STARNES
6563 Bainbridge Way · 517-420-8405
Farmerj5@gmail.com

April 16, 2020

Plan Commission Members – Town of Zionsville
C/O Zionsville Town Hall
1100 W Oak Street
Zionsville, IN 46077

DEAR PLAN COMMISSION MEMBERS,

We are writing in opposition of the Windhaven zone map change from rural residential to planned unit development which is on the agenda for your April 20th meeting.

Three years ago after months of searching for a new home when moving to the area from out of state, our realtor brought us to the Enclave and to the house for sale on Bainbridge Way. After one step in the door we had a view straight into the backyard and knew that this was where we wanted to live. Just like many families who are drawn to Zionsville, we love the rural feel. We hate the idea of losing the horse farm but are most devastated by the PUD plans. On behalf of my family and neighbors, please deny this zone map change to preserve what we love about our neighborhood and Zionsville. Thank you for your consideration.

Sincerely,

The Starnes Family

Received
4-20-2020
Town Of Zionsville

Janice Stevanovic

From: Wayne DeLong
Sent: Saturday, April 18, 2020 1:04 PM
To: Janice Stevanovic
Subject: Fwd: Windhaven PUD Concerns

Begin forwarded message:

From: Michael Woodhams <mdwoodhams@gmail.com>
Date: April 18, 2020 at 12:14:19 PM EDT
To: Wayne DeLong <WDeLong@zionsville-in.gov>
Subject: Windhaven PUD Concerns

I am emailing because I am concerned about the Enclave's ability to assemble and discuss advantages or disadvantages of the proposed Windhaven PUD development. My wife and I moved into the neighborhood two years ago, which borders the proposed development. From our perspective, it is very difficult to engage with others around us due to the current national emergency. If that is difficult within one neighborhood, the same must be true for the rest of Zionsville.

I urge the council to consider that due to COVID-19, our liberties to assemble and discuss are severely hampered, and that a Zoom meeting inadequately makes up for that.

I am also concerned about the ability for so many to log into one zoom meeting based on the server's capacity lately. Many zoom business meetings I have attended have "stranded" folks from calling in.

We ask that a true public meeting can be held for conversation, discourse, and idea sharing at a later date. I am sure the zoom meeting would be educational for us to understand the developers intents, but the current climate makes it difficult for our community to understand the true perspective of others around us. The community is not prepared.

Cited: Docket #2020-10-Z
April 20, 2020

Thank you,
Michael Woodhams
574-870-5433
--
Michael Woodhams 574.870.5433 Sent from Gmail Mobile

Received
4/18/2020
Town of Zionsville

Janice Stevanovic

From: Wayne DeLong
Sent: Saturday, April 18, 2020 1:04 PM
To: Janice Stevanovic
Subject: Fwd: Opposing Proposed PUD zone (Docket #2020-10-Z)

Begin forwarded message:

From: Stephanie Domagalski <scdomagal@gmail.com>
Date: April 18, 2020 at 12:16:03 PM EDT
To: Wayne DeLong <WDeLong@zionsville-in.gov>
Subject: Opposing Proposed PUD zone (Docket #2020-10-Z)

Hi Wayne,

Hope you are safe and well.

I am writing you today to express my opposition to the petition to rezone the Windhaven farmland off of Oak Street to a PUD zone.

It has come to my attention that the public hearing will be conducted this Monday, 4/20/2020 via a "Zoom" Meeting. As a resident of The Enclave neighborhood, that would be greatly impacted by this proposed development, I'm frustrated by the accommodation to hold this specific rezoning petition virtually. I have reason to believe that the developers are attempting to get their petition to pass "under the radar" given the current global crisis. Residents of The Enclave, under stay at home orders, have not been able to connect and discuss the impact this PUD would propose as they would if the Covid-19 restrictions were not in place.

Additionally, I'm concerned with the layout of this PUD. The homes they want to build would be 10 ft apart and offer minimal green space. This is far from the look and feel of our sweet, little town.

Please, please consider rejecting this proposal or at the very least postponing this specific docket until the Covid-19 restrictions are lifted and the Enclave residents can assemble and discuss.

Thank you,
Stephanie Domagalski

Received
4-18-2020
Twon of Zionsville

大成 DENTONS BINGHAM GREENEBAUM

Matthew M. Price
Partner

matt.price@dentons.com
D +1 317 686 5225

Dentons Bingham Greenebaum LLP
2700 Market Tower
10 West Market Street
Indianapolis, IN 46204
United States

dentons.com

April 10, 2020

Via Email to WDelong@zionsville-in.gov

Wayne Delong, Director
c/o Zionsville Plan Commissioner
1100 West Oak Street
Zionsville, IN 4607

Re: Prologis – Docket No. 2020-08-Z

Dear Wayne:

We represent Prologis in connection with the referenced rezoning. We are diligently working to address certain comments received from the Town of Zionsville and other parties concerning the petition. We believe the petition, and our ability to answer questions pertaining to it, would benefit from additional time—and possibly permit the matter to be heard in a traditional setting at the Town Hall. Therefore, we request a continuance to the Plan Commission's next regularly scheduled meeting date of May 18, 2020.

Sincerely,

Matthew M. Price
Partner

MMP/rea

Received
4-10-2020
Town of Zionsville

April 8, 2020

Janice Stevanovic
JStevanoviv@zionsville-in.gov

Dear Janice:

Please let this letter serve as a formal request for continuance for petition 2020-10-Z, a PUD request for a residential subdivision to be called "Windhaven". We request that the petition be continued to the May 18, 2020 meeting of the Zionsville Plan Commission in order to allow for sufficient time and opportunity to meet with area neighbors. Note that this is the first continuance request for this petition.

We look forward to the opportunity to present our project to the Plan Commission.

Yours truly,

Church Church Hittle + Antrim

Andrew E. Wert, AICP
awert@cchalaw.com
2 N 9th Street
Noblesville, IN 46060
(317) 776-5262

Received
4-10-2020
Town Of Zionsville

Janice Stevanovic

From: Wayne DeLong
Sent: Saturday, April 18, 2020 1:04 PM
To: Janice Stevanovic
Subject: Fwd: Opposing Proposed PUD zone (Docket #2020-10-Z)

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Additionally, I'm concerned with the layout of this PUD. The homes they want to build would be 10 ft apart and offer minimal green space. This is far from the look and feel of our sweet, little town.

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Thank you,
Stephanie Domagalski

Received
4-18-2020
Twon of Zionsville

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Subject: Fwd: Windhaven PUD Concerns

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Cited: Docket #2020-10-Z
April 20, 2020

Thank you,
Michael Woodhams
574-870-5433
--
Michael Woodhams 574.870.5433 Sent from Gmail Mobile

Received
4/18/2020
Town of Zionsville

From:	David Pryzbylski
To:	Janice Stevanovic
Cc:	Wayne DeLong; Kevin Mantel; jgregoline@yahoo.com; hackbob1s@gmail.com
Subject:	2020-10-Z Windhaven - Formal Request for Continuance
Date:	Friday, April 10, 2020 2:31:43 PM

Hi Janice,

Thank you again so much for your time today. My wife Rachel Pryzbylski and I live in the Enclave neighborhood at 6847 Woodhaven Pl., which shares a fence with the property where the development in 2020-10-Z Windhaven is being proposed by M/I. We have not yet received formal notice from M/I by mail or otherwise of the proposed development (which I believe is required), and neither have any other people I have spoken with in the Enclave who are directly adjacent to the properties at issue (like Steve and Carrie Hackett as well as Joe Gregoline, who are copied here). While we have not received any notice from M/I, we did see that the WIndhaven project they are proposing is up for discussion at the April 20, 2020 plan commission meeting.

Given the lack of notice to us and in order to afford us an opportunity to evaluate the proposal and formulate our formal position (we have potential concerns and many issues we need to vet), the residents of the Enclave (including homeowners directly adjacent to the properties being proposed for development), formally request a continuance for any substantive discussion on M/I's Windhaven proposal until the May 2020 plan commission meeting, at the earliest (again, given we just learned of this filing and were given no notice by M/I, we may need time beyond that and will engage your office in discussions as this evolves should we determine more than one month is needed). Kevin Mantel, HOA President for the Enclave, is also copied here as a representative for the neighborhood supporting this continuance request.

We understand that M/I has requested a continuance as well, to which we do not object.

To the extent this continuance request can be granted before the April 20th meeting and the Windhaven project be removed from that agenda, that would be great. If the commission will wait and rule on this request at the hearing, please let us know - we have many people who plan to attend all hearings where this issue is discussed so we need to provide them notice. We also are considering formal legal representation. If/when we retain counsel, we will make sure he/she enters an appearance so you know our point of contact going forward.

Please confirm receipt of this email and let us know if you need anything else with respect to this continuance request. You may share this communication with the members of the commission or anyone else who needs to see it in order for the request to be processed.

Thank you again. We really appreciate your assistance and look forward to working with your office with respect to discussions around this issue.

Hope you have a safe, healthy, and enjoyable weekend.

Best,

David J. Pryzbylski

Received
4-10-2020
Town of Zionsville

Janice Stevanovic

From: Wayne DeLong
Sent: Friday, April 10, 2020 4:29 PM
To: Janice Stevanovic
Subject: Fwd: New Development near The Enclave in Zionsville
Attachments: Windhaven continuance request[7930].pdf; ATT00001.htm

For the file

From: Joseph Gregoline

Sent: Monday, April 6, 2020 3:51 PM
To: Wayne DeLong
Subject: Fw: New Development near The Enclave in Zionsville

Wayne Good Afternoon,

Reaching out today about this email notice from Jonathan Issac's that M/I Homes filled for rezone of the Wind haven property. We had expected filing when the town hall reopened but also understand that business must go on as to the extent capable. In addition, learning that the 4/20 public hearing is being planned to continue via Zoom. I found the agenda and Zoom instructions posted on your site.

Would you have any recommendations on how the public,or more specifically the Enclave board and homeowners should approach this?

I am going to assume the ZPC will grant a continuance to May, given the backlog agenda from the March cancellation meeting. I am concerned about The Enclave's ability to align with our HOA board, homeowners and attorney. Also, we will plan to communicate the Zoom invite to our homeowners but I am concerned that might not be advantageous for all involved.

We have very real concerns about this project and it's impact to nearby homeowners. We fear this project might not receive the typical due diligence and scrutiny.

Received
4-10-2020
Town of Zionsville

Appreciate any insight or feedback you might have.

Joe Gregoline

Enclave Board of Directors

----- Forwarded Message -----

From: Jonathan Isaacs <jisaacs@mihomes.com>

To: Joseph Gregoline <jgregoline@yahoo.com>

Cc: Mantel_kevin@yahoo.com <mantel_kevin@yahoo.com>; wluke541@gmail.com <wluke541@gmail.com>; mmunz86@gmail.com <mmunz86@gmail.com>; rguard@indy.rr.com <rguard@indy.rr.com>

Sent: Monday, April 6, 2020, 01:02:40 PM EDT

Subject: RE: New Development near The Enclave in Zionsville

The Enclave Board,

MI Homes has made a submittal to the Town of Zionsville for the rezone of the parcel to be known as Windhaven. I am attaching the copy of the PUD ordinance for your review. This past month has ever been changing in regards on how we do business and how Towns are conducting business. As you may be aware the Town of Zionsville Town Hall is closed to the public. I have been told that the Town of Zionsville intends to hold public meetings via a remote connection to allow all to be involved. I was told on Friday that the Plan Commission will be conducted on April 20 via a Zoom meeting. I am not sure how this would work and I am truing to figure out the process.

In the interim, I am hopeful that we would be able to have another meeting with your neighborhood prior to any public hearings. I do not see that happening in April seeing that no gatherings can be conducted and I am not sure other than a face to face meeting would be beneficial. In any event I wanted to get you the information in your hands and we can at least have some discussion. I would be open to a conference call with the board of directors to continue our dialogue as we continue to maneuver in the ever changing landscape of our public health.

In our submittal, we have made lots adjacent to The Enclave deeper and are requesting to have a landscape easement adjacent to the property line. This easement would be 10 feet and would not include any drainage easement so plantings can occur. We then would have a 20 foot drainage easement beyond the landscape easement. The setbacks for the homes would be similar to that of the homes in The Enclave. Our lot count has been reduced to 58 dwelling units on the 25 acres.

I have attached a draft of the proposed PUD zoning ordinance for your review. The PUD includes standards that allow the subdivision to be constructed as presented. That is a benefit of the PUD as we go through the PUD approval process since these standards would be defined up front as part of the approval of the rezone. You will not that we have provided in Exhibit 4H architectural requirements that must be incorporated into the exterior home design. These specific lots are those that have direct connection home sites on the perimeter of the development. We also included specific language for corner lots as well.

Home sites marked with black dot must have a combination of 2 features of the list provided in the PUD to provide some guarantee to the neighbors of some minimum exterior standards. In all cases, we would have a minimum of a 3 foot wainscot of masonry on all 4 sides of the homes adjacent to the The Enclave. Within the 10 foot Landscape easement, The plantings required will include 3 shade trees, 2 ornamental trees per each 100 lineal feet of buffer yard. The trees can then be grouped in a manner that provides the most benefit for the residents of The Enclave and of Windhaven. The landscape section can be found in Section 6 of the ordinance.

Exhibit 5 shows the intent of the landscape which will include plantings along the common boundary between The Enclave and Windhaven.

I will let you know more as to when we anticipate the moving forward with the public hearing and neighborhood meeting.

Thank you and stay safe.

Jonathan Isaacs

Land Acquisition Manager

M/I Homes of Indiana, L.P. | Land
8425 Woodfield Crossing Blvd. | 100W | Indianapolis, IN | 46240
www.mihomes.com/Indianapolis

Phone: (317) 475-3629
Mobile: (317) 693-0448
jisaacs@mihomes.com

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From: Jonathan Isaacs
Sent: Tuesday, March 10, 2020 4:04 PM
To: 'Joseph Gregoline' <jgregoline@yahoo.com>
Cc: Mantel_kevin@yahoo.com; wluke541@gmail.com; mmunz86@gmail.com; rguard@indy.rr.com
Subject: RE: New Development near The Enclave in Zionsville

Enclave Board:

We are working on updating information and making modifications: Please see my comments in red below: We will be ready to sit down again with you after next week. I will be on vacation the week of March 16 to 20. We are planning on filing for a rezone in the next meeting deadline which is March 16th. As I understand the process, we would have a Public Hearing at the Plan Commission in April with the expectation that we would be continued after we receive public comment and comments from the plan commission. We have time to evaluate and make some changes as we go forward. I will provide you with our submission as soon as we have it completed. I am working on obtaining a colored site plan for the proposal.

I can make myself available for another meeting after March 24, 2020.

Thank you,

Jonathan Isaacs
Land Acquisition Manager

M/I Homes of Indiana, L.P. | Land
8425 Woodfield Crossing Blvd. | 100W | Indianapolis, IN | 46240
www.mihomes.com/Indianapolis

Phone: (317) 475-3629
Mobile: (317) 693-0448
jisaacs@mihomes.com

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From: Joseph Gregoline [mailto:jgregoline@yahoo.com]
Sent: Thursday, February 20, 2020 9:13 PM
To: Jonathan Isaacs <jisaacs@MIHOMES.com>
Cc: Mantel_kevin@yahoo.com; wluke541@gmail.com; mmunz86@gmail.com; rguard@indy.rr.com
Subject: Re: New Development near The Enclave in Zionsville

Jonathan,

I wanted to send a followup note from our meeting last Thursday evening.

The Enclave Board of Directors does appreciate your reaching out to us about your project. Additionally, taking time to meet with us last week to share the proposal details. This is much preferred compared to the approach with prior proposals to develop these properties. From a high level, we can appreciate the project you are attempting to bring to fruition for your organization.

Having said that, The Enclave board has had additional time to take in the details and provide initial feedback based on what was shared with us in the meeting.

We have developed an initial list of concerns which include:

- Zoning- PUD vs. R2/R3
    - It was clear this will be your 1st option. Ultimately, this will vetted by the Plan Commission/Town Council but we do not feel a PUD is the appropriate zoning for this parcel of land. There are many reasons for this but it is apparent that a PUD in this project is being used to gain additional density than what R2/R3 allows for given total acreage available. Additionally, to gain relief from subdivision guidelines related to street radius and entrance requirements. We understand that their can be benefits based on your explanation but those would not be offset by the impact that the density of PUD zoning would bring. We would request that Zoning that is consistent with The Enclave. We are working on bringing a lifestyle type neighborhood by bringing a move down buyer. The choices for people to stay in Zionsville and move down from the larger homes is limited in Zionsville. This type of infill development which is somewhat consistent with the density of the surrounding communities. The move down buyer is looking for small yards with less maintenance than what communities like the Enclave provide in the market. The ability to utilize a PUD allows for the creation of varied standards to provide a unique development. Some standards currently used in Zionsville such as the centerline radius provides for an increased speed through a community. The benefit to the PUD is we can come to agreement on many issues that get written directly into the PUD. Once the PUD is approved, one would be able to know what the expectation for the community is supposed to look like.
- Density
    - Small lots of .20-.25 acres with the PUD layout vs. R2/R3 requirements with a minimum of .33 acres or 3 homes per acre. We would request density that is consistent with The Enclave. The lot size is not the only thing that determines density. We look at common areas and other opportunities for open space to provide in a community. We have been looking at the overall project and specifically the lot sizes on the perimeter. We are working at adding depth to match the similar setbacks which was suggested that the Enclave was a 40 foot rear building setback. We are working to make deeper yards along the perimeter to keep somewhat consistent setbacks and provide landscaping to the perimeter of the Windhaven site. At 58 dwelling units, that achieves a density of 2.3 dwelling units per acre. The enclave is about 2.0 units per acre (116 units on about 60 acres).
- Construction Standards
    - We would request constructions standards that require building materials (% brick/masonry) on sides and rear of home for lots that are visible external to your development. Specially, along the South and West shared property lines. Additionally, considerations to minimal roof pitch and limitations on allowable fencing materials. Similar requirements are written in our covenants to preserve character of real estate. I am working on a list of certain requried architecture that include architecture enhancements regarding the exterior façade. These items might include wood trim surround window treatment, exterior bump outs such as breakfast rooms, covered patios/porches and/or multiple materials texture changes to the rear elevations. Texture changes could include masonry/varied hardi plank siding. These standards would apply to home sites that back up to the enclave. We are also working on certain high profile lots in the community such as corner lots and lots visible to Oak Street to have similar standards required.
- Building Setbacks

- Although specific plot plans were not available/shared. You verbally indicated that building lines would be consistent with a 30 ft RDE.
- We would request additional plat easements to accomplish building setbacks consistent with the Enclave on your secondary plat of the development. 30 ft RDE + an additional 10 ft of LE. We have a minimum of 40 ft in 98% of lots (between RDE and LE combined). Houses do not have another permanent structure closer than 80 ft in back to back lot scenarios. We are working making lots deeper to ensure we do not have homes closer than 40 feet to the rear lot line along the south side of the project.

- Buffering Landscaping

  - We would request a plan to mitigate line of sight of structures on shared property lines along the South and West sides of the proposal.
  - This includes mounding, trees/bushes and other natural forms of buffering to give relief to home owners who are most impacted by the project and change in zoning for adjacent property. We will be providing language in the proposed zoning change to discuss the opportunity of increasing the ability to provide screening. Mounding is not likely able to work as that would require significant amount of area to achieve a reasonable mound height. I would proposed we look at landscaping and provide flexibility in the placement of the plantings to provide the best screening for adjacent neighbors. This language will be addressed in the proposed PUD document language. The standard zoning ordinance would not require a landscape buffer between residential communities.

We are in the process of sharing our learnings along with the project details from the meeting with our homeowners and other nearby neighbors. We would like you to take our feedback and evaluate how your project can address them in future iterations which would allow for amenable collaboration as you continue to seek approval on your project.

We look forward to future communications from yourself and/or M/I Homes as you continue to refine your proposal, prior to submission of your plan with the Zionsville Plan Commission.

Thank You

Enclave Board

On Monday, February 10, 2020, 08:55:42 AM CST, Jonathan Isaacs <jisaacs@mihomes.com> wrote:

Joe,

Thank you for reaching out to me regarding the Windhaven/Chickadee Farm properties. I can meet with you on Thursday evening and I can bring information regarding the plans that we have for the use of the property. We have not shared any information about the site plan to date and have been looking at several options and layouts with some direction from the city staff.

I can share with you the product that we will be presenting is a one story empty nester detached product. We just opened a community in Fishers called Legacy at Hunters Run with this product in it. That neighborhood consists of 51 dwelling units and the model just opened last weekend. I would anticipate the finishes of that product to be similar to the Windhaven property in Zionsville. You can look at that product at our web site at the following web address:

www.mihomes.com/new-homes/indiana/indianapolis-metro/fishers/legacy-at-hunters-run

The home plans range in size from 1780 square feet to over 3000 square feet. The product has many structural options including breakfast bays, rear covered patios and second story lofts. Some of the empty nester buyers will purchase basements but generally this buyer group does not want basements and would put more money in interior building upgrades. I can share more on the exterior facades and materials when we meet. The home sales values are likely to be in the high 300's to the mid 400's. The starting price as shown on the web site for Lagacy at Hunters Run is the lowest price prior to options. Typically the ranch buyer spends between $75 and $100K in options on the home.

I will try to answer as many questions you highlighted below and will work at having a better framework and site layout to share on Thursday evening.

- Zone map change you will be requesting with your petition: We will be looking for either a R3 zoning classification or a specific PUD that would mirror the standards of the Urban R3 zoning district. That will depend on answers we need from City staff on interpretation of the standards.
- Site/Conceptual Plan: I can share this with you on Thursday evening. We are looking at approximately 59 single family lots with one entrance from Oak Street. We will need relief from the Subdivision standards for a few items including permitting only one entrance from Oak Street (normally they require 2 entrances when you have 30 lots or more) and centerline radius reduction from 300 feet to 150 feet. The centerline radius reduction is eliminate higher speeds through the neighborhood as generally 300 foot radius creates a design speed of greater than 25 MPH. The goal is to limit the impact to Oak Street with only one entrance with providing emergency access if needed/required by the fire department.
- Plat plan w/satellite-topo overview: We have not finalized grading plans bu will be able to share how the drainage should work based on existing topo and plan on utilizing the existing lake as part of the detention. We are early enough in the process to try to solicit input from your neighborhood prior to applying for the zoning.

- Landscaping plan: We do not have a landscape plan created but can share a vision of what we are thinking and seek input from your neighborhood prior to filing the zoning.
- Date you plan to file petition and Plan Commission meeting date you are seeking for hearing: The plan would be to file by March 17th with an anticipated Plan Commission meeting public hearing on April 20th.

I received your contact information off your HOA website. I am trying to reach out to you earlier in the process as now we will have close to 2 months prior to the first public hearing. We are aware of concerns that your HOA had about with Cardon development and believe we can provide you with a better project that will fit with the community. This is much less of an intensity land use and more in keeping with the surrounding development.

Please confirm our meeting on Thursday evening. Please let me know how many I may expect so I can have enough information to share or if we have the ability to share with a power point.

Sincerely,

Jonathan Isaacs
Land Acquisition Manager

M/I Homes of Indiana, L.P. | Land
8425 Woodfield Crossing Blvd. | 100W | Indianapolis, IN | 46240
www.mihomes.com/Indianapolis

Phone: (317) 475-3629
Mobile: (317) 693-0448
jisaacs@mihomes.com

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From: Joseph Gregoline [mailto:jgregoline@yahoo.com]
Sent: Sunday, February 09, 2020 8:06 PM
To: mbafia@ardsleymgmt.com; Jonathan Isaacs <jisaacs@MIHOMES.com>
Cc: Mantel_kevin@yahoo.com; wluke541@gmail.com; mmunz86@gmail.com; rguard@indy.rr.com
Subject: Re: New Development near The Enclave in Zionsville

Jonathan,

Our board an homeowners are aware of the surveying work that commenced last fall on the Windhaven/Chickadee Farm properties and your organizations interest to acquire the land.

As you note below, the February 2015 Cardon proposed PUD was not successful. The Zionsville Plan Commission gave a unanimous unfavorable recommendation to the town council and the project was ultimately denied by way of majority vote from the Zionsville Town Council. The Enclave HOA lead the remonstrance, with strong support from several nearby neighborhoods and the Zionsville HOA Roundtable. The majority of the current board was in place at that time.

Having said this, our board is able to meet with you this week to learn about your proposal. It seems like Thursday 2/13 would work best on our end, perhaps at 7pm? If this is acceptable to you, I will work to secure a small meeting room at the Zionsville Town Hall.

We will have many questions that can be reviewed during the meeting but there are a few things that would help us prepare for meeting. Those include what is listed below.

- Zone map change you will be requesting with your petition
- Site/Conceptual Plan
- Plat plan w/satellite-topo overview
- Landscaping plan
- Date you plan to file petition and Plan Commission meeting date you are seeking for hearing

Also, ask how you were provided our contact information?

Joe Gregoline

Treasurer- The Enclave HOA

On Wednesday, February 5, 2020, 09:20:34 AM EST, Jonathan Isaacs <jisaacs@mihomes.com> wrote:

Mary Bafia and the Enclave Board of Directors,

MI Homes of Indiana has an option to purchase the Windhaven Farm property along Oak Street in Zionsville, Indiana. You may have notices some surveying work going on over the last several months. MI Homes is preparing for a zoning filing in the next few weeks but would like to share some information about the proposed project. We are immediately adjacent to the east/north of the Enclave Subdivision.

We are proposing a luxury ranch style subdivision on the subject property consisting of single family one story detached homes. The community would gain access directly to Oak Street. The existing lake that is on site will be used as a detention pond for the proposed development which would outlet to the southeast as it does today. The Town of Zionsville is extending sewer along Oak Street that will allow this parcel to be developed later this year. I understand that there is some zoning history on this site as Cardon had proposed a much higher intensity use several years ago that included an assisted living center and other ancillary residential uses. I believe that the residents will find our proposal mush more in keeping with ideas presented by the neighborhood at that time. Ultimately, Cardon zoning was denied by the Town of Zionsville.

I have attached a map of the property and would like to share more information with the HOA Board and solicit some comments as we begin through the zoning process. I would like to set up a meeting with the either the HOA Board or a few individuals from the board so I can share a proposed site plan and product examples to share the vision we have for this new residential community. I would be happy to host a neighborhood meeting as well later in the process as we start through the rezoning process.

My contact information is below.

Sincerely,

Jonathan Isaacs
Land Acquisition Manager

M/I Homes of Indiana, L.P. | Land
8425 Woodfield Crossing Blvd. | 100W | Indianapolis, IN | 46240
www.mihomes.com/Indianapolis

Phone: (317) 475-3629
jisaacs@mihomes.com

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EXTERNAL EMAIL

EXTERNAL EMAIL

From: Wayne DeLong
To: Janice Stevanovic
Subject: Fwd: April 20 Planning Commission Meeting
Date: Friday, April 10, 2020 4:28:29 PM

For the file

From: Ryan Keith

Sent: Friday, April 10, 2020 2:35 PM
To: Wayne DeLong
Subject: April 20 Planning Commission Meeting

Mr. Delong-

I hope this finds you well. It appears that there is another PUD rezoning request on the table for the Windhaven Farms property. The information I have so far indicates that the April 20 planning commission meeting will be the avenue for the public to voice its comments and concerns. Due to the current Coronavirus pandemic, it is my understanding that this meeting will be available in electronic form via Zoom. I am curious how many participants will actually be allowed to join this virtual meeting. By default, such meetings are capped at either 100 or a maximum of 500 if the large group add-on is available.

As someone who moved to the Enclave subdivision, not so much for the house itself, but the property it sits on and the backdrop (and paid a premium for such), it pains me to see yet another attempt to convert the property into a cookie cutter residential small lot subdivision that looks and feels nothing like the properties to the east and west. I realize that this email isn't the forum to air my feelings but wanted to relay the fact that I come to you with a vested interest.

In regards to the meeting itself, I was there in 2014 to participate in a similar line of meetings. I was part of the mix of people who came to speak out about the planned development. I was there to see the outpouring and the packed town hall room. With that in mind, I have the following thoughts:

1. I would suggest that, at best, there is no way you can replicate a live meeting with such significant potential consequences through a Zoom meeting. As someone who has spent a fair number of hours in Zoom meetings over the course of the last month, I can tell you it's not the same.

2. You are holding a meeting at a time when people who might otherwise speak up and have an opinion are simply focused on staying healthy, alive, and figuring out finances, etc.

3. I can reasonably assume that there are plenty of individuals without access to a device that would allow them to connect to Zoom or who don't have the computer literacy to know how to connect even if they do have access. So only those

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4-10-2020
Town of Zionsville

fortunate enough to have such a connection are allowed to “attend?”

This issue is near and dear to the hearts of many people. I’d guess that’s likely well over 500. We are fighting for everything our properties were purchased for including their resale values. We are fighting for the infrastructure issues that continue to be ignored all while being more than happy to continue to allow subdivisions to be slapped up everywhere. We are fighting to protect ourselves and our driving-age children who can’t even pull out onto Oak street because of the nonstop traffic and congestion.

For all of these reasons, I would suggest that this agenda item be delayed until which time an in person meeting is possible again. Let the residents focus on what’s really important right now instead of letting this add to their worries. There will be plenty of time for a proper meeting to discuss this the right way, but April 20 isn’t that time. The optics of this will be significant. Continuing with this agenda item on April 20 will send the message that you are catering to the developer, not to the residents of Zionsville...regardless of the true intentions.

I appreciate your time and I do apologize for the lengthy dialogue, but I think it is worthy to share what myself and likely others are feeling at an unprecedented time.

Thank you,

Ryan Keith
Enclave resident

Janice Stevanovic

From: Wayne DeLong
Sent: Tuesday, April 14, 2020 3:47 PM
To: Janice Stevanovic
Subject: Fwd: Per the Windhaven sub-division rezoning

Mr DeLong,

I tried to call you but your phone mail box was full …on this date April 14, 2020

Per the http://zionsville-in.gov/DocumentCenter/View/3216/2020-10-Z-Windhaven- Windhaven sub-division rezoning …I feel this date of April 20th at 7PM for this meeting was setup as a dishonest plea to get this passed. We are all under lockdown and can't attend this meeting that was setup before the lockdown is over at 11:59pm.
Hmmmm how convenient was this for the folks trying to get this passed?
And you evidently are ok with cheating the public because your name is on the Public Hearing notice.

And if you come back and say you can do it on-line …well how convenient …not having people in person …sounds a bit shady to me!

I oppose this petition!

Regards,
Patrick L Callahan
670 W Russell Lake dr
Zionsville In. 46077

Received
4-14-2020
Town of Zionsville

Janice Stevanovic

From: Janice Stevanovic
Sent: Thursday, April 16, 2020 1:40 PM
To: 'David Pryzbylski'; jgregoline@yahoo.com
Cc: Wayne DeLong
Subject: 2020-10-Z Windhaven - Formal Request for Continuance
Attachments: Engineering - Windhaven - 2020-10-Z - Submittal No 1 - 3-26-20.pdf; Windhaven TAC Review from ZFD.pdf; windhaven subdivision zoning.pdf; Windhaven landscape plan.pdf; April 20, 2020 Plan Commission Meeting Agenda Webinar v.Icons[9199].pdf

Importance: High

From: David Pryzbylski [mailto:dpryzbylski@gmail.com]
Sent: Wednesday, April 15, 2020 5:05 PM
To: Janice Stevanovic <JStevanovic@zionsville-in.gov>
Cc: Wayne DeLong <WDeLong@zionsville-in.gov>; Joseph Gregoline <jgregoline@yahoo.com>
Subject: Re: 2020-10-Z Windhaven - Formal Request for Continuance

Good Afternoon David,
We appreciate your questions! Responses are embedded and highlighted.

As always, if I can be of further assistance, please contact me,
Janice Stevanovic
Planning II/Project Manager
Town of Zionsville

O: (317) 873-1574
C: (317) 416-1920

jstevanovic@zionsville-in.gov
www.zionsville-in.gov

ZIONSVILLE

HI Janice and Wayne,

We have a few more questions on this we would appreciate answers to in advance of the April 20 meeting:

1. Do you have a staff report yet? If so, we would like to see it. No staff report is available online as of right now as far as we can tell.
   A Staff Report represents the finalization of the review of the Petition and contains a recommendation as to the disposition of the Petition. At this time the Petition has not advanced far enough along in the review process to facilitate the generation of a Staff Report. Based on the submitted request to continue the matter from the April 20, 2020 Plan Commission meeting to the May 18, 2020 Meeting, a Staff Report will be prepared and available for this Petition concurrent with the merits of the requested rezoning being

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4-15-2020
Town of Zionsville

prepared for discussion by the Plan Commission. Said another way, dependent on the finalization of Staff's review of the Petition, a report could be ready as early as May 15, 2020 in anticipation of the May 18, 2020 regularly scheduled Plan Commission meeting. A complete Staff Report as well as any additional materials provided by the Petitioner will be upload to the Town of Zionsville's website at https://www.zionsville-in.gov/AgendaCenter/Plan-Commission-3

2. Has the developer had a TAC meeting yet? If so, are there minutes/notes available? We would like all available materials.
   Due the Coronavirus outbreak, and in the interest of the safety of our community and the Town of Zionsville employees, Zionsville Town Hall and Town facilities were not available for conducting a meeting of the Technical Advisory Committee. Therefore, the regularly scheduled Technical Advisory Committee in person meeting did not occur. Alternatively, committee members were afforded the opportunity to review the Petitioner materials and provide comments to the Staff. Staff forwarded any submitted comments to the Petitioner via email. These comments letters are attached to this email.

3. Has the developer submitted a landscape plan? We understand thus is required by Zionsville Code § 194.147. We would like a copy (preferably electronically).
   The submitted Landscape Plan which accompanied the filing is attached to this email and can also be found on the Department's home page along with all the initial materials submitted for review: https://www.zionsville-in.gov/DocumentCenter/View/3216/2020-10-Z-Windhaven-

4. Has the developer has submitted a traffic study? Given all the well-known traffic problems on Oak street we assume so and we would like to see it.
   A traffic study has not been submitted with the filing. This will be a future discussion point on this matter.

5. Can you please send us detailed instructions for how we and other people interested in attending the public hearing on April 20 can appear? Interested people have reached out to us and expressed confusion on this point.
   The third page (titled "Annex") of the attached agenda (which is also found on the Town of Zionsville Calendar and link provided here: http://www.zionsville-in.gov/AgendaCenter/ViewFile/Agenda/_04202020-1073) reflects that there are several ways to access the meeting:
   1) Clicking the provided link on the agenda will immediately connect a person to the Zoom webinar
   2) Call in numbers are provided on the Agenda to attend via an iPhone
   3) Call in numbers are provided to attend via telephone
   4) International numbers are available by a provided link
   5) If members of the public would like to attend the meeting but cannot utilize any of the access methods described in the Annex, they should contact Wayne DeLong at 317-873-5108 or wdelong@zionsville-in.gov to arrange in person attendance. Given social distancing requirements, as well the current limit on the total number of parties than can attend a gathering, attendance will be regulated and restricted by the standards that are in place at the time of the meeting.

6. We understand both us and the developer has requested a continuance. We think it would be beneficial to all involved if this project is removed from the agenda before the Monday meeting. We would like to confirm whether this is possible.
   Per the Rules of Procedure for the Zionsville Plan Commission http://www.zionsville-in.gov/DocumentCenter/View/164/Rules-of-Procedure--Plan-Commission- requests for continuances by Petitioners or Interested Parties shall be considered at the beginning of each public hearing agenda prior to calling the first Petition for public hearing listed on the agenda. The April 20, 2020 Plan Commission agenda reflects requests for continuance of two projects:2020-08-Z Prologis, and 2020-10-Z Windhaven. The requests to continue must be considered by the Plan Commission at their next scheduled meeting

where a quorum of the membership is scheduled to be in attendance. I am not aware of any mechanism that would allow the matter to be removed from the agenda in advance of the Plan Commission convening on the 20th and voting upon the continuance request in the normal course described in the Rules of Procedure. As both the Petitioner and various Interested Parties are expressing interest in a continuance, and Staff has not finalized its review of the filing, a continuance to a future Plan Commission meeting is an inevitable outcome of the meeting on the 20th.

Thank you both for your assistance. Hope you are staying healthy and safe.

Best,

David Pryzbylski

On Fri, Apr 10, 2020 at 2:31 PM David Pryzbylski <dpryzbylski@gmail.com> wrote:

> Hi Janice,
>
> Thank you again so much for your time today. My wife Rachel Pryzbylski and I live in the Enclave neighborhood at 6847 Woodhaven Pl., which shares a fence with the property where the development in 2020-10-Z Windhaven is being proposed by M/I. We have not yet received formal notice from M/I by mail or otherwise of the proposed development (which I believe is required), and neither have any other people I have spoken with in the Enclave who are directly adjacent to the properties at issue (like Steve and Carrie Hackett as well as Joe Gregoline, who are copied here). While we have not received any notice from M/I, we did see that the WIndhaven project they are proposing is up for discussion at the April 20, 2020 plan commission meeting.
>
> Given the lack of notice to us and in order to afford us an opportunity to evaluate the proposal and formulate our formal position (we have potential concerns and many issues we need to vet), the residents of the Enclave (including homeowners directly adjacent to the properties being proposed for development), formally request a continuance for any substantive discussion on M/I's Windhaven proposal until the May 2020 plan commission meeting, at the earliest (again, given we just learned of this filing and were given no notice by M/I, we may need time beyond that and will engage your office in discussions as this evolves should we determine more than one month is needed). Kevin Mantel, HOA President for the Enclave, is also copied here as a representative for the neighborhood supporting this continuance request.
>
> We understand that M/I has requested a continuance as well, to which we do not object.
>
> To the extent this continuance request can be granted before the April 20th meeting and the Windhaven project be removed from that agenda, that would be great. If the commission will wait and rule on this request at the hearing, please let us know - we have many people who plan to attend all hearings where this issue is discussed so we need to provide them notice. We also are considering formal legal representation. If/when we retain counsel, we will make sure he/she enters an appearance so you know our point of contact going forward.
>
> Please confirm receipt of this email and let us know if you need anything else with respect to this continuance request. You may share this communication with the members of the commission or anyone else who needs to see it in order for the request to be processed.
>
> Thank you again. We really appreciate your assistance and look forward to working with your office with respect to discussions around this issue.

Hope you have a safe, healthy, and enjoyable weekend.

Best,

David J. Pryzbylski

Town of Zionsville

MEMORANDUM

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

History

This Petition received its initial public hearing at the February 18, 2020, Plan Commission Meeting and was continued to the March 16, 2020, meeting, and then to the April 20, 2020, meeting (due to cancellation of the March meeting).

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

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

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

In 2019, Petition #2019-44-CA sought and received approval from both the Zionsville Plan Commission and Zionsville Town Council to amend the Commitments associated with Boone County Ordinance No. 2008-13, Recorded in the Office of the Recorder of Boone County, Indiana, as Instrument No. 2008-00010861, to allow for: a liquor store, single-family dwellings, major residential subdivision (including empty-nester homes), more than two (2) fast food restaurants, fast food

restaurants to be adjacent to each other, a reduction in the side building setbacks to 30 feet (applicable only to the south property line of the southernmost outlot), a reduced number of water features along U.S. Highway 421 (referred to as Michigan Road in the filing) to one (1), modifications to the main access drive off U.S. Highway 421, increased number of outlots along U.S. Highway 421 and CR 300 South (146th Street) to eight (8), and five (5) respectively, placement of a monument sign on either the north or south side of the primary U.S. Highway 421 Entrance, a right-in only access from CR 300 South (146th Street) west of the main entrance off CR 300 South.

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

Analysis of Current Request

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

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

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

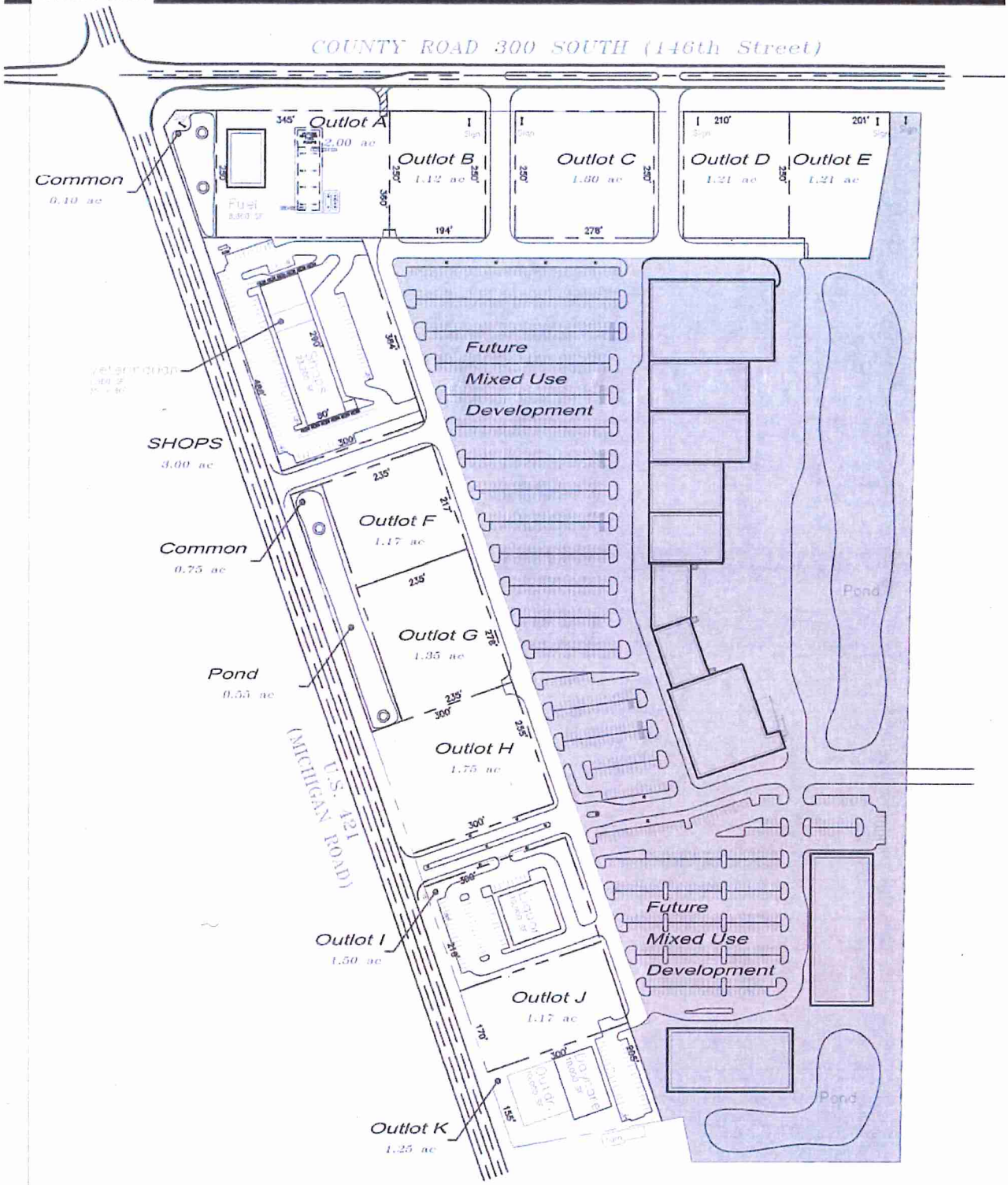
Please refer to Instrument #2019013490 for additional information.

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

Respectfully submitted,
Wayne DeLong, AICP, CPM

EXHIBIT C

SITE PLAN



V
7h

HARRIS-IND-N

SITE

0'
200'

05 Oct. 2019

N

Exhibit 2

EXHIBIT C

SITE PLAN
APPALOOSA CROSSING

Exhibit 3

Office Use Only
Petition No.: _____
Hearing Date: _____
Recommendation: _____

Town of Zionsville

Petition for Plan Commission Approval

1. SITE INFORMATION:

Address of Property: 10901, 10985 E 300 S (a/k/a 146th St.), and 3201 S. US 421 (a/k/a Michigan Road)

Existing Use of Property: Undeveloped

Proposed Use of Property: Retail Commercial Center, Office

Current Zoning: GB & PB Area in acres: _____

2. PETITIONER/PROPERTY OWNER

Petitioner:

Name: Strongbox Commercial

Address: 7611 N. Perimeter Road
Indianapolis, IN 46241

Phone: 317-550-0090

Fax: _____

E-Mail: jwilliams@strongbox.co

Owner (If different from Petitioner):

Name: Harris FLP

Address: P.O. Box 37
Zionsville, IN 46077

Phone: 317-710-1817

Fax: _____

E-Mail: harrisflp@gmail.com

3. PETITIONER'S ATTORNEY/CONTACT PERSON AND PROJECT ENGINEER (IF ANY):

Attorney / Contact Person:

Name: Matthew M. Price

Address: Bingham Greenebaum Doll
10 W. Market St., Ste. 2700, Indianapolis, IN 46204

Phone: 317-686-5225

Fax: 317-236-9907

E-Mail: mprice@bgdlegal.com

Project Engineer / Architect:

Name: Snelling Engineering, LLC

Address: 13295 Illinois Street, Suite 142
Carmel, IN 46032

Phone: 317-697-0180

Fax: _____

E-Mail: gsnelling@snellingeng.com

4. DETAILED DESCRIPTION OF REQUEST (Check all that apply)
(Describe reason(s) for request / attach additional pages if necessary):

☐ Development Plan ☐ Modification of Development Plan ☐ Waiver of Development Requirement(s)
☐ Termination of Development Plan ☒ Modification of Commitments ☐ Termination of Commitments

Modification of the Amended and Restated Commitments Concerning the Use or Development of Real Estate, recorded in the Office of the Recorder of Boone County, Indiana, as Instrument No. 2019-013490, to modify the Concept Plan included with the Commitments to depict a water feature along Michigan Road on the southern portion of the property and further to include additional real estate on the south end of the project and east of Michigan Road which shall also be made subject to the referenced Commitments.

5. ATTACHMENTS:

☐ Legal description of property
☐ Owner's Authorization (if petitioner is not the owner)
☐ Statement of Proposed Modification or Termination Of Commitments
☐ Proposed Findings (if a Development Plan)
☐ Road Impact Calculation Form
☐ Proof of Ownership (copy of Warranty Deed)
☐ Copies of the Site Plan (if applicable)
☐ Proposed Development Plan / Proposed Modification of Development Plan / Statement of Termination of Development Plan

RECEIVED
JAN 15 2020
TOWN OF ZIONSVILLE

The undersigned, having been duly sworn on oath states the above information is true and correct as (s) he is informed and believes. Further, the applicant understands that this project may be assigned Engineering review fees, which are payable upon invoicing. Road Impact Fees are payable upon Improvement Location Permit release.

Signature of Owner or Attorney for Owner: Matthew M. Price

Matthew M. Price, Attorney for Owner

Date: January 14, 2020

State of Indiana)
County of Marion) **SS:**

Subscribed and sworn to before me this day of January 14, 2020.

Raegan E. Aldarondo
Notary Public Signature

Raegan E. Aldarondo
Notary Public Printed

My commission expires October 2, 2021

My county of residence is Hamilton County.

My Commission No. is 647880

RAEGAN E. ALDARONDO
Notary Public
Hamilton County, State of Indiana
Commission Expires Oct. 2, 2021
Commission Number: 647880

PROCEDURES AND REQUIREMENTS:

1. A complete Petition for Plan Commission Approval ("petition") must be submitted by **3:00 PM** a minimum of **31 days** prior to the initial hearing before the Plan Commission.

2. **Only complete Petitions will be placed on the agenda for the next Plan Commission meeting.** If a Petition is incomplete 31 days prior to the next Plan Commission meeting, the Petition will not be placed on an agenda until the Petitioner submits a complete Petition.

3. **Fifteen sets** of the following information must be submitted, with the notarized Petition, for internal staff review:
   - ☐ Legal description of property (Metes and bounds description must include a perimeter survey, drawn to scale – or – recorded subdivision legal description must include lot number, section number, subdivision name, either the plat book number of the recorded instrument number and a copy of the plat map.)
   - ☐ Proof of Ownership (copy of deed)
   - ☐ Owner's Authorization (if Petitioner is not the owner)
   - ☐ Site Plan (if applicable)
   - ☐ Proposed findings (if a Development Plan)
   - ☐ Statement of Modification or Termination of Commitments (if proposed)
   - ☐ Proposed Development Plan / Proposed Modification of Development Plan (if proposed)
   - ☐ Draft of Proposed Legal Notice
   - ☐ Application Fee: $_____(Checks should be payable to *Town of Zionsville*)

PUBLIC HEARING NOTIFICATION:

Notice of Public Hearing for Plan Commission Approval is to be completed as set forth in the Zoning Ordinance and Rules of Procedure for the Plan Commission. The procedures relating to notification of public hearings that are contained in this Packet are provided for convenience purposes only.

OWNER'S AUTHORIZATION

The undersigned, Robert L. Harris, Member, Harris FLP, being the owner of the property commonly known as 10901 & 10985 E 300 S and 3201 S. US 21, hereby authorize(s) Matthew M. Price to file a Petition for (zone map change / variance / special exception / subdivision plat approval / other) for the aforementioned property.

Harris FLP
(Company name)

By: [signature]
(Authorized signature)

Robert L. Harris
(Printed name)

General Partner, Harris FLP
(Title)

- or -

(Owner signature)

(print owner name)

State of Indiana)
County of Marion) SS:

Subscribed and sworn to before me this 16 day of September, 2019.

Raegan E. Aldarondo
Notary Public Signature — Notary Public Printed

My commission expires _____

My county of residence is _____ County.

RAEGAN E. ALDARONDO
Notary Public
Hamilton County, State of Indiana
Commission Expires Oct. 2, 2021
Commission Number: 647880

LEGAL DESCRIPTION

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

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

North 88 degrees 17 minutes 26 seconds East 1479.70 feet (1480.75 feet – deed) to the POINT OF BEGINNING, containing 56.453 acres, more or less.

16.00
(4)

9712274 12/30/1997 02:52P 1 of 4
Maryln J. Smith, Boone County Recorder

Send taxes to
Grantee's Address
9750 Barth Drive
Zionsville, IN 46077

WARRANTY DEED

THIS INDENTURE WITNESSETH, That Oscar Thomas Harris and Barbara Jo Harris, husband and wife ("Grantors"), of Boone County, in the State of Indiana, CONVEY AND WARRANT to Harris FLP ("Grantee"), of Boone County, in the State of Indiana, for and in consideration of the sum of One Dollar ($1.00) and other valuable consideration, the receipt of which is hereby acknowledged, the following described real estate in Boone County, in the State of Indiana, to-wit:

See Exhibit "A" attached hereto and made a part hereof.

In Witness Whereof, Grantor has executed this Warranty Deed this 22nd day of December, 1997.

Oscar Thomas Harris

Barbara Jo Harris

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

Subscribed and sworn to before me, a Notary Public in and for said county and state, this 22nd day of December, 1997, at which time Oscar Thomas Harris and Barbara Jo Harris, husband and wife, personally appeared and acknowledged the execution of the above and foregoing WARRANTY DEED to be a voluntary act and deed.

My Commission Expires:
11/12/99

Jennifer S. Kelley, Notary Public
A resident of Monroe County

This Instrument Prepared By Harold A. Harrell, Attorney at Law, ANDREWS, HARRELL, MANN, CHAPMAN & COYNE, P.C., 1720 N. Kinser Pike, P.O. Box 2639, Bloomington, Indiana 47402-2639, Telephone: (812) 332-4200

DULY ENTERED FOR TAXATION
12-30-97
Connie J. Lamar
SUBJECT TO FINAL ACCEPTANCE
AUDITOR, BOONE COUNTY

EXHIBIT "A"

Tract I:
The west half of the northwest quarter of Section 24, Township 18 North, Range 2 East of the Second Principal Meridian, containing 80 acres, more or less, except the following real estate, to-wit: Commencing at the northeast corner of said half quarter section and run thence south 31.81 chains, thence west 15.72 chains, thence north 31.81 chains, thence east 15.72 chains to the place of beginning, containing 50 acres, more or less, leaving after said exception 30 acres, more or less.

A part of the southeast quarter of the northeast quarter of Section 23, Township 18 North, Range 2 East of the Second Principal Meridian described as follows: Commencing at the southeast corner of said quarter quarter section and running thence north 62 rods 9 links, thence west 42 rods 18 links to a point in the center line of the Michigan Road, thence south 19 degrees east along said center line 65 rods 15 links to a point in the south line of said quarter quarter section, thence east along said south line 20 rods to the place of beginning.

A part of the northeast quarter of the southeast quarter of Section 23, Township 18 North, Range 2 East of the Second Principal Meridian and a part of the north half of the southwest quarter of Section 24, Township and Range aforesaid, described as follows: Commencing at the northwest corner of the north half of the southwest quarter of said Section 24, and run thence east 80.5 rods, thence south 12¾ rods, thence west 94.5 rods to a point in the center line of the Michigan Road, thence north 19 degrees west along said center line 13.6 poles to a point in the north line of the northeast quarter of the southeast quarter of said Section 23, thence east along said north line 20 rods to the place of beginning.

Containing in the last two described tracts 20 acres, more or less, and containing in all herein described 50 acres, more or less, but subject to legal highways, rights of way and easements. Located in Eagle Township, Boone County, Indiana.

Tract II:

Part of the Northeast Quarter of Section 23, Township 18 North, Range 2 East in Boone County, Indiana, more particularly described as follows:

Beginning at the Northwest corner of the Northeast Quarter of Section 23, Township 18 North, Range 2 East; thence South 00 degrees 51 minutes 30 seconds West (assumed bearing) on and along the West line of said Northeast Quarter 2435.10 feet; thence South 89 degrees 41 minutes 15 seconds East on and along an existing

DULY ENTERED FOR TAXATION
12-30-97
SUBJECT TO FINAL ACCEPTANCE
AUDITOR, BOONE COUNTY

fence line 786.22 feet; thence North 00 degrees 18 minutes 45 seconds East 345.24 feet; thence South 89 degrees 41 minutes 15 seconds East 1379.65 feet to the centerline of U.S. Highway #421; thence North 19 degrees 14 minutes 15 seconds West on and along said centerline of U.S. Highway #421, 924.55 feet; thence North 19 degrees 19 minutes 15 seconds West on and along the centerline of U.S. Highway #421, 1301.80 feet to the North line of said Northeast Quarter; thence North 90 degrees 00 minutes 00 seconds West on and along aforesaid North line 1395.91 feet to the place of beginning, containing 91.83 acres, more or less.

ALSO: Commencing at the Northwest corner of the Northeast Quarter of Section 23, Township 18 North, Range 2 East; thence North 90 degrees 00 minutes East (assumed bearing) on and along the North line of said Northeast Quarter 1395.91 feet to the centerline of U.S. Highway #421, said point being the place of beginning of this tract; thence continuing North 90 degrees 00 minutes 00 seconds East on and along aforesaid North line 1298.21 feet to the Northeast corner thereof; thence South 01 degree 01 minutes 00 seconds West on and along the East line of said Northeast Quarter 1614.36 feet; thence North 89 degrees 43 minutes 45 seconds West 704.88 feet (705.46 feet measured) to the centerline of U.S. Highway #421, thence North 19 degrees 14 minutes 15 seconds West on and along said centerline 404.90 feet; thence North 18 degrees 19 minutes 15 seconds West on and along said centerline 1301.80 feet to the place of beginning, containing 37.07 acres, more or less.

Containing in all 128.90 acres, more or less, and subject to all legal easements and rights of way.

Excepting from the above-described property the real estate conveyed to Stanley D. Feezle and Lori St. Dennis Feezle, Husband and Wife, more particularly described as follows:

Part of the West half of Section 24 and part of the East Half of Section 23, both in Township 18 North, Range 2 East, Boone County, Indiana, and being more particularly described as follows: Commencing at the Northwest corner of said Section 24; thence North 88 degrees 59 minutes 28 seconds East (assumed bearing) along the north line of said west half section, 1327.70 feet to the Northeast corner of the west half of the Northwest Quarter of said Section 24; thence South 0 degrees 00 minutes 43 seconds East along the East line of the West half of said Northwest Quarter Section, 2099.46 feet to the point of beginning; thence continue South 0 degrees 00 minutes 43 seconds East, 751.89 feet; thence South 88 degrees 59 minutes 06 seconds West, parallel with the South line of the West Half of the Northwest Quarter of Section 24, 1580.15 feet to the point on the centerline of U.S. 421 (Michigan Road), said point being in the east half of said Section 23; thence North 20 degrees 11 minutes 36 seconds West along said centerline 509.17 feet; thence North 73 degrees 25 minutes 07 seconds East 357.58 feet; thence North 12 degrees 40 minutes 05 seconds West, 178.75 feet, thence North 88 degrees 59 minutes 28 seconds East parallel with the North line of said west half section, 1452.22 feet to the point of beginning and containing 22.916 acres, more or less, in Section 24 and 4.744 acres, more or less, in Section 23,

with 27.660 acres, more or less, total. Subject to right of way for U.S. 421 (Michigan Road) off the entire Westerly side thereof and all other legal easements and rights of way of record.

Also excepting from the above-described property the real estate conveyed to Joe Lee Chambers and Lynda Sue Chambers, Husband and Wife, more particularly described as follows:

Part of the Northeast Quarter of Section 23, Township 18 North, Range 2 East, Boone County, Indiana, and being more particularly described as follows: Commencing at a point on the East line of said quarter section being South 0 degrees 00 minutes 00 seconds West (assumed bearing) 2776.05 feet from the Northeast corner thereof; thence South 90 degrees 00 minutes 00 seconds West 84.87 feet to the point of beginning; thence South 73 degrees 25 minutes 07 seconds West 357.58 feet to the centerline of U.S. 421 (Michigan Road); thence North 20 degrees 11 minutes 36 seconds West along said centerline, 306.42 feet; thence North 78 degrees 51 minutes 22 seconds East 397.02 feet; thence South 12 degrees 40 minutes 05 seconds East 268.82 feet to the point of beginning and containing 2.480 acres, more or less. Subject to right of way for Michigan Road off the entire Westerly side thereof and all other legal easements and rights of way of record.

(3) E: Andrews, Harrell, Mann, etc
15.00

9801155 02/04/1998 11:22A 1 of 3
Maryln J. Smith, Boone County Recorder

Send taxes to
grantee's address:
9750 Barth Drive
Zionsville, Indiana 46077

CORRECTIVE WARRANTY DEED

THIS INDENTURE WITNESSETH, That Oscar Thomas Harris and Barbara Jo Harris, husband and wife ("Grantors"), of Boone County, in the State of Indiana, CONVEY AND WARRANT to Harris FLP ("Grantee"), of Boone County, in the State of Indiana, for and in consideration of the sum of One Dollar ($1.00) and other valuable consideration, the receipt of which is hereby acknowledged, the following described real estate in Boone County, in the State of Indiana, to-wit:

See Exhibit "A" attached hereto and made a part hereof. This deed corrects a scrivener's error in the deed executed on December 22, 1997 and recorded on December 30, 1997.*

In Witness Whereof, Grantor has executed this Corrective Warranty Deed this 21st day of January, 1998.

Oscar Thomas Harris

Barbara Jo Harris

Oscar Thomas Harris

Barbara Jo Harris

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

Subscribed and sworn to before me, a Notary Public in and for said county and state, this 21st day of January, 1998, at which time Oscar Thomas Harris and Barbara Jo Harris, husband and wife, personally appeared and acknowledged the execution of the above and foregoing WARRANTY DEED to be a voluntary act and deed.

My Commission Expires:
8-4-01

Harold A Harrell

Harold A. Harrell, Notary Public
A resident of Monroe County

This Instrument Prepared By Harold A. Harrell, Attorney at Law, ANDREWS, HARRELL, MANN, CHAPMAN & COYNE, P.C., 1720 N. Kinser Pike, P.O. Box 2639, Bloomington, Indiana 47402-2639, Telephone: (812) 332-4200

* INSTRUMENT NO. 9712374 (Cross-reference)

DULY ENTERED FOR TAXATION
2-4-98
Connie Lamar
SUBJECT TO FINAL ACCEPTANCE
AUDITOR, BOONE COUNTY

EXHIBIT "A"

The west half of the northwest quarter of Section 24, Township 18 North, Range 2 East of the Second Principal Meridian, containing 80 acres, more or less, except the following real estate, to-wit: Commencing at the northeast corner of said half quarter section and run thence south 31.81 chains, thence west 15.72 chains, thence north 31.81 chains, thence east 15.72 chains to the place of beginning, containing 50 acres, more or less, leaving after said exception 30 acres, more or less.

A part of the southeast quarter of the northeast quarter of Section 23, Township 18 North, Range 2 East of the Second Principal Meridian described as follows: Commencing at the southeast corner of said quarter quarter section and running thence north 62 rods 9 links, thence west 42 rods 18 links to a point in the center line of the Michigan Road, thence south 19 degrees east along said center line 65 rods 15 links to a point in the south line of said quarter quarter section, thence east along said south line 20 rods to the place of beginning.

A part of the northeast quarter of the southeast quarter of Section 23, Township 18 North, Range 2 East of the Second Principal Meridian and a part of the north half of the southwest quarter of Section 24, Township and Range aforesaid, described as follows: Commencing at the northwest corner of the north half of the southwest quarter of said Section 24, and run thence east 80.5 rods, thence south 12¾ rods, thence west 94.5 rods to a point in the center line of the Michigan Road, thence north 19 degrees west along said center line 13.6 poles to a point in the north line of the northeast quarter of the southeast quarter of said Section 23, thence east along said north line 20 rods to the place of beginning.

Containing in the last two described tracts 20 acres, more or less, and containing in all herein described 50 acres, more or less, but subject to legal highways, rights of way and easements. Located in Eagle Township, Boone County, Indiana.

ALSO: Commencing at the Northwest corner of the Northeast Quarter of Section 23, Township 18 North, Range 2 East; thence North 90 degrees 00 minutes East (assumed bearing) on and along the North line of said Northeast Quarter 1395.91 feet to the centerline of U.S. Highway #421, said point being the place of beginning of this tract; thence continuing North 90 degrees 00 minutes 00 seconds East on and along aforesaid North line 1298.21 feet to the Northeast corner thereof; thence South 01 degree 01 minutes 00 seconds West on and along the East line of said Northeast Quarter 1614.36 feet; thence North 89 degrees 43 minutes 45 seconds West 704.88 feet (705.46 feet measured) to the centerline of U.S. Highway #421, thence North 19 degrees 14 minutes 15 seconds West on and along said centerline 404.90 feet; thence North 18 degrees 19 minutes 15 seconds West on and along said centerline 1301.80 feet to the place of beginning, containing 37.07 acres, more or less.

Excepting from the above-described property the real estate conveyed to Stanley D. Feezle and Lori St. Dennis Feezle, Husband and Wife, more particularly described as follows:

Part of the West half of Section 24 and part of the East Half of Section 23, both in Township 18 North, Range 2 East, Boone County, Indiana, and being more particularly described as follows: Commencing at the Northwest corner of said Section 24; thence North 88 degrees 59 minutes 28 seconds East (assumed bearing) along the north line of said west half section, 1327.70 feet to the Northeast corner of the west half of the Northwest Quarter of said Section 24; thence South 0 degrees 00 minutes 43 seconds East along the East line of the West half of said Northwest Quarter Section, 2099.46 feet to the point of beginning; thence continue South 0 degrees 00 minutes 43 seconds East, 751.89 feet; thence South 88 degrees 59 minutes 06 seconds West, parallel with the South line of the West Half of the Northwest Quarter of Section 24, 1580.15 feet to the point on the centerline of U.S. 421 (Michigan Road), said point being in the east half of said Section 23; thence North 20 degrees 11 minutes 36 seconds West along said centerline 509.17 feet; thence North 73 degrees 25 minutes 07 seconds East 357.58 feet; thence North 12 degrees 40 minutes 05 seconds West, 178.75 feet; thence North 88 degrees 59 minutes 28 seconds East parallel with the North line of said west half section, 1452.22 feet to the point of beginning and containing 22.916 acres, more or less, in Section 24 and 4.744 acres, more or less, in Section 23, with 27.660 acres, more or less, total. Subject to right of way for U.S. 421 (Michigan Road) off the entire Westerly side thereof and all other legal easements and rights of way of record.

Also excepting from the above-described property the real estate conveyed to Joe Lee Chambers and Lynda Sue Chambers, Husband and Wife, more particularly described as follows:

Part of the Northeast Quarter of Section 23, Township 18 North, Range 2 East, Boone County, Indiana, and being more particularly described as follows: Commencing at a point on the East line of said quarter section being South 0 degrees 00 minutes 00 seconds West (assumed bearing) 2776.05 feet from the Northeast corner thereof; thence South 90 degrees 00 minutes 00 seconds West 84.87 feet to the point of beginning; thence South 73 degrees 25 minutes 07 seconds West 357.58 feet to the centerline of U.S. 421 (Michigan Road); thence North 20 degrees 11 minutes 36 seconds West along said centerline, 306.42 feet; thence North 78 degrees 51 minutes 22 seconds East 397.02 feet; thence South 12 degrees 40 minutes 05 seconds East 268.82 feet to the point of beginning and containing 2.480 acres, more or less. Subject to right of way for Michigan Road off the entire Westerly side thereof and all other legal easements and rights of way of record.

2019012972
Electronic Filing
From: Dominion Title
Thru: Simplifile

2019012972 DEED $25.00
12/16/2019 09:46:02AM 3 PGS
Nicole K. (Nikki) Baldwin
Boone County Recorder IN
Recorded as Presented

WARRANTY DEED

THIS INDENTURE WITNESSETH, That **Lynda Sue Chambers** (Grantor), **CONVEYS(S) and WARRANT(S)** to **Harris FLP** (Grantee), for the sum of One Dollar ($1.00) and other valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the following described real estate in **Boone** County, State of Indiana:

SEE EXHIBIT "A" ATTACHED HERETO

Subject to Real Estate taxes not delinquent and to any and all easements, agreements and restrictions of record.

The address of such real estate is commonly known as 3401 S US 421, Zionsville, IN 46077. Tax bills should be sent to Grantee at such address unless otherwise indicated below.

Grantor certifies that Joe Lee Chambers and Lynda Sue Chambers took title to the Real Estate as husband and wife and remained husband and wife continuously until the death of Joe Lee Chambers on April 17, 2018.

IN WITNESS WHEREOF, Grantors have executed this deed this 11th day of December, 2019.

Lynda Sue Chambers

Lynda Sue Chambers

DULY ENTERED
SUBJECT TO FINAL ACCEPTANCE
AUDITOR
BOONE COUNTY, INDIANA
Heather R. Myers
HEATHER R. MYERS
Dec 16 2019 - SL

ACKNOWLEDGMENT

State of Indiana

ss:

County of Hamilton

Before me, a Notary Public in and for the said County and State, personally appeared Lynda Sue Chambers, who acknowledged the execution of the foregoing Warranty Deed, and who, having been duly sworn, stated that any representations therein contained are true.

Witness my hand and Notarial Seal this 11th day of December, 2019.

My commission expires: 7-14-27

Kristin Peterson
Kristin Peterson
Notary Public
Residing in Hamilton

NOTARY PUBLIC SEAL STATE OF INDIANA
KRISTIN PETERSON
My Commission Expires
July 14, 2027
Commission Number NP0721276
Hamilton County

Grantees Address and Send Tax Bills To: 65 E. Cedar Street, Unit A. Zionsville, In 46077

This instrument was prepared by Robert R. Thomas, Attorney at Law, Landquest Title Services, LLC
DBA Dominion Title Services
4600 NW Plaza West Drive, Suite
C, Zionsville, IN 46077

File No. 20190688

I affirm, under the penalties of perjury, that I have taken reasonable care to redact each Social Security number in this document, unless required by law, Matthew J. Kaminski
Printed name

EXHIBIT "A"
LEGAL DESCRIPTION

Part of the Northeast Quarter of Section 23, Township 18 North, Range 2 East, Eagle Township, Boone County, Indiana, more fully described as follows: Commencing at the Northeast corner of the Northeast Quarter of said Section 18; thence along the Section line, South 00 degrees 00 minutes 34 seconds East 2276.31 feet; thence South 89 degrees 59 minutes 26 seconds West 85.21 feet to a concrete monument found; thence along the West line of Lot 3 in Bridlewood Subdivision , the plat of which is recorded in Plat Book 6, Pages 105-107, Boone County Recorder's Office; North 12 degrees 38 minutes 31 seconds West 140.00 feet to the Point of Beginning; thence South 75 degrees 02 minutes 06 seconds West 140.22 feet; thence South 66 degrees 44 minutes 21 seconds West 236.73 feet to a point in the centerline of U.S. Highway 421 (Michigan Road); thence along said center line, North 20 degrees 12 minutes 47 seconds West 190.26 feet; thence North 78 degrees 51 minutes 58 seconds East 397.99 feet; thence along a West described line of Harris FLP Property recorded as Instrument #9801155 and part of the West line of said Lot 3, South 12 degrees 38 minutes 31 seconds East 128.82 feet to the Point of Beginning, containing 1.3545 acres, more or less.

AFFIDAVIT OF NOTICE OF PUBLIC HEARING
OF THE TOWN OF ZIONSVILLE PLAN COMMISSION

STATE OF INDIANA)
COUNTY OF MARION) SS:

I, DO HEREBY CERTIFY THAT LEGAL NOTICE
(Name of person mailing letters) Gregory J. Ewing, Land Use Specialist
TO INTERESTED PARTIES OF THE PUBLIC HEARING TO BE HELD BY THE TOWN OF ZIONSVILLE PLAN COMMISSION, to consider the application of Harris FLP, by Matthew M. Price
(Name of person on Petition)

Requesting: Petition Numbers: 2020-01-PP, 2020-03-DP, 2020-04-CA

was sent by CERTIFIED MAIL, RETURN RECEIPT REQUESTED, to each of the following property owners at the following addresses:

OWNER	ADDRESS
See Attached	

and that said Legal Notices were sent by Certified Mail, Return Receipt Requested on or before the 6th day of February, 20 20, being at least ten (10)days prior to the date of the Public Hearing (copies of the "Receipt for Certified Mail" (white slips) attached).

and that said Legal Notice was published in a newspaper of general circulation at least ten (10) days prior to the date of Public Hearing (Proof of Publication attached).

(Name of person mailing letters)

State of Indiana)
County of Marion) SS:

Subscribed and sworn to before me this 6th day of February, 2020.

Notary Public Signature / Notary Public Printed

My commission expires _____

My county of residence is Hancock County.

Cathy McQueen
My Comm. Expires 01/04/2027
Comm. #NP0623315
NOTARY PUBLIC SEAL
HANCOCK COUNTY
STATE OF INDIANA

Central Indiana Health Assoc.
2605 N. Lebanon Street
Lebanon, IN 46052

James & Paula Rabb
10960 E 300 S
Zionsville, IN 46077

Brookhaven Homeowners Assoc. Inc.
c/o Main Street Management
P.O. Box 745
Lafayette, IN 47902

Gregory & Sharon Rexing
11102 Fontaine Way
Zionsville, IN 46077

Samuel & Holly Horton
11108 Fontaine Way
Zionsville, IN 46077

Boone County Commissioners
c/o Boone County Highway Dept.
1925 Indianapolis Avenue
Lebanon, IN 46052

Willow Glen Properties Owners Assoc. Inc
c/o Community Assoc. Ser. of Indiana
11711 N. College Avenue, Suite 100
Carmel, IN 46032

Albert & Lisa Antonacci
3220 Autumn Ash Drive
Zionsville, IN 46077

Julie Fisbeck
3228 Autumn Ash Drive
Zionsville, IN 46077

John & Deborah Grecco
3230 Autumn Ash Court
Zionzville, IN 46077

Christopher & Kathryn Fredrick
3234 Autumn Ash Drive
Zionsville, IN 46077

Gregory Lutterman
3238 Autumn Ash Drive
Zionsville, IN 46077

Dante & Rachel Villavicencio
3240 Autumn Ash Drive
Zionsville, IN 46077

Jason & Jeanne Brown
3242 Autumn Ask Drive
Zionsville, IN 46077

Jeff & Amy Frizzell
3244 Autumn Ash Drive
Zionsville, IN 46077

Jonathan & Tiffany Powell
3248 Autumn Ash Drive
Zionsville, IN 46077

Kimberly Morgan
3250 Autumn Ash Drive
Zionsville, IN 46077

Carolyn Nguyen
Halena Lu
3252 Autumn Ash Drive
Zionsville, IN 46077

Geoffry & Cierra Downs
3254 Autumn Ash Drive
Zionsville, IN 46077

Nathaniel & Kristin Norris
3256 Autumn Ash Court
Zionsville, IN 46077

Anthony Teal
Limei Huang
3258 Autumn Ash Court
Zionsville, IN 46077

Liu Xiong
Tai Wang
3260 Autumn Ash Court
Zionsville, IN 46077

Anita Munoz-Boyle
3262 Autumn Ash Court
Zionsville, IN 46077

Andrew & Kristin Hillhouse
3266 Autumn Ash Court
Zionsville, IN 46077

Bennett & Brooke Williams
3425 Bridlewood Court
Zionsville, IN 46077

Scott and Angela Highland
3420 Bridlewood Court
Zionsville, IN 46077

Joe & Lynda Chambers
11535 Applewood Circle
Carmel, IN 46032

Aaron and Nicole Busse
13200 Ditch Road
Carmel, IN 46032

William and Brenda Culpepper
3290 S US 421
Zionsville, IN 46077

Jerod & Mary Leman
10655 E 300 S
Zionsville, IN 46077

Ronald and Mary Wertz
10702 E 300 S
Zionsville, IN 46077

(1) 25.00 Matthew Price

2019013490 MISC $25.00
12/30/2019 08:06:58A 11 PGS
Nicole K. (Nikki) Baldwin
Boone County Recorder IN
Recorded as Presented

Cross Reference: Zoning Commitments recorded with the Boone County, Indiana, Recorder on November 21, 2008, as Instrument No. 2008-00010861.

Cross Reference: Amended Zoning Commitments recorded with the Boone County, Indiana, Recorder on January 17, 2017, as Instrument No. 2017-00000546.

ZIONSVILLE PLAN COMMISSION
FILE: 2019-44-CA

AMENDED AND RESTATED COMMITMENTS CONCERNING THE USE OR DEVELOPMENT OF REAL ESTATE

In accordance with I.C. 36-7-4-1015, Harris FLP, an Indiana limited partnership ("Initial Owner"), seeks to amend and restate certain zoning commitments originally approved by adoption of Ordinance No. 2008-13 by the Board of Commissioners of Boone County, Indiana, on November 3, 2008, in connection with a zone map change for approximately 57.53 acres commonly known as 10901, 10985 East County Road 300 South (a/k/a 146th Street) and 3201 South U.S. Highway 421 (a/k/a Michigan Road) and more particularly described on Exhibit A attached hereto (the "Real Estate"). Said Real Estate being previously located in the planning and zoning jurisdiction of Boone County, Indiana. Said Initial Owner and subsequent owners of the Real Estate are referred to herein, as "Owners," and "Owner" shall refer to (i) Initial Owner during Initial Owner's period of ownership of the Real Estate and (ii) each subsequent owner of the Real Estate during such subsequent owner's period of ownership of the Real Estate.

Additionally, said commitments were amended by adoption of File No. 2016-45-CA by the Town Council of the Town of Zionsville on November 7, 2016, to allow a service station/fuel station.

Owner represents and warrants that the Real Estate is within the Town of Zionsville, Indiana, and that as the owner of said Real Estate, the Owner has authority to and hereby does voluntarily make the following Amended and Restated Commitments concerning the use and development of the Real Estate (collectively, the "Amended and Restated Commitments").

STATEMENT OF AMENDED AND RESTATED COMMITMENTS

Owner, upon approval of Docket Number 2019-44-CA by the Town Council of the Town of Zionsville, Indiana (the "Zoning Approval"), voluntarily agrees and commits to the following Amended and Restated Commitments:

1. Exhibit B, attached hereto and made a part hereof, sets forth the Amended and Restated Commitments.

2. Exhibit C, attached hereto and made a part hereof, includes a Concept Plan for the Real Estate and shall be used in comparison of future development plans.

These Amended and Restated Commitments shall be executed and recorded by Initial Owner in the Office of the Boone County Recorder, Boone County, Indiana, and shall be considered a covenant running with the Real Estate.

If Initial Owner fails to cause the Amended and Restated Commitments to be recorded in accordance with the terms of the preceding paragraph, and a subsequent owner fails to perform and/or comply with these Amended and Restated Commitments, the Town of Zionsville shall be entitled to receive from Initial Owner, jointly and/or severally, any and all damages which arise from this failure and shall be entitled to injunctive relief to terminate any non-compliance herewith.

These Amended and Restated Commitments may be modified or terminated by the agreement of the then-applicable Owner and a decision of the Town of Zionsville Plan Commission made after a public hearing for which proper notice is given, including hearings for other land use or zoning approvals involving the Real Estate or any portion thereof.

These Amended and Restated Commitments shall be effective upon approval of the relief requested in Plan Commission Docket Number 2019-44-CA by the Town Council for the Town of Zionsville, Indiana, and shall continue in effect until modified or terminated as specified above and /or as prescribed by statute.

These Amended and Restated Commitments may be enforced either individually or collectively by the Town of Zionsville Plan Commission, the Director of Planning for the Town of Zionsville, the Town and/or owners of any parcel of ground adjoining the Real Estate. Owner shall indemnify the Town of Zionsville Plan Commission, the Town (including a successor city or municipality), and hold the Town of Zionsville Plan Commission and the Town and their respective authorized representatives, including the Director of Planning for the Town, harmless from any liability, expense (including reasonable attorney fees and court costs), costs, or damages which result from the failure to perform the terms and conditions of these Amended and Restated Commitments. Throughout these Amended and Restated Commitments and reference to "Town" or "Town of Zionsville" shall also include any successor city, municipality, or other governmental body having land use, planning, and zoning jurisdiction over the Real Estate.

In the event it becomes necessary to enforce these Amended and Restated Commitments in a court of competent jurisdiction and Owner is found to be in violation of these Amended and Restated Commitments, such violators shall pay all reasonable costs and expenses the Town and the Town's Plan Commission and other authorized representative(s) incur in the enforcement of

these Amended and Restated Commitments, including reasonable attorney fees, expert witness fees, and court costs.

Initial Owner shall be responsible, at its expense, for recording this Statements of Amended Commitments in the Office of the Recorder of Boone County, Indiana, and shall promptly provide the Planning Department of the Town of Zionsville with a copy if such recording as a condition precedent to commencing upon the Real Estate.

By executing these Amended and Restated Commitments, Initial Owner represents and warrants that at the time of such execution, (i) Initial Owner is the sole owner of all the Real Estate, (ii) that execution of these Amended and Restated Commitments shall be binding upon Initial Owner as to all the particulars herein, and (iii) Initial Owner agrees that these Amended and Restated Commitments shall be considered a covenant running with the Real Estate, including any portion thereof. By the signature affixed below to these Amended and Restated Commitments, Harris FLP further represents and warrants that the undersigned has full limited partnership authority to execute these Amended and Restated Commitments on behalf of said limited partnership and bind Initial Owner hereto.

If at any time the Real Estate is owned by more than one party, those parties shall jointly and severally constitute an "Owner" during their period of joint ownership of the Real Estate.

IN WITNESS WHEREOF, Owner has executed this instrument this 16 day of December, 2019.

"INITIAL OWNER"
Harris FLP, an Indiana limited partnership

By: _____
Robert L. Harris, General Partner

STATE OF INDIANA)
) SS:
COUNTY OF BOONE)

Before me, a Notary Public in and for said County and State, personally appeared Robert L. Harris, a General Partner of Harris FLP, an Indiana limited partnership, who acknowledged the execution of the foregoing instrument in such capacity for an on behalf of such limited partnership, and who, having been duly sworn, stated that any and all representations therein contained are true.

Witness my hand and Notarial Seal this 16th day of December, 2019.

Signature: Raegan E. Aldarondo
Printed: _____
County of Residence: _____
My Commission expires: _____

RAEGAN E. ALDARONDO
Notary Public
Hamilton County, State of Indiana
Commission Expires Oct. 2, 2021
Commission Number: 647880

I affirm, under the penalties for perjury that I have taken reasonable care to redact each Social Security number in this document, unless required by law. Matthew M. Price, Attorney at Law

This instrument was prepared by:
Matthew M. Price, Attorney at Law
Bingham Greenebaum Doll LLP.
10 W. Market St., Suite 2700
Indianapolis, IN 46204
Telephone: 317-635-8900

EXHIBIT A
LEGAL DESCRIPTION

A part of the northeast quarter of Section 23 and a part of the northwest quarter of Section 24, both in Township 18 North, Range 2 East of the Second Principal Meridian, Boone County, Indiana, described as follows:

Beginning at the northwest corner of the northwest quarter of Section 24, Township 18 North, Range 2 East; thence South 89 degrees 56 minutes 41 seconds East (all bearing recited in this description are referenced to the north line of the northwest quarter of Section 24, Township 18 North, Range 2 East, the bearing of which is assumed to be South 89 degrees 56 minutes 41 seconds East) along the north line of said northwest quarter section 289.95 feet; thence South 01 degrees 02 minutes 43 seconds West 1,358.82 feet; thence South 89 degrees 56 minutes 41 seconds West 261.30 feet; thence South 70 degrees 42 minutes 11 seconds West 782.00 feet to the centerline of U.S. Highway 421 (Michigan Road); thence North 19 degrees 11 minutes 47 seconds West along said centerline 1,715.14 feet to a 1 inch diameter iron rod in a monument box in the north line of the northeast quarter of Section 23, Township 18 North, Range 2 East; thence South 89 degrees 53 minutes 13 seconds East along said north line 1,298.64 feet to the point of beginning, containing 1,927,261 square feet or 44.25 acres, more or less.

And

A part of the northeast quarter of Section 23 and a part of the northwest quarter of Section 24, both in Township 18 North, Range 2 East of the Second Principal Meridian, Boone County, Indiana, described as follows:

Beginning at the northwest corner of the northwest quarter of Section 24, Township 18 North, Range 2 East; thence South 89 degrees 56 minutes 41 seconds East (all bearing recited in this description are referenced to the north line of the northwest quarter of Section 24, Township 18 North, Range 2 East, the bearing of which is assumed to be South 89 degrees 56 minutes 41 seconds East) along the north line of said northwest quarter section 289.95 feet; thence South 01 degrees 02 minutes 43 seconds West 1,358.82 feet to the point of beginning; thence continuing South 01 degrees 02 minutes 43 seconds West 741.92 feet to the north line of Bridlewood Subdivision (Plat Book 6, pages 105-107 , Office of the Recorder, Boone County, Indiana); thence South 89 degrees 59 minutes 55 seconds West along said north line 415.11 feet to a 4 inch b 4 inch concrete monument at the northwest corner of said Bridlewood Subdivision also being in the eastern line of the land of Joe Lee and Lynda Sue Chambers; thence North 11 degrees 32 minutes 25 seconds West along said eastern line 91.15 feet to the northeast corner thereof; thence South 79 degrees 58 minutes 04 seconds West along the northern line of said Chambers 397.69 feet to the centerline of U.S. Highway 421 (Michigan Road); thence North 19 degrees 11 minutes 47 seconds West along said centerline 490.53 feet; thence North 70 degrees 42 minutes 11 seconds East 782.00 feet; thence North 89 degrees 56 minutes 41 seconds East 261.30 feet to the point of beginning, containing 578,479 square feet or 13.28 acres, more or less.

Total of 57.53 acres, more or less.

EXHIBIT B

AMENDED AND RESTATED COMMITMENTS

I. Notwithstanding the uses permitted as a matter of right or by way of Special Exception in the GB-General Business Zoning Classification, the following uses shall be prohibited on the Real Estate; to-wit:

Non-Industrial Farm, Agricultural, Animal Related Uses

- Animal Day Care
- Commercial Greenhouse
- Kennel (Small, Large and/or Unlimited)
- Roadside Produce Stand
- Sale Barn for Livestock
- Farm
- Hay, Grain, Feed Stores

Government

- Penal or Correctional Institutions
- Industrial Uses
- Auction Sales Yard
- Mineral Extraction
- Warehouse (General)
- Warehouse (Grain Storage)
- Wholesale Produce Terminal
- Farm Product Processing
- Food Processing
- Linen Supply

Recreation, Amusement, Tourism

- Hotel or Motel
- Outdoor Theatre
- Billiard and Pool Establishment
- Public Stable
- Outdoor Shooting Range
- Public or Private Camp Ground or Recreational Vehicle Park

Residential

- Minor Residential Subdivision
- Mobile Home Park
- Customary Home Occupation
- Multi-Family Dwelling
- Two-Family Dwelling
- Farm Seasonal Worker Housing
- Fraternity, Sorority or Student Housing
- Group Residential Facility
- Temporary Mobile Home

Retail, Trade, Food Stores

- Night Club

Retail, Trade, General Merchandise

- Monument Sales
- Tobacco Stores (a Cigar Shop with the majority of its inventory geared towards cigars would be excluded from this restriction)

General Services

- Coin Operated Laundry
- Commercial Testing Laboratories

Vehicle Dealers, Repair and Services

- Self-Service Automatic Car Wash (the intent is to exclude open bayed self-car wash)
- Automobile or Motorcycle Sales
- Mobile Home, Travel Trailer, Camper Sales & Service
- Passenger Car Rental

Industrial

- Anhydrous Ammonia
- Commercial Facility for Breeding Non-Farm Fowl & Animals
- Confined Feeding
- Contractors Storage
- General Industrial
- Mineral Extraction
- Truck Freight Terminal

II. Notwithstanding the uses permitted as a matter of right or by way of Special Exception in the PB-Professional Business Zoning Classification, the following uses shall be prohibited on the Real Estate; to-wit:

Residential

- Minor Residential Subdivision
- Customary Home Occupation
- Multi-Family Dwelling
- Two-Family Dwelling
- Temporary Mobile Home

Utilities, Transportation and Communication

- Airport or Heliport

III. The Petitioners agree to further site development Commitments and Limitations as follows:

- Only one (1) service station/fuel station shall be permitted on the Real Estate

- Square Footage
  In the GB-General Business classification, the maximum square footage for any one user will be 150,000 square feet with no other building exceeding 75,000 square feet.

- Buffer along East and South Property
  That the east and south ponds depicted on the conceptual plan will be installed for protection of Willow Glen and Bridlewood Subdivision.

- Minimum Distance for South Property Line
  That the building set-back line on the south property line will be a minimum of 150 feet which is depicted on the concept plan; provided, however, the building set-back line on the south property line of the southernmost outlot may be reduced to 30 feet which is depicted on the concept plan.

- Water features on the property
  That a minimum of one (1) sizeable water feature be placed along U.S. 421 as depicted in the concept plan.

- Public Road Commitment on the Major Access point on U.S. 421
  That the access drive extending east off the major access point on U.S. 421 will be built to Boone County Highway Standards and may be connected to the pre-established access cut in Willow Glen, subject to Development Plan approval and dedication as a public street.

- Number of Outlots on U.S. 421
  That Outlots on U.S. 421 be limited to a total of eight (8) outlots. All outlots will be a minimum of one (1) acre in size.

- Number of Outlots on County Road 300 South
  That Outlots be limited to a total of five (5) outlots. All outlots will be a minimum of one (1) acre in size.

- Multiple Tenants
  That no more than three (3) outlots out of the total thirteen (13) commercial outlots would be allowed to have more than two (2) tenants.

- Signage
  The signage for the development will comply with the U.S. 421 Overlay District and as depicted in the Signage and Concept Plans. Further, the applicant commits to not more than eleven (11) freestanding tenant signs and not more than one (1) multi-user/identification sign along CR 300 South and not more than two (2) multi-user/identification signs along U.S. 421, one in the GB and one in the PB Zoning Classifications. No pole signs shall be allowed in either district.

- Dark Skies
  The applicant commits to dark sky lighting technologies.

- Building Height
  The office building on the South and West part of the PB-Professional Business classification shall be a maximum of two stories in height. The office building on the North and East part of the PB-Professional Building classification shall be a maximum of three (3) stories in height.

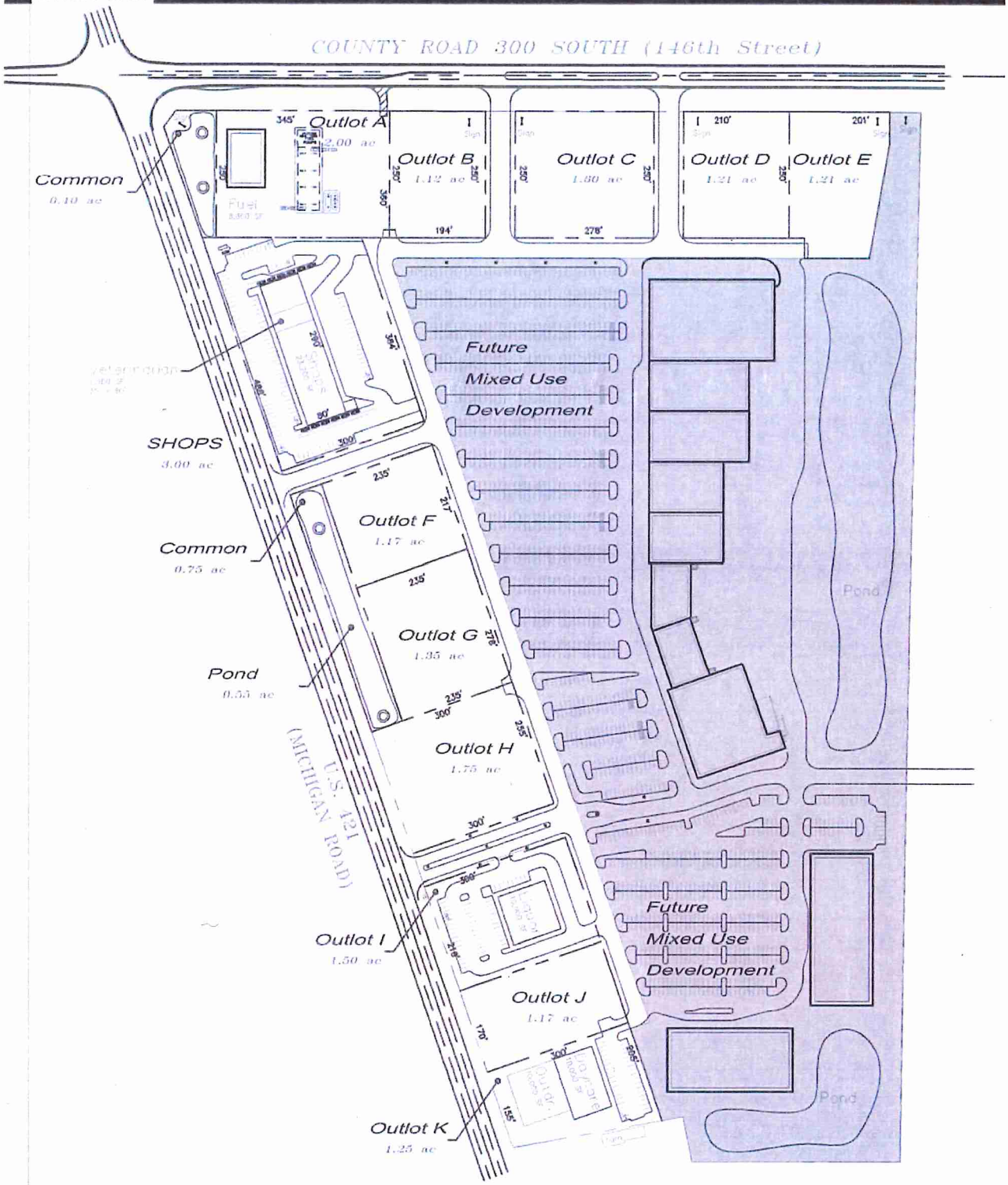
- Architecture and Landscaping
  The architecture and landscaping plans shall substantially comply with the renderings submitted and presented with the concept plan.

- Road Cuts
  Petitioner will be limited to three (3) access cuts onto 300 South as follows:
  1. The main entrance (full access) from CR 300 South will line up with the future development of the Greenhouse property on the North side of CR 300 South (the location of the full access point shall be determined by the first property to develop of the Greenhouse property or the Real Estate);
  2. A right-in/right-out access point to be located to the east of the main entrance; and
  3. A right-in only may be provided west of the main entrance.

  Petitioner will be limited to two (2) access cuts onto U.S. 421 as follows:
  1. Right-in/right-out; and
  2. The main entrance from U.S. 421.

EXHIBIT C

SITE PLAN



V
7h

HARRIS-IND-N

SITE

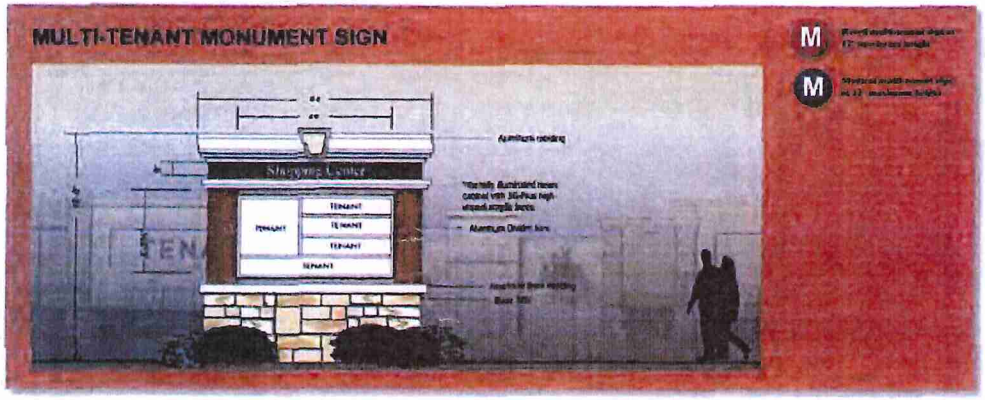
0'
200'

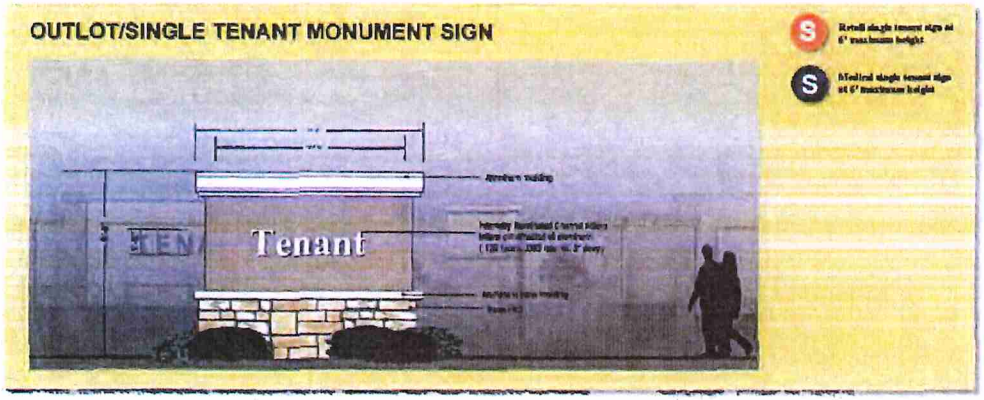
05 Oct. 2019

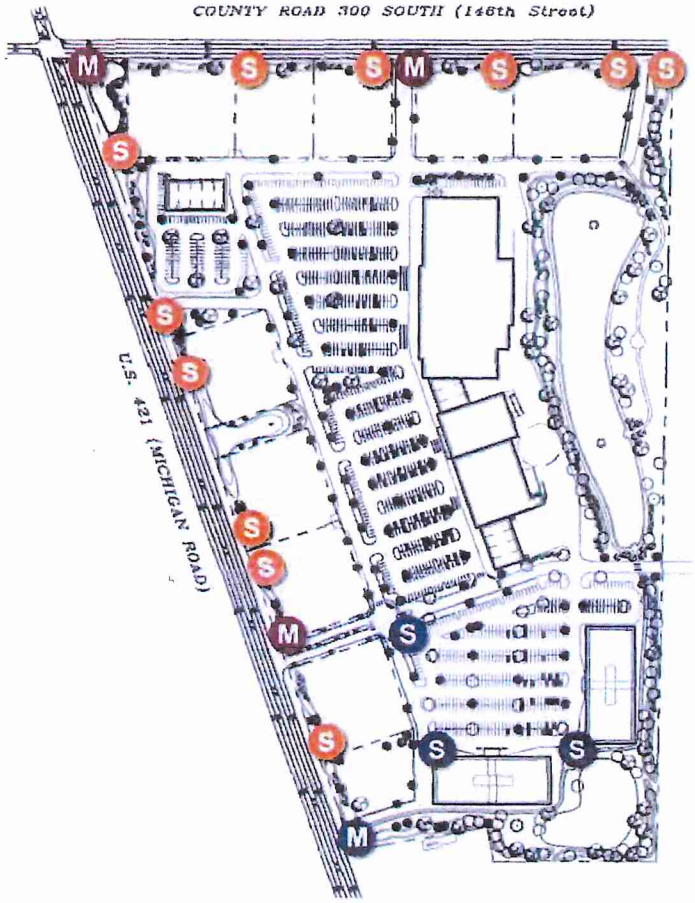
N

HARRIS
PROPERTY GROUP, LLC

CONCEPTUAL SIGN PLAN





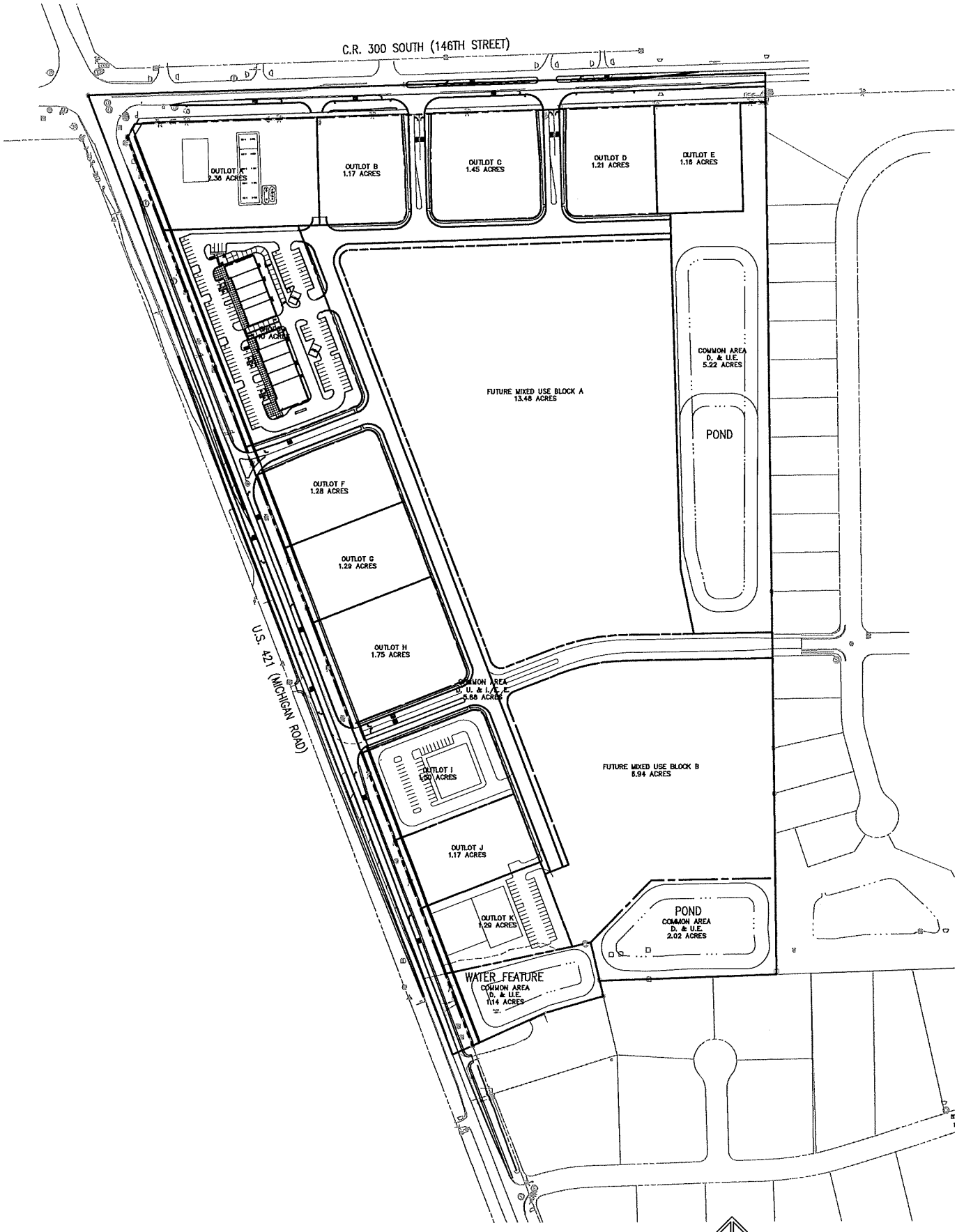


146th & US HWY 421 - Zionsville, Indiana

JDD Partners, LLC
1985 Randolph Ave.
St. Paul, MN 55105
612.284.4402

Monument Signage may be located on either side of main entrance off Michigan road

20190134900 Page 11 of 11



SITE PLAN
APPALOOSA CROSSING

Petition Number:	2020-01-PP
Project Address:	Approximately 10901 E. County Road 300 South (146th Street) and U.S. Highway 421 (Michigan Road)
Project Name:	Appaloosa Crossing - Primary Plat
Owner & Petitioner:	Harris FLP
Representatives:	Matthew Price, Attorney for Petitioner Dentons Bingham Greenebaum LLP
Request:	Petition for a Primary Plat of 57.53± acres to establish an integrated commercial center consisting of 12 lots, 2 blocks, and 4 common areas within the Rural General Business Zoning District (GB), the Rural Professional Business District (PB), and the Low Density Single-family and Two-family Residential District (R2). The subject site is also within the Michigan Road Overlay.
Current Zoning:	Rural General Business Zoning District (GB), Rural Professional Business District (PB), and the Low Density Single-family and Two-family Residential District (R2). The subject site is also within the Rural Michigan Road Overlay (MRO).
Current Land Use:	Undeveloped / Agricultural - currently farmed
Approximate Acreage:	57.53± acres
Related Petitions:	07-EA-16-839 (2008 Rezoning while under the jurisdiction of Boone County) 2016-45-CA - Approved 2019-44-CA - Approved 2019-45-Z - Approved 2020-03-DP - Pending 2020-04-CA - Pending
	Exhibit 1 – Staff Report Exhibit 2 – Aerial Location Map Exhibit 3 – Petitioner's Project Narrative Exhibit 4 – Primary Plat and Site Infrastructure Drawings Exhibit 5 – Town Engineer's Comments (dated April 9, 2020) regarding Drainage items. Exhibit 6 – Town Engineer's Comments (dated April 16, 2020) regarding the Traffic Impact Study. Exhibit 7 – Updated Traffic Impact Study (Findings only) Exhibit 8 – Petitioner's Findings of Fact
Staff Presenter:	Wayne DeLong, AICP, CPM

PROJECT OVERVIEW

Petition History:

This Petition received its initial public hearing at the February 18, 2020, Plan Commission Meeting and was continued to the March 16, 2020, meeting, and then to the April 20 2020, meeting. On February 5, 2020, the Zionsville Board of Zoning Appeals continued two Development Standard Variances (2020-03-DSV) to the March 4, 2020, Hearing. The requested Variances relate to the landscaping of the multi-tenant building to be constructed on the "Shops" lot of the proposed plat, but do not affect the proposed plat. At the March 4, 2020, Board of Zoning Appeals hearing, both Development Standard Variances were approved.

Location and Adjacent Zoning:

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

PRIMARY PLAT REVIEW

Subdivision Control Ordinance:

Review of the Primary Plat included multiple meetings with the Petitioner, the conducting of a Technical Advisory Meeting, review of revised plans, with the current status of the review being documented in the Town Engineer's Memo (Exhibit 5). Using the standards of the Zionsville Subdivision Control Ordinance (SCO) the Primary Plat was found to be generally in compliance with the Town's Ordinance with the exceptions as noted in the Town Engineer's Comments (Exhibit 5).

Zoning Ordinance:

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

Street and Highway Access:

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

Storm Water Management:

The Town's Street / Storm Water Department and Town Engineer have reviewed the proposed storm water drainage plan and determined that the recently updated plans are acceptable with a few minor revisions or clarifications to be addressed in the final construction plans (review comments are contained in Exhibit 5). It should be noted that the Town's Engineer is requiring an O&M Manual for the

entire development and then individual O&M Manuals for the development of each outlot as they develop.

Declarations Covenants and Restrictions:

Petitioner has provided "Declaration of Covenants, Restrictions and Easements for Appaloosa Crossing" which are applicable to all property within the integrated center. Certain typographical errors and/or referenced items within the Declaration need to be corrected.

Engineer's Comments:

As mentioned earlier, the review of the Primary Plat and its related facets were the topic of multiple meetings between Staff and the Petitioner. All major issues have been resolved, including drainage concerns and traffic impact. The Town's Engineer has reviewed the most recent drainage designs and an updated Traffic Impact Study provided by the Petitioner. The Engineer has provided Review Memos for drainage (Exhibit 5) and the updated Traffic Impact Study (Exhibit 6).

PUBLIC POLICY

Comprehensive Plan:

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

Transportation Plan:

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

Water and Sewer:

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

Findings of Fact:

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

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

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

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

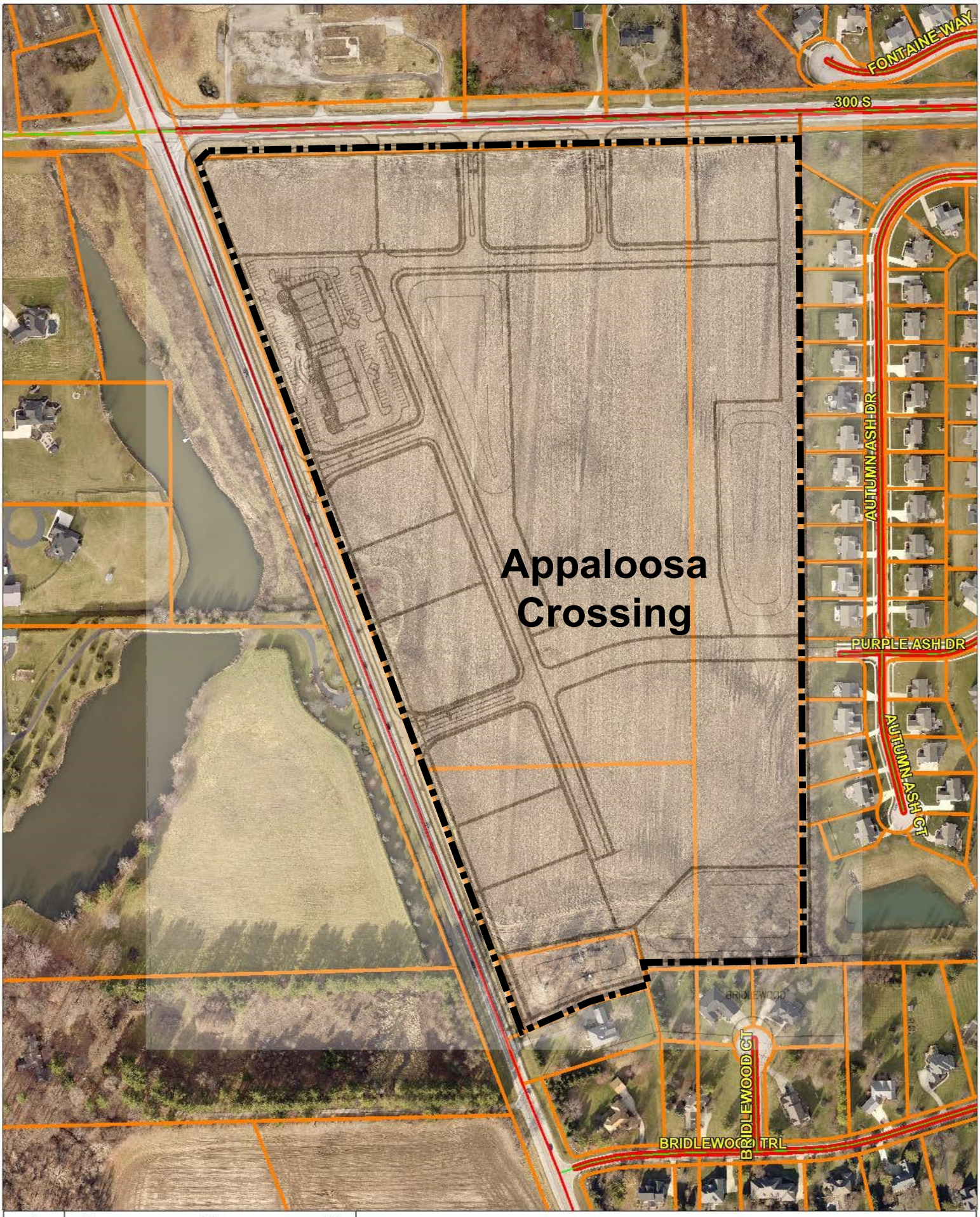
Findings as submitted by the Petitioner are attached as a part of this report.

STAFF COMMENTS

Staff recommends approval of the petition 2020-01-PP subject to the Petitioner addressing all comments noted within the Town Engineer's Comment Memos (Exhibits 5 & 6).

RECOMMENDED MOTION - PRIMARY PLAT

I move that Docket 2020-01-PP Petition for Primary Plat Petition approval to establish 12 lots, 2 blocks, and 4 common areas within the Rural General Business Zoning District (GB), the Rural Professional Business District (PB), and the Low Density Single-family and Two-family Residential District (R2), and also being within the Michigan Road Overlay, be (Approved based on the findings of fact / Denied / Continued) as presented, provided that the Secondary Plat shall not be approved unless and until all comments noted within the Town Engineer's Comment Memos (Exhibits 5 & 6) are satisfied.



N
W E
S

0 300 600

1" – 300ft

Appaloosa Crossing - Location Map - Exhibit 2

Project Narrative

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

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

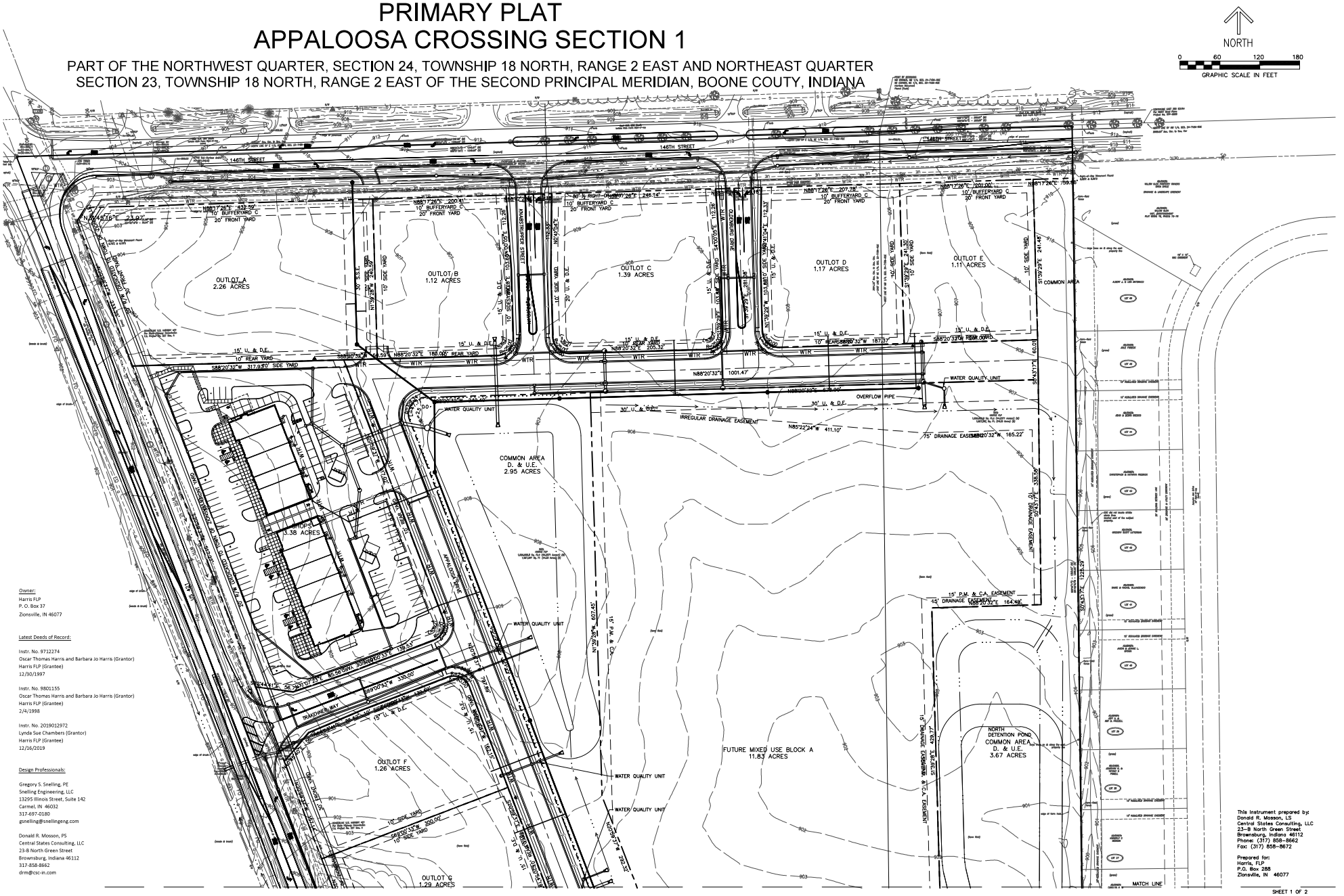
The architecture for the retail shops building is inspired by the white barn the Harris family previously maintained on the property earlier in the family's over 50 year history owning the property, and the building pays homage to that legacy, as well as the current equestrian land uses that help shape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

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

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

PRIMARY PLAT
APPALOOSA CROSSING SECTION 1

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



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

Latest Deeds of Record:

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

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

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

Design Professionals:

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

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

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

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

SHEET 1 OF 2

Exhibit 4

PRIMARY PLAT
APPALOOSA CROSSING SECTION 1

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

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

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

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

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

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

LEGEND:

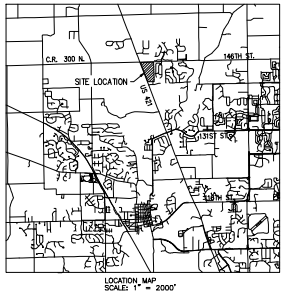
- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER
- WTR — PROPOSED WATER LINE
- PROPOSED BURIED TELEPHONE LINE
- PROPOSED BURIED ELECTRIC LINE
- PROPOSED GAS LINE

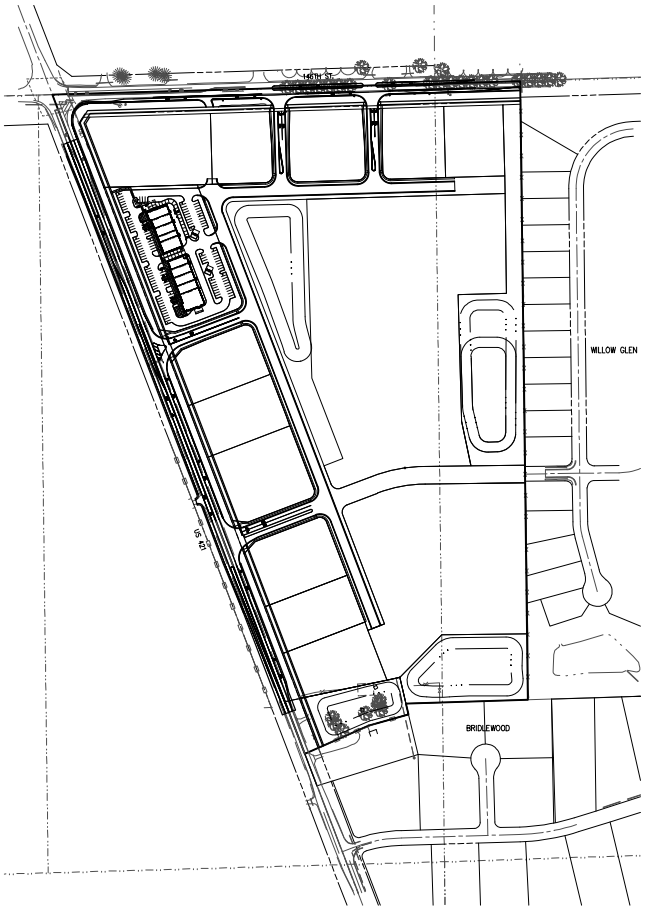
Address Table	
Lot	Address
A	10701 East County Road 300 South
B	10715 East County Road 300 South
C	10825 East County Road 300 South
D	10945 East County Road 300 South
E	10959 East County Road 300 South
Shops	3231 South U.S. 421
F	3245 South U.S. 421
G	3251 South U.S. 421
H	3255 South U.S. 421
I	3265 South U.S. 421
J	3295 South U.S. 421
K	3301 South U.S. 421

Exhibit 4

CONSTRUCTION DOCUMENTS
APPALOOSA CROSSING - SITE INFRASTRUCTURE

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





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

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

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

JURISDICTIONAL & UTILITY CONTACTS:

Town of Zionsville Planning Department
1100 W Oak Street Zionsville, IN 46077
Wayne DeLong
317-873-8247
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Josh Frost
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Town of Zionsville Street & Stormwater Department
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Zionsville, IN 46077
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Indianapolis, IN 46250
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Boone County Soil & Water Conservation District
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Lebanon, IN 46052
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TriCo Regional Sewer Utility
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10701 North College Avenue, Suite A
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jlasley@bremc.com

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gjones@vectren.com knoe@vectren.com

Brighthouse
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Indianapolis, IN 46218
Jason Kirkman
Gary Richardson
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jason.kirkman@mybrighthouse.com

AT&T
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Indianapolis, IN 46220
Cindy Huffman
317-252-5004
cg1841@att.com

TDS Telecom
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Pittsboro, IN 46167
Jeff Stanley
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jeff.stanley@tdstelecom.com

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

PLANS PREPARED FOR:

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(317) 550–0090

STORMWATER OPERATING AUTHORITY:

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

REVISIONS		
DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
01/30/20	2	TOWN OF ZIONSVILLE COMMENTS
02/04/20	3	INDOT AND TRICO COMMENTS
02/18/20	4	INDOT COMMENTS, KEYNOTE CLARIFICATIONS
03/05/20	5	TOWN OF ZIONSVILLE COMMENTS

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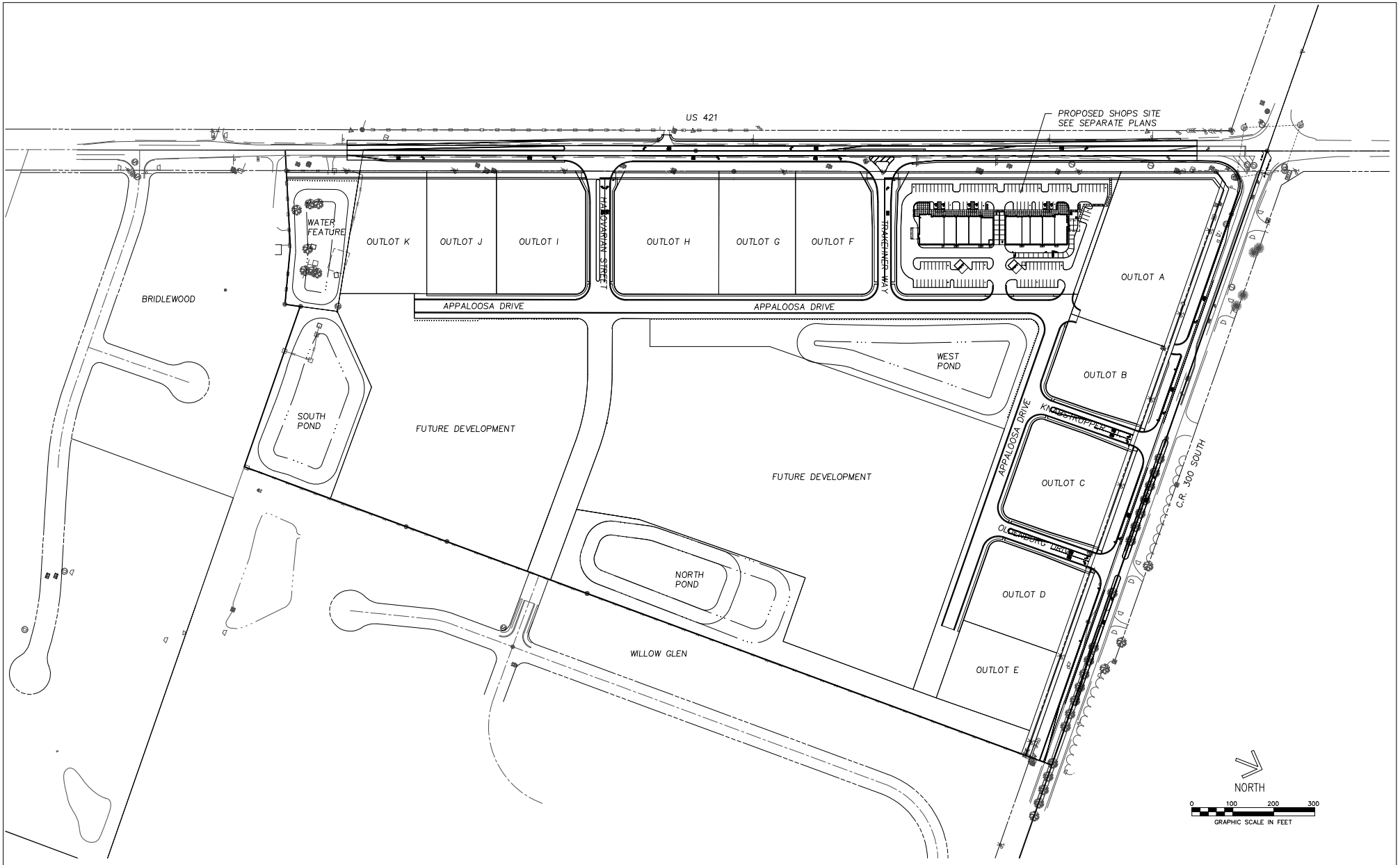
GREGORY S. SNELLING REGISTERED No. 19800417 STATE OF INDIANA PROFESSIONAL ENGINEER

APPALOOSA CROSSING
MIXED USE DEVELOPMENT
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

COVER SHEET

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: 1 OF 43

Exhibit 4



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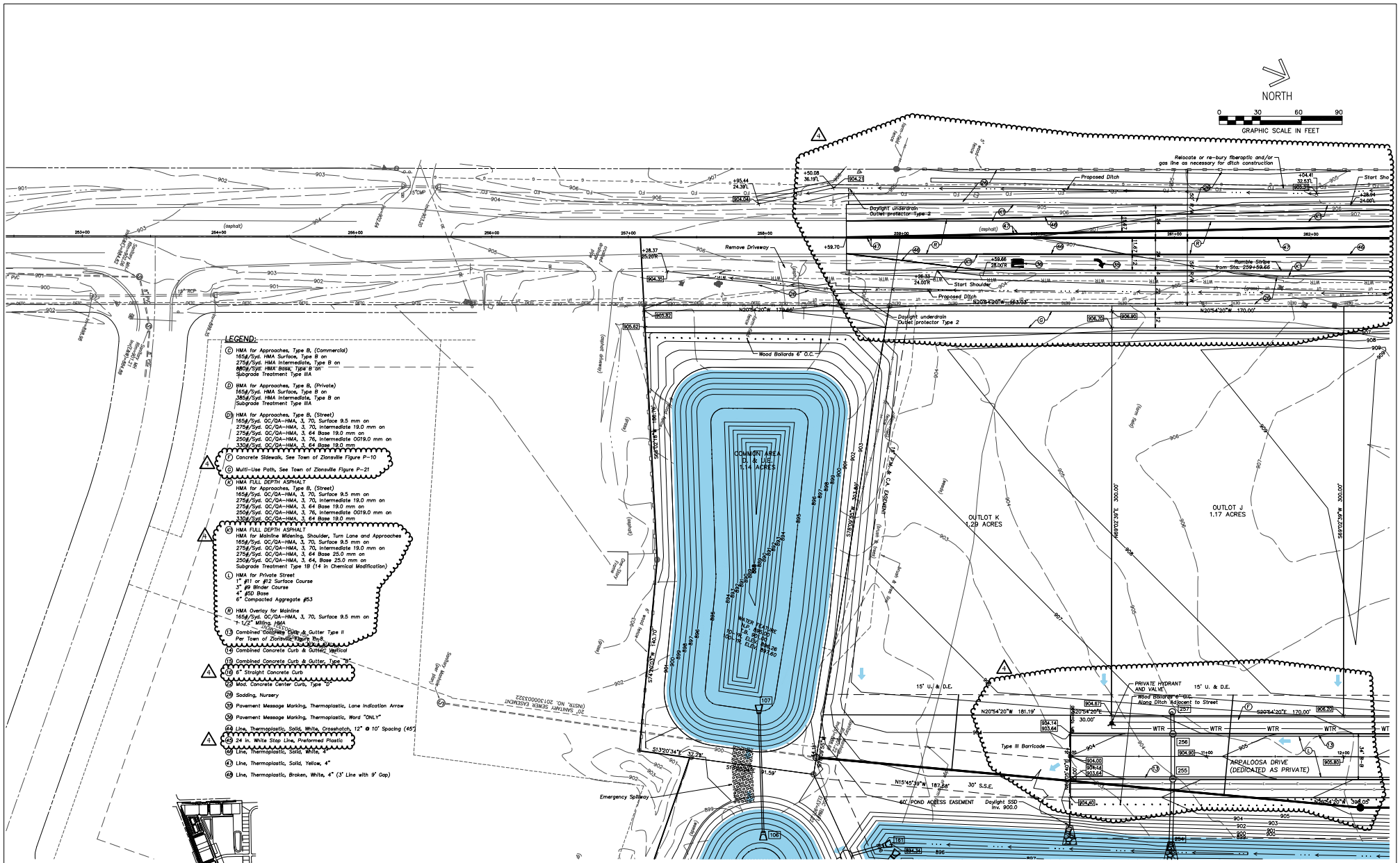
OVERALL SITE PLAN

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: 3 OF 43

Exhibit 4



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

SITE DEVELOPMENT PLAN

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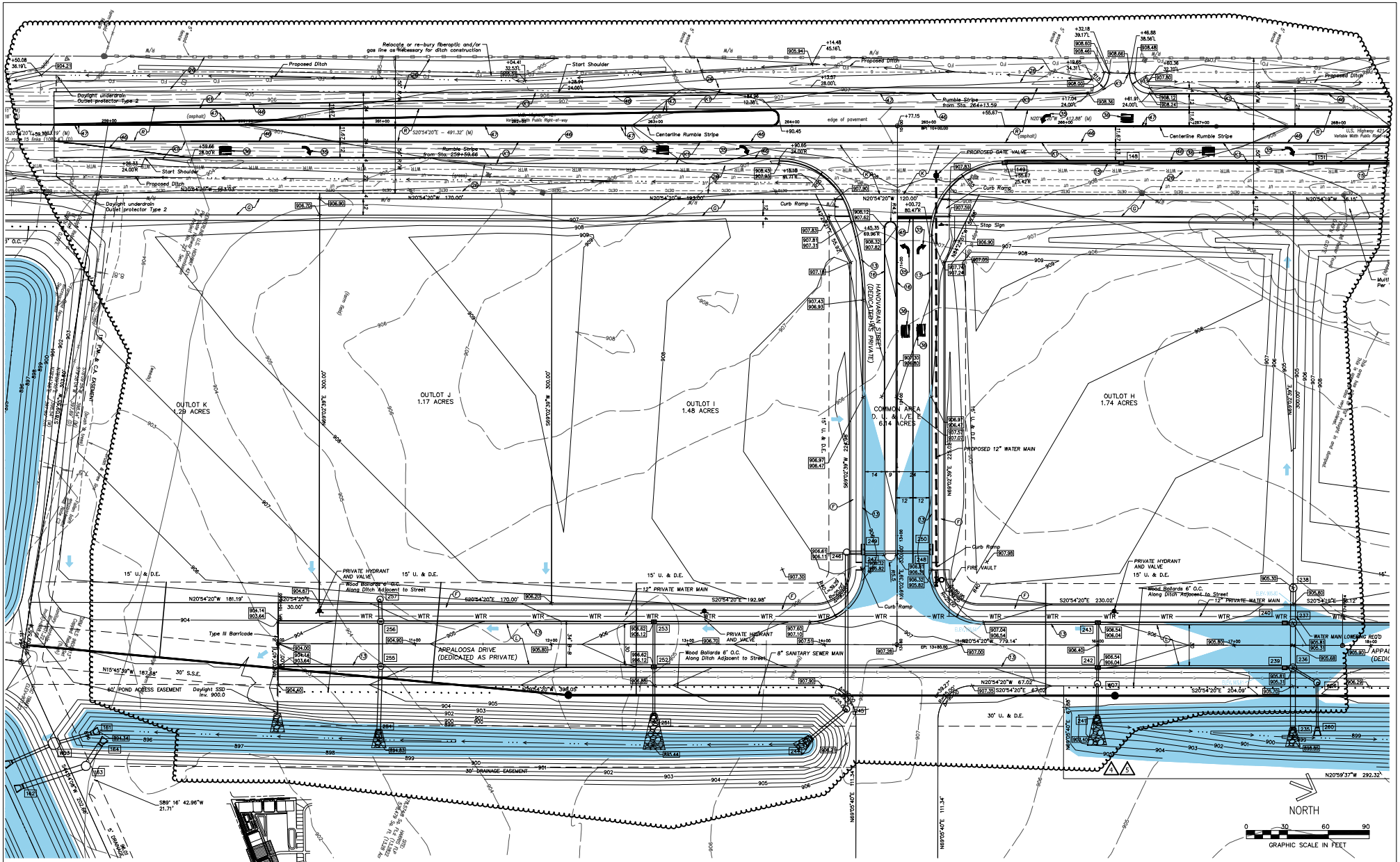
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: 6 OF 43

Exhibit 4



See Sheet 6 of 42 for Keynote Legend

KEY MAP

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APPALOOSA CROSSING
MIXED USE DEVELOPMENT
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ZIONSVILLE, INDIANA

SITE DEVELOPMENT PLAN

DRAWN: GSS
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SCALE: SEE PLAN
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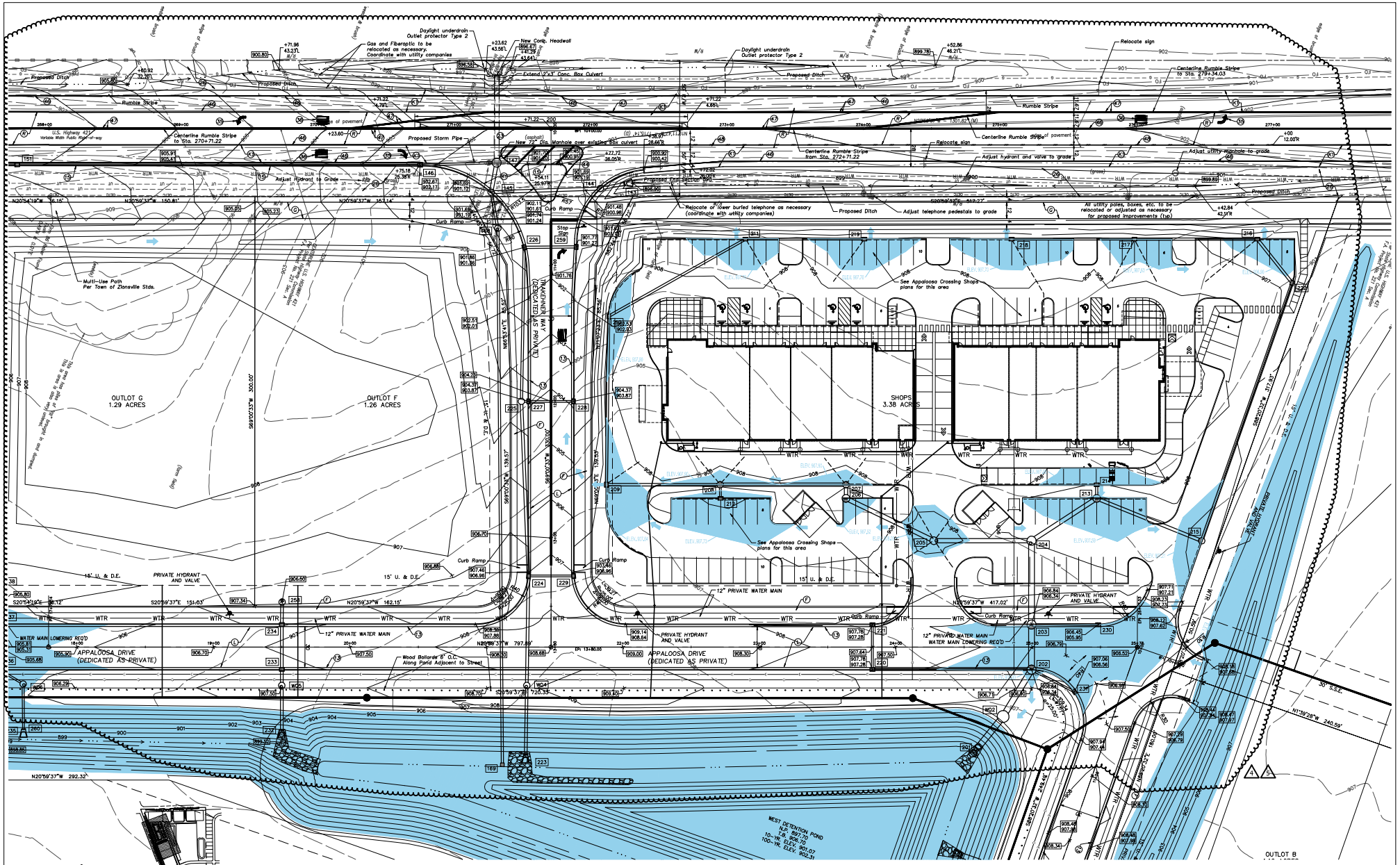
SHEET: 7 OF 43

Exhibit 4



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

SITE DEVELOPMENT PLAN

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GSS	01/27/20	

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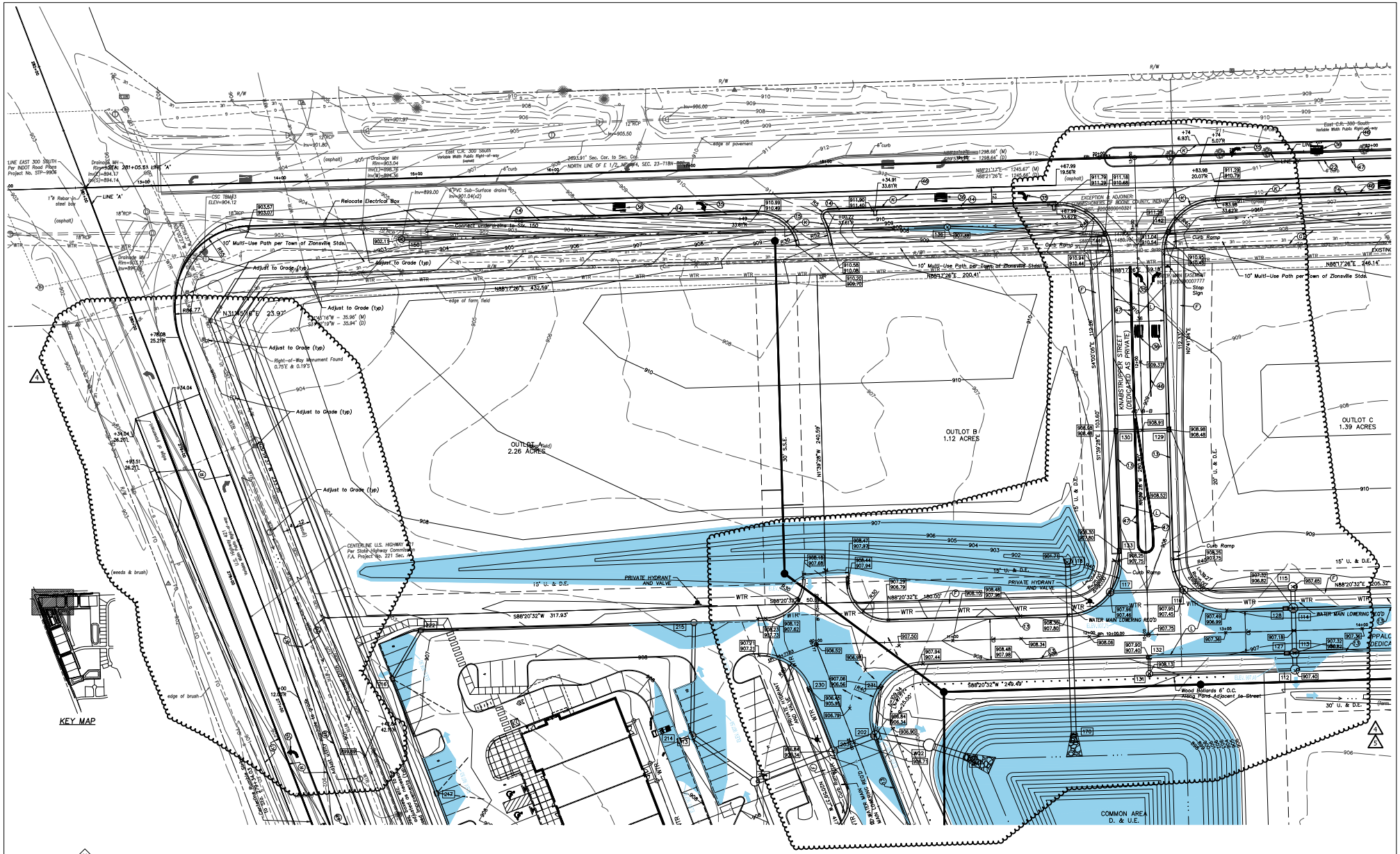

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SITE DEVELOPMENT PLAN

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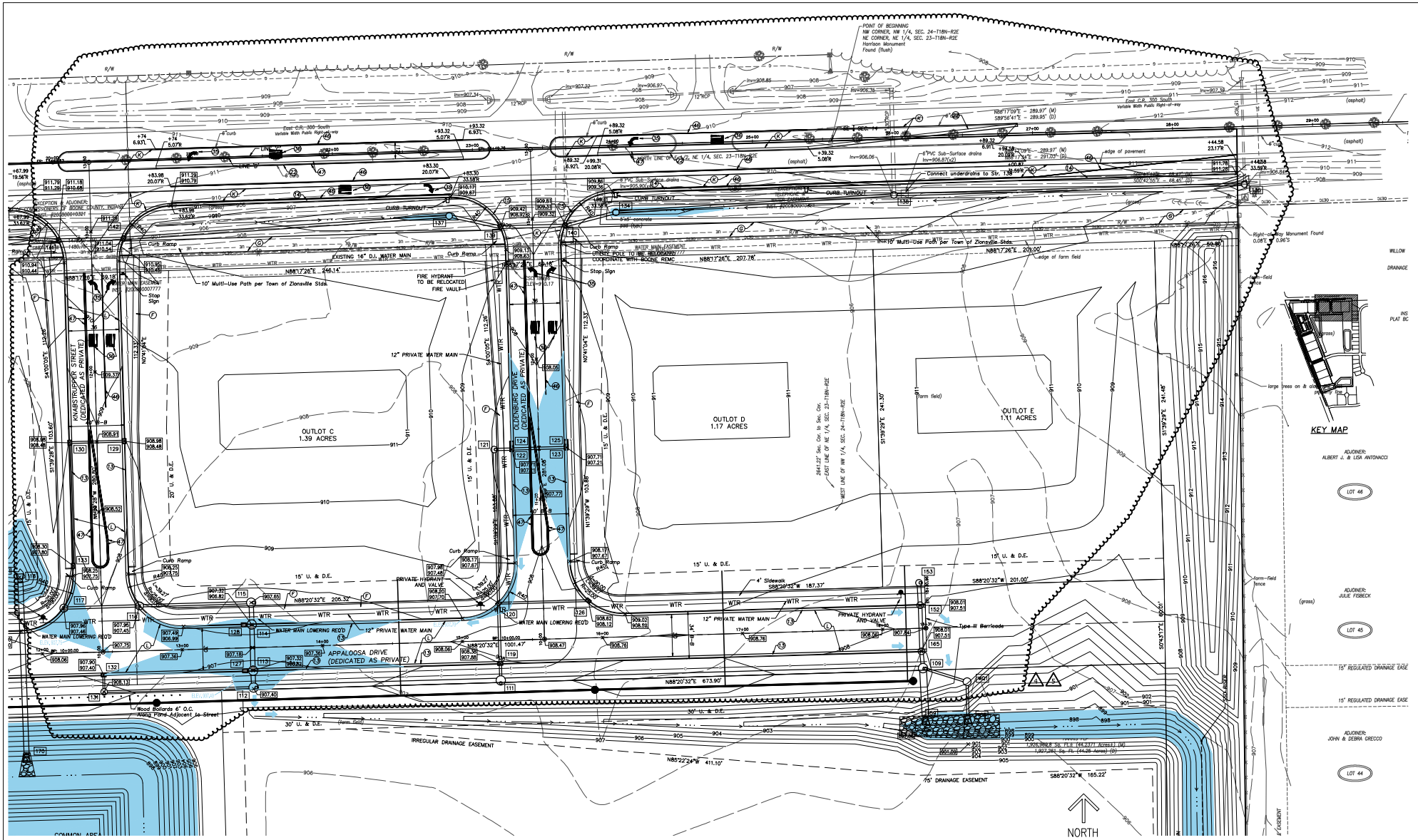
CHECKED:	DATE:
GSS	01/27/20

SHEET: 9 OF 43

Exhibit 4



See Sheet 6 of 42 for Keynote Legend

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APPALOOSA CROSSING
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U.S. 421 AND C.R. 300 SOUTH
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SCALE: SEE PLAN
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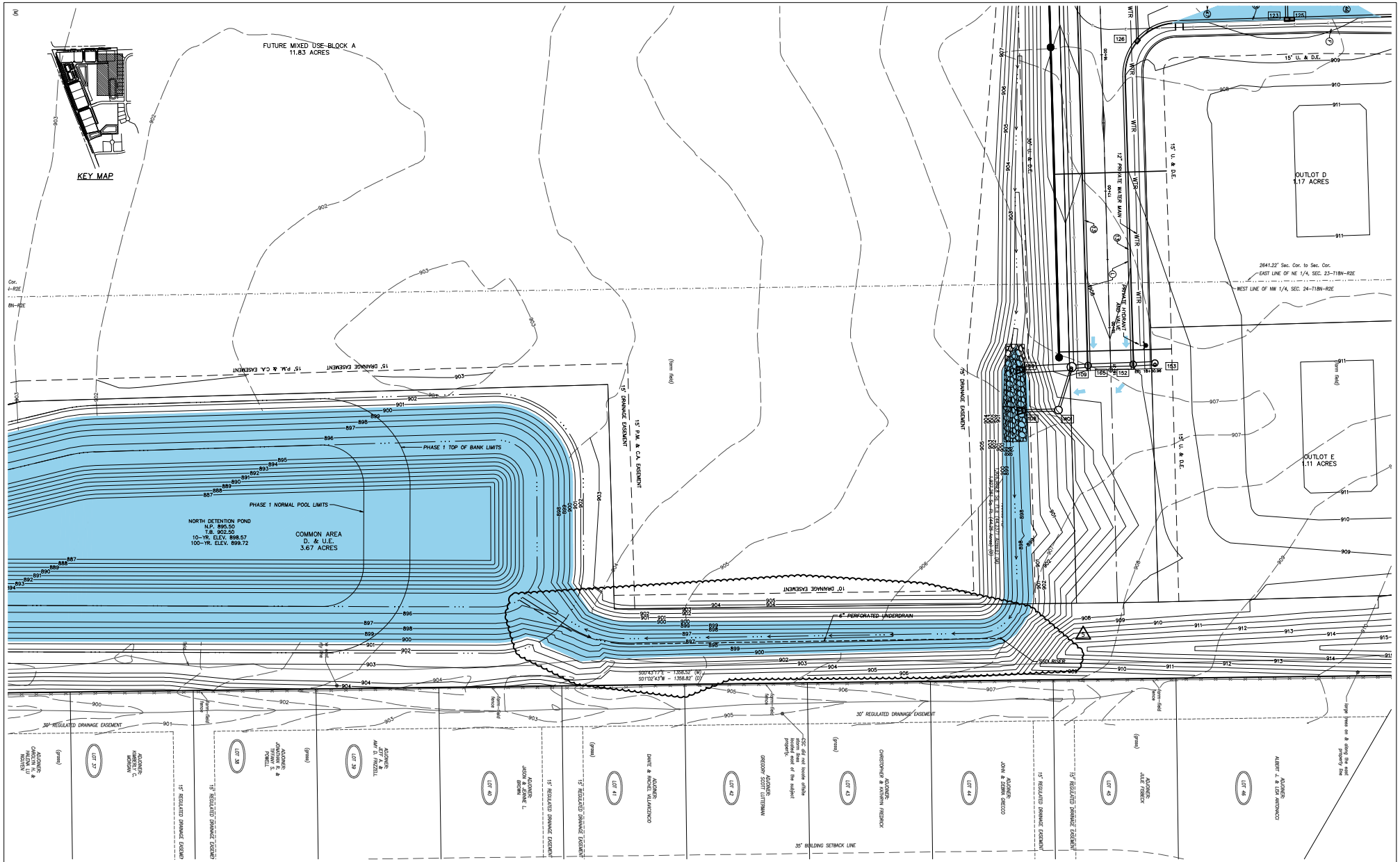
SHEET: 10 OF 43

Exhibit 4



REVISIONS		
DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
01/30/20	2	TOWN OF ZIONSVILLE COMMENTS
02/04/20	3	INDOT AND TRICO COMMENTS
02/18/20	4	INDOT COMMENTS, KEYNOTE CLARIFICATIONS
03/05/20	5	TOWN OF ZIONSVILLE COMMENTS

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www.snellingeng.com

GREGORY S. SNELLING REGISTERED No. 19600417 STATE OF INDIANA PROFESSIONAL ENGINEER

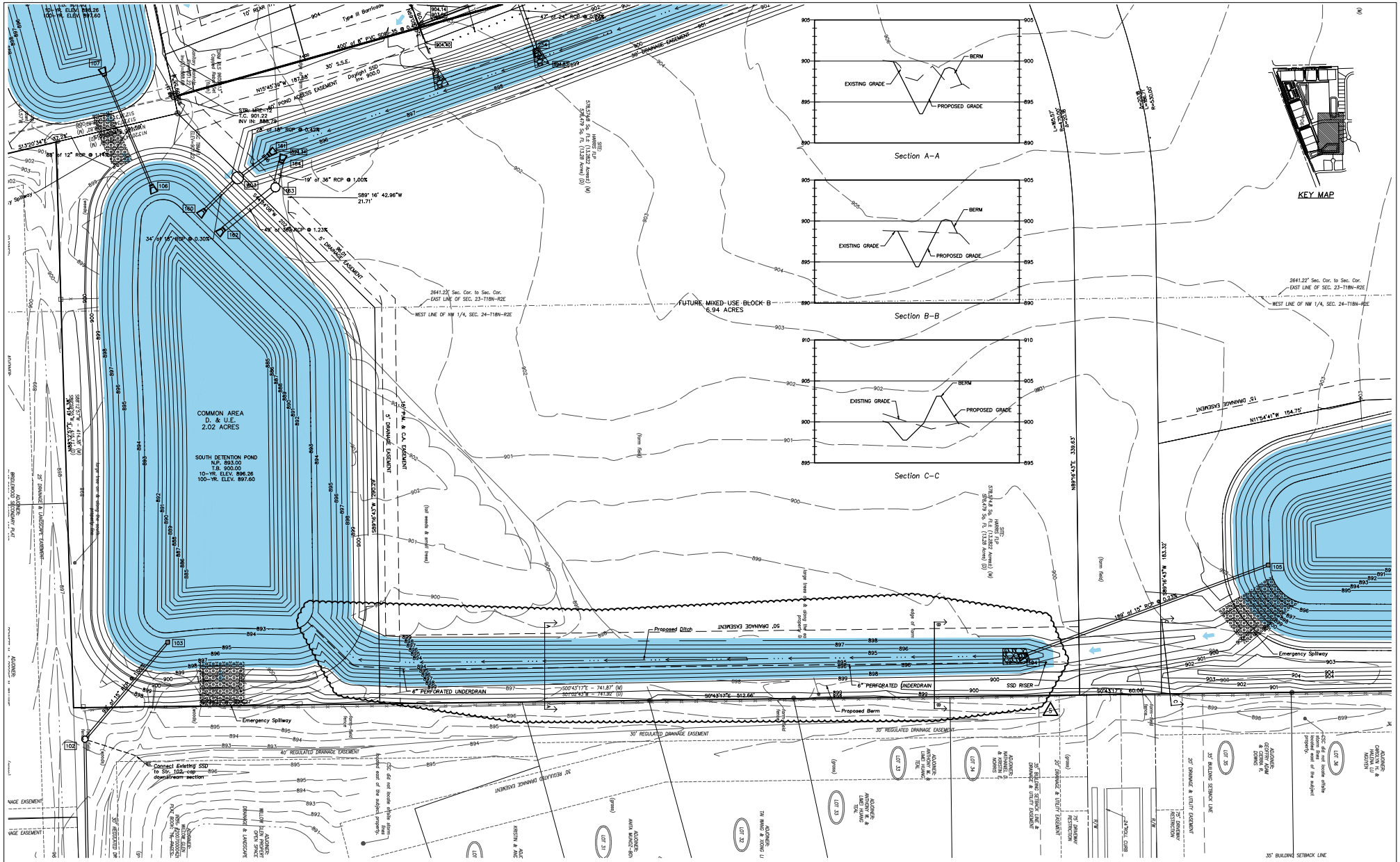
APPALOOSA CROSSING
MIXED USE DEVELOPMENT
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

SITE DEVELOPMENT PLAN

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

SHEET: 11 OF 43

Exhibit 4



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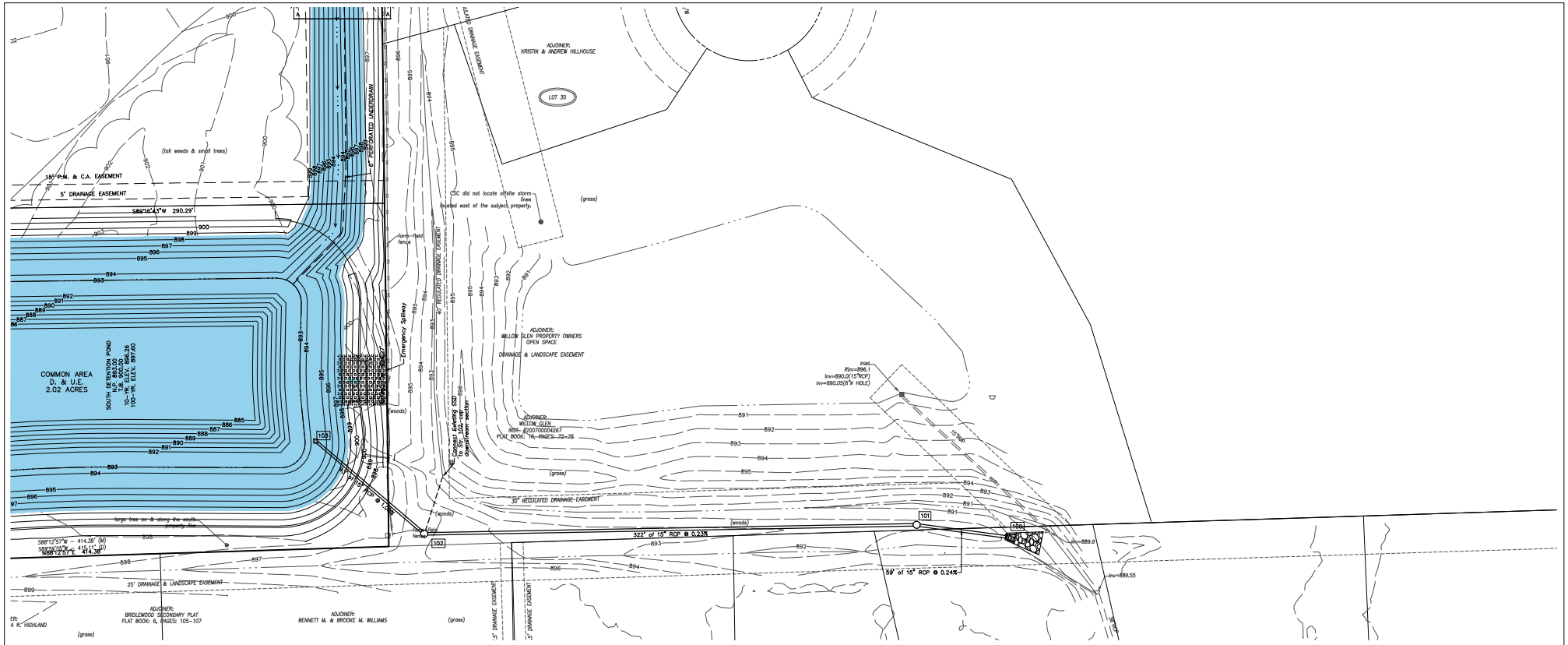
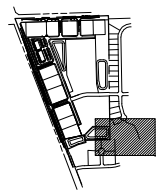
SITE DEVELOPMENT PLAN

DRAWN:	SCALE:	SHEET:
GSS	SEE PLAN	12 OF 43
CHECKED: GSS	DATE: 01/27/20	

Exhibit 4





KEY MAP

NORTH

0 30 60 90

GRAPHIC SCALE IN FEET

REVISIONS		
DATE		DESCRIPTION
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SITE DEVELOPMENT PLAN

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: 13 OF 43

Exhibit 4

ZIONSVILLE
FOR ALL THE RIGHT REASONS

To: Wayne DeLong, Director of Planning and Economic Development
From: Beam, Longest & Neff
John Beery, PE, PTOE, PTP
Date: April 9, 2020

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

PROJECT DESCRIPTION

Project	Name	Appaloosa Crossing (SE Corner of US 421 and CR 300 South)	
	Location	10901 E 300 South and 3201 S. US 421	
	Developer	Harris FLP	
	Submittal	Drainage Revisions at Trakehner Way	
Documents Reviewed		Document Name	Document Date
		Construction Plans	April 6, 2020
		Culvert Analysis	April 6, 2020
Zoning	Current	Rural PB	
	Proposed	Rural GB	
Land Use	Current	Agricultural	
	Proposed	Rural GB	
Requested Variances or Waivers		• No foundation plantings around building • No plantings in front of buildings. • Relief from 30-foot greenbelt requirement for US 421 Over-lay District	

An electronic submittal was received on April 6th in response to the web meeting that was held to discuss drainage matters and the Traffic Impact Study at the proposed intersection of Trakehner Way and US 421.

I. REVISED DRAINAGE AT TRAKEHNER WAY

A. In concept, the entrance appears to work, pending the Indiana Department of Transportation's review of the permit and approval. The following comments may be addressed in future construction plans and other related submittals:

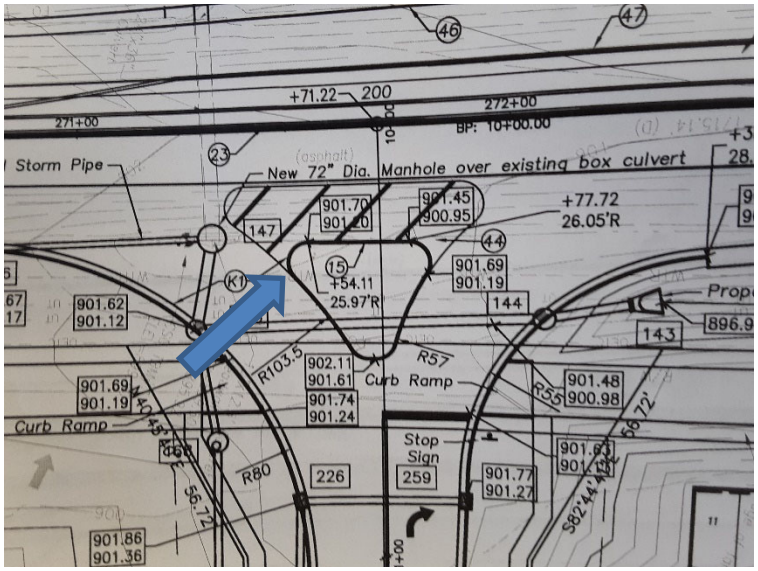
1. An open grate should be installed for Structure 147.

2. The drainage analysis assumes that the 2' x 3' box culvert under US 421 is unobstructed. An inspection by Town Staff has noted that the structure is partially obstructed by sediment. It needs to be clarified in the drainage report whether the analysis assumed a clean structure or if it was assumed that the effective silted in portion of the structure was used.

3. The project plans shall call for the cleaning out of the structure and its routine inspection maintenance and cleaning shall be identified via annual schedule in the O&M Manual for the project. (Also see below for additional O&M comments on future submittals.)

4. Provide an additional ponding exhibit for the upstream area of the culvert for Structure 143 that shows the ponding. It is a separate event than the overflow event. All ponding and overflow exhibits should be placed in the final drainage report. Also the culvert calculations should be placed in the drainage report. The overtopping exhibit form April 6 should also be included, as well as all flood routing.

5. Please place an additional spot elevation for the edge of pavement and top of curb on the driveway island for the entrance to US 421 in the location indicated below.



II. GENERAL

A. Further review and comments are pending on future submittals. There are outstanding comments and coordination items that are related to construction matters only which need to be checked and addressed prior to any final approval.

B. Maintenance of Traffic for improvements will be reviewed at later date.

C. The 30-foot easement discussed in the phone conference and was shown in the revision on Sheet 8 should be relocated onto adjacent Outlots G and F. It currently overlaps other easements and the trail. If right-of-way is needed in the future, it would require reimbursement to future landowners. The proposed trail easement should not be encumbered by other easements.

D. There is no storm sewer extending through Outlot B into Outlot A. While there is a storm sewer structure, Structure 215, to the south on the Shopps property, there are no easements for a connection and there is a fire hydrant in the way. Also there is no storm sewer or easements across Lot B to serve Lot A. This needs to be clarified and corrected in future submittals.

III. O&M MANUALS

A. Due to the redundant requirements and ownership of secondary BMPs by future outlots, one O&M Manual will be required for the overall development and each outlot will be required to file an independent O&M Manual as they develop. The Shopps project will have its own O&M Manual as well, separate from the overall site.

IV. TRAFFIC IMPACT STUDY

A. Comments are being addressed separately.

V. AND PERFORMANCE BONDS

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

VI. PERMITTING

A. Please provide a copy of the Notice of Intent (NOI) to IDEM signed by applicant.

B. Please provide a completed Stormwater Management Permit (SWMP) for review. If only one is submitted then acres of disturbance would be same on NOI

and SWMP. If two SWMP are submitted then acres of disturbance should equal the sum of the two SWMP.

ZIONSVILLE
FOR ALL THE RIGHT REASONS

To: Wayne DeLong, Director of Planning and Economic Development
From: Beam, Longest & Neff
John Beery, PE, PTOE, PTP
Date: April 16, 2020

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

PROJECT DESCRIPTION

Project	Name	Appaloosa Crossing (SE Corner of US 421 and CR 300 South)	
	Location	10901 E 300 South and 3201 S. US 421	
	Developer	Harris FLP	
	Submittal	Updated Traffic Impact Study	
Documents Reviewed		Document Name	Document Date
		TIS Amendment Memorandum	April 16, 2020
Zoning	Current	Rural PB	
	Proposed	Rural GB	
Land Use	Current	Agricultural	
	Proposed	Rural GB	
Requested Variances or Waivers		• No foundation plantings around building • No plantings in front of buildings. • Relief from 30-foot greenbelt requirement for US 421 Overlay District	

An electronic submittal was received on April 15th in response to the web meeting that was held on April 6th to discuss drainage matters and the Traffic Impact Study at the proposed intersection of Trakehner Way and US 421.

I. TRAFFIC IMPACT STUDY (TIS) REVISIONS

A. The TIS has been revised and amended with the most current uses proposed for the site plan per the discussion

B. Advisory comment: It should be noted that the private drive accesses to CR 300 South experience low levels of service leaving the site in the PM peak hour. As future growth and expansion occurs along the CR 300 south corridor, particularly near the intersection of US 421, adjustments to access to CR 300 South may be needed to alleviate congestion. This comment is only to provide clarification to future affected parties within the new development that future conditions may warrant changes to access in the future as other growth occurs, as the TIS only provides a three-year horizon year study time period.

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ILLINOIS
KENTUCKY
MICHIGAN
OHIO
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TEXAS

MEMORANDUM

DATE: 4/15/2020

TO: Bob Harris
Kite HARRIS Property Group

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

RE: Appaloosa Crossing Traffic Study Revision

Introduction

Earlier this year, A&F Engineering completed a comprehensive Traffic Impact Study for the proposed Appaloosa Crossing mixed-use development that will be located in the southeast quadrant of CR 300 South and US 421 in Zionsville, Indiana. The traffic study assumed that the site would be developed with general retail and office land uses and analyzed the intersection of US 421 & CR 300 South as well as all proposed access drives to the site. The scope of work and assumed uses were based on a traffic study scoping meeting held between A&F Engineering and representatives from INDOT – Crawfordsville District. The traffic study was submitted to INDOT and the Town of Zionsville for review. Subsequently, the Town has required that a new analysis be submitted which shows different land use assumptions than the previous study. The data and analysis presented in this memorandum addresses the feedback and land use assumptions provided by the Town of Zionsville.

Existing Traffic Data

Existing peak hour traffic volume data was collected at the intersection of US 421 and CR 300 South for use in the previous Traffic Impact Study. These counts were also used for the analysis presented in this memorandum. A figure included in the "Supplemental Information" section of this document shows the AM and PM peak hour existing traffic volumes.

Year 2023 Background Traffic Data

Year 2023 was the analysis horizon year selected for the previous traffic study. In order to determine estimates of Year 2023 background traffic (traffic attributed to growth, but not attributed to traffic from the proposed Appaloosa Crossing) a 0.6% per year, non-compounded growth rate was applied to the existing peak hour traffic volumes. A figure showing these traffic volumes in attached.

Site Description & Land Use Assumptions

As shown in the attached site plan, the proposed development will be served by a full signalized access drive and a right-tin/right-out access drive along US 421. In addition, two full access drives and a right-in only access drive will be provided along CR 300 South. The site will likely contain a variety of retail and office land uses. For the purposes of analysis, the Town of Zionsville determined that the following on-site land uses be assumed:

- Convenience Market & Gas Station
- Fast Food Restaurant with Drive Through
- Bank
- Dry Cleaning Shop
- Coffee/Donut Shop
- 2 Sit-Down Style Restaurants
- Day Care Facility
- General Retail/Shopping Center Uses
- General Office Uses

Site Trip Generation

The estimate of newly generated traffic is a function of the development size and of the character of the land use. The ITE *Trip Generation Manual*[1] was used to calculate the number of trips that will be generated by the site. This report is a compilation of trip data for various land uses as collected by transportation professionals throughout the United States in order to establish the average number of trips generated by those land uses. **Table 1** summarizes the total trips that will be generated by the site.

[1] *Trip Generation Manual*, Institute of Transportation Engineers, Tenth Edition, 2017.

TABLE 1 – TOTAL GENERATED TRIPS FOR THE PROPOSED DEVELOPMENT

DEVELOPMENT INFORMATION				GENERATED TRIPS			
LOT DESCRIPTION	LAND USE	ITE CODE	SIZE	AM PEAK		PM PEAK	
				IN	OUT	IN	OUT
OUTLOT A	**GAS STATION**	**960**	**4,000 SF**	**143**	**142**	**139**	**138**
	Internal Trips			21	21	20	20
	External Trips			122	121	119	118
	External Non-Pass-By Trips (38%/44%)			46	45	52	51
	External Pass-by Trips (62%/56%)			76	76	67	67
NEW SHOPS BUILDING	**MIXED-USE RETAIL***	**960***	**23,171 SF***	**311**	**261**	**220**	**220**
	INTERNAL TRIPS			44	36	31	32
	EXTERNAL TRIPS			267	225	189	188
	EXTERNAL NON-PASS-BY TRIPS (66%)			154	136	101	99
	EXTERNAL PASS-BY TRIPS (34%)			113	89	88	89
OUTLOT C	**HIGH-TURNOVER RESTAURANT**	**932**	**6,000 SF**	**33**	**27**	**37**	**22**
	INTERNAL TRIPS			4	4	5	3
	EXTERNAL TRIPS			29	23	32	19
	EXTERNAL NON-PASS-BY TRIPS (66%)			13	10	14	9
	EXTERNAL PASS-BY TRIPS (34%)			16	13	18	10
OUTLOT H	**HIGH-TURNOVER RESTAURANT**	**932**	**6,000 SF**	**33**	**27**	**37**	**22**
	INTERNAL TRIPS			4	4	5	3
	EXTERNAL TRIPS			29	23	32	19
	EXTERNAL NON-PASS-BY TRIPS (66%)			13	10	14	9
	EXTERNAL PASS-BY TRIPS (34%)			16	13	18	10
OUTLOT I	**DAY CARE CENTER**	**565**	**12,000 SF**	**70**	**62**	**63**	**70**
	INTERNAL TRIPS			10	9	9	10
	EXTERNAL TRIPS			60	53	54	60
	EXTERNAL NON-PASS-BY TRIPS (66%)			30	27	27	30
	EXTERNAL PASS-BY TRIPS (34%)			30	26	27	30
REMAINING SITE	**GENERAL RETAIL**	**820**	**157,500 SF**	**143**	**88**	**365**	**395**
	INTERNAL TRIPS			21	13	54	59
	EXTERNAL TRIPS			122	75	311	336
	EXTERNAL NON-PASS-BY TRIPS (66%)			42	26	106	115
	EXTERNAL PASS-BY TRIPS (34%)			80	49	205	221
	GENERAL OFFICE	**710**	**46,900 SF**	61	10	9	46
	INTERNAL TRIPS			9	1	1	6
	EXTERNAL TRIPS			52	9	8	40
	TOTAL TRIPS			267	122	545	656
	TOTAL INTERNAL TRIPS			8	8	21	21
	TOTAL EXTERNAL PASS-BY TRIPS			58	35	174	194
	TOTAL EXTERNAL NON-PASS-BY TRIPS			201	79	350	441

*The breakdown of the trips generated for each of the land uses in the new shops building are included in the "Supplemental Information" section of this document.

Exhibit 7

Assignment, Distribution and Generated Traffic Volumes Added to the Roadway Network

The generated trips from each land use shown in the previous table were assigned and distributed to the access drives and public roadway network to yield peak hour generated traffic volumes at each study intersection. These trips were assigned based on the existing traffic flow patterns and the location of the subject site in relation to near-by population centers. The assignment and distribution percentage assumptions are shown in tables included in the "Supplemental Information" section and the resulting generated traffic volumes at each of the study intersections are shown on an attached figure.

Total Future Traffic Volumes

The total generated traffic volumes from the proposed site were added to the 2023 background traffic volumes to yield total future year 2023 traffic volumes to be used in this analysis. These volumes are shown on the attached figure.

Capacity/Level of Service Analysis

The "efficiency" of an intersection is based on its ability to accommodate the traffic volumes that approach the intersection. It is defined by the Level-of-Service (LOS) of the intersection. The LOS is determined by a series of calculations commonly called a "capacity analysis". Input data into a capacity analysis include traffic volumes, intersection geometry, and number and use of lanes. The following shows the delays related to the levels of service for signalized and unsignalized intersections:

Level of Service	Control Delay (seconds/vehicle)	
	UNSIGNALIZED	SIGNALIZED
A	Less than or equal to 10	Less than or equal to 10
B	Between 10.1 and 15	Between 10.1 and 20
C	Between 15.1 and 25	Between 20.1 and 35
D	Between 25.1 and 35	Between 35.1 and 55
E	Between 35.1 and 50	Between 55.1 and 80
F	greater than 50	greater than 80

For this analysis, level of service calculations were completed for the following AM and PM peak hour traffic volume scenarios:

Scenario 1: Existing Traffic Volumes

Scenario 2: Year 2023 Background Traffic Volumes

Scenario 3: Total Future Traffic Volumes (Year 2023 + Proposed Development)

The following tables summarize the level of service results at each of the study intersections.

TABLE 2 – LEVEL OF SERVICE SUMMARY: US 421 & CR 300 S

APPROACH	AM PEAK			PM PEAK		
	Scenario			Scenario		
	1	2	3	1	2	3
Northbound Approach	B	B	B	C	C	C
Southbound Approach	C	C	C	C	C	C
Eastbound Approach	C	C	C	C	C	D
Westbound Approach	B	C	C	C	C	D
Intersection	B	C	C	C	C	C

DESCRIPTION OF SCENARIOS:

SCENARIO 1: Existing Traffic Volumes with Existing Intersection Conditions.

SCENARIO 2: Year 2023 Background Traffic Volumes with Existing Intersection Conditions.

SCENARIO 3: Year 2023 Proposed Development Traffic Volumes with Existing Intersection Conditions.

TABLE 3 – LEVEL OF SERVICE SUMMARY: CR 300 S & NORTH ACCESS DRIVE 1 (RIGHT-IN ONLY)

NOTE: HCM does not analyze this intersection condition because the proposed access drive is a right-in only access drive and none of the approaches at this intersection will experience delay due to yielding to other movements. Hence, a LOS summary is not applicable.

TABLE 4 – LEVEL OF SERVICE SUMMARY: CR 300 S & NORTH ACCESS DRIVE 2 (FULL ACCESS)

MOVEMENT	AM PEAK HOUR	PM PEAK HOUR
	Scenario 3	Scenario 3
Northbound Approach	C	F
Westbound Left-Turn	A	A

DESCRIPTION OF SCENARIO:

SCENARIO 3: Sum of Year 2023 Background Traffic Volumes and Generated Traffic Volumes from Proposed Development with Proposed Intersection Conditions*.

*The proposed intersection conditions include construction of the access drive with at least one inbound lane and two outbound lanes, that will stop for CR 300 S; and the addition of an exclusive eastbound right-turn lane and westbound left-turn lane along CR 300 S at the access drive location.

TABLE 5 – LEVEL OF SERVICE SUMMARY: CR 300 S & NORTH ACCESS DRIVE 3 (FULL ACCESS)

MOVEMENT	AM PEAK HOUR	PM PEAK HOUR
	Scenario 3	Scenario 3
Northbound Approach	B	C
Westbound Left-Turn	A	A

DESCRIPTION OF SCENARIO:

SCENARIO 3: Sum of Year 2023 Background Traffic Volumes and Generated Traffic Volumes from Proposed Development with Proposed Intersection Conditions*.

*The proposed intersection conditions include construction of the access drive with at least one inbound lane and two outbound lanes, that will stop for CR 300 S; and the addition of an exclusive eastbound right-turn lane and westbound left-turn lane along CR 300 S at the access drive location.

TABLE 6 – LEVEL OF SERVICE SUMMARY: US 421 & WEST ACCESS DRIVE 1 (RI/RO)

MOVEMENT	AM PEAK HOUR	PM PEAK HOUR
	Scenario 3	Scenario 3
Westbound Approach	B	C

DESCRIPTION OF SCENARIO:

SCENARIO 3: Sum of Year 2023 Background Traffic Volumes and Generated Traffic Volumes from Proposed Development with Proposed Intersection Conditions*.

*The proposed intersection conditions include the construction of a right-in/right-out access drive with one inbound lane and one outbound lane, that will stop for US 421; and the addition of an exclusive northbound right-turn lane along US 421 at the access drive location.

TABLE 7 – LEVEL OF SERVICE SUMMARY: US 421 & WEST ACCESS DRIVE 2 (FULL ACCESS)

MOVEMENT	AM PEAK	PM PEAK HOUR
	Scenario 3	Scenario 3
Northbound Approach	A	A
Southbound Approach/Left-Turn	A	A
Westbound Approach	B	B
Intersection	**A**	**A**

DESCRIPTION OF SCENARIOS:

SCENARIO 3: Sum of Year 2023 Background Traffic Volumes and Generated Traffic Volumes from Proposed Development with Proposed Intersection Conditions*

*The proposed intersection conditions include construction of the access drive with one inbound lane and two outbound lanes, the addition of an exclusive northbound right-turn lane and southbound left-turn lane along US 421 at the access drive location, and the installation of traffic signal at the intersection.

Conclusions & Recommendations

The conclusions that follow are based on existing traffic volume data, trip generation, assignment and distribution of generated traffic, turn lane analysis, capacity analyses/level of service results and a field review conducted at the site. Based on the analysis and the resulting conclusions of this study, the following recommendations are formulated to ensure that the roadway system will accommodate the increased traffic volumes from the site.

CR 300 S & US 421

Capacity analyses for all traffic volume scenarios have shown that this intersection operates and will continue to operate at acceptable levels of service during the AM and PM peak hour with existing intersection conditions. Therefore, no improvements are recommended at this location.

CR 300 S & Proposed North Access Drive 1 (Right-In Only)

HCM does not analyze this intersection because the proposed access drive is a right-in only access drive and none of the approaches at this intersection will experience delay due to yielding to other movements. The following geometrics are recommended at this intersection:

- Construction of a right-in only access drive with one inbound lane.
- Addition of an exclusive eastbound right-turn lane along CR 300 S.

CR 300 S & Proposed North Access Drive 2 (Full Access)

Capacity analyses have shown that this intersection will operate at acceptable levels of service during the AM peak hour when the future traffic volumes are considered. However, the northbound approach at the intersection will likely experience increased delays during the PM peak hour when the future traffic volumes are considered. The following geometrics and control are recommended at this intersection:

- Construction of the access drive with at least one inbound lane and two outbound lanes.
- Addition of an exclusive eastbound right-turn lane along CR 300 S.
- Addition of an exclusive westbound left-turn lane along CR 300 S.
- Stop controlled intersection with the northbound approach stopping for CR 300 S.

CR 300 S & Proposed North Access Drive 3 (Full Access)

Capacity analyses have shown that this intersection will operate at acceptable levels of service during the AM and PM peak hours when the future traffic volumes are considered with the following recommended intersection conditions:

- Construction of the access drive with at least one inbound lane and two outbound lanes.
- Addition of an exclusive eastbound right-turn lane along CR 300 S.
- Addition of an exclusive westbound left-turn lane along CR 300 S.
- Stop controlled intersection with the northbound approach stopping for CR 300 S.

US 421 & Proposed West Access Drive 1 (Right-in/Right-Out)

Capacity analyses have shown that this intersection will operate at acceptable levels of service during the AM and PM peak hours when the future traffic volumes are considered with the following recommended intersection conditions:

- Construction of a right-in/right-out access drive with one inbound lane and one outbound lane.
- Addition of an exclusive northbound right-turn lane along US 421.
- Stop controlled intersection with the westbound approach stopping for US 421.

US 421 & Proposed West Access Drive 2 (Full Access)

Capacity analyses have shown that this intersection will operate below acceptable levels of service during the PM peak hour with proposed intersection geometrics and two-way stop control when the future traffic volumes are considered.

However, a traffic signal warrant analysis has shown that a traffic signal will likely be warranted at this intersection at some point in the future after uses on the site are constructed. Capacity analyses for the sum of year 2023 and background traffic volumes and generated traffic volumes from the proposed development have shown that this intersection will operate at acceptable levels of service during the AM and PM peak hours with the proposed intersection geometrics and traffic signal control. Therefore, the following are recommended at this intersection:

- Construction of the access drive with at least one inbound lane and two outbound lanes.
- Addition of an exclusive northbound right-turn lane along US 421.
- Addition of an exclusive southbound left-turn lane along US 421.
- Installation of traffic signal.

The geometric and control recommendations outlined above for each intersection are unchanged from those recommended in the previously submitted Traffic Impact Study.

TOWN OF ZIONSVILLE PLAN COMMISSION
BOONE COUNTY, INDIANA

FINDINGS OF FACT

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

The Town of Zionsville Plan Commission finds that:

a. Adequate provisions have been made for regulation of minimum lot depth and minimum lot area;
b. Adequate provisions have been made for the widths, grades, curves and coordination of subdivision public ways with current and planned public ways; and,
c. Adequate provisions have been made for the extension of water, sewer, and other municipal services.

TOWN OF ZIONSVILLE PLAN COMMISSION

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

_____ _____
President, Town of Zionsville Plan Commission

_____ _____

_____ _____

_____

Town of Zionsville
Petition for Subdivision Plat Approval

Application Packet
And
General Instructions

Office Use Only
Petition No.: _____
Hearing Date: _____
Recommendation: _____

Town of Zionsville

Petition for Plan Commission Approval

1. SITE INFORMATION:

Address of Property: 10901 E. 300 South

Existing Use of Property: agricultural

Current Zoning: GB/PB Name of Subdivision: Appaloosa Crossing

Area in acres: 56.45 Number of lots: 12

2. PETITIONER/PROPERTY OWNER

Petitioner:

Name: Strongbox Commercial

Address: 7611 N. Perimeter Road

Indianapolis, IN 46241

Phone: 317-550-0090

Fax: _____

E-Mail: jwilliams@strongbox.co

Owner (If different from Petitioner):

Name: Harris FLP

Address: P. O. Box 37

Zionsville, IN 46077

Phone: _____

Fax: _____

E-Mail: _____

3. PETITIONER'S ATTORNEY/CONTACT PERSON AND PROJECT ENGINEER (IF ANY):

Attorney / Contact Person:

Name: _____

Address: _____

_____

Phone: _____

Fax: _____

E-Mail: _____

Project Engineer / Architect:

Name: Snelling Engineering, LLC

Address: 13295 Illinois Street, Suite 142

Carmel, IN 46032

Phone: 317-697-0180

Fax: gsnelling@snellingeng.com

E-Mail: _____

4. APPROVALS REQUESTED:

☒ **Primary Plat** ☒ **Secondary Plat** ☐ Waivers of Subdivision Control Ordinance Requirements *(Describe specific waivers being requested and reasons for the request. Attach additional pages if necessary):*

☐ **Minor Plat** ☐ **RePlat**

_____

_____

5. ATTACHMENTS:

☐ Legal description of property
☐ Owner's Authorization (if petitioner is not the owner)
☐ Copy of Covenants (if proposed)
☐ Application Fee
☐ Proof of Ownership (copy of Warranty Deed)
☐ Copies of the Proposed Plat
☐ Draft of Proposed Legal Notice
☐ Road Impact Calculation Form

The undersigned, having been duly sworn on oath states the above information is true and correct as (s)he is informed and believes. Further, the applicant understands that this project may be assigned Engineering and Stormwater review fees, which are payable upon invoicing. Road Impact Fees are payable upon Improvement Location Permit release.

Signature of Owner or Attorney for Owner: _____

Date: 1/9/2020

State of INDIANA)

SS

County of BOONE)

Subscribed and sworn to before me this 9TH day of JANUARY, 2020.

_____ / _____

Notary Public Signature / Notary Public Printed

My commission expires _____

My county of residence is _____ County.

My Commission No. is _____

ROBERT R. THOMAS
Boone County
My Commission Expires
May 18, 2025

PETITION FOR SUBDIVISION PLAT APPROVAL PROCEDURES AND REQUIREMENTS:

SUBMISSION OF PETITION FOR SUBDIVISION PLAT APPROVAL:

1. A complete Petition for Subdivision Plat Approval ("petition") must be submitted by **3:00 PM** a minimum of **45 days for a minor plat and 60 day for a major plat** prior to the initial hearing before the Plan Commission.

2. **Only complete Petitions will be docketed for the next Plan Commission meeting.** If a Petition is incomplete by filing deadline, the Petition will not be docketed until the Petitioner submits a complete Petition.

3. Ten sets of the following information must be submitted with the notarized Petition:

   ☐ Legal description of property (Metes and bounds description must include a perimeter survey, drawn to scale – or– recorded subdivision legal description must include lot number, section number, subdivision name, either the plat book number of the recorded instrument number and a copy of the plat map.)

   ☐ Proof of Ownership (copy of deed)

   ☐ Owner's Authorization (if Petitioner is not the owner)

   ☐ Proposed Plat

   ☐ Covenants (if proposed)

   ☐ Draft of proposed Legal Notice (Primary Plats only)

   ☐ Application Fee (Make checks payable to the Town of Zionsville)

OWNER'S AUTHORIZATION

The undersigned, Harris FLP, being the owner of the property commonly known as 10901 E. 300 South, hereby authorize(s) _____ Snelling Engineering, LLC to file a Petition for (zone map change / variance / special exception / subdivision plat approval / other) for the aforementioned property.

By: Robert Harris
(Authorized signature)

- or -

(print owner name)

Robert Harris
(Printed name)

General Partner
(Title)

State of INDIANA)

County of BOONE) SS:

Subscribed and sworn to before me this 9TH day of JANUARY, 2020.

Notary Public Signature

Notary Public Printed

My commission expires _____

My county of residence is _____ County.

My Commission No. is _____

ROBERT R. THOMAS
Boone County
My Commission Expires
May 18, 2025

Project Narrative

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

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

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

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

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

LEGAL DESCRIPTION

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

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

North 88 degrees 17 minutes 26 seconds East 1479.70 feet (1480.75 feet – deed) to the POINT OF BEGINNING, containing 56.453 acres, more or less.

16.00
(4)

9712274 12/30/1997 02:52P 1 of 4
Maryln J. Smith, Boone County Recorder

Send taxes to
Grantee's Address
9750 Barth Drive
Zionsville, IN 46077

WARRANTY DEED

THIS INDENTURE WITNESSETH, That Oscar Thomas Harris and Barbara Jo Harris, husband and wife ("Grantors"), of Boone County, in the State of Indiana, CONVEY AND WARRANT to Harris FLP ("Grantee"), of Boone County, in the State of Indiana, for and in consideration of the sum of One Dollar ($1.00) and other valuable consideration, the receipt of which is hereby acknowledged, the following described real estate in Boone County, in the State of Indiana, to-wit:

See Exhibit "A" attached hereto and made a part hereof.

In Witness Whereof, Grantor has executed this Warranty Deed this 22nd day of December, 1997.

Oscar Thomas Harris

Barbara Jo Harris

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

Subscribed and sworn to before me, a Notary Public in and for said county and state, this 22nd day of December, 1997, at which time Oscar Thomas Harris and Barbara Jo Harris, husband and wife, personally appeared and acknowledged the execution of the above and foregoing WARRANTY DEED to be a voluntary act and deed.

My Commission Expires:
11/12/99

Jennifer S. Kelley, Notary Public
A resident of Monroe County

This Instrument Prepared By Harold A. Harrell, Attorney at Law, ANDREWS, HARRELL, MANN, CHAPMAN & COYNE, P.C., 1720 N. Kinser Pike, P.O. Box 2639, Bloomington, Indiana 47402-2639, Telephone: (812) 332-4200

DULY ENTERED FOR TAXATION
12-30-97
Connie J. Lamar
SUBJECT TO FINAL ACCEPTANCE
AUDITOR, BOONE COUNTY

EXHIBIT "A"

Tract I:
The west half of the northwest quarter of Section 24, Township 18 North, Range 2 East of the Second Principal Meridian, containing 80 acres, more or less, except the following real estate, to-wit: Commencing at the northeast corner of said half quarter section and run thence south 31.81 chains, thence west 15.72 chains, thence north 31.81 chains, thence east 15.72 chains to the place of beginning, containing 50 acres, more or less, leaving after said exception 30 acres, more or less.

A part of the southeast quarter of the northeast quarter of Section 23, Township 18 North, Range 2 East of the Second Principal Meridian described as follows: Commencing at the southeast corner of said quarter quarter section and running thence north 62 rods 9 links, thence west 42 rods 18 links to a point in the center line of the Michigan Road, thence south 19 degrees east along said center line 65 rods 15 links to a point in the south line of said quarter quarter section, thence east along said south line 20 rods to the place of beginning.

A part of the northeast quarter of the southeast quarter of Section 23, Township 18 North, Range 2 East of the Second Principal Meridian and a part of the north half of the southwest quarter of Section 24, Township and Range aforesaid, described as follows: Commencing at the northwest corner of the north half of the southwest quarter of said Section 24, and run thence east 80.5 rods, thence south 12¾ rods, thence west 94.5 rods to a point in the center line of the Michigan Road, thence north 19 degrees west along said center line 13.6 poles to a point in the north line of the northeast quarter of the southeast quarter of said Section 23, thence east along said north line 20 rods to the place of beginning.

Containing in the last two described tracts 20 acres, more or less, and containing in all herein described 50 acres, more or less, but subject to legal highways, rights of way and easements. Located in Eagle Township, Boone County, Indiana.

Tract II:

Part of the Northeast Quarter of Section 23, Township 18 North, Range 2 East in Boone County, Indiana, more particularly described as follows:

Beginning at the Northwest corner of the Northeast Quarter of Section 23, Township 18 North, Range 2 East; thence South 00 degrees 51 minutes 30 seconds West (assumed bearing) on and along the West line of said Northeast Quarter 2435.10 feet; thence South 89 degrees 41 minutes 15 seconds East on and along an existing

DULY ENTERED FOR TAXATION
12-30-97
SUBJECT TO FINAL ACCEPTANCE
AUDITOR, BOONE COUNTY

fence line 786.22 feet; thence North 00 degrees 18 minutes 45 seconds East 345.24 feet; thence South 89 degrees 41 minutes 15 seconds East 1379.65 feet to the centerline of U.S. Highway #421; thence North 19 degrees 14 minutes 15 seconds West on and along said centerline of U.S. Highway #421, 924.55 feet; thence North 19 degrees 19 minutes 15 seconds West on and along the centerline of U.S. Highway #421, 1301.80 feet to the North line of said Northeast Quarter; thence North 90 degrees 00 minutes 00 seconds West on and along aforesaid North line 1395.91 feet to the place of beginning, containing 91.83 acres, more or less.

ALSO: Commencing at the Northwest corner of the Northeast Quarter of Section 23, Township 18 North, Range 2 East; thence North 90 degrees 00 minutes East (assumed bearing) on and along the North line of said Northeast Quarter 1395.91 feet to the centerline of U.S. Highway #421, said point being the place of beginning of this tract; thence continuing North 90 degrees 00 minutes 00 seconds East on and along aforesaid North line 1298.21 feet to the Northeast corner thereof; thence South 01 degree 01 minutes 00 seconds West on and along the East line of said Northeast Quarter 1614.36 feet; thence North 89 degrees 43 minutes 45 seconds West 704.88 feet (705.46 feet measured) to the centerline of U.S. Highway #421, thence North 19 degrees 14 minutes 15 seconds West on and along said centerline 404.90 feet; thence North 18 degrees 19 minutes 15 seconds West on and along said centerline 1301.80 feet to the place of beginning, containing 37.07 acres, more or less.

Containing in all 128.90 acres, more or less, and subject to all legal easements and rights of way.

Excepting from the above-described property the real estate conveyed to Stanley D. Feezle and Lori St. Dennis Feezle, Husband and Wife, more particularly described as follows:

Part of the West half of Section 24 and part of the East Half of Section 23, both in Township 18 North, Range 2 East, Boone County, Indiana, and being more particularly described as follows: Commencing at the Northwest corner of said Section 24; thence North 88 degrees 59 minutes 28 seconds East (assumed bearing) along the north line of said west half section, 1327.70 feet to the Northeast corner of the west half of the Northwest Quarter of said Section 24; thence South 0 degrees 00 minutes 43 seconds East along the East line of the West half of said Northwest Quarter Section, 2099.46 feet to the point of beginning; thence continue South 0 degrees 00 minutes 43 seconds East, 751.89 feet; thence South 88 degrees 59 minutes 06 seconds West, parallel with the South line of the West Half of the Northwest Quarter of Section 24, 1580.15 feet to the point on the centerline of U.S. 421 (Michigan Road), said point being in the east half of said Section 23; thence North 20 degrees 11 minutes 36 seconds West along said centerline 509.17 feet; thence North 73 degrees 25 minutes 07 seconds East 357.58 feet; thence North 12 degrees 40 minutes 05 seconds West, 178.75 feet; thence North 88 degrees 59 minutes 28 seconds East parallel with the North line of said west half section, 1452.22 feet to the point of beginning and containing 22.916 acres, more or less, in Section 24 and 4.744 acres, more or less, in Section 23,

with 27.660 acres, more or less, total. Subject to right of way for U.S. 421 (Michigan Road) off the entire Westerly side thereof and all other legal easements and rights of way of record.

Also excepting from the above-described property the real estate conveyed to Joe Lee Chambers and Lynda Sue Chambers, Husband and Wife, more particularly described as follows:

Part of the Northeast Quarter of Section 23, Township 18 North, Range 2 East, Boone County, Indiana, and being more particularly described as follows: Commencing at a point on the East line of said quarter section being South 0 degrees 00 minutes 00 seconds West (assumed bearing) 2776.05 feet from the Northeast corner thereof; thence South 90 degrees 00 minutes 00 seconds West 84.87 feet to the point of beginning; thence South 73 degrees 25 minutes 07 seconds West 357.58 feet to the centerline of U.S. 421 (Michigan Road); thence North 20 degrees 11 minutes 36 seconds West along said centerline, 306.42 feet; thence North 78 degrees 51 minutes 22 seconds East 397.02 feet; thence South 12 degrees 40 minutes 05 seconds East 268.82 feet to the point of beginning and containing 2.480 acres, more or less. Subject to right of way for Michigan Road off the entire Westerly side thereof and all other legal easements and rights of way of record.

(3) E: Andrews, Harrell, Mann, etc
15.00

Send taxes to
grantee's address:
9750 Barth Drive
Zionsville, Indiana 46077

CORRECTIVE WARRANTY DEED

THIS INDENTURE WITNESSETH, That Oscar Thomas Harris and Barbara Jo Harris, husband and wife ("Grantors"), of Boone County, in the State of Indiana, CONVEY AND WARRANT to Harris FLP ("Grantee"), of Boone County, in the State of Indiana, for and in consideration of the sum of One Dollar ($1.00) and other valuable consideration, the receipt of which is hereby acknowledged, the following described real estate in Boone County, in the State of Indiana, to-wit:

See Exhibit "A" attached hereto and made a part hereof. This deed corrects a scrivener's error in the deed executed on December 22, 1997 and recorded on December 30, 1997.*

In Witness Whereof, Grantor has executed this Corrective Warranty Deed this 21st day of January, 1998.

Oscar Thomas Harris
Oscar Thomas Harris

Barbara Jo Harris
Barbara Jo Harris

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

Subscribed and sworn to before me, a Notary Public in and for said county and state, this 21st day of January, 1998, at which time Oscar Thomas Harris and Barbara Jo Harris, husband and wife, personally appeared and acknowledged the execution of the above and foregoing WARRANTY DEED to be a voluntary act and deed.

My Commission Expires:
8-24-01

Harold A Harrell
Harold A. Harrell, Notary Public
A resident of Monroe County

This Instrument Prepared By Harold A. Harrell, Attorney at Law, ANDREWS, HARRELL, MANN, CHAPMAN & COYNE, P.C., 1720 N. Kinser Pike, P.O. Box 2639, Bloomington, Indiana 47402-2639, Telephone: (812) 332-4200

* INSTRUMENT NO. 9712374 (Cross-reference)

DULY ENTERED FOR TAXATION
2-4-98
Connie Lamar
SUBJECT TO FINAL ACCEPTANCE
AUDITOR, BOONE COUNTY

EXHIBIT "A"

The west half of the northwest quarter of Section 24, Township 18 North, Range 2 East of the Second Principal Meridian, containing 80 acres, more or less, except the following real estate, to-wit: Commencing at the northeast corner of said half quarter section and run thence south 31.81 chains, thence west 15.72 chains, thence north 31.81 chains, thence east 15.72 chains to the place of beginning, containing 50 acres, more or less, leaving after said exception 30 acres, more or less.

A part of the southeast quarter of the northeast quarter of Section 23, Township 18 North, Range 2 East of the Second Principal Meridian described as follows: Commencing at the southeast corner of said quarter quarter section and running thence north 62 rods 9 links, thence west 42 rods 18 links to a point in the center line of the Michigan Road, thence south 19 degrees east along said center line 65 rods 15 links to a point in the south line of said quarter quarter section, thence east along said south line 20 rods to the place of beginning.

A part of the northeast quarter of the southeast quarter of Section 23, Township 18 North, Range 2 East of the Second Principal Meridian and a part of the north half of the southwest quarter of Section 24, Township and Range aforesaid, described as follows: Commencing at the northwest corner of the north half of the southwest quarter of said Section 24, and run thence east 80.5 rods, thence south 12¾ rods, thence west 94.5 rods to a point in the center line of the Michigan Road, thence north 19 degrees west along said center line 13.6 poles to a point in the north line of the northeast quarter of the southeast quarter of said Section 23, thence east along said north line 20 rods to the place of beginning.

Containing in the last two described tracts 20 acres, more or less, and containing in all herein described 50 acres, more or less, but subject to legal highways, rights of way and easements. Located in Eagle Township, Boone County, Indiana.

ALSO: Commencing at the Northwest corner of the Northeast Quarter of Section 23, Township 18 North, Range 2 East; thence North 90 degrees 00 minutes East (assumed bearing) on and along the North line of said Northeast Quarter 1395.91 feet to the centerline of U.S. Highway #421, said point being the place of beginning of this tract; thence continuing North 90 degrees 00 minutes 00 seconds East on and along aforesaid North line 1298.21 feet to the Northeast corner thereof; thence South 01 degree 01 minutes 00 seconds West on and along the East line of said Northeast Quarter 1614.36 feet; thence North 89 degrees 43 minutes 45 seconds West 704.88 feet (705.46 feet measured) to the centerline of U.S. Highway #421, thence North 19 degrees 14 minutes 15 seconds West on and along said centerline 404.90 feet; thence North 18 degrees 19 minutes 15 seconds West on and along said centerline 1301.80 feet to the place of beginning, containing 37.07 acres, more or less.

Excepting from the above-described property the real estate conveyed to Stanley D. Feezle and Lori St. Dennis Feezle, Husband and Wife, more particularly described as follows:

Part of the West half of Section 24 and part of the East Half of Section 23, both in Township 18 North, Range 2 East, Boone County, Indiana, and being more particularly described as follows: Commencing at the Northwest corner of said Section 24; thence North 88 degrees 59 minutes 28 seconds East (assumed bearing) along the north line of said west half section, 1327.70 feet to the Northeast corner of the west half of the Northwest Quarter of said Section 24; thence South 0 degrees 00 minutes 43 seconds East along the East line of the West half of said Northwest Quarter Section, 2099.46 feet to the point of beginning; thence continue South 0 degrees 00 minutes 43 seconds East, 751.89 feet; thence South 88 degrees 59 minutes 06 seconds West, parallel with the South line of the West Half of the Northwest Quarter of Section 24, 1580.15 feet to the point on the centerline of U.S. 421 (Michigan Road), said point being in the east half of said Section 23; thence North 20 degrees 11 minutes 36 seconds West along said centerline 509.17 feet; thence North 73 degrees 25 minutes 07 seconds East 357.58 feet; thence North 12 degrees 40 minutes 05 seconds West, 178.75 feet; thence North 88 degrees 59 minutes 28 seconds East parallel with the North line of said west half section, 1452.22 feet to the point of beginning and containing 22.916 acres, more or less, in Section 24 and 4.744 acres, more or less, in Section 23, with 27.660 acres, more or less, total. Subject to right of way for U.S. 421 (Michigan Road) off the entire Westerly side thereof and all other legal easements and rights of way of record.

Also excepting from the above-described property the real estate conveyed to Joe Lee Chambers and Lynda Sue Chambers, Husband and Wife, more particularly described as follows:

Part of the Northeast Quarter of Section 23, Township 18 North, Range 2 East, Boone County, Indiana, and being more particularly described as follows: Commencing at a point on the East line of said quarter section being South 0 degrees 00 minutes 00 seconds West (assumed bearing) 2776.05 feet from the Northeast corner thereof; thence South 90 degrees 00 minutes 00 seconds West 84.87 feet to the point of beginning; thence South 73 degrees 25 minutes 07 seconds West 357.58 feet to the centerline of U.S. 421 (Michigan Road); thence North 20 degrees 11 minutes 36 seconds West along said centerline, 306.42 feet; thence North 78 degrees 51 minutes 22 seconds East 397.02 feet; thence South 12 degrees 40 minutes 05 seconds East 268.82 feet to the point of beginning and containing 2.480 acres, more or less. Subject to right of way for Michigan Road off the entire Westerly side thereof and all other legal easements and rights of way of record.

2019012972
Electronic Filing
From: Dominion Title
Thru: Simplifile

2019012972 DEED $25.00
12/16/2019 09:46:02AM 3 PGS
Nicole K. (Nikki) Baldwin
Boone County Recorder IN
Recorded as Presented

WARRANTY DEED

THIS INDENTURE WITNESSETH, That **Lynda Sue Chambers** (Grantor), **CONVEYS(S) and WARRANT(S)** to **Harris FLP** (Grantee), for the sum of One Dollar ($1.00) and other valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the following described real estate in **Boone** County, State of Indiana:

SEE EXHIBIT "A" ATTACHED HERETO

Subject to Real Estate taxes not delinquent and to any and all easements, agreements and restrictions of record.

The address of such real estate is commonly known as 3401 S US 421, Zionsville, IN 46077. Tax bills should be sent to Grantee at such address unless otherwise indicated below.

Grantor certifies that Joe Lee Chambers and Lynda Sue Chambers took title to the Real Estate as husband and wife and remained husband and wife continuously until the death of Joe Lee Chambers on April 17, 2018.

IN WITNESS WHEREOF, Grantors have executed this deed this 11th day of December, 2019.

Lynda Sue Chambers

Lynda Sue Chambers

DULY ENTERED
SUBJECT TO FINAL ACCEPTANCE
AUDITOR
BOONE COUNTY, INDIANA
Heather R. Myers
HEATHER R. MYERS
Dec 16 2019 - SL

ACKNOWLEDGMENT

State of Indiana

ss:

County of Hamilton

Before me, a Notary Public in and for the said County and State, personally appeared Lynda Sue Chambers, who acknowledged the execution of the foregoing Warranty Deed, and who, having been duly sworn, stated that any representations therein contained are true.

Witness my hand and Notarial Seal this 11th day of December, 2019.

My commission expires: 7-14-27

Kristin Peterson

Kristin Peterson

Notary Public

Residing in Hamilton

KRISTIN PETERSON
My Commission Expires
July 14, 2027
Commission Number NP0721276
Hamilton County

Grantees Address and Send Tax Bills To: 65 E. Cedar Street, Unit A. Zionsville, IN 46077

This instrument was prepared by Robert R. Thomas, Attorney at Law, Landquest Title Services, LLC DBA Dominion Title Services 4600 NW Plaza West Drive, Suite C, Zionsville, IN 46077

File No. 20190688

I affirm, under the penalties of perjury, that I have taken reasonable care to redact each Social Security number in this document, unless required by law, Matthew J. Kaminski

Printed name

EXHIBIT "A"
LEGAL DESCRIPTION

Part of the Northeast Quarter of Section 23, Township 18 North, Range 2 East, Eagle Township, Boone County, Indiana, more fully described as follows: Commencing at the Northeast corner of the Northeast Quarter of said Section 18; thence along the Section line, South 00 degrees 00 minutes 34 seconds East 2276.31 feet; thence South 89 degrees 59 minutes 26 seconds West 85.21 feet to a concrete monument found; thence along the West line of Lot 3 in Bridlewood Subdivision , the plat of which is recorded in Plat Book 6, Pages 105-107, Boone County Recorder's Office; North 12 degrees 38 minutes 31 seconds West 140.00 feet to the Point of Beginning; thence South 75 degrees 02 minutes 06 seconds West 140.22 feet; thence South 66 degrees 44 minutes 21 seconds West 236.73 feet to a point in the centerline of U.S. Highway 421 (Michigan Road); thence along said center line, North 20 degrees 12 minutes 47 seconds West 190.26 feet; thence North 78 degrees 51 minutes 58 seconds East 397.99 feet; thence along a West described line of Harris FLP Property recorded as Instrument #9801155 and part of the West line of said Lot 3, South 12 degrees 38 minutes 31 seconds East 128.82 feet to the Point of Beginning, containing 1.3545 acres, more or less.

AFFIDAVIT OF NOTICE OF PUBLIC HEARING
OF THE TOWN OF ZIONSVILLE PLAN COMMISSION

STATE OF INDIANA)
COUNTY OF MARION) SS:

I, DO HEREBY CERTIFY THAT LEGAL NOTICE
(Name of person mailing letters) Gregory J. Ewing, Land Use Specialist
TO INTERESTED PARTIES OF THE PUBLIC HEARING TO BE HELD BY THE TOWN OF ZIONSVILLE PLAN COMMISSION, to consider the application of Harris FLP, by Matthew M. Price
(Name of person on Petition)

Requesting: Petition Numbers: 2020-01-PP, 2020-03-DP, 2020-04-CA

was sent by CERTIFIED MAIL, RETURN RECEIPT REQUESTED, to each of the following property owners at the following addresses:

OWNER	ADDRESS
See Attached	

and that said Legal Notices were sent by Certified Mail, Return Receipt Requested on or before the 6th day of February, 20 20, being at least ten (10)days prior to the date of the Public Hearing (copies of the "Receipt for Certified Mail" (white slips) attached).

and that said Legal Notice was published in a newspaper of general circulation at least ten (10) days prior to the date of Public Hearing (Proof of Publication attached).

(Name of person mailing letters)

State of Indiana)
County of Marion) SS:

Subscribed and sworn to before me this 6th day of February, 2020.

Notary Public Signature / Notary Public Printed

My commission expires _____

My county of residence is Hancock County.

Cathy McQueen
My Comm. Expires 01/04/2027
Comm. #NP0623315
NOTARY PUBLIC SEAL
HANCOCK COUNTY
STATE OF INDIANA

Central Indiana Health Assoc.
2605 N. Lebanon Street
Lebanon, IN 46052

James & Paula Rabb
10960 E 300 S
Zionsville, IN 46077

Brookhaven Homeowners Assoc. Inc.
c/o Main Street Management
P.O. Box 745
Lafayette, IN 47902

Gregory & Sharon Rexing
11102 Fontaine Way
Zionsville, IN 46077

Samuel & Holly Horton
11108 Fontaine Way
Zionsville, IN 46077

Boone County Commissioners
c/o Boone County Highway Dept.
1925 Indianapolis Avenue
Lebanon, IN 46052

Willow Glen Properties Owners Assoc. Inc
c/o Community Assoc. Ser. of Indiana
11711 N. College Avenue, Suite 100
Carmel, IN 46032

Albert & Lisa Antonacci
3220 Autumn Ash Drive
Zionsville, IN 46077

Julie Fisbeck
3228 Autumn Ash Drive
Zionsville, IN 46077

John & Deborah Grecco
3230 Autumn Ash Court
Zionzville, IN 46077

Christopher & Kathryn Fredrick
3234 Autumn Ash Drive
Zionsville, IN 46077

Gregory Lutterman
3238 Autumn Ash Drive
Zionsville, IN 46077

Dante & Rachel Villavicencio
3240 Autumn Ash Drive
Zionsville, IN 46077

Jason & Jeanne Brown
3242 Autumn Ask Drive
Zionsville, IN 46077

Jeff & Amy Frizzell
3244 Autumn Ash Drive
Zionsville, IN 46077

Jonathan & Tiffany Powell
3248 Autumn Ash Drive
Zionsville, IN 46077

Kimberly Morgan
3250 Autumn Ash Drive
Zionsville, IN 46077

Carolyn Nguyen
Halena Lu
3252 Autumn Ash Drive
Zionsville, IN 46077

Geoffry & Cierra Downs
3254 Autumn Ash Drive
Zionsville, IN 46077

Nathaniel & Kristin Norris
3256 Autumn Ash Court
Zionsville, IN 46077

Anthony Teal
Limei Huang
3258 Autumn Ash Court
Zionsville, IN 46077

Liu Xiong
Tai Wang
3260 Autumn Ash Court
Zionsville, IN 46077

Anita Munoz-Boyle
3262 Autumn Ash Court
Zionsville, IN 46077

Andrew & Kristin Hillhouse
3266 Autumn Ash Court
Zionsville, IN 46077

Bennett & Brooke Williams
3425 Bridlewood Court
Zionsville, IN 46077

Scott and Angela Highland
3420 Bridlewood Court
Zionsville, IN 46077

Joe & Lynda Chambers
11535 Applewood Circle
Carmel, IN 46032

Aaron and Nicole Busse
13200 Ditch Road
Carmel, IN 46032

William and Brenda Culpepper
3290 S US 421
Zionsville, IN 46077

Jerod & Mary Leman
10655 E 300 S
Zionsville, IN 46077

Ronald and Mary Wertz
10702 E 300 S
Zionsville, IN 46077

TOWN OF ZIONSVILLE PLAN COMMISSION
BOONE COUNTY, INDIANA

FINDINGS OF FACT

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

The Town of Zionsville Plan Commission finds that:

a. Adequate provisions have been made for regulation of minimum lot depth and minimum lot area;
b. Adequate provisions have been made for the widths, grades, curves and coordination of subdivision public ways with current and planned public ways; and,
c. Adequate provisions have been made for the extension of water, sewer, and other municipal services.

TOWN OF ZIONSVILLE PLAN COMMISSION

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

_____ _____
President, Town of Zionsville Plan Commission

_____ _____

_____ _____

_____

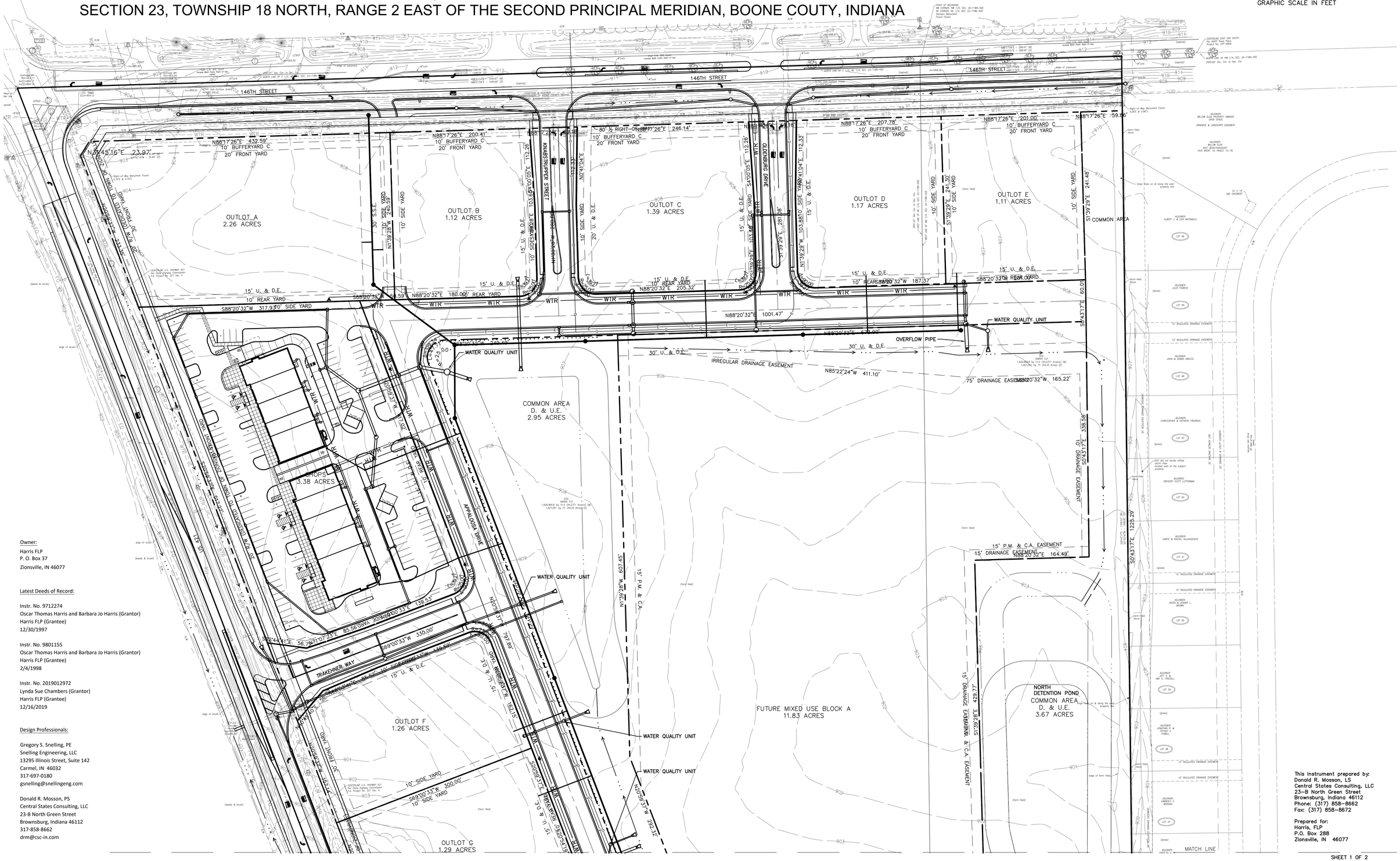
PRIMARY PLAT
APPALOOSA CROSSING SECTION 1

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

NORTH

0 60 120 180

GRAPHIC SCALE IN FEET



Owner:

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

Latest Deeds of Record:

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

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

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

Design Professionals:

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

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

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

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

PRIMARY PLAT
APPALOOSA CROSSING SECTION 1

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

NORTH

0 60 120 180

GRAPHIC SCALE IN FEET

This Instrument prepared by:
Donald R. Masson, LS
Central States Consulting, LLC
23-B North Green Street
Brownsburg, Indiana 46112
Phone: (317) 858-8662
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Prepared for:
Harris, FLP
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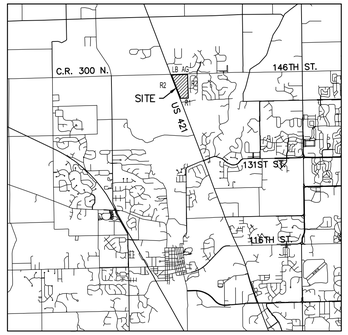


AREA MAP WITH ZONING OF ADJACENT PROPERTIES
SCALE: 1" = 2000'

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

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

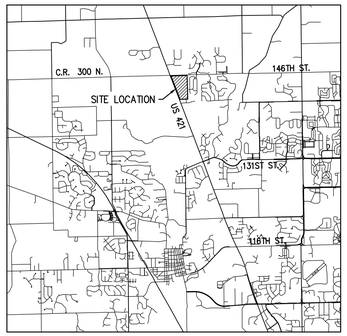
LEGEND:

- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER
- WTR — PROPOSED WATER LINE
- T — PROPOSED BURIED TELEPHONE LINE
- E — PROPOSED BURIED ELECTRIC LINE
- G — PROPOSED GAS LINE

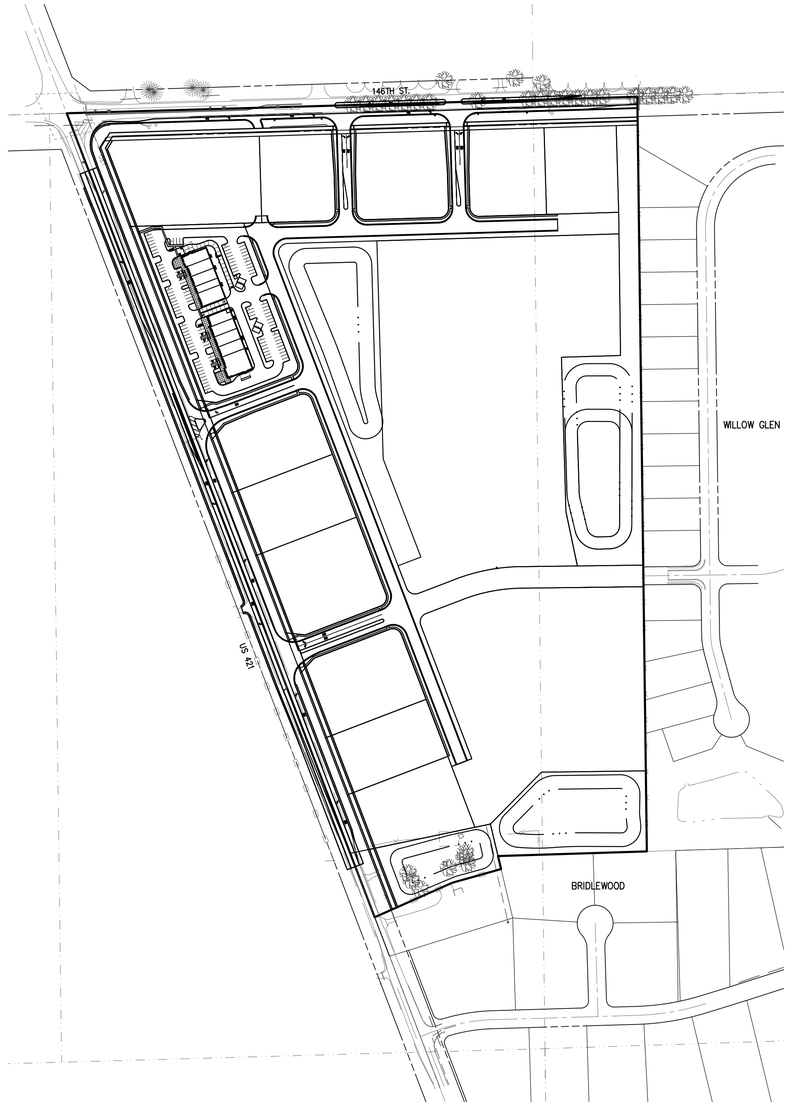
Address Table	
Lot	Address
A	10701 East County Road 300 South
B	10775 East County Road 300 South
C	10825 East County Road 300 South
D	10945 East County Road 300 South
E	10959 East County Road 300 South
Shops	3233 South U.S. 421
F	3245 South U.S. 421
G	3251 South U.S. 421
H	3255 South U.S. 421
I	3263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

CONSTRUCTION DOCUMENTS
APPALOOSA CROSSING - SITE INFRASTRUCTURE

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



LOCATION MAP
SCALE: 1" = 2000'



INDEX TO DRAWINGS

NO.	DESCRIPTION
1	COVER SHEET
2	GENERAL INFORMATION
3	OVERALL SITE PLAN
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6–13	SITE DEVELOPMENT PLAN
14–18	PRIVATE STREET PLAN AND PROFILE
19–22	SANITARY SEWER PLAN AND PROFILE
23–26	STORM SEWER PLAN AND PROFILE
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29–32	STORMWATER POLLUTION PREVENTION PLAN
33–42	CONSTRUCTION DETAILS
43	SPECIFICATIONS

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

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

JURISDICTIONAL & UTILITY CONTACTS:

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

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

Town of Zionsville Street & Stormwater Department
1075 Parkway Drive
Zionsville, IN 46077
Lance Lantz
317-873-4544
llantz@zionsville-in.gov

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

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

Boone County Soil & Water Conservation District
801 W Pearl Street, Ste C
Lebanon, IN 46052
Sheryl Vaughn
765-482-6355
svaughn@co.boone.in.us

TriCo Regional Sewer Utility
Ryan Hartman, District Engineer
10701 North College Avenue, Suite A
Indianapolis, Indiana 46280
317-660-6604
ryan.hartman@trico.eco

Duke Energy
16475 Southpark Drive
Westfield, IN 46074
DMon Williams
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DMon.Williams@duke-energy.com

Boone County REMC
1207 Indianapolis Ave Indianapolis, IN
Jerry Lasley
765-894-1084
jlasley@bremc.com

Vectren
1630 N, Meridian Street
Indianapolis, IN 46202
Gerry Jones Kevin Noe
800-566-7238
317-718-3633
gjones@vectren.com knoe@vectren.com

Brighthouse
3030 Roosevelt Ave
Indianapolis, IN 46218
Jason Kirkman
Gary Richardson
317- 736-2925
jason.kirkman@mybrighthouse.com

AT&T
5858 North College Ave.
Indianapolis, IN 46220
Cindy Huffman
317-252-5004
cg1841@att.com

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

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

PLANS PREPARED FOR:

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

STORMWATER OPERATING AUTHORITY:

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

REVISIONS		
DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
01/30/20	2	TOWN OF ZIONSVILLE COMMENTS
02/04/20	3	INDOT AND TRICO COMMENTS
02/18/20	4	INDOT COMMENTS, KEYNOTE CLARIFICATIONS
03/05/20	5	TOWN OF ZIONSVILLE COMMENTS

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

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

SNELLING ENGINEERING, LLC
13295 Illinois Street
Suite 142
Carmel, IN 46032
Ph: (317) 697-0180
www.snellingeng.com

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

APPALOOSA CROSSING
MIXED USE DEVELOPMENT
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

COVER SHEET

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: 1 OF 43

EXISTING LEGEND:

	DESCRIPTION:
	SIGN
	WATER VALVE
	FIRE HYDRANT
	LIGHT POLE SQUARE
GM	GAS METER
	CLEAN-OUT
EM	ELECTRIC METER BOX
	GUARD POST
EP	ELECTRIC PEDESTAL
WM	WATER METER
AC	AIR CONDITIONER UNIT
	LIGHT POLE ROUND
	REBAR SET/FOUND
	FLAT GRATE INLET
	COMBINATION POLE
TP	TELEPHONE PEDESTAL
	WOODEN LIGHT POLE
12"	CONIFEROUS TREE & SIZE
18"	DECIDUOUS TREE & SIZE
	BUSH
	DRAINAGE MANHOLE
	COMBINATION MANHOLE
	CURB INLET
	GROUND ACCENT LIGHT
	GUY WIRE
WTR	UNDG. WATER LINE
G	UNDG. GAS LINE
T	UNDG. TELEPHONE LINE
E	UNDG. ELECTRIC LINE
OET	OVERHEAD ELE. & TEL
OETCAB	OVERHEAD ELE TEL & CAB
OE	OVERHEAD ELECTRIC
VCP	vitrified clay pipe
RCP	reinforced concrete pipe
PVC	polyethylene coated pipe

SITE LAYOUT GENERAL NOTES

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

GRADING GENERAL NOTES

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

DEMOLITION GENERAL NOTES

1. EXISTING UNDERGROUND UTILITIES ARE SHOWN IN THEIR APPROXIMATE LOCATIONS ACCORDING TO THE BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF THE EXISTING UTILITIES AND REPAIRING ANY DAMAGE DONE TO THE UTILITIES DURING PROBING OR CONSTRUCTION. TO OBTAIN FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES, CALL INDIANA UNDERGROUND CABLE LOCATION 1-800-382-5544.
2. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES FOR THE RELOCATION OF UTILITIES ON SITE OR CROSSING THE SITE TO SERVICE ADJACENT PROPERTIES. DO NOT INTERRUPT EXISTING UTILITIES SERVING FACILITIES OCCUPIED AND USED BY OWNER OR OTHERS, DURING OCCUPIED HOURS, EXCEPT WHEN PERMITTED BY OTHERS.
3. THIS DRAWING IS TO BE USED AS A GENERAL GUIDE ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND DETERMINE THE EXTENT OF ITEMS TO BE REMOVED OR RELOCATED IN ORDER TO COMPLETE THE PROJECT.
4. ALL COSTS INCURRED IN COORDINATION OF ALL NEW UTILITY SERVICES SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.
5. THE REMOVAL AND DEMOLITION OF EXISTING FACILITIES ARE THE CONTRACTOR'S RESPONSIBILITY.
6. EXISTING ITEMS REMOVED FROM THE SITE REQUIRED FOR DEVELOPMENT OF THE PROPERTY SHALL BE DISPOSED OF IN A LEGAL MANNER.
7. REMOVAL OF EXISTING CURBS, CONCRETE OR PAVEMENT SHALL INCLUDE ALL AGGREGATE BASE AND SUBGRADE MATERIALS. SAWCUT ALL EXISTING PAVED AREAS. ALL CUTS SHALL BE CLEAN, NEAT AND TRUE TO LINE. REMOVE ALL NON-ORGANIC OR TOXIC MATTER THAT WOULD INTERFERE WITH PROPOSED PLANT MATERIAL.
8. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REMOVE ALL MUD, DIRT, GRAVEL, AND ANY OTHER MATERIALS TRACKED ONTO ANY PUBLIC OR PRIVATE STREETS OR SIDEWALKS. THE CONTRACTOR MUST USE WATER OR OTHER METHODS TO KEEP AIRBORNE DUST TO A REQUIRED MINIMUM.
9. THE USE OF EXPLOSIVES IS PROHIBITED.
10. ALL EXCAVATION FOR UTILITIES SHALL BE COORDINATED WITH UTILITY COMPANIES.
11. ROAD, ROAD SHOULDERS, ROAD PAVEMENT, PARKING PAVEMENT, CURBS, DRIVEWAYS, SIDEWALKS, DITCHES, DRAINAGE PIPES AND STRUCTURES, FENCES, LAWNS, TREES, BUSHES, MAILBOXES, STREET AND PUBLIC SIGNS, ADVERTISEMENT SIGNS, ETC., DAMAGED DURING CONSTRUCTION SHALL BE RESTORED, RECONSTRUCTED, REPLACED, OR PROTECTED BY THE CONTRACTOR AT HIS EXPENSE. ALL DAMAGES TO EXISTING IMPROVEMENTS, EXCAVATION, AND/OR REMOVAL OF ANY AND ALL EXISTING IMPROVEMENTS SHALL BE KEPT TO A MINIMUM AND RESTORED OR REPLACED TO AT LEAST THEIR ORIGINAL CONDITION.
12. ALL UNDERGROUND UTILITIES OR STRUCTURES IN PROPOSED PAVEMENT OR BUILDING AREAS REQUIRING REMOVAL SHALL BE BACKFILLED COMPLETELY WITH APPROVED ENGINEERED GRANULAR MATERIAL SUITABLE TO THE A/E.
13. ALL WELLS ENCOUNTERED ON THE SITE ARE TO BE ABANDONED PER INDIANA DEPARTMENT OF NATURAL RESOURCES AND LOCAL AGENCY REQUIREMENTS.

DATUM AND BENCHMARK:

NGS N 78 1946 ELEVATION 900.31 (NAVD 88)

A DISK STAMPED N 78 1946 IN CONCRETE MONUMENT, LOCATED 3.2 MILES NORTHWEST OF EAGLE VILLAGE ALONG STATE HIGHWAY 29 AND STATE ROAD 334, ALSO 48 FEET SOUTHWEST OF THE CENTERLINE OF HIGHWAY 29, 1.7 FEET NORTH OF A WHITE WOODEN FENCE CORNER POST.

CSC TBM #1 ELEVATION 901.22

NORTH EDGE OF SANITARY MANHOLE RIM LOCATED 380 FEET EAST OF THE CENTERLINE OF MICHIGAN ROAD AND ALSO 525 FEET NORTH OF THE CENTERLINE OF BRIDLEWOOD TRAIL.

CSC TBM #3 ELEVATION 904.12

FOUND "X" ON THE SOUTH MOST BOLT ON A TRAFFIC POLE, ALSO LOCATED 48 FEET SOUTH OF THE CENTERLINE OF 146TH STREET AND ALSO 65 FEET EAST OF THE CENTERLINE OF MICHIGAN ROAD.

CSC TBM #6 [115] ELEVATION 910.17

CUT "X" ON THE NORTH-NORTHEAST MOST BONNET BOLT OF A FIRE HYDRANT, ALSO LOCATED 80 FEET SOUTH OF THE CENTERLINE OF 146TH STREET AND ALSO 1070 FEET EAST OF THE CENTERLINE OF MICHIGAN ROAD.

CSC TBM #7 ELEVATION 899.50

THE SOUTHEAST CORNER OF A CONCRETE HEADWALL, ALSO LOCATED 970 FEET SOUTH OF THE CENTERLINE OF 146TH STREET AND ALSO 26 FEET EAST OF THE CENTERLINE OF MICHIGAN ROAD. [115]

PROPOSED LEGEND

- PROPOSED STORM SEWER
- PROPOSED UNDERDRAIN
- PROPOSED SANITARY SEWER
- PROPOSED STORM MANHOLE
- PROPOSED STORM INLET
- 871 PROPOSED GROUND CONTOUR
- ME:843.74 MATCH EXISTING GRADE
- TC:843.74 TOP OF CURB ELEVATION
- BC:843.74 BOTTOM OF CURB ELEVATION
- CONSTRUCTION LIMITS
- WTR PROPOSED WATER LINE, 54" DEEP TO TOP OF PIPE
- T PROPOSED BURIED TELEPHONE LINE
- E PROPOSED BURIED ELECTRIC LINE
- G PROPOSED GAS LINE
- PROPOSED STORM STRUCTURE NUMBER
- EMERGENCY FLOOD ROUTE
- 100-YEAR PONDING LIMITS AT SAG INLETS (50% CLOGGED) AND PONDS WITH OUTLETS FULLY CLOGGED

UTILITY GENERAL NOTES

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

LEGAL DESCRIPTION:

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

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

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

REVISIONS

DATE		DESCRIPTION
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01/30/20	2	TOWN OF ZIONSVILLE COMMENTS
02/04/20	3	INDOT AND TRICO COMMENTS
02/18/20	4	INDOT COMMENTS, KEYNOTE CLARIFICATIONS
03/05/20	5	TOWN OF ZIONSVILLE COMMENTS

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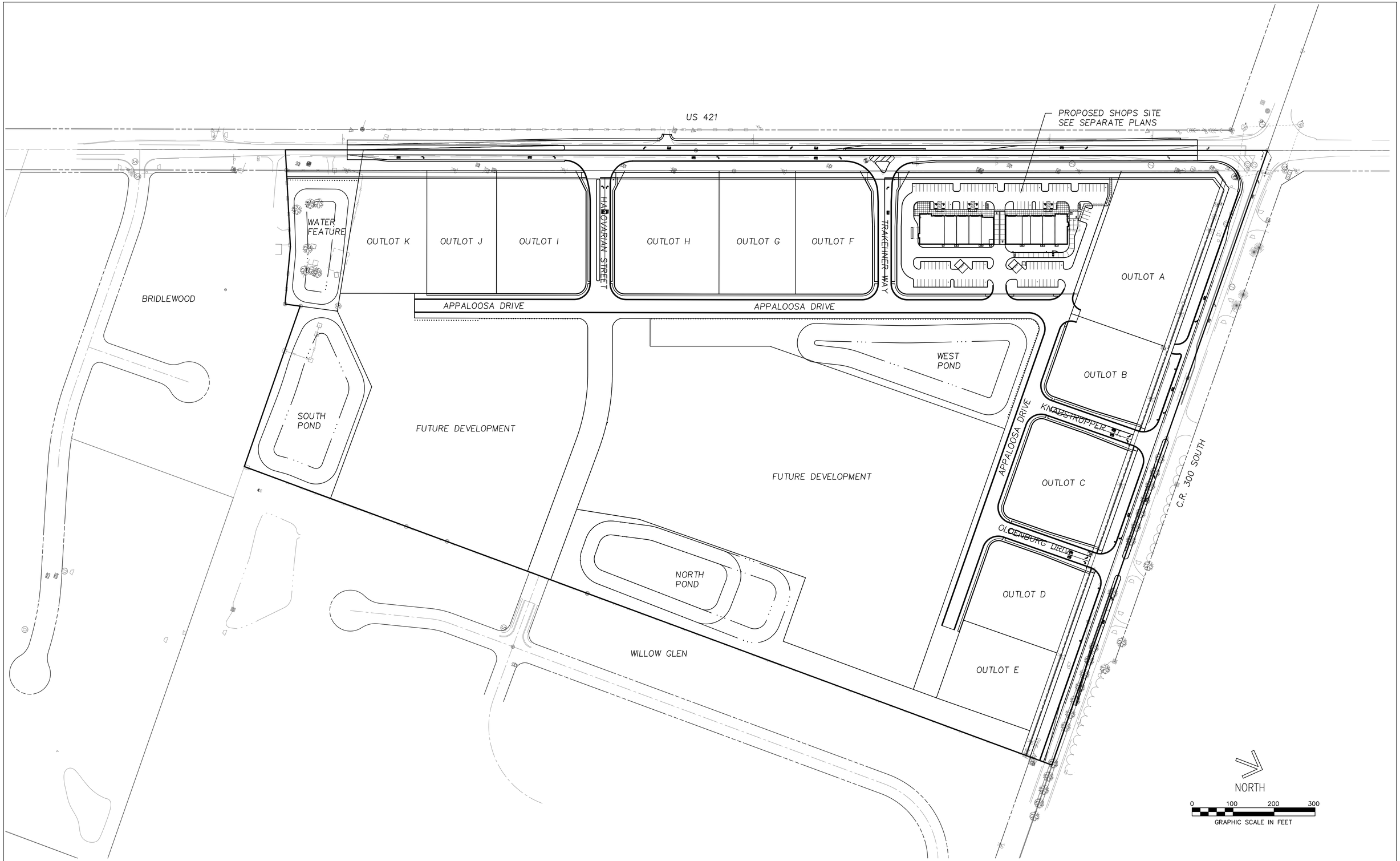
GREGORY S. SNELLING REGISTERED No. 19800417 STATE OF INDIANA PROFESSIONAL ENGINEER

APPALOOSA CROSSING
MIXED USE DEVELOPMENT
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

GENERAL INFORMATION

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



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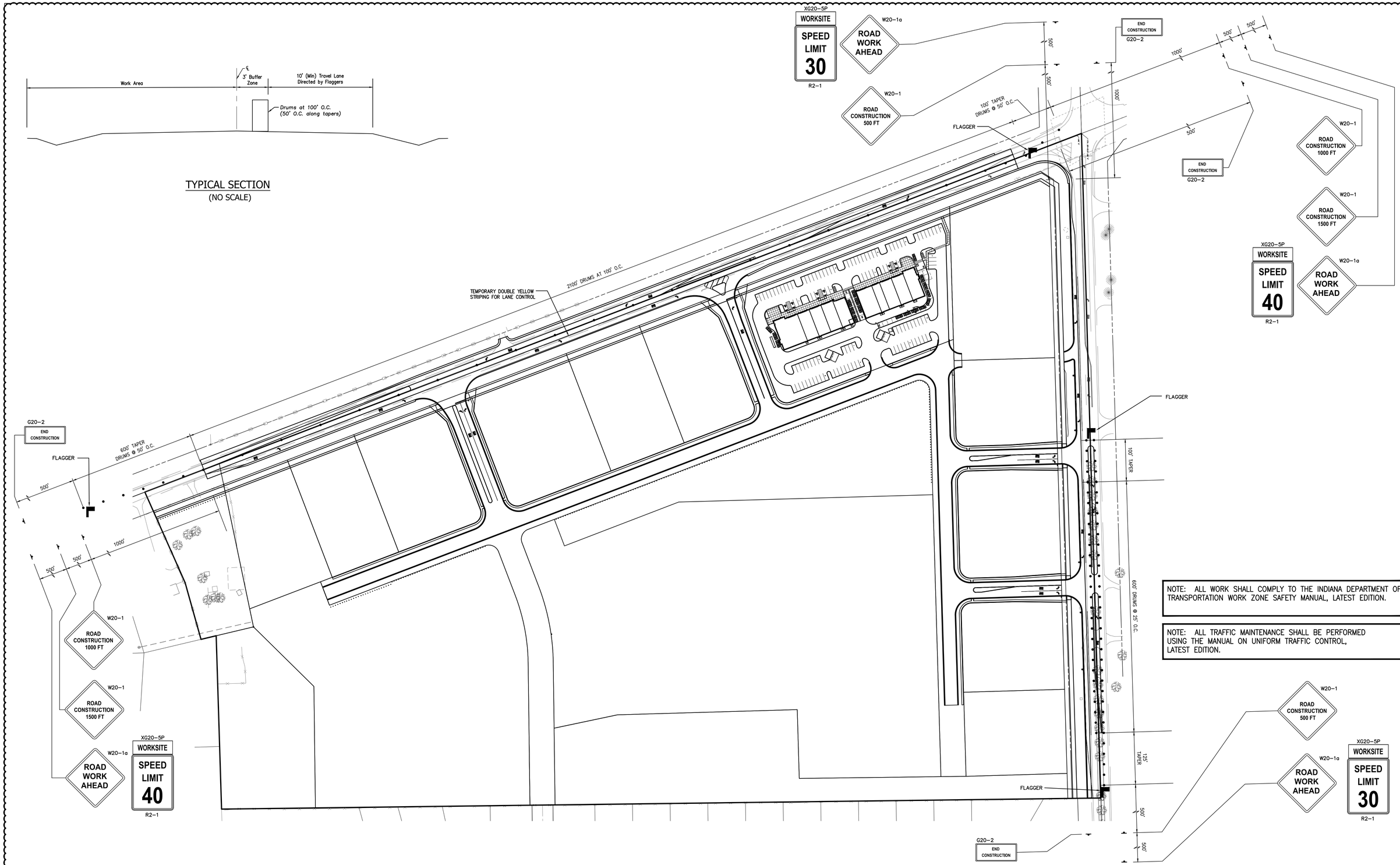
OVERALL SITE PLAN

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: 3 OF 43

TYPICAL SECTION
(NO SCALE)



NOTE: ALL WORK SHALL COMPLY TO THE INDIANA DEPARTMENT OF TRANSPORTATION WORK ZONE SAFETY MANUAL, LATEST EDITION.

NOTE: ALL TRAFFIC MAINTENANCE SHALL BE PERFORMED USING THE MANUAL ON UNIFORM TRAFFIC CONTROL, LATEST EDITION.

5

NORTH

0 100 200 300
GRAPHIC SCALE IN FEET

REVISIONS		
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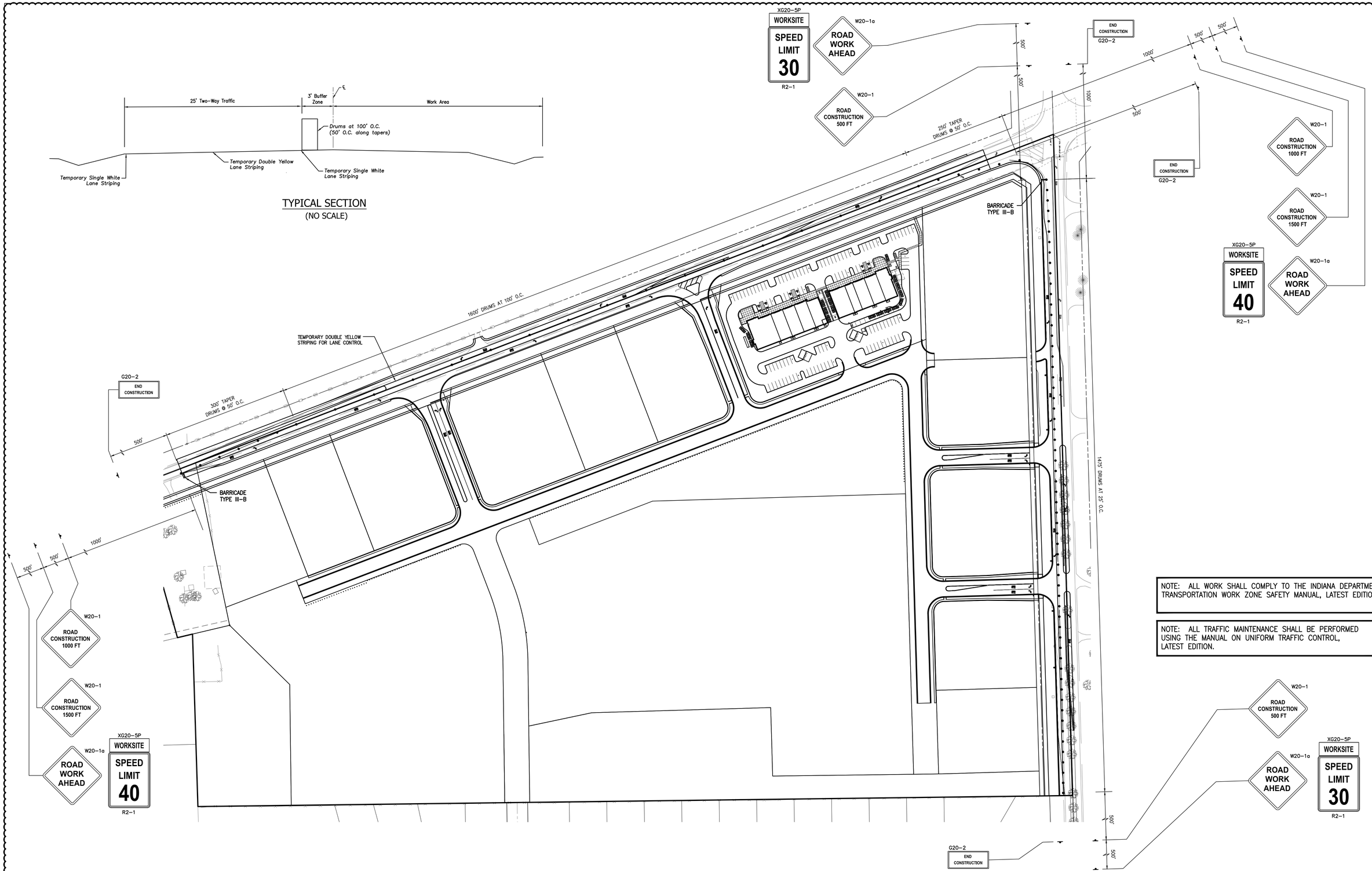
ZIONSVILLE, INDIANA

MAINTENANCE OF TRAFFIC
PHASE 1

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

SHEET: 4 OF 43

TYPICAL SECTION
(NO SCALE)



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5

NORTH

0 200 400 600
GRAPHIC SCALE IN FEET

REVISIONS

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ZIONSVILLE, INDIANA

MAINTENANCE OF TRAFFIC
PHASE 2

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: 5 OF 43

NORTH

0 30 60 90

GRAPHIC SCALE IN FEET

LEGEND:

- (C) HMA for Approaches, Type B, (Commercial)
  165#/Syd. HMA Surface, Type B on
  275#/Syd. HMA Intermediate, Type B on
  880#/Syd. HMA Base, Type B on
  Subgrade Treatment Type IIIA
- (D) HMA for Approaches, Type B, (Private)
  165#/Syd. HMA Surface, Type B on
  385#/Syd. HMA Intermediate, Type B on
  Subgrade Treatment Type IIIA
- (D) HMA for Approaches, Type B, (Street)
  165#/Syd. QC/QA-HMA, 3, 70, Surface 9.5 mm on
  275#/Syd. QC/QA-HMA, 3, 70, Intermediate 19.0 mm on
  275#/Syd. QC/QA-HMA, 3, 64 Base 19.0 mm on
  250#/Syd. QC/QA-HMA, 3, 76, Intermediate OG19.0 mm on
  330#/Syd. QC/QA-HMA, 3, 64 Base 19.0 mm
- (F) Concrete Sidewalk, See Town of Zionsville Figure P-10
- (G) Multi-Use Path, See Town of Zionsville Figure P-21
- (K) HMA FULL DEPTH ASPHALT
  HMA for Approaches, Type B, (Street)
  165#/Syd. QC/QA-HMA, 3, 70, Surface 9.5 mm on
  275#/Syd. QC/QA-HMA, 3, 70, Intermediate 19.0 mm on
  275#/Syd. QC/QA-HMA, 3, 64 Base 19.0 mm on
  250#/Syd. QC/QA-HMA, 3, 76, Intermediate OG19.0 mm on
  330#/Syd. QC/QA-HMA, 3, 64 Base 19.0 mm
- (K) HMA FULL DEPTH ASPHALT
  HMA for Mainline Widening, Shoulder, Turn Lane and Approaches
  165#/Syd. QC/QA-HMA, 3, 70, Surface 9.5 mm on
  275#/Syd. QC/QA-HMA, 3, 70, Intermediate 19.0 mm on
  275#/Syd. QC/QA-HMA, 3, 64 Base 25.0 mm on
  250#/Syd. QC/QA-HMA, 3, 64, Base 25.0 mm on
  Subgrade Treatment Type 1B (14 in Chemical Modification)
- (L) HMA for Private Street
  1" #11 or #12 Surface Course
  3" #9 Binder Course
  4" #50 Base
  6" Compacted Aggregate #53
- (R) HMA Overlay for Mainline
  165#/Syd. QC/QA-HMA, 3, 70, Surface 9.5 mm on
  1 1/2" Milling, HMA
- (13) Combined Concrete Curb & Gutter Type II
  Per Town of Zionsville Figure P-8
- (14) Combined Concrete Curb & Gutter, Vertical
- (15) Combined Concrete Curb & Gutter, Type "B"
- (16) 6" Straight Concrete Curb
- (22) Mod. Concrete Center Curb, Type "D"
- (26) Sodding, Nursery
- (33) Pavement Message Marking, Thermoplastic, Lane Indication Arrow
- (36) Pavement Message Marking, Thermoplastic, Word "ONLY"
- (44) Line, Thermoplastic, Solid, White, Crosshatch, 12" @ 10' Spacing (45°)
- (45) 24 in. White Stop Line, Preformed Plastic
- (46) Line, Thermoplastic, Solid, White, 4"
- (47) Line, Thermoplastic, Solid, Yellow, 4"
- (48) Line, Thermoplastic, Broken, White, 4" (3' Line with 9' Gap)

KEY MAP

Relocate or re-bury fiberoptic and/or gas line as necessary for ditch construction

Proposed Ditch

Daylight underdrain Outlet protector Type 2

Remove Driveway

Start Shoulder

Rumble Stripe from Sta. 259+59.66

Wood Bollards 6' O.C.

COMMON AREA D. & U.E. 1.14 ACRES

WATER FEATURE N.P. 896.00 T.P. 900.00 ELEV. 900.00 ELEV. 898.36 897.60

15' P.M. & C.A. EASEMENT

OUTLOT K 1.29 ACRES

OUTLOT J 1.17 ACRES

15' U. & D.E.

PRIVATE HYDRANT AND VALVE

Wood Bollards 6' O.C. Along Ditch Adjacent to Street

Type III Barricade

APPALOOSA DRIVE (DEDICATED AS PRIVATE)

60' POND ACCESS EASEMENT

Daylight SSD Inv. 900.0

Emergency Spillway

N20°54'20"W 179.66'

N20°54'20"W 163.03'

N20°54'20"W 170.00'

N20°54'20"W 181.19'

S20°54'20"E 170.00'

N20°54'20"W 398.05'

N15°45'39"W 187.68'

S13°20'34"E 37.23'

S13°20'34"E 91.59'

S78°09'35"W 303.80'

S74°20'03"W 140.70'

S69°22'18"W 196.76'

S69°22'36"W 300.00'

N69°22'36"E 300.00'

S78°09'35"W 44.11'

N15°05'40"E 30.00'

+50.08 36.19'L

+95.44 24.39'L

+59.70

+28.37 25.20'R

+59.66 28.00'R

+26.33 24.00'R

+04.41 32.53'L

+28.94 24.00'L

904.21

904.04

904.35

905.82

905.62

905.33

906.70

906.90

904.67

904.14

903.64

904.00

904.90

905.80

904.40

906.20

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APPALOOSA CROSSING
MIXED USE DEVELOPMENT
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

SITE DEVELOPMENT PLAN

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

SHEET: 6 OF 43

REVISIONS

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03/18/20	6	INDOT COMMENTS
04/06/20	7	TRICO, CEG AND TOWN OF ZIONSVILLE COMMENTS

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APPALOOSA CROSSING MIXED USE DEVELOPMENT
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

SITE DEVELOPMENT PLAN

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SCALE: SEE PLAN
DATE: 01/27/20

Gas and Fiberoptic to be relocated as necessary. Coordinate with utility companies

New Conc. Headwall

Extend 2'x3' Conc. Box Culvert

Proposed Ditch

Rumble Stripe

Centerline Rumble Stripe to Sta. 270+71.22

U.S. Highway 421 Variable Width Public Right-of-way

Proposed Storm Pipe

New 72" Dia. Manhole over existing box culvert

Adjust Hydrant to Grade

Proposed End Section

Yield Sign

Curb Ramp

Stop Sign for Pedestrians (18"x18")

Relocate or lower buried telephone as necessary (coordinate with utility companies)

Proposed Ditch

Adjust telephone pedestals to grade

Relocate sign

Centerline Rumble Stripe from Sta. 272+71.22

Adjust hydrant and valve to grade

Centerline Rumble Stripe to Sta. 279+34.03

End Broken Line Begin Solid Line

Adjust utility manhole to grade

All utility poles, boxes, etc. to be relocated or adjusted as necessary for proposed improvements (typ)

30' DRAINAGE EASEMENT

Multi-Use Path Per Town of Zionsville Stds.

TRAKEHNER WAY (DEDICATED AS PRIVATE)

OUTLOT G
1.29 ACRES

OUTLOT F
1.26 ACRES

SHOPS
3.38 ACRES

See Appaloosa Crossing Shops plans for this area

15' U. S.S. & D.E.

PRIVATE HYDRANT AND VALVE

Curb Ramp

Wood Bollards 6' O.C. Along Pond Adjacent to Street

12" PRIVATE WATER MAIN

WATER MAIN LOWERING REQ'D

APPALOOSA DRIVE (DEDICATED AS PRIVATE)

WEST DETENTION POND
N.P. 897.70
T.B. 906.70
10-YR. ELEV. 901.07
100-YR. ELEV. 902.31

45' S.S.E.

OUTLOT B

NORTH

0 30 60 90

GRAPHIC SCALE IN FEET

KEY MAP

See Sheet 6 of 42 for Keynote Legend

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

SITE DEVELOPMENT PLAN

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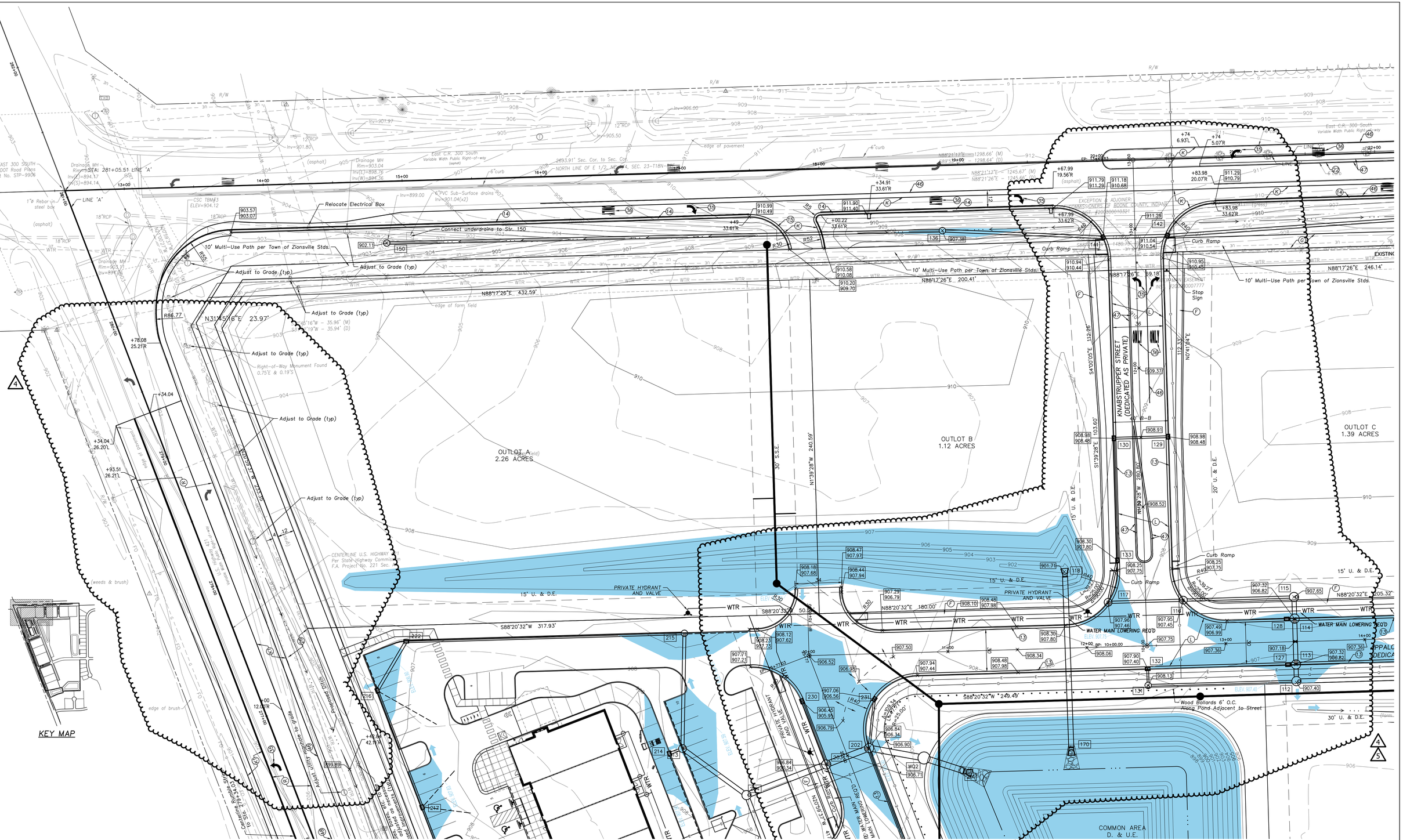
DATE: 01/27/20



NORTH

0 30 60 90

GRAPHIC SCALE IN FEET

See Sheet 6 of 42 for Keynote Legend

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SITE DEVELOPMENT PLAN

DRAWN: GSS
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SHEET: 9 OF 43

POINT OF BEGINNING
NW CORNER, NW 1/4, SEC. 24-T18N-R2E
NE CORNER, NE 1/4, SEC. 23-T18N-R2E
Harrison Monument
Found (flush)

East C.R. 300 South
Variable Width Public Right-of-way

KNABSTRUPPER STREET (DEDICATED AS PRIVATE)

OLDENBURG DRIVE (DEDICATED AS PRIVATE)

APPALOOSA DRIVE (DEDICATED AS PRIVATE)

EXISTING 16" D.I. WATER MAIN

12" PRIVATE WATER MAIN

FIRE HYDRANT TO BE RELOCATED
FIRE VAULT

UTILITY POLE TO BE RELOCATED
COORDINATE WITH BOONE REMC

CURB TURNOUT

Curb Ramp

Stop Sign

10' Multi-Use Path per Town of Zionsville Stds.

Connect underdrains to Str. 139

Type III Barricade

Wood Bollards 6' O.C.
Along Pond Adjacent to Street

WATER MAIN LOWERING REQ'D

PRIVATE HYDRANT AND VALVE

4' Sidewalk

OUTLOT C
1.39 ACRES

OUTLOT D
1.17 ACRES

OUTLOT E
1.11 ACRES

N88°17'26"E 246.14'
N88°17'26"E 69.18'
N88°17'26"E 207.78'
N88°17'26"E 201.00'
N88°17'26"E 59.86'
N88°20'32"E 205.32'
N88°20'32"E 1001.47'
N88°20'32"E 673.90'
S88°20'32"W 201.00'
S88°20'32"W 165.22'
N85°22'24"W 411.10'
S1°39'29"E 241.30'
S1°39'29"E 241.48'
N1°39'29"W 263.61'
S4°00'05"E 112.26'
N0°41'04"E 112.33'
S1°39'28"E 103.60'
N1°39'28"W 280.80'
S0°43'17"E 60.01'
S0°42'55"E 68.45' (D)
N88°17'09"E - 289.97' (M)
S89°56'41"E - 289.95' (D)
N88°17'09"E - 289.97' (M)
S89°56'41"E - 291.03' (D)

15' U. & D.E.
20' U. & D.E.
30' U. & D.E.
75' DRAINAGE EASEMENT
IRREGULAR DRAINAGE EASEMENT

ADJOINER:
ALBERT J. & LISA ANTONACCI

ADJOINER:
JULIE FISBECK

ADJOINER:
JOHN & DEBRA GRECCO

LOT 46
LOT 45
LOT 44

15' REGULATED DRAINAGE EASE

KEY MAP

NORTH

0 30 60 90
GRAPHIC SCALE IN FEET

See Sheet 6 of 42 for Keynote Legend

REVISIONS

DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
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02/04/20	3	INDOT AND TRICO COMMENTS
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APPALOOSA CROSSING
MIXED USE DEVELOPMENT
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

SITE DEVELOPMENT PLAN

DRAWN: GSS
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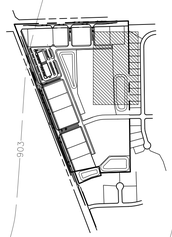
SCALE: SEE PLAN
DATE: 01/27/20

SHEET: 10 OF 43



KEY MAP

FUTURE MIXED USE BLOCK A
11.83 ACRES

PHASE 1 TOP OF BANK LIMITS

PHASE 1 NORMAL POOL LIMITS

NORTH DETENTION POND
N.P. 895.50
T.B. 902.50
10-YR. ELEV. 898.57
100-YR. ELEV. 899.72

COMMON AREA
D. & U.E.
3.67 ACRES

OUTLOT D
1.17 ACRES

OUTLOT E
1.11 ACRES

15' DRAINAGE EASEMENT

15' P.M. & C.A. EASEMENT

15' P.M. & C.A. EASEMENT

75' DRAINAGE EASEMENT

30' U. & D.E.

15' U. & D.E.

15' U. & D.E.

12" PRIVATE WATER MAIN

PRIVATE HYDRANT AND VALVE

6" PERFORATED UNDERDRAIN

SSD RISER

10' DRAINAGE EASEMENT

2641.22' Sec. Cor. to Sec. Cor.
EAST LINE OF NE 1/4, SEC. 23-T18N-R2E
WEST LINE OF NW 1/4, SEC. 24-T18N-R2E

S00°43'17"E - 1358.52' (M)
S01°02'43"W - 1358.82' (D)

30' REGULATED DRAINAGE EASEMENT

30' REGULATED DRAINAGE EASEMENT

15' REGULATED DRAINAGE EASEMENT

15' REGULATED DRAINAGE EASEMENT

15' REGULATED DRAINAGE EASEMENT

15' REGULATED DRAINAGE EASEMENT

35' BUILDING SETBACK LINE

ADJOINER:
CAROLYN H. & HALENA LU NGUYEN

LOT 37

ADJOINER:
KIMBERLY C. MORGAN

LOT 38

ADJOINER:
JOSHUA M. & TIFFANY S. POWELL

LOT 39

ADJOINER:
AMY D. PIZZELL

LOT 40

ADJOINER:
JASON & JEANNE L. BROWN

LOT 41

ADJOINER:
DANTE & RACHEL VILAVICENCIO

LOT 42

ADJOINER:
GREGORY SCOTT LUTTEMAN

LOT 43

ADJOINER:
CHRISTOPHER & KATHRYN FREDRICK

LOT 44

ADJOINER:
JOHN & DEBRA CIRCCO

LOT 45

ADJOINER:
JULIE FISBECK

LOT 46

ADJOINER:
ALBERT J. & LISA ANTONACCI

(farm field)

farm-field fence

large trees on & within the east property line

NORTH

0 30 60 90

GRAPHIC SCALE IN FEET

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SITE DEVELOPMENT PLAN

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DATE: 01/27/20

SHEET: 11 OF 43

COMMON AREA
D. & U.E.
2.02 ACRES

SOUTH DETENTION POND
N.P. 893.00
T.B. 900.00
10-YR. ELEV. 896.26
100-YR. ELEV. 897.60

FUTURE MIXED USE BLOCK B
6.94 ACRES

Section A–A

Section B–B

Section C–C

KEY MAP

NORTH

0 30 60 90
GRAPHIC SCALE IN FEET

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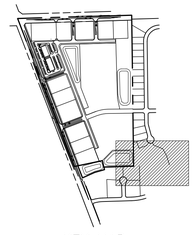

KEY MAP

NORTH

0 30 60 90

GRAPHIC SCALE IN FEET

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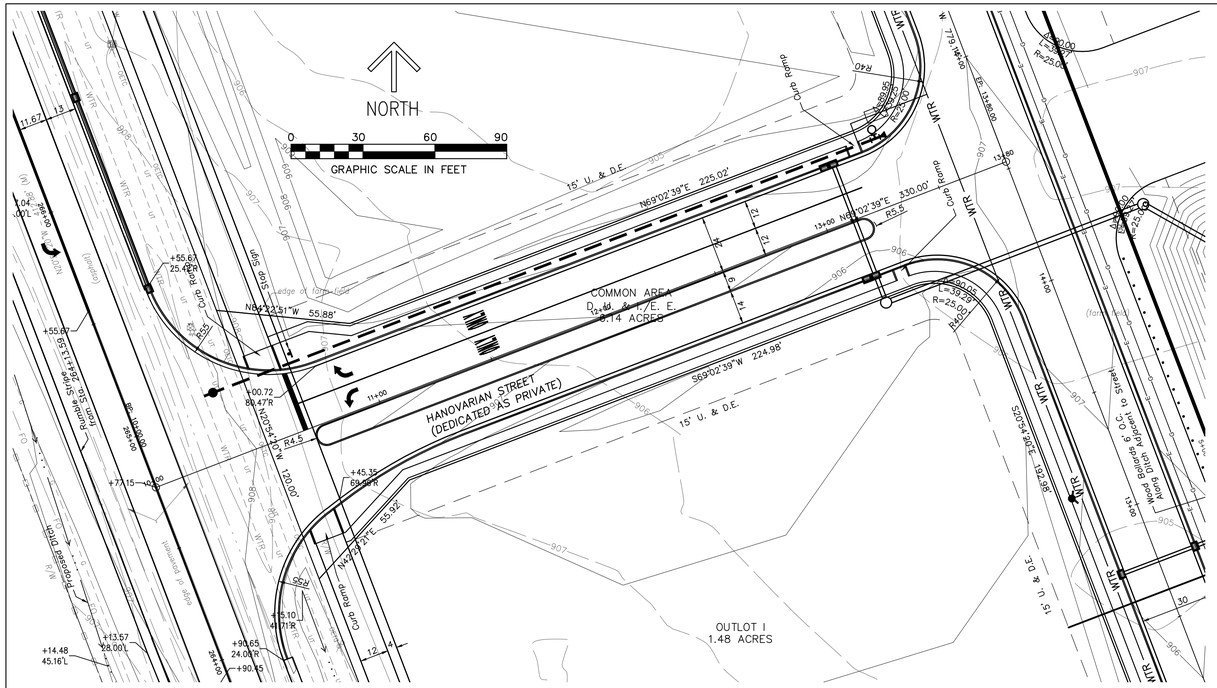

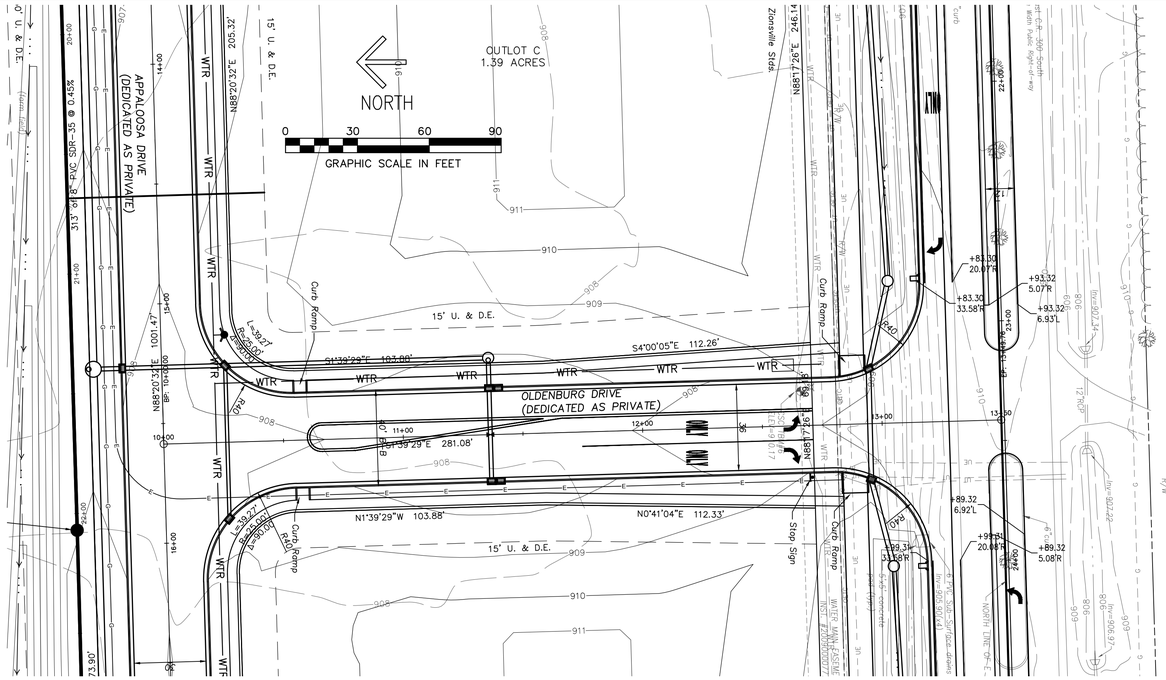

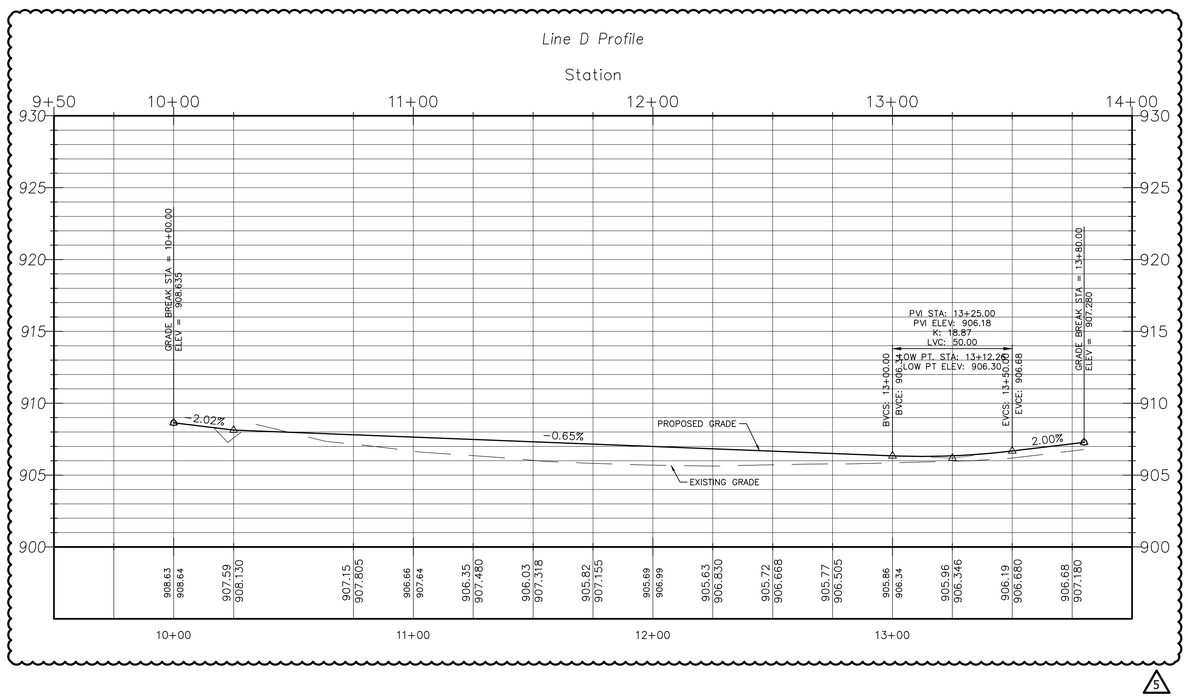

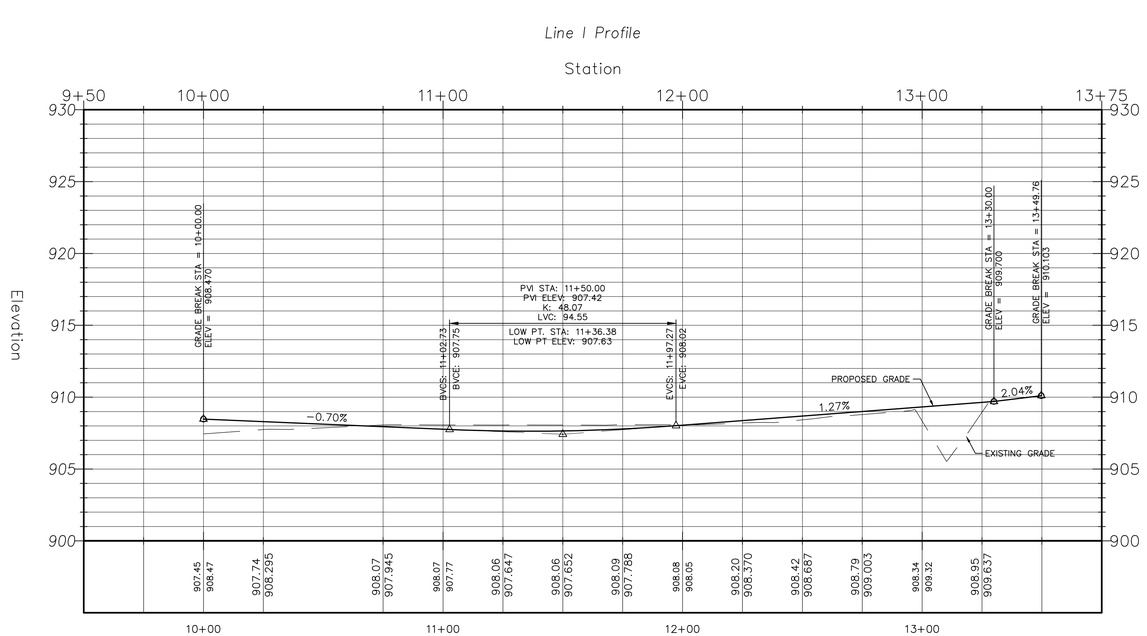

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PRIVATE STREET
PLAN AND PROFILE

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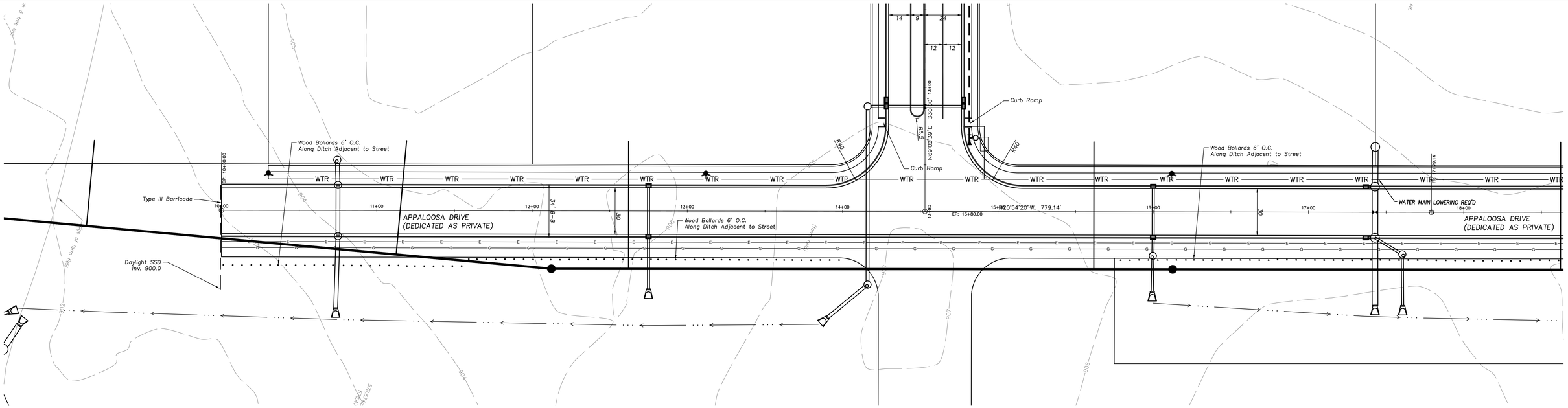
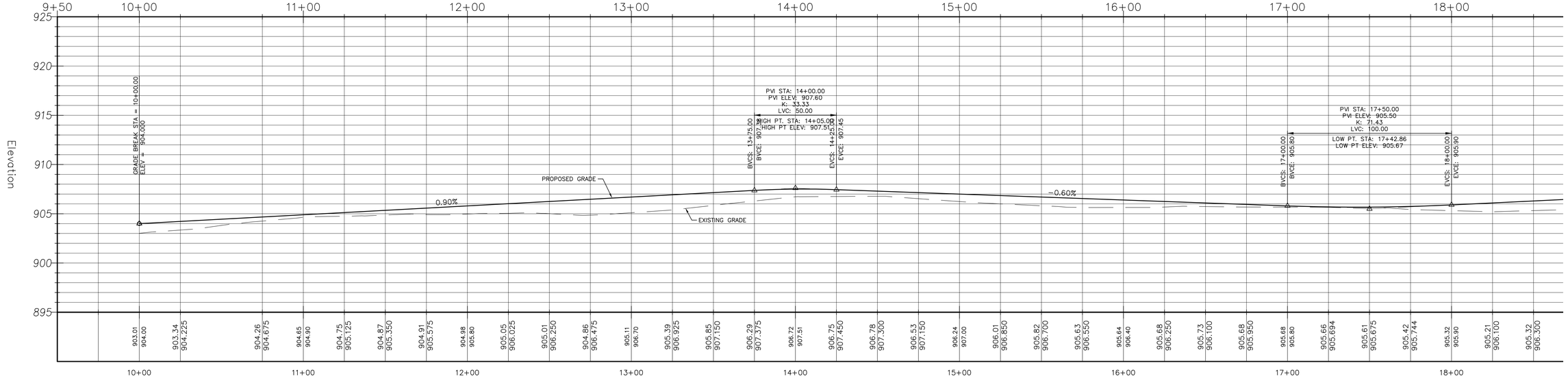
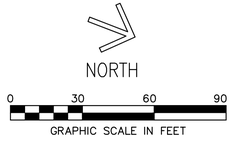


Line E Profile





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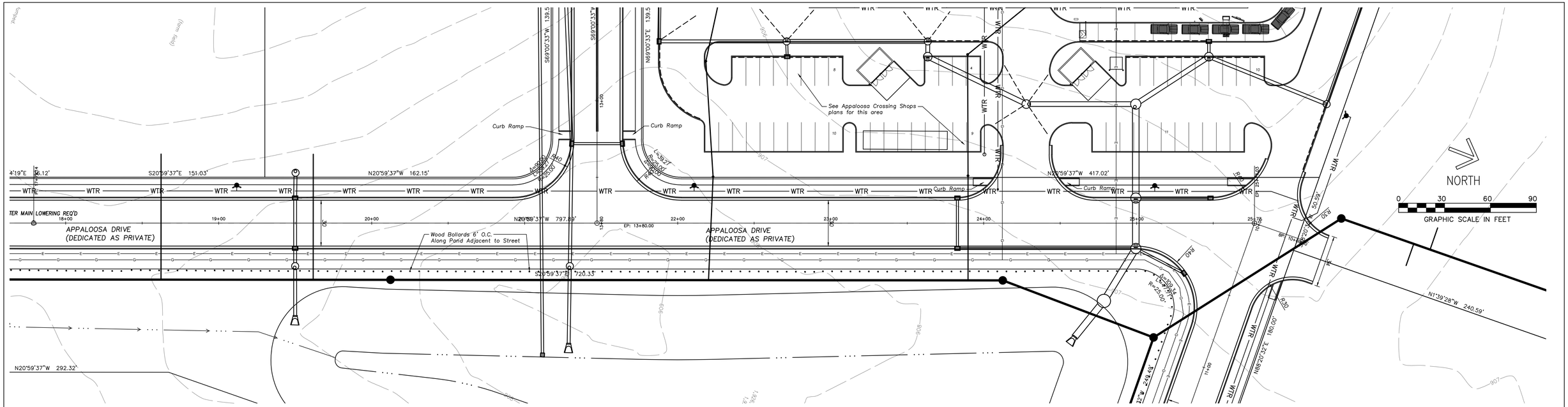

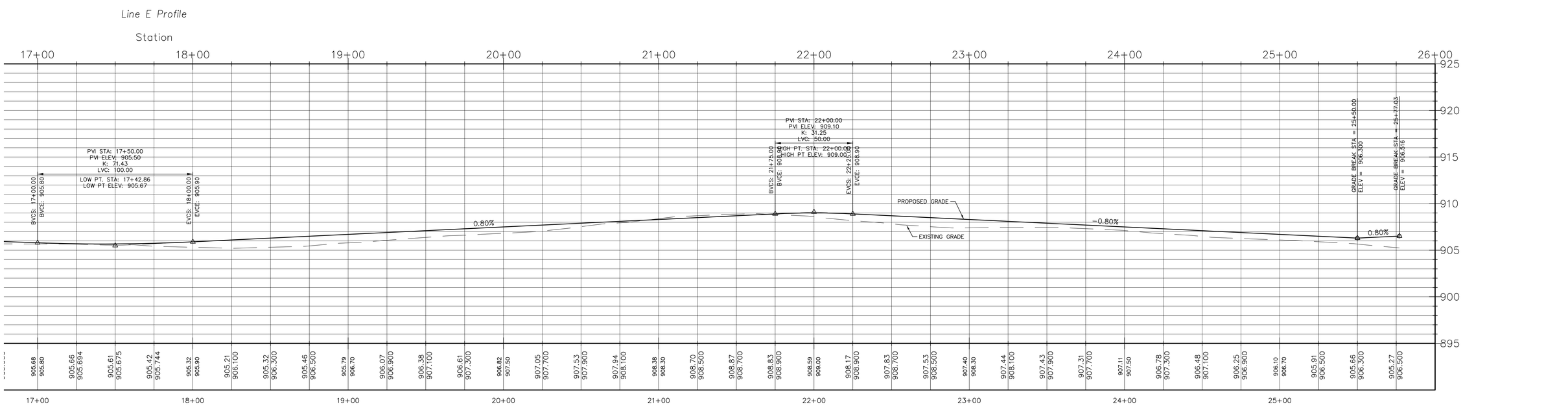

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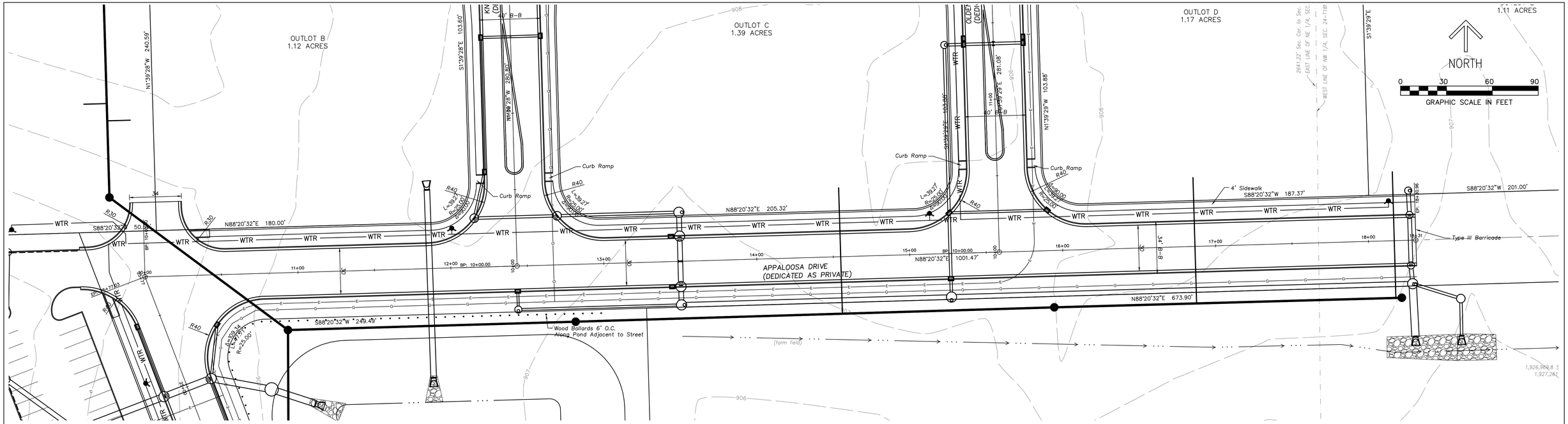
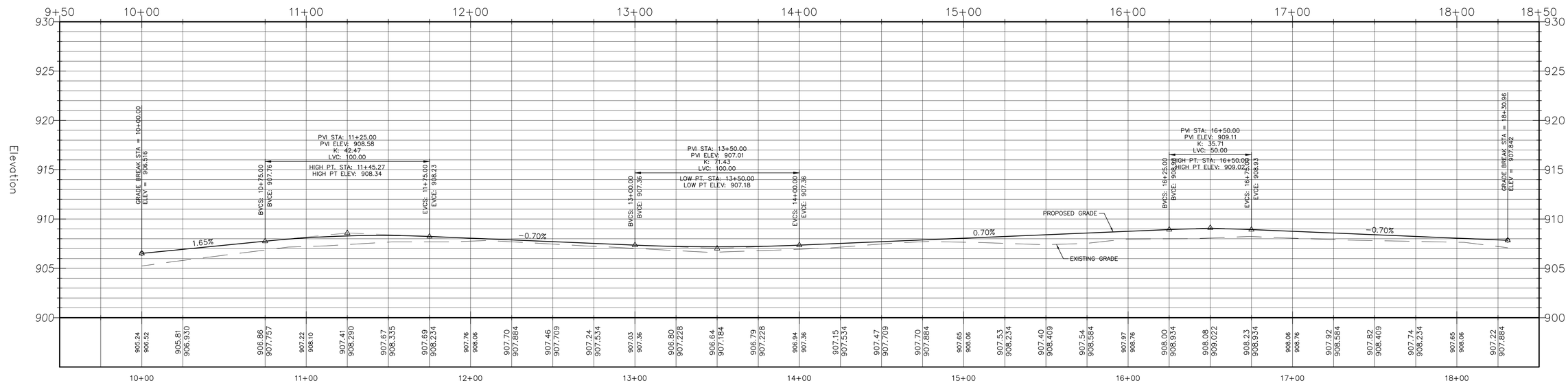


Line F Profile



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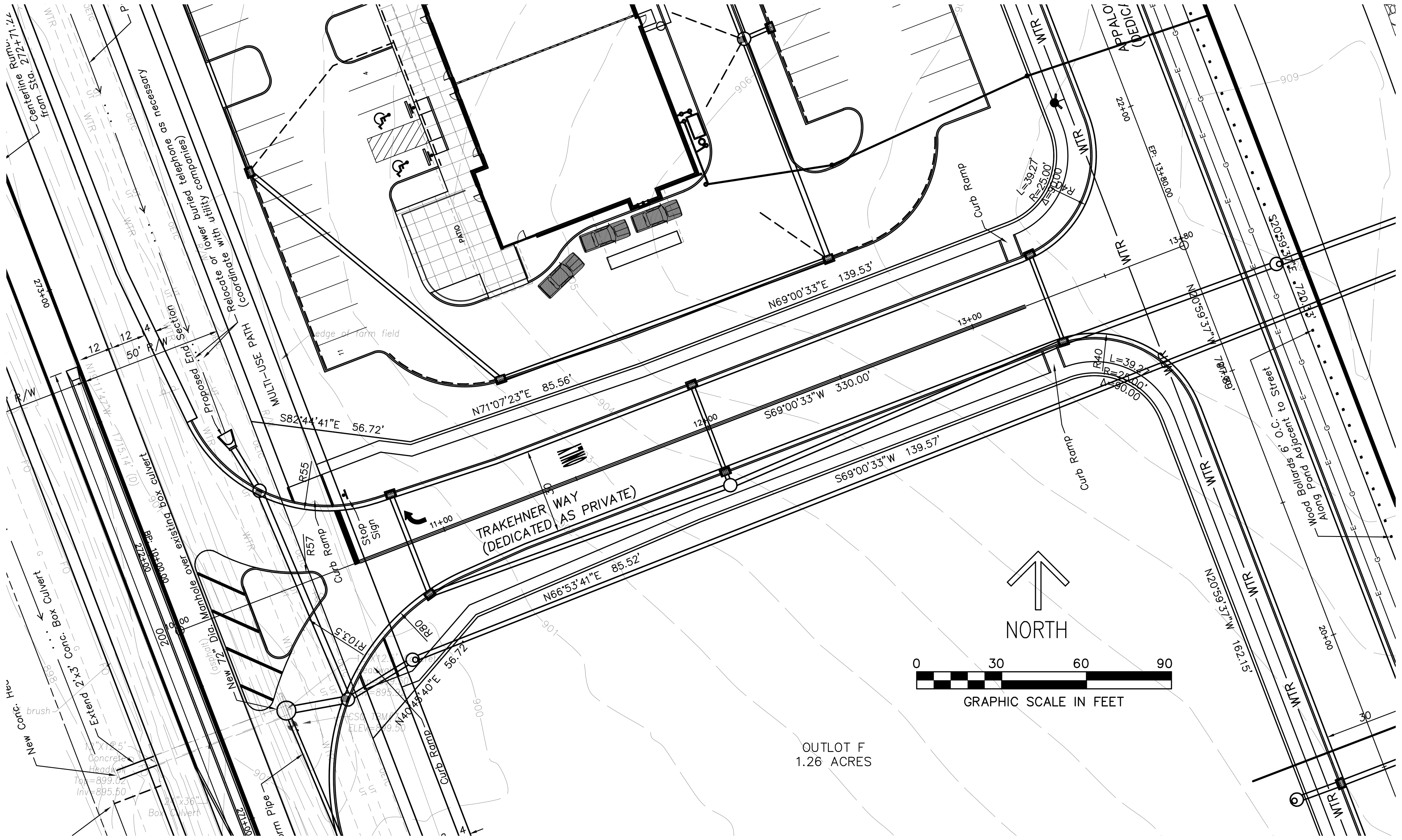

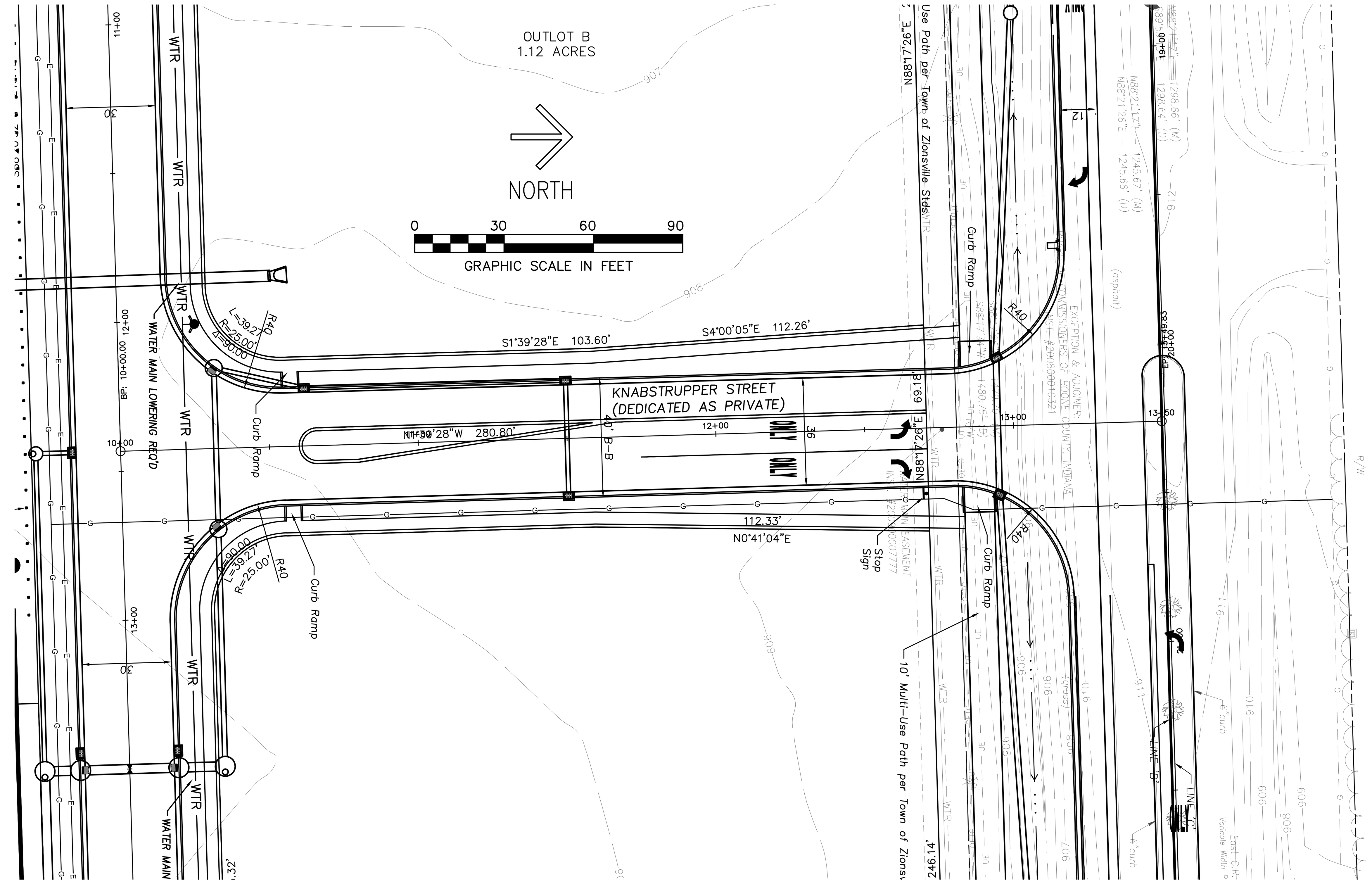

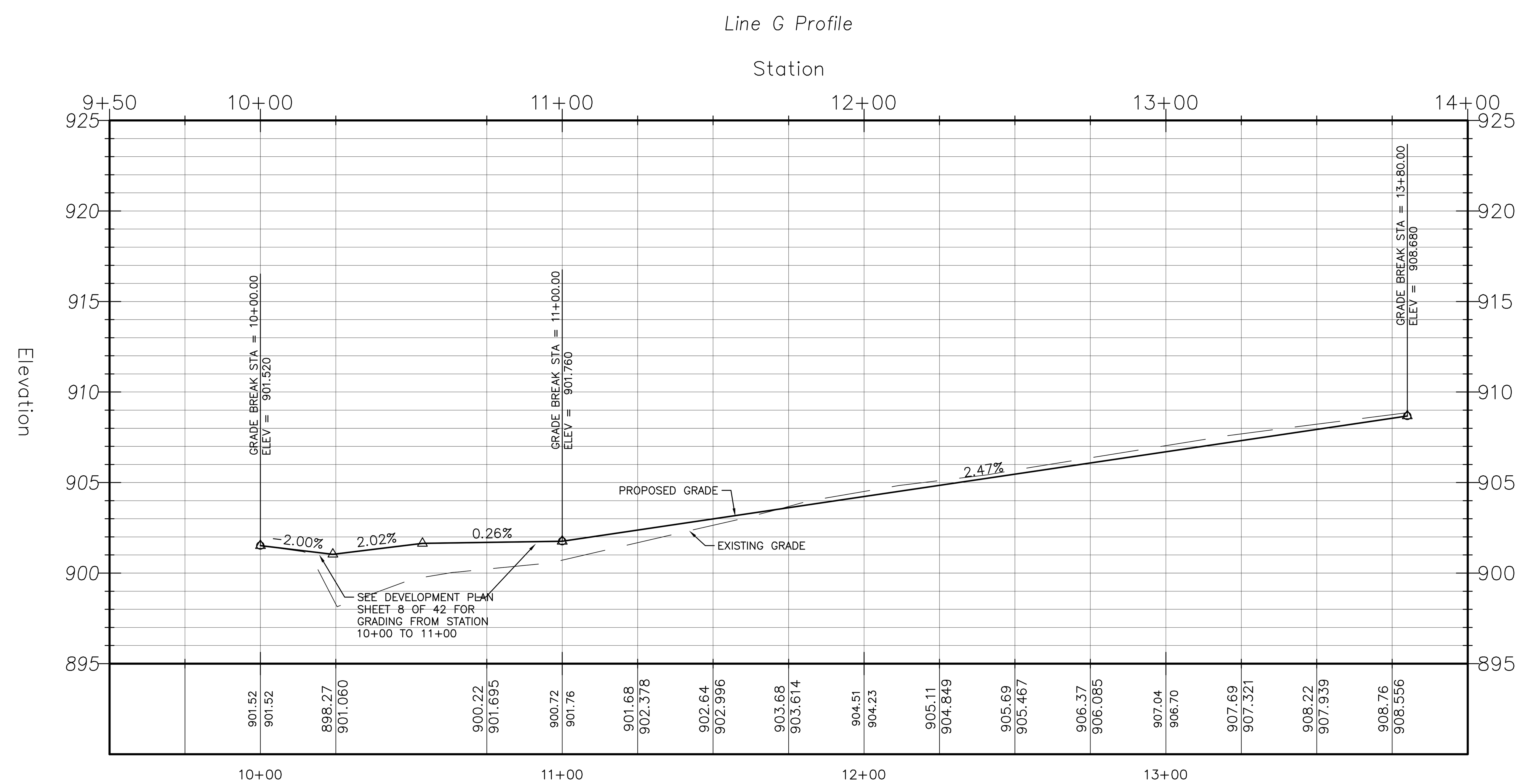

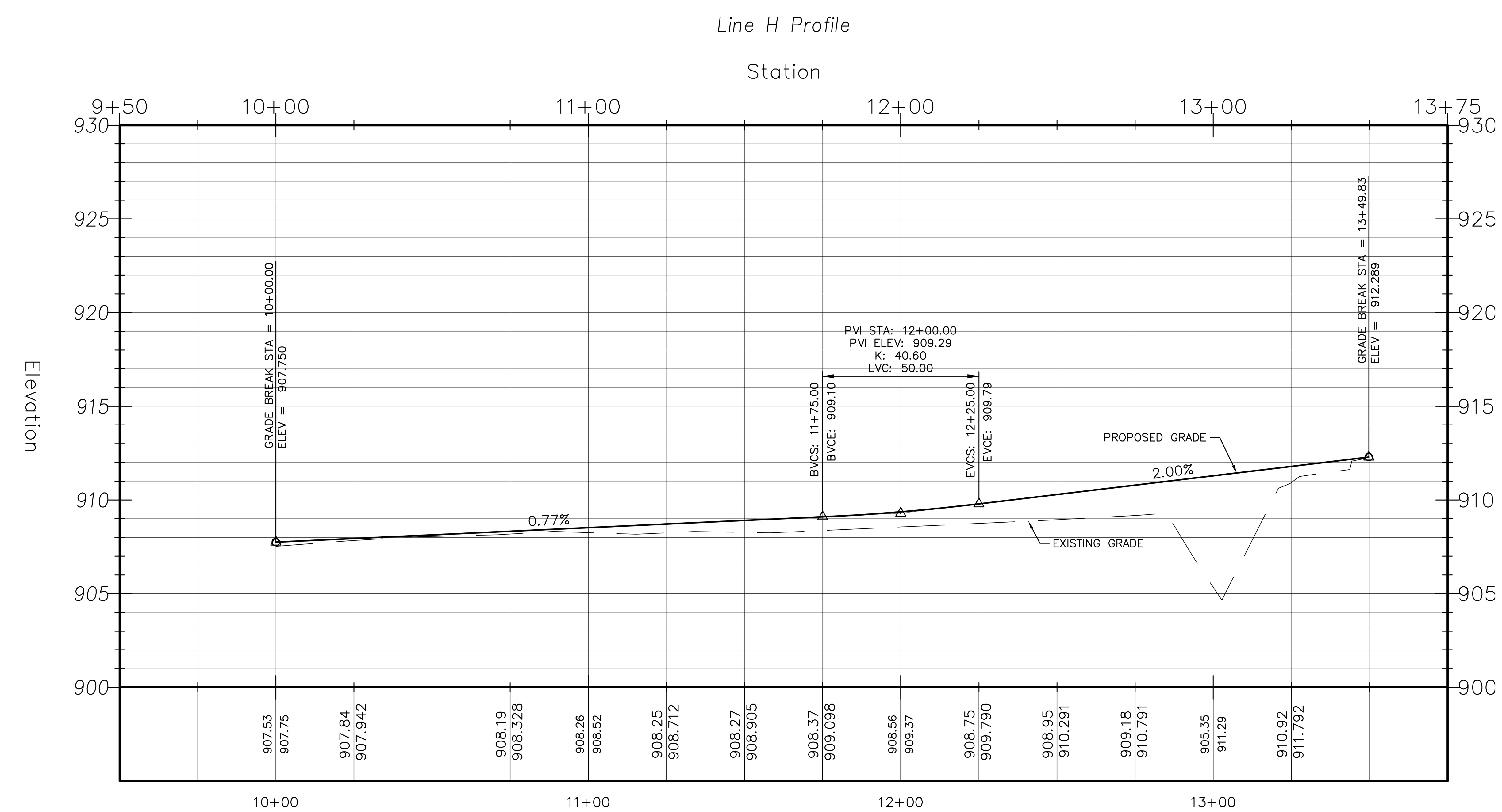

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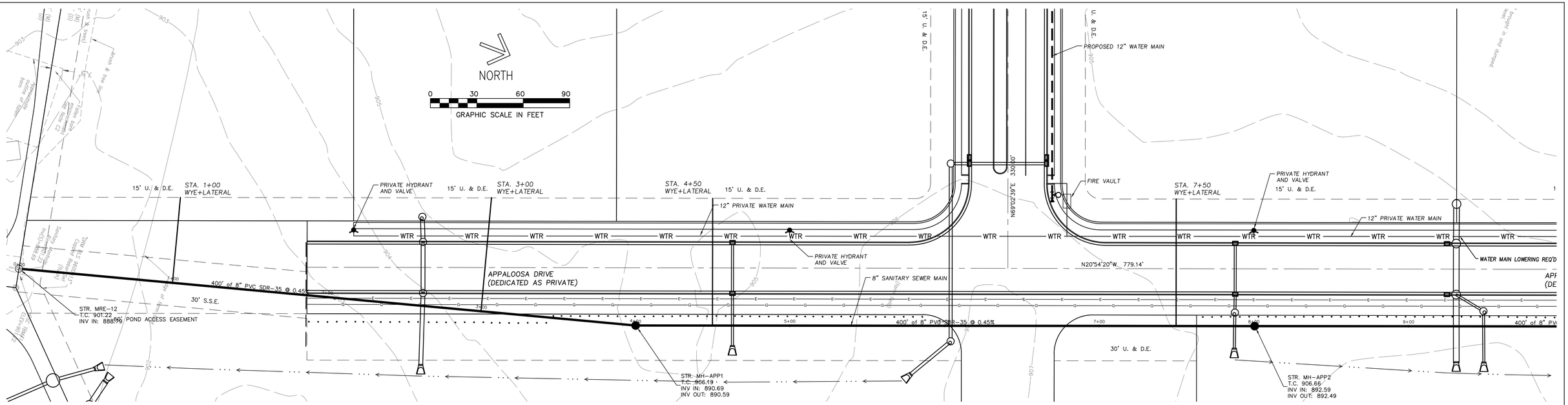
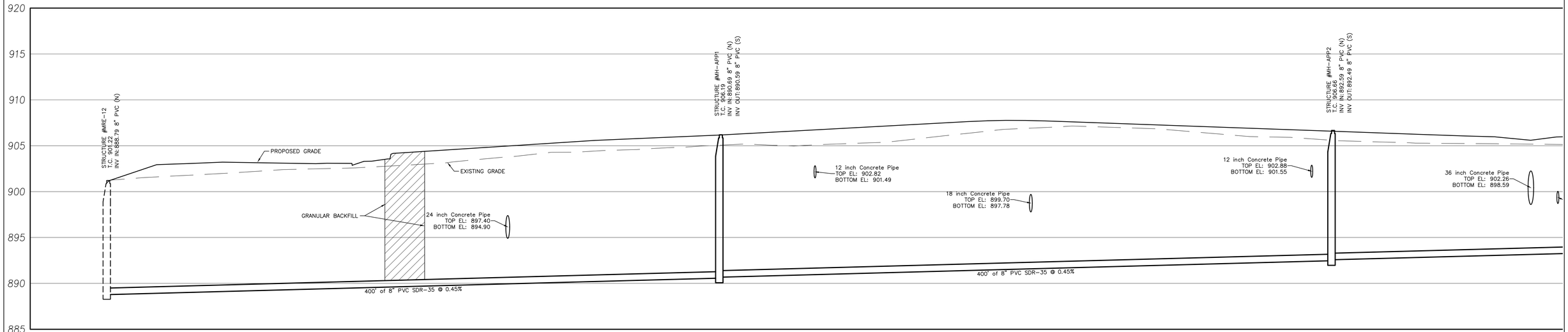
PRIVATE STREET
PLAN AND PROFILE

SHEET: 18 OF 43





IDEM TESTING REQUIREMENTS:

DEFLECTION TEST

a) DEFLECTION TESTS SHALL BE PERFORMED ON ALL FLEXIBLE PIPE. THE TEST SHALL BE CONDUCTED AFTER THE FINAL BACKFILL HAS BEEN IN PLACE AT LEAST 30 DAYS TO PERMIT STABILIZATION OF THE SOIL-PIPE SYSTEM.

b) NO PIPE SHALL EXCEED A DEFLECTION OF 5 PERCENT. IF DEFLECTION EXCEEDS 5 PERCENT, REPLACEMENT OR CORRECTION SHALL BE ACCOMPLISHED IN ACCORDANCE WITH REQUIREMENTS IN THE APPROVED SPECIFICATIONS.

c) THE RIGID BALL OR MANDREL USED FOR THE DEFLECTION TEST SHALL HAVE A DIAMETER NOT LESS THAN 95 PERCENT OF THE BASE INSIDE DIAMETER OR AVERAGE INSIDE DIAMETER OF THE PIPE DEPENDING ON WHICH IS SPECIFIED IN THE ASTM SPECIFICATION, INCLUDING THE APPENDIX, TO WHICH THE PIPE IS MANUFACTURED. THE PIPE SHALL BE MEASURED IN COMPLIANCE WITH ASTM D 2122 STANDARD TEST METHOD OF DETERMINING DIMENSIONS OF THERMOPLASTIC PIPE AND FITTINGS. THE TEST SHALL BE PERFORMED WITHOUT MECHANICAL PULLING DEVICES.

WATER (HYDROSTATIC) TEST

THE LEAKAGE EXFILTRATION OR INFILTRATION SHALL NOT EXCEED 200 GALLONS PER INCH OF PIPE DIAMETER PER MILE PER DAY (0.019 M3/MM OF PIPE DIA./KM/DAY) FOR ANY SECTION OF THE SYSTEM. AN EXFILTRATION OR INFILTRATION TEST SHALL BE PERFORMED WITH A MINIMUM POSITIVE HEAD OF 2 FEET (610 MM).

AIR TEST

THE AIR TEST SHALL, AS A MINIMUM, CONFORM TO THE TEST PROCEDURE DESCRIBED IN ASTM C-828-86 FOR CLAY PIPE, ASTM C 924 FOR CONCRETE PIPE, AND FOR OTHER MATERIALS TEST PROCEDURES APPROVED BY THE REGULATORY AGENCY.

PROPOSED MANHOLES WILL BE AIR TESTED IN ACCORDANCE WITH ASTM C1244-93, STANDARD TEST METHOD FOR CONCRETE SEWER MANHOLES BY THE NEGATIVE AIR PRESSURE (VACUUM) TEST.

THE TRENCH SHOULD BE ADEQUATELY SUPPORTED TO PROTECT WORKMEN AND ADJACENT STRUCTURES.

GENERAL NOTES:

A. PIPE: POLYVINYL CHLORIDE (PVC) GRAVITY SANITARY SEWER PIPE SHALL BE THE INTEGRAL WALL BELL AND SPIGOT TYPE WITH ELASTOMERIC SEAL JOINTS AND SMOOTH INNER WALLS MEETING OR EXCEEDING ALL OF THE REQUIREMENTS SET FORTH IN ASTM D-3034.

FOR DIAMETERS 15-INCHES OR LESS, THE PIPE SHALL HAVE A MINIMUM CELL CLASSIFICATION OF 12454-B OR 12454-C.

B. JOINTS: FLEXIBLE GASKETED JOINTS SHALL BE COMPRESSION TYPE SO THAT WHEN ASSEMBLED, THE GASKET INSIDE THE BELL WILL BE COMPRESSED RADIALLY ON THE PIPE SPIGOT TO FORM A WATERTIGHT SEAL. THE ASSEMBLY OF JOINTS SHALL BE IN ACCORDANCE WITH THE PIPE MANUFACTURER'S RECOMMENDATIONS AND ASTM D-3212. THE GASKETS SEALING THE JOINT SHALL BE MADE OF RUBBER OF SPECIAL COMPOSITION HAVING A TEXTURE TO ASSURE A WATERTIGHT AND PERMANENT SEAL AND SHALL BE THE PRODUCT OF A MANUFACTURER HAVING AT LEAST FIVE (5) YEARS EXPERIENCE IN THE MANUFACTURE OF RUBBER GASKETS FOR PIPE JOINTS. THE GASKET SHALL BE A CONTINUOUS RING OF FLEXIBLE JOINT RUBBER OF A COMPOSITION AND TEXTURE WHICH IS RESISTANT TO COMMON INGREDIENTS OF SEWAGE, INDUSTRIAL WASTES AND GROUNDWATER, AND WHICH WILL ENDURE PERMANENTLY UNDER THE CONDITIONS LIKELY TO BE IMPOSED BY THIS SERVICE. THE GASKET SHALL CONFORM TO THE REQUIREMENTS ASTM F-477.

C. THE REQUIRED MINIMUM HORIZONTAL SEPARATION BETWEEN SANITARY SEWERS AND WATER MAINS SHALL BE 10' EDGE OF PIPE TO EDGE OF PIPE.

SANITARY SEWER STRUCTURE DATA TABLE

STRUCTURE NO.	STRUCTURE TYPE	CASTING
1	STANDARD MANHOLE	R-1772
2	STANDARD MANHOLE	R-1772
3	STANDARD MANHOLE	R-1772
4	STANDARD MANHOLE	R-1772
5	STANDARD MANHOLE	R-1772
6	STANDARD MANHOLE	R-1772
7	STANDARD MANHOLE	R-1772
8	STANDARD MANHOLE	R-1772
9	STANDARD MANHOLE	R-1772
10	STANDARD MANHOLE	R-1772

REVISIONS		
DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
01/30/20	2	TOWN OF ZIONSVILLE COMMENTS
02/04/20	3	INDOT AND TRICO COMMENTS
02/18/20	4	INDOT COMMENTS, KEYNOTE CLARIFICATIONS
03/05/20	5	TOWN OF ZIONSVILLE COMMENTS

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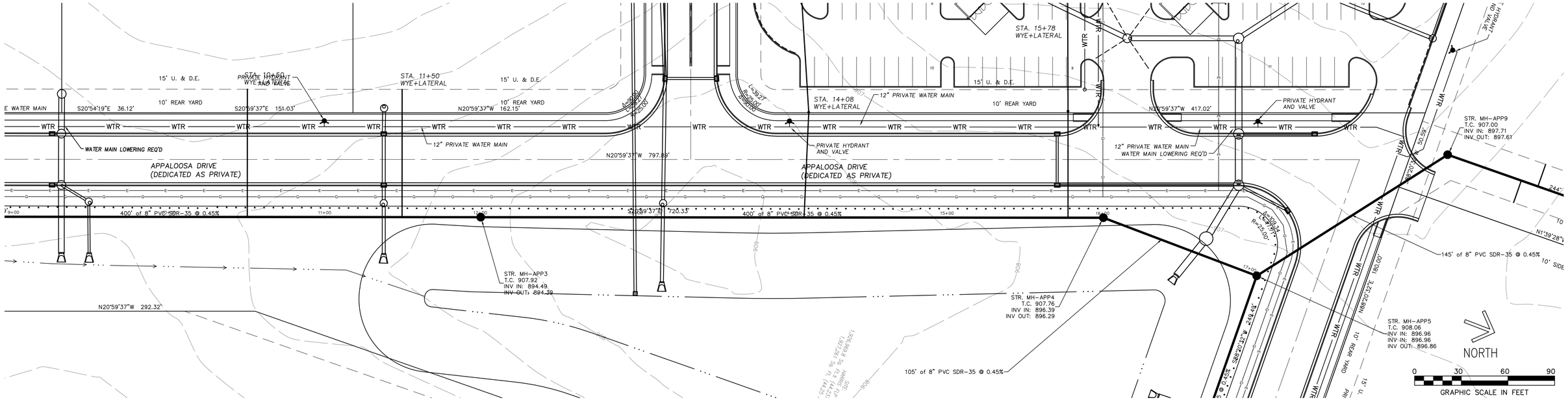
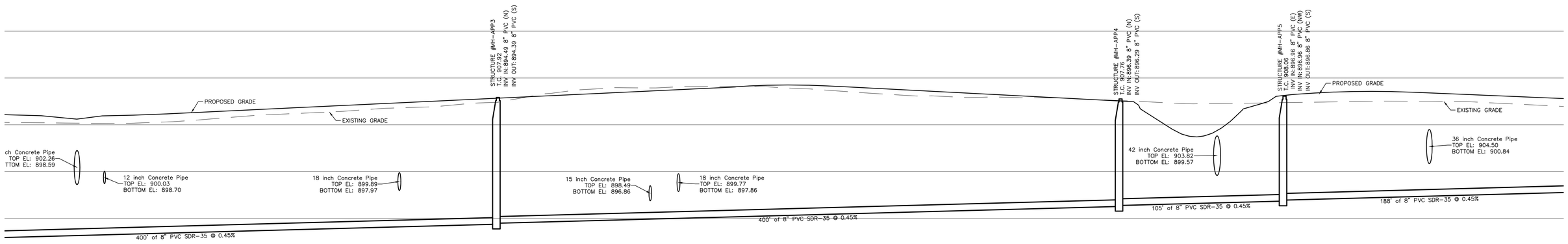
APPALOOSA CROSSING
MIXED USE DEVELOPMENT
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

SANITARY SEWER
PLAN AND PROFILE

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



Sanitary 1 Profile



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PLAN AND PROFILE

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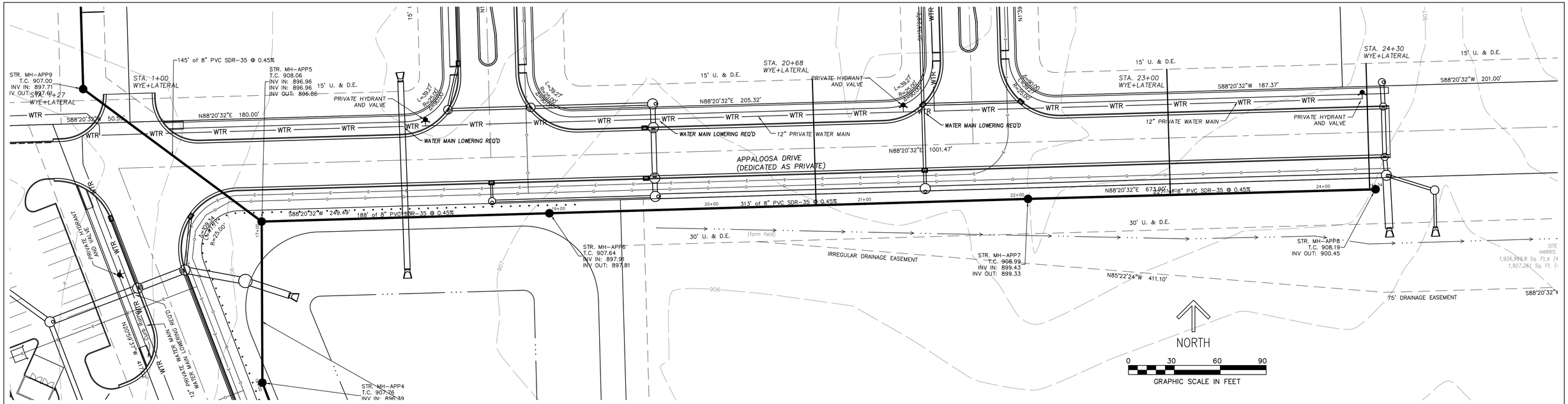
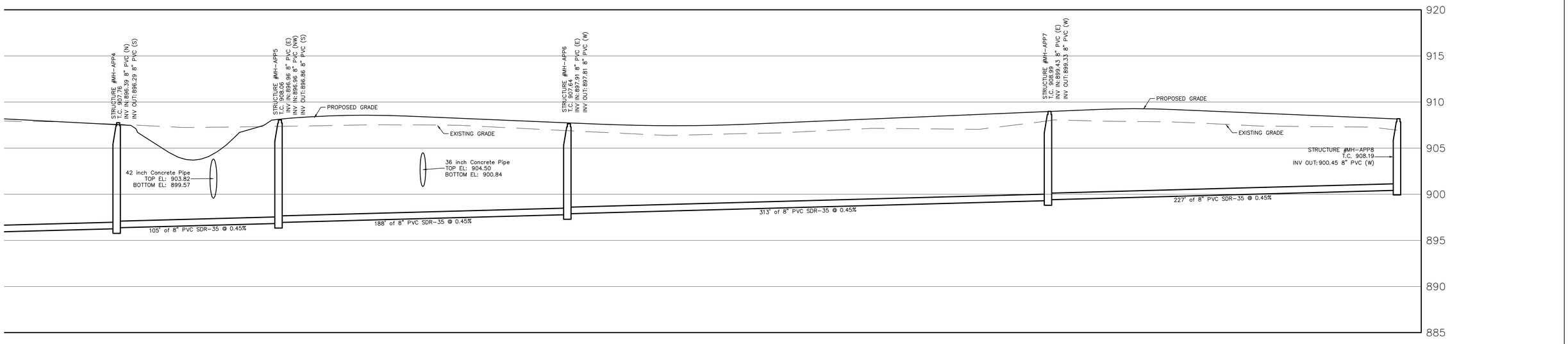
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20

SHEET: 20 OF 43





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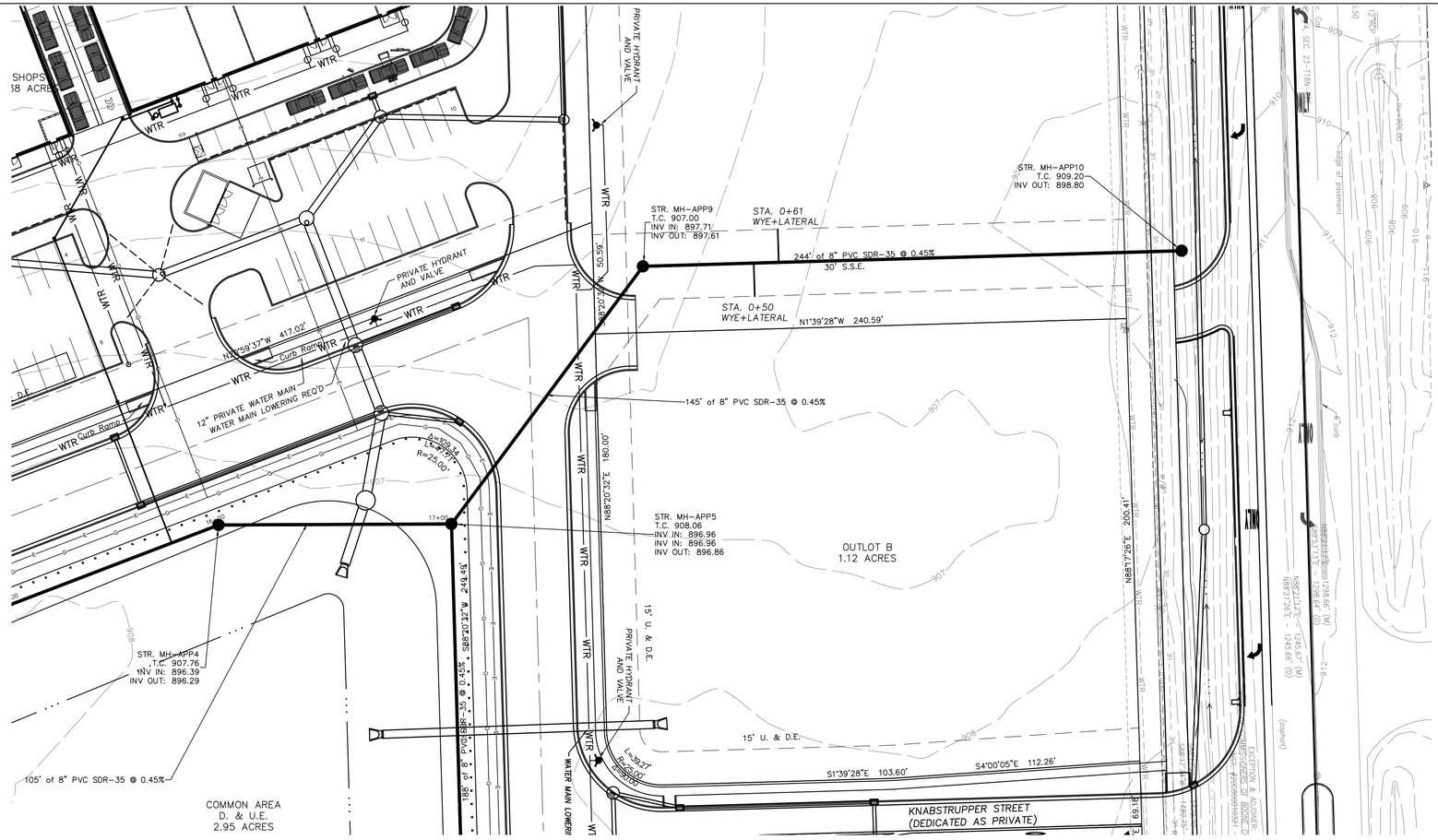
PLAN AND PROFILE

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: 21 OF 43



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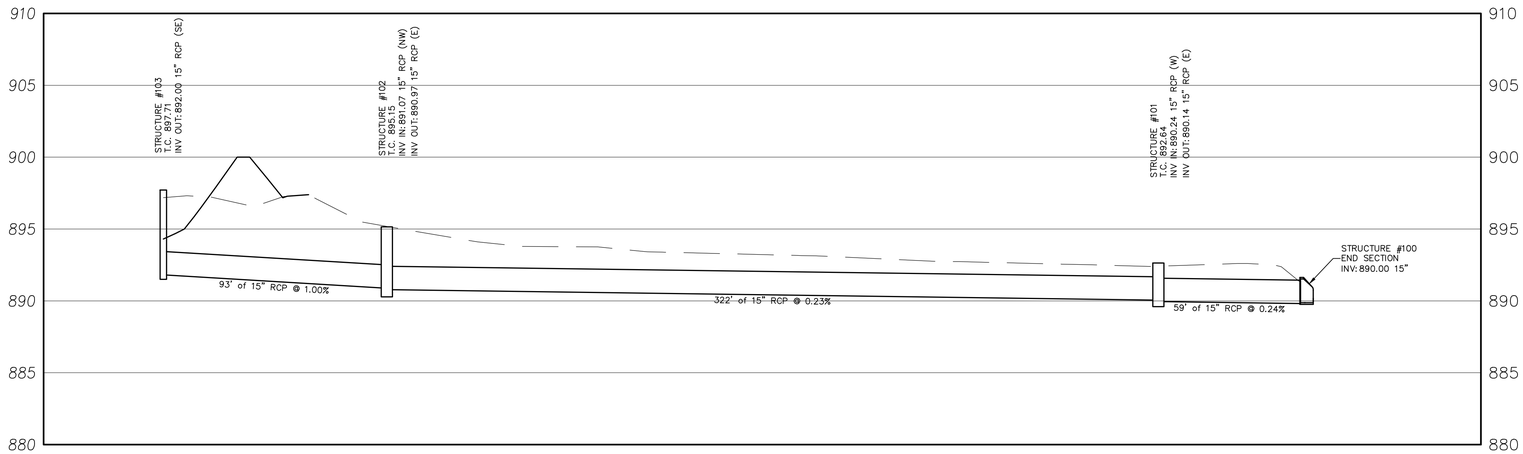
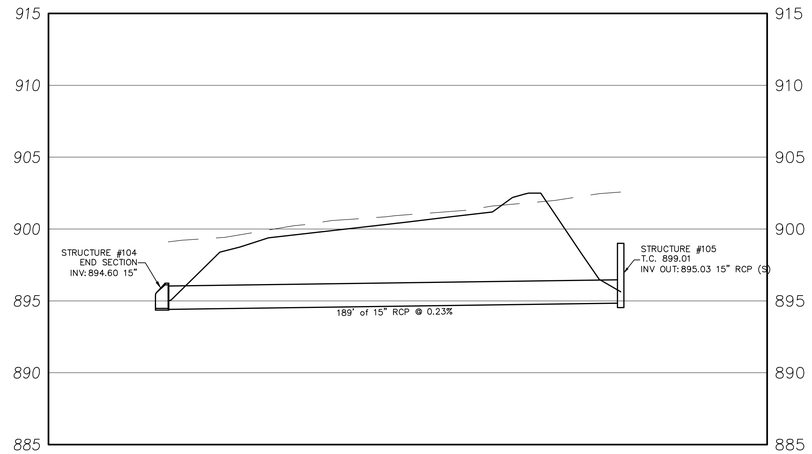
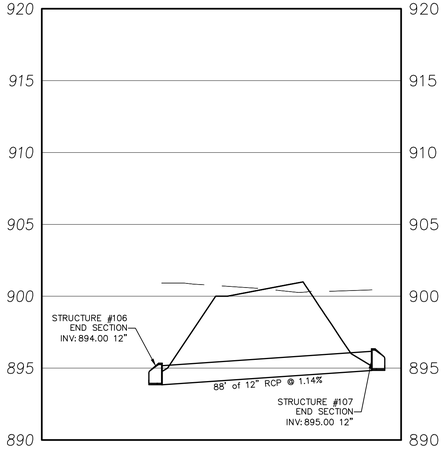
PLAN AND PROFILE

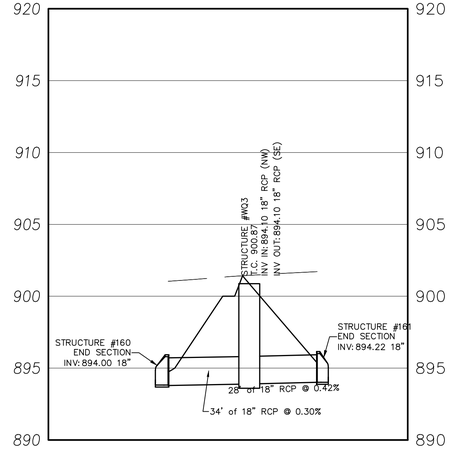
DRAWN:	SCALE:
GSS	SEE PLAN
CHECKED:	DATE:
GSS	01/27/20

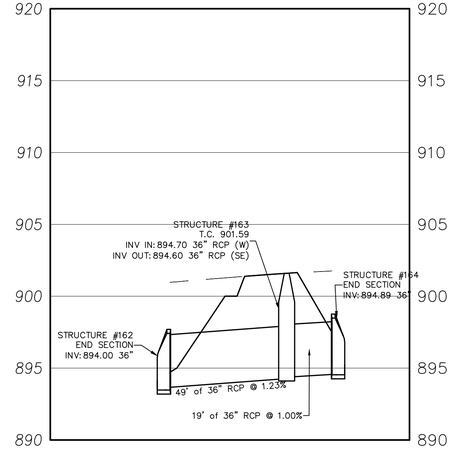
SHEET: 22 OF 43

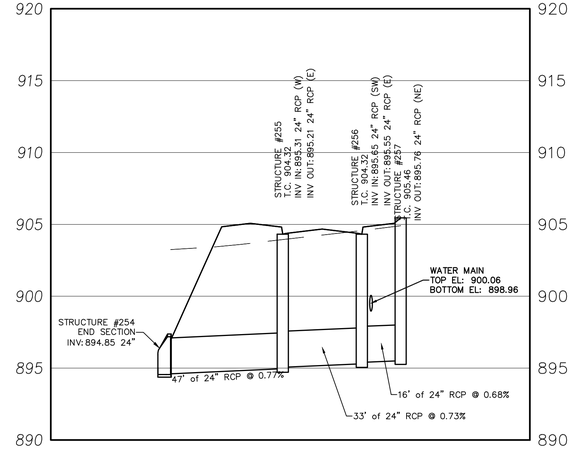




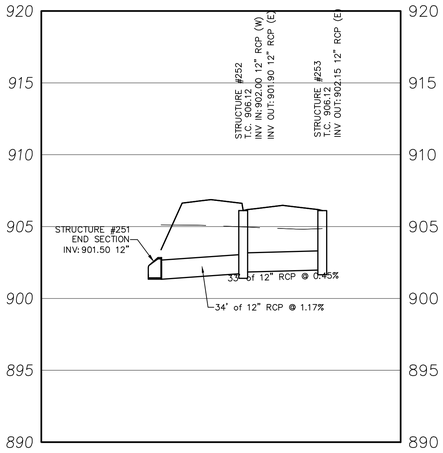








Storm 7 Profile



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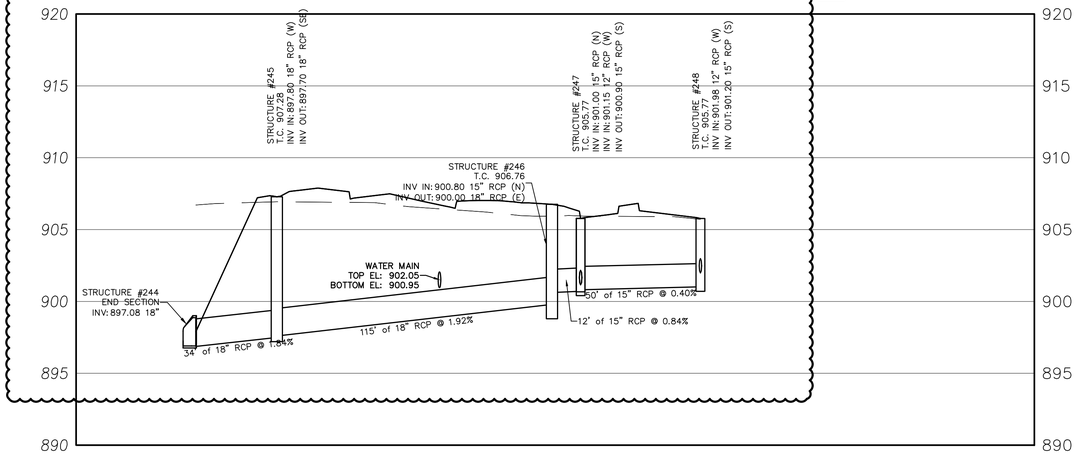

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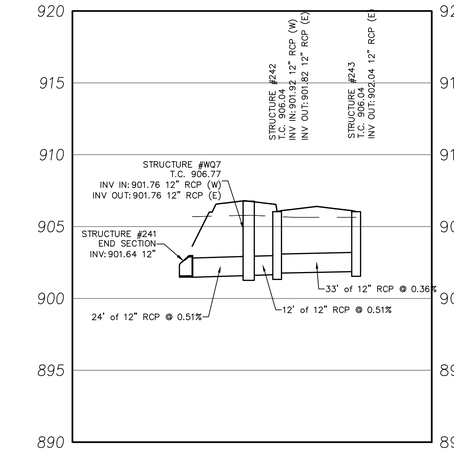

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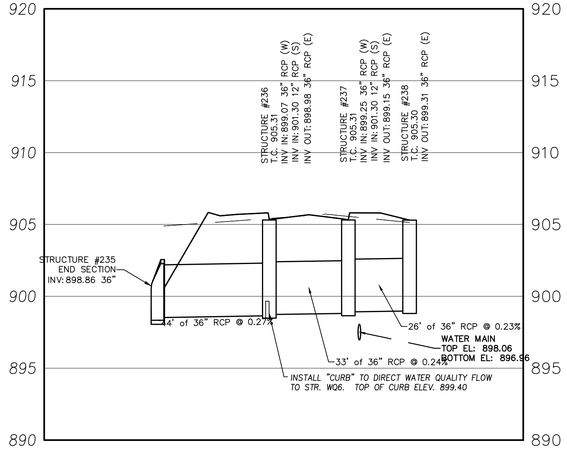
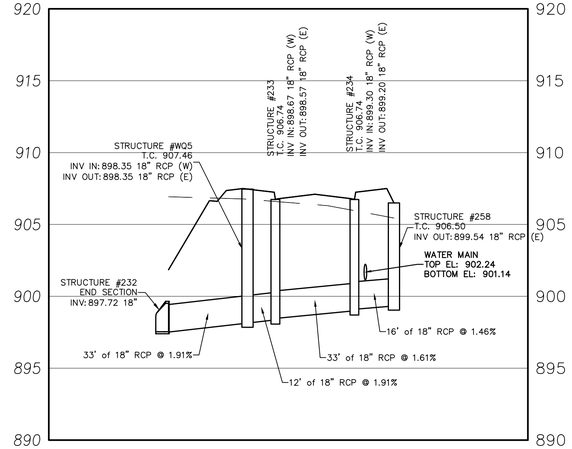
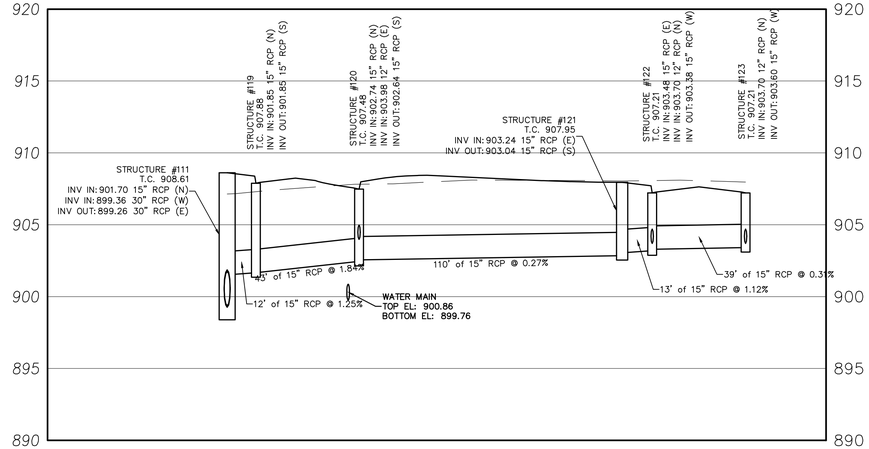
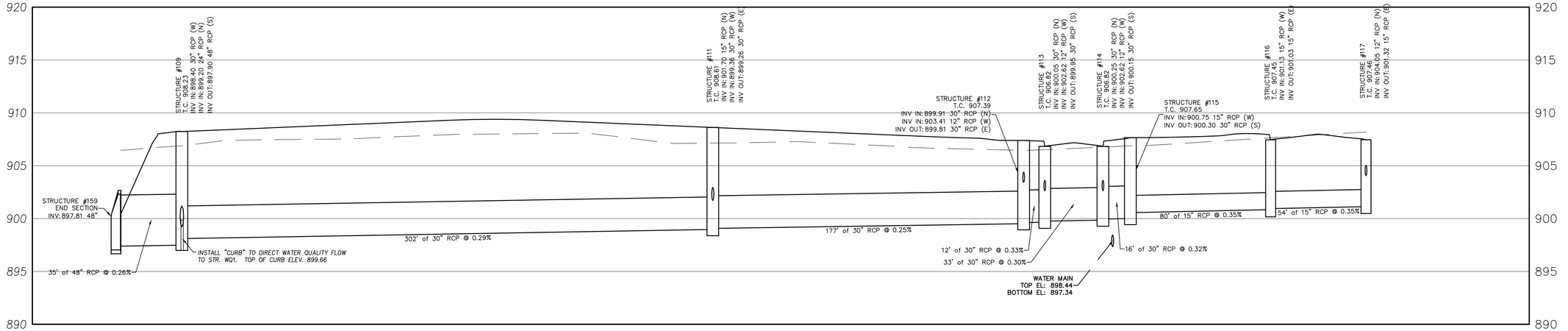
STORM SEWER PROFILES

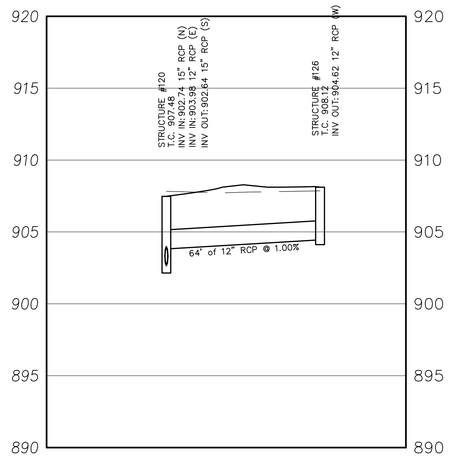
DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: 23 OF 43

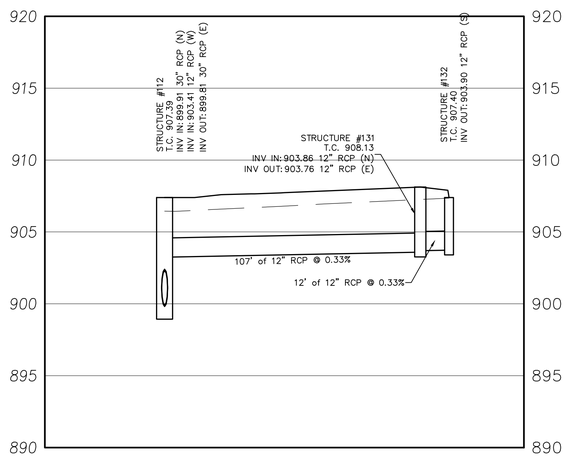


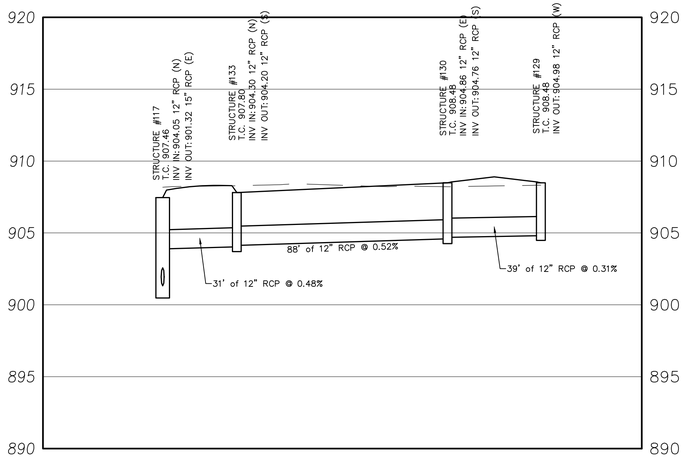












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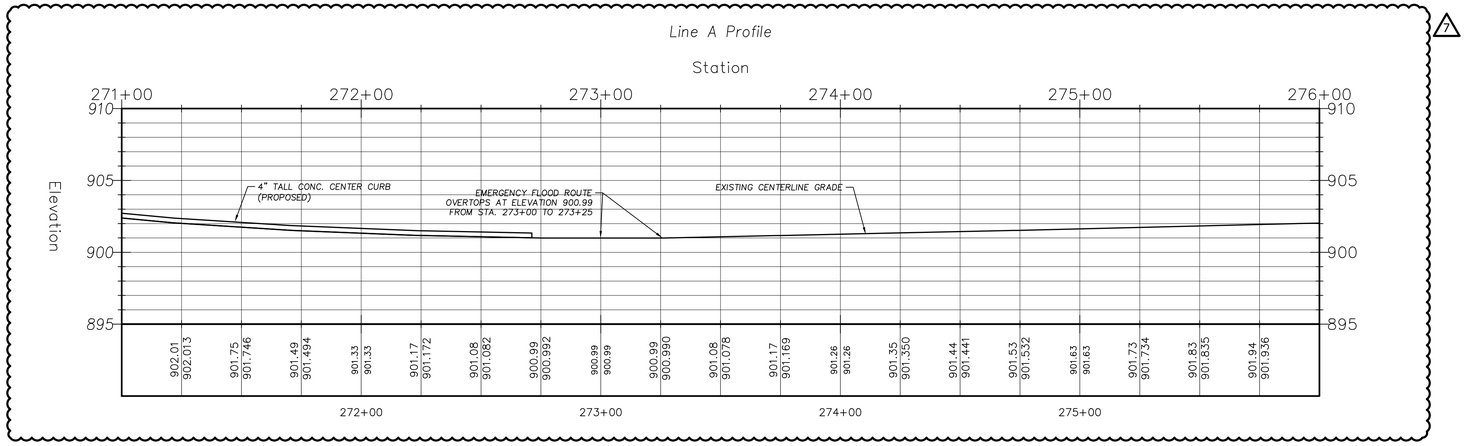
ZIONSVILLE, INDIANA

STORM SEWER PROFILES

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



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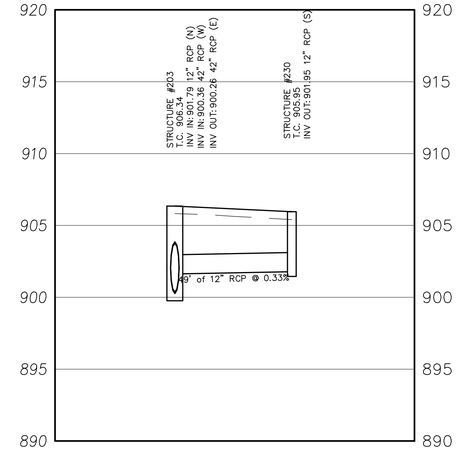
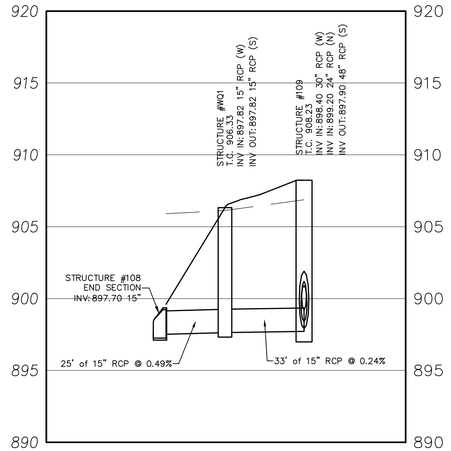


Storm 17 Profile



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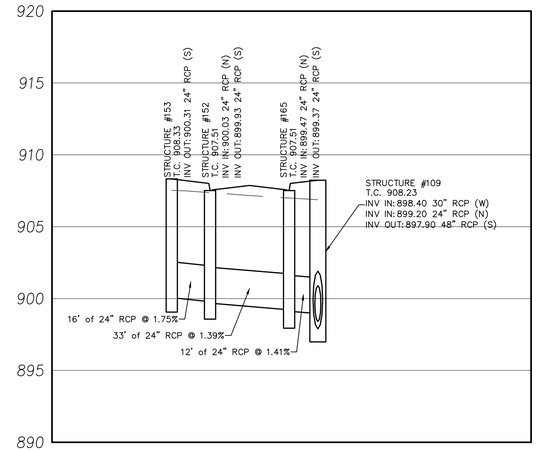

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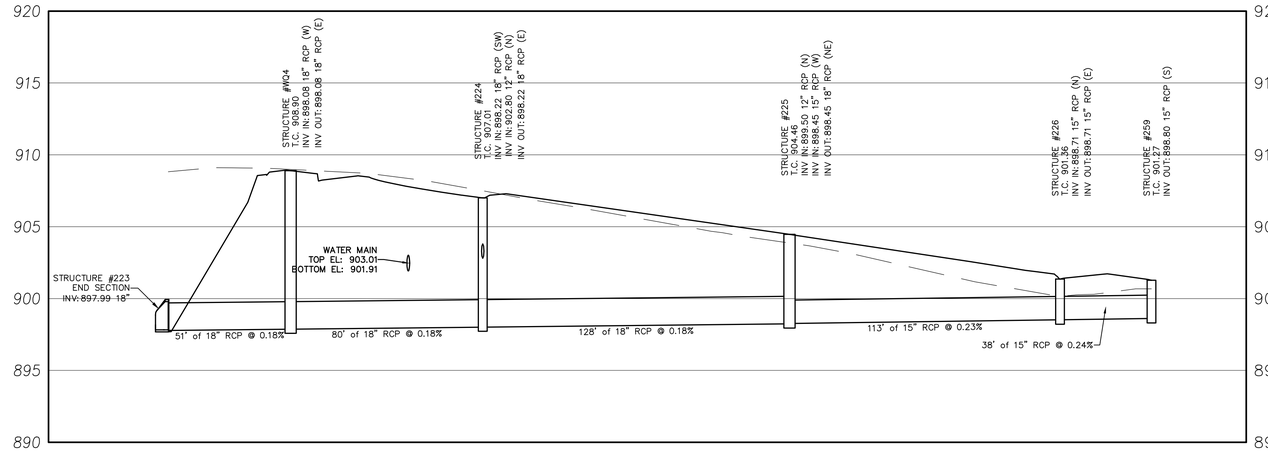

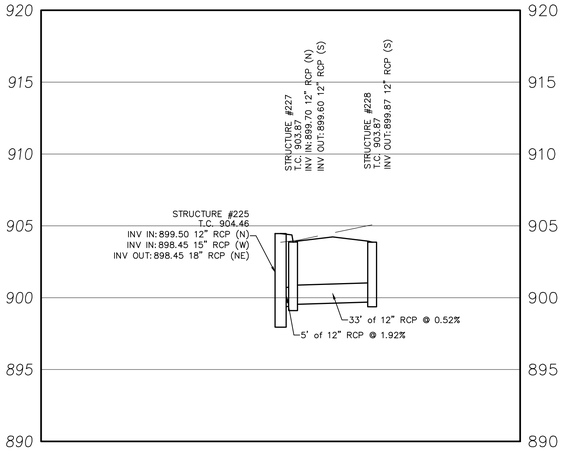

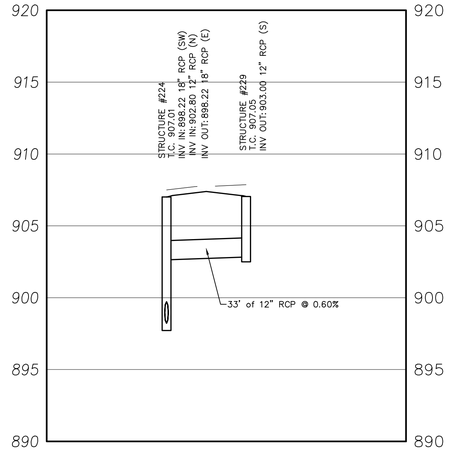

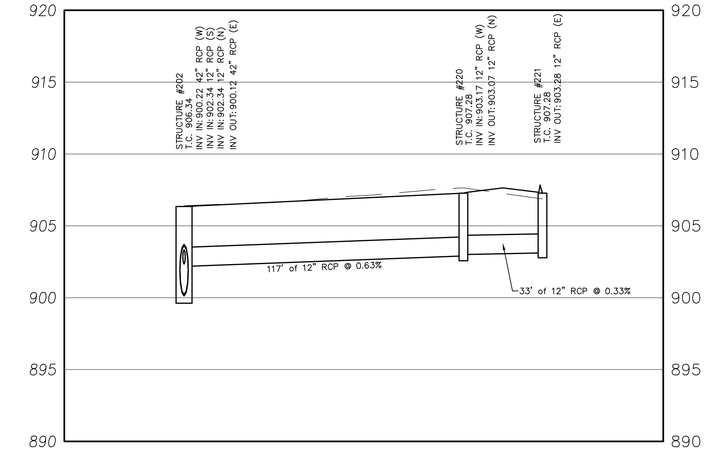

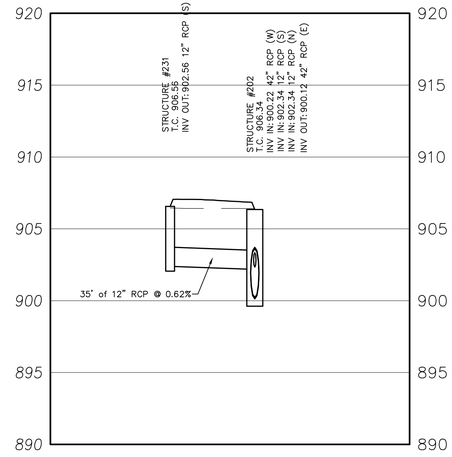

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STORM SEWER PROFILES

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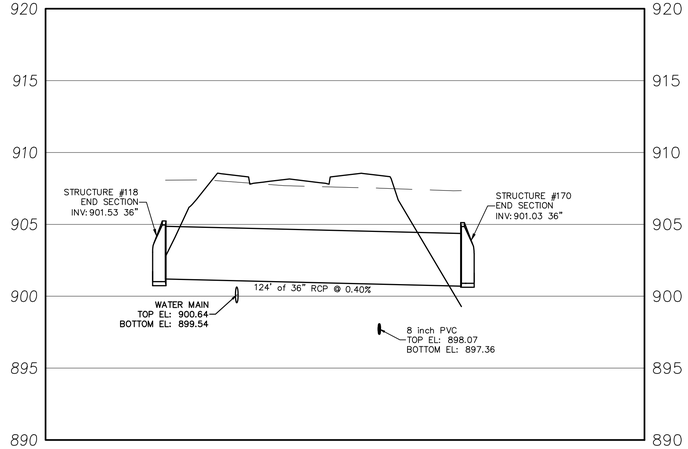
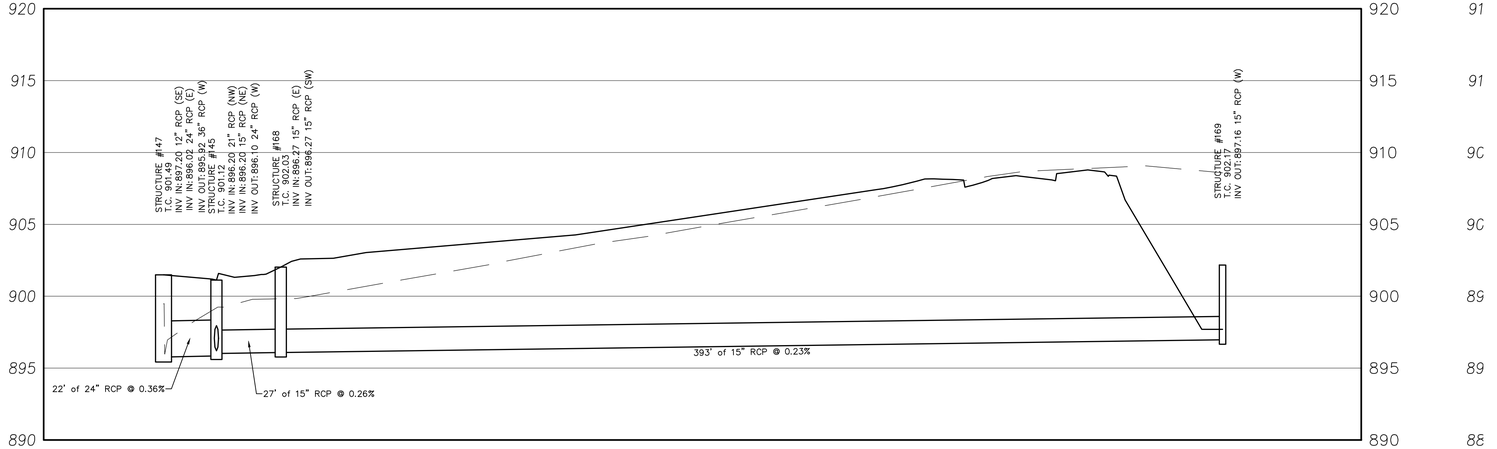
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: 25 OF 43





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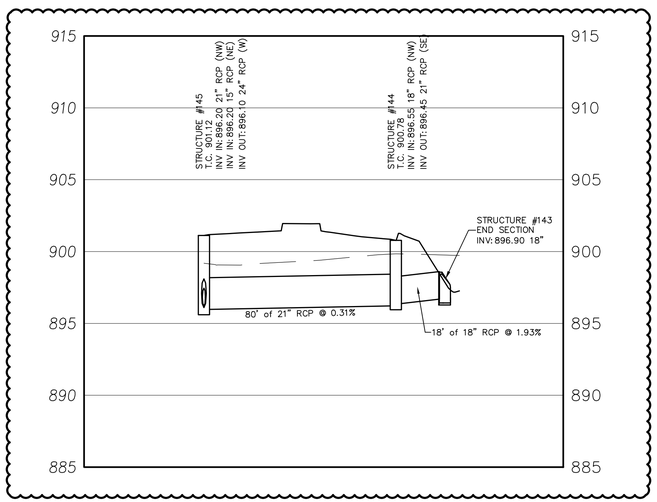

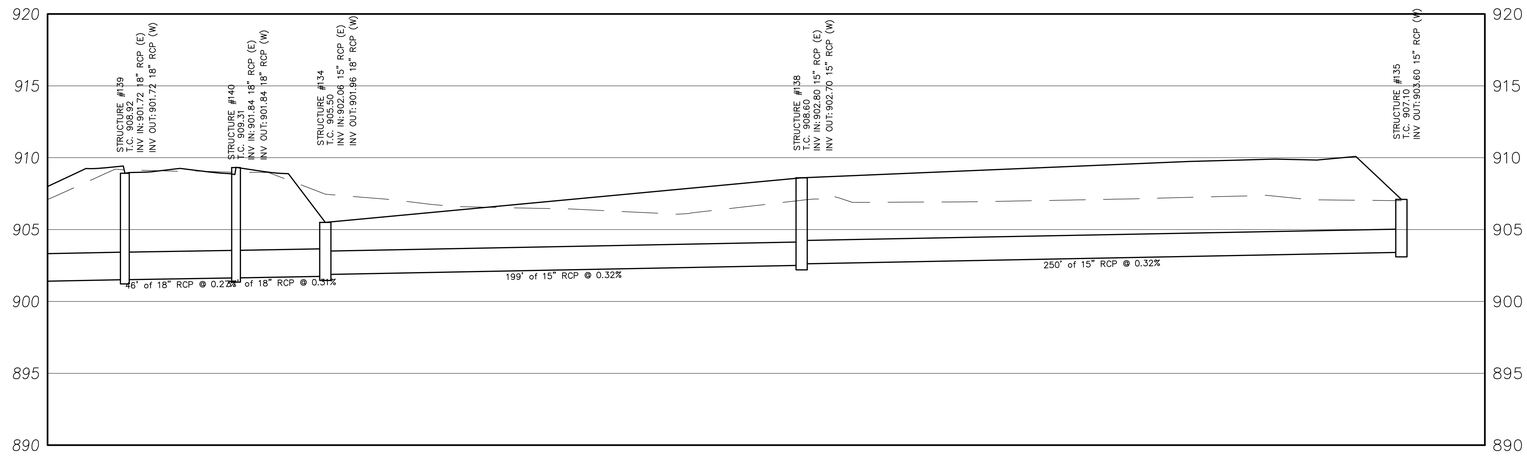

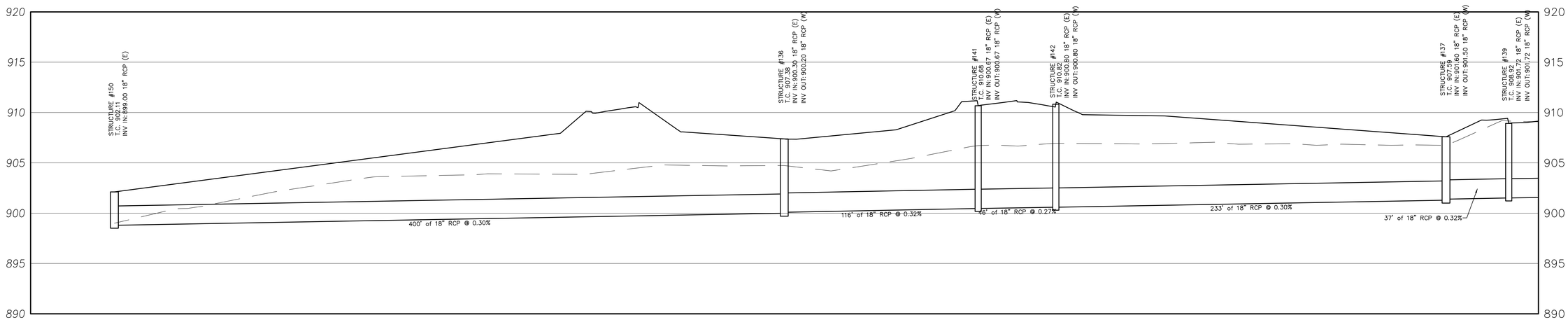

NOTE: GRANULAR BACKFILL REQUIRED FOR ENTIRE TRENCH IF ANY PART OF TRENCH IS WITHIN 5 FEET OF PAVEMENT, CURBS OR SIDEWALK.

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APPALOOSA CROSSING
MIXED USE DEVELOPMENT
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

STORM SEWER PROFILES

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

STORM SEWER STRUCTURE DATA TABLE

STRUCTURE NO.	STRUCTURE TYPE	CASTING
WQ1	6' Dia. First Defense High Capacity BMP Structure	Hydro Frame and Cover
WQ3	8' Dia. First Defense High Capacity BMP Structure	Hydro Frame and Cover
100	Precast Concrete End Section	N/A
101	Standard Precast Manhole	Neenah R-1772
102	Standard Precast Manhole	Neenah R-1772
103	South Outlet Structure	See Detail
104	Precast Concrete End Section	N/A
105	North Outlet Structure	See Detail
106	Precast Concrete End Section	N/A
107	Precast Concrete End Section	N/A
108	Precast Concrete End Section	N/A
109	Standard Precast Manhole	Neenah R-1772
111	Standard Precast Manhole	Neenah R-1772
112	Standard Precast Manhole	Neenah R-1772
113	Standard Precast Manhole	Neenah R-3010
114	Standard Precast Manhole	Neenah R-3010
115	Standard Precast Manhole	Neenah R-4342
116	Standard Precast Manhole	Neenah R-3010
117	Standard Precast Manhole	Neenah R-3010
118	Precast Concrete End Section	N/A
119	24 x 24" Box Structure	Neenah R-3287-10V
120	24 x 36" Box Structure	Neenah R-3287-SB10
121	Standard Precast Manhole	Neenah R-1772
122	24 x 36" Box Structure	Neenah R-3287-SB10
123	24 x 36" Box Structure	Neenah R-3287-SB10
124	24 x 36" Box Structure	Neenah R-3287-SB10
125	24 x 36" Box Structure	Neenah R-3287-SB10
126	24 x 36" Box Structure	Neenah R-3287-SB10
127	24 x 36" Box Structure	Neenah R-3287-SB10
128	24 x 36" Box Structure	Neenah R-3287-SB10
129	24 x 36" Box Structure	Neenah R-3287-10V
130	24 x 36" Box Structure	Neenah R-3287-10V
131	Standard Precast Manhole	Neenah R-1772
132	24 x 36" Box Structure	Neenah R-3287-10V
133	24 x 36" Box Structure	Neenah R-3287-10V
134	Standard Precast Manhole	Neenah R-4342
135	Standard Precast Manhole	Neenah R-4342
136	Standard Precast Manhole	Neenah R-4342
137	Standard Precast Manhole	Neenah R-4342
138	Standard Precast Manhole	Neenah R-1772
139	Standard Precast Manhole	Neenah R-3010
140	Standard Precast Manhole	Neenah R-3010
141	Standard Precast Manhole	Neenah R-3010
142	Standard Precast Manhole	Neenah R-3010
143	Precast Concrete End Section	N/A
144	Standard Precast Manhole	Neenah R-3010
145	Standard Precast Manhole	Neenah R-3065-V
146	24 x 36" Box Structure	Neenah R-3287-SB10
147	Standard Precast Manhole	Neenah R-2501 7
148	24 x 36" Box Structure	Neenah R-3287-SB10
149	24 x 36" Box Structure	Neenah R-3010
150	Standard Precast Manhole	Neenah R-4342

STORM SEWER STRUCTURE DATA TABLE

STRUCTURE NO.	STRUCTURE TYPE	CASTING
151	24 x 36" Box Structure	Neenah R-3287-SB10
152	Standard Precast Manhole	Neenah R-3010
153	Standard Precast Manhole	Neenah R-4342
159	Precast Concrete End Section	N/A
160	Precast Concrete End Section	N/A
161	Precast Concrete End Section	N/A
162	Precast Concrete End Section	N/A
163	Standard Precast Manhole	Neenah R-1772
164	Precast Concrete End Section	N/A
165	Standard Precast Manhole	Neenah R-3010
168	Standard Precast Manhole	Neenah R-1772
169	West Outlet Structure	See Detail
170	Precast Concrete End Section	N/A
220	24 x 36" Box Structure	Neenah R-3287-10V
221	24 x 36" Box Structure	Neenah R-3287-10V
222	24 x 36" Box Structure	Neenah R-3287-SB10
223	Precast Concrete End Section	N/A
224	24 x 36" Box Structure	Neenah R-3287-10V
225	Standard Precast Manhole	Neenah R-1772
226	24 x 36" Box Structure	Neenah R-3287-SB10
227	24 x 36" Box Structure	Neenah R-3287-10V
228	24 x 36" Box Structure	Neenah R-3287-10V
229	24 x 36" Box Structure	Neenah R-3287-10V
230	24 x 36" Box Structure	Neenah R-3287-SB10
231	24 x 36" Box Structure	Neenah R-3287-10V
232	Precast Concrete End Section	N/A
233	Standard Precast Manhole	Neenah R-3010
234	Standard Precast Manhole	Neenah R-3010
235	Precast Concrete End Section	N/A
236	Standard Precast Manhole	Neenah R-3065-V
237	Standard Precast Manhole	Neenah R-3010
238	Standard Precast Manhole	Neenah R-3010
239	24 x 36" Box Structure	Neenah R-3246-CC
240	24 x 36" Box Structure	Neenah R-3246-CC
241	Precast Concrete End Section	N/A
242	24 x 36" Box Structure	Neenah R-3287-10V
243	24 x 36" Box Structure	Neenah R-3287-10V
244	Precast Concrete End Section	N/A
245	Standard Precast Manhole	Neenah R-1772
246	Standard Precast Manhole	Neenah R-1772
247	24 x 36" Box Structure	Neenah R-3287-SB10
248	24 x 36" Box Structure	Neenah R-3287-SB10
249	24 x 36" Box Structure	Neenah R-3287-SB10
250	24 x 36" Box Structure	Neenah R-3287-SB10
251	Precast Concrete End Section	N/A
252	24 x 36" Box Structure	Neenah R-3287-10V
253	24 x 36" Box Structure	Neenah R-3287-10V
254	Precast Concrete End Section	N/A
255	Standard Precast Manhole	Neenah R-3010
256	Standard Precast Manhole	Neenah R-3010
257	Standard Precast Manhole	Neenah R-3010
258	Standard Precast Manhole	Neenah R-4342
259	24 x 36" Box Structure	Neenah R-3287-SB10

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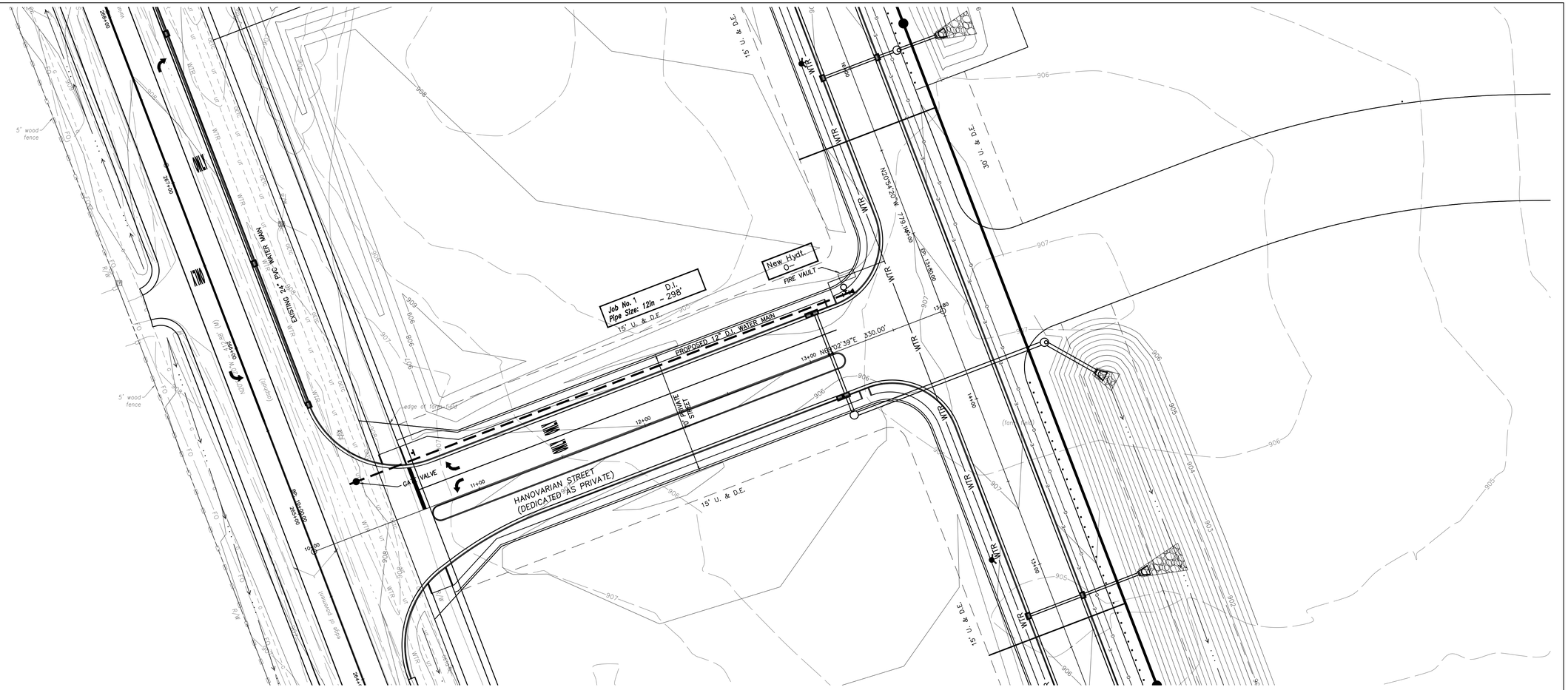
STORM SEWER
STRUCTURE DATA TABLE

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



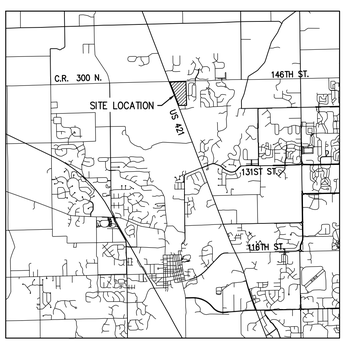
NORTH

0 30 60 90

GRAPHIC SCALE IN FEET

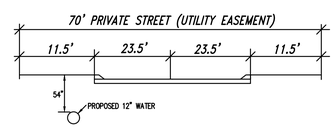
Legend

- Existing Water Main
- Proposed Water Main
- Telephone Pole
- Gas Pole
- Inlet
- Tree
- GAS VALVE
- Parcel Id
- Adapter
- Bend
- Kicker Block
- Cross
- Hydrant
- Hydrant with Hydrant Valve
- Flush Hydrant
- Butterfly Valve
- Valve
- Blowoff Assembly
- Air Relief Valve
- Plug
- Reducer
- T.J. Tee
- M.J. Sleeve
- Casing Pipe
- GAS — Gas Lines
- UT — Telephone Lines
- UE — Electric Lines



LOCATION MAP
SCALE: 1" = 2000'

CITIZENS ENERGY GROUP PROJECT LEGEND				
PROJECT NAME: APPALOOSA CROSSING WATER MAIN				
PROJECT NUMBER: J-20-				
JOB#	STREET NAME	PIPE TYPE	SIZE	LFT
1	PRIVATE STREET	DUCTILE IRON	12"	298'
			TOTAL	298'



Private Street Detail (No Scale)

Project Name	*APPALOOSA CROSSING WATER MAIN*
Project Number	*J-20-___*
Dist. Map No.	
Meter Map No.	
Lots	*1*
Tax Code	
Pressure Dist	
Drafter	*GSS*
Date	

NOTE:
SEE CITIZENS WATER STANDARD PRACTICE FOR FOR INSTALLING WATER MAINS LATEST VERSION FOR ALL DETAILS AND SPECIFICATIONS WITH REGARD TO MATERIALS, CONSTRUCTION METHODS, ETC.

NOTE:
MINIMUM COVER OVER TOP OF ALL WATERMAINS TO BE 54" FROM FINISH GRADE.

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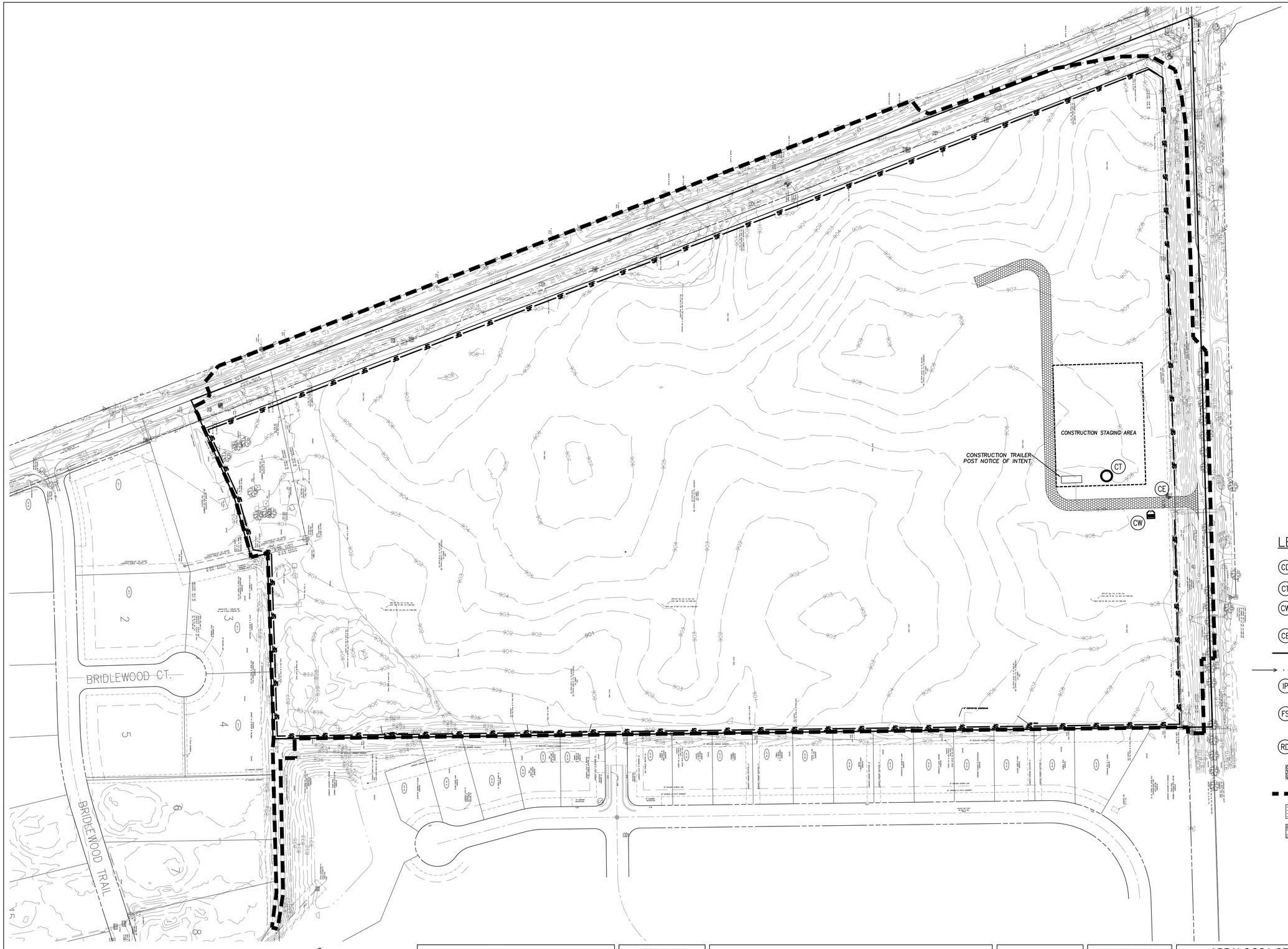
WATER MAIN PLAN

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

SHEET: 28 OF 43



NORTH

0 100 200 300

GRAPHIC SCALE IN FEET

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STORMWATER POLLUTION PREVENTION PLAN (PRE-CONSTRUCTION)

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: 29 OF 43

SEE SEPARATE PLANS FOR SHOPS BUILDING SITE FOR INDIVIDUAL LOT SWPPP

CONSTRUCTION STAGING AREA

CONSTRUCTION TRAILER POST NOTICE OF INTENT

CONSTRUCTION STAGING AREA

(existing crop field to remain)

(existing crop field to remain)

(existing crop field to remain)

BRIDLEWOOD CT.

BRIDLEWOOD TRAIL

NORTH

0 100 200 300

GRAPHIC SCALE IN FEET

LEGEND:

- CD — CONSTRUCTION TRASH/DUMPSTER
- CT — CONSTRUCTION PORTABLE TOILET
- CW — CONCRETE WASHOUT AREA
- CE — STABILIZED CONSTRUCTION ENTRANCE
- SF — SILT FENCE
- FLOW ARROW
- IP — INLET PROTECTION
- FS — COMPOST FILTER SOCK
- RD — ROCK FILTER CHECK DAM
- RIP RAP
- CONSTRUCTION LIMITS
- SEED AND MULCH
- EROSION CONTROL BLANKET
- RA — ROCK CHUTE/RIP RAP OUTLET PROTECTION

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ZIONSVILLE, INDIANA

STORMWATER POLLUTION PREVENTION PLAN (CONSTRUCTION)

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

SHEET: 30 OF 43

EROSION CONTROL SPECIFICATIONS

A. SCOPE OF WORK

1. The work required under this section includes erosion and sediment control measures for construction activities as required by local, state and federal jurisdictions including by not limited to County Soil & Water Conservation District, Local MS4, Indiana Deptartment of Environmental Management and the Environmental Protection Agency.

B. MATERIALS

1. Materials required for this section are provided under the Stormwater Pollution Prevention Plans, Erosion & Sediment Control Notes, and Details.

C. GENERAL

1. This plan is designed as an attempt to prevent any and all sediment from leaving the construction site by way of erosion. If erosion of sediment from the site is taking place, the owner shall take preventative action immediately. The Engineer shall be consulted in the event this happens.
2. Temporary seeding is to be applied within 7 days if no work is anticipated in an area of disturbed soil within 15 days.
3. Permanent seeding is to be applied immediately to areas that have achieved final and finished grade.
4. Preserve existing vegetation on the site whenever and wherever possible to prevent topsoil erosion.
5. All sediment capturing measures are to be implemented prior to the disturbance of the construction area they are intended to service.
6. All erosion control measures proposed are to be properly maintained to continue their effectiveness.
7. If grading occurs during December, January or February dormant seeding procedures shall be used.
8. During dry weather, keep lawns watered with sprinklers or other approved methods. Reseed any areas not germinating or damaged at intervals as may be required according to seasonal condition and/or construction activity. Water grass and execute necessary weeding until full stand of grass has been obtained.
9. The implementation and maintenance of the erosion control is the sole responsibility of the contractor and/or owner.
10. It shall be the Contractor's and/or Owner's responsibility to minimize sedimentation (from on-site construction activities) from being deposited onto adjacent properties and receiving streams/ditches in strict compliance with the United States Environmental Protection Agency (U.S. EPA) and the Indiana Department of Environmental Management (IDEM) Storm Water Phase II criteria. It shall also be the Contractor's and/or owner's responsibility to obtain any approvals required from the local authority having jurisdiction and to submit a complete Notice of Intent form to the Indiana Department of Environmental Management (IDEM) prior to the start of any construction activity.
11. Provide 12" Minimum of INDOT #2 crushed stone on filter fabric construction entrance(s) to site from streets/roads. See details for additional information.
12. Contractor shall at all times insure that erosion control measures protecting existing drainage facilities be in place prior to the commencement of any phase of construction or land alteration activity.
13. As soon as areas are brought to finish grade or new drainage facilities are constructed, contractor shall construct the applicable erosion control measures required by and delineated on the approved plan.
14. During site construction activity, the contractor shall:
    a. Construct all perimeter silt barriers.
    b. Install and maintain clean crushed stone at all construction entrances/exits to the site and any areas used for parking.
    c. Prevent construction silts from leaving the site at all times and place excavated materials away from any direct drainage flow runoff from the site.
15. Temporary vegetation shall be installed within 7 days following completion of any phase of grading.
16. Contractor shall inspect all erosion control measures daily and repair as necessary to prevent erosion. Siltation shall be removed from areas where failures have occurred and corrective action shall be taken within 24 hours to maintain all erosion control.
17. Perimeter siltation barriers shall be maintained at all times.
18. At such time that rough grading of the site is complete and drainage diverts to inlets, inlet erosion control measures shall be installed at all inlet structures to keep piping systems free of siltation.
19. Erosion control measures, construction entrances and siltation barriers shall remain in place until a good stand of grass has been obtained and/or paving operations are complete. After this has been accomplished, all silt in pipes, detention facilities and swales shall be removed within 10 days so that finished grades are met.
20. Once construction is complete and prior to the contractor handing over the project to the owner, the contractor shall clean all debris, pollutants, and sediment from the detention pond and forebay.

SPILL PREVENTION PLAN

All fueling and servicing of vehicles on site will be conducted near the construction entrance/staging area. This area shall be contained with a row of staked straw bales around the perimeter. Secondary containment in the form of drip pans or drop cloths shall be used to contain any spills. The contractor shall maintain a supply of oil-absorbent material to clean up any small spills that may occur. Any spillage will be removed immediately. Used absorbent material shall be removed from the site and disposed of in accordance with the laws of the State of Indiana. Contaminated soils will be placed on heavy plastic and covered or placed into approved containers to prevent contact with storm water. All fuel tanks will be in the containment area. Oils, other vehicle fluids, paints and solvents will be stored in the construction trailer. Any spill in excess of two gallons will be reported to a representative of the contractor.

If a release containing a hazardous substance in an amount equal to or in excess of a reporting quantity established under either 40 CFR 117 or 40 CFR 302 occurs during a 24-hour period, the contractor will immediately notify the permittee who shall then do the following: notify the National Response Center (NRC) (800-424-8802) and the Indiana State Emergency Management Agency (317-232-3986); as well as the Local/County Emergency Management, the Local Fire Department (911), and Zionsville Engineering Department. Also, the engineer will prepare a revision to this document to identify measures to prevent the reoccurrence of such releases.

Concrete trucks will wash out at the designated area near the construction entrance. The contractor shall take care to insure that no waste materials are discharged into the waters of the state. Each contractor is responsible to provide litter control for trash generated by his crew. All trash including but not limited to; solid waste, paint cans, oil cans, used oil and filters will be contained and disposed of by the contractor in accordance with the laws and regulations of the State of Indiana and Local/County requirements.

The contractor shall furnish and maintain sanitary facilities for this project. The facilities shall be cleaned as necessary and the waste materials shall be disposed of in accordance with the laws and regulations of the State of Indiana and Local/County requirements.

GENERAL EROSION AND SEDIMENT CONTROL STAGING NOTES

1. The Contractor shall schedule and hold a pre-construction meeting with the Zionsville Engineering and Stormwater - MS4 Departments prior to any construction activities.
2. All erosion and sediment control practices shall be in accordance with the Indiana Stormwater Quality Manual, Indiana Department of Environmental Management, and the Zionsville Stormwater Design Manual and Standards.
3. The Notice of Intent (NOI) and public notice for the project, along with the Governing Municipality Erosion County Permit, shall be posted on a sign installed at or near the site contstruction entrance. The NOI shall list the contact information for the site contact person. The sign and information shall be maintainted and remain legible throughout construction.
4. A copy of this Erosion and Sediment Control Plan and the Erosion and Sediment Control Report shall be available at the project site throughout the entire construction period.
5. The contractor shall control waste, garbage, debris, wastewater, and other substances on the site so they will not be transported from the site by the action of wind, storm water runoff, or other forces. Proper disposal or management of all wastes and unused building material appropriate to the nature of the waste or material is required.
6. Public or private roadways shall be kept clear of accumulated sediment. All sediment that is cleared must be returned to the likely point of origin or other suitable location. Clearing of large amounts of sediment shall not include flushing the area with water.
7. Minimize the exposure of bare earth by limiting the work area to that necessary to perform the work, and by proper scheduling of manpower and equipment.
8. All erosion and sediment control measures shall be inspected, cleaned, and maintained following each storm event of 0.5 inches or greater.
9. Wherever possible, maintain existing vegetative cover. Use non-vegetative material including mulch, erosion blankets, or stone to control erosion from disturbed areas.
10. A log shall be maintained of all inspections (weekly, and following storm events), maintenance and repair of erosion and sediment control measures. The log shall be maintained on site and be available upon request to the owners representatives and the operating authorities having jurisdiction over the site.
11. The following erosion control measures shall be in place prior to any land disturbing activities:
    11.1. Create a stabilized construction entrance
    11.2. Install Temporary Inlet Protection Measures on existing storm inlets.
    11.3. Install Temporary Silt Fence and/or Silt Sock Protection as shown on approved plans
    11.4. Install Temporary Concrete Washout
12. Once land disturbing activities begin, the following practices shall be provided:
    12.1. Once earth disturbing activities begin, the adjacent roadways, drives, parking lots, etc., shall be continuously monitored for sediment tracking. If sediment is found, immediate action is required to clean the offsite areas and the current erosion control practices will need to be inspected and modified accordingly to prevent any further sediment from leaving the project site.
    12.2. Once the new storm structures/pipes are is in place, the appropriate type of inlet protection measures shall be placed.
    12.3. Continued monitoring of all exposed areas shall be performed in order to verify the surrounding areas are not becoming sediment laden from construction activities onsite.
    12.4. As the construction occurs, disturbed areas shall be stabilized as soon as they are at finished grade or will be left bare for more than 15 days.
    12.5. Provide final grade stabilization upon final grading of all areas including erosion control blanketing, seeding and sodding as appropriate.
    12.6. Storm sewers shall be jet/vacuumed to remove silted materials in the event they become silted from construction activities onsite.
    12.7. Silt fence shall be installed prior to any privacy fence removal. New privacy fence shall be installed before any silt fence is removed.
13. Whenever possible, erosion and sediment control measures shall be constructed and installed prior to performing other earth disturbing activities.
14. Minimize erosion from exposed areas by providing and maintaining temporary or permanent stabilization measures. Erosion control measures to protect exposed areas shall be installed at the end of the day's work or within 24 hours of the completion of the earth disturbing activity, as applicable for the type of measure.
15. All disturbed areas shall be seeded and/or stabilized upon completion of the earth disturbing activity.
16. All graded areas (lawns, banks, mounds, etc.) with slopes equal to or steeper than 6h:1v shall be stabilized with an erosion control blanket unless noted otherwise. All constructed swales channels shall be stabilized with an erosion control blanket to the top of the bank. Soil stockpiles shall be seeded and mulched to minimize erosion.
17. All other lawn and planting areas shall be seeded and stabilized with an anchored, crimped or tackified mulch and seed mixture.
18. Areas to be paved shall be stabilized with a temporary stone cover. The temporary stone stabilization shall be equivalent to the proposed stone sub-base material. Adequate sub-base depths shall be maintained during construction, verified and restored, if necessary, prior to final paving. Stone stabilization shall be installed per the paving specifications and details.
19. Install pipe and grate inlet protection measures and pipe outlet protection as new pipes or pipe extensions are installed. Limit excavation to the work that can be performed that day. Trenches shall be seeded and mulched as part of the backfill operation.
20. Install inlet protection measures to prevent debris and sediment from entering storm system. check weekly and after each storm event for debris and sediment. Clear blockages as identified. Torn, damaged or ineffective measures shall be replaced.
21. Soil stockpiles shall have appropriate perimeter protection to prevent sedimentation of the surrounding acres. Any stock pile that will not be disturbed for 15 days or longer shall be seeded and protected with mulch or erosion control blanket.
22. All disturbed areas where work will potentially cease for 15 days or longer shall be seeded and stabilized immediately upon completion of the activity.
23. Erosion and sediment control measures shall be maintained until the site has a 70% vegetative stand.
24. Once construction is complete and prior to the contractor handing over the project to the owner, the contractor shall clean all debris, pollutants, and sediment from the detention pond.

ASSESSMENT OF CONSTRUCTION PLAN ELEMENTS:

A1 Plan index is provided on the Cover Sheet.

A2 An 11x17 Plan providing the proposed improvements and erosion control measures is provided separately.

A3 Project Description
The project consists of infrastructure for a ±53 acre commercial development.

A4 Vicinity Map
A Vicinity Map is provided on the Cover Sheet.

A5 Legal Description of Plat
The Land Description(s) for this project are provided on record boundary surveys of this Construction Set.

A6 Location of all Lots and Proposed Site Improvements
The proposed improvements are a new building and parking lot. See the site plan sheets and utility sheets included in this Construction Set for additional information.

A7 Hydrologic Unit Code
05120201120050

A8 State or Federal Water Quality Permits
No State or Federal Water Quality Permits are anticipated with this project.

A9 Identification of Storm Water Discharges
The majority of storm water runoff will be collected by surface drainage, inlets and pipes directed to detention ponds that outlet into a storm sewer within Bridlewood subdivision, then to Cox Creek.

A10 Nearby Watercourses and Lakes
No major water courses are near the site.

A11 Receiving Waters
The project site is located within the Cox Creek and Holliday Creek Watersheds with ultimate discharge to Eagle Creek. This project's storm water runoff is conveyed through swales, culverts, and storm sewers into proposed wet detention ponds and then east into the receiving system.

A12 Potential Discharges to Groundwater
There are no known abandoned wells, sink holes or other similar potential points for discharge into the ground water within the project area. Normal percolation of the water from the grass areas will occur to the water table.

A13 100 Year Floodplains, Floodways, and Floodway Fringes
The project site is located within the FEMA Community Panel Map # 18011C0033JE dated January 18, 2012. Review of the map indicates the project site is located within the Flood Designation shaded Zone 'X' and unshaded Zone 'X'. The Flood Designation Zone X does not have an associated Base Flood Elevation.

A14 Storm Water Runoff Discharge Summary
The pre and post developed storm peak flow rates to Cox Creek for the 10 & 100 year storm events for this project are presented below:

Pre-Construction 10 Yr Runoff Rate = 58.6 cfs
Post-Construction 10 Yr Runoff Rate = 3.8 cfs
Pre-Construction 100 Yr Runoff Rate = 112.9 cfs
Post-Construction 100 Yr Runoff Rate = 7.5 cfs

A15 Adjacent Land Use
NORTH - VACANT COMMERCIAL, RESIDENTIAL
SOUTH - RESIDENTIAL
WEST - RESIDENTIAL
EAST - RESIDENTIAL

A16 Locations & Approximate Boundaries of Disturbed Areas
The proposed disturbed areas are shown on the Site Layout Plan, Grading Plan, Utility Plan, and Erosion Control Plan Sheets located within this Construction Set.

A17 Existing Vegetative Cover
The site is currently s cultivated farm field. See the Existing Conditions, Site Plan, and Grading Plan, located within this Construction Set, for additional information on existing conditions.

A18 Site Soils Information
The Soil Survey information obtained from the Natural Resources Conservation Services (NCRS) website for the soils present onsite are provided to in a table to the right. A soils map is presented on sheet C305.

A19 Storm Sewer System
The proposed storm sewer system will consist of storm inlets, and storm sewers that will all drain to the proposed dry detention pond. See the Utility Plan Sheets for additional information.

A20 Off Site Construction Activities
All areas of the proposed construction are shown on the Construction Plan Set. It is intended that no construction will occur offsite. If the contractor deems it necessary to perform offsite work, the contractor will file an amended NOI Rule 5 Permit.

A21 Locations of Soil Stockpiles
Stockpile areas are not anticipated for this project site. In the event that additional soil stockpiles or borrow pits become necessary, the IDEM Rule 5 Permit for this project may need to be revised. Contractor shall coordinate offsite work with the local MS4 Operator, Soil & Water Conservation District and IDEM, and file an amended NOI Rule 5 Permit.

A22 Existing Site Topography
The project site slopes south toward an existing retention pond which outlets to yet another pond and in turn discharges into the Willow Creek Subdivision Regulated Drainage Easement. Refer to the Site Plan, Grading Plan, and Erosion Control Plan Sheets for additional information.

A23 Proposed Site Topography
This project will include alterations to the existing site topography including excavation and fill in certain areas. Refer to the Grading Plans for detailed information.

CONSTRUCTION COMPONENTS

B1 Construction Potential Pollutant Sources
The main sources of pollution during construction will be silt, construction materials, and petroleum products used in construction equipment. Erosion and sediment control measures will be put in place before construction begins to minimize the possibility of silt entering stormwater. The contractor is to cover all material storage areas before any expected rainfall event to prevent pollution of stormwater from construction materials. The contractor is to maintain a fueling and servicing area to minimize the danger of pollutants entering stormwater from construction equipment. Instructions for the fueling and servicing area are provided in section B13 - Material Handling and Spill Prevention.

B2 Sequence of Construction
Refer to the Erosion Control Staging Notes that are presented on sheet C10.00 for detailed information concerning this topic.

B3 Stabilized Construction Entrance
Refer to the Erosion Control Plan Sheets, Erosion Control Detail Sheets and the Erosion Control Specifications for information regarding this topic.

B4 Sediment Control Measures for Sheet Flow Areas
Refer to the Erosion Control Plan Sheets, Erosion Control Detail Sheets and the Erosion Control Specifications for information regarding this topic.

B5 Sediment Control Measures for Concentrated Flow Areas
Refer to the Erosion Control Plan Sheets, Erosion Control Detail Sheets and the Erosion Control Specifications for information regarding this topic.

B6 Storm Sewer Inlet Protection Measures
Refer to the Erosion Control Plan Sheets, Erosion Control Detail Sheets and the Erosion Control Specifications for information regarding this topic.

B7 Runoff Control Measures
Refer to the Erosion Control Plan Sheets, Erosion Control Detail Sheets and the Erosion Control Specifications for information regarding this topic.

B8 Stormwater Outlet Protection Measures
Refer to the Erosion Control Plan Sheets, Erosion Control Detail Sheets and the Erosion Control Specifications for information regarding this topic.

B9 Grade Stabilization Locations
Refer to the Erosion Control Plan Sheets, Erosion Control Detail Sheets and the Erosion Control Specifications for information regarding this topic.

B10 Location, Dimentions, Specifications and Details for Stormwater Quality Measures
Refer to the Erosion Control Plan Sheets , Erosion Control Detail Sheets and the Erosion Control Specifications for information regarding this topic.

B11 Temporary Surface Stabilization Measures
Refer to the Erosion Control Plan Sheets , Erosion Control Detail Sheets and the Erosion Control Specifications for information regarding this topic.

B12Permanent Surface Stabilization Measures
Refer to the Erosion Control Plan Sheets, Erosion Control Detail Sheets and the Erosion Control Specifications for information regarding this topic.

B13 Material Handling and Spill Prevention
The contractor shall provide a central area for fueling and servicing of equipment. This area shall be contained with a row of staked straw bales around the perimeter. Secondary containment in the form of drip pans or drop cloths shall be used to contain any spills. The contractor shall maintain a supply of oil-absorbent material to clean up any small spills that may occur. Used absorbent material shall be removed from the site and disposed of in accordance with the laws of the State of Indiana. Refer to the Spill Prevention Plan located on this sheet for additional information.

B14Monitoring and Maintenance Guidelines
The details for each Erosion and Sediment Control Practice used within these plans lists the specific guidelines for the maintenance of each type of practice used.

B15Practices for Individual Building Lots
The Erosion and Sediment Control Practices pertain to the entire project site. There are no individual building lots for this project.

POST CONSTRUCTION COMPONENTS

C1 Post Construction Potential Pollutant Sources
The majority of the post construction potential pollutant sources for this project are oil, grease, antifreeze, brake fluid, brake dust, rubber fragments, gasoline, and other hydrocarbons from vehicles. Other potential pollutants could include sediment from wearing of the road surface and washing or falling off of vehicles, trash from littering and other types of improper disposal and storage, and elevated receiving water temperatures from stormwater runoff contact with impervious surfaces.

C2 Post Construction Storm Water Quality Measure Implementation
The water quality treatment system will include Hydro International First Defense hydrodynamic separators and (3) detention ponds for secondary treatment. For additional information on the sequence and implementation of the post construction water quality measures, please refer back to the Erosion & Sediment Control Staging Notes that are presented on this sheet.

C3 Post Construction Stormwater Quality Measures
This project was designed to minimize pollutants and the impact on the receiving waters and the surrounding environment. All storm water associated with this project is collected through a storm sewer system that drain through hydrodynamic separators prior to entering wet detention ponds which will treat the stormwater runoff prior leaving the pond. The existing south detention pond was master planned to be used as the water quality measure for the project area.

C4 Location, Dimensions, Specifications & Construction Details of Stormwater Quality
Refer to the Site Plan, Grading Plan, Utility Plan, and Erosion Control Plan Sheets for information regarding this topic.

C5 Post Construction Stormwater Quality Measures Maintenance
See stand-alone Operation and Maintenance Manuals for the hydrodynamic separators.

The detention ponds will be maintained and monitored during this project by the contractor and the current owner. The owner of this project will be responsible for the detention pond once construction is complete, as it currently is required. Storm sewer inlets and pipes will also need to be inspected on a regular basis and cleaned as necessary.

For guidelines, the tables below provides a list of Maintenance and Inspection Activities for the contractor, pond owner, and project owner.

MAINTENANCE & INSPECTION

MAINTENANCE / INSPECTION SCHEDULE	
ITEM DESCRIPTION	INTERVAL
Inspection of Embankment	Annual Inspection and/or after major storm events
Inspection of Outlet Structures / Riprap	Monthly Inspection and/or after major storm events
Inspection of Stormwater Inlets	Inspect Monthly
Condition of Embankment	Annual Inspection and/or after major storm events

MAINTENANCE / INSPECTION LIST		
ITEM DESCRIPTION	SATISFACTORY/ UNSATISFACTORY	ACTION TAKEN/ COMMENTS
1. CONDITION OF EMBANKMENT		
Healthy vegetation with at least 85% ground cover		
No signs of erosion on embankment		
No animal burrows		
Embankment is free of cracking, bulging or sliding		
Embankment is free of woody vegetation		
Embankment is free of leaks or seeps		
No slope protection failure		
2. CONDITION OF OUTLET STRUCTURES		
Low flow outlet free of obstruction		
Flared End Section not blocked or damaged		
Outlet pipe is not blocked and is in good condition		
Outfall channels are stable and free of scouring		
Riprap is good condition and not sediment laden		
3. CONDITION OF INLET STRUCTURES		
No riprap failures		
No evidence of slope erosion or scouring		
Inlet storm pipes are in good condition		
Inlet storm pipes are not clogged and are operational		
Endwalls/Headwalls/End Sections are in good condition		
Inlet grates are free of obstructions		
Inlet bottoms are free of debris and sediment		

EROSION CONTROL NOTES:

DISTURBED AREA = ±58 ACRES

1. Additional erosion control measures may be required by the field inspector.
2. There shall be no dirt, debris, or storage of materials in the street.
3. All erosion control materials shall be approved by the Town of Zionsville prior to installation.

THE CONTRACTOR IS RESPONSIBLE FOR ALL INSTALLATION AND MAINTENANCE OF EROSION CONTROL AND STORM WATER POLLUTION PREVENTION FOR THE PROJECT AREA:

Construction Manager: Strongbox Commercial, LLC
Address: 7661 N.Perimeter Road
Indianapolis, In 46241
Contact: Jerry Williams, P.E.
jwilliams@strongbox.co

List of Qualifications:
Contractor is to inform the City of Zionsville's City Engineer of who this stormwater pollution prevention individual is at the pre-construction meeting, prior to any earth disturbing & construction activities.

THE INDIANA STORM WATER QUALITY MANUAL SHALL BE USED IN CONJUNCTION WITH THIS SET OF EROSION CONTROL PLANS.

REVISIONS		
DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
01/30/20	2	TOWN OF ZIONSVILLE COMMENTS
02/04/20	3	INDOT AND TRICO COMMENTS
02/18/20	4	INDOT COMMENTS, KEYNOTE CLARIFICATIONS
03/05/20	5	TOWN OF ZIONSVILLE COMMENTS

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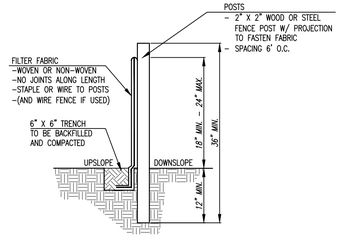
STORMWATER POLLUTION PREVENTION PLAN (NOTES)

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

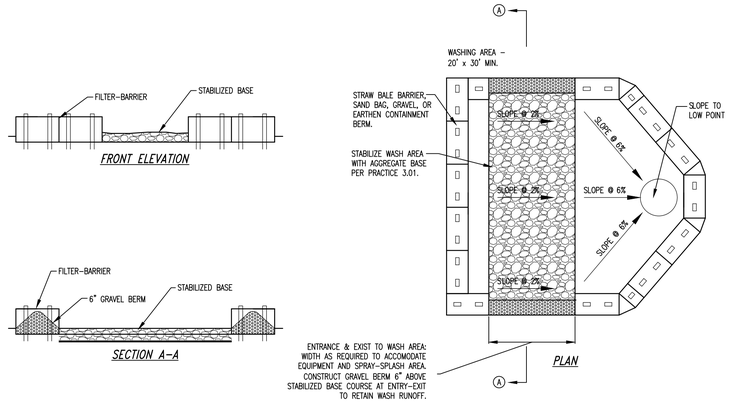
SHEET: 31 OF 43



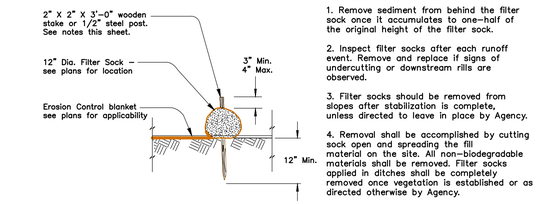
INSTALLATION:
1. THE BOTTOM 1' OF THE FENCE SHALL BE BURIED IN THE TRENCH ON THE UPSLOPE SIDE.
2. FENCE SHALL BE INSTALLED ALONG LEVEL GRADES, NOT ACROSS FLOW CHANNELS.
3. IF OPTIONAL SUPPORT WIRE FENCE IS USED, POST SPACING MAY BE EXTENDED TO 8' O.C.

MAINTENANCE:
1. INSPECT SILT FENCE PERIODICALLY (WEEKLY) AND AFTER EACH STORM EVENT.
2. IF FABRIC IS TORN OR DAMAGED OR IN ANY WAY BECOMES INEFFECTIVE, REPLACE THE AFFECTED PORTION IMMEDIATELY.
3. REMOVE DEPOSITED SEDIMENT WHEN IT REACHES HALF THE HEIGHT OF THE FENCE, OR IT IS CAUSING THE FABRIC TO BULGE.
4. TAKE CARE NOT TO UNDERMINE THE FENCE DURING SEDIMENT REMOVAL.
5. AFTER THE CONTRIBUTING AREA HAS BEEN STABILIZED, REMOVE THE FENCE AND REMAINING SEDIMENT, BRING THE DISTURBED AREA TO GRADE, AND STABILIZE.

SILT FENCE
NO SCALE



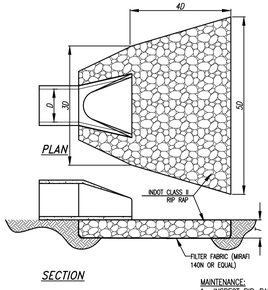
CONCRETE WASHOUT
NO SCALE



Filter Sock General Notes:

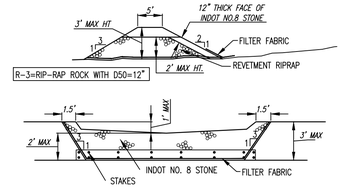
1. Remove sediment from behind the filter sock once it accumulates to one–half of the original height of the filter sock.
2. Inspect filter socks after each runoff event. Remove and replace if signs of undercutting or downstream rills are observed.
3. Filter socks should be removed from slopes after stabilization is complete, unless directed to leave in place by Agency.
4. Removal shall be accomplished by cutting sock open and spreading the fill material on the site. All non–biodegradable materials shall be removed. Filter socks applied in ditches shall be completely removed once vegetation is established or as directed otherwise by Agency.

FILTER SOCK
NO SCALE



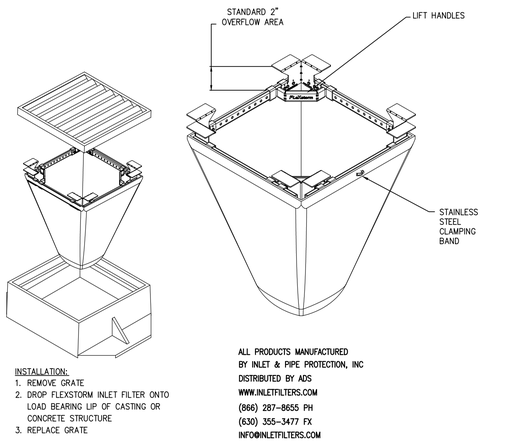
MAINTENANCE:
1. INSPECT RIP–RAP APRON AFTER EACH STORM EVENT FOR STONE DISPLACEMENT AND EROSION AT SIDES AND ENDS OF THE APRON.
2. REMOVE AND STABILIZE EXCESS SEDIMENT EVIDENT ON APRON.
3. MAKE REPAIRS TO THE APRON IMMEDIATELY. USE APPROPRIATE STONE SIZE AND DO NOT PLACE ABOVE FINISHED GRADE.
4. RIP–RAP SHALL MEET INDOT SPECIFICATIONS

OUTLET PROTECTION (ROCK CHUTE)
NO SCALE



MAINTENANCE:
1. INSPECT WEEKLY AND AFTER EACH STORM EVENT.
2. IMMEDIATELY REPAIR ANY EROSION OR PIPING HOLES THROUGH OR AROUND THE FILTER
3. REMOVE SEDIMENT WHEN IT AS ACCUMULATED TO 1/2 OF THE SPILLWAY DEPTH.
4. REPLACE GRAVEL FACING IF CLOGGED WITH SEDIMENT.
5. REPLACE ANY DISPLACED ROCK OR STONE, REPAIR ANY DAMAGE CAUSE BY DIPLACED ROCK.
6. CHECK FILTER AND SPILLWAY HEIGHTS. MAINTAIN PROPER DEPTHS OF ROCK AND STONE.

ROCK FILTER CHECK DAM
NO SCALE



INSTALLATION:
1. REMOVE GRATE
2. DROP FLEXSTORM INLET FILTER ONTO LOAD BEARING LIP OF CASTING OR CONCRETE STRUCTURE
3. REPLACE GRATE

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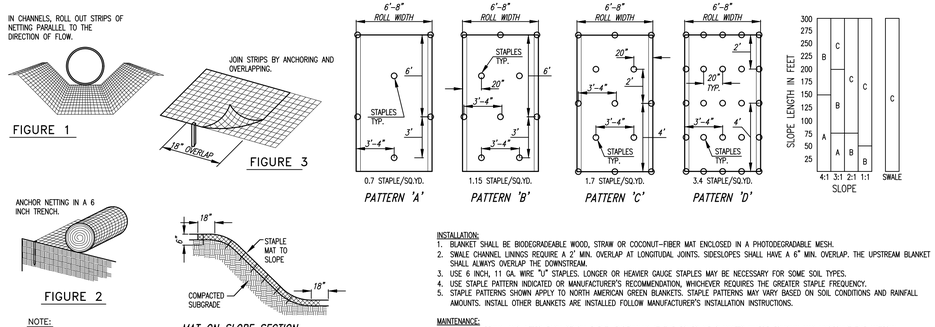
INLET PROTECTION
NO SCALE

STABILIZATION PRACTICE:	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
PERMANENT SEEDING	SEE LANDSCAPE PLANS											
TEMPORARY SEEDING	SEE LANDSCAPE PLANS											
MULCHING	E											

A = KENTUCKY BLUEGRASS 40%, TURF TYPE TALL FESCUE 40%, ANNUAL RYE GRASS 20% PLUS 2 TONS OF STRAW MULCH/ ACRE
APPLY MIXTURE AT A RATE OF 2 LBS. PER 1000 SQ.FT.
B = SPRING OATS 3 BUSHEL PER ACRE
C = WHEAT OR RYE 2 BUSHEL PER ACRE
D = ANNUAL RYE GRASS (1 LB. PER 1000 SQ. FT.)
E = STRAW MULCH (90 LBS. PER 1000 SQ.FT.)
● / / / ● IRRIGATION NEEDED DURING JUNE, JULY, AND / OR SEPTEMBER.
● ● IRRIGATION NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING SOD
NOTE: ALL SEEDING SHALL HAVE 12–0–12 FERTILIZER APPLIED 400–600 LBS. PER ACRE OR AS SPECIFIED ON LANDSCAPE PLANS.

SEEDING SCHEDULE
NO SCALE



INSTALLATION:
1. BLANKET SHALL BE BIODEGRADEABLE WOOD, STRAW OR COCONUT–FIBER MAT ENCLOSED IN A PHOTODEGRADABLE MESH.
2. SWALE–CHANNEL LININGS REQUIRE A 3" MIN. OVERLAP AT LONGITUDAL JOINTS. SIDESLOPES SHALL HAVE A 6" MIN. OVERLAP. THE UPSTREAM BLANKET SHALL ALWAYS OVERLAP THE DOWNSTREAM.
3. USE 6 INCH, 11 GA. WIRE "U" STAPLES. LONGER OR HEAVIER GAUGE STAPLES MAY BE NECESSARY FOR SOME SOIL TYPES.
4. USE STAPLE PATTERN INDICATED OR MANUFACTURER'S RECOMMENDATION, WHICHEVER REQUIRES THE GREATER STAPLE FREQUENCY.
5. STAPLE PATTERNS SHOWN APPLY TO NORTH AMERICAN GREEN BLANKETS. STAPLE PATTERNS MAY VARY BASED ON SOIL CONDITIONS AND RAINFALL AMOUNTS. INSTALL OTHER BLANKETS ARE INSTALLED FOLLOW MANUFACTURER'S INSTALLATION INSTRUCTIONS.

MAINTENANCE:
1. INSPECT WEEKLY, AND AFTER EACH STORM EVENT. ESPECIALLY AT THE EDGES OF BLANKETS WHERE EROSION MAY UNDERCUT THE MATERIAL.
2. REPAIR AND REPLACE DAMAGED MATERIAL AND ERODED BASE AREAS IMMEDIATELY.
3. RESTAPLE AND RESECURE AS NEEDED FOR EROSION CONTROL.

NOTE:
CONTRACTOR SHALL USE NORTH AMERICAN GREEN SC150 BLANKET OR APPROVED ALTERNATE.

EROSION CONTROL BLANKET INSTALLATION GUIDE
NO SCALE

5

Construction Entrance

1. Install construction entrance from street to face of proposed building or at a 50' minimum length. Use #2 stone at a 6" minimum depth.
2. A geo-textile is required underneath the entrance to extend its functionality.
3. Flare out entrance where it meets the street so that vehicle turn radiuses do not travel over disturbed ground.
4. Perimeter Controls (silt fence) should be turned into the lot for a few feet where they meet the construction entrance.
5. Inspect weekly and within 24 hrs of a ½" of rain. Freshen or replace stone as needed to prevent off site tracking. If offsite tracking is occurring, clean up immediately, and correct the reason why the drive is failing as soon as possible. Complete repairs before the next anticipated rain and by no later than one week from the date they are noted.

TEMPORARY STONE CONSTRUCTION ENTRANCE DETAIL
NO SCALE

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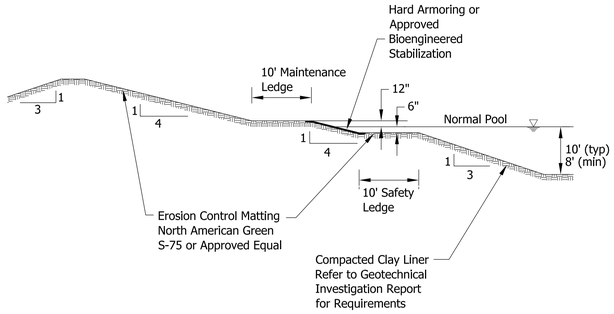
ZIONSVILLE, INDIANA

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

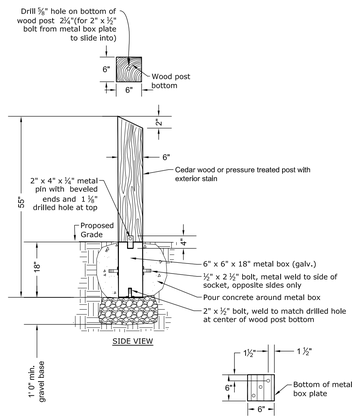
STORMWATER POLLUTION PREVENTION PLAN (DETAILS)

SHEET: 32 OF 43



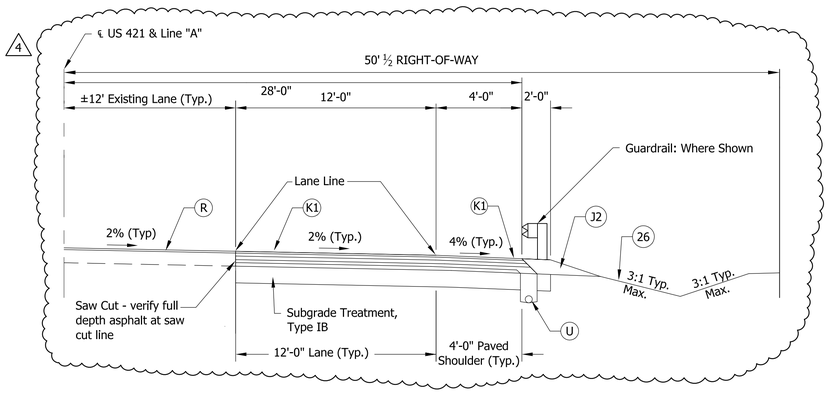
TYP. POND SECTION

(NO SCALE)



WOOD BOLLARD DETAIL

(NO SCALE)



TYPICAL LANE WIDENING SECTION

US 421 (LINE 'A')

LEGEND:

(D) HMA for Approaches, Type B, (Private)
165#/Syd. HMA Surface, Type B on
385#/Syd. HMA Intermediate, Type B on
Subgrade Treatment Type IIIA

(J) HMA SHOULDER
165#/Syd. HMA Surface, Type A on
495#/Syd. HMA Base, Type A on
6" Compacted Aggregate, No. 53

(J2) Aggregate Shoulder where Guardrail is Shown
Variable Depth Compacted Aggregate No. 53

(K) HMA FULL DEPTH ASPHALT
HMA for Approaches, Type B, (Street)
165#/Syd. QC/QA-HMA, 3, 70, Surface 9.5 mm on
275#/Syd. QC/QA-HMA, 3, 70, Intermediate 19.0 mm on
275#/Syd. QC/QA-HMA, 3, 64 Base 19.0 mm on
250#/Syd. QC/QA-HMA, 3, 76, Intermediate OG19.0 mm on
330#/Syd. QC/QA-HMA, 3, 64 Base 19.0 mm

(K1) HMA FULL DEPTH ASPHALT
HMA for Mainline Widening, Shoulder, Turn Lane and Approach
165#/Syd. QC/QA-HMA, 3, 70, Surface 9.5 mm on
330#/Syd. QC/QA-HMA, 3, 70, Intermediate 19.0 mm on
550#/Syd. QC/QA-HMA, 3, 64 Base 25.0 mm on
550#/Syd. QC/QA-HMA, 3, 64 Base 25.0 mm on
Subgrade Treatment Type 1B (14 in. Chemical Modification)

(P) HMA for Structure Installation, Type 'C'

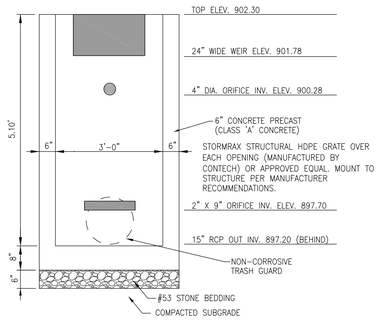
(R) HMA OVERLAY FOR MAINLINE
165#/Syd. QC/QA-HMA, 3, 70, Surface 9.5 mm on
1 1/2" Milling, HMA

(U) 6 in. Underdrain

(14) Combined Concrete Curb & Gutter

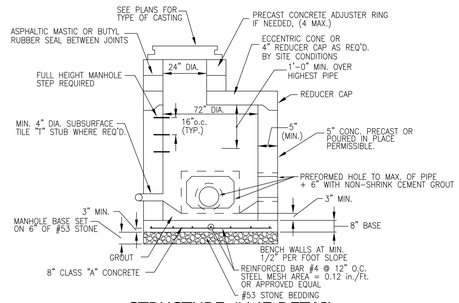
(22) Mod. Concrete Center Curb, Type "D"

(26) Sodding, Nursery



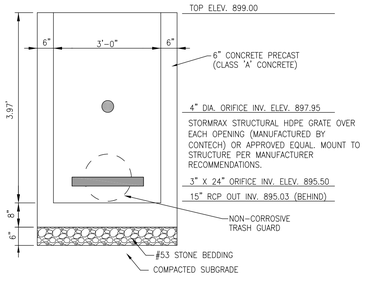
STRUCTURE #169 DETAIL - WEST POND OUTLET

(NO SCALE)



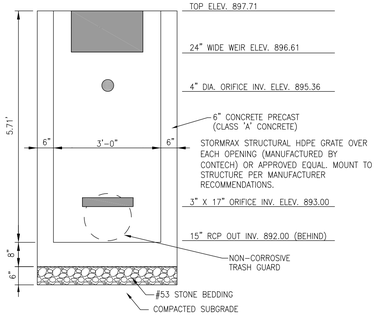
STRUCTURE #147 DETAIL

(NO SCALE)



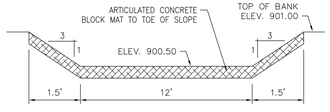
STRUCTURE #105 DETAIL - NORTH POND OUTLET

(NO SCALE)



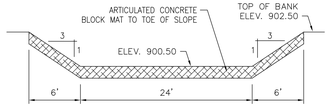
STRUCTURE #103 DETAIL - SOUTH POND OUTLET

(NO SCALE)



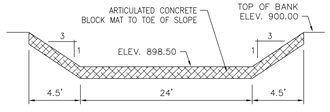
EMERGENCY SPILLWAY SECTION - WATER FEATURE

(NO SCALE)



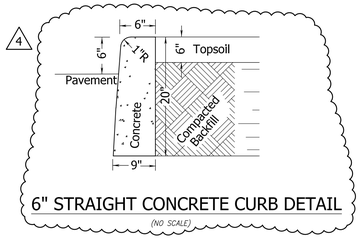
EMERGENCY SPILLWAY SECTION - NORTH POND

(NO SCALE)



EMERGENCY SPILLWAY SECTION - SOUTH POND

(NO SCALE)

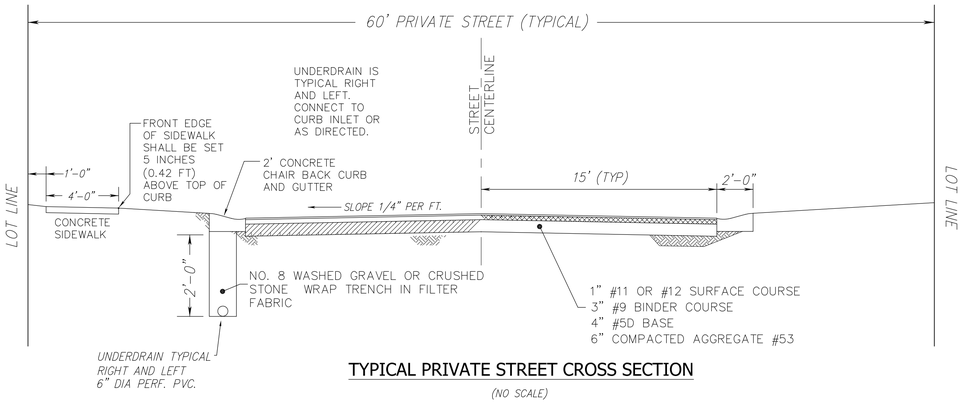


6" STRAIGHT CONCRETE CURB DETAIL

(NO SCALE)

TYPICAL SECTION

146TH STREET (LINE 'C')



TYPICAL PRIVATE STREET CROSS SECTION

(NO SCALE)

REVISIONS		
DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
01/30/20	2	TOWN OF ZIONSVILLE COMMENTS
02/04/20	3	INDOT AND TRICO COMMENTS
02/18/20	4	INDOT COMMENTS, KEYNOTE CLARIFICATIONS
03/05/20	5	TOWN OF ZIONSVILLE COMMENTS

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Carmel, IN 46032
Ph: (317) 697-0180
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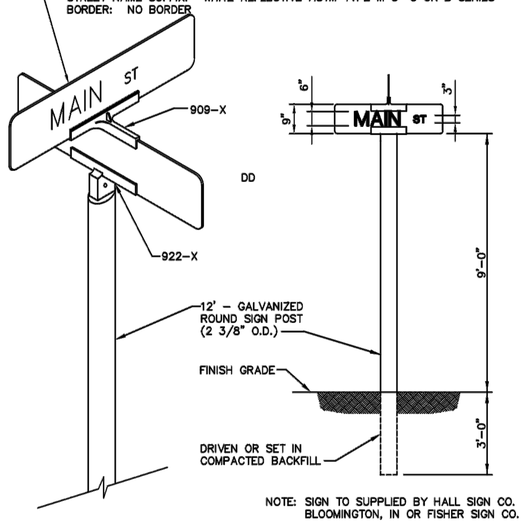
GREGORY S. SNELLING REGISTERED No. 19800417 STATE OF INDIANA PROFESSIONAL ENGINEER

APPALOOSA CROSSING
MIXED USE DEVELOPMENT
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

CONSTRUCTION DETAILS

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: 33 OF 43

SIGN MATERIALS:
BLANK: 9" EXTRUDED ALUMINUM, 4-HOLE PUNCH FOR VPA HARDWARE
BACKGROUND: GREEN REFLECTIVE ASTM TYPE III
STREET NAME LETTERS: WHITE REFLECTIVE ASTM TYPE III 6" C OR B SERIES
STREET NAME SUFFIX: WHITE REFLECTIVE ASTM TYPE III 3" C OR B SERIES
BORDER: NO BORDER



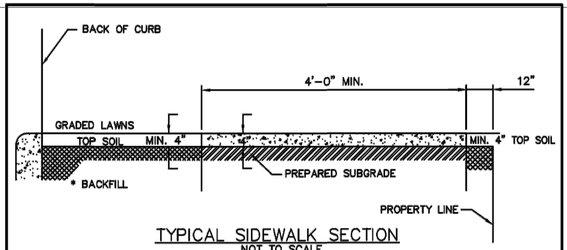
NOTE: SIGN TO SUPPLIED BY HALL SIGN CO. BLOOMINGTON, IN OR FISHER SIGN CO.

STREET SIGN DETAIL

HNTB ARCHITECTS ENGINEERS PLANNERS INDIANAPOLIS, INDIANA

TOWN OF ZIONSVILLE, INDIANA
MAY, 2000

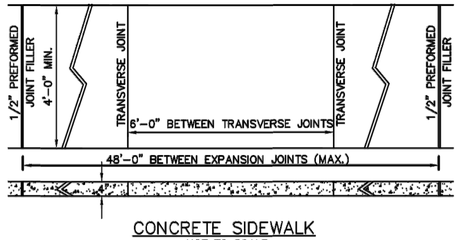
FIGURE P-15



TYPICAL SIDEWALK SECTION
NOT TO SCALE

* THE SPACE BEHIND THE CURB SHALL BE FILLED WITH SUITABLE MATERIAL TO THE REQUIRED ELEVATION AND COMPACTED IN LAYERS NOT TO EXCEED 6" IN DEPTH.

SUBGRADE UNDER ALL CURBS, SIDEWALKS, AND DRIVES SHALL BE COMPACTED IN ACCORDANCE WITH I.N.D.O.T. SPECIFICATIONS.



CONCRETE SIDEWALK
NOT TO SCALE

SIDEWALK DETAILS

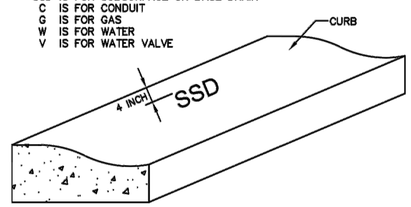
HNTB ARCHITECTS ENGINEERS PLANNERS INDIANAPOLIS, INDIANA

TOWN OF ZIONSVILLE, INDIANA
MAY, 2000

FIGURE P-10

3" TO 4" HIGH LETTER TO BE STAMPED AS FOLLOWS:

S IS FOR STORM SEWER
SS IS FOR SANITARY SEWER
MH IS FOR SANITARY MANHOLE
SSD IS FOR SUBSURFACE OR BASE DRAIN
C IS FOR CONDUIT
G IS FOR GAS
W IS FOR WATER
V IS FOR WATER VALVE



NOTES:

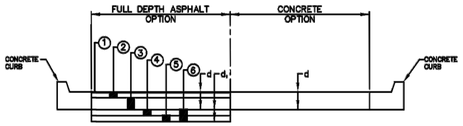
1. CURB TO BE STAMPED AT ALL LOCATIONS WHERE ANY OF THE ABOVE CROSS UNDER OR PERPENDICULAR TO THE CURB.
2. LETTER TO BE STAMPED PRIOR TO CONCRETE SETTING UP, WHENEVER POSSIBLE.
3. STAMP TO BE A MINIMUM OF 1/2 INCH DEEP.

CURB STAMP

HNTB ARCHITECTS ENGINEERS PLANNERS INDIANAPOLIS, INDIANA

TOWN OF ZIONSVILLE, INDIANA
AUGUST, 2004

FIGURE P-8a



LOCAL STREETS

	ASPHALT (d=8")	ASPHALT ALTERNATIVE 1 (d=4"+6"+6"=12")
1	1" SURFACE #9.5 OR #12.5	1" SURFACE #9.5 OR #12.5
2	2" BINDER #9	2" BINDER #9
3	5" BASE #53	3" BASE #53
4	N.A.	N.A.
5	N.A.	N.A.
6	N.A.	6" COMP. AGGR. (SIZE No. 53)

CONCRETE
d=6" CONCRETE

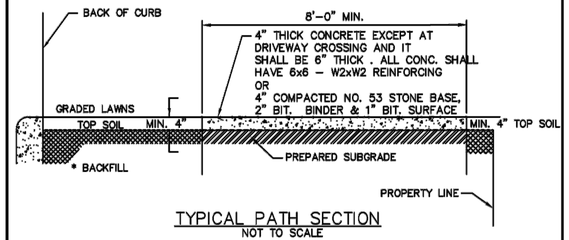
NOTE: * ADD 1" TO ALL TOTAL BITUMINOUS AND CONCRETE THICKNESSES IF ANTICIPATED TRUCK TRAFFIC IS GREATER THAN 10%
* DEPTH OF CONCRETE GUTTER SHALL EQUAL DEPTH OF CONCRETE PAVEMENT.

TYPICAL PAVEMENT SECTIONS

HNTB ARCHITECTS ENGINEERS PLANNERS INDIANAPOLIS, INDIANA

TOWN OF ZIONSVILLE, INDIANA
MAY, 2000

FIGURE P-3.1



TYPICAL PATH SECTION
NOT TO SCALE

* THE SPACE BEHIND THE CURB SHALL BE FILLED WITH SUITABLE MATERIAL TO THE REQUIRED ELEVATION AND COMPACTED IN LAYERS NOT TO EXCEED 6" IN DEPTH.

SUBGRADE UNDER ALL CURBS, SIDEWALKS, PATHS AND DRIVES SHALL BE COMPACTED IN ACCORDANCE WITH I.N.D.O.T. SPECIFICATIONS.

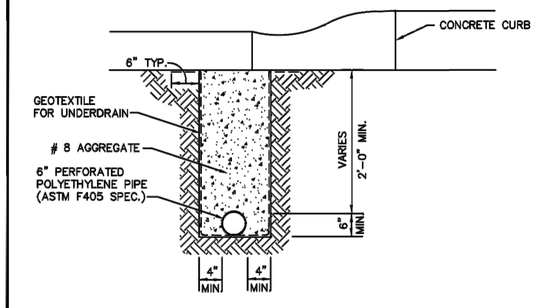
SEE SECTION 02502 (STANDARDS FOR ROADWAY CONSTRUCTION) FOR DETAILED DISCRIPTION OF BICYCLE/JOGGING PATH CONSTRUCTION

BICYCLE/JOGGING PATH DETAIL

HNTB ARCHITECTS ENGINEERS PLANNERS INDIANAPOLIS, INDIANA

TOWN OF ZIONSVILLE, INDIANA
MAY, 2000

FIGURE P-21



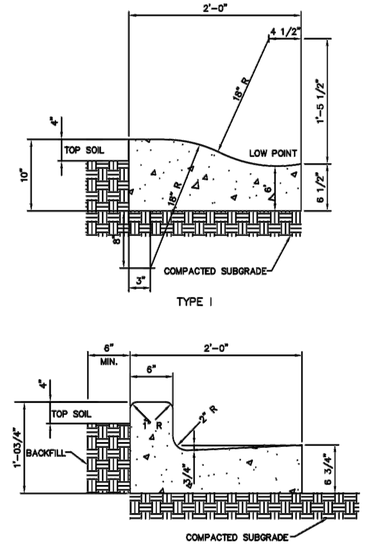
NOTE: MATERIALS AND INSTALLATION SHALL MEET THE INDOT STANDARDS AS SPECIFIED IN SECTION 718 "UNDERDRAINS"

PIPE UNDERDRAIN DETAIL

HNTB ARCHITECTS ENGINEERS PLANNERS INDIANAPOLIS, INDIANA

TOWN OF ZIONSVILLE, INDIANA
AUGUST, 2004

FIGURE P-9



CONCRETE CURB & GUTTER TYPE I & II

HNTB ARCHITECTS ENGINEERS PLANNERS INDIANAPOLIS, INDIANA

TOWN OF ZIONSVILLE, INDIANA
MARCH, 2003

FIGURE P-8

REVISIONS

DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
01/30/20	2	TOWN OF ZIONSVILLE COMMENTS
02/04/20	3	INDOT AND TRICO COMMENTS
02/18/20	4	INDOT COMMENTS, KEYNOTE CLARIFICATIONS
03/05/20	5	TOWN OF ZIONSVILLE COMMENTS

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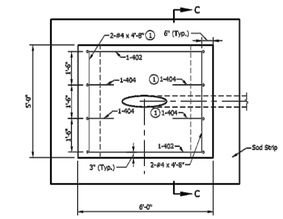
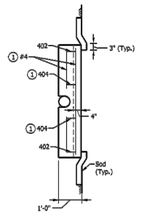
CONSTRUCTION DETAILS

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

SHEET: 34 OF 43



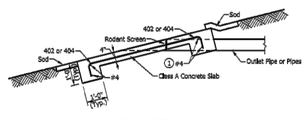
PLAN VIEW



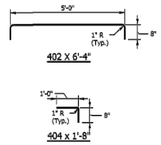
SECTION C-C

NOTE:

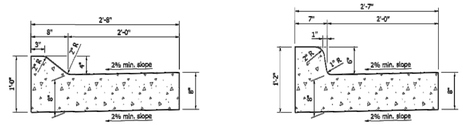
① The #4 transverse bars in the upslope lug may be field cut to accommodate the outlet pipe or pipes. The 404 bars in the upslope lug may be moved to accommodate the outlet pipe or pipes.



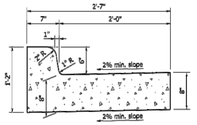
TYPICAL SECTION



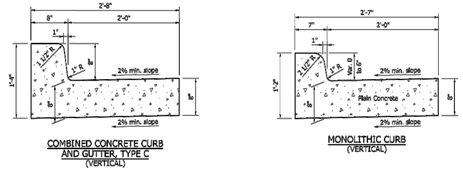
INDIANA DEPARTMENT OF TRANSPORTATION	
OUTLET PROTECTOR, TYPE 2	
SEPTEMBER 2017	
STANDARD DRAWING NO. E 718-UNDR-05	
REGISTERED ELIZABETH W. PHILLIPS No. 10200124 STATE OF INDIANA PROFESSIONAL ENGINEER	/s/ Elizabeth W. Phillips 08/26/16 DESIGN STANDARDS ENGINEER DATE
	/s/ Mark R. Miller 09/19/16 CHIEF ENGINEER DATE



COMBINED CONCRETE CURB AND GUTTER, TYPE B (SLOPING)



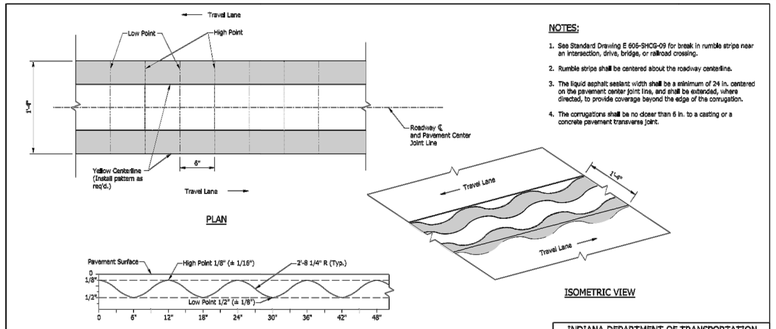
COMBINED CONCRETE CURB AND GUTTER (VERTICAL)



COMBINED CONCRETE CURB AND GUTTER, TYPE C (VERTICAL)

MONOLITHIC CURB (VERTICAL)

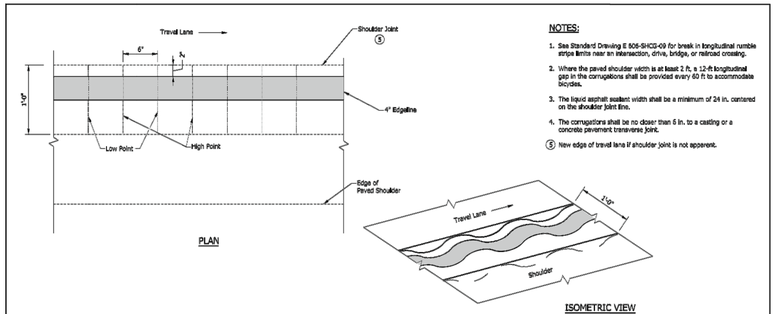
INDIANA DEPARTMENT OF TRANSPORTATION	
COMBINED CONCRETE CURB AND GUTTER	
SEPTEMBER 2011	
STANDARD DRAWING NO. E 605-CCCG-01	
REGISTERED RICHARD L. VANCLEAVE No. 9750 STATE OF INDIANA PROFESSIONAL ENGINEER	/s/ Richard L. VanCleave 09/01/11 DESIGN STANDARDS ENGINEER DATE
	/s/ Mark R. Miller 09/01/11 CHIEF HIGHWAY ENGINEER DATE



NOTES:

1. See Standard Drawing E 606-SHCG-09 for break in rumble stripe near an intersection, drive, bridge, or railroad crossing.
2. Rumble stripe shall be centered about the roadway centerline.
3. The liquid asphalt sealant width shall be a minimum of 24 in. centered on the pavement center joint line, and shall be extended, where directed, to provide coverage beyond the edge of the corrugation.
4. The corrugations shall be no closer than 6 in. to a casting or a concrete pavement transverse joint.

INDIANA DEPARTMENT OF TRANSPORTATION	
CENTERLINE RUMBLE STRIPES	
SEPTEMBER 2019	
STANDARD DRAWING NO. E 606-SHCG-07	
REGISTERED DAVID M. BOHLEN No. 60900348 STATE OF INDIANA PROFESSIONAL ENGINEER	5/21/19 DESIGN STANDARDS ENGINEER DATE
	6/03/2019 CHIEF ENGINEER DATE

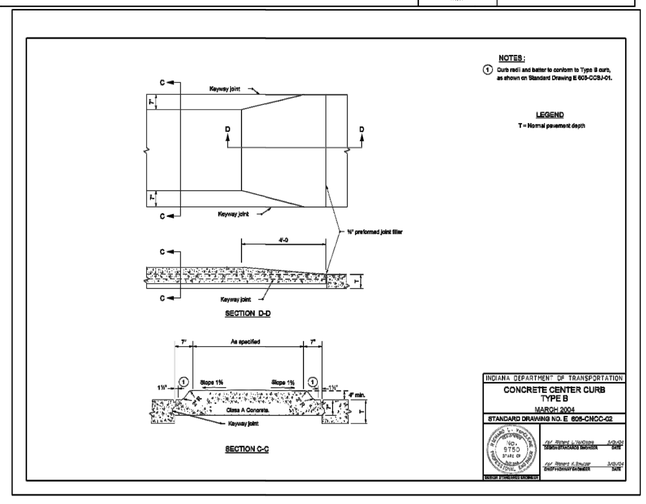


NOTES:

1. See Standard Drawing E 606-SHCG-09 for break in longitudinal rumble stripe limits near an intersection, drive, bridge, or railroad crossing.
2. Where the paved shoulder width is at least 2 ft, a 12-ft longitudinal gap in the corrugations shall be provided every 60 ft to accommodate bicycles.
3. The liquid asphalt sealant width shall be a minimum of 24 in. centered on the shoulder joint line.
4. The corrugations shall be no closer than 6 in. to a casting or a concrete pavement transverse joint.

⑤ New edge of travel lane if shoulder joint is not apparent.

INDIANA DEPARTMENT OF TRANSPORTATION	
EDGELINE RUMBLE STRIPES	
SEPTEMBER 2019	
STANDARD DRAWING NO. E 606-SHCG-08	
REGISTERED DAVID M. BOHLEN No. 60900348 STATE OF INDIANA PROFESSIONAL ENGINEER	5/21/19 DESIGN STANDARDS ENGINEER DATE
	6/03/2019 CHIEF ENGINEER DATE



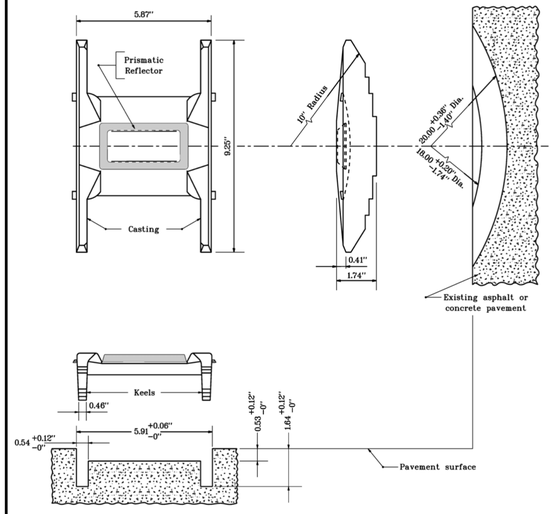
NOTES:

① Curb radii and batter to conform to Type B curb, as shown on Standard Drawing E 605-CCCG-01.

LEGEND

T = Normal pavement depth

INDIANA DEPARTMENT OF TRANSPORTATION	
CONCRETE CENTER CURB TYPE B	
MARCH 2004	
STANDARD DRAWING NO. E 606-CNCC-02	
REGISTERED RICHARD L. VANCLEAVE No. 9750 STATE OF INDIANA PROFESSIONAL ENGINEER	/s/ Richard L. VanCleave 5/21/19 DESIGN STANDARDS ENGINEER DATE
	/s/ Richard L. VanCleave 5/21/19 CHIEF HIGHWAY ENGINEER DATE



INDOT Drawing. No. E 808-MKRM-10

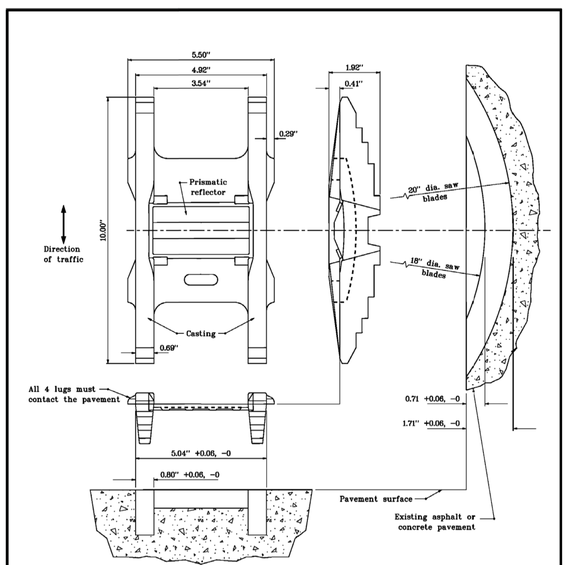
RAISED PAVEMENT MARKER

HNTB
ARCHITECTS ENGINEERS PLANNERS
INDIANAPOLIS, INDIANA

TOWN OF ZIONSVILLE, INDIANA

AUGUST, 2004

FIGURE P-22



INDOT Drawing. No. E 808-MKRM-11

RAISED PAVEMENT MARKER

HNTB
ARCHITECTS ENGINEERS PLANNERS
INDIANAPOLIS, INDIANA

TOWN OF ZIONSVILLE, INDIANA

AUGUST, 2004

FIGURE P-22a

REVISIONS		
DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
01/30/20	2	TOWN OF ZIONSVILLE COMMENTS
02/04/20	3	INDOT AND TRICO COMMENTS
02/18/20	4	INDOT COMMENTS, KEYNOTE CLARIFICATIONS
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13295 Illinois Street
Suite 142
Carmel, IN 46032
Ph: (317) 697-0180
www.snellingeng.com

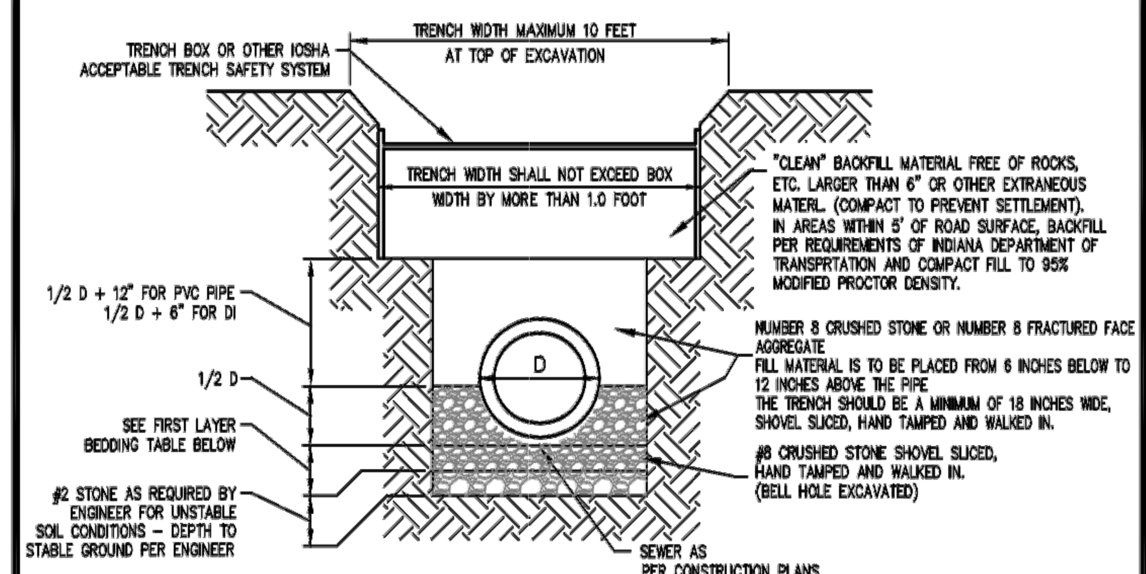
REGISTERED GREGORY S. SNELLING No. 19800417 STATE OF INDIANA PROFESSIONAL ENGINEER

APPALOOSA CROSSING
MIXED USE DEVELOPMENT
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

CONSTRUCTION DETAILS

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

SHEET: 35 OF 43



FIRST LAYER BEDDING TABLE		
PIPE SIZE	6" TO 15"	18" & OVER
BEDDING BELOW THE PIPE BARREL AND BELL	MINIMUM = 6"	MINIMUM = 10"

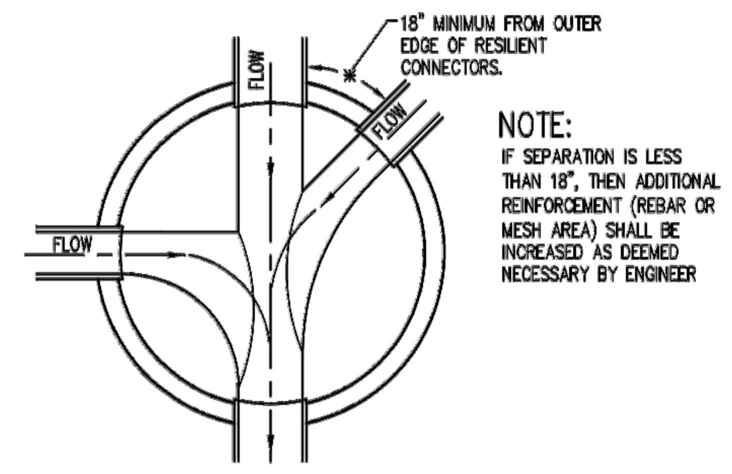
PIPE SIZE	A	B
UP TO 18"	3'-0"	2'-6"
18" AND GREATER	D + 24"	D + 18"

DAVID A. CLARK REGISTERED No. 19300219 STATE OF INDIANA PROFESSIONAL ENGINEER

SANITARY SEWER TRENCHING, BEDDING AND BACKFILL DETAIL

Schneider | CLAY TOWNSHIP REGIONAL WASTE DISTRICT SANITARY SEWER BEDDING AND BACKFILL DETAIL | CTRWD

Date 12/06/06 File T:\6K\6366\001\DWGS\DETAILS\IN-DTLS.DWG



NOTE:
IF MANHOLE HAS ONLY ONE INFLUENT PIPE WHICH IS APPROXIMATELY 90 DEGREES TO EFFLUENT PIPE, THEN CONTRACTOR SHALL MAINTAIN A CHANNEL WITH A RADIUS HAVING THE SAME WIDTH AS THE INFLUENT PIPE.

DAVID A. CLARK REGISTERED No. 19300219 STATE OF INDIANA PROFESSIONAL ENGINEER

BENCHWALL DETAIL

Schneider | CLAY TOWNSHIP REGIONAL WASTE DISTRICT BENCHWALL DETAIL | CTRWD

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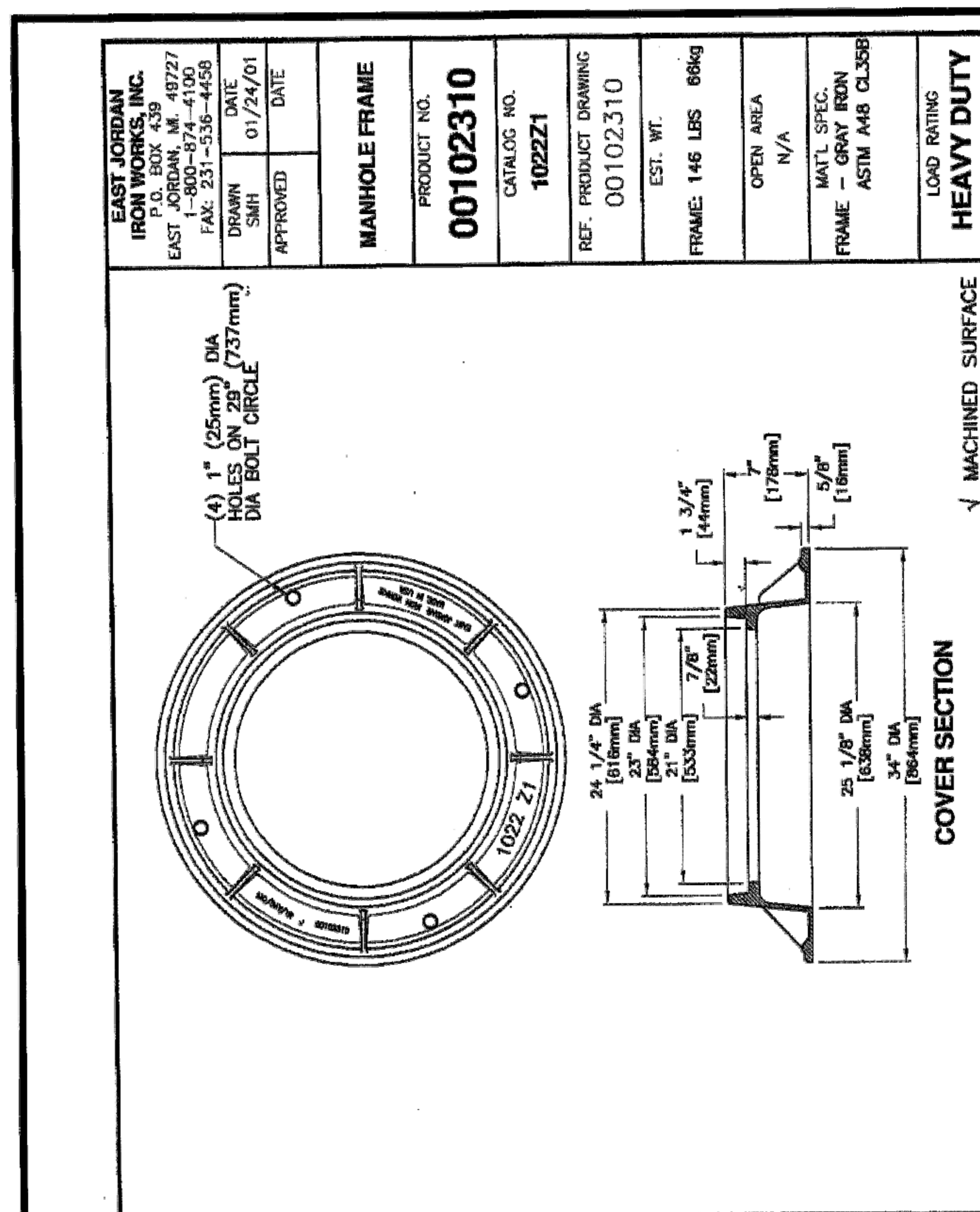
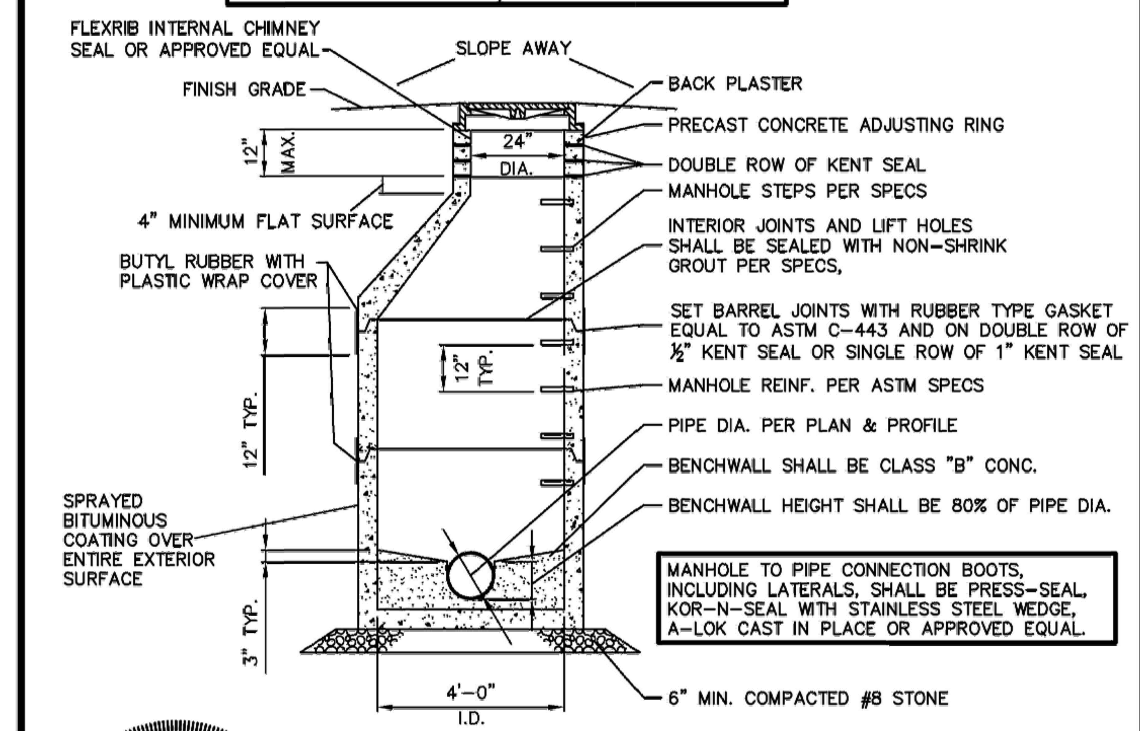


Schneider | CLAY TOWNSHIP REGIONAL WASTE DISTRICT SELF SEALING CASTING DETAIL 1 OF 2 | CTRWD

Date 12/06/06 File T:\6K\6366\001\DWGS\DETAILS\IN-DTLS.DWG

MANHOLE CASTING SCHEDULE		
MANUFACTURER	SELF SEALING	WATERTIGHT
NEENAH	R-1772	
EAST JORDAN	102221GS	102221PT

CASTING SHALL BE EITHER SELF-SEALING OR WATERTIGHT, (SEE PLAN & PROFILE SHEETS FOR CASTING TYPE). LIDS SHALL BE STAMPED "SANITARY SEWER" AND HAVE CLOSED PICKHOLES. FRAME SHALL BE SET ON DOUBLE ROW OF 1/2" KENT SEAL, OR SINGLE ROW OF 1" KENT SEAL (SEE MANHOLE CASTING SCHEDULE).



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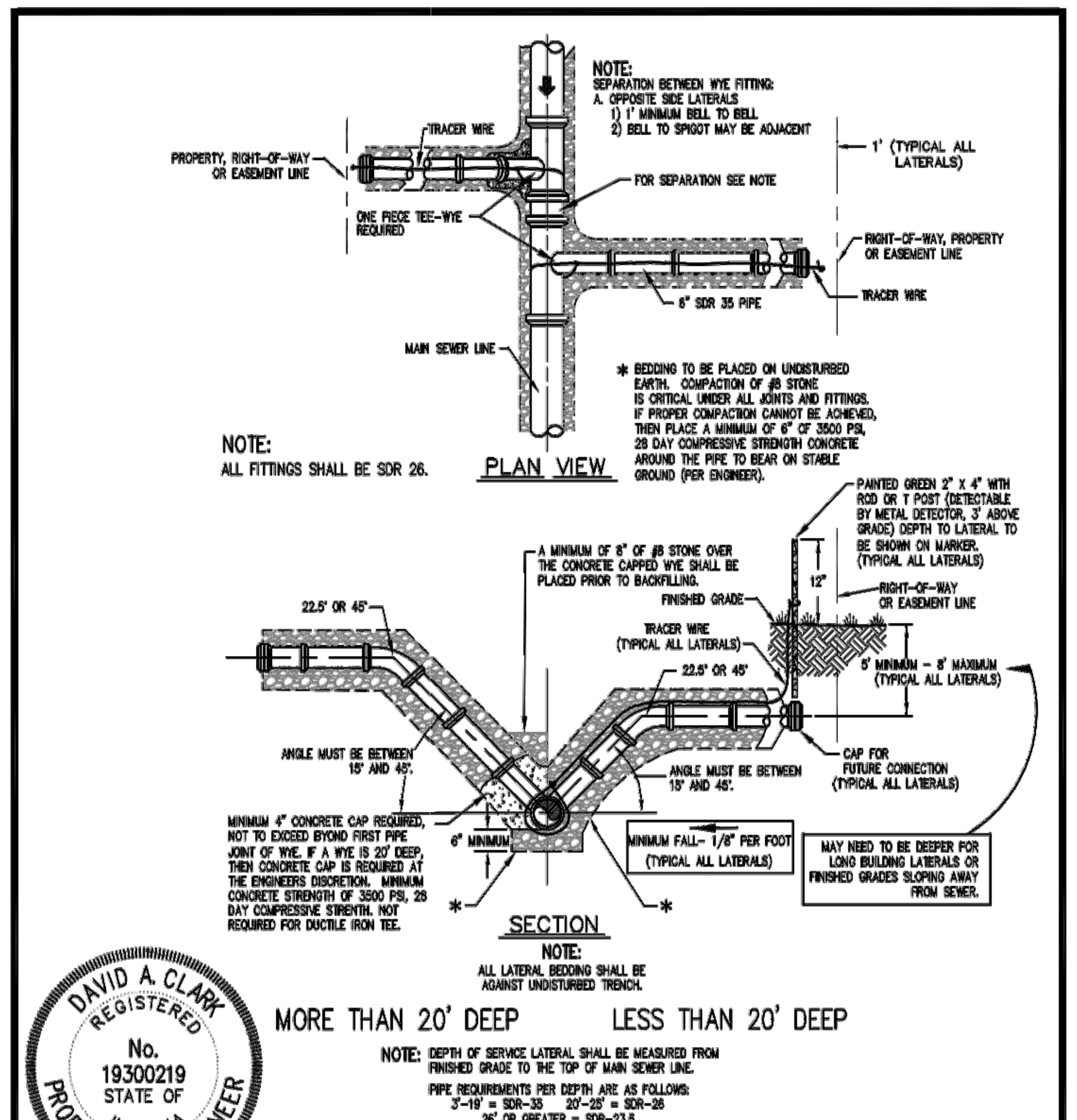
SANITARY MANHOLE DETAIL

Schneider | TriCo Regional Sewer Utility Sanitary Manhole Detail | TriCo

Rev 08/03/18 File T:\6K\6366\001\DWGS\DETAILS\IN-DTLS.DWG



NOTE:
ALL FITTINGS SHALL BE SDR 26.

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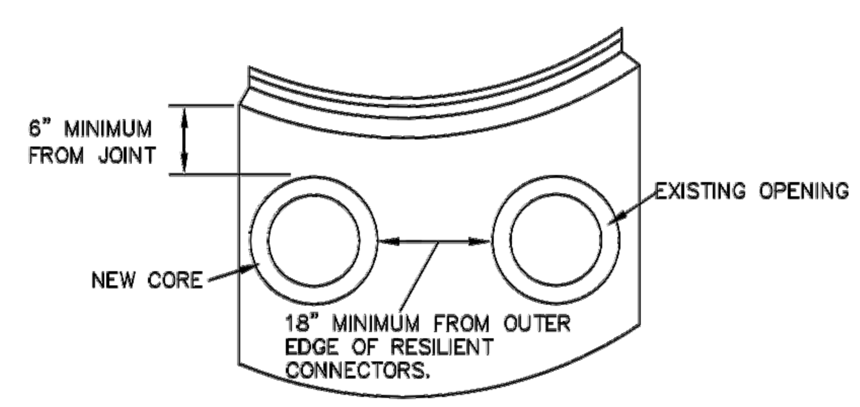
SERVICE LATERAL DETAIL

Schneider | CLAY TOWNSHIP REGIONAL WASTE DISTRICT SERVICE LATERAL DETAIL NORMAL AND DEEP CONNECTION | CTRWD

Date 12/06/06 File T:\6K\6366\001\DWGS\DETAILS\IN-DTLS.DWG

NOTE:
6" MINIMUM MEASUREMENT MUST BE FROM LOWEST JOINT SEAM WHETHER ON THE INSIDE OR OUTSIDE OF THE STRUCTURE.



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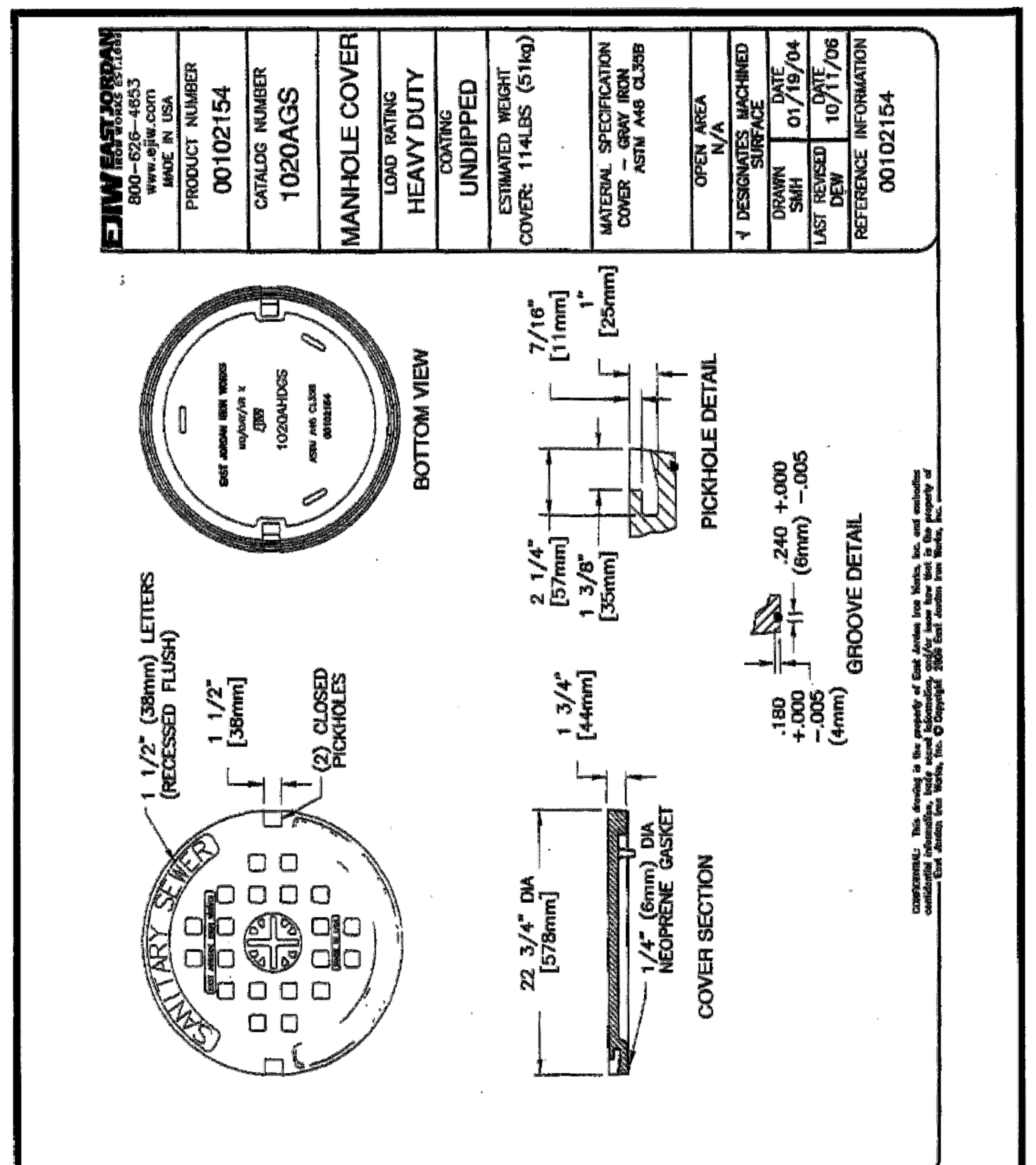
NEW CORE DETAIL

Schneider | CLAY TOWNSHIP REGIONAL WASTE DISTRICT NEW CORE DETAIL | CTRWD

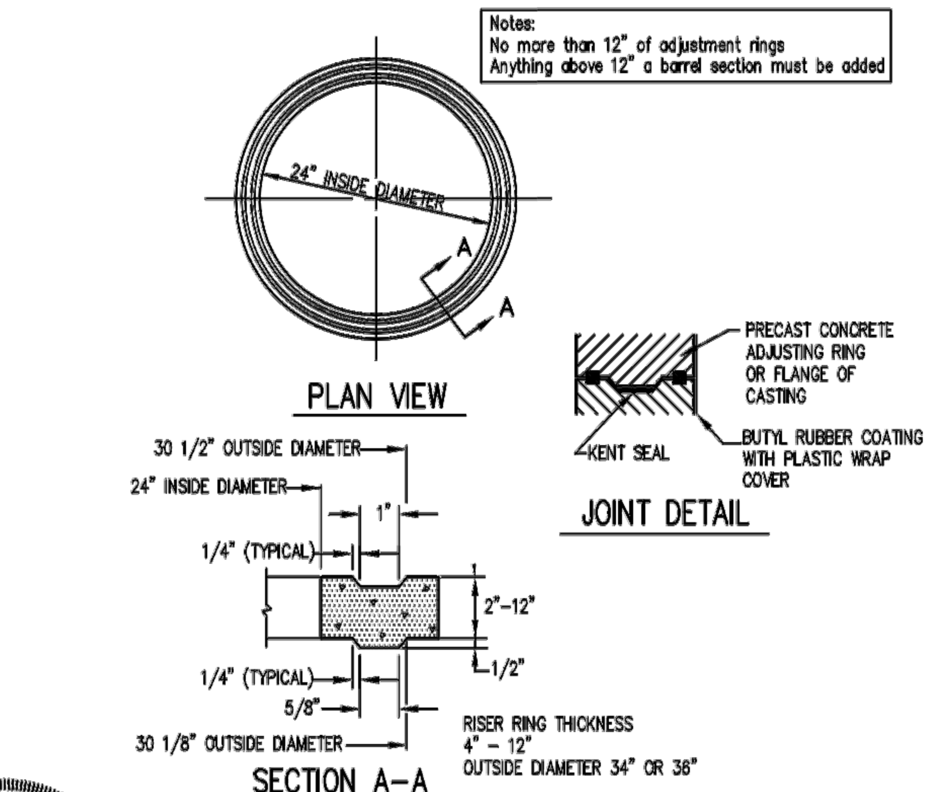
Date 12/06/06 File T:\6K\6366\001\DWGS\DETAILS\IN-DTLS.DWG



Schneider | CLAY TOWNSHIP REGIONAL WASTE DISTRICT SELF SEALING CASTING DETAIL 2 OF 2 | CTRWD

Date 12/06/06 File T:\6K\6366\001\DWGS\DETAILS\IN-DTLS.DWG

Notes:
No more than 12" of adjustment rings
Anything above 12" a barrel section must be added



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ADJUSTING RING DETAIL

Schneider | CLAY TOWNSHIP REGIONAL WASTE DISTRICT ADJUSTING RING DETAIL | CTRWD

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REVISIONS		
DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
01/30/20	2	TOWN OF ZIONSVILLE COMMENTS
02/04/20	3	INDOT AND TRICO COMMENTS
02/18/20	4	INDOT COMMENTS, KEYNOTE CLARIFICATIONS
03/05/20	5	TOWN OF ZIONSVILLE COMMENTS

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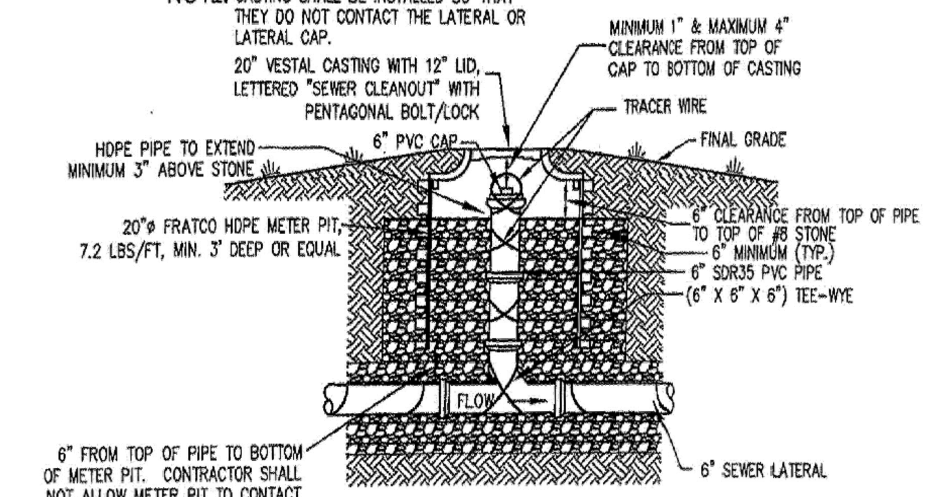
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

CONSTRUCTION DETAILS

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

SHEET: 36 OF 43

NOTE: CASTING SHALL BE INSTALLED SO THAT THEY DO NOT CONTACT THE LATERAL OR LATERAL CAP.



CLEANOUT TYPE 3

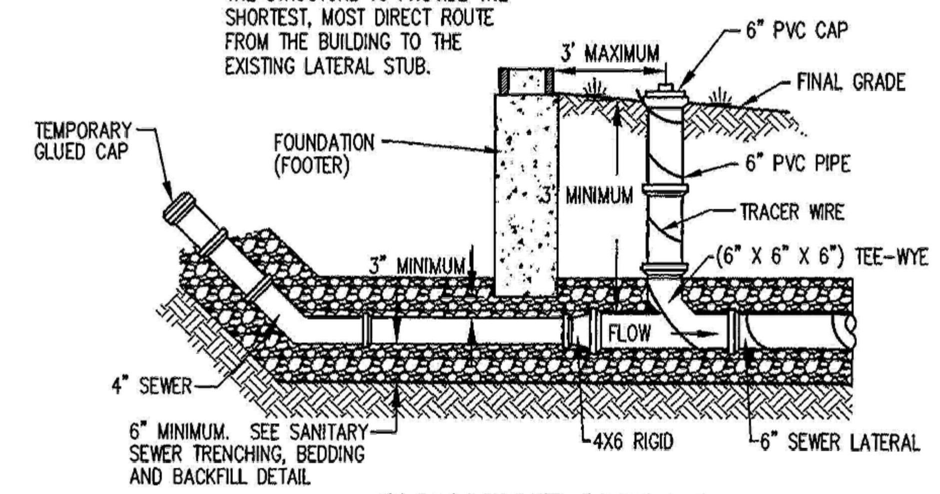
(GRASS OR LANDSCAPE SURFACES BEYOND THREE FEET OF BUILDING)

DAVID A. CLARK REGISTERED No. 19300219 STATE OF INDIANA PROFESSIONAL ENGINEER

TRICO REGIONAL SEWER UTILITY

TYPE 3 CLEANOUT DETAIL

NOTE: ALL SLAB AND CRAWL SPACE CONNECTIONS MUST BE A MINIMUM OF 3" BELOW THE FOOTER AND EXIT THE BUILDING AT THE FRONT OF THE STRUCTURE TO PROVIDE THE SHORTEST, MOST DIRECT ROUTE FROM THE BUILDING TO THE EXISTING LATERAL STUB.



CLEANOUT TYPE 1

(ONLY LANDSCAPED SURFACES WITHIN THREE FEET OF BUILDING)

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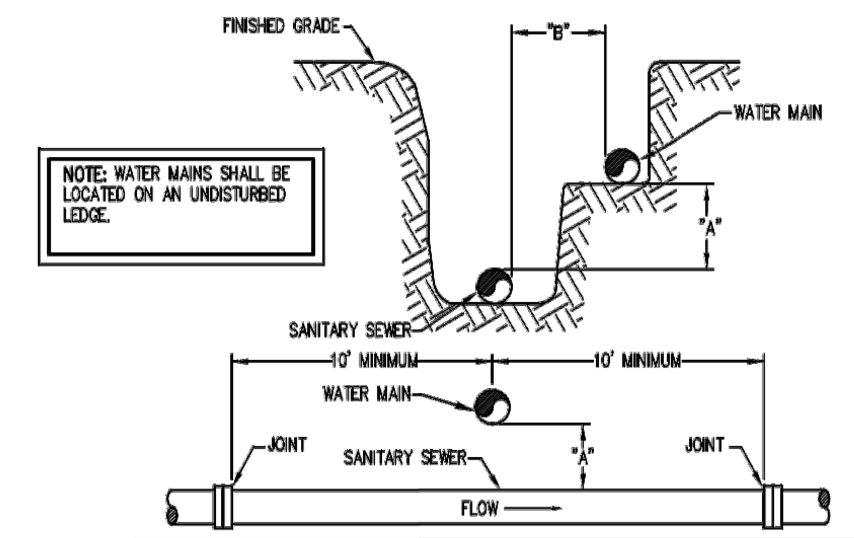
TRICO REGIONAL SEWER UTILITY

TYPE 1 CLEANOUT DETAIL



IF "A" IS	IF "B" IS	THEN SANITARY SEWER PIPE SEGMENT SHALL BE
18" OR MORE	10' OR MORE	NO SPECIAL PIPE MATERIAL OR GRADE REQUIREMENTS
LESS THAN 18"	LESS THAN 10'	PVC (EITHER ASTM D 2241 (SDR 21) OR ANSI/AWWA C900 (DR 18) OR ANSI/AWWA C905 (DR 21) OR DUCTILE IRON (CLASS 51 MINIMUM)

NOTE: SEPARATION DISTANCES FROM WATER SUPPLIES AND PIPE CLASSIFICATIONS SHALL CONFORM TO INDIANA STATE BOARD OF HEALTH'S "ON-SITE WATER SUPPLY AND WASTEWATER DISPOSAL FOR PUBLIC AND COMMERCIAL ESTABLISHMENTS – BULLETIN S.E. 13"

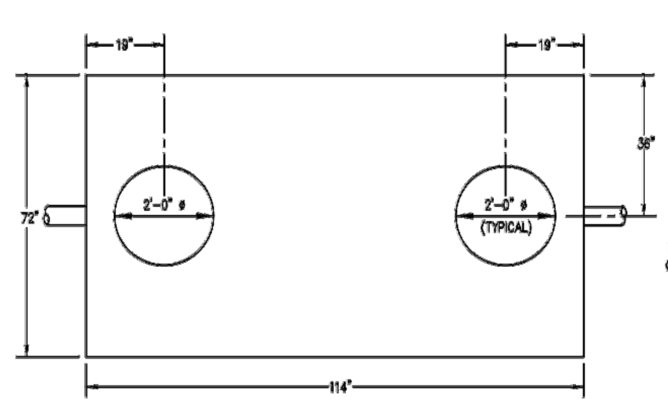
WELL/WATER SUPPLY & SEWER CROSSING DETAIL

DAVID A. CLARK REGISTERED No. 19300219 STATE OF INDIANA PROFESSIONAL ENGINEER

CLAY TOWNSHIP REGIONAL WASTE DISTRICT

WATER LINE CROSSING DETAIL

Date 12/06/06 File T:\6K\6366\001\DWGS\DETAILS\IN-DTLS.DWG



TOP VIEW

NOTE:
STRUCTURE TO BE SEALED IN THE FIELD WITH A SINGLE ROW OF CENTERED KENT SEAL™ No2 PREMIUM or FLEXIBLE BUTYL RESIN CONCRETE SEALANT (ROPE) CONFORMING TO ASTM 990

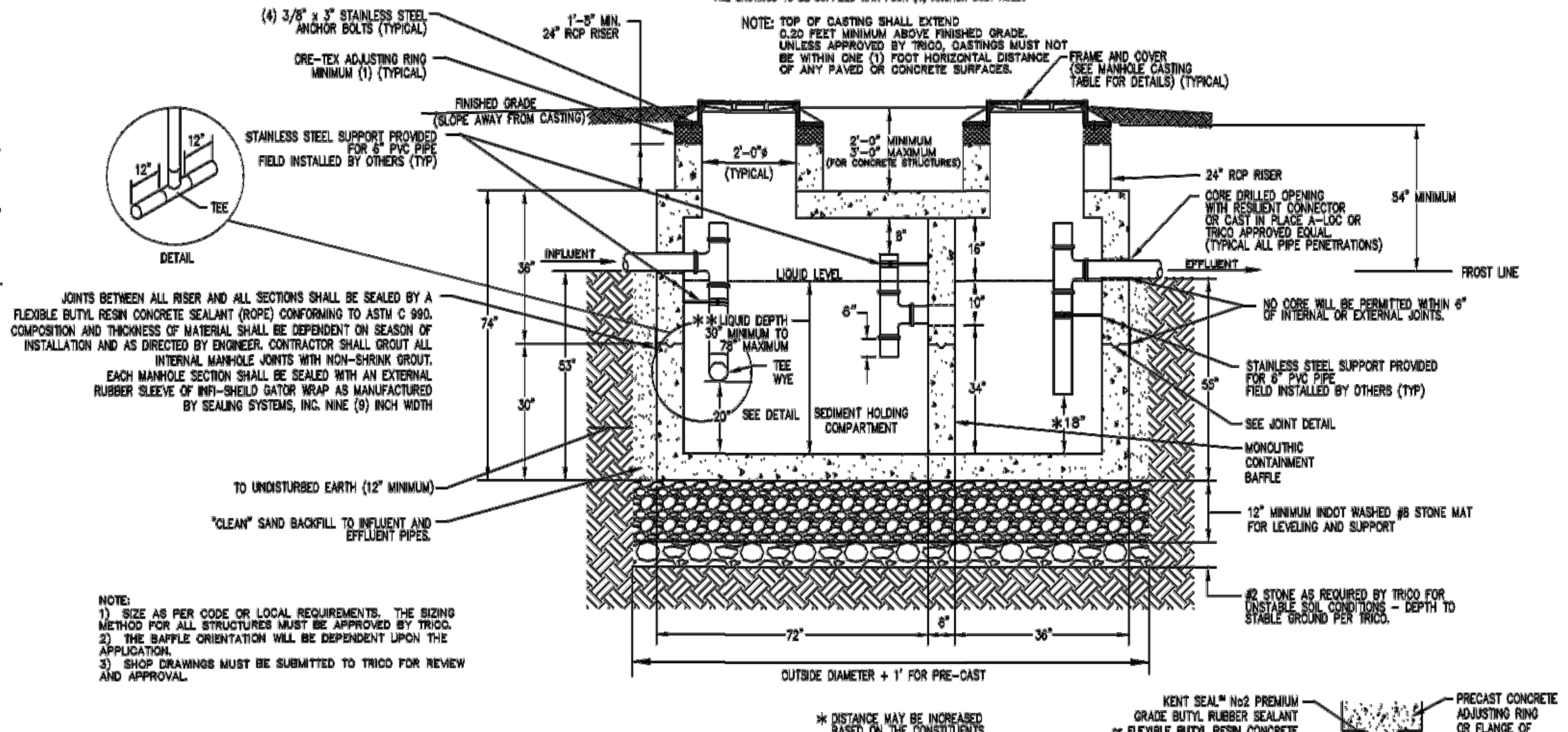
NOTE:
McCREARY CONCRETE PRODUCTS, INC
APPROXIMATE WEIGHTS:
BASE SECTION 9375 lbs
RISER SECTION 7650 lbs
TOP SLAB 5700 lbs
STRUCTURE WEIGHT TOTAL 22725 lbs

MANHOLE CASTING TABLE		
LOCATION	MODEL	COVER
18" INCHES OR MORE ABOVE 100 YEAR FLOOD ELEVATION OF ALL WATERWAYS	EAST JORDAN 1022Z1GS OR NEENAH R-1772	HEAVY DUTY SOLID
LESS THAN 18" ABOVE 100 YEAR FLOOD ELEVATION OF ALL WATERWAYS	EAST JORDAN 1022Z1PT	HEAVY DUTY SOLID
LID		
OWNERSHIP		LETTERING
PRIVATE		"GREASE"

ALL CASTINGS TO BE SUPPLIED WITH FOUR (4) ANCHOR BOLT HOLES

NOTE:
1) INTERCEPTOR/SEPARATOR SHALL CONFORM TO ASTM C 478 UTILIZING 4,000 PSI CONCRETE
2) EXTERIOR INSTALLATION MUST BE CONCRETE OR CAST IRON. STEEL INTERCEPTORS/SEPARATORS SHALL ONLY BE INSTALLED INSIDE A BUILDING.

NOTE: TOP OF CASTING SHALL EXTEND 0.20 FEET MINIMUM ABOVE FINISHED GRADE. UNLESS APPROVED BY TRICO, CASTINGS MUST NOT BE WITHIN ONE (1) FOOT HORIZONTAL DISTANCE OF ANY PAVED OR CONCRETE SURFACES.



NOTE:
1) SIZE AS PER CODE OR LOCAL REQUIREMENTS. THE SIZING METHOD FOR ALL STRUCTURES MUST BE APPROVED BY TRICO.
2) THE BAFFLE ORIENTATION WILL BE DEPENDENT UPON THE APPLICATION.
3) SHOP DRAWINGS MUST BE SUBMITTED TO TRICO FOR REVIEW AND APPROVAL.

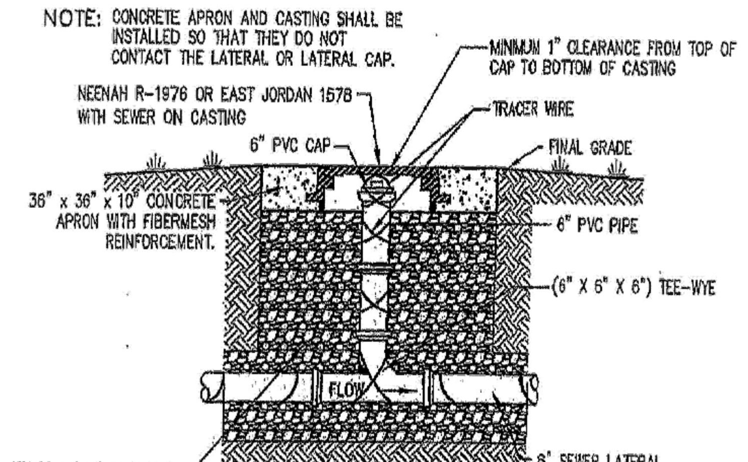
* DISTANCE MAY BE INCREASED BASED ON THE CONSTITUENTS OF THE WASTE WATER FLOWS. CONSULT TRICO PRIOR TO SHOP DRAWING SUBMITTAL.

** MINIMUM LIQUID DEPTH MAY BE REDUCED ON A CASE-BY-CASE BASIS AS APPROVED BY TRICO.

EXTERIOR INTERCEPTOR/SEPARATOR DETAIL

NO SCALE

NOTE: CONCRETE APRON AND CASTING SHALL BE INSTALLED SO THAT THEY DO NOT CONTACT THE LATERAL OR LATERAL CAP.



CLEANOUT TYPE 2

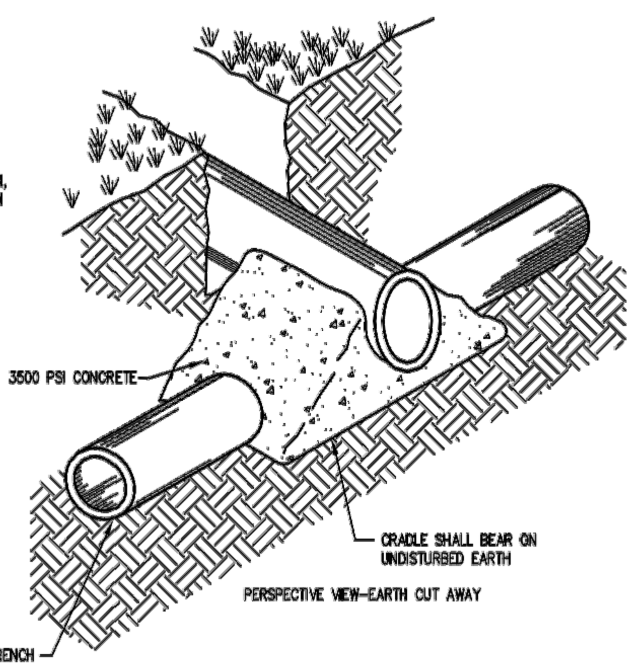
(HARDSCAPE SURFACES AND ALL OTHER INSTALLATIONS BEYOND THREE FEET OF BUILDING)

DAVID A. CLARK REGISTERED No. 19300219 STATE OF INDIANA PROFESSIONAL ENGINEER

TRICO REGIONAL SEWER UTILITY

TYPE 2 CLEANOUT DETAIL

NOTE:
TO BE USED WHEN CLEAR DISTANCE (FROM EXTERIOR PIPE DIAMETER TO EXTERIOR PIPE DIAMETER) BETWEEN SANITARY SEWER PIPING (MAINS, LATERALS, FORCE MAINS, ETC.) AND ALL OTHER PIPES IS 18" OR LESS, PER ENGINEER'S DIRECTION, OR WHERE NOTED ON THE CONSTRUCTION PLANS. A MINIMUM CLEAR DISTANCE OF 3" MUST BE PROVIDED TO MAINTAIN STRUCTURAL INTEGRITY OF THE CONCRETE.



DAVID A. CLARK REGISTERED No. 19300219 STATE OF INDIANA PROFESSIONAL ENGINEER

CONCRETE CRADLE DETAIL

CLAY TOWNSHIP REGIONAL WASTE DISTRICT

CONCRETE CRADLE DETAIL

Date 12/06/06 File T:\6K\6366\001\DWGS\DETAILS\IN-DTLS.DWG

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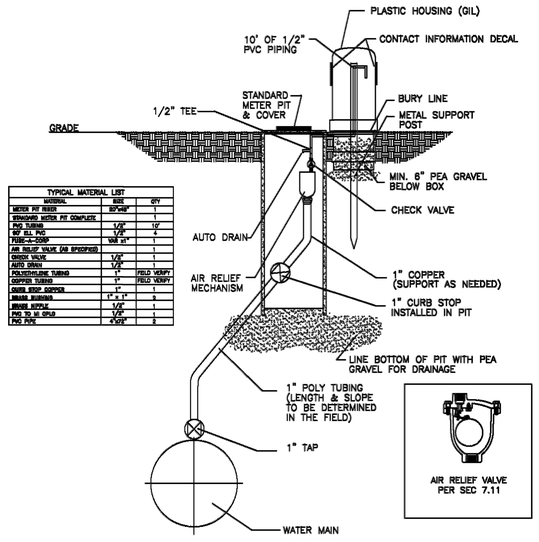
CONSTRUCTION DETAILS

DRAWN: GSS
SCALE: SEE PLAN
CHECKED: GSS
DATE: 01/27/20
SHEET: 37 OF 43

CITIZENS WATER
STANDARD PRACTICE **M**

REVISION DATE: 8/14/2018 ISSUE DATE: 8/8/2009

AIR RELIEF APPARATUS FOR WATER MAINS

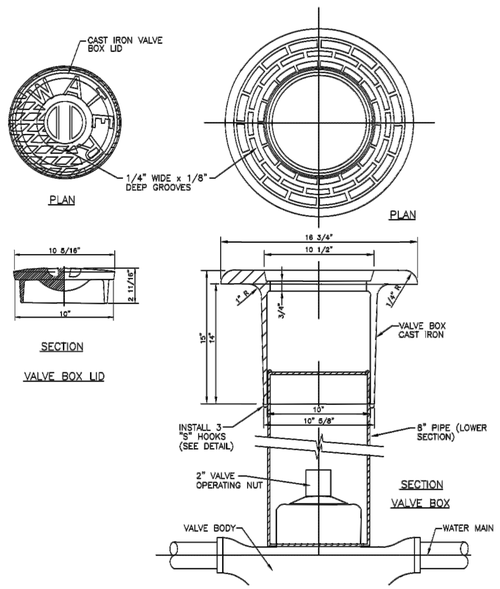


TYPICAL MATERIAL LIST		
MATERIAL	SIZE	QTY
METER PIT RISER	30"x48"	1
YENGWORD METER PIT COMPLEXE		1
PVC TUBING	1/2"	10'
90° ELL PVC	1/2"	4
TEE--I--COMP	VAR in "	1
AIR RELIEF VALVE (AS SPECIFIED)		1
CHECK VALVE	1/2"	1
AUTO DRAIN	1/2"	1
POLYETHYLENE TUBING	1"	FIELD VERIFY
COPPER TUBING	1"	FIELD VERIFY
CURB STOP COPPER	1"	1
BRASS BUSHING	1" x 1"	3
BRASS NIPPLE	1/2"	1
PVC to GIL CPLG	1/2"	1
PVC PIPE	4"SCH"	2

CITIZENS WATER
STANDARD PRACTICE **G**

REVISION DATE: 1/1/2015 ISSUE DATE: 6/8/2009

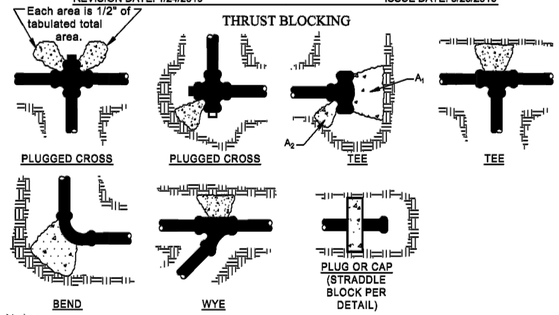
STANDARD 8" VALVE BOX AND COVER



CITIZENS WATER
STANDARD PRACTICE **A.2**

REVISION DATE: 1/24/2019 ISSUE DATE: 8/26/2016

THRUST BLOCKING



Notes:

1) CONCRETE THRUST BLOCKING TO BE POURED AGAINST UNDISTURBED EARTH.

2) KEEP CONCRETE CLEAR OF JOINT AND ACCESSORIES.

3) POLYETHYLENE ENCASEMENT SHALL BE PLACED BETWEEN CONCRETE AND FITTINGS.

4) ALL POURED IN PLACE CONCRETE SHALL HAVE A (28) DAY STRENGTH OF 3,000 P.S.I. AND 2" TO 4" SLUMP.

5) MINIMUM SOIL BEARING SURFACE AREA REQUIREMENTS ARE PROVIDED BELOW BASED ON 150 P.S.I. AND A WATER PRESSURE SOIL BEARING CAPACITY OF 3,000 POUNDS PER SQUARE FOOT.

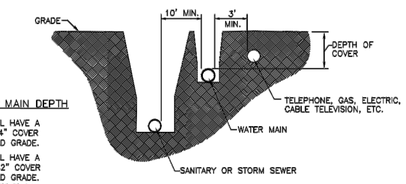
Minimum Soil Bearing Surface Area (ft2) (Assuming 3,000 psf Soil Bearing Capacity)				
Pipe Size	Horizontal Bends			Tee or Dead End
	22-1/2°	45°	90°	
6"		6	8	6
8"		6	8	6
12"	4	6	11	8
16"	6	11	22	15
20"	9	18	36	24
24"	13	27	50	36
30"	20	45	76	57
36"	31	59	115	80

CITIZENS WATER
STANDARD PRACTICE **A**

REVISION DATE: 6/8/2009 ISSUE DATE: 6/8/2009

WATER AND SEWER MAIN SEPARATION DETAIL

NOTE:
WATER MAIN AND SANITARY SEWERS SHALL BE PLACED IN SEPARATE TRENCHES.



TYPICAL WATER MAIN DEPTH

1. ALL PIPE SHALL HAVE A MINIMUM OF 54" COVER BELOW FINISHED GRADE.
2. ALL PIPE SHALL HAVE A MAXIMUM OF 82" COVER BELOW FINISHED GRADE. DEPTHS GREATER THAN 82" COVER WILL REQUIRE A LOWERING

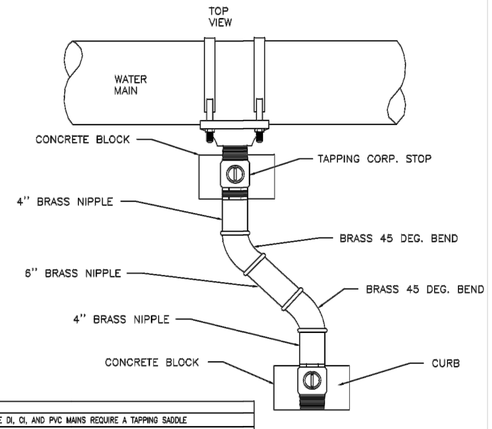
WATER MAIN LAYING PARALLEL TO SEWER
SECTION VIEW

WATER MAIN CROSSING SEWER
SECTION VIEW

CITIZENS WATER
STANDARD PRACTICE **N**

REVISION DATE: 7/25/2018 ISSUE DATE: 6/8/2009

1-1/2" & 2" SERVICE LINE
SWING JOINT



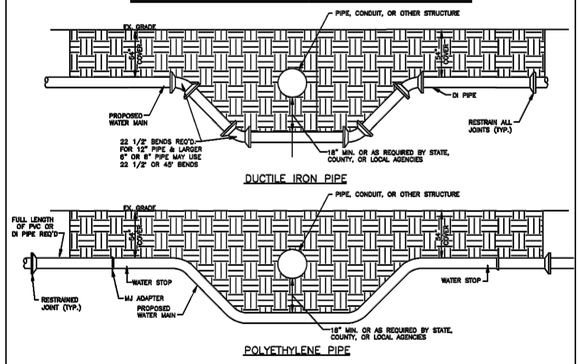
NOTES:
1) ALL SIZE DI, CI, AND PVC MAINS REQUIRE A TAPPING SADDLE
2) ALL SIZE POLY MAINS REQUIRE A FUSED ON TAPPING SADDLE FOR 1-1/2" AND 2" SERVICE LINES
3) SADDLE AND TAPPING CORP. STOP SUPPLIED & INSTALLED BY CEG. THIS MATERIAL WILL NOT BE SUPPLIED ON DEVELOPER PROJECTS.
4) ALL TAP EXCAVATIONS ARE REQUIRED TO BE BACKFILLED WITH GRANULAR OR FLOWABLE FILL TO A POINT 1'-0" ABOVE WATER MAIN
5) SWING JOINT DIRECTION MUST NOT DEVIATE FROM DRAWING
6) A COMPRESSION FITTING MUST BE USED OUT OF CURB STOP TO SERVICE LINE
7) STIFFENERS MUST BE USED ON ALL POLY SERVICES
8) 4" PLASTIC RISER W/ 5-1/4" VALVE BOX MUST BE INSTALLED OVER CURB STOP AND RESTING ON CONCRETE BLOCK
9) POLY SERVICES REQUIRE A TRACER WIRE WHICH SHOULD BE ROUTED ON THE OUTSIDE OF THE 4" RISER THEN STUBBED INSIDE THE RISER AT THE TOP. VERIFY THIS WIRE DOES NOT INTERFERE WITH THE OPERATION OF THE CURB STOP.

CITIZENS WATER
STANDARD PRACTICE **H.2**

REVISION DATE: N/A ISSUE DATE: 8/28/2016

WATER MAIN LOWERING

NOTES:
1. ALL PIPE USED IN WATER MAIN LOWERING SHALL BE POLYETHYLENE PIPE OR DUCTILE IRON WITH RESTRAINED BENDS. (SEE STANDARD PRACTICE DRAWING "O" FOR RESTRAINED JOINT)

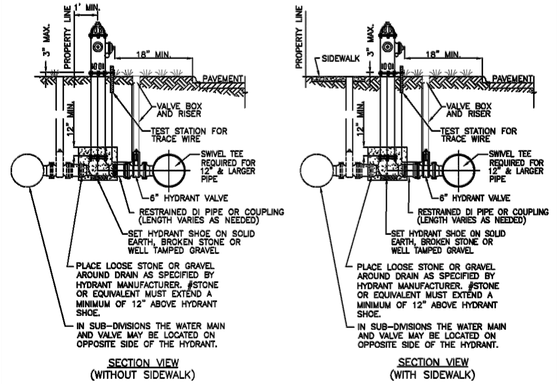


CITIZENS WATER
STANDARD PRACTICE **B**

REVISION DATE: 11/6/2018 ISSUE DATE: 6/8/2009

STANDARD HYDRANT SETTING FOR WATER MAIN SIZES 12" OR LARGER IN CITIZENS WATER AND 6" OR LARGER IN CITIZENS WESTFIELD

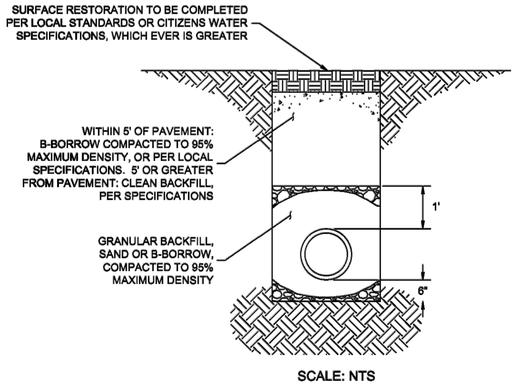
NOTES:
1. FOR INSTALLATION ON 12" & LARGER DISTRIBUTION MAIN IN CITIZENS WATER TERRITORY.
2. FOR INSTALLATION ON 6" & LARGER DISTRIBUTION MAIN IN CITIZENS WESTFIELD TERRITORY.
3. ALL HYDRANTS SHALL BE RESTRAINED TO THE HYDRANT TEE WITH DUCTILE IRON BRANCH PIPING ENCASED IN POLYETHYLENE WRAP.
4. SWIVEL 90° BEND MAY BE USED TO INSTALL HYDRANT AND VALVE IN GRASS STRIP BETWEEN CURB & SIDEWALK.
5. A MANUFACTURED "OUT OF SERVICE" SIGN WILL BE REQUIRED ON HYDRANTS UNTIL MAIN HAS BEEN PLACED "IN SERVICE" BY THE INSPECTOR.



CITIZENS WATER
STANDARD PRACTICE **A.1**

REVISION DATE: 9/20/2018 ISSUE DATE: 7/17/2013

WATER MAIN AND SERVICE BACKFILL REQUIREMENTS



SCALE: NTS

NOTE:
COMPACTED BACKFILL IN LIFTS OF 12" MAXIMUM. TRENCH EXCAVATION SHALL CONFORM TO LOCAL STANDARDS.

REVISIONS

DATE		DESCRIPTION
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01/30/20	2	TOWN OF ZIONSVILLE COMMENTS
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U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

CONSTRUCTION DETAILS

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

CITIZENS WATER
STANDARD PRACTICE T

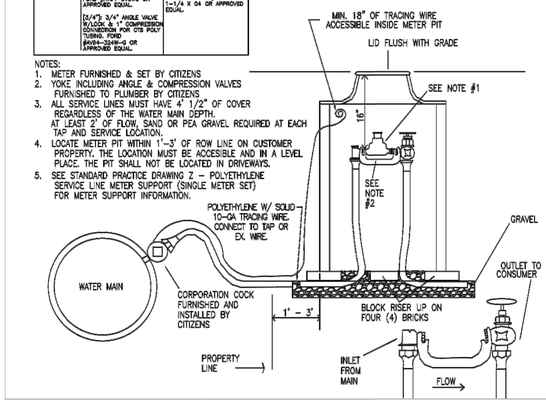
REVISION DATE: 11/6/2018 ISSUE DATE: 6/8/2009

STANDARD SERVICE LINE INSTALLATION AND SETTING FOR 5/8", 3/4", AND 1" METER IN SINGLE PIT

ITEM	5/8" & 3/4" METERS	1" METERS
METER PIT COVER	FORD METER BOX X43 OR APPROVED EQUAL SINGLE LID COVER AND RING FOR 20" RISER, 4" DEPTH, 11.55" DIA. LID W/ UP. PENT OPENING MNT.	FORD METER BOX X43 OR APPROVED EQUAL SINGLE LID COVER AND RING FOR 20" RISER, 4" DEPTH, 13.50" DIA. LID W/ U. PENT OPENING NUT, **NUT ALSO BE USED IN CONJUNCTION WITH A 24 X 20 ADAPTER RING (FORD D77-C OR APPROVED EQUAL)
PIT	2X24X8" PLASTIC RISER: WEDITYES PLASTICS, FRANCISVILLE, TILE (YBA700) OR APPROVED EQUAL	2X24X8" PLASTIC RISER: WEDITYES PLASTICS, FRANCISVILLE TILE (YBA700) OR APPROVED EQUAL
SUPPORT	SINGLE METER SUPPORT PER STANDARD PRACTICE Z	SINGLE METER SUPPORT PER STANDARD PRACTICE Z
YOKE	FORD B01-P PRONGED YOKE FOR 5/8" METERS OR APPROVED EQUAL, FORD 503-P PRONGED YOKE FOR 3/4" METERS OR APPROVED EQUAL	FORD B0AB PRONGED YOKE FOR 1" METERS OR APPROVED EQUAL
VALVES: INLET SIDE (FROM MAIN)	(5/8") 5/8" ANGLE VALVE W/LOCK & 3/4" COMPRESSION CONNECTION FOR CTS POLY TUBING. FORD #G69-312WG OR APPROVED EQUAL (5/4") 3/4" ANGLE VALVE W/LOCK & 1" COMPRESSION CONNEXION FOR CTS POLY TUBING. FORD #G69-324W-G OR APPROVED EQUAL	(1") 1" ANGLE VALVE W/ LOCK & 1 1/4" COMPRESSION CONNECTION FOR CTS POLY TUBING. A.Y. MCDONALD #4602YT 1-1/4 X 1 OR APPROVED EQUAL

ITEM	5/8" & 3/4" METERS	1" METERS
VALVES: OUTLET SIDE (TO CUSTOMER)	(5/8") 5/8" GLOBE STYLE COMPRESSION VALVE W/ "T" OPERATING HANDLE & 3/4" COMPRESSION CONNECTION FOR CTS POLY TUBING FORD #G43-313-G (3/4") 3/4" GLOBE STYLE COMPRESSION VALVE W/ "T" OPERATING HANDLE & 1" COMPRESSION CONNECTION FOR CTS POLY TUBING **HYDRO ONLY FORD #G43-324-4WT-G	(1") 1" GLOBE STYLE COMPRESSION VALVE W/"T" OPERATING HANDLE & 1 1/4" COMPRESSION CONNECTION FOR CTS POLY TUBING** HYDRO ONLY #G43-448-4WT-G
RISER SIZE & SERVICE LINE SIZE (TUBING LEADING TO AND FROM YOKE VALVES)	(5/8") 5/8" CTS SDR9 WITH POLY TUBING (3/4") 1" CTS SDR 9 NOMA POLY TUBING **INSERT UTILIZE A STAINLESS STEEL INSERT STIFFENER AT ALL COMPRESSION CONNECTIONS TO ALL CASES 10 GA. SOLID THWN, BLUE SHELL TRACING WIRE MUST BE INSTALLED WITH THE POLY SERVICE LINE.	(1") 1 1/4" CTS SDR9 WITH POLY TUBING **INSERT UTILIZE A STAINLESS STEEL INSERT STIFFENER AT ALL COMPRESSION CONNECTIONS TO ALL CASES 10 GA. SOLID THWN, BLUE SHELL TRACING WIRE MUST BE INSTALLED WITH THE POLY SERVICE LINE.

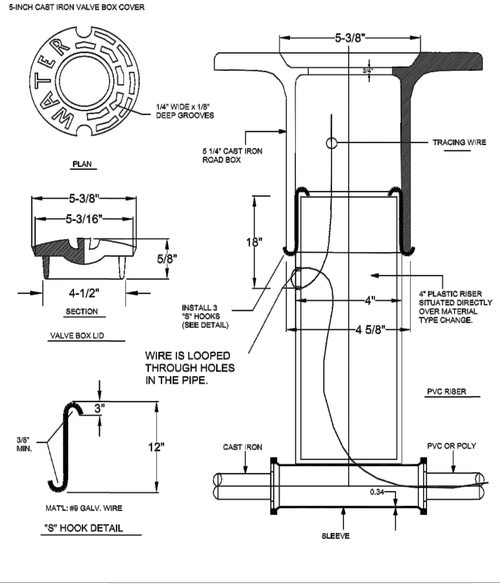
NOTES:
1. METER FURNISHED & SET BY CITIZENS
2. YOKE INCLUDING ANGLE & COMPRESSION VALVES FURNISHED TO PLUMBER BY CITIZENS
3. ALL SERVICE LINES MUST HAVE 4' 1/2" OF COVER REGARDLESS OF THE WATER MAIN DEPTH. AT LEAST 2' OF FLOW, SAND OR PEA GRAVEL REQUIRED AT EACH TAP AND SERVICE LOCATION.
4. LOCATE METER PIT WITHIN 1'-3' OF ROW LINE ON CUSTOMER PROPERTY. THE LOCATION MUST BE ACCESIBLE AND IN A LEVEL PLACE. THE PIT SHALL NOT BE LOCATED IN DRIVEWAYS.
5. SEE STANDARD PRACTICE DRAWING Z – POLYETHYLENE SERVICE LINE METER SUPPORT (SINGLE METER SET) FOR METER SUPPORT INFORMATION.



CITIZENS WATER
STANDARD PRACTICE R

REVISION DATE: 1/15/2007 ISSUE DATE:6/8/2009

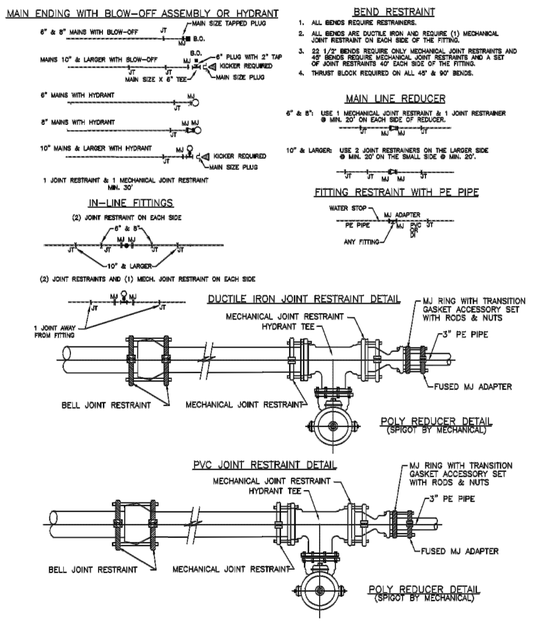
TRACING STATION



CITIZENS WATER
STANDARD PRACTICE O

REVISION DATE: 3/20/2014 ISSUE DATE: 6/8/2009

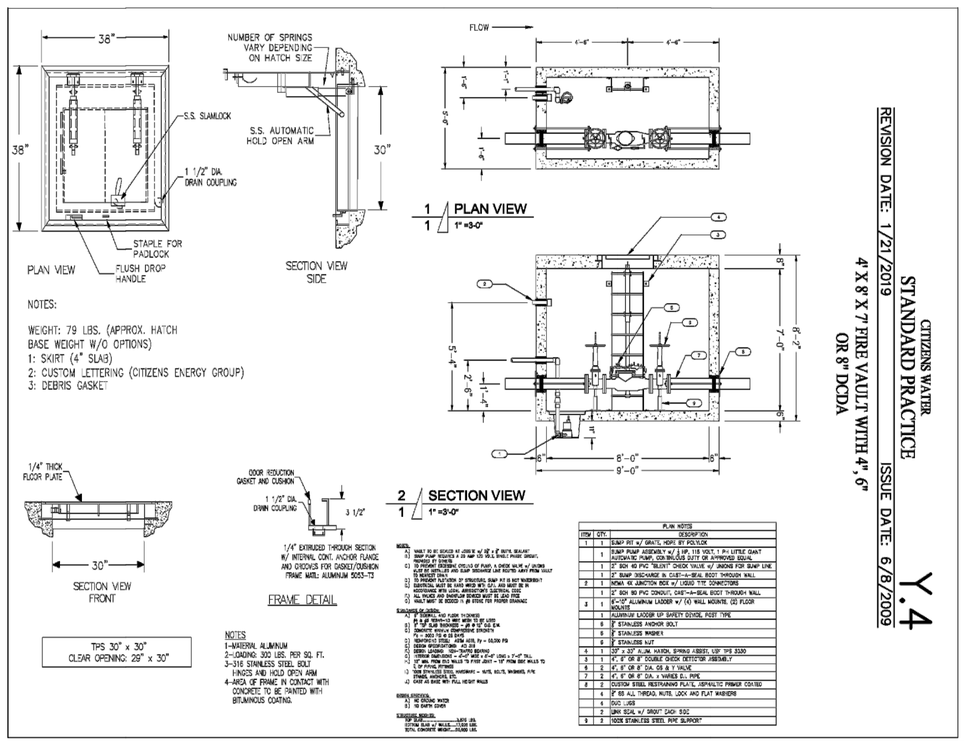
INSTALLATION OF RESTRAINTS



Y.4

CITIZENS WATER
STANDARD PRACTICE
REVISION DATE: 1/21/2019 ISSUE DATE: 6/8/2009

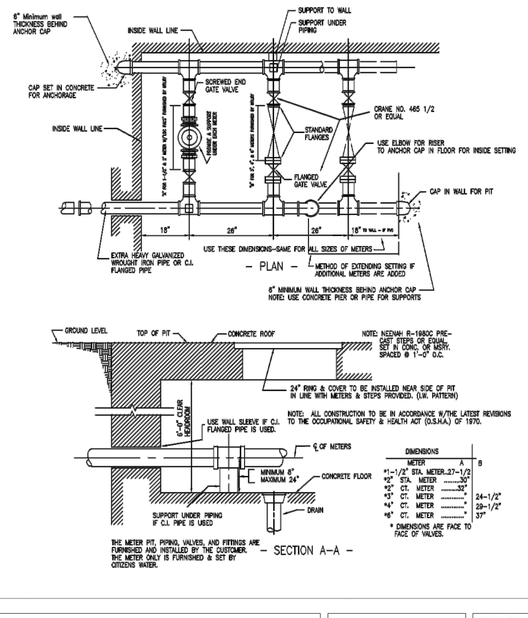
4' X 8' X 7' FIRE VAULT WITH 4", 6" OR 8" DCDA



CITIZENS WATER
STANDARD PRACTICE S

REVISION DATE: 01/15/2007 ISSUE DATE: 6/8/2009

STANDARD INSTALLATION FOR MULTIPLE METER SETTINGS



CITIZENS WATER
STANDARD PRACTICE O.1

REVISION DATE: 8/25/2010 ISSUE DATE: 9/1/2010

VEHICLE IMPACT PROTECTION FOR HYDRANTS

ADOPTED CODE FOR THE STATE OF INDIANA, TAKEN FROM THE 2006 INTERNATIONAL FIRE CODE.

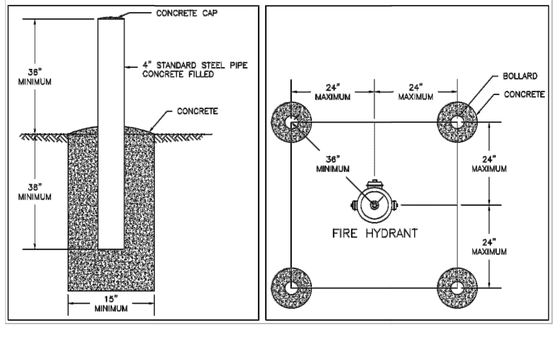
SECTION 312 VEHICLE IMPACT PROTECTION

312.1 GENERAL. VEHICLE IMPACT PROTECTION REQUIRED BY THIS CODE SHALL BE PROVIDED BY POSTS THAT COMPLY WITH SECTION 312.2 OR BY OTHER APPROVED PHYSICAL BARRIERS THAT COMPLY WITH SECTION 312.3.

312.2 POSTS. GUARD POSTS SHALL COMPLY WITH ALL OF THE FOLLOWING REQUIREMENTS:

1. CONSTRUCTED OF STEEL NOT LESS THAN 4 INCHES (102 MM) IN DIAMETER AND CONCRETE FILLED.
2. SPACED NOT MORE THAN 4 FEET (1219 MM) BETWEEN POSTS ON CENTER.
3. SET NOT LESS THAN 3 FEET (914 MM) DEEP IN A CONCRETE FOOTING OF NOT LESS THAN A 15–INCH (381 MM) DIAMETER.
4. SET WITH THE TOP OF THE POSTS NOT LESS THAN 3 FEET (914 MM) ABOVE GROUND.
5. LOCATED NOT LESS THAN 3 FEET (914 MM) FROM THE PROTECTED OBJECT

312.3 OTHER BARRIERS. PHYSICAL BARRIERS SHALL BE A MINIMUM OF 36 INCHES (914 MM) IN HEIGHT AND SHALL RESIST A FORCE OF 12,000 POUNDS (53 375 N) APPLIED 36 INCHES (914 MM) ABOVE ADJACENT GROUND SURFACE.



REVISIONS

DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
01/30/20	2	TOWN OF ZIONSVILLE COMMENTS
02/04/20	3	INDOT AND TRICO COMMENTS
02/18/20	4	INDOT COMMENTS, KEYNOTE CLARIFICATIONS
03/05/20	5	TOWN OF ZIONSVILLE COMMENTS

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

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

SNELLING ENGINEERING, LLC
13295 Illinois Street
Suite 142
Carmel, IN 46032
Ph: (317) 697-0180
www.snellingeng.com

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

APPALOOSA CROSSING
MIXED USE DEVELOPMENT
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

CONSTRUCTION DETAILS

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: 39 OF 43

R-3405 Series

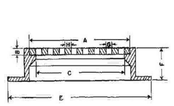
Dimensions in inches

Catalog No.	A	B	C	E	F	G	H
R-3405	23 5/8 x 23 5/8	1 1/2	22 x 22	32 3/4 x 32 3/4	6	2 1/8 x 2 1/8	1

Gutter Inlet Frame, Grate

Heavy Duty

CATALOG NUMBER	GRATE TYPE	SQ. FT. OPEN	WEIR PERIMETER LINEAL FEET
R-3405	H	1.3	7.9

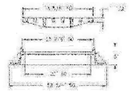


Illustrating R-3405

5250 CATCH BASIN INLET

Heavy duty
"DUMP NO WASTE!" lettering and fish image
Approximate 220 sq. in. open area
Stackable frame.

Options:
8" height frame – 5235
4" height frame – V-5622
ADA grate – V-5622-80
Solid cover – V-6622



MANUFACTURER	CATALOG NO.
NEENAH	R-3405
EAST JORDAN	5250

NOT TO SCALE

ST-07.dwg Wednesday, October 26, 2016 8:55:01 AM

ZIONSVILLE FOR ALL THE RIGHT REASONS

FLAT INLET CASTING TYPE 5

TOWN OF ZIONSVILLE, INDIANA

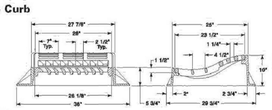
STANDARD DETAIL

PREPARED BY: BLN BEAM·LONGEST·NEFF

FIGURE NO. **ST-7**

R-3501-TR
Inlet for Roll Type Curb

Heavy Duty



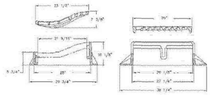
CATALOG NUMBER	GRATE TYPE	SQ. FT. OPEN	WEIR PERIMETER LINEAL FEET
R-3501-TR	L	1.0	4.6
R-3501-TL	L	1.4	4.6

Illustrating R-3501-TR (flow right). If flow left requiried, order R-3501-TL.

7495 CATCH BASIN CURB INLET

Heavy duty
With TYPE M1 right hand grate
(M2 left hand)
Approximate 250 sq. in. open area
"DUMP NO WASTE!" lettering and fish image

Options:
Safety bar – 5235
Round flange frame



TYPE M3 Bidirectional Grate
"DUMP NO WASTE!" lettering
Approx. 227 sq. in. open area

TYPE M4 Bidirectional Grate
"DUMP NO WASTE!" lettering and fish image
Approx. 185 sq. in. open area

MANUFACTURER	CATALOG NO.
NEENAH	R-3501-TR/TL
EAST JORDAN	7495

NOT TO SCALE

ST-25.dwg Wednesday, October 26, 2016 8:48:20 AM

ZIONSVILLE FOR ALL THE RIGHT REASONS

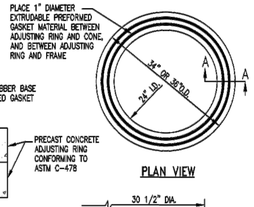
ROLLED CURB INLET CASTING TYPE 3

TOWN OF ZIONSVILLE, INDIANA

STANDARD DETAIL

PREPARED BY: BLN BEAM·LONGEST·NEFF

FIGURE NO. **ST-5**



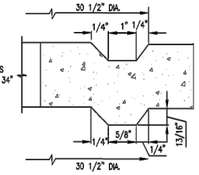
PLACE 1" DIAMETER EXTRUDABLE PREFORMED GASKET MATERIAL BETWEEN ADJUSTING RING AND CONC. AND BETWEEN ADJUSTING RING AND FRAME

NOMINAL 1" BUTYL RUBBER BASE EXTRUDABLE PREFORMED GASKET MATERIAL (TYP.)

PRECAST CONCRETE ADJUSTING RING CONFORMING TO ASTM C-478

GASKET DETAIL

PLAN VIEW



RISER RING THICKNESS 4"-12" OUTSIDE DIA. 34" OR 36"

30 1/2" DIA.

1/4" 1" 1/4"

1 1/4" 5/8" 13/16" 1/4"

30 1/2" DIA.

SECTION "A-A"

GENERAL NOTES:
BUTYL RUBBER BASE GASKET MATERIAL SHALL CONFORM TO AASHTO M-198 AND FEDERAL SPECIFICATIONS SS-S-210A. THE EXTRUDABLE PREFORMED GASKET SHALL BE USED BETWEEN THE ADJUSTING RING AND COVE, AND BETWEEN THE ADJUSTING RING AND CASTING. THE GASKET MATERIAL SHALL BE AS MANUFACTURED BY HAMILTON KENT-SEAL OR APPROVED EQUAL

FOR RECTANGULAR/BOX STRUCTURES:
PRECAST CONCRETE SPACERS OF A MINIMAL NOMINAL THICKNESS OF 6 INCHES. THE MAXIMUM NUMBER OF SPACERS ALLOWED SHALL BE FOUR (4). A SOILTIGHT SEAL SHALL BE PROVIDED BETWEEN EACH COMPONENT OF THE CONCRETE STRUCTURE AND SPACERS BY USE OF NON-ASPHALTIC MASTIC OR EXTRUDABLE PREFORMED GASKET MATERIAL.

NOT TO SCALE

NOTE: ALL JOINTS SHALL BE SLICKED WITH NON-SHRINK GROUT.

ST-03.dwg Tuesday, November 08, 2016 10:54:58 AM

ZIONSVILLE FOR ALL THE RIGHT REASONS

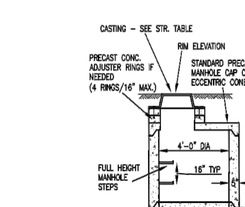
SPACER RINGS/RISER RINGS

TOWN OF ZIONSVILLE, INDIANA

STANDARD DETAIL

PREPARED BY: BLN BEAM·LONGEST·NEFF

FIGURE NO. **ST-3**



PIPE SIZE (DIA. "D")	MANHOLE (DIA. "F") PIPES ENTERING/ LEAVING AT 0-45 DEGREES	MANHOLE (DIA. "F") PIPES ENTERING/ LEAVING AT 45-90 DEGREES
12"-21"	48"	48"
24"	48"	60"
27"-30"	60"	60"
33"-36"	60"	72"
42"	72"	84"
48"	72"	96"
54"-66"	96"	102"
72"	102"	108"
84"	108"	–

CASTING – SEE STR. TABLE
RIM ELEVATION
PRECAST CONC. ADJUSTER RINGS IF NEEDED (4 RINGS/16" MAX.)
STANDARD PRECAST MANHOLE CAP OR ECCENTRIC CONE
4'-0" DIA
16" TYP
FULL HEIGHT MANHOLE STEPS
CONCRETE REDUCER CAP
JOINTS BETWEEN MANHOLE SECTIONS SHALL BE MADE WITH AN APPROVED RUBBER GASKET IN ACCORDANCE WITH ASTM C-443 OR A 1" DIAMETER NON-ASPHALTIC MASTIC (KENT SEAL OR APPROVED EQUAL) CONFORMING TO AASHTO M-198 AND FEDERAL SPECIFICATIONS SS-S-210A.
DIAMETER "F"
6" UNDERDRAIN, SEE PLANS FOR UNDERDRAIN LAYOUT
INVERT ELEVATION MINIMUM 0.1 FOOT DROP REQUIRED OVER STRUCTURE
DIAMETER "D"
1/2" PER FOOT SLOPE
PREFORMED OR CORE-DRILLED HOLE MAX SIZE OF PIPE O.D. + 6" FILLED WITH CEMENT GROUT TO PREVENT LEAKAGE
3" MIN.
BASE SHALL HAVE #4 BARS-12" O.C. BOTH WAYS
3" MIN
GRANULAR LEVELING MATERIAL REQUIRED FOR PRECAST BASE. GRANULAR MATERIAL SHALL BE No. 8 STONE MEETING INDOT STANDARD SPECIFICATIONS AT A MINIMUM 6 INCHES IN DEPTH AND COMPACTED TO 95% STD. PROCTOR DENSITY.

NOTE:
MANHOLES SHALL BE PRECAST CLASS A CONCRETE CONFORMING TO ASTM C-478

NOTE: ALL STRUCTURE JOINTS SHALL BE SLICKED WITH NON-SHRINK GROUT.

NOT TO SCALE

ST-01.dwg Tuesday, November 08, 2016 12:53:47 AM

ZIONSVILLE FOR ALL THE RIGHT REASONS

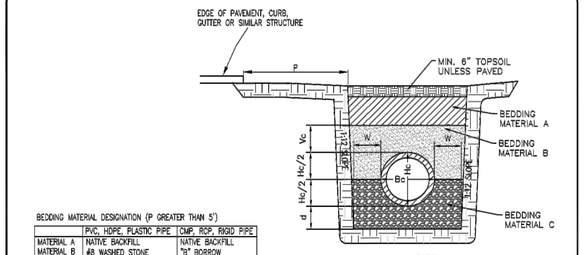
STANDARD PRECAST MANHOLE

TOWN OF ZIONSVILLE, INDIANA

STANDARD DETAIL

PREPARED BY: BLN BEAM·LONGEST·NEFF

FIGURE NO. **ST-1**



BEDDING MATERIAL DESIGNATION (P GREATER THAN 5')

	PVC, HDPE, PLASTIC PIPE	CMP, RCP, RIGID PIPE
MATERIAL A	NATIVE BACKFILL	NATIVE BACKFILL
MATERIAL B	#8 WASHED STONE	"B" BORROW
MATERIAL C	#8 WASHED STONE	#8 WASHED STONE

BEDDING MATERIAL DESIGNATION (P LESS THAN 5', BUT GREATER THAN 0')

	PVC, HDPE, PLASTIC PIPE	CMP, RCP, RIGID PIPE
MATERIAL A	#8 WASHED STONE	#8 WASHED STONE
MATERIAL B	#8 WASHED STONE	#8 WASHED STONE
MATERIAL C	#8 WASHED STONE	#8 WASHED STONE

BEDDING MATERIAL DESIGNATION (PIPE UNDER PAVEMENT OR DRIVEWAY)

	PVC, HDPE, PLASTIC PIPE	CMP, RCP, RIGID PIPE
MATERIAL A	PIPE NOT ALLOWED	#8 WASHED STONE
MATERIAL B	(EXCEPT HDPE – SEE NOTE 7)	#8 WASHED STONE
MATERIAL C		#8 WASHED STONE

LEGEND

P = DISTANCE FROM EDGE OF PAVEMENT
Hc = OUTSIDE DIAMTER OR RISE
Bc = OUTSIDE DIAMETER
d = DEPTH OF BEDDING MATERIAL BELOW PIPE
= 6" MIN. FOR FILL HEIGHT UP TO 18'
= 12" MIN. FOR FILL HEIGHT OF 18' OR MORE
Vc = 12" FOR Bc UP TO 18"
= 18" FOR Bc > 18"
W = 0.3 Bc OR 9", WHICHEVER IS GREATER

NOTES:
1. INDOT TYPE 1 PIPE REQUIRED FOR STORM SEWERS/CULVERTS UNDER PAVEMENT
2. INDOT TYPE 2 PIPE REQUIRED FOR STORM SEWERS/CULVERTS OUTSIDE OF PAVEMENT.
3. ALL BEDDING SHALL BE INSTALLED IN 6" TO 12" BALANCED LIFTS
4. FOR BACKFILL PURPOSES, PAVED SHOULDERS, CURBS, GUTTERS, AND SIDEWALKS ARE CONSIDERED PAVEMENT.
5. FLOWABLE BACKFILL SHALL BE ENCASED BY A MINIMUM OF 2 FEET OF COMPACTED EARTH BACKFILL
6. PLASTIC PIPES FABRICATED ON HYDROSTATIC DESIGN BASES RATED RESINS CONSIDERED RIGID FOR BACKFILL PURPOSES
7. ZIONSVILLE ALLOWS HDPE PIPE UNDER PAVEMENT AS LONG AS IT IS A MANDREL TESTED TO 7.5%

NOT TO SCALE

ST-08.dwg Wednesday, October 26, 2016 8:53:14 AM

ZIONSVILLE FOR ALL THE RIGHT REASONS

BEDDING AND BACKFILL SECTION

TOWN OF ZIONSVILLE, INDIANA

STANDARD DETAIL

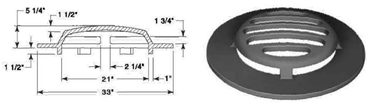
PREPARED BY: BLN BEAM·LONGEST·NEFF

FIGURE NO. **ST-8**

R-4342
Ditch Grate, Stool Type

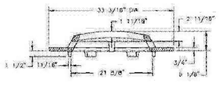
Light Duty

CATALOG NUMBER	GRATE TYPE	SQ. FT. OPEN	WEIR PERIMETER LINEAL FEET
R-4342	Bedstool	1.0	4.5



6489 BEEHIVE DITCH GRATE

Heavy duty
Approximate 220 sq. in. open area
"DUMP NO WASTE!" lettering



MANUFACTURER	CATALOG NO.
NEENAH	R-4342
EAST JORDAN	6489

NOT TO SCALE

ST-26.dwg Wednesday, October 26, 2016 8:48:31 AM

ZIONSVILLE FOR ALL THE RIGHT REASONS

DRAIN GRATE INLET CASTING TYPE 4

TOWN OF ZIONSVILLE, INDIANA

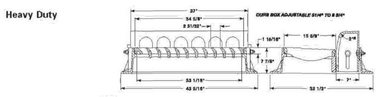
STANDARD DETAIL

PREPARED BY: BLN BEAM·LONGEST·NEFF

FIGURE NO. **ST-6**

R-3287-10V
Combination Inlet Frame, Grate, Curb Box

Heavy Duty



CATALOG NUMBER	GRATE TYPE	SQ. FT. OPEN	WEIR PERIMETER LINEAL FEET
R-3287-10V	V	2.1	5.5

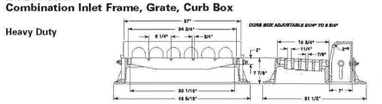
Available with 3" radius curb box.

MANUFACTURER	CATALOG NO.
NEENAH	R-3287, 10V
EAST JORDAN	7505M3

NOT TO SCALE

R-3287-SB10
Combination Inlet Frame, Grate, Curb Box

Heavy Duty



CATALOG NUMBER	GRATE TYPE	SQ. FT. OPEN	WEIR PERIMETER LINEAL FEET
R-3287-SB10	S	1.5	5.5

MANUFACTURER	CATALOG NO.
NEENAH	R-3287, SB10
EAST JORDAN	7505

NOT TO SCALE

ST-04.dwg Wednesday, October 26, 2016 8:47:36 AM

ZIONSVILLE FOR ALL THE RIGHT REASONS

STRAIGHT CURB INLET CASTING TYPE 1

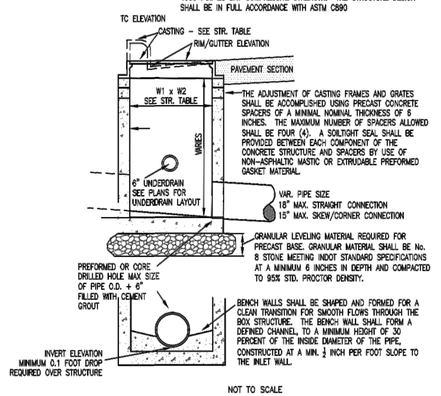
TOWN OF ZIONSVILLE, INDIANA

STANDARD DETAIL

PREPARED BY: BLN BEAM·LONGEST·NEFF

FIGURE NO. **ST-4**

GENERAL NOTES:
STORM BOX STRUCTURES SHALL BE PRECAST CONCRETE CLASS A WITH A 4000 PSI, 28 DAY COMPRESSIVE STRENGTH. THE STRUCTURE DESIGN SHALL BE IN FULL ACCORDANCE WITH ASTM C890



THE ADJUSTMENT OF CASTING FRAMES AND GRATES SHALL BE ACCOMPLISHED USING PRECAST CONCRETE SPACERS OF A MINIMAL NOMINAL THICKNESS OF 6 INCHES. THE MAXIMUM NUMBER OF SPACERS ALLOWED SHALL BE FOUR (4). A SOILTIGHT SEAL SHALL BE PROVIDED BETWEEN EACH COMPONENT OF THE CONCRETE STRUCTURE AND SPACERS BY USE OF NON-ASPHALTIC MASTIC OR EXTRUDABLE PREFORMED GASKET MATERIAL.

VAR. PIPE SIZE
18" MAX. STRAIGHT CONNECTION
15" MAX. SKEW/CORNER CONNECTION

GRANULAR LEVELING MATERIAL REQUIRED FOR PRECAST BASE. GRANULAR MATERIAL SHALL BE No. 8 STONE MEETING INDOT STANDARD SPECIFICATIONS AT A MINIMUM 6 INCHES IN DEPTH AND COMPACTED TO 95% STD. PROCTOR DENSITY.

BENCH WALLS SHALL BE SHAPED AND FORMED FOR A CLEAN TRANSITION FOR SMOOTH FLOWS THROUGH THE BOX STRUCTURE. THE BENCH WALL SHALL FORM A DEFINED CHANNEL TO A MINIMUM HEIGHT OF 30 PERCENT OF THE INSIDE DIAMETER OF THE PIPE.

CONSTRUCTED AT A MIN. 1/2 INCH PER FOOT SLOPE TO THE INLET WALL.

NOT TO SCALE

NOTE: ALL STRUCTURE JOINTS SHALL BE SLICKED WITH NON-SHRINK GROUT.

ST-02.dwg Tuesday, November 08, 2016 1:47:43 PM

ZIONSVILLE FOR ALL THE RIGHT REASONS

STORM BOX STRUCTURE

TOWN OF ZIONSVILLE, INDIANA

STANDARD DETAIL

PREPARED BY: BLN BEAM·LONGEST·NEFF

FIGURE NO. **ST-2**

REVISIONS

DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
01/30/20	2	TOWN OF ZIONSVILLE COMMENTS
02/04/20	3	INDOT AND TRICO COMMENTS
02/18/20	4	INDOT COMMENTS, KEYNOTE CLARIFICATIONS
03/05/20	5	TOWN OF ZIONSVILLE COMMENTS

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

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

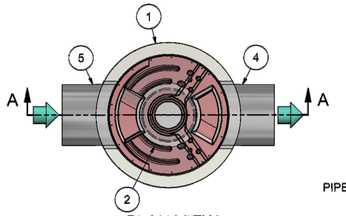
SNELLING ENGINEERING, LLC
13295 Illinois Street
Suite 142
Carmel, IN 46032
Ph: (317) 697-0180
www.snellingeng.com

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

APPALOOSA CROSSING
MIXED USE DEVELOPMENT
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

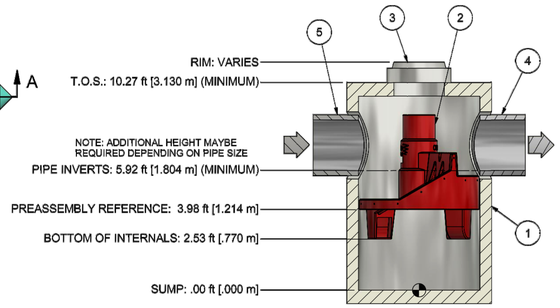
CONSTRUCTION DETAILS

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: 40 OF 43



PLAN VIEW

HYDRO FRAME AND COVER (INCLUDED)
GRADE RINGS BY OTHERS AS REQUIRED



SECTION A-A
SCALE 1:40

PROJECTION

IF IN DOUBT ASK

COMMENTS:

1. MANHOLE WALL AND SLAB THICKNESSES ARE NOT TO SCALE.

2. CONTACT HYDRO INTERNATIONAL FOR A BOTTOM OF STRUCTURE ELEVATION PRIOR TO SETTING FIRST DEFENSE MANHOLE.

3. CONTRACTOR TO CONFIRM RIM, PIPE INVERTS, PIPE DIA. AND PIPE ORIENTATION PRIOR TO RELEASE OF UNIT TO FABRICATION.

DATE:	SCALE:
10/7/2019	1:40
DRAWN BY: ER	CHECKED BY: MRJ
APPROVED BY	

Title
6-ft DIAMETER

FIRST DEFENSE HIGH CAPACITY

GENERAL ARRANGEMENT

Hydro International
hydro-int.com
HYDRO INTERNATIONAL

DO NOT SCALE DRAWING
STEEL FABRICATION TOLERANCES
UNLESS OTHERWISE SPECIFIED,
DIMENSIONS ARE IN INCHES.

LINEAR
000 - 012in = ±0.04in
012 - 096in = ±0.06in
096 - 048in = ±0.09in
048 - 120in = ±0.13in
120in >>>> = ±0.20in

ANGULAR
000 - 120in = ±1°
120 - 240in = ±0.5°
240in >>>> = ±0.25°

WEIGHT:	MATERIAL:
N/A	

STOCK NUMBER:
1

DRAWING NO.:
FDHC GA-6

SHEET SIZE:	SHEET:	Rev:
B	1 OF 1	-

PRODUCT SPECIFICATION:

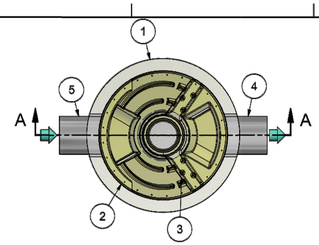
1. PEAK HYDRAULIC FLOW: 32.0 cfs (906 l/s)
2. MIN SEDIMENT STORAGE CAPACITY: 1.6 cu. yd. (1.2 cu. m.)
3. OIL STORAGE CAPACITY: 496 gal. (1878 liters)
4. MAXIMUM INLET/OUTLET PIPE DIAMETERS: 30 in. (750 mm)
5. THE TREATMENT SYSTEM SHALL USE AN INDUCED VORTEX TO SEPARATE POLLUTANTS FROM STORMWATER RUNOFF.
6. NJCAT VERIFIED FOR GREATER THAN 85% TSS AT 4.23 cfs (119.8 l/s) FOR OK110 (50-150 MICRONS)
7. NJCAT VERIFIED FOR GREATER THAN 90% TSS AT 3.38 cfs (95.7 l/s) FOR DOWN TO 50 MICRONS (50-1,000 MICRONS)

GENERAL NOTES:
1. General Arrangement drawings only. Contact Hydro International for site specific drawings.
2. The diameter of the inlet and outlet pipes may be no more than 30".
3. Multiple inlet pipes possible (refer to project plan).
4. Inlet/outlet pipe angle can vary to align with drainage network (refer to project plan.s)
5. Peak flow rate and minimum height limited by available cover and pipe diameter.
6. Larger sediment storage capacity may be provided with a deeper sump depth.

PARTS LIST

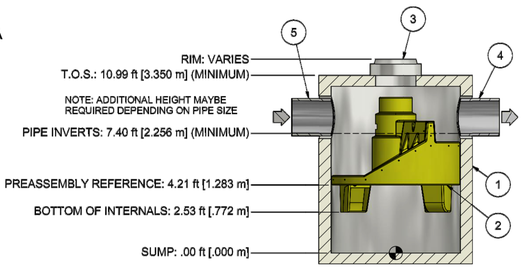
ITEM	QTY	SIZE (in)	SIZE (mm)	DESCRIPTION
1	1	72	1800	I.D. PRECAST MANHOLE
2	1			INTERNAL COMPONENTS (PRE-INSTALLED)
3	1	30	750	FRAME AND COVER (ROUND)
4	1	30 (MAX)	750 (MAX)	OUTLET PIPE (BY OTHERS)
5	1	30 (MAX)	750 (MAX)	INLET PIPE (BY OTHERS)

ANY WARRANTY GIVEN BY HYDRO INTERNATIONAL WILL APPLY ONLY TO THOSE ITEMS SUPPLIED BY IT. ACCORDINGLY HYDRO INTERNATIONAL CANNOT ACCEPT ANY RESPONSIBILITY FOR ANY STRUCTURE, PLANT, OR EQUIPMENT, OR THE PERFORMANCE THERE OF) DESIGNED, BUILT, MANUFACTURED, OR SUPPLIED BY ANY THIRD PARTY. HYDRO INTERNATIONAL HAVE A POLICY OF CONTINUOUS DEVELOPMENT AND RESERVE THE RIGHT TO AMEND THE SPECIFICATION. HYDRO INTERNATIONAL CANNOT ACCEPT LIABILITY FOR PERFORMANCE OF ITS EQUIPMENT, (OR ANY PART THEREOF), IF THE EQUIPMENT IS SUBJECT TO CONDITIONS OUTSIDE ANY DESIGN SPECIFICATION. HYDRO INTERNATIONAL OWNS THE COPYRIGHT OF THIS DRAWING, WHICH IS SUPPLIED IN CONFIDENCE. IT MUST NOT BE USED FOR ANY PURPOSE OTHER THAN THAT FOR WHICH IT IS SUPPLIED AND MUST NOT BE REPRODUCED, IN WHOLE OR IN PART, WITHOUT PRIOR PERMISSION IN WRITING FROM HYDRO INTERNATIONAL.



PLAN VIEW

HYDRO FRAME AND COVER (INCLUDED)
GRADE RINGS BY OTHERS AS REQUIRED



SECTION A-A

PROJECTION

IF IN DOUBT ASK

COMMENTS:

1. MANHOLE WALL AND SLAB THICKNESSES ARE NOT TO SCALE.

2. CONTACT HYDRO INTERNATIONAL FOR A BOTTOM OF STRUCTURE ELEVATION PRIOR TO SETTING FIRST DEFENSE MANHOLE.

3. CONTRACTOR TO CONFIRM RIM, PIPE INVERTS, PIPE DIA. AND PIPE ORIENTATION PRIOR TO RELEASE OF UNIT TO FABRICATION.

DATE:	SCALE:
10/7/2019	1:50
DRAWN BY: ER	CHECKED BY: MRJ
APPROVED BY	

Title
8-ft DIAMETER

FIRST DEFENSE HIGH CAPACITY

GENERAL ARRANGEMENT

Hydro International
hydro-int.com
HYDRO INTERNATIONAL

DO NOT SCALE DRAWING
STEEL FABRICATION TOLERANCES
UNLESS OTHERWISE SPECIFIED,
DIMENSIONS ARE IN INCHES.

LINEAR
000 - 012in = ±0.04in
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096 - 048in = ±0.09in
048 - 120in = ±0.13in
120in >>>> = ±0.20in

ANGULAR
000 - 120in = ±1°
120 - 240in = ±0.5°
240in >>>> = ±0.25°

WEIGHT:	MATERIAL:
N/A	

STOCK NUMBER:

DRAWING NO.:
FDHC GA-8

SHEET SIZE:	SHEET:	Rev:
B	1 OF 1	-

PRODUCT SPECIFICATION:

1. PEAK HYDRAULIC FLOW: 50.0 cfs (1415 l/s)
2. MIN SEDIMENT STORAGE CAPACITY: 2.8 cu. yd. (2.1 cu. m.)
3. OIL STORAGE CAPACITY: 1002 gal. (3793 liters)
4. MAXIMUM INLET/OUTLET PIPE DIAMETERS: 48 in. (1200 mm)
5. THE TREATMENT SYSTEM SHALL USE AN INDUCED VORTEX TO SEPARATE POLLUTANTS FROM STORMWATER RUNOFF.
6. NJCAT VERIFIED FOR GREATER THAN 85% TSS AT 7.52 cfs (212.9 l/s) FOR OK 110 (50-150 MICRONS)
7. NJCAT VERIFIED FOR GREATER THAN 90% TSS AT 6.00 cfs (170.0 l/s) FOR DOWN TO 50 MICRONS (50-1,000 MICRONS)

GENERAL NOTES:
1. General Arrangement drawings only. Contact Hydro International for site specific drawings.
2. The diameter of the inlet and outlet pipes may be no more than 48".
3. Multiple inlet pipes possible (refer to project plan).
4. Inlet/outlet pipe angle can vary to align with drainage network (refer to project plan.s)
5. Peak flow rate and minimum height limited by available cover and pipe diameter.
6. Larger sediment storage capacity may be provided with a deeper sump depth.

PARTS LIST

ITEM	QTY	SIZE (in)	SIZE (mm)	DESCRIPTION
1	1	96	2400	I.D. PRECAST MANHOLE
2	1			INTERNAL COMPONENTS (PRE-INSTALLED)
3	1	30	750	FRAME AND COVER (ROUND)
4	1	48 (MAX)	1200 (MAX)	OUTLET PIPE (BY OTHERS)
5	1	48 (MAX)	1200 (MAX)	INLET PIPE (BY OTHERS)

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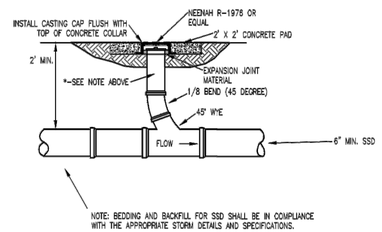
* NOTE:
* FOR SSD LATERALS, THE CLEANOUT PIPE AND FITTING MATERIAL SHALL BE HOPE N-12, WITH A MINIMUM PIPE SIZE OF 4 INCHES.



NOTE: BEDDING AND BACKFILL FOR SSD SHALL BE IN COMPLIANCE WITH THE APPROPRIATE STORM DETAILS AND SPECIFICATIONS.

NOT TO SCALE

ZIONSVILLE
FOR ALL THE RIGHT REASONS

SUBSURFACE DRAIN CLEANOUT

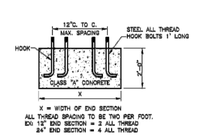
TOWN OF ZIONSVILLE, INDIANA

STANDARD DETAIL

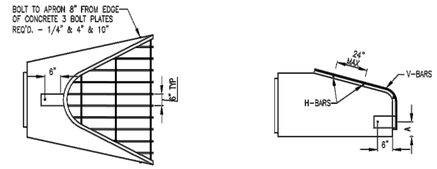
PREPARED BY: BLN BEAM·LONGEST·NEFF

FIGURE NO. ST-11

ST-11.dwg Thursday, November 03, 2016 12:30:28 PM



END SECTION ANCHOR



NOTES:
1. BARS & PLATES ARE HOT-ROLLED STEEL.
2. BARS, PLATES, & PIPE ARE FINISHED WITH 2 COATS OF ALUMINUM PAINT.
3. BOLTS ARE GALVANIZED.

TRASH/DEBRIS GUARD DETIAL

NOT TO SCALE

ZIONSVILLE
FOR ALL THE RIGHT REASONS

PRE CAST CONCRETE END SECTION

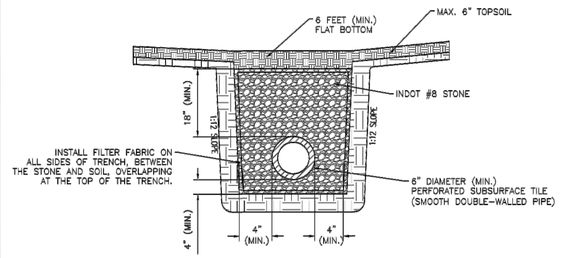
TOWN OF ZIONSVILLE, INDIANA

STANDARD DETAIL

PREPARED BY: BLN BEAM·LONGEST·NEFF

FIGURE NO. ST-9

ST-09.dwg Wednesday, October 26, 2016 8:53:51 AM



NOT TO SCALE

ZIONSVILLE
FOR ALL THE RIGHT REASONS

BEDDING AND BACKFILL SUB SURFACE DRAINS

TOWN OF ZIONSVILLE, INDIANA

STANDARD DETAIL

PREPARED BY: BLN BEAM·LONGEST·NEFF

FIGURE NO. ST-10

ST-10.dwg Tuesday, November 08, 2016 11:09:35 AM

REVISIONS		
DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
01/30/20	2	TOWN OF ZIONSVILLE COMMENTS
02/04/20	3	INDOT AND TRICO COMMENTS
02/18/20	4	INDOT COMMENTS, KEYNOTE CLARIFICATIONS
03/05/20	5	TOWN OF ZIONSVILLE COMMENTS

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www.snellingeng.com

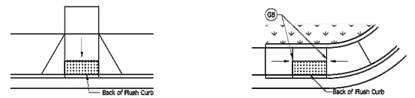
GREGORY S. SNELLING REGISTERED No. 19800417 STATE OF INDIANA PROFESSIONAL ENGINEER

APPALOOSA CROSSING
MIXED USE DEVELOPMENT
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

CONSTRUCTION DETAILS

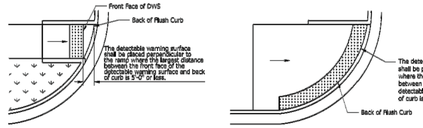
DRAWN:	SCALE:
GSS	SEE PLAN
CHECKED:	DATE:
GSS	01/27/20

SHEET: 41 OF 43

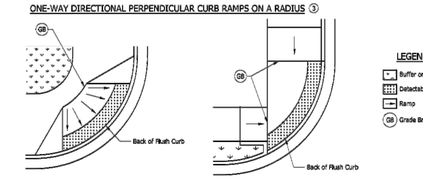


PERPENDICULAR CURB RAMP

PARALLEL CURB RAMP ④



ONE-WAY DIRECTIONAL PERPENDICULAR CURB RAMPS ON A RADIUS ③



BLENDED TRANSITION CURB RAMP ⑤

DEPRESSED CORNER CURB RAMP ⑤ ⑦

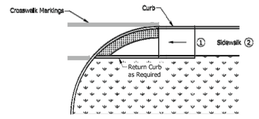
LEGEND:

- Buffer or Other Non-Walkable Surface
- Detectable Warning Surface (DWS)
- Ramp
- GB Grade Break

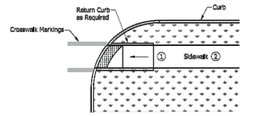
NOTES:

1. A detectable warning surface shall be placed at each street, highway, or railroad crossing. See Standard Drawing E 604-SDWK-03 for a detectable warning surface placement at a sidewalk driveway crossing.
2. The detectable warning surface shall extend a minimum of 2 ft in the direction of pedestrian travel and extend the full width as shown. The detectable warning surface shall not be placed across a grade break.
3. Where the distance from the face of the detectable warning surface is 5 ft or less from the back of curb, the detectable warning surface shall be placed perpendicular to the ramp. Where the distance from the face of the detectable warning surface is more than 5 ft from the back of curb, the detectable warning surface shall be placed at the back of curb as shown or in an alternate placement configuration. See Standard Drawing E 604-SWCR-13 for alternate detectable warning surface placement.
4. The detectable warning surface on a parallel curb ramp shall be placed on the turning space at the flush transition between the street and turning space at the back of curb.
5. The detectable warning surface on a blended transition or depressed corner shall be placed at the back of curb as shown or in an alternate placement configuration. See Standard Drawing E 604-SWCR-13 for alternate detectable warning surface placement.
6. See Standard Drawing E 604-SWCR-14 for detectable warning surface details.

INDIANA DEPARTMENT OF TRANSPORTATION	
DETECTABLE WARNING SURFACE PLACEMENT AND CONFIGURATION	
SEPTEMBER 2018	
STANDARD DRAWING NO.	E 604-SWCR-12
ELIZABETH W. PHILLIPS REGISTERED No. 10200124 STATE OF INDIANA PROFESSIONAL ENGINEER	/s/ Elizabeth W. Phillips 03/29/18 DESIGN STANDARDS ENGINEER DATE
	/s/ John Lucke 04/25/18 CHIEF ENGINEER DATE



ONE-WAY DIRECTIONAL PERPENDICULAR CURB RAMP ADJACENT CURB



ONE-WAY DIRECTIONAL PERPENDICULAR CURB RAMP WITH BUFFER

NOTES:

① A turning space is not required at the top of the ramp for a one-way directional perpendicular curb ramp.

② Where there is no buffer between the sidewalk and curb the preferred minimum sidewalk width is 6 ft. Where a buffer is placed between the sidewalk and curb, the preferred minimum sidewalk width is 5 ft. See Standard Drawing Series E 604-SDWK for sidewalk details.

LEGEND:

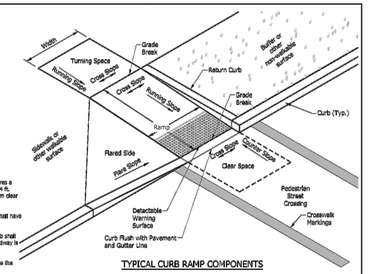
- Buffer or Other Non-Walkable Surface
- Ramp
- Detectable Warning Surface

INDIANA DEPARTMENT OF TRANSPORTATION	
ONE-WAY DIRECTIONAL PERPENDICULAR CURB RAMP TYPICAL PLACEMENT	
SEPTEMBER 2016	
STANDARD DRAWING NO.	E 604-SWCR-05
ELIZABETH W. PHILLIPS REGISTERED No. 10200124 STATE OF INDIANA PROFESSIONAL ENGINEER	/s/ Elizabeth W. Phillips 03/15/16 DESIGN STANDARDS ENGINEER DATE
	/s/ Mark A. Miller 03/18/16 CHIEF ENGINEER DATE

INDEX	
SHEET NO.	SUBJECT
1	Curb Ramp Drawing Index and General Notes
2-3	Perpendicular Curb Ramp Typical Placement
4	Perpendicular Curb Ramp Component Details
5	One-Way Directional Perpendicular Curb Ramp Typical Placement
6	One-Way Directional Perpendicular Curb Ramp Component Details
7	Parallel Curb Ramps Typical Placement
8	Parallel Curb Ramp Component Details
9	Blended Transition Curb Ramp, Depressed Curb Ramp and Diagonal Curb Ramp Typical Placement
10	Blended Transition Curb Ramp Component Details
11	Median Cut-Through and Median Perpendicular Curb Ramp Typical Placement
12-13	Detectable Warning Surface Placement and Configuration
14	Detectable Warning Surface Details

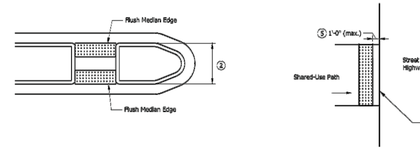
GENERAL NOTES:

1. All slopes are absolute rather than relative to the sidewalk or roadway grade. Slopes at least 0.50% less than the maximum are preferred.
2. Ramp or Blended Transition. A ramp or blended transition shall be used to lower or raise the sidewalk to connect with the street or highway.
3. Turning Space. A turning space shall be provided at the top of a perpendicular ramp, bottom of a parallel ramp, or where the pedestrian travel requires a change in direction. A common turning space may be shared by adjacent ramps. The turning space shall have a minimum clear dimension of 4 ft x 4 ft. Where the turning space is constrained at the back of the sidewalk by a curb, retaining wall, building, or feature over 2 inches in height, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope.
4. Flared Side. A flared side shall be used adjacent to a walkable surface. A flared side may be used adjacent to a non-walkable surface. A flared side shall have a maximum slope of 10.00% measured parallel to the back of the curb.
5. Return Curb. A return curb is placed perpendicular to the roadway curb. A return curb may be used adjacent to a non-walkable surface. A return curb shall not be used adjacent to a walkable surface. The return curb may be omitted where the non-walkable surface is flared and the curb adjacent the roadway is tapered to meet the flush curb at the bottom of the ramp.
6. Clear Space. A clear space shall be provided beyond the bottom grade break of a curb ramp wholly contained within the crosswalk and wholly outside the parallel vehicular travel path. The clear space shall have a minimum clear dimension of 4 ft x 4 ft.
7. Detectable Warning Surface. A detectable warning surface shall consist of truncated domes and be placed at each street, highway, or railroad crossing. The detectable warning surface shall extend a minimum of 2 ft in the direction of pedestrian travel and be placed the entire width of a ramp, blended transition, or turning space.
8. Running Slope. The running slope of a ramp, blended transition, or turning space shall be measured parallel to the direction of pedestrian travel.
   a. A running slope of 2.00% or less is considered level.
   b. A ramp shall have a maximum running slope of 8.33% but shall not require a ramp length to exceed 15 ft.
   c. A blended transition shall have a maximum running slope of 5.00%.
   d. A turning space shall have a maximum running slope of 2.00%.
9. Width. Unless otherwise noted, minimum width of a ramp, blended transition, or turning space, excluding flared sides or return curb, shall be 4 ft.
10. Grade Break. A grade break at the top and bottom of a ramp, blended transition, or turning space shall be perpendicular to the running slope. Grade breaks shall not be within the ramp, blended transition, turning space, or detectable warning surface. Grade breaks shall be flush. Vertical discontinuities shall not be greater than 1/2 in. Where a discontinuity is greater than 1/4 in, the surface shall be beveled with a slope not steeper than 1V:2H.
11. Cross Slope Exceptions. The cross slope of a ramp, blended transition, or turning space shall be measured perpendicular to the direction of pedestrian travel.
   a. The maximum cross slope at a pedestrian street crossing without yield or stop control shall be 5.00%.
   b. The maximum cross slope at a pedestrian street crossing with yield or stop control shall be 2.00%.
   c. The maximum cross slope at a midblock crossing shall be the established grade of the adjacent roadway.
12. Counter Slope. A counter slope in the cross slope of the gutter or street adjacent the running slope of the ramp, blended transition, or turning space. See Standard Drawing E 604-SWCR-14 for counter slope details.
13. Objects such as a utility cover, vault frame, and grating shall be placed outside the curb ramp.
14. Curb ramps shall be placed within the marked crosswalk area.
15. Drainage inlets should be located uphill from a curb ramp to prevent ponding in the path of pedestrian travel.

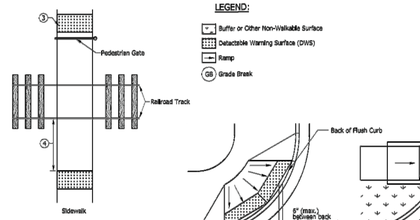


TYPICAL CURB RAMP COMPONENTS

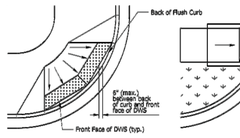
INDIANA DEPARTMENT OF TRANSPORTATION	
CURB RAMP DRAWING INDEX AND GENERAL NOTES	
SEPTEMBER 2018	
STANDARD DRAWING NO.	E 604-SWCR-01
ELIZABETH W. PHILLIPS REGISTERED No. 10200124 STATE OF INDIANA PROFESSIONAL ENGINEER	/s/ Elizabeth W. Phillips 03/20/18 DESIGN STANDARDS ENGINEER DATE
	/s/ John Lucke 04/25/18 CHIEF ENGINEER DATE



SHARED-USE PATH



RAILROAD CROSSING



ALTERNATE DETECTABLE WARNING SURFACE PLACEMENT ⑥

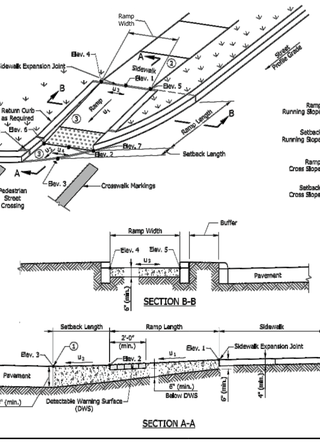
LEGEND:

- Buffer or Other Non-Walkable Surface
- Detectable Warning Surface (DWS)
- Ramp
- GB Grade Break

NOTES:

1. The detectable warning surface shall extend a minimum lenght of 2 ft in the direction of pedestrian travel and extend the full width as shown. The detectable warning surface shall not be placed across a grade brea. The edges of adjacent panes shall be parallel and tightly abutted.
2. The detectable warning surface on a median cut-through shall be placed at the flush transition between the street and median cut-through. Where a median is less than 6ft, a detectable warning surface shall not be placed.
3. Where a pedestrian gate is provided at a railroad crossing, the detectable warning surface shall be placed on the side of the gate opposite the railroad crossing.
4. The edge of the detectable warning surface nearest to the railroad crossign shall be placed 6 ft minimum and 15 ft maximum from the centerline of the nearest rail.
5. Where shared-use path intersects a street or highway, the detectable warning surface shall be placed on the shared-use path within 1 ft of the street or highway edge.
6. Plate ends shall be placed at the back of curb. The distance between the back of curb and the front face of the detectable warning surface shall not exceed 6 in. between the ends.
7. See Standard Drawing E 604-SWCR-14 for detectable warning surface details.

INDIANA DEPARTMENT OF TRANSPORTATION	
DETECTABLE WARNING SURFACE PLACEMENT AND CONFIGURATION	
SEPTEMBER 2018	
STANDARD DRAWING NO.	E 604-SWCR-13
ELIZABETH W. PHILLIPS REGISTERED No. 10200124 STATE OF INDIANA PROFESSIONAL ENGINEER	/s/ Elizabeth W. Phillips 03/29/18 DESIGN STANDARDS ENGINEER DATE
	/s/ John Lucke 04/25/18 CHIEF ENGINEER DATE



Component Slope Equations:

Ramp Running Slope $u_1 = \frac{\text{Elev. 1 - Elev. 2}}{\text{Ramp Length}} \leq 8.33\%$

Setback Running Slope $u_3 = \frac{\text{Elev. 2 - Elev. 3}}{\text{Setback Length}} \leq$ Profile Grade of Adjacent Street

Ramp Cross Slope $u_2 = \frac{\text{Elev. 4 - Elev. 5}}{\text{Ramp Width}} \leq 2.00\%$ ④

Setback Cross Slope $u_4 = \frac{\text{Elev. 6 - Elev. 7}}{\text{Ramp Width}} \leq 2.00\%$ ④

NOTES:

① The bottom edge of the ramp or setback and top of curb shall be flush with the edge of adjacent pavement and gutter line.

② A turning space is not required at the top of the ramp for a one-way directional perpendicular curb ramp.

③ Curb ramp surface shall be coarse broomed transverse to the running slope.

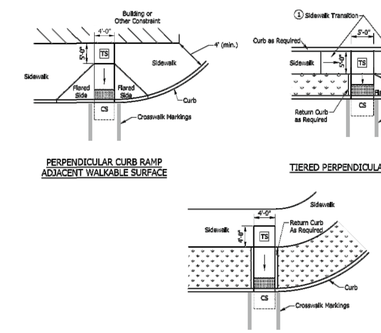
④ See Standard Drawing E 604-SWCR-01 for cross slope exceptions.

5. See Standard Drawing E 604-SWCR-12, -13, and -14 for Detectable Warning Surface placement, configuration, and details.
6. See Standard Drawing E 604-CCSI-01 for sidewalk expansion joint details.

LEGEND:

- Buffer or Other Non-Walkable Surface
- Ramp
- Detectable Warning Surface

INDIANA DEPARTMENT OF TRANSPORTATION	
ONE-WAY DIRECTIONAL PERPENDICULAR CURB RAMP COMPONENT DETAILS	
SEPTEMBER 2018	
STANDARD DRAWING NO.	E 604-SWCR-06
ELIZABETH W. PHILLIPS REGISTERED No. 10200124 STATE OF INDIANA PROFESSIONAL ENGINEER	/s/ Elizabeth W. Phillips 03/29/18 DESIGN STANDARDS ENGINEER DATE
	/s/ John Lucke 04/25/18 CHIEF ENGINEER DATE



PERPENDICULAR CURB RAMP ADJACENT WALKABLE SURFACE

TIERED PERPENDICULAR CURB RAMP

PERPENDICULAR CURB RAMP ADJACENT NON-WALKABLE SURFACE

NOTES:

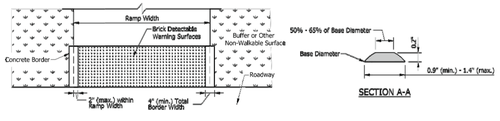
① Where insufficient width between the curb and back of sidewalk prevent a standard perpendicular curb ramp running slope, a sidewalk transition may be used to lower the sidewalk grade. The sidewalk transition running slope shall not exceed 8.33%. See Standard Drawing Series E 604-SDWK for sidewalk details.

2. The turning space shall have a minimum clear dimension of 4 ft x 4 ft and a running slope of 2.00% maximum. Where the turning space is constrained at the back of the sidewalk, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope.

LEGEND:

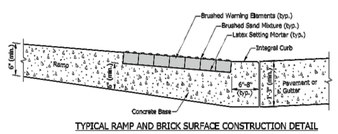
- Buffer or Other Non-Walkable Surface
- Ramp
- Detectable Warning Surface
- TS Turning Space
- CS Clear Space

INDIANA DEPARTMENT OF TRANSPORTATION	
PERPENDICULAR CURB RAMP TYPICAL PLACEMENT	
SEPTEMBER 2018	
STANDARD DRAWING NO.	E 604-SWCR-02
ELIZABETH W. PHILLIPS REGISTERED No. 10200124 STATE OF INDIANA PROFESSIONAL ENGINEER	/s/ Elizabeth W. Phillips 03/29/18 DESIGN STANDARDS ENGINEER DATE
	/s/ John Lucke 04/25/18 CHIEF ENGINEER DATE

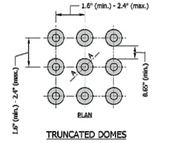


BRICK DETECTABLE WARNING SURFACE WITH CONCRETE BORDER ④ ⑦

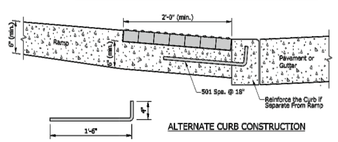
SECTION A-A



TYPICAL RAMP AND BRICK SURFACE CONSTRUCTION DETAIL

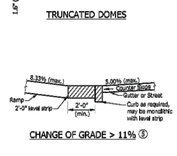


TRUNCATED DOMES



ALTERNATE CURB CONSTRUCTION

501 x 1'-10"

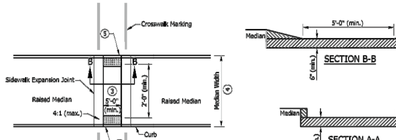


CHANGE OF GRADE > 11% ③

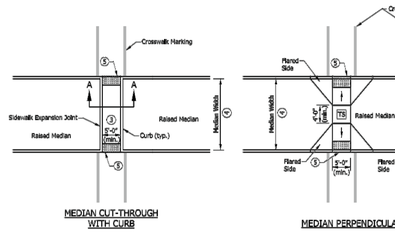
NOTES:

1. Detectable warning surface shall consist of truncated domes. Domes shall be aligned in a square or radial grid pattern with diameter and center-to-center spacing within the ranges specified.
2. The detectable warning surface may be field cut. Truncated dome spacing between adjacent panels shall be within the ranges specified.
3. The detectable warning surface shall contrast visually with adjacent surfaces, either light-on-dark or dark-on-light.
4. The detectable warning surface shall extend a minimum of 2 ft in the direction of pedestrian travel and extend the full width as shown. The detectable warning surface shall not be placed across a grade break.
5. The maximum counter slope of the gutter or street at the bottom of the ramp shall be 5.00%. Where the algebraic difference between the running slope and the counter slope exceeds 11%, a 2-ft minimum level strip should be provided at the bottom of the ramp.
6. Where a concrete border is used for forming, the border shall be cast monolithically with the curb ramp concrete. The concrete border shall not reduce the ramp width by more than 2 in. on each side.
7. Where forming other than a concrete border is used, the edge restraint shall not encroach upon the ramp width.

INDIANA DEPARTMENT OF TRANSPORTATION	
DETECTABLE WARNING SURFACE DETAILS	
SEPTEMBER 2018	
STANDARD DRAWING NO.	E 604-SWCR-14
ELIZABETH W. PHILLIPS REGISTERED No. 10200124 STATE OF INDIANA PROFESSIONAL ENGINEER	/s/ Elizabeth W. Phillips 03/29/18 DESIGN STANDARDS ENGINEER DATE
	/s/ John Lucke 04/25/18 CHIEF ENGINEER DATE



MEDIAN CUT-THROUGH WITH TAPERED CURB



MEDIAN CUT-THROUGH WITH CURB

MEDIAN PERPENDICULAR CURB RAMPS

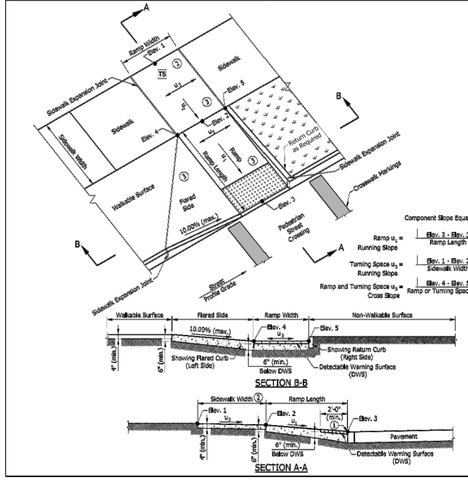
NOTES:

1. The minimum width of a median cut-through and median perpendicular curb ramp shall be 5 ft.
2. Where in-line or offset perpendicular curb ramps are used within a median, the turning space shall have a minimum clear dimension of 4 ft x 5 ft.
3. Where a median cut through is used the running slope shall be 2.00% maximum.
4. Where median width is less than 6 ft, detectable warning surfaces shall not be placed.
5. The bottom edge of the median cut-through or median perpendicular curb ramp and the top of curb shall be flush with the edge of adjacent pavement gutter line.
6. See Standard Drawing E 604-SWCR-01 for cross slope exceptions.
7. See Standard Drawing E 604-SWCR-12, -13, and -14 for Detectable Warning Surface placement, configuration, and details.
8. See Standard Drawing E 604-CCSI-01 for sidewalk expansion joint details.

LEGEND:

- Ramp
- Detectable Warning Surface
- TS Turning Space

INDIANA DEPARTMENT OF TRANSPORTATION	
MEDIAN CUT-THROUGH AND MEDIAN PERPENDICULAR CURB RAMP TYPICAL PLACEMENT	
SEPTEMBER 2018	
STANDARD DRAWING NO.	E 604-SWCR-11
ELIZABETH W. PHILLIPS REGISTERED No. 10200124 STATE OF INDIANA PROFESSIONAL ENGINEER	/s/ Elizabeth W. Phillips 03/29/18 DESIGN STANDARDS ENGINEER DATE
	/s/ John Lucke 04/25/18 CHIEF ENGINEER DATE



NOTES:

① The bottom edge of the ramp and top of curb shall be flush with the edge of adjacent pavement and gutter line.

② The turning space shall have a minimum clear dimension of 4 ft x 4 ft. Where the turning space is constrained at the back of the sidewalk, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope. Where a tiered perpendicular curb ramp is used, a constrained turning space shall have a minimum clear dimension of 5 ft x 5 ft.

③ Curb ramp surface shall be coarse broomed transverse to the running slope.

④ See Standard Drawing E 604-SWCR-01 for cross slope exceptions.

5. See Standard Drawing E 604-SWCR-12, -13, and -14 for Detectable Warning Surface placement, configuration, and details.
6. See Standard Drawing E 604-CCSI-01 for sidewalk expansion joint details.

LEGEND:

- Buffer or Other Non-Walkable Surface
- Ramp
- Detectable Warning Surface
- TS Turning Space

INDIANA DEPARTMENT OF TRANSPORTATION	
PERPENDICULAR CURB RAMP COMPONENT DETAILS	
SEPTEMBER 2018	
STANDARD DRAWING NO.	E 604-SWCR-04
ELIZABETH W. PHILLIPS REGISTERED No. 10200124 STATE OF INDIANA PROFESSIONAL ENGINEER	/s/ Elizabeth W. Phillips 03/29/18 DESIGN STANDARDS ENGINEER DATE
	/s/ John Lucke 04/25/18 CHIEF ENGINEER DATE

REVISIONS		
DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
01/30/20	2	TOWN OF ZIONSVILLE COMMENTS
02/04/20	3	INDOT AND TRICO COMMENTS
02/18/20	4	INDOT COMMENTS, KEYNOTE CLARIFICATIONS
03/05/20	5	TOWN OF ZIONSVILLE COMMENTS

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APPALOOSA CROSSING
MIXED USE DEVELOPMENT
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

CONSTRUCTION DETAILS

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

SHEET: 42 OF 43

TYPICAL SANITARY SEWER SPECIFICATIONS
TO BE USED FOR PRIVATE SEWER DEVELOPMENT
WITHIN
CLAY TOWNSHIP REGIONAL WASTE DISTRICT

REVISED 3/1/2007

1. Standard specifications of Clay Township Regional Waste District (the District) and Department of Transportation (INDOT) shall apply for all work and materials. Sanitary sewer pips shall be installed in accordance with Section 715 of the current INDOT standard specifications handbook.

2. Sanitary sewer gravity pipe, unless pressure rated pipe required per IAC or directional drilled pipe, shall be Polyvinyl Chloride (PVC) in accordance with ASTM D3034-89 with a minimum wall thickness designation of SDR 35 and installed per ASTM D2321-89 specification. PVC pipe used shall be grooved bell, spigot end, and gasketed. The pipe shall be made of PVC plastic having a cell classification of 12454B.

3. PVC sanitary sewer gravity fittings shall also conform to the requirements of the ASTM D3034-89 specification. All fittings shall be molded in one piece with standard pipe bells, gasketed elastomeric joints, and spigot ends. Single piece molded PVC with standard pipe bells, gaskets, and spigot ends for back-to-back tee wyes are acceptable. Wall thickness of all fittings shall have a minimum designation of SDR 26. Gaskets for elastomeric joints shall be molded with a minimum cross-sectional area of 0.20 square inches and conform to ASTM F477 specification.

4. All sanitary manholes shall be precast concrete manholes in accordance with ASTM C478 and Section 720 of the current INDOT standard specifications handbook. O-rings shall conform to C443. Double row of Kent Seal or equivalent shall also be applied to all joints and between riser rings and castings. Manhole step spacing shall be no more than 16-inches. Manholes shall be air tested for leakage in accordance with ASTM C1244-02, Standard Test Method for Concrete Sewer Manholes by the Negative Air Pressure (Vacuum) Test.

   A. Installation and operation of vacuum equipment and indicating devices must be in accordance with manufacturers' recommendations and performance specifications which have been provided by the manufacturer and accepted by the District Engineer. *The vacuum equipment must be capable of testing the entire manhole, including the casting and riser rings.*

   B. With the vacuum tester set in place:
      1. Connect the vacuum pump to the outlet port with the valve open.
      2. Draw a vacuum of ten (10) inches of Hg. (5 psi) and close the valve.

   C. Accepted standards for leakage will be established from the elapsed time for a negative pressure change from ten (10) inches to nine (9) inches of mercury. The maximum allowable leakage rate for a four (4) foot diameter manhole must be in accordance with the following:

   Minimum Elapsed Time for a:

Manhole Depth	Pressure Change of 1 Inch Hg
10 feet or less	60 seconds
>10 feet but <15 feet	75 seconds
>15 feet but <25 feet	90 seconds

   For manholes five (5) feet in diameter, add an additional fifteen (15) seconds and for manholes six (6) feet in diameter, add an additional thirty (30) seconds to the time requirements for four (4) foot diameter manholes. For all manholes deeper than twenty-five (25) feet, the Engineer will determine the applicable minimum elapsed time.

   D. If the manhole fails the test, necessary repairs must be made. The vacuum test and repairs must be repeated until the manhole passes the test.

   E. If manhole joint sealants are pulled out during the vacuum test, the manhole must be disassembled and the joint sealants replaced.

   F. Manholes will be subject to visual inspection with all visual leaks being repaired.

5. Butyl rubber coating with plastic wrap shall be applied around each manhole joint from 3-inches above to 3-inches below each joint. The appropriate primer shall be applied prior to applying the rubber coating. Inside joints to be filled with precast plug material. Entire exterior surface of sanitary sewer manholes shall be sprayed with a bituminous coating and all exterior gap exposure of riser rings shall be back plastered or grouted with nonshrink grout.

6. The manhole chimneys, including all riser rings shall be sealed using flex rib internal chimney seal manufactured by Cretex, NPC, or a District approved equal. The flex rib internal chimney seal shall extend from a minimum of 3-inches below the top of the cone section to 3-inches over the manhole casting frame or per manufacturers installation procedures if directed otherwise. Internal Chimney Seal shall be installed after manhole vacuum testing and prior to final acceptance. Water test may be done, per manufacturer or District's recommendation, to provide assurance that internal chimney seal is water tight.

7. The casting elevations are set by plan, however, the castings are to be adjusted in the field by the District's representative should a discrepancy occur between plan grade and existing grade. New manhole ring(s) and cover shall be installed to establish grade. Maximum height of adjusting rings shall be 12-inch on existing structure adjustment and 10-inch maximum on new construction.

8. Backfill around all installed or proposed manhole structures, sidewalks, bike paths and/or all paved areas shall be made with granular material (b-borrow)or No. 8 stone, up to 18-inches below crossection thickness (which shall include "No. 53" stone depth). If more stringent backfill requirements are set out per city, town, county, or District specifications those standards shall be followed. Trench opening within 5-feet of the back of the curb of paved roadways, shall be backfilled with granular material or No. 8 stone in accordance with Section 211 of the current INDOT standard specifications handbook.

9. The Contractor shall be responsible for verifying that all state highways, city, and county permits have been obtained by the developer prior to start of construction.

10. Initial asbuilts shall be presented to the inspecting engineer prior to final submittal to the District for review, otherwise Contractor shall be required to furnish the developer's Engineer with a set of prints showing actual sewer locations and inverts including lateral location, depth, and length. Such asbuilt prints must be received by the Engineer before the final contract payment can be authorized. Asbuilts shall be submitted per the District's current standard which can be found at www.ctrwd.org.

11. The sanitary sewer laterals and stubs termination shall be indicated on the surface with a detectable metal post set immediately above the said termination point if full connection is not immediately made.

12. All sanitary sewer lines upon completion will be required to pass a low pressure air test. Said test shall be conducted according to ASTM F1417-92, and shall be witnessed by a District employee or the District's representative. The testing shall be in accordance with Table 1 as follows with 0.5 psi being added for each foot of water above the sewer line being tested. Sewer lines shall be subject to visual leak inspection at downstream manholes with all visual leaks being repaired and subject to televising requests by the District.

13. Prior to final deflection test (mandrel test) all mainlines shall be cleaned and free of any debris. Deflection tests shall be performed on all flexible* pipe after the final backfill has been in place at least 30 days. No pipe shall exceed a vertical deflection of 5% deflection test results. (*The following are considered non-flexible pipes: concrete pipe, ductile iron pipe, and cast iron pipe). The deflection test shall be performed with a nine-point mandrel. Proving rings shall be available at time of test otherwise no testing will be allowed. All mandrel testing shall be witnessed by a District employee or the District's representative.

14. The ends of all laterals are to be plugged water tight with a gasketed cap capable of withstanding a low pressure air test without leakage. Laterals shall be subject to visual leak inspection at downstream manholes with all visual leaks being repaired

15. Bedding for flexible pipe and rigid pipe shall be No. 8 crushed stone from 6-inches below to 12-inches above the pipe. Manholes shall be placed on no less than 6-inches of No. 8 crushed stone bedding.

16. Water line, utility, and legal drain crossings and separations shall be in accordance with the more stringent of the two: 327 IAC 3-6-9 or the District's standard drawings.

17. The trench shall be opened sufficiently ahead of pipe laying to reveal obstruction, and shall be properly protected and/or barricaded when left unattended.

18. No water shall be permitted to flow into the sanitary sewer system during construction. Contractor shall utilize a pump to keep the water level below the pipe. Pump discharge shall be directed to a storm outlet in accordance with state and federal laws and regulations (327 IAC 3-6-20). Any pipe entering existing sewers shall be plugged with screw type mechanical, braced plug until such time as all tests on the sewers and all punch list items are complete.

19. All sewer laterals installed shall be bedded the same as the main line sewer.

20. Forty-eight (48) hours notice shall be given to the District prior to the start of sewer construction. Also, 48 hours notice shall be given prior to doing any testing on the sewer.

21. Manhole castings shall be stamped SANITARY SEWER (Neenah Casting R-1772 or East Jordan 1022Z1GS) and be self-sealing type. *The casting flange shall be 34 inches and the clear opening shall be min. 20- 13/16 inches.* Watertight castings shall be bolt-down East Jordan 1022Z1PT and also stamped SANITARY SEWER.

22. The minimum slope of the sewer shall be:

Size of Pipe	Minimum Constructed Slope
8-inch	0.40%
10-inch	0.28%
12-inch	0.22%
15-inch	0.15%
18-inch	0.12%

23. The Contractor shall provide measurements of the slope of the sewer for each manhole section as construction progresses. Such measurements shall be certified by a Registered Land Surveyor or Engineer and be available on-site for observation by the District's Inspector. No more than three manhole sections can be constructed in advance of such measurements.

24. In the event the Contractor does not meet the minimum slopes, the sewer section and any other affected sewer sections shall be reconstructed to meet such minimum slopes.

25. Laterals are to be installed with a minimum 14 gauge tracer wire from the wye to the terminus. Upon lateral completion the contractor for the building or home will extend the wire from this terminus to the building cleanout adjacent to the building.

TABLE 1

MINIMUM SPECIFIED TIME REQUIRED FOR A 1.0 psi

DROP FOR SIZE AND LENGTH OF PIPE INDICATED
(testing pressure after stabilization no less than 4.0 psi and no more than 8.0 psi)

Pipe Diameter In.	Minimum Time, mins	Length for Minimum Time, ft	Time for Longer Length, S	Specification Time for Length (L) Shown, mins							
				100 ft	150 ft	200 ft	250 ft	300 ft	350 ft	400 ft	450 ft
4	3:46	597	0.380 L	3:46	3:46	3:46	3:46	3:46	3:46	3:46	3:46
6	5:40	398	0.854 L	5:40	5:40	5:40	5:40	5:40	5:40	5:42	6:24
8	7:34	298	1.520 L	7:34	7:34	7:34	7:34	7:36	8:52	10:08	11:24
10	9:26	239	2.374 L	9:26	9:26	9:26	9:53	11:52	13:51	15:49	17:48
12	11:20	199	3.418 L	11:20	11:20	11:24	14:15	17:05	19:58	22:47	25:38
15	14:10	159	5.342 L	14:10	14:10	17:48	22:15	26:42	31:09	35:36	40:04
18	17:00	133	7.692 L	17:00	19:13	25:38	32:03	38:27	44:52	51:16	57:41
21	19:50	114	10.470 L	19:50	26:10	34:54	43:37	52:21	61:00	69:48	78:31
24	22:40	99	13.674 L	22:47	34:11	45:34	56:58	68:22	79:45	91:10	102:33
27	25:30	88	17.306 L	28:51	43:16	57:41	72:07	86:32	100:57	115:57	129:48
30	28:20	80	21.366 L	35:37	53:25	71:13	89:02	106:50	124:38	142:26	160:15
33	31:10	72	25.852 L	43:05	64:38	86:10	107:43	129:15	150:43	172:21	193:53
36	34:00	86	30.768 L	51:17	76:55	102:34	128:12	153:50	179:29	205:07	230:46

SUMMARY OF LATERAL INSTALLATION REQUIREMENTS

1. Only one building may connect to the sewer main per lateral unless otherwise approved by TriCo.
2. Foundation drains, sump drains, downspouts and other storm water drains shall never be connected to the sanitary sewer. Site dewatering systems shall never be discharged to the sanitary sewer.
3. The existing sewer line from the building to the septic tank may only be reused if it is located under a building addition, patio, porch or paved driveway, and the line passes an air test that is observed by TriCo. Contact TriCo for more information about air testing requirements. The property owner is responsible for testing costs.
4. TriCo shall inspect all new laterals or lateral repairs in their entirety. Final connection to the sanitary sewer must be observed by TriCo. The property owner or contractor must notify TriCo prior to backfilling. Inspections must be scheduled at least 24 hours in advance. If an inspection fails and subsequent inspections are required, or if the contractor is not on site for the scheduled inspection, a $100 fee will be assessed and must be paid prior to scheduling the reinspection.
5. Septic system contents or effluent shall never be discharged to the sanitary sewer. Be advised that your county health department regulates septic systems. Upon connection to sanitary sewer, a septic tank must typically be abandoned, pumped clean, and filled completely with earthen material. Contact your county health department for more information on septic system and abandonment requirements, and to notify the department of any abandonment.
6. The following materials are acceptable for use in gravity sewer lateral installation or repair:
   PVC pipe: SDR 35 or SDR 26, ASTM D3034, 6" diameter
   PVC pipe, pressure rated: SDR 21, ASTM D2241, 6" diameter
   PVC restrained joint pipe for directional drilling: Certaflo Greenline SDR 21, ASTM D2241, 8" diameter
   All gasketed joints shall meet ASTM D3212
   All fittings shall be SDR26 or better
   Ductile iron mechanical joint fittings with proper hardware
   SDR 26 gasketed repair sleeves or Indiana Seal shear guard
   Fernco and similar flexible couplings are only acceptable in certain circumstances and shall not be used without prior approval from TriCo
   Cleanouts: 6" threaded PVC caps
   Bedding: Use #8 crushed stone or fractured face aggregate
   The following materials are acceptable for use in low-pressure sewer lateral installation or repair:
   HDPE pipe for directional drilling: DR 11 IPS, 1.25" diameter, PE4710
   Connections shall be made via electrofusion or using polypropylene or stainless steel compression fittings
   Electrofusion high volume tapping tee, rated 200 psi, PE4710
   1.25" IPS full port 1/4 turn fusible PE ball valve, rated 200 psi
   Threaded swing check valve, 316 stainless steel, rated 200 psi
   Contact TriCo for acceptable pump station materials, equipment, pumps and other requirements
7. For gravity and low-pressure systems, the line leaving the building shall not exceed 3' in length before a cleanout must be added and the line is transitioned to 6" diameter SDR 35 PVC pipe. Glued joints are not allowed after 3'. No additional glued fittings are allowed between the building and the transition/cleanout. For all gravity lines, cleanouts shall not be spaced more than 100' apart between the building and the sewer main. See TriCo's standard drawings for more information on cleanout installation.
8. Bedding material shall be placed from at least 6 inches below to 12 inches above the pipe surface. The trench shall be a minimum of 18" wide with at least 6" of clearance on both sides of the pipe. Material shall be placed over the pipe and tracer wire after inspection. Soft, unstable or unsuitable material found below and near the lateral, including any Fill or foundation backfill material, must be removed and replaced with #8 stone. The contractor is solely responsible for establishing stable pipe bedding conditions.
9. #10-AWG solid copper tracer wire shall be laid on top of and run the entire length of the lateral. All splicing of tracer wire shall use 3M splice kit model DBR/Y-6, King Innovation Dryconn Direct Bury Lug Aqua catalog #90220, or TriCo approved equal.
10. Laterals shall be installed at least 20' from water wells unless PVC pressure grade pipe is used. Any proposed installation requiring pressure pipe shall be reviewed by TriCo prior to installation. Where a transition is made between SDR 35 pipe and pressure grade SDR 21 pipe, a ductile iron gasketed mechanical couplings must be used.
11. Laterals less than 5' deep shall be at least 24" from the property line. Laterals more than 5' deep shall be at least 36" from the property line. Where the lateral runs in close proximity to the property line the property corners must be accurately staked by a professional land surveyor prior to inspection.
12. Laterals running parallel to a building or structure shall be at least 36" from the face of a crawl space or slab on grade foundation and 60' from the face of a basement foundation wall. Spacing requirements also apply with respect to the ancillary structure's foundation depth. Ancillary structures (e.g. window wells) and other utilities shall not be placed over or near the lateral. TriCo may adjust requirements where future access to the lateral may be obstructed by other utilities. The contractor should call to discuss further if he/she believes this could be an issue.
13. All infrastructure connected to TriCo's sewer system may be tested, inspected, or televised at TriCo's discretion, and must remain accessible and properly maintained.
14. Call 811 or 1-800-382-5544 before you dig. For more information go to www.indiana811.org.

If you have any questions or if you want to request an exception to standards and specifications, please contact TriCo during normal business hours at 317-844-9200 prior to completing the work and scheduling an inspection. Go to www.trico.eco to view standard drawings and specifications.

Revised 3/19/2019

REVISIONS

DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
01/30/20	2	TOWN OF ZIONSVILLE COMMENTS
02/04/20	3	INDOT AND TRICO COMMENTS
02/18/20	4	INDOT COMMENTS, KEYNOTE CLARIFICATIONS
03/05/20	5	TOWN OF ZIONSVILLE COMMENTS

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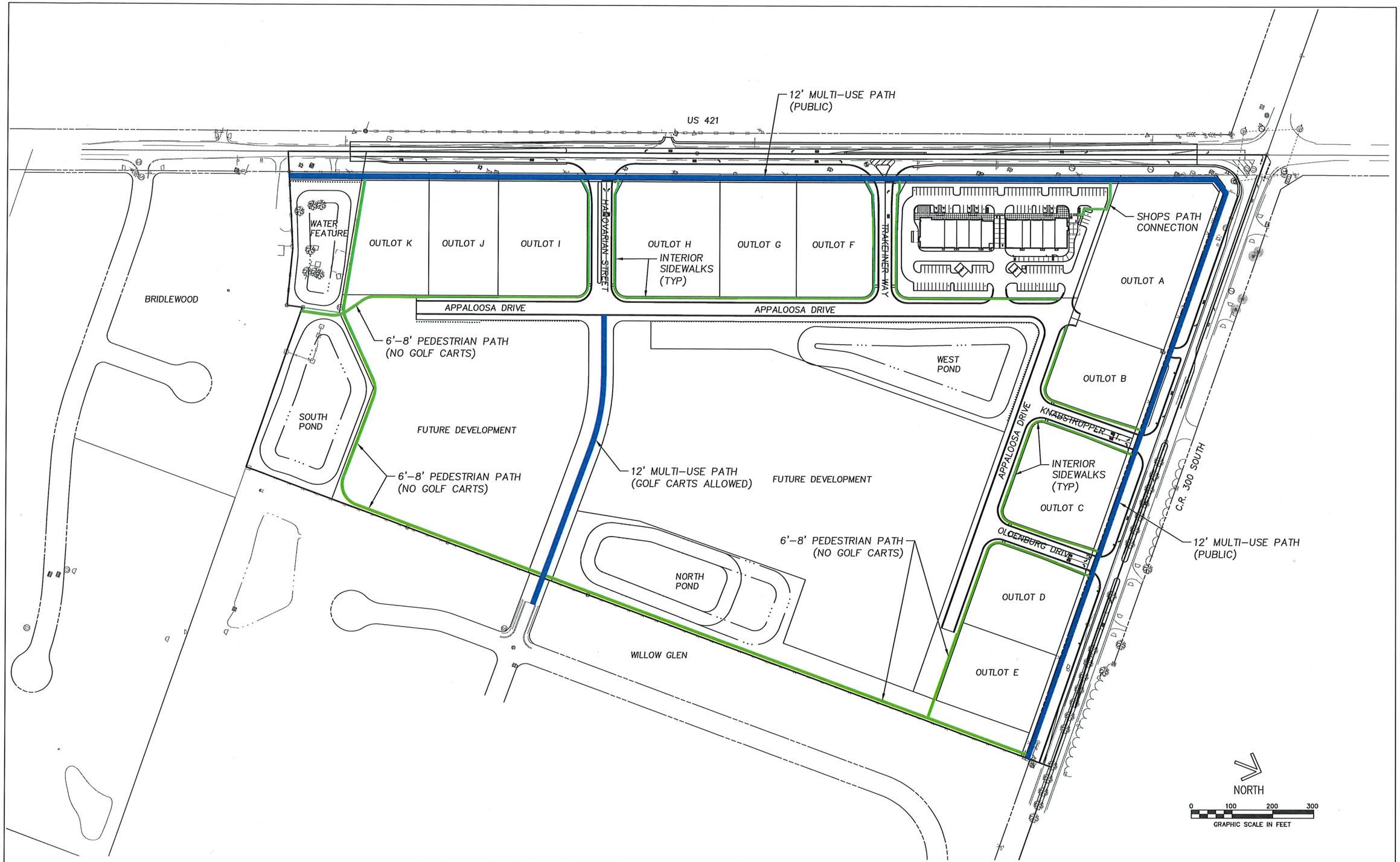
SNELLING ENGINEERING, LLC
13295 Illinois Street
Suite 142
Carmel, IN 46032
Ph: (317) 697-0180
www.snellingeng.com

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

APPALOOSA CROSSING
MIXED USE DEVELOPMENT
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

SPECIFICATIONS

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: 43 OF 43



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

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

FUTURE PATH EXHIBIT

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

SHEET: 1 of 1

FIRE TRUCK TURNING PATH EXHIBIT
APPALOOSA CROSSING

NORTH

0 60 120 180

GRAPHIC SCALE IN FEET

OUTLOT A
2.26 ACRES

OUTLOT B
1.12 ACRES

OUTLOT C
1.39 ACRES

OUTLOT D
1.17 ACRES

OUTLOT E
1.11 ACRES

SHOP 1
7,198 ACRES

COMMON AREA
D. & U.E.
2.95 ACRES

OUTLOT F
1.26 ACRES

OUTLOT G
1.29 ACRES

FUTURE MIXED USE BLOCK A
11.83 ACRES

COMMON AREA
D. & U.E.
3.67 ACRES

NORTH
DETENTION POND

KNABSTRUPPER STREET

CHOCTAW TRAIL

APPALOSCA DRIVE

TRAWCHNER WAY

N88°20'32"E 1001.47'

S01°39'28"E 281.08'

S89°00'33"W 330.00'

N01°59'50"W 281.89'

S88°17'08"W 259.97' (M)

MATCH LINE

SHEET 1 OF 2

FIRE TRUCK TURNING PATH EXHIBIT
APPALOOSA CROSSING

NORTH

0 60 120 180

GRAPHIC SCALE IN FEET

MATCH LINE

OUTLOT G
1.29 ACRES

APPALOOSA DRIVE

OUTLOT H
1.74 ACRES

HANOVARIAN STREET

COMMON AREA
D. U. & L/E. E.
0.14 ACRES

OUTLOT I
1.48 ACRES

APPALOOSA DRIVE

OUTLOT J
1.17 ACRES

OUTLOT K
1.29 ACRES

COMMON AREA
D. & U.E.
1.14 ACRES

WATER FEATURE

FUTURE MIXED USE BLOCK B
6.94 ACRES

MATCH LINE

COMMON AREA
D. & U.E.
2.02 ACRES

SOUTH DETENTION POND

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REGISTRATION
INDIANA
ILLINOIS
KENTUCKY
MICHIGAN
OHIO
MISSOURI
TEXAS

MEMORANDUM

DATE: 4/15/2020

TO: Bob Harris
Kite HARRIS Property Group

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

RE: Appaloosa Crossing Traffic Study Revision

Introduction

Earlier this year, A&F Engineering completed a comprehensive Traffic Impact Study for the proposed Appaloosa Crossing mixed-use development that will be located in the southeast quadrant of CR 300 South and US 421 in Zionsville, Indiana. The traffic study assumed that the site would be developed with general retail and office land uses and analyzed the intersection of US 421 & CR 300 South as well as all proposed access drives to the site. The scope of work and assumed uses were based on a traffic study scoping meeting held between A&F Engineering and representatives from INDOT – Crawfordsville District. The traffic study was submitted to INDOT and the Town of Zionsville for review. Subsequently, the Town has required that a new analysis be submitted which shows different land use assumptions than the previous study. The data and analysis presented in this memorandum addresses the feedback and land use assumptions provided by the Town of Zionsville.

Existing Traffic Data

Existing peak hour traffic volume data was collected at the intersection of US 421 and CR 300 South for use in the previous Traffic Impact Study. These counts were also used for the analysis presented in this memorandum. A figure included in the "Supplemental Information" section of this document shows the AM and PM peak hour existing traffic volumes.

Year 2023 Background Traffic Data

Year 2023 was the analysis horizon year selected for the previous traffic study. In order to determine estimates of Year 2023 background traffic (traffic attributed to growth, but not attributed to traffic from the proposed Appaloosa Crossing) a 0.6% per year, non-compounded growth rate was applied to the existing peak hour traffic volumes. A figure showing these traffic volumes in attached.

Site Description & Land Use Assumptions

As shown in the attached site plan, the proposed development will be served by a full signalized access drive and a right-tin/right-out access drive along US 421. In addition, two full access drives and a right-in only access drive will be provided along CR 300 South. The site will likely contain a variety of retail and office land uses. For the purposes of analysis, the Town of Zionsville determined that the following on-site land uses be assumed:

- Convenience Market & Gas Station
- Fast Food Restaurant with Drive Through
- Bank
- Dry Cleaning Shop
- Coffee/Donut Shop
- 2 Sit-Down Style Restaurants
- Day Care Facility
- General Retail/Shopping Center Uses
- General Office Uses

Site Trip Generation

The estimate of newly generated traffic is a function of the development size and of the character of the land use. The ITE *Trip Generation Manual*[1] was used to calculate the number of trips that will be generated by the site. This report is a compilation of trip data for various land uses as collected by transportation professionals throughout the United States in order to establish the average number of trips generated by those land uses. **Table 1** summarizes the total trips that will be generated by the site.

[1] *Trip Generation Manual*, Institute of Transportation Engineers, Tenth Edition, 2017.

TABLE 1 – TOTAL GENERATED TRIPS FOR THE PROPOSED DEVELOPMENT

DEVELOPMENT INFORMATION				GENERATED TRIPS			
LOT DESCRIPTION	LAND USE	ITE CODE	SIZE	AM PEAK		PM PEAK	
				IN	OUT	IN	OUT
OUTLOT A	**GAS STATION**	**960**	**4,000 SF**	**143**	**142**	**139**	**138**
	Internal Trips			21	21	20	20
	External Trips			122	121	119	118
	External Non-Pass-By Trips (38%/44%)			46	45	52	51
	External Pass-by Trips (62%/56%)			76	76	67	67
NEW SHOPS BUILDING	**MIXED-USE RETAIL***	**960***	**23,171 SF***	**311**	**261**	**220**	**220**
	INTERNAL TRIPS			44	36	31	32
	EXTERNAL TRIPS			267	225	189	188
	EXTERNAL NON-PASS-BY TRIPS (66%)			154	136	101	99
	EXTERNAL PASS-BY TRIPS (34%)			113	89	88	89
OUTLOT C	**HIGH-TURNOVER RESTAURANT**	**932**	**6,000 SF**	**33**	**27**	**37**	**22**
	INTERNAL TRIPS			4	4	5	3
	EXTERNAL TRIPS			29	23	32	19
	EXTERNAL NON-PASS-BY TRIPS (66%)			13	10	14	9
	EXTERNAL PASS-BY TRIPS (34%)			16	13	18	10
OUTLOT H	**HIGH-TURNOVER RESTAURANT**	**932**	**6,000 SF**	**33**	**27**	**37**	**22**
	INTERNAL TRIPS			4	4	5	3
	EXTERNAL TRIPS			29	23	32	19
	EXTERNAL NON-PASS-BY TRIPS (66%)			13	10	14	9
	EXTERNAL PASS-BY TRIPS (34%)			16	13	18	10
OUTLOT I	**DAY CARE CENTER**	**565**	**12,000 SF**	**70**	**62**	**63**	**70**
	INTERNAL TRIPS			10	9	9	10
	EXTERNAL TRIPS			60	53	54	60
	EXTERNAL NON-PASS-BY TRIPS (66%)			30	27	27	30
	EXTERNAL PASS-BY TRIPS (34%)			30	26	27	30
REMAINING SITE	**GENERAL RETAIL**	**820**	**157,500 SF**	**143**	**88**	**365**	**395**
	INTERNAL TRIPS			21	13	54	59
	EXTERNAL TRIPS			122	75	311	336
	EXTERNAL NON-PASS-BY TRIPS (66%)			42	26	106	115
	EXTERNAL PASS-BY TRIPS (34%)			80	49	205	221
	GENERAL OFFICE	**710**	**46,900 SF**	61	10	9	46
	INTERNAL TRIPS			9	1	1	6
	EXTERNAL TRIPS			52	9	8	40
	TOTAL TRIPS			267	122	545	656
	TOTAL INTERNAL TRIPS			8	8	21	21
	TOTAL EXTERNAL PASS-BY TRIPS			58	35	174	194
	TOTAL EXTERNAL NON-PASS-BY TRIPS			201	79	350	441

*The breakdown of the trips generated for each of the land uses in the new shops building are included in the "Supplemental Information" section of this document.

Assignment, Distribution and Generated Traffic Volumes Added to the Roadway Network

The generated trips from each land use shown in the previous table were assigned and distributed to the access drives and public roadway network to yield peak hour generated traffic volumes at each study intersection. These trips were assigned based on the existing traffic flow patterns and the location of the subject site in relation to near-by population centers. The assignment and distribution percentage assumptions are shown in tables included in the "Supplemental Information" section and the resulting generated traffic volumes at each of the study intersections are shown on an attached figure.

Total Future Traffic Volumes

The total generated traffic volumes from the proposed site were added to the 2023 background traffic volumes to yield total future year 2023 traffic volumes to be used in this analysis. These volumes are shown on the attached figure.

Capacity/Level of Service Analysis

The "efficiency" of an intersection is based on its ability to accommodate the traffic volumes that approach the intersection. It is defined by the Level-of-Service (LOS) of the intersection. The LOS is determined by a series of calculations commonly called a "capacity analysis". Input data into a capacity analysis include traffic volumes, intersection geometry, and number and use of lanes. The following shows the delays related to the levels of service for signalized and unsignalized intersections:

Level of Service	Control Delay (seconds/vehicle)	
	UNSIGNALIZED	SIGNALIZED
A	Less than or equal to 10	Less than or equal to 10
B	Between 10.1 and 15	Between 10.1 and 20
C	Between 15.1 and 25	Between 20.1 and 35
D	Between 25.1 and 35	Between 35.1 and 55
E	Between 35.1 and 50	Between 55.1 and 80
F	greater than 50	greater than 80

For this analysis, level of service calculations were completed for the following AM and PM peak hour traffic volume scenarios:

Scenario 1: Existing Traffic Volumes

Scenario 2: Year 2023 Background Traffic Volumes

Scenario 3: Total Future Traffic Volumes (Year 2023 + Proposed Development)

The following tables summarize the level of service results at each of the study intersections.

TABLE 2 – LEVEL OF SERVICE SUMMARY: US 421 & CR 300 S

APPROACH	AM PEAK			PM PEAK		
	Scenario			Scenario		
	1	2	3	1	2	3
Northbound Approach	B	B	B	C	C	C
Southbound Approach	C	C	C	C	C	C
Eastbound Approach	C	C	C	C	C	D
Westbound Approach	B	C	C	C	C	D
Intersection	B	C	C	C	C	C

DESCRIPTION OF SCENARIOS:

SCENARIO 1: Existing Traffic Volumes with Existing Intersection Conditions.

SCENARIO 2: Year 2023 Background Traffic Volumes with Existing Intersection Conditions.

SCENARIO 3: Year 2023 Proposed Development Traffic Volumes with Existing Intersection Conditions.

TABLE 3 – LEVEL OF SERVICE SUMMARY: CR 300 S & NORTH ACCESS DRIVE 1 (RIGHT-IN ONLY)

NOTE: HCM does not analyze this intersection condition because the proposed access drive is a right-in only access drive and none of the approaches at this intersection will experience delay due to yielding to other movements. Hence, a LOS summary is not applicable.

TABLE 4 – LEVEL OF SERVICE SUMMARY: CR 300 S & NORTH ACCESS DRIVE 2 (FULL ACCESS)

MOVEMENT	AM PEAK HOUR	PM PEAK HOUR
	Scenario 3	Scenario 3
Northbound Approach	C	F
Westbound Left-Turn	A	A

DESCRIPTION OF SCENARIO:

SCENARIO 3: Sum of Year 2023 Background Traffic Volumes and Generated Traffic Volumes from Proposed Development with Proposed Intersection Conditions*.

*The proposed intersection conditions include construction of the access drive with at least one inbound lane and two outbound lanes, that will stop for CR 300 S; and the addition of an exclusive eastbound right-turn lane and westbound left-turn lane along CR 300 S at the access drive location.

TABLE 5 – LEVEL OF SERVICE SUMMARY: CR 300 S & NORTH ACCESS DRIVE 3 (FULL ACCESS)

MOVEMENT	AM PEAK HOUR	PM PEAK HOUR
	Scenario 3	Scenario 3
Northbound Approach	B	C
Westbound Left-Turn	A	A

DESCRIPTION OF SCENARIO:

SCENARIO 3: Sum of Year 2023 Background Traffic Volumes and Generated Traffic Volumes from Proposed Development with Proposed Intersection Conditions*.

*The proposed intersection conditions include construction of the access drive with at least one inbound lane and two outbound lanes, that will stop for CR 300 S; and the addition of an exclusive eastbound right-turn lane and westbound left-turn lane along CR 300 S at the access drive location.

TABLE 6 – LEVEL OF SERVICE SUMMARY: US 421 & WEST ACCESS DRIVE 1 (RI/RO)

MOVEMENT	AM PEAK HOUR	PM PEAK HOUR
	Scenario 3	Scenario 3
Westbound Approach	B	C

DESCRIPTION OF SCENARIO:

SCENARIO 3: Sum of Year 2023 Background Traffic Volumes and Generated Traffic Volumes from Proposed Development with Proposed Intersection Conditions*.

*The proposed intersection conditions include the construction of a right-in/right-out access drive with one inbound lane and one outbound lane, that will stop for US 421; and the addition of an exclusive northbound right-turn lane along US 421 at the access drive location.

TABLE 7 – LEVEL OF SERVICE SUMMARY: US 421 & WEST ACCESS DRIVE 2 (FULL ACCESS)

MOVEMENT	AM PEAK	PM PEAK HOUR
	Scenario 3	Scenario 3
Northbound Approach	A	A
Southbound Approach/Left-Turn	A	A
Westbound Approach	B	B
Intersection	**A**	**A**

DESCRIPTION OF SCENARIOS:

SCENARIO 3: Sum of Year 2023 Background Traffic Volumes and Generated Traffic Volumes from Proposed Development with Proposed Intersection Conditions*

*The proposed intersection conditions include construction of the access drive with one inbound lane and two outbound lanes, the addition of an exclusive northbound right-turn lane and southbound left-turn lane along US 421 at the access drive location, and the installation of traffic signal at the intersection.

Conclusions & Recommendations

The conclusions that follow are based on existing traffic volume data, trip generation, assignment and distribution of generated traffic, turn lane analysis, capacity analyses/level of service results and a field review conducted at the site. Based on the analysis and the resulting conclusions of this study, the following recommendations are formulated to ensure that the roadway system will accommodate the increased traffic volumes from the site.

CR 300 S & US 421

Capacity analyses for all traffic volume scenarios have shown that this intersection operates and will continue to operate at acceptable levels of service during the AM and PM peak hour with existing intersection conditions. Therefore, no improvements are recommended at this location.

CR 300 S & Proposed North Access Drive 1 (Right-In Only)

HCM does not analyze this intersection because the proposed access drive is a right-in only access drive and none of the approaches at this intersection will experience delay due to yielding to other movements. The following geometrics are recommended at this intersection:

- Construction of a right-in only access drive with one inbound lane.
- Addition of an exclusive eastbound right-turn lane along CR 300 S.

CR 300 S & Proposed North Access Drive 2 (Full Access)

Capacity analyses have shown that this intersection will operate at acceptable levels of service during the AM peak hour when the future traffic volumes are considered. However, the northbound approach at the intersection will likely experience increased delays during the PM peak hour when the future traffic volumes are considered. The following geometrics and control are recommended at this intersection:

- Construction of the access drive with at least one inbound lane and two outbound lanes.
- Addition of an exclusive eastbound right-turn lane along CR 300 S.
- Addition of an exclusive westbound left-turn lane along CR 300 S.
- Stop controlled intersection with the northbound approach stopping for CR 300 S.

CR 300 S & Proposed North Access Drive 3 (Full Access)

Capacity analyses have shown that this intersection will operate at acceptable levels of service during the AM and PM peak hours when the future traffic volumes are considered with the following recommended intersection conditions:

- Construction of the access drive with at least one inbound lane and two outbound lanes.
- Addition of an exclusive eastbound right-turn lane along CR 300 S.
- Addition of an exclusive westbound left-turn lane along CR 300 S.
- Stop controlled intersection with the northbound approach stopping for CR 300 S.

US 421 & Proposed West Access Drive 1 (Right-in/Right-Out)

Capacity analyses have shown that this intersection will operate at acceptable levels of service during the AM and PM peak hours when the future traffic volumes are considered with the following recommended intersection conditions:

- Construction of a right-in/right-out access drive with one inbound lane and one outbound lane.
- Addition of an exclusive northbound right-turn lane along US 421.
- Stop controlled intersection with the westbound approach stopping for US 421.

US 421 & Proposed West Access Drive 2 (Full Access)

Capacity analyses have shown that this intersection will operate below acceptable levels of service during the PM peak hour with proposed intersection geometrics and two-way stop control when the future traffic volumes are considered.

However, a traffic signal warrant analysis has shown that a traffic signal will likely be warranted at this intersection at some point in the future after uses on the site are constructed. Capacity analyses for the sum of year 2023 and background traffic volumes and generated traffic volumes from the proposed development have shown that this intersection will operate at acceptable levels of service during the AM and PM peak hours with the proposed intersection geometrics and traffic signal control. Therefore, the following are recommended at this intersection:

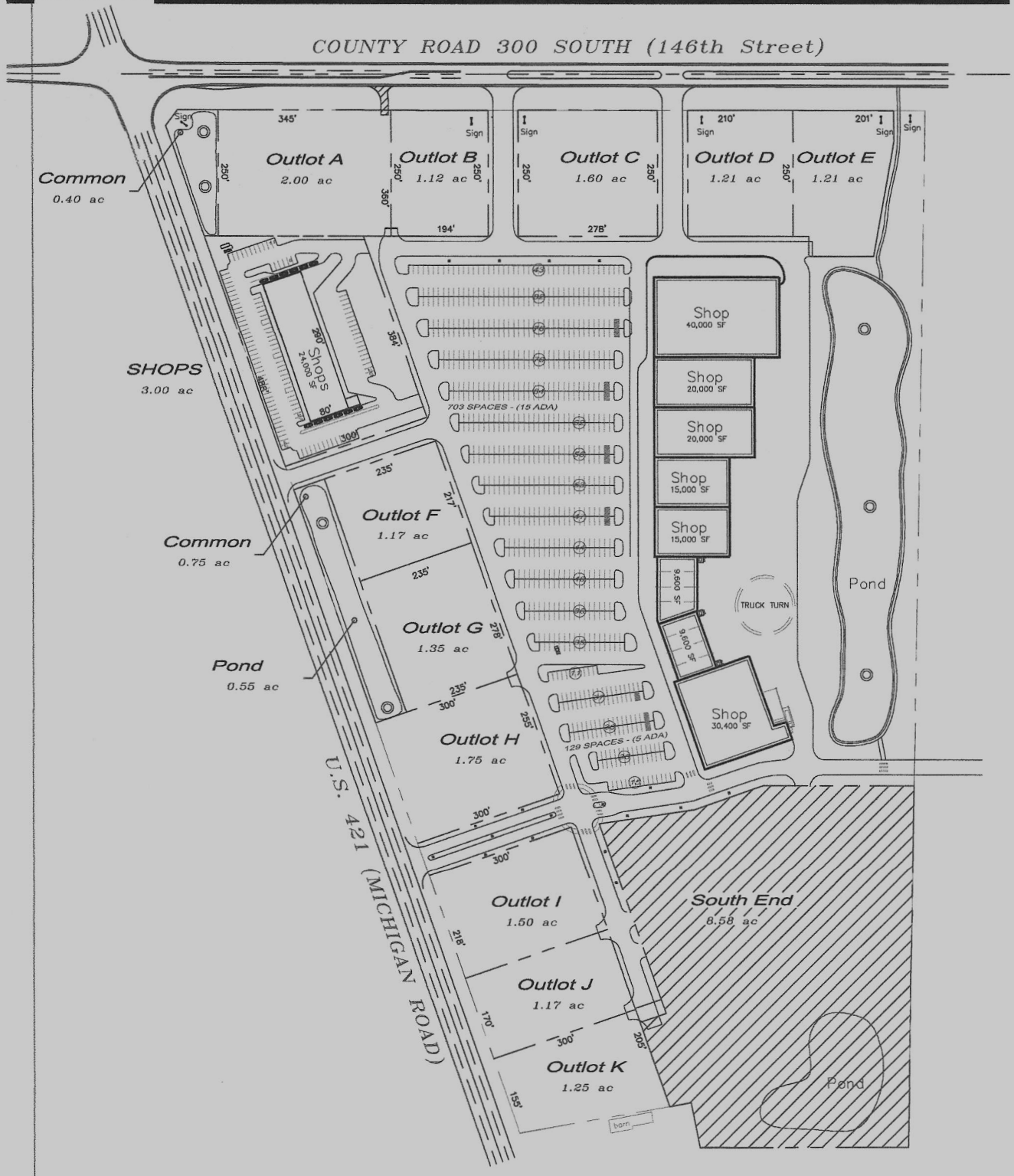
- Construction of the access drive with at least one inbound lane and two outbound lanes.
- Addition of an exclusive northbound right-turn lane along US 421.
- Addition of an exclusive southbound left-turn lane along US 421.
- Installation of traffic signal.

The geometric and control recommendations outlined above for each intersection are unchanged from those recommended in the previously submitted Traffic Impact Study.

SUPPLEMENTAL INFORMATION

Site Plan
Traffic Volume Figures
Generated Trip Generation Information for “New “Shops Building
Assignment & Distribution Tables
Synchro Software Output

SITE PLAN



V
7g1

HARRIS-IND-N

SITE

0'
200'

27 July, 2019

N

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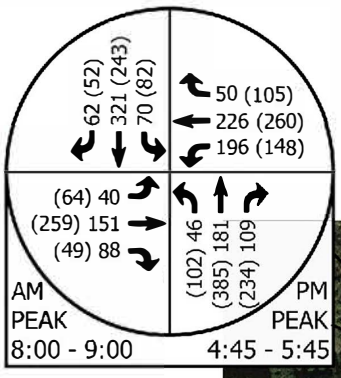

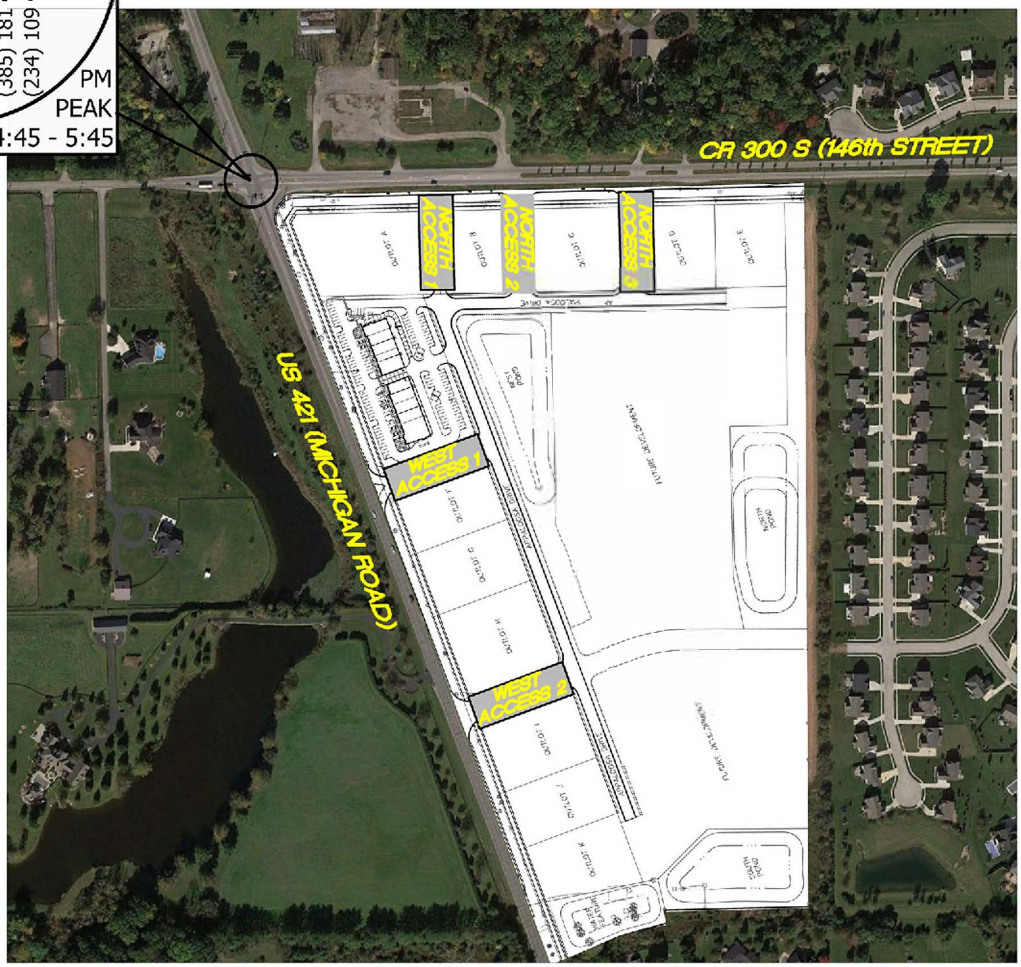

LEGEND
XX = A.M. PEAK HOUR
(XX) = P.M. PEAK HOUR
* = NEGLIGIBLE

FIGURE 1

EXISTING TRAFFIC VOLUMES

TRAFFIC IMPACT STUDY
KITE HARRIS REALTY GROUP
ZIONSVILLE, INDIANA

Z:\2019\19059S - Harris FLP, TIS, 146th & CR 300, Zionsville\Update 2020\19059S-EXH.DWG 1=1 04-15-2020 SK

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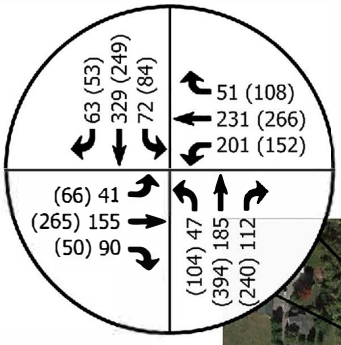
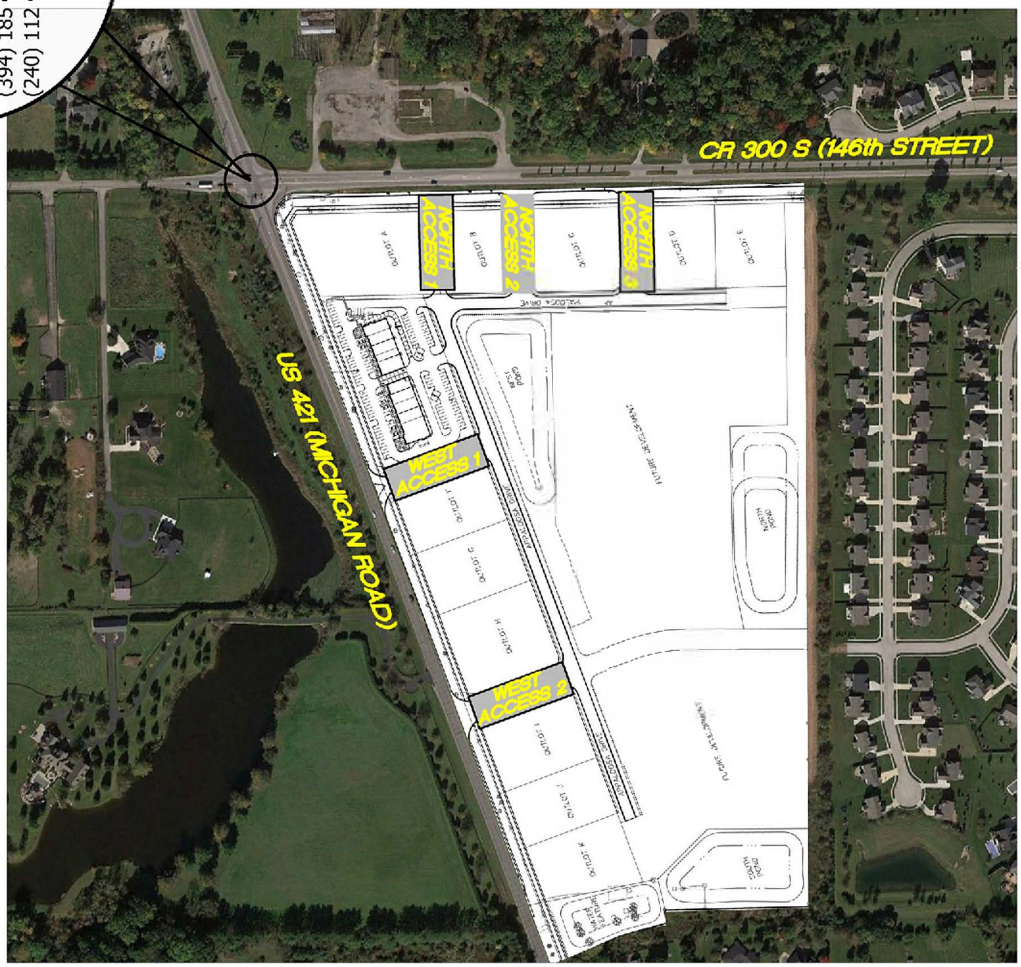
Creating Order Since 1966





LEGEND
XX = A.M. PEAK HOUR
(XX) = P.M. PEAK HOUR
* = NEGLIGIBLE

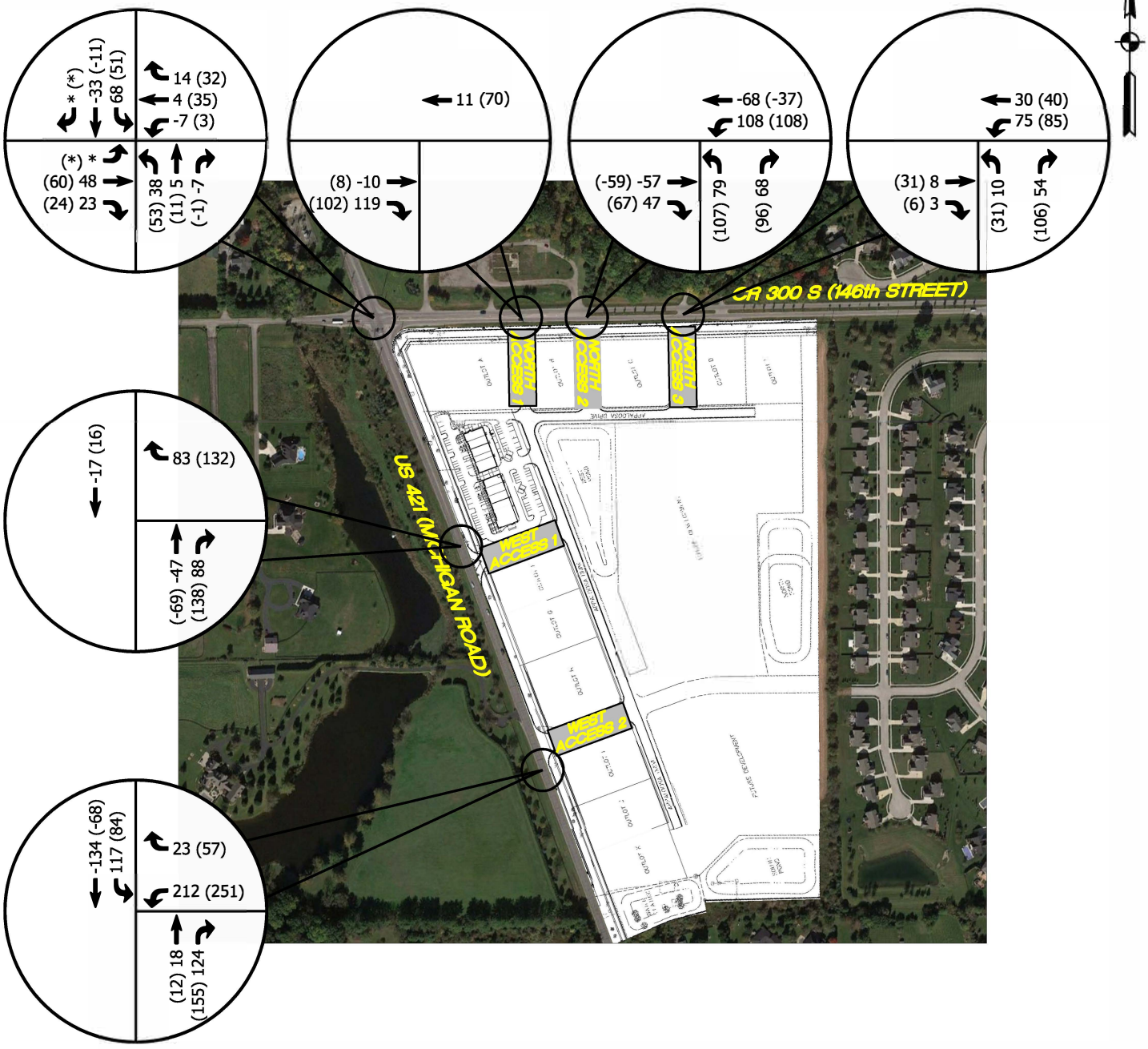
FIGURE 2

YEAR 2023 BACKGROUND TRAFFIC VOLUMES

TRAFFIC IMPACT STUDY
KITE HARRIS REALTY GROUP
ZIONSVILLE, INDIANA

Z:\2019\19059S – Harris FLP, TIS, 146th & CR 300, Zionsville\Update 2020\19059S-EXH.DWG 1=1 04-15-2020 SK

A&F ENGINEERING
Transportation & Site Engineering
Creating Order Since 1966



LEGEND
XX = A.M. PEAK HOUR
(XX) = P.M. PEAK HOUR
* = NEGLIGIBLE

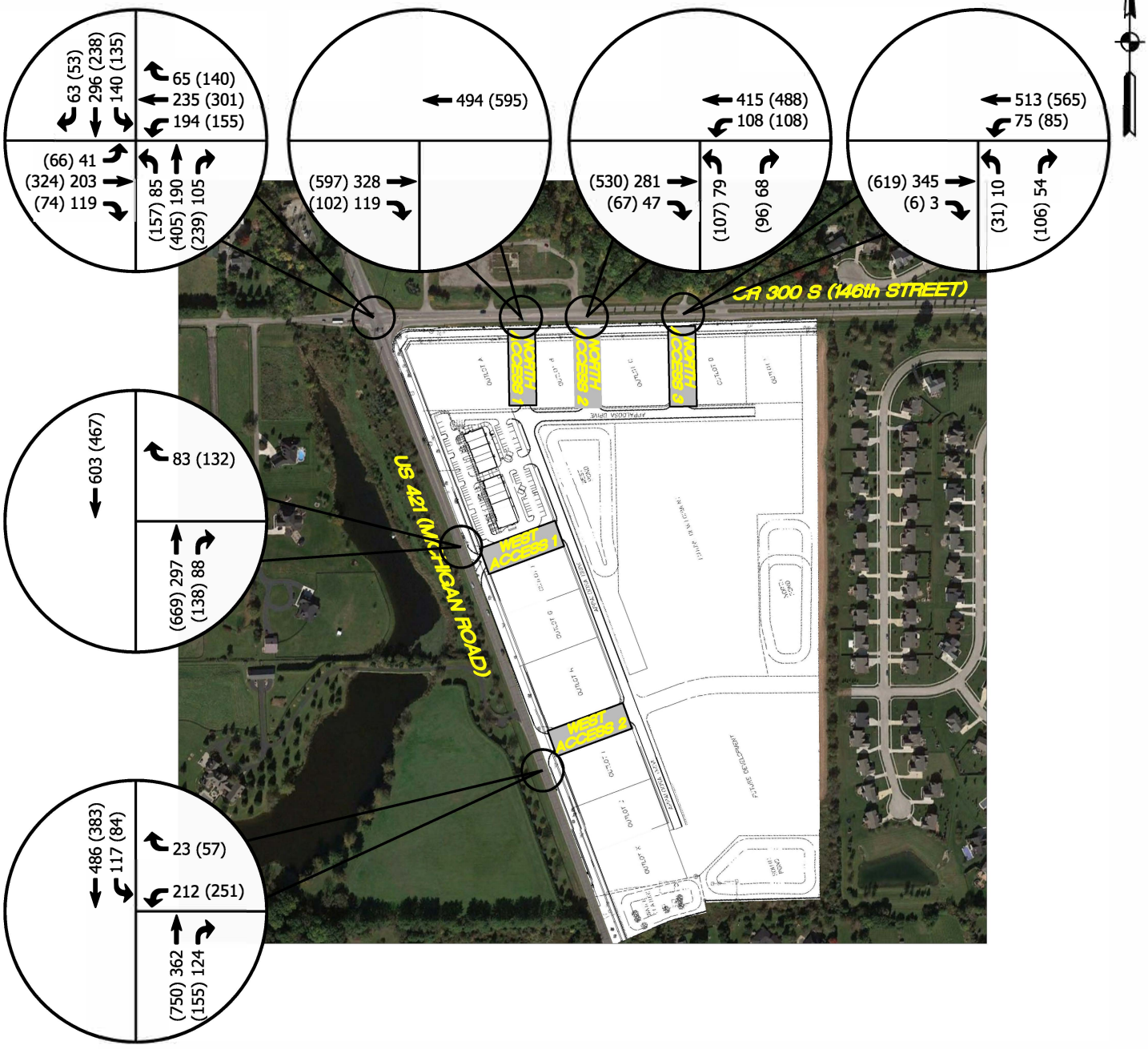
FIGURE 3

TOTAL GENERATED TRAFFIC VOLUMES FROM PROPOSED DEVELOPMENT

TRAFFIC IMPACT STUDY
KITE HARRIS REALTY GROUP
ZIONSVILLE, INDIANA

Z:\2019\19059S – Harris FLP, TIS, 146th & CR 300, Zionsville\Update 2020\19059S–EXH.DWG 1=1 04–15–2020 SK

A&F ENGINEERING
Transportation Engineering Services
Creating Order Since 1966



LEGEND
XX = A.M. PEAK HOUR
(XX) = P.M. PEAK HOUR
* = NEGLIGIBLE

FIGURE 4

SUM OF YEAR 2023 BACKGROUND TRAFFIC VOLUMES & GENERATED TRAFFIC VOLUMES FROM PROPOSED DEVELOPMENT

TRAFFIC IMPACT STUDY
KITE HARRIS REALTY GROUP
ZIONSVILLE, INDIANA

Z:\2019\19059S – Harris FLP, TIS, 146th & CR 300, Zionsville\Update 2020\19059S–EXH.DWG 1=1 04–15–2020 SK

TABLE – TRIPS GENERATED BY EACH LAND USES IN THE NEW SHOPS BUILDING

DEVELOPMENT INFORMATION				GENERATED TRIPS			
LOT DESCRIPTION	LAND USE	ITE CODE	SIZE	AM PEAK		PM PEAK	
				IN	OUT	IN	OUT
New Shops Building	**Fast Food Restaurant with Drive-Thru**	**934**	**4,357 SF**	89	86	74	68
	Internal Trips			13	12	11	10
	External Trips			76	74	63	58
	External Non-Pass-By Trips (51%/50%)			38	37	32	29
	External Pass-by Trips (49%/50%)			38	37	31	29
	Shopping Center	**820**	**12,430 SF**	98	60	56	60
	Internal Trips			14	9	8	9
	External Trips			84	51	48	51
	External Non-Pass-By Trips (66%)			55	33	31	33
	External Pass-by Trips (34%)			29	18	17	18
	Drive-In Bank	**912**	**2,835 SF**	16	11	29	29
	Internal Trips			2	1	4	4
	External Trips			14	10	25	25
	External Non-Pass-By Trips (71%/65%)			9	7	16	16
	External Pass-by Trips (29%/35%)			5	3	9	9
	Specialty Retail Center	**826**	**1,270 SF**	4	5	11	14
	Internal Trips			0	0	1	2
	External Trips			4	5	10	12
	External Non-Pass-By Trips (66%)			2	3	6	7
	External Pass-by Trips (34%)			2	2	4	5
	Coffee/Donut Shop with Drive-Thru	**937**	**2,279 SF**	104	99	50	49
	Internal Trips			15	14	7	7
	External Trips			89	85	43	42
	External Non-Pass-By Trips (11%)			9	9	4	4
	External Pass-by Trips (89%)			80	76	39	38
	TOTAL TRIPS			311	261	220	220
	TOTAL INTERNAL TRIPS			44	36	31	32
	TOTAL EXTERNAL PASS-BY TRIPS			113	89	88	89
	TOTAL EXTERNAL NON-PASS-BY TRIPS			154	136	101	99

Intersection: US 421 & CR 300S

Lot Description	External Trips (Pass-By/Non-Pass By)	AM PEAK												PM PEAK											
		Northbound			Southbound			Eastbound			Westbound			Northbound			Southbound			Eastbound			Westbound		
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Outlot A (Gas Station/Super Convenience Store)	Non-Pass-By %	5%	5%	20%	10%	0%	0%	0%	20%	0%	5%	15%	5%	5%	5%	20%	10%	0%	0%	0%	20%	0%	5%	15%	5%
	Pass-By %	10%/-3%	10%/-12%	-8%	22%	-22%	0%	0%	0%	0%	4%/-14%	9%/-16%	5%/-3%	10%/-6%	18%/-21%	-12%	12%	-12%	0%	0%	0%	0%	4%/-8%	10%/-14%	8%/-5%
New Shops Building	Non-Pass-By %	10%	6%	0%	10%	0%	0%	0%	20%	0%	0%	10%	4%	10%	6%	0%	10%	0%	0%	0%	20%	0%	0%	10%	4%
	Pass-By %	10%/-3%	10%/-12%	-8%	14%	-14%	0%	0%	0%	0%	4%/-14%	9%/-16%	5%/-3%	18%/-6%	10%/-21%	-12%	8%	-8%	0%	0%	0%	0%	4%/-8%	10%/-14%	8%/-5%
Outlot C (High-turnover sit-down restaurant)	Non-Pass-By %	0%	0%	10%	10%	0%	0%	0%	20%	0%	30%	20%	10%	0%	0%	10%	10%	0%	0%	0%	20%	0%	30%	20%	10%
	Pass-By %	4%/-3%	3%/-13%	-6%	19%	-19%	0%	0%	5%	-5%	31%/-14%	15%/-16%	13%/-3%	5%/-6%	7%/-21%	-9%	12%	-12%	0%	0%	2%	-2%	18%/-8%	15%/-16%	19%/-5%
Outlot H (High-turnover sit-down restaurant)	Non-Pass-By %	20%	10%	10%	0%	10%	0%	0%	0%	20%	20%	0%	0%	20%	10%	10%	0%	10%	0%	0%	0%	20%	20%	0%	0%
	Pass-By %	5%/-5%	19%/-19%	4%/-12%	0%	0%	0%	0%	0%	0%	-5%	0%	0%	9%/-9%	33%/-33%	7%/-20%	0%	0%	0%	0%	0%	0%	-3%	0%	0%
Outlot I (Day Care Center)	Non-Pass-By %	20%	10%	10%	0%	10%	0%	0%	0%	20%	20%	0%	0%	20%	10%	10%	0%	10%	0%	0%	0%	20%	20%	0%	0%
	Pass-By %	5%/-5%	19%/-19%	4%/-12%	0%	0%	0%	0%	0%	0%	-5%	0%	0%	9%/-9%	33%/-33%	7%/-20%	0%	0%	0%	0%	0%	0%	-3%	0%	0%
Remaining Site - Office Portion	Non-Pass-By %	15%	7%	20%	3%	7%	0%	0%	5%	15%	20%	5%	3%	15%	7%	20%	3%	7%	0%	0%	5%	15%	20%	5%	3%
	Pass-By %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Remaining Site - Retail Portion	Non-Pass-By %	10%	4%	7%	6%	4%	0%	0%	12%	8%	0%	10%	6%	10%	4%	7%	6%	4%	0%	0%	12%	8%	0%	10%	6%
	Pass-By %	3%/-3%	10%/-12%	-8%	11%	-11%	0%	0%	6%	-6%	-14%	15%/-15%	6%/-3%	4%/-3%	14%/-21%	-13%	6%	-6%	0%	0%	3%	-3%	-8%	15%/-14%	12%/-5%

Note: XX = Inbound percentages; XX = Outbound Percentages

Intersection: US 421 & West Access 1

Lot Description	External Trip (Pass-By/Non-Pass-By)	AM PEAK												PM PEAK											
		Northbound			Southbound			Eastbound			Westbound			Northbound			Southbound			Eastbound			Westbound		
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Outlot A (Gas Station/Super Convenience Store)	Non-Pass-By %		20%	15%		5%							10%		20%	15%		5%							10%
	Pass-By %		-23%	17%		4%/-36%							20%		-39%	29%		4%/-20%							28%
New Shops Building	Non-Pass-By %		0%	20%		0%							16%		0%	20%		0%							16%
	Pass-By %		-23%	12%		4%/-28%							20%		-39%	20%		4%/-16%							28%
Outlot C (High-turnover sit-down restaurant)	Non-Pass-By %		10%	20%		30%							0%		10%	20%		30%							0%
	Pass-By %		-22%	15%		31%/-38%							7%		-36%	24%		18%/-22%							12%
Outlot H (High-turnover sit-down restaurant)	Non-Pass-By %		25%	0%		50%							15%		25%	0%		50%							15%
	Pass-By %		19%/-36%	0%		-5%							9%		32%/-62%	0%		-3%							7%
Outlot I (Day Care Center)	Non-Pass-By %		25%	0%		50%							15%		25%	0%		50%							15%
	Pass-By %		19%/-36%	0%		-5%							9%		32%/-62%	0%		-3%							7%
Remaining Site - Office Portion	Non-Pass-By %		32%	10%		42%							10%		32%	10%		42%							10%
	Pass-By %		-	-		-							-		-	-		-							-
Remaining Site - Retail Portion	Non-Pass-By %		5%	20%		12%							16%		5%	20%		12%							16%
	Pass-By %		3%/-23%	14%		-31%							10%		5%/-39%	24%		-17%							13%

Note: XX = Inbound percentages; XX = Outbound Percentages

Intersection: US 421 & West Access 2

Lot Description	External Trip (Pass-By/Non-Pass-By)	AM PEAK												PM PEAK											
		Northbound			Southbound			Eastbound			Westbound			Northbound			Southbound			Eastbound			Westbound		
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Outlot A (Gas Station/Super Convenience Store)	Non-Pass-By %		35%	5%	0%	5%					35%		0%		35%	5%	0%	5%					35%		0%
	Pass-By %		-6%	6%	7%	4%/-43%					39%		0%		-10%	10%	4%	4%/-24%					20%		0%
New Shops Building	Non-Pass-By %		20%	20%	0%	0%					40%		0%		20%	20%	0%	0%					40%		0%
	Pass-By %		-11%	11%	15%	4%/-43%					39%		0%		-19%	19%	8%	4%/-24%					20%		0%
Outlot C (High-turnover sit-down restaurant)	Non-Pass-By %		30%	10%	0%	30%					10%		0%		30%	10%	0%	30%					10%		0%
	Pass-By %		-7%	7%	4%	31%/-42%					11%		0%		-12%	12%	2%	18%/-24%					6%		0%
Outlot H (High-turnover sit-down restaurant)	Non-Pass-By %		0%	40%	50%	0%					40%		25%		0%	40%	50%	0%					40%		25%
	Pass-By %		-36%	36%	59%	-64%					64%		19%		-62%	62%	35%	-38%					38%		32%
Outlot I (Day Care Center)	Non-Pass-By %		0%	40%	50%	0%					40%		25%		0%	40%	50%	0%					40%		25%
	Pass-By %		-36%	36%	59%	-64%					64%		19%		-62%	62%	35%	-38%					38%		32%
Remaining Site - Office Portion	Non-Pass-By %		10%	30%	42%	0%					40%		32%		10%	30%	42%	0%					40%		32%
	Pass-By %		-	-	-	-					-		-		-	-	-	-					-		-
Remaining Site - Retail Portion	Non-Pass-By %		20%	20%	12%	0%					40%		5%		20%	20%	12%	0%					40%		5%
	Pass-By %		-9%	9%	11%	-42%					42%		8%		-15%	15%	7%	-24%					24%		5%

Note: XX = Inbound percentages; XX = Outbound Percentages

Intersection: US 421 & North Access 1

Lot Description	External Trip (Pass-By/Non-Pass-By)	AM PEAK												PM PEAK											
		Northbound			Southbound			Eastbound			Westbound			Northbound			Southbound			Eastbound			Westbound		
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Outlot A (Gas Station/Super Convenience Store)	Non-Pass-By %								0%	50%		25%									0%	50%		25%	
	Pass-By %								-23%	37%		18%/-33%									-30%	30%		22%/-27%	
New Shops Building	Non-Pass-By %								20%	10%		14%									20%	10%		14%	
	Pass-By %								-23%	29%		18%/-33%									-30%	26%		22%/-27%	
Outlot C (High-turnover sit-down restaurant)	Non-Pass-By %								0%	40%		60%									0%	40%		60%	
	Pass-By %								24%/-6%	0%		59%/-33%									14%/-9%	0%		52%/-27%	
Outlot H (High-turnover sit-down restaurant)	Non-Pass-By %								10%	0%		20%									10%	0%		20%	
	Pass-By %								4%/-12%	0%		-5%									7%/-20%	0%		-3%	
Outlot I (Day Care Center)	Non-Pass-By %								10%	0%		20%									10%	0%		20%	
	Pass-By %								4%/-12%	0%		-5%									7%/-20%	0%		-3%	
Remaining Site - Office Portion	Non-Pass-By %								20%/8%	0%		8%/20%									20%/8%	0%		8%/20%	
	Pass-By %								-	-		-									-	-		-	
Remaining Site - Retail Portion	Non-Pass-By %								7%/12%	6%		16%									7%/12%	6%		16%	
	Pass-By %								-8%	17%		21%/-33%									-13%	9%		27%/-27%	

Note: XX = Inbound percentages; XX = Outbound Percentages

Intersection: US 421 & North Access 2

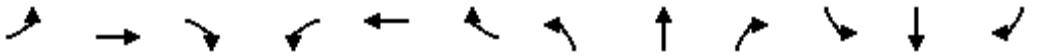
Lot Description	External Trip (Pass-By/Non-Pass-By)	AM PEAK												AM PEAK											
		Northbound			Southbound			Eastbound			Westbound			Northbound			Southbound			Eastbound			Westbound		
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Outlot A (Gas Station/Super Convenience Store)	Non-Pass-By %	25%		20%					0%	0%	20%	0%		25%		20%					0%	0%	20%	0%	
	Pass-By %	18%		15%					-23%	0%	22%	-33%		22%		20%					-30%	0%	18%	-27%	
New Shops Building	Non-Pass-By %	14%		20%					0%	20%	20%	0%		14%		20%					0%	20%	20%	0%	
	Pass-By %	18%		15%					-23%	0%	22%	-33%		22%		20%					-30%	0%	18%	-27%	
Outlot C (High-turnover sit-down restaurant)	Non-Pass-By %	40%		10%					5%	35%	5%	20%		40%		10%					5%	35%	5%	20%	
	Pass-By %	47%		3%					-20%	35%	7%	12%/-33%		42%		4%					-27%	30%	5%	10%/-27%	
Outlot H (High-turnover sit-down restaurant)	Non-Pass-By %	0%		10%					10%	0%	5%	20%		0%		10%					10%	0%	5%	20%	
	Pass-By %	0%		4%					4%/-12%	0%	3%	-5%		0%		7%					7%/-20%	0%	2%	-3%	
Outlot I (Day Care Center)	Non-Pass-By %	0%		10%					10%	0%	5%	20%		0%		10%					10%	0%	5%	20%	
	Pass-By %	0%		4%					4%/-12%	0%	3%	-5%		0%		7%					7%/-20%	0%	2%	-3%	
Remaining Site - Office Portion	Non-Pass-By %	4%		5%					20%/4%	4%	5%	4%/20%		4%		5%					20%/4%	4%	5%	4%/20%	
	Pass-By %	-		-					-	-	-	-		-		-					-	-	-	-	
Remaining Site - Retail Portion	Non-Pass-By %	8%		5%					7%/2%	10%	15%	8%		8%		5%					7%/2%	10%	15%	8%	
	Pass-By %	13%		9%					-24%	16%	15%	8%/-15%		18%		12%					-31%	18%	13%	9%/-13%	

Note: XX = Inbound percentages; XX = Outbound Percentages

Intersection: US 421 & North Access 3

Lot Description	External Trip (Pass-By/Non-Pass-By)	AM PEAK												AM PEAK											
		Northbound			Southbound			Eastbound			Westbound			Northbound			Southbound			Eastbound			Westbound		
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Outlot A (Gas Station/Super Convenience Store)	Non-Pass-By %	0%		10%					20%	0%	10%	20%		0%		10%					20%	0%	10%	20%	
	Pass-By %	0%		8%					15%/-23%	0%	11%	-11%		0%		10%					20%/-30%	0%	9%	-9%	
New Shops Building	Non-Pass-By %	0%		10%					0%	0%	10%	20%		0%		10%					0%	0%	10%	20%	
	Pass-By %	0%		8%					15%/-23%	0%	11%	-11%		0%		10%					20%/-30%	0%	9%	-9%	
Outlot C (High-turnover sit-down restaurant)	Non-Pass-By %	20%		20%					10%	5%	25%	5%		20%		20%					10%	5%	25%	5%	
	Pass-By %	12%		20%					3%/-23%	6%	26%	-26%		10%		26%					4%/-30%	5%	22%	-22%	
Outlot H (High-turnover sit-down restaurant)	Non-Pass-By %	0%		10%					20%	0%	5%	25%		0%		10%					20%	0%	5%	25%	
	Pass-By %	0%		4%					8%/-12%	0%	2%	-2%		0%		6%					14%/-20%	0%	1%	-1%	
Outlot I (Day Care Center)	Non-Pass-By %	0%		10%					20%	0%	5%	25%		0%		10%					20%	0%	5%	25%	
	Pass-By %	0%		4%					8%/-12%	0%	2%	-2%		0%		6%					14%/-20%	0%	1%	-1%	
Remaining Site - Office Portion	Non-Pass-By %	4%		5%					25%	4%	5%	25%		4%		5%					25%	4%	5%	25%	
	Pass-By %	-		-					-	-	-	-		-		-					-	-	-	-	
Remaining Site - Retail Portion	Non-Pass-By %	8%		18%					12%	2%	15%	15%		8%		18%					12%	2%	15%	15%	
	Pass-By %	8%		15%					-24%	9%	18%	-18%		9%		19%					-31%	12%	14%	-14%	

Note: XX = Inbound percentages; XX = Outbound Percentages



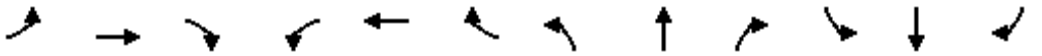
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	151	88	196	226	50	46	181	109	70	321	62
Future Volume (veh/h)	40	151	88	196	226	50	46	181	109	70	321	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1841	1841	1841	1856	1856	1841	1618	1737	1856	1737	1737
Adj Flow Rate, veh/h	41	156	91	202	233	52	47	187	0	72	331	64
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	4	4	4	3	3	4	19	11	3	11	11
Cap, veh/h	306	205	120	351	349	78	353	533		527	486	94
Arrive On Green	0.04	0.19	0.19	0.09	0.24	0.24	0.05	0.33	0.00	0.06	0.34	0.34
Sat Flow, veh/h	1739	1090	636	1753	1469	328	1753	1618	1472	1767	1414	273
Grp Volume(v), veh/h	41	0	247	202	0	285	47	187	0	72	0	395
Grp Sat Flow(s),veh/h/ln	1739	0	1726	1753	0	1797	1753	1618	1472	1767	0	1688
Q Serve(g_s), s	1.0	0.0	7.4	5.0	0.0	7.9	0.9	4.8	0.0	1.4	0.0	10.9
Cycle Q Clear(g_c), s	1.0	0.0	7.4	5.0	0.0	7.9	0.9	4.8	0.0	1.4	0.0	10.9
Prop In Lane	1.00		0.37	1.00		0.18	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	306	0	325	351	0	427	353	533		527	0	580
V/C Ratio(X)	0.13	0.00	0.76	0.58	0.00	0.67	0.13	0.35		0.14	0.00	0.68
Avail Cap(c_a), veh/h	391	0	569	351	0	592	432	533		581	0	580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.8	0.0	21.0	16.6	0.0	18.9	11.9	13.9	0.0	10.8	0.0	15.3
Incr Delay (d2), s/veh	0.2	0.0	3.7	2.3	0.0	1.8	0.2	1.8	0.0	0.1	0.0	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	3.0	2.0	0.0	3.2	0.3	1.8	0.0	0.5	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	0.0	24.6	18.9	0.0	20.7	12.1	15.7	0.0	10.9	0.0	21.7
LnGrp LOS	B	A	C	B	A	C	B	B		B	A	C
Approach Vol, veh/h		288			487			234	A		467	
Approach Delay, s/veh		23.6			19.9			15.0			20.0	
Approach LOS		C			B			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	22.5	9.5	14.8	7.0	23.3	6.8	17.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	3.4	6.8	7.0	9.4	2.9	12.9	3.0	9.9
Green Ext Time (p_c), s	0.0	0.7	0.0	0.9	0.0	1.1	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



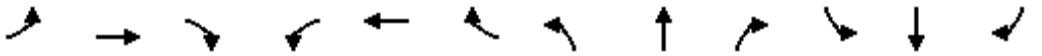
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	259	49	148	260	105	102	385	234	82	243	52
Future Volume (veh/h)	64	259	49	148	260	105	102	385	234	82	243	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1796	1870	1870	1885	1826	1885	1900	1737	1737
Adj Flow Rate, veh/h	72	291	55	166	292	118	115	433	0	92	273	58
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	7	2	2	1	5	1	0	11	11
Cap, veh/h	270	373	71	329	336	136	388	562		330	420	89
Arrive On Green	0.06	0.24	0.24	0.08	0.27	0.27	0.07	0.31	0.00	0.07	0.30	0.30
Sat Flow, veh/h	1781	1554	294	1711	1266	512	1795	1826	1598	1810	1389	295
Grp Volume(v), veh/h	72	0	346	166	0	410	115	433	0	92	0	331
Grp Sat Flow(s),veh/h/ln	1781	0	1847	1711	0	1778	1795	1826	1598	1810	0	1684
Q Serve(g_s), s	1.8	0.0	10.4	4.3	0.0	13.1	2.6	12.8	0.0	2.0	0.0	10.2
Cycle Q Clear(g_c), s	1.8	0.0	10.4	4.3	0.0	13.1	2.6	12.8	0.0	2.0	0.0	10.2
Prop In Lane	1.00		0.16	1.00		0.29	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	270	0	444	329	0	472	388	562		330	0	509
V/C Ratio(X)	0.27	0.00	0.78	0.50	0.00	0.87	0.30	0.77		0.28	0.00	0.65
Avail Cap(c_a), veh/h	315	0	558	329	0	537	411	562		363	0	509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	21.2	16.2	0.0	20.9	13.5	18.7	0.0	14.0	0.0	18.0
Incr Delay (d2), s/veh	0.5	0.0	5.5	1.2	0.0	12.9	0.4	9.8	0.0	0.5	0.0	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	4.8	1.6	0.0	6.6	1.0	6.4	0.0	0.8	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	0.0	26.7	17.4	0.0	33.8	13.9	28.5	0.0	14.4	0.0	24.4
LnGrp LOS	B	A	C	B	A	C	B	C		B	A	C
Approach Vol, veh/h		418			576			548	A		423	
Approach Delay, s/veh		25.0			29.1			25.4			22.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	22.8	9.5	18.8	8.8	22.5	8.0	20.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	4.0	14.8	6.3	12.4	4.6	12.2	3.8	15.1
Green Ext Time (p_c), s	0.0	0.8	0.0	1.0	0.0	1.0	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	25.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



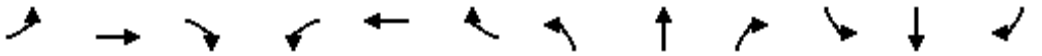
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	155	90	201	231	51	47	185	112	72	329	63
Future Volume (veh/h)	41	155	90	201	231	51	47	185	112	72	329	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1841	1841	1841	1856	1856	1841	1618	1737	1856	1737	1737
Adj Flow Rate, veh/h	42	160	93	207	238	53	48	191	0	74	339	65
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	4	4	4	3	3	4	19	11	3	11	11
Cap, veh/h	304	209	122	349	352	78	345	531		521	485	93
Arrive On Green	0.04	0.19	0.19	0.09	0.24	0.24	0.05	0.33	0.00	0.06	0.34	0.34
Sat Flow, veh/h	1739	1092	635	1753	1469	327	1753	1618	1472	1767	1416	272
Grp Volume(v), veh/h	42	0	253	207	0	291	48	191	0	74	0	404
Grp Sat Flow(s),veh/h/ln	1739	0	1726	1753	0	1797	1753	1618	1472	1767	0	1688
Q Serve(g_s), s	1.0	0.0	7.6	5.0	0.0	8.1	1.0	4.9	0.0	1.5	0.0	11.4
Cycle Q Clear(g_c), s	1.0	0.0	7.6	5.0	0.0	8.1	1.0	4.9	0.0	1.5	0.0	11.4
Prop In Lane	1.00		0.37	1.00		0.18	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	304	0	331	349	0	430	345	531		521	0	578
V/C Ratio(X)	0.14	0.00	0.76	0.59	0.00	0.68	0.14	0.36		0.14	0.00	0.70
Avail Cap(c_a), veh/h	388	0	566	349	0	589	421	531		574	0	578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.8	0.0	21.0	16.9	0.0	18.9	12.1	14.1	0.0	10.9	0.0	15.6
Incr Delay (d2), s/veh	0.2	0.0	3.7	2.7	0.0	1.9	0.2	1.9	0.0	0.1	0.0	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	3.1	2.1	0.0	3.2	0.3	1.9	0.0	0.5	0.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	0.0	24.7	19.6	0.0	20.8	12.3	16.0	0.0	11.0	0.0	22.5
LnGrp LOS	B	A	C	B	A	C	B	B		B	A	C
Approach Vol, veh/h		295			498			239	A		478	
Approach Delay, s/veh		23.6			20.3			15.2			20.7	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	22.5	9.5	15.0	7.1	23.3	6.9	17.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	3.5	6.9	7.0	9.6	3.0	13.4	3.0	10.1
Green Ext Time (p_c), s	0.0	0.7	0.0	0.9	0.0	1.0	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



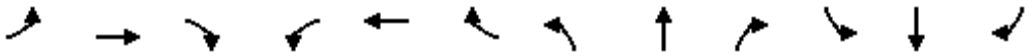
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	265	50	152	266	108	104	394	240	84	249	53
Future Volume (veh/h)	66	265	50	152	266	108	104	394	240	84	249	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1796	1870	1870	1885	1826	1885	1900	1737	1737
Adj Flow Rate, veh/h	74	298	56	171	299	121	117	443	0	94	280	60
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	7	2	2	1	5	1	0	11	11
Cap, veh/h	268	382	72	328	341	138	377	558		319	416	89
Arrive On Green	0.06	0.25	0.25	0.08	0.27	0.27	0.07	0.31	0.00	0.07	0.30	0.30
Sat Flow, veh/h	1781	1555	292	1711	1266	512	1795	1826	1598	1810	1386	297
Grp Volume(v), veh/h	74	0	354	171	0	420	117	443	0	94	0	340
Grp Sat Flow(s),veh/h/ln	1781	0	1847	1711	0	1778	1795	1826	1598	1810	0	1684
Q Serve(g_s), s	1.8	0.0	10.7	4.5	0.0	13.6	2.6	13.4	0.0	2.1	0.0	10.6
Cycle Q Clear(g_c), s	1.8	0.0	10.7	4.5	0.0	13.6	2.6	13.4	0.0	2.1	0.0	10.6
Prop In Lane	1.00		0.16	1.00		0.29	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	268	0	454	328	0	480	377	558		319	0	505
V/C Ratio(X)	0.28	0.00	0.78	0.52	0.00	0.88	0.31	0.79		0.29	0.00	0.67
Avail Cap(c_a), veh/h	311	0	554	328	0	533	398	558		350	0	505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	21.1	16.2	0.0	21.0	13.7	19.1	0.0	14.3	0.0	18.4
Incr Delay (d2), s/veh	0.6	0.0	5.8	1.5	0.0	14.1	0.5	11.1	0.0	0.5	0.0	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	5.0	1.7	0.0	7.0	1.0	6.8	0.0	0.8	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	0.0	26.9	17.7	0.0	35.0	14.2	30.3	0.0	14.8	0.0	25.5
LnGrp LOS	B	A	C	B	A	D	B	C		B	A	C
Approach Vol, veh/h		428			591			560	A		434	
Approach Delay, s/veh		25.2			30.0			26.9			23.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	22.8	9.5	19.2	8.8	22.5	8.0	20.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	4.1	15.4	6.5	12.7	4.6	12.6	3.8	15.6
Green Ext Time (p_c), s	0.0	0.7	0.0	1.0	0.0	0.9	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	26.6
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



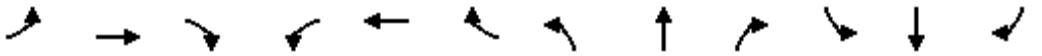
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	203	113	194	235	65	85	190	105	140	296	63
Future Volume (veh/h)	41	203	113	194	235	65	85	190	105	140	296	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1841	1841	1841	1856	1856	1841	1618	1737	1856	1737	1737
Adj Flow Rate, veh/h	42	209	116	200	242	67	88	196	0	144	305	65
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	4	4	4	3	3	4	19	11	3	11	11
Cap, veh/h	320	251	139	327	384	106	361	495		508	447	95
Arrive On Green	0.04	0.23	0.23	0.09	0.27	0.27	0.06	0.31	0.00	0.08	0.32	0.32
Sat Flow, veh/h	1739	1112	617	1753	1399	387	1753	1618	1472	1767	1388	296
Grp Volume(v), veh/h	42	0	325	200	0	309	88	196	0	144	0	370
Grp Sat Flow(s),veh/h/ln	1739	0	1730	1753	0	1786	1753	1618	1472	1767	0	1684
Q Serve(g_s), s	1.1	0.0	10.8	5.3	0.0	9.2	2.0	5.8	0.0	3.3	0.0	11.5
Cycle Q Clear(g_c), s	1.1	0.0	10.8	5.3	0.0	9.2	2.0	5.8	0.0	3.3	0.0	11.5
Prop In Lane	1.00		0.36	1.00		0.22	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	320	0	390	327	0	491	361	495		508	0	542
V/C Ratio(X)	0.13	0.00	0.83	0.61	0.00	0.63	0.24	0.40		0.28	0.00	0.68
Avail Cap(c_a), veh/h	391	0	515	327	0	546	394	495		513	0	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.0	0.0	22.3	16.9	0.0	19.2	13.7	16.6	0.0	12.7	0.0	17.8
Incr Delay (d2), s/veh	0.2	0.0	8.7	3.3	0.0	2.0	0.3	2.4	0.0	0.3	0.0	6.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	4.8	2.1	0.0	3.6	0.6	2.0	0.0	1.0	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	0.0	31.0	20.2	0.0	21.2	14.0	18.9	0.0	13.0	0.0	24.6
LnGrp LOS	B	A	C	C	A	C	B	B		B	A	C
Approach Vol, veh/h		367			509			284	A		514	
Approach Delay, s/veh		29.4			20.8			17.4			21.4	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	23.0	10.0	18.1	8.4	24.0	7.0	21.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.5	5.5	18.0	5.0	18.5	5.0	18.5
Max Q Clear Time (g_c+I1), s	5.3	7.8	7.3	12.8	4.0	13.5	3.1	11.2
Green Ext Time (p_c), s	0.0	0.6	0.0	0.8	0.0	0.8	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	325	74	155	301	140	157	405	239	135	238	53
Future Volume (veh/h)	66	325	74	155	301	140	157	405	239	135	238	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1796	1870	1870	1885	1826	1885	1900	1737	1737
Adj Flow Rate, veh/h	74	365	83	174	338	157	176	455	0	152	267	60
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	7	2	2	1	5	1	0	11	11
Cap, veh/h	223	403	92	279	368	171	404	602		325	441	99
Arrive On Green	0.05	0.27	0.27	0.09	0.30	0.30	0.08	0.33	0.00	0.07	0.32	0.32
Sat Flow, veh/h	1781	1498	341	1711	1208	561	1795	1826	1598	1810	1373	309
Grp Volume(v), veh/h	74	0	448	174	0	495	176	455	0	152	0	327
Grp Sat Flow(s),veh/h/ln	1781	0	1839	1711	0	1769	1795	1826	1598	1810	0	1681
Q Serve(g_s), s	2.2	0.0	17.4	5.4	0.0	19.9	4.8	16.4	0.0	4.1	0.0	12.1
Cycle Q Clear(g_c), s	2.2	0.0	17.4	5.4	0.0	19.9	4.8	16.4	0.0	4.1	0.0	12.1
Prop In Lane	1.00		0.19	1.00		0.32	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	223	0	495	279	0	538	404	602		325	0	540
V/C Ratio(X)	0.33	0.00	0.91	0.62	0.00	0.92	0.44	0.76		0.47	0.00	0.61
Avail Cap(c_a), veh/h	252	0	526	279	0	540	404	602		325	0	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.9	0.0	26.0	19.4	0.0	24.8	16.0	22.1	0.0	17.0	0.0	21.1
Incr Delay (d2), s/veh	0.9	0.0	18.6	4.3	0.0	21.0	0.7	8.6	0.0	1.1	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	9.4	2.2	0.0	10.7	1.7	7.3	0.0	1.5	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	0.0	44.7	23.7	0.0	45.8	16.7	30.7	0.0	18.0	0.0	26.0
LnGrp LOS	C	A	D	C	A	D	B	C		B	A	C
Approach Vol, veh/h		522			669			631	A		479	
Approach Delay, s/veh		41.3			40.1			26.8			23.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	28.8	11.0	24.3	10.2	28.2	8.4	26.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	24.3	6.5	21.1	5.7	23.7	5.1	22.5
Max Q Clear Time (g_c+I1), s	6.1	18.4	7.4	19.4	6.8	14.1	4.2	21.9
Green Ext Time (p_c), s	0.0	1.2	0.0	0.5	0.0	1.1	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	281	47	108	415	79	68
Future Vol, veh/h	281	47	108	415	79	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	100	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	305	51	117	451	86	74

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	356	0	990	305
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	685	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1214	-	276	740
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	504	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1214	-	250	740
Mov Cap-2 Maneuver	-	-	-	-	250	-
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	456	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	19.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	250	740	-	-	1214	-
HCM Lane V/C Ratio	0.343	0.1	-	-	0.097	-
HCM Control Delay (s)	26.8	10.4	-	-	8.3	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	1.5	0.3	-	-	0.3	-

Intersection	
Int Delay, s/veh	8.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	530	67	108	488	107	96
Future Vol, veh/h	530	67	108	488	107	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	100	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	576	73	117	530	116	104

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	649	0	1340	576
Stage 1	-	-	-	-	576	-
Stage 2	-	-	-	-	764	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	947	-	170	521
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	463	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	947	-	149	521
Mov Cap-2 Maneuver	-	-	-	-	149	-
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	406	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	50.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	149	521	-	-	947	-
HCM Lane V/C Ratio	0.781	0.2	-	-	0.124	-
HCM Control Delay (s)	84.3	13.6	-	-	9.3	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	4.9	0.7	-	-	0.4	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	345	3	75	513	10	54
Future Vol, veh/h	345	3	75	513	10	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	100	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	375	3	82	558	11	59

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	378	0	1097	375
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	722	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1180	-	236	671
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	481	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1180	-	220	671
Mov Cap-2 Maneuver	-	-	-	-	220	-
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	448	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	220	671	-	-	1180	-
HCM Lane V/C Ratio	0.049	0.087	-	-	0.069	-
HCM Control Delay (s)	22.2	10.9	-	-	8.3	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	619	6	85	565	31	106
Future Vol, veh/h	619	6	85	565	31	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	100	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	673	7	92	614	34	115

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	680	0	1471	673
Stage 1	-	-	-	-	673	-
Stage 2	-	-	-	-	798	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	912	-	140	455
Stage 1	-	-	-	-	507	-
Stage 2	-	-	-	-	443	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	912	-	126	455
Mov Cap-2 Maneuver	-	-	-	-	126	-
Stage 1	-	-	-	-	507	-
Stage 2	-	-	-	-	398	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	22
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	126	455	-	-	912	-
HCM Lane V/C Ratio	0.267	0.253	-	-	0.101	-
HCM Control Delay (s)	43.7	15.6	-	-	9.4	-
HCM Lane LOS	E	C	-	-	A	-
HCM 95th %tile Q(veh)	1	1	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	83	297	88	0	603
Future Vol, veh/h	0	83	297	88	0	603
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	0	90	323	96	0	655

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	323	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	723	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	723	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	723	-
HCM Lane V/C Ratio	-	-	0.125	-
HCM Control Delay (s)	-	-	10.7	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.4	-

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	132	669	138	0	467
Future Vol, veh/h	0	132	669	138	0	467
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	0	143	727	150	0	508

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	727	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	427	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	427	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	427	-
HCM Lane V/C Ratio	-	-	0.336	-
HCM Control Delay (s)	-	-	17.6	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	1.5	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	23	212	362	124	117	486
Future Volume (veh/h)	23	212	362	124	117	486
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1870	1900	1900	1870
Adj Flow Rate, veh/h	25	230	393	135	127	528
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	2	0	0	2
Cap, veh/h	359	319	851	733	553	851
Arrive On Green	0.20	0.20	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1810	1610	1870	1610	889	1870
Grp Volume(v), veh/h	25	230	393	135	127	528
Grp Sat Flow(s),veh/h/ln	1810	1610	1870	1610	889	1870
Q Serve(g_s), s	0.3	3.5	3.8	1.3	3.0	5.6
Cycle Q Clear(g_c), s	0.3	3.5	3.8	1.3	6.7	5.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	359	319	851	733	553	851
V/C Ratio(X)	0.07	0.72	0.46	0.18	0.23	0.62
Avail Cap(c_a), veh/h	1254	1116	1656	1426	936	1656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.5	9.7	4.9	4.2	7.2	5.4
Incr Delay (d2), s/veh	0.1	3.1	0.4	0.1	0.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.1	0.1	0.0	0.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.5	12.8	5.3	4.3	7.4	6.1
LnGrp LOS	A	B	A	A	A	A
Approach Vol, veh/h	255		528			655
Approach Delay, s/veh	12.4		5.0			6.4
Approach LOS	B		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		16.3			16.3	9.7
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		23.0			23.0	18.0
Max Q Clear Time (g_c+I1), s		5.8			8.7	5.5
Green Ext Time (p_c), s		2.2			3.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay	6.9
HCM 6th LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	251	57	750	155	84	383
Future Volume (veh/h)	251	57	750	155	84	383
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1870	1900	1900	1870
Adj Flow Rate, veh/h	273	62	815	168	91	416
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	2	0	0	2
Cap, veh/h	370	329	1076	926	320	1076
Arrive On Green	0.20	0.20	0.58	0.58	0.58	0.58
Sat Flow, veh/h	1810	1610	1870	1610	582	1870
Grp Volume(v), veh/h	273	62	815	168	91	416
Grp Sat Flow(s),veh/h/ln	1810	1610	1870	1610	582	1870
Q Serve(g_s), s	5.8	1.3	13.4	2.0	5.7	5.0
Cycle Q Clear(g_c), s	5.8	1.3	13.4	2.0	19.1	5.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	370	329	1076	926	320	1076
V/C Ratio(X)	0.74	0.19	0.76	0.18	0.28	0.39
Avail Cap(c_a), veh/h	799	711	1513	1303	456	1513
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	13.4	6.5	4.1	13.7	4.7
Incr Delay (d2), s/veh	2.9	0.3	1.4	0.1	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.4	1.6	0.2	0.5	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.1	13.7	8.0	4.2	14.2	5.0
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	335		983			507
Approach Delay, s/veh	17.3		7.3			6.6
Approach LOS	B		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		28.0			28.0	12.8
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		33.0			33.0	18.0
Max Q Clear Time (g_c+I1), s		15.4			21.1	7.8
Green Ext Time (p_c), s		5.3			2.4	0.8

Intersection Summary	
HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A

ZIONSVILLE
FOR ALL THE RIGHT REASONS

Petition Number:	2020-03-DP
Project Address:	Approximately 10901 E. County Road 300 South (146th Street) and U.S. Highway 421
Project Name:	Appaloosa Crossing - Development Plan for "Shops"
Petitioner:	Harris FLP
Representative:	Matthew Price, Attorney for Petitioner Dentons Bingham Greenebaum LLP
Request:	Petition for Development Plan Approval of a 23,000± square foot, multi-tenant, retail building on 3.40± acres within the Rural General Business Zoning District (GB) and the Rural Michigan Road Overlay (MRO). Waivers of Building Materials and Architectural Design requirements requested.
Current Zoning:	Rural General Business Zoning District (GB) and the Rural Michigan Road Overlay (MRO).
Current Land Use:	Unimproved - farmed field
Approximate Acreage:	3.40± Acres (identified as "Shops" Lot on pending Plat) within the 57.53± Acres of the to-be-platted integrated center, Appaloosa Crossing.
Related Petitions:	2020-01-PP Primary Plat of Appaloosa Crossing (Pending Plan Commission Hearing) 2020-02-SP Secondary Plat of Appaloosa Crossing (Administrative Approval - Hearing not required) 2020-04-CA Commitment Amendment to relocate a pond/water feature along U.S. Highway 421 frontage (Pending Plan Commission Hearing)
Exhibits:	Exhibit 1 – Staff Report Exhibit 2 – Aerial Location Map Exhibit 3 – Petitioner's Narrative Exhibit 4 – Development Plan Drawings (includes Site Plan, Utility Plan, Landscaping Plan, Site Photometric, Future Path Exhibit, Lighting Fixture Cut Sheets, Building Elevations, Building Rendering, and First Floor Construction Plan) Exhibit 5 – Town Engineer's Comments (dated April 9, 2020) regarding Drainage. Exhibit 6 – Town Engineer's Comments (dated April 16, 2020) regarding the Traffic Impact Study. Exhibit 7 – Updated Traffic Impact Study (Findings only) Exhibit 8A & 8B – Petitioner's Findings regarding Waivers Exhibit 9 – Petitioner's Findings of Fact regarding Development Plan Approval
Staff Presenter:	Wayne DeLong, AICP, CPM

PETITION HISTORY

This Petition received its initial public hearing at the February 18, 2020, Plan Commission Meeting and was continued to the March 16, 2020, meeting and then to the April 20, 2020 meeting (due to cancellation of the March meeting). At the March 4, 2020, Board of Zoning Appeals hearing both Development Standard Variances were approved. Information about these two (2) variances and how both relate to the proposed improvement is presented in the Landscaping section below.

PROPERTY LOCATION, ZONING CLASSIFICATION & PROJECT DESCRIPTION

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

The Petitioner proposes to construct a multi-tenant, retail building of 23,000± square feet with related parking areas. This will be the first building within the Appaloosa Crossing integrated center. The building consists of two (2) tenant areas, each having five (5) tenant bays, with two (2) vehicular drive-through lanes separating the two (2) tenant areas. The two (2) tenant areas are connected by a roof which spans over the vehicular drive-through lanes. Drive-through facilities (i.e. service windows) are located on the ends of each tenant area and on each side of the vehicular drive-through for a total of four (4) service windows.

Vehicular access to the subject site will be from U.S. Highway 421 and County Road 300 South via internal private streets; no curb cut directly onto the subject site from U.S. Highway 421 is proposed. Pedestrian maneuverability on site will include sidewalks along the front façade of the proposed building. A 12-foot-wide recreation path along U.S. Highway 421 will parallel the building. A 6-foot to 8-foot wide path connecting to the recreation path is proposed on the northwest corner of the Shops lot and along the southern portion of the Shops lot which then follows the internal access drive behind the building (Exhibit 4).

ANALYSIS

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

DEVELOPMENT PLAN REVIEW

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

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

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

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

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

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

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

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

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

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

Variance #2: **Variance of Parking Lot Perimeter Plantings -** Development Standards Variance for the removal of the requirement of a six-foot wide Parking Lot Perimeter Planting area with the

landscaping to be allocated to the eastern portion of the subject site along the interior access drive as depicted on the Landscape Plan filed in Docket #2020-03-DP.

Update from Previous Staff Report: Petitioner no longer proposes to utilize landscaping rock in the planting beds, but has revised the landscaping plan for these areas to be seeded.

With the two (2) requested Variances being approved by the Board of Zoning Appeals, Staff is supportive of submitted Landscape Plan (Exhibit 4).

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

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

Storm Water / Drainage:
The Town's Street / Storm Water Department and Town Engineer have reviewed the proposed storm water drainage plan and determined that the recently updated plans are acceptable with a few minor revisions or clarifications to be addressed in the final construction plans (review comments are contained in Exhibit 5). It should be noted that the Town's Engineer is requiring an O&M Manual for the entire development and then individual O&M Manuals for the development of each outlot as they develop, including the subject lot of this "Shops" building.

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

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

FINDINGS

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

1. The Development Plan **is** compatible with surrounding land uses because:
2. The Development Plan **does** demonstrate availability and coordination of water, sanitary sewers, storm water drainage, and other utilities because:
3. The Development Plan **does** demonstrate the management of traffic in a manner that creates conditions favorable to health, safety, convenience and the harmonious development of the community because:
4. The Development Plan **does** utilize building materials and building style compatible with the Zionsville theme because:

5. The Development Plan **does** provide for the calculation of storm water runoff because:
6. The Development Plan **does** provide for current and future right-of-way dedications because:
7. The Development Plan **does** provide for building setback lines, coverage, and separation; vehicle and pedestrian circulation; parking; landscaping; recreation area or green space; outdoor lighting because:

The Petitioner's Proposed Findings are attached as Exhibit 9 for the Plan Commission's consideration.

STAFF RECOMMENDATION

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

Staff recommends approval of the Development Plan Petition as filed, subject to resolution of outstanding review items identified by the Town Engineer (Exhibits 5 & 6).

RECOMMENDED MOTIONS

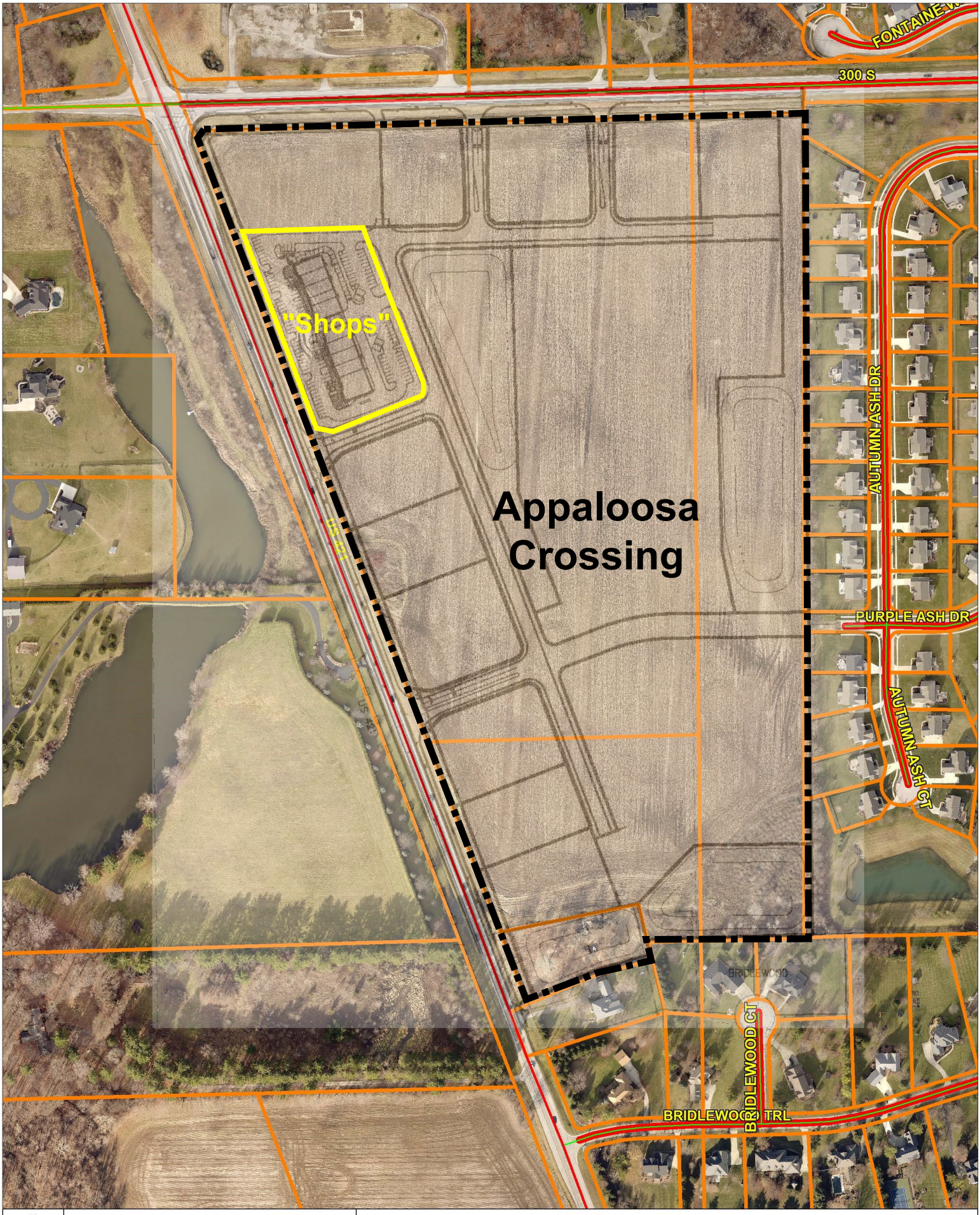
I move that the waiver of Architectural Building Design Requirements be (Approved based on the findings in the Staff report / Denied) as presented.

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

I move that Docket #2020-03-DP to allow for a single story, 23,000± square foot multi-tenant, retail building, with related parking areas, in the Rural General Business Zoning District (GB) and the Rural Michigan Road (MRO) be Approved based on the findings in the Staff report, Staff recommendation, and submitted findings of fact / Denied/ Continued) as presented and subject to resolution of outstanding review items identified by the Town Engineer in Exhibits 5 & 6 of the Staff Report.

PROCEDURAL NOTES

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



N
W E
S

0 300 600

1" = 300ft

Appaloosa Crossing - "Shops" Location - Exhibit 2

Project Narrative

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

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

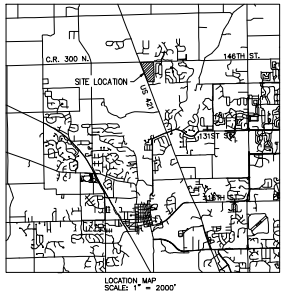
The architecture for the retail shops building is inspired by the white barn the Harris family previously maintained on the property earlier in the family's over 50 year history owning the property, and the building pays homage to that legacy, as well as the current equestrian land uses that help shape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

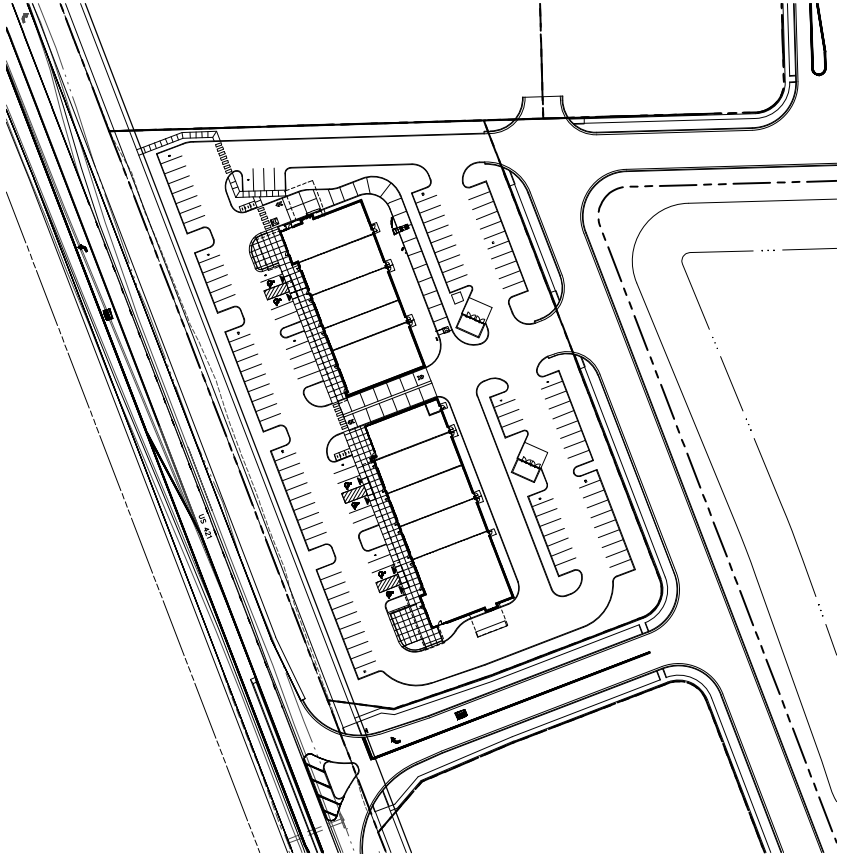
The design for Appaloosa Crossing also requests a waiver of building material development requirements. The proposed design is comprised of materials which are all approved for the overlay district, executed in a modern style. A strong stone base of stacked limestone with accompanying stone lintels and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

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

CONSTRUCTION DOCUMENTS
APPALOOSA CROSSING SHOPS

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





INDEX TO DRAWINGS

NO.	DESCRIPTION
C001	SITE COVER SHEET
C002	GENERAL INFORMATION
C201	SITE PLAN
C301	GRADING AND DRAINAGE PLAN
C302	STORM WATER POLLUTION PREVENTION PLAN (PRE-CONSTRUCTION)
C303	STORM WATER POLLUTION PREVENTION PLAN (CONSTRUCTION)
C304-C305	STORM WATER POLLUTION PREVENTION NOTES AND DETAILS
C401	SITE UTILITY PLAN
C402	STORM SEWER PROFILES
C501	LANDSCAPE PLAN
C601-C606	SITE CONSTRUCTION DETAILS
1 OF 1	SITE LIGHTING

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

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

JURISDICTIONAL CONTACTS:

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Boone County Soil & Water Conservation District
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Sheryl Vaughn
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TriCo Regional Sewer Utility
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Indiana Department of Transportation
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Crawfordsville, IN 46933
765-362-3700
Josie Crane
765-361-5607
JoCrane@indot.in.gov

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

STORMWATER OPERATING AUTHORITY:

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

REVISIONS		
DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
01/30/20	2	TOWN OF ZIONSVILLE COMMENTS
02/04/20	3	INDOT AND TRICO COMMENTS
03/05/20	4	TOWN OF ZIONSVILLE COMMENTS

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

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

SNELLING ENGINEERING, LLC
13295 Illinois Street
Suite 142
Carmel, IN 46032
Ph: (317) 697-0180
www.snellingeng.com

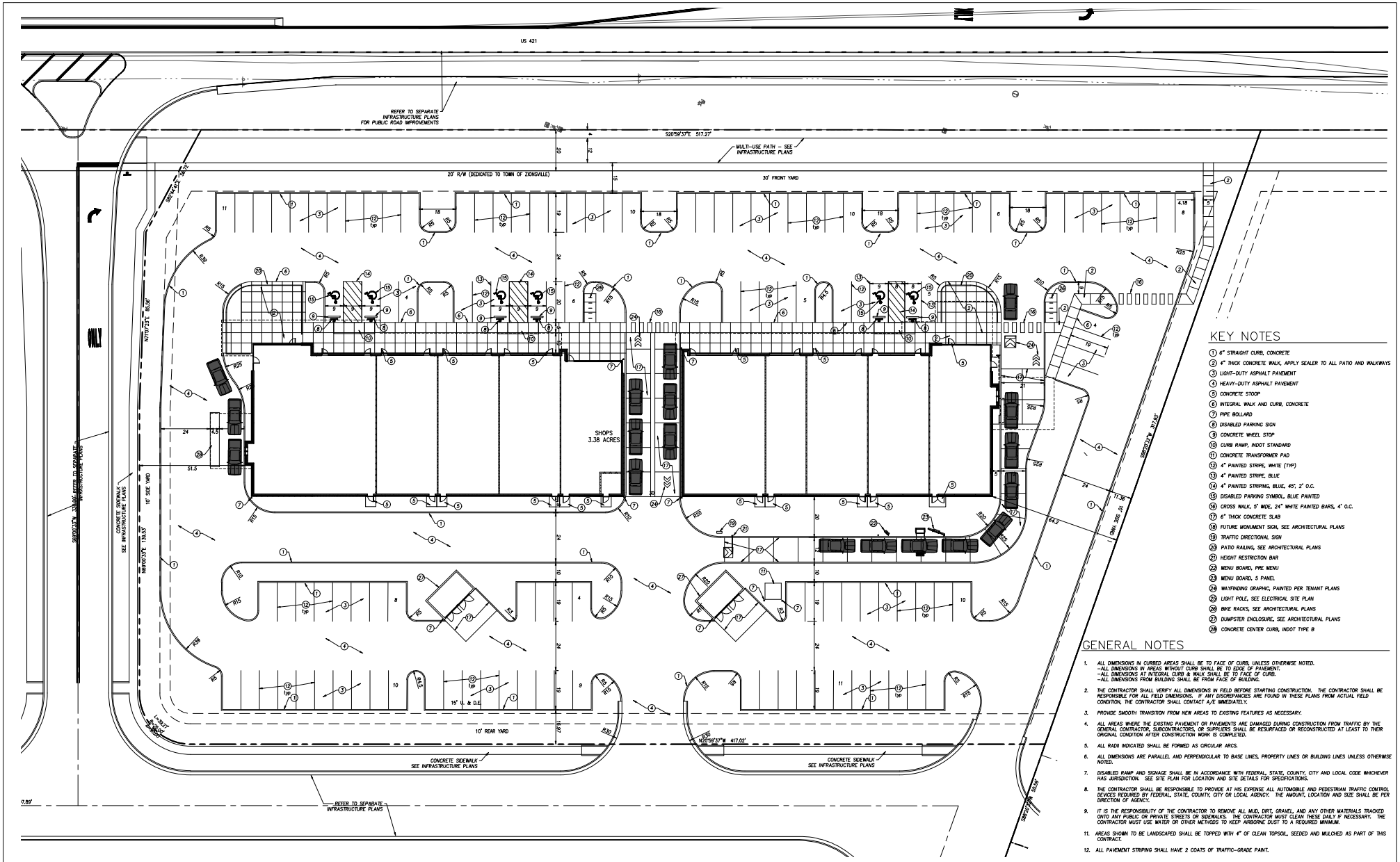
GREGORY S. SNELLING REGISTERED No. 19800417 STATE OF INDIANA PROFESSIONAL ENGINEER

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

COVER SHEET

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

Exhibit 4



KEY NOTES

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

GENERAL NOTES

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

SITE DATA:

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

NORTH

0 20 40 60

GRAPHIC SCALE IN FEET

REVISIONS		
DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
01/30/20	2	TOWN OF ZIONSVILLE COMMENTS
02/04/20	3	INDOT AND TRICO COMMENTS
03/05/20	4	TOWN OF ZIONSVILLE COMMENTS

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Carmel, IN 46032
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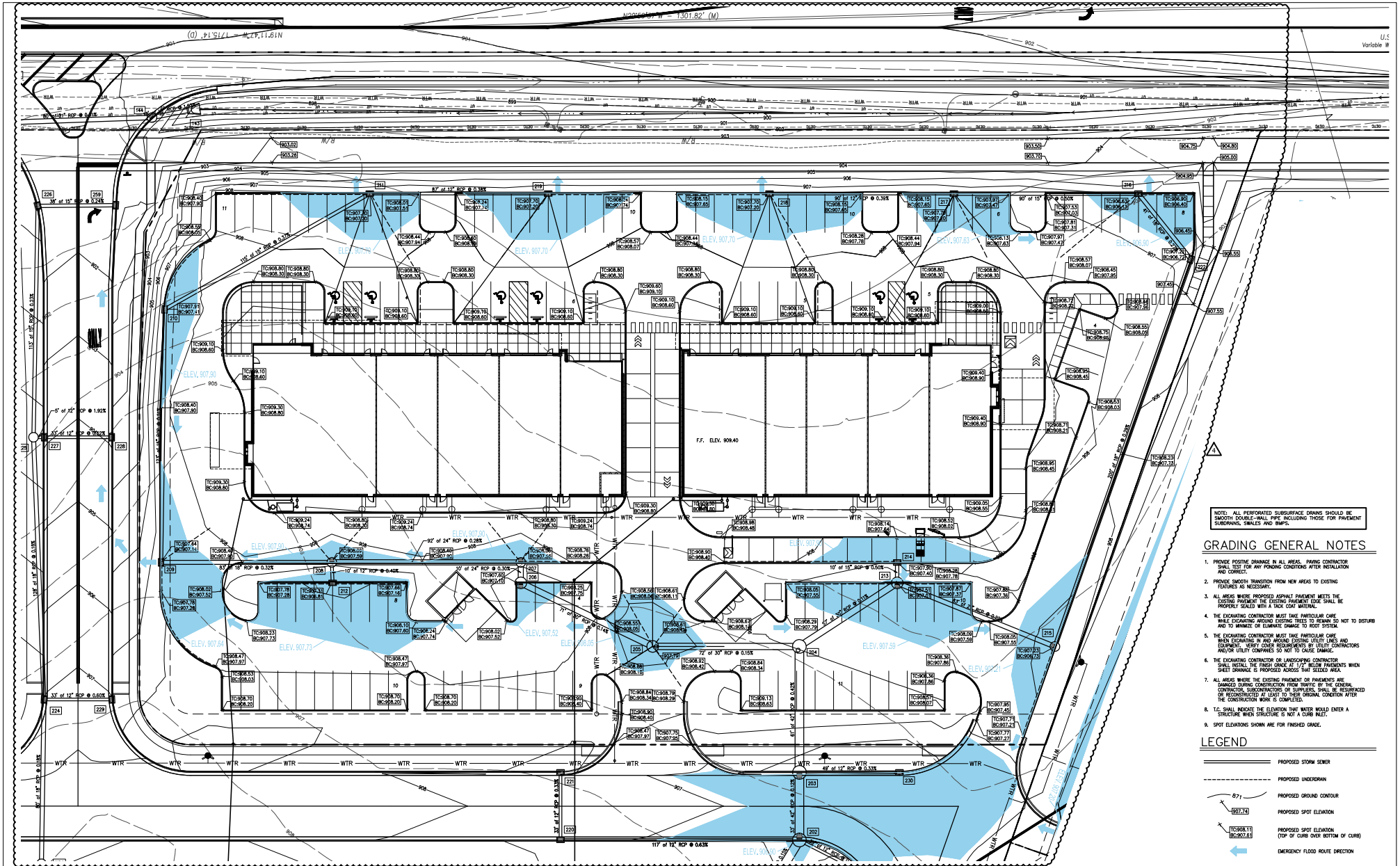
www.snellingeng.com

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

APPALOOSA CROSSING SHOPS U.S. 421 AND C.R. 300 SOUTH ZIONSVILLE, INDIANA	SITE PLAN
DRAWN: GSS	SCALE: SEE PLAN
CHECKED: GSS	DATE: 01/27/20
	SHEET: C201

Exhibit 4



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

GRADING GENERAL NOTES

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

LEGEND

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

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

NORTH

0 20 40 60

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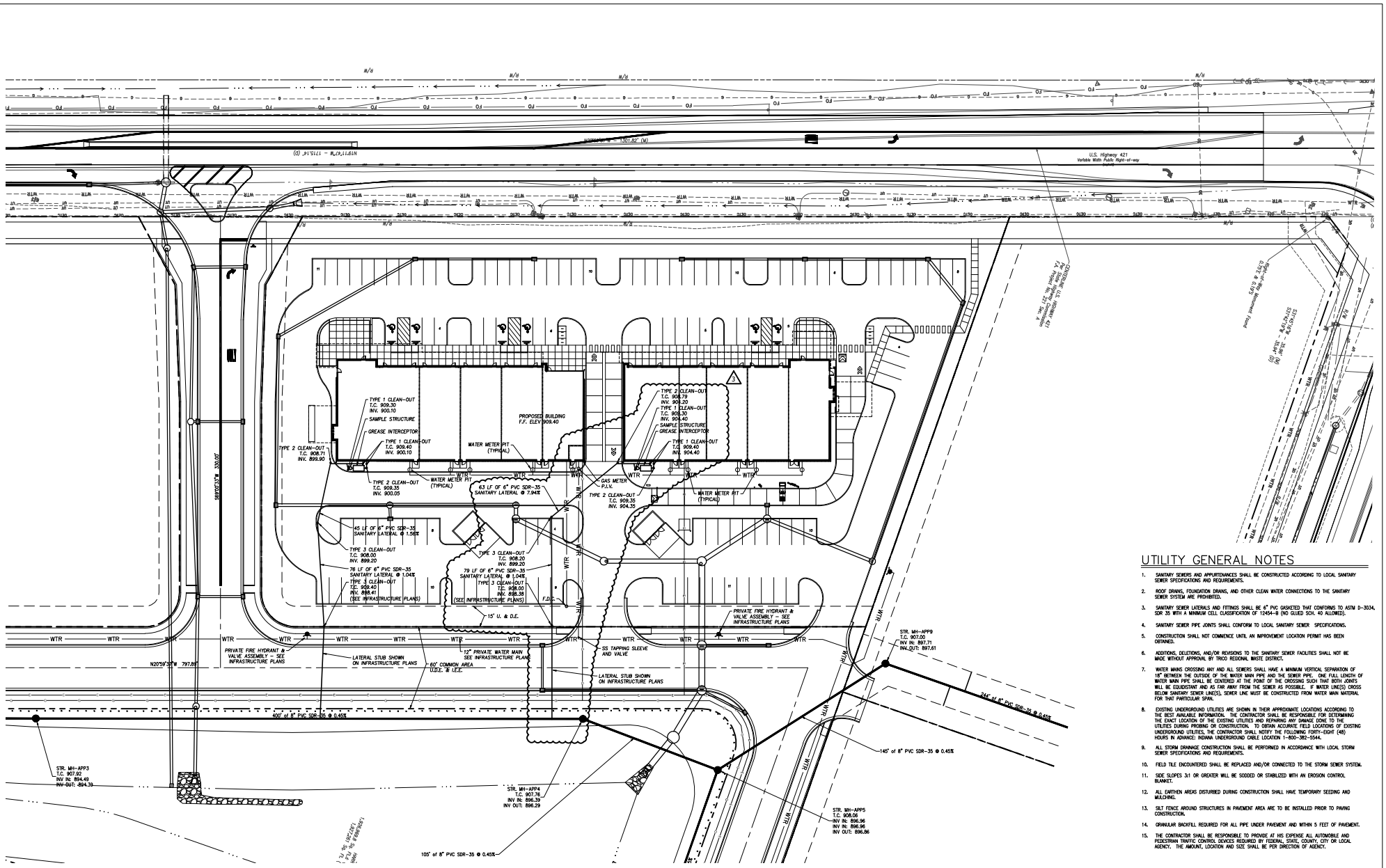
APPALOOSA CROSSING SHOPS
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

GRADING AND DRAINAGE PLAN

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

Exhibit 4



UTILITY GENERAL NOTES

1. SANITARY SEWERS AND APPURTENANCES SHALL BE CONSTRUCTED ACCORDING TO LOCAL SANITARY SEWER SPECIFICATIONS AND REQUIREMENTS.
2. ROOF DRAINS, FOUNDATION DRAINS, AND OTHER CLEAN WATER CONNECTIONS TO THE SANITARY SEWER SYSTEM ARE PROHIBITED.
3. SANITARY SEWER LATERALS AND FITTINGS SHALL BE 6" PVC GASKETED THAT CONFORMS TO ASTM D-3034, SDR 35 WITH A MINIMUM CELL CLASSIFICATION OF 12454-B (NO GLUED SCH. 40 ALLOWED).
4. SANITARY SEWER PIPE JOINTS SHALL CONFORM TO LOCAL SANITARY SEWER SPECIFICATIONS.
5. CONSTRUCTION SHALL NOT COMMENCE UNTIL AN IMPROVEMENT LOCATION PERMIT HAS BEEN OBTAINED.
6. ADDITIONS, DELETIONS, AND/OR REVISIONS TO THE SANITARY SEWER FACILITIES SHALL NOT BE MADE WITHOUT APPROVAL BY TRICO REGIONAL WASTE DISTRICT.
7. WATER MAINS CROSSING ANY AND ALL SEWERS SHALL HAVE A MINIMUM VERTICAL SEPARATION OF 18" BETWEEN THE OUTSIDE OF THE WATER MAIN PIPE AND THE SEWER PIPE. ONE FULL LENGTH OF WATER MAIN PIPE SHALL BE CENTERED AT THE POINT OF THE CROSSING SUCH THAT BOTH JOINTS WILL BE EQUIDISTANT AND AS FAR AWAY FROM THE SEWER AS POSSIBLE. IF WATER LINE(S) CROSS BELOW SANITARY SEWER LINE(S), SEWER LINE MUST BE CONSTRUCTED FROM WATER MAIN MATERIAL FOR THAT PARTICULAR SPAN.
8. EXISTING UNDERGROUND UTILITIES ARE SHOWN IN THEIR APPROXIMATE LOCATIONS ACCORDING TO THE BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF THE EXISTING UTILITIES AND REPAIRING ANY DAMAGE DONE TO THE UTILITIES DURING PROBING OR CONSTRUCTION. TO OBTAIN ACCURATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES, THE CONTRACTOR SHALL NOTIFY THE FOLLOWING FORTY-EIGHT (48) HOURS IN ADVANCE: INDIANA UNDERGROUND CABLE LOCATION 1-800-382-5544.
9. ALL STORM DRAINAGE CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH LOCAL STORM SEWER SPECIFICATIONS AND REQUIREMENTS.
10. FIELD TILE ENCOUNTERED SHALL BE REPLACED AND/OR CONNECTED TO THE STORM SEWER SYSTEM.
11. SIDE SLOPES 3:1 OR GREATER WILL BE SODDED OR STABILIZED WITH AN EROSION CONTROL BLANKET.
12. ALL EARTHEN AREAS DISTURBED DURING CONSTRUCTION SHALL HAVE TEMPORARY SEEDING AND MULCHING.
13. SILT FENCE AROUND STRUCTURES IN PAVEMENT AREA ARE TO BE INSTALLED PRIOR TO PAVING CONSTRUCTION.
14. GRANULAR BACKFILL REQUIRED FOR ALL PIPE UNDER PAVEMENT AND WITHIN 5 FEET OF PAVEMENT.
15. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE AT HIS EXPENSE ALL AUTOMOBILE AND PEDESTRIAN TRAFFIC CONTROL DEVICES REQUIRED BY FEDERAL, STATE, COUNTY, CITY OR LOCAL AGENCY. THE AMOUNT, LOCATION AND SIZE SHALL BE PER DIRECTION OF AGENCY.

NORTH

0 30 60 90
GRAPHIC SCALE IN FEET

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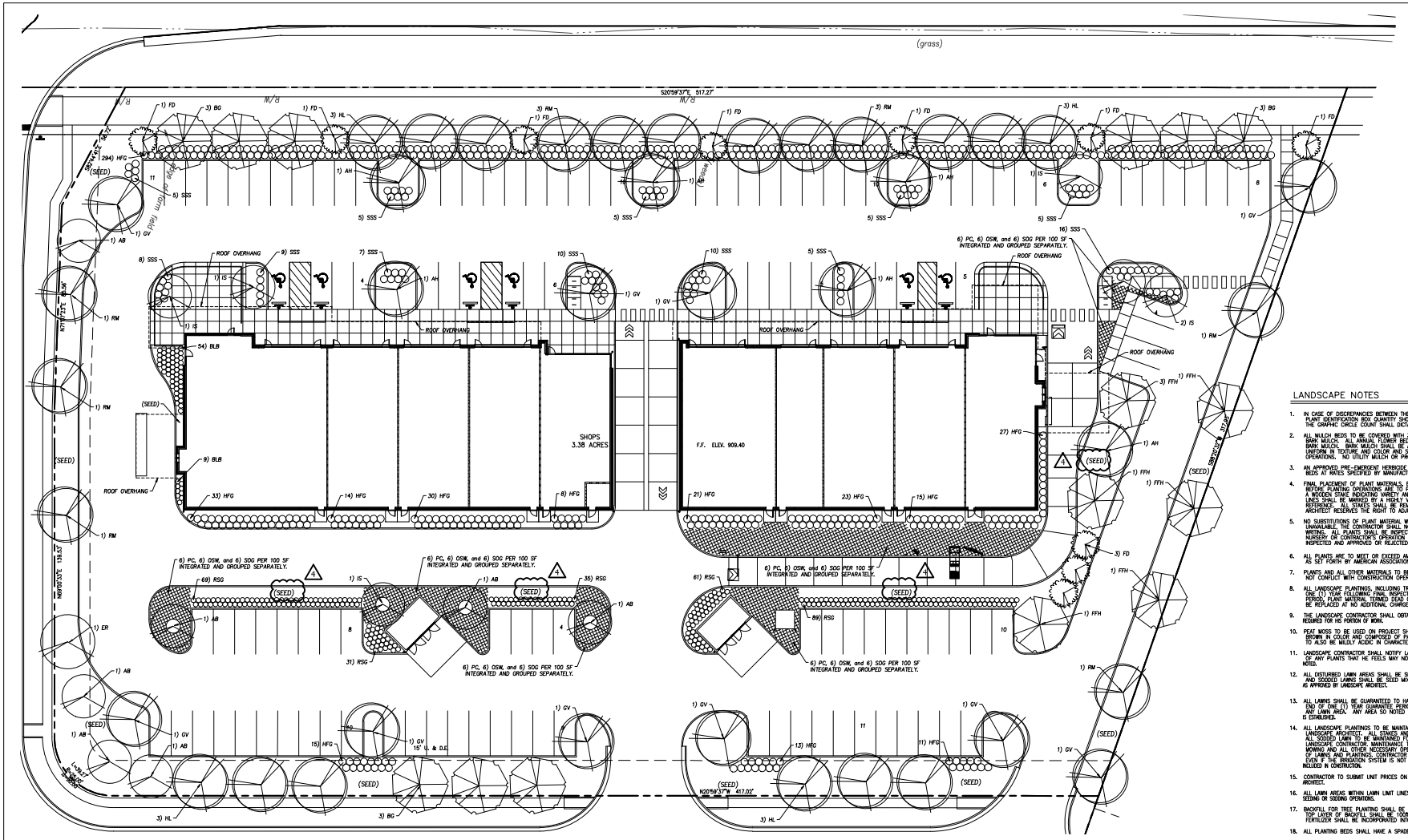
APPALOOSA CROSSING SHOPS
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

UTILITY PLAN

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

Exhibit 4



LANDSCAPE NOTES

1. IN CASE OF DISCREPANCIES BETWEEN THE PLAN AND PLANT LIST, THE PLAN SHALL DICTATE. IF PLANT IDENTIFICATION BOX QUANTITY SHOWN ON PLAN DIFFERS FROM GRAPHIC PLANT CIRCLE COUNT, THE GRAPHIC CIRCLE COUNT SHALL DICTATE. IF IN QUESTION, CONTACT THE LANDSCAPE ARCHITECT.
2. ALL MULCH BEDS TO BE COVERED WITH 3" THICK LAYER OF SHREDDED HARDWOOD BARK MULCH. ALL ANNUAL FLOWER BEDS SHALL BE COVERED WITH 2" SHREDDED HARDWOOD BARK MULCH. BARK MULCH SHALL BE APPROVED BY LANDSCAPE ARCHITECT AND SHALL BE UNIFORM IN TEXTURE AND COLOR AND SHALL BE OBTAINED FROM SAWMILL OR LUMBERING OPERATIONS. NO UTILITY MULCH OR PROCESSED TREE TRIMMINGS WILL BE ALLOWED.
3. AN APPROVED PRE-EMERGENT HERBICIDE SHALL BE APPLIED IN ALL PLANTING AND FLOWER BEDS AT RATES SPECIFIED BY MANUFACTURER FOR EACH VARIETY OF PLANT.
4. FINAL PLACEMENT OF PLANT MATERIALS, ETC. SHALL BE APPROVED BY LANDSCAPE ARCHITECT BEFORE PLANTING OPERATIONS ARE TO PROCEED. ALL TREE LOCATIONS SHALL BE MARKED WITH A WOODEN STAKE INDICATING VARIETY AND SIZE OF TREE. ALL GROUND COVER AND MULCH BED LINES SHALL BE MARKED BY A HIGHLY VISIBLE PAINT LINE WITH OCCASIONAL WOOD STAKES FOR REFERENCE. ALL STAKES SHALL BE REMOVED FOLLOWING PLANTINGS OPERATIONS. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO ADJUST PLANT LOCATIONS ON SITE.
5. NO SUBSTITUTIONS OF PLANT MATERIAL WILL BE ALLOWED. IF PLANTS ARE SHOWN TO BE UNAVAILABLE, THE CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT PRIOR TO BID DATE IN WRITING. ALL PLANTS SHALL BE INSPECTED AND TAGGED WITH PROJECT IDENTIFICATION AT NURSERY OR CONTRACTOR'S OPERATION PRIOR TO MOVING TO JOB SITE. PLANTS MAY ALSO BE INSPECTED AND APPROVED OR REJECTED ON THE JOB SITE.
6. ALL PLANTS ARE TO MEET OR EXCEED AMERICAN STANDARDS FOR NURSERY STOCK, 1996 EDITION, AS SET FORTH BY AMERICAN ASSOCIATION OF NURSERYMEN.
7. PLANTS AND ALL OTHER MATERIALS TO BE STORED ON SITE WILL BE PLACED WHERE THEY WILL NOT CONFLICT WITH CONSTRUCTION OPERATIONS AND AS DIRECTED BY OWNER.
8. ALL LANDSCAPE PLANTINGS, INCLUDING TRANSPLANTS, SHALL BE GUARANTEED FOR A PERIOD OF ONE (1) YEAR FOLLOWING FINAL INSPECTION BY LANDSCAPE ARCHITECT. AT THE END OF THIS PERIOD, PLANT MATERIAL TERMED DEAD OR UNSATISFACTORY BY LANDSCAPE ARCHITECT SHALL BE REPLACED AT NO ADDITIONAL CHARGE BY THE LANDSCAPE CONTRACTOR.
9. THE LANDSCAPE CONTRACTOR SHALL OBTAIN AND PAY FOR ALL PERMITS AND FEES THAT MAY BE REQUIRED FOR HIS PORTION OF WORK.
10. PEAT MOSS TO BE USED ON PROJECT SHALL BE A DOMESTIC OR IMPORTED MATERIAL, CHOCOLATE BROWN IN COLOR AND COMPOSED OF PARTIALLY DECOMPOSED VEGETABLE MATERIAL. PEAT MOSS TO ALSO BE MILDLY ACIDIC IN CHARACTER AND SHALL MEET APPROVAL OF LANDSCAPE ARCHITECT.
11. LANDSCAPE CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT IN WRITING PRIOR TO BID DATE OF ANY PLANTS THAT HE FEELS MAY NOT TRANSPLANT OR OPERATIONS NOTED.
12. ALL DISTURBED LAWN AREAS SHALL BE SEEDED OR SODDED AS DIRECTED BY OWNER. SEEDED AND SODDED LAWNS SHALL BE SEED MIX "D" FROM INDIANA STATE HIGHWAY SPECIFICATION OR AS APPROVED BY LANDSCAPE ARCHITECT.
13. ALL LAWNS SHALL BE GUARANTEED TO HAVE A FULL UNIFORM STAND OF ACCEPTABLE GRASS AT END OF ONE (1) YEAR GUARANTEE PERIOD WITH NO BARE SPOTS COMPRISING MORE THAN 2% OF ANY LAWN AREA. ANY AREA SO NOTED WILL BE SEEDED UNTIL AN ACCEPTABLE STAND OF GRASS IS ESTABLISHED.
14. ALL LANDSCAPE PLANTINGS TO BE MAINTAINED FOR A PERIOD UNTIL FINAL INSPECTION BY THE LANDSCAPE ARCHITECT. ALL STAKES AND GUY WIRES MUST BE REMOVED WITHIN ONE YEAR. ALL SODDED LAWN TO BE MAINTAINED FOR A PERIOD UNTIL FINAL INSPECTION BY THE LANDSCAPE CONTRACTOR. MAINTENANCE TO INCLUDE WATERING, WEEDING, CULTIVATING, MULCHING, MOWING AND ALL OTHER NECESSARY OPERATIONS REQUIRED FOR PROPER ESTABLISHMENT OF LAWNS AND PLANTINGS. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WATERING, EVEN IF THE IRRIGATION SYSTEM IS NOT OPERATIONAL AT THE TIME OF PLANTING OR IS NOTED INCLUDED IN CONSTRUCTION.
15. CONTRACTOR TO SUBMIT UNIT PRICES ON EVERY TYPE OF WORK AS REQUESTED BY LANDSCAPE ARCHITECT.
16. ALL LAWN AREAS WITHIN LAWN LIMIT LINES TO RECEIVE 6" MINIMUM APPROVED TOPSOIL PRIOR TO SEEDING OR SODDING OPERATIONS.
17. BACKFILL FOR TREE PLANTING SHALL BE 75% APPROVED TOPSOIL AND 25% APPROVED PLANTERS MIX. TOP LAYER OF BACKFILL SHALL BE 100% EXISTING TOPSOIL A 5-10-5 ANALYSIS SLOW RELEASE FERTILIZER SHALL BE INCORPORATED INTO BACKFILL AT APPROVED RATES.
18. ALL PLANTING BEDS SHALL HAVE A SPADED EDGE TO A DEPTH EQUAL TO SPECIFIED MULCH THICKNESS.

Ornamental Trees & Shade Trees

Key	Type	Name	Size	Height	Width	Exposure	Notes
BG	Shade Tree	Nyssa sylvatica / Black Gum	2.5"	50-60 ft	20-40 ft	Full sun to part shade	Sat tolerant / Attracts birds
HL	Shade Tree	Cladrastis triacanthos f. inermis / Stepline / Honey Locust	2.5"	35-45 ft	25-35 ft	Full sun	Sat tolerant
GV	Shade Tree	Zelkova serrata / Green Vase	2.5"	60-80 ft	40-60 ft	Full sun	Should be used on island / Salt tolerant
FFH	Shade Tree	Carpinus betulus / Fness Fastigiata Hornbeam	2.5"	30-40 ft	20-40 ft	Full sun to part shade	Should be used on island / Poor salt tolerance
RM	Shade Tree	Acer rubrum / Bsc Maple	3.5"	40-70 ft	30-40 ft	Full sun / part sun	Can be damaged by road salt
FD	Ornamental Tree	Cornus florida / Flowering Dogwood	1.5-2"	15-30 ft	15-40 ft	Full sun to part shade	Not salt tolerant / Attracts bi ds & butterflies
AH	Ornamental Tree	Carpinus caroliniana / American Hornbeam	1.5-2"	20-35 ft	20-45 ft	Part sun to full shade	Sat tolerant / Attracts birds
AB	Ornamental Tree	Amelanchier x grandiflora / Autumn Brilliance / Apple Serviceberry	1.5-2"	15-25 ft	15-15 ft	Full sun to part shade	Sat tolerant / Attracts birds
HI	Ornamental Tree	Cercis canadensis / Forkmn Redbud	1.5-2"	15-30 ft	25-25 ft	Full s n to part shade	Poor salt tolerance / Attracts butterflies
IS	Ornamental Tree	Syringa reticulata / Ivory Silk	1.5-2"	20-25 ft	15-20 ft	Full s n to part shade	*Sensitive road salt / Attracts butterflies & hummingbirds

Ornamental Shrubs & Grasses

Key	Type	Name	Size	Height	Width	Spacing	Exposure	Notes
HFG	Grass	Pennisetum alopecuroides / Hamelt / Fountain Grass	2 G	3.2-3.5 ft	1.5-2.5 ft	2'	Full sun to part shade	Cold / Attracts birds / Salt tolerant / Drought tolerant
RLB	Grass	Schizachyrium scoparium / Little Bluestem / Blue Paradise	2 G	2-3 ft	1-2 ft	2'	Full sun	Deer resis / Tolerates drought, wh, & dry soil
RSG	Grass	Panicum virgatum / Red Switch Grass / Cheyenne Sky	2 G	3 ft	1.5-2 ft	2'	Full sun	Deer/Rabbit resis / Attracts birds / Salt tolerant / Drought tolerant / Tolerates dry & wet soil
SSS	Ornamental Shrub	Spiraea Dansomm / Snow Storm	2 G	3 ft	2-3 ft	5'	Full sun	Salt tolerant / Attracts butterflies

Plugs

Key	Type	Name	Qty	Height	Width	Spacing	Exposure	Notes
PC	Flowering Perennial	Coneopsis palmata / Plains Coreopsis	2.5-3 in sq plug	1.5-2.5 ft	1-1.5 ft	3 ft	Full sun	Low salt tolerance / Needs extra care at establishment / Attracts butterflies
OSW	Flowering Perennial	Tradescantia ohiensis / Ohio Spiderwort	2.5-3 in sq plug	2-3 ft	1.5-2.5 ft	3 ft	Full sun to part shade	Not salt tolerant
SOG	Grass	Bouteloua curtipendula / Side-Oats Grama	2.5-3 in sq plug	1.5-2.5 ft	1.5-2 ft	3 ft	Full sun	Salt tolerant / Attracts birds

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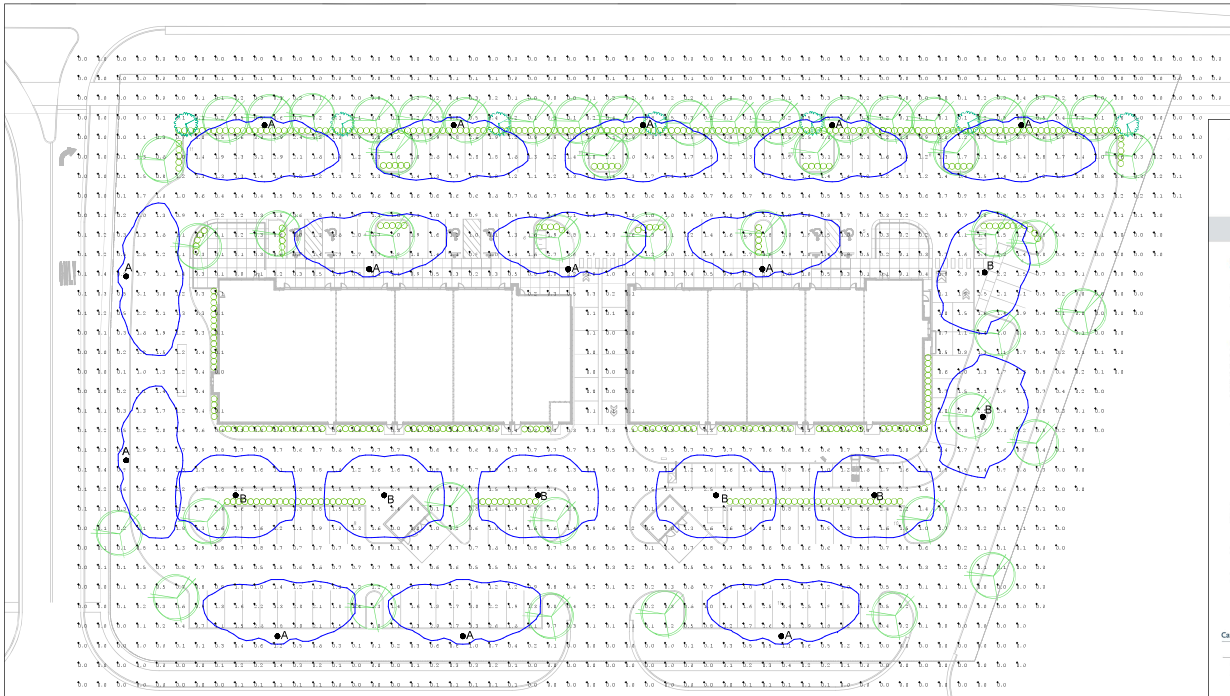
ZIONSVILLE, INDIANA

LANDSCAPE PLAN

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: C501

Exhibit 4



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

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

PROGRESS LIGHTING | COMMERCIAL

Project:
Fixture Type:
Location:
Contact:

PCAD SERIES

LED Area Designer Lighting

Specifications:

Construction:

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

Optics:

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

Electrical:

Luminaire equipped with LED driver that operates with 120-277V universal voltage, 50/60Hz and includes 0-10V dimming capability. Power factor is 0.92 at full load. All electrical components rated at 50,000 hours at ¼ load and 40°C ambient conditions. Thermal feedback between PCB and driver to protect luminaire from excessive temperature by reducing drive current as necessary. Surge protector, standard with device providing surge current rating of 20kA using 8/20 µSec wave. LSP changing voltage of 820V and surge rating of 54KJ.

Finish:

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

Listing/Certification:

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

Warranty:

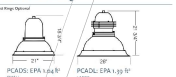
3 year - limited warranty covering LED arrays and LED driver(s).

Images:

*Arm sold separately

Dimensions & Mounting:

*Cast Rings Optional



DARK SKY COMPLIANT

Engine/ Wattage	# of LEDS	Delivered Lumens (varies by CCT)	Delivered LPW	Drive Current (milliamps)
27	24	1600-1900	131-159	350 mA
35	32	1100-8400	107-113	700 mA
85	36	3100-3700	108-114	700 mA
110	48	8400-1800	110-116	700 mA
136	60	15000-16200	111-117	700 mA

Catalog number:

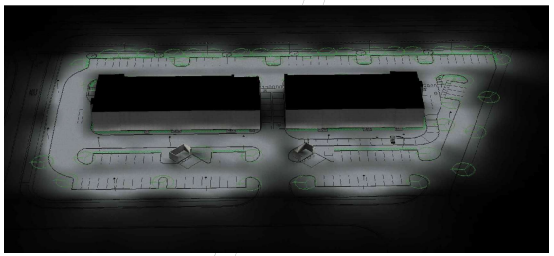
Series	Engine/Wattage	Color Temp	Distribution	Finish	Options
PCADS - Designer Small PCADL - Designer Large	27LED - 24LEDS @ 27W 55LED - 24LEDS @ 55W 85LED - 36LEDS @ 85W 110LED - 48 LEDS @ 110W** 136LED - 60LEDS @ 136W**	3K - 3000K, 70 CRI 4K - 4000K, 70 CRI	2 - Type 2 3 - Type 3 4 - Type 4 4W - Type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

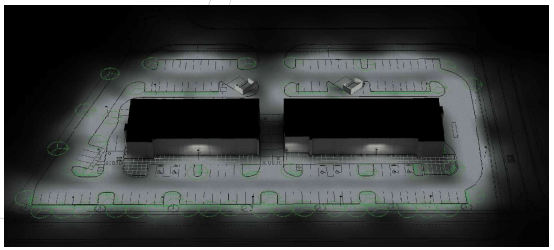
** Large Drop

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

Progress Lighting • 101 Millennium Boulevard • Greenville, SC 29607

REV 03/13





General Notes

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

REV.	REVISION/ISSUE	DATE

PROGRESS LIGHTING | COMMERCIAL

701 MILLENNIUM BLVD, GREENVILLE, SC 29607
WWW.PROGRESSLIGHTING.COM
APPLITT@PROGRESSLIGHTING.COM
864.678.1611

PROJECT INFORMATION

APPALOOSA

SITE LIGHTING

ACCOUNT MANAGER

TIM MCNULTY

PROJECT NUMBER 013020AP

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

Exhibit 4

PROGRESS LIGHTING™ | COMMERCIAL

Project:

Fixture Type:

Location:

Contact:

PCAD SERIES

LED Area Designer Lighting

Specifications:

Construction:

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

Optics:

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

Electrical:

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

Finish:

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

Listing/Certification:

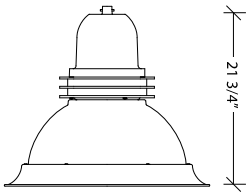
The luminaire bears a CSA label and is marked suitable for wet locations.

Warranty:

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

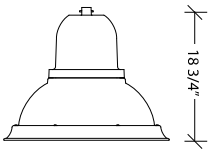
Images:

Dimensions & Mounting



26" - CAP

EPA: 1.39 ft²
40 lbs



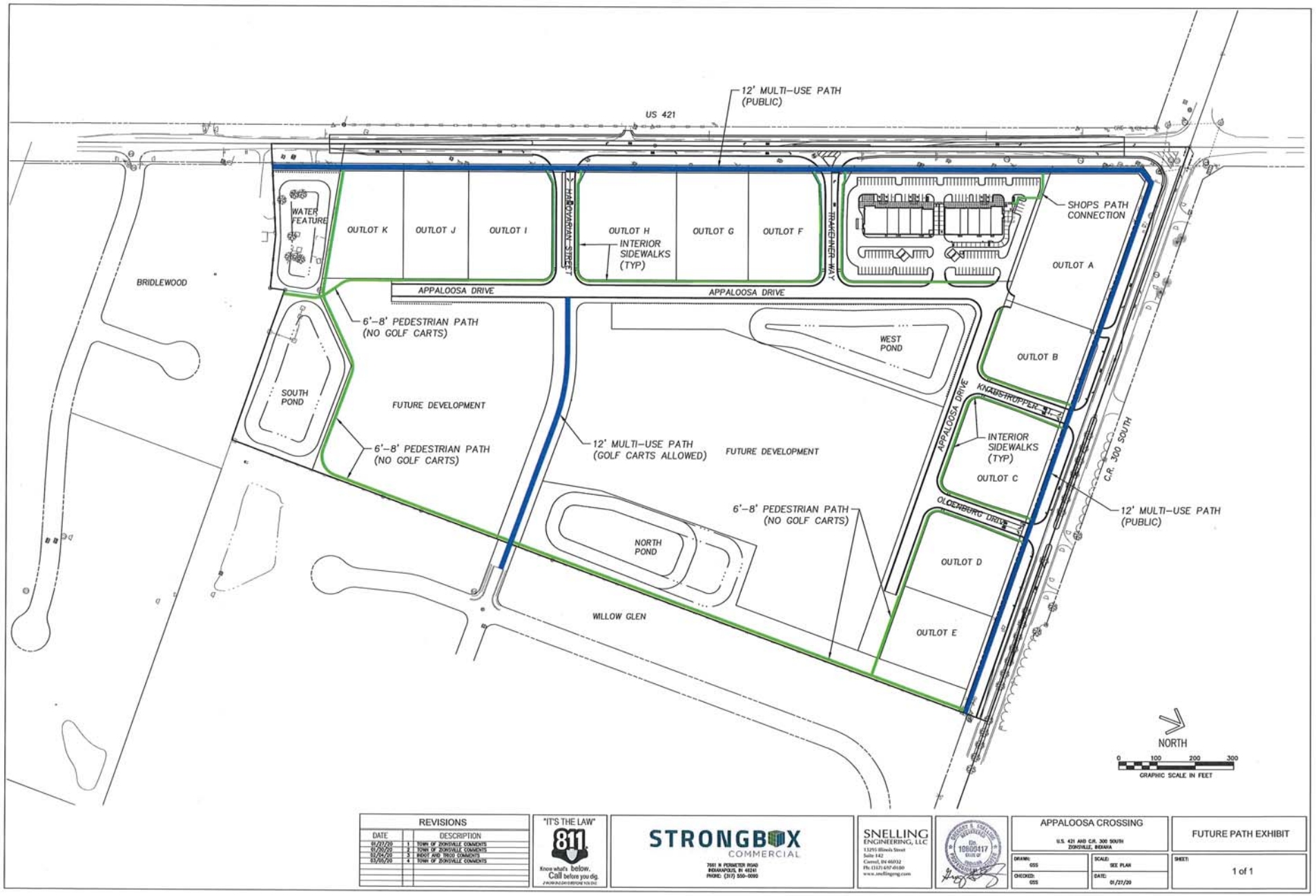
21" - CAP

EPA: 1.04 ft²
35 lbs

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

Catalog number:

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



REVISIONS		
DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
01/30/20	2	TOWN OF ZIONSVILLE COMMENTS
02/24/20	3	INDOT AND TRUS COMMENTS
03/05/20	4	TOWN OF ZIONSVILLE COMMENTS

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

STRONGBOX COMMERCIAL
7001 N PENNSYLVANIA ROAD
INDIANAPOLIS, IN 46241
PHONE: (317) 550-0090

SNELLING ENGINEERING, LLC
13295 Illinois Street
Suite 142
Carmel, IN 46032
Ph: (317) 697-0160
www.snellingeng.com

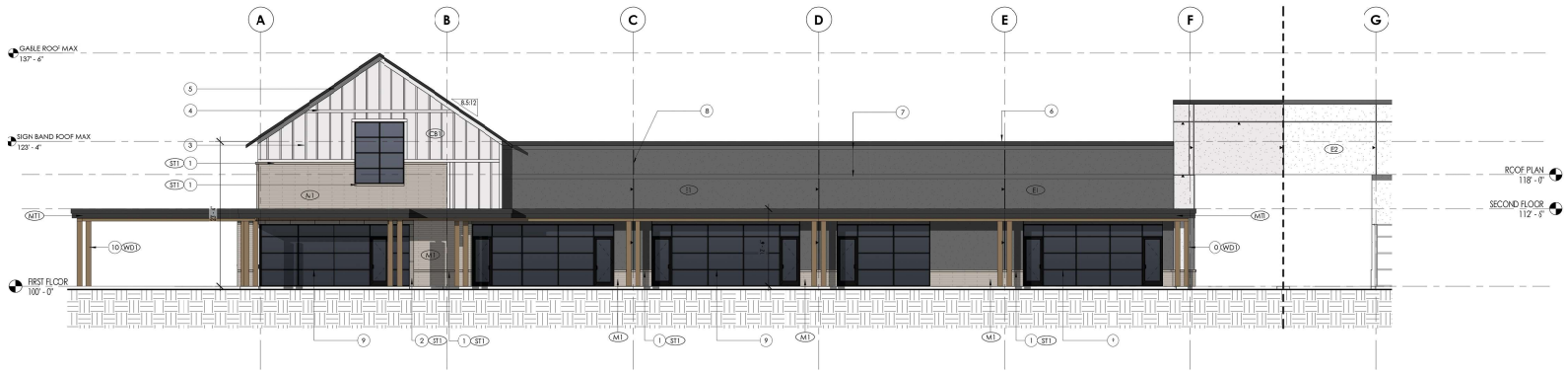
PE 10600417 STATE OF INDIANA REGISTERED PROFESSIONAL ENGINEER

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

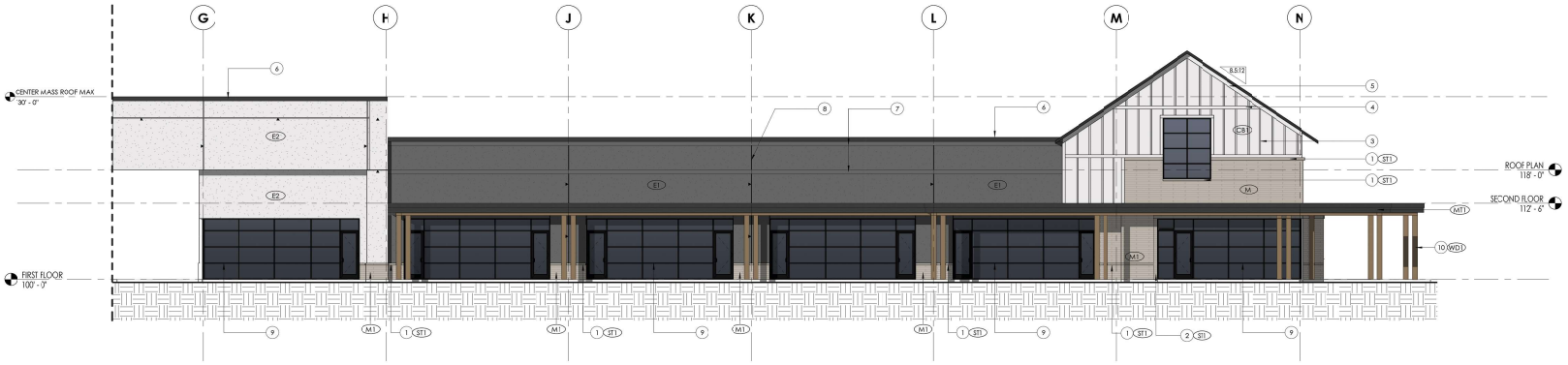
FUTURE PATH EXHIBIT

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: 1 of 1

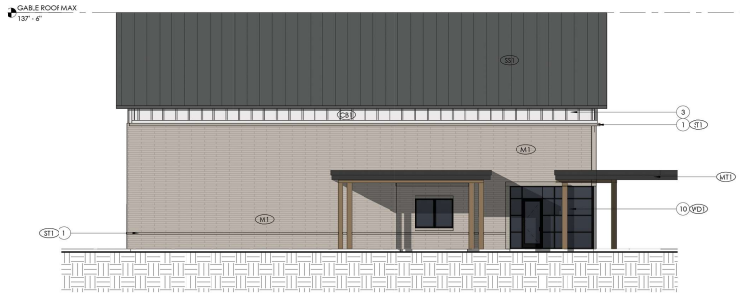
Exhibit 4



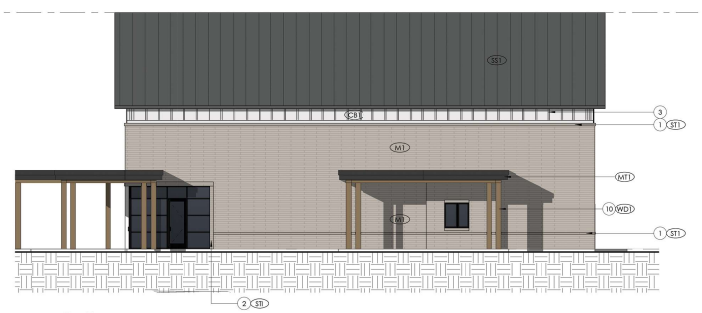
01 EAST ELEVATION AREA A
SCALE: 1/8" = 1'-0"



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



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



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

GENERAL ELEVATICN NOTES

A. REFER TO A501 FOR EXTERIOR MATERIAL SCHEDULE.
B. REFER TO A505 FOR WINDOW/STOREFRONT ELEVATIONS.
C. PAINT ALL EXPOSED MISC. STEEL LINTELS, PLATES, ANGLES, ETC.

SYMBOLS

CONTROL JOINT
EXTERIOR FINISH MATERIAL
WINDOW TYPE

EXTERIOR ELEVATION KEYNOTE

1 LIMESTONE SILL, 4" HIGH, TYPICAL.
2 LIMESTONE JAMB/HEADER TRIM, 8" WIDE, TYPICAL.
3 PAINTED BATTEN, 2.5" WIDE, 24" O.C., TYPICAL.
4 PAINTED TRIM, 5.5" WIDE, ALL VERTICAL AND HORIZONTAL TRIM, TYPICAL.
5 PAINTED FASCIA TRIM, 7.5" WIDE, TYPICAL.
6 METAL COPING, 8" HIGH FACE, REFER TO FINISH LEGEND FOR COLOR
7 EIFS ACCENT BAND, 8"X 2" PROFILE.
8 EIFS V-NOTCH CONTROL JOINT, TYPICAL.
9 BLACK ANODIZED ALUMINUM STOREFRONT ENTRANCE. REFER TO STOREFRONT ELEVATION PAGE FOR DETAILS, TYPICAL.
10 ROUGH SAWN CEDAR POST, 0'X 10', TYPICAL AT CANOPY LOCATIONS.

EXTERIOR MATERIALS LEGEND

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

AXIS
618 East Market Street
Indianapolis, Indiana 46282
phone 317/2648162
axisarch.com

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

DRAWN BY AUTHOR
CHECKED BY CHECKER
DATE ISSUED 07/02/2015

REVISIONS:
DESCRIPTION DATE

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

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

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

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

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

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

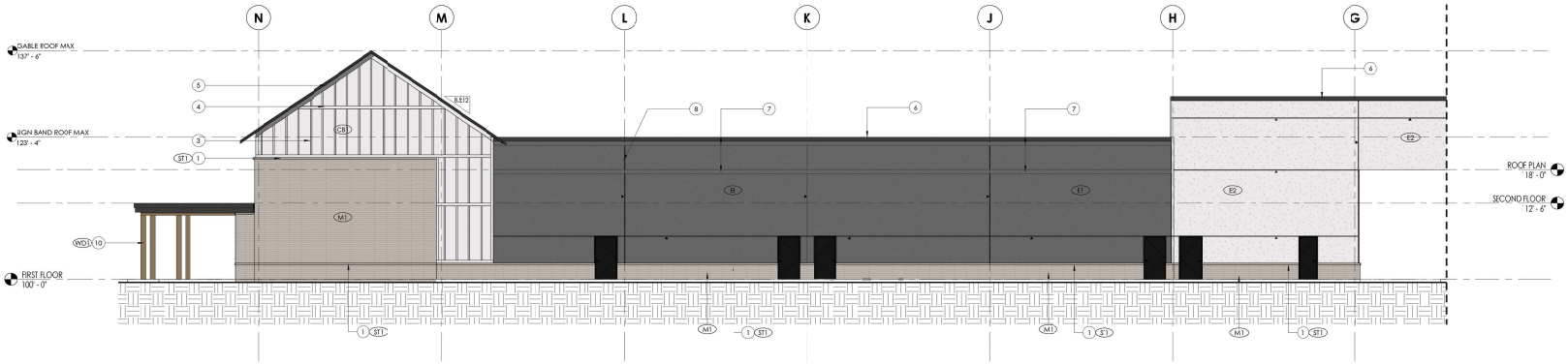
APPALOOSA CROSSING
B SHOPS
PROJECT ADDRESS

NOT FOR CONSTRUCTION

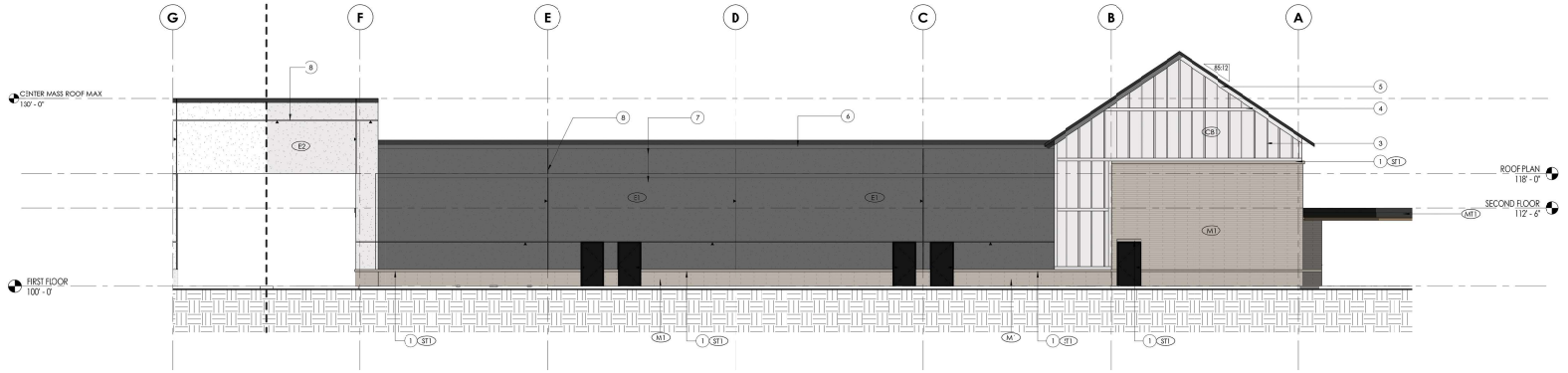
EXTERIOR ELEVATIONS

A201
PROJECT NUMBER: 00000

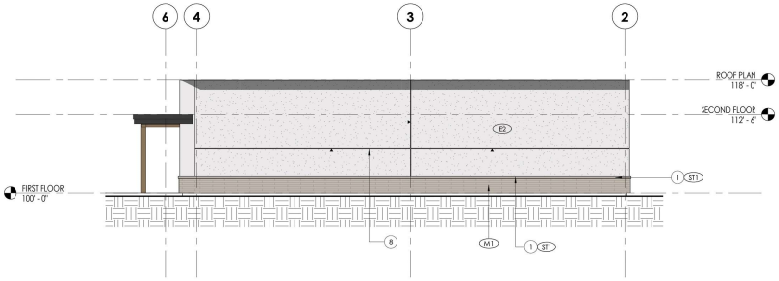
Exhibit 4



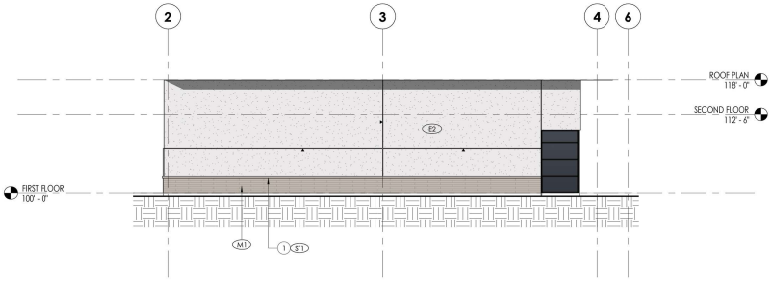
01 WEST ELEVATION AREA B
SCALE: 1/8" = 1'-0"



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



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



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

GENERAL ELEVATION NOTES

A. REFER TO A201 FOR EXTERIOR MATERIAL SCHEDULE.

B. REFER TO A505 FOR WINDOW/STOREFRONT ELEVATIONS.

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

SYMBOLS

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

EXTERIOR ELEVATION KEYNOTE

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8. EIFS V-NOTCH CONTROL JOINT, TYPICAL.
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CB1	BOARD AND BATTEN	MFR: CEMINT BOARD STYLE: SIMULATED WOOD COLOR: WHITE

AXIS
618 East Market Street
Indianapolis, Indiana 46282
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Issue Drawings

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

REVISIONS:

#	DESCRIPTION	DATE

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

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

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

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

LANDSCAPE ARCHITECT
C4 Name
C4 Contact
C4 Address 1
C2 Address 2
C4 Phone
C4 Fax

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

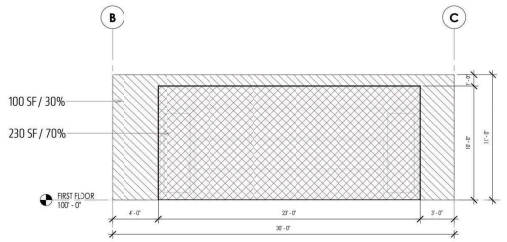
APPALOOSA CROSSING
B SHOPS
PROJECT ADDRESS

NOT FOR CONSTRUCTION

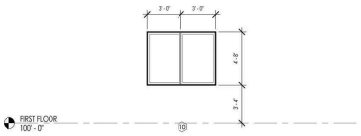
EXTERIOR ELEVATIONS

A202
PROJECT NUMBER: 00000

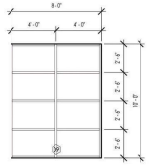
Exhibit 4



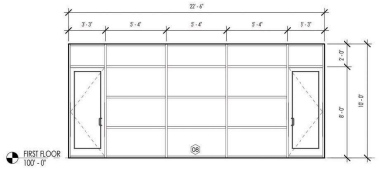
11 TYP. ALUMINUM STOREFRONT RATIO
SCALE: 1/4" = 1'-0"



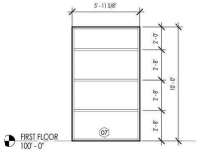
10 STOREFRONT ELEVATION 10
SCALE: 1/4" = 1'-0"



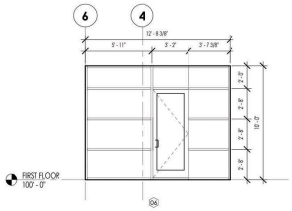
09 STOREFRONT ELEVATION 09
SCALE: 1/4" = 1'-0"



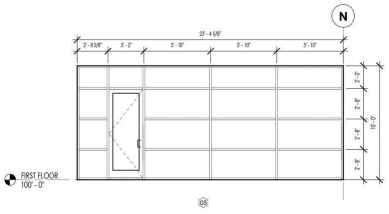
08 STOREFRONT ELEVATION 08
SCALE: 1/4" = 1'-0"



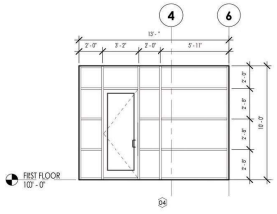
07 STOREFRONT ELEVATION 07
SCALE: 1/4" = 1'-0"



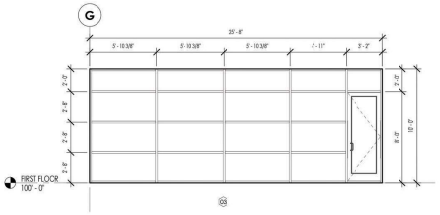
06 STOREFRONT ELEVATION 06
SCALE: 1/4" = 1'-0"



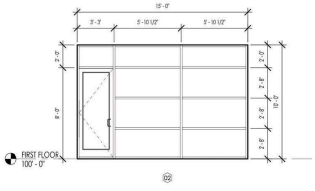
05 STOREFRONT ELEVATION 05
SCALE: 1/4" = 1'-0"



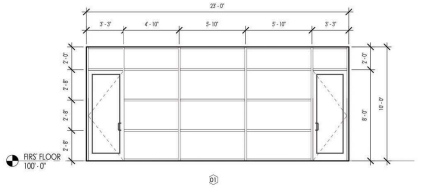
04 STOREFRONT ELEVATION 04
SCALE: 1/4" = 1'-0"



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



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



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

GENERAL WINDOW & STOREFRONT NOTES

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

B. REFER TO PLAN DRAWINGS FOR WINDOW LOCATIONS.

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

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

E. REFER TO STANDARD DETAILS FOR PROPER INSTALLATION.

F. STOREFRONTS DETAILED ON THIS SHEET ARE BASED ON EAWNEER 190-FAB-VG 451T UNLESS NOTED OTHERWISE.

GLAZING SCHEDULE

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

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

IGL-2 1" CLEAR INSULATING GLASS, FULLY TEMPERED

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

IGL-4 1" SPANDREL INSULATING GLASS, FULLY TEMPERED

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

**REFER TO PROJECT MANUAL FOR COMPLETE GLAZING SPECIFICATION.

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

AXIS
618 East Market Street
Indianapolis, Indiana 46202
phone (317)344.8162
axisarch.com

Issue Drawings

These drawings indicate the general scope of the project in terms of architectural design concept, an dimensions of the building the major architectural elements and the type of structural, mechanical and electrical systems. The drawing do not necessarily indicate a detailed of work required to the full performance and completion of the requirements of the contract. On the basis the general scope indicated.

The contractor shall provide all materials and all items required for the proper execution and completion of work.

DRAWN BY AUTHOR
CHECKED BY CHECKER
DATE ISSUED 09/26/17

REVISIONS:
DESCRIPTION DATE

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

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

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

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

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

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

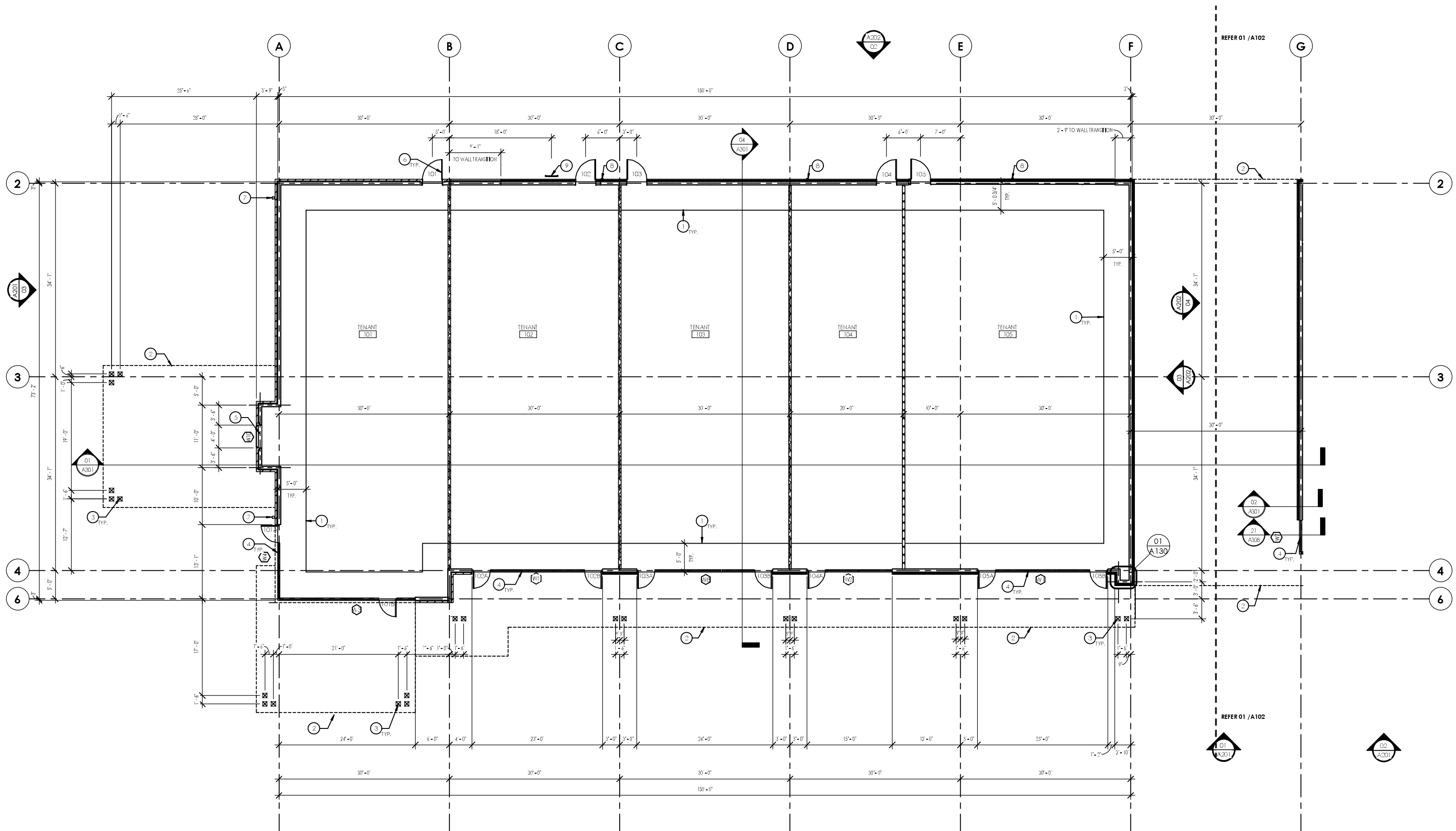
APPALOOSA CROSSING
B SHOPS
PROJECT ADDRESS

NOT FOR CONSTRUCTION

WINDOW AND STOREFRONT ELEVATIONS

A505
PROJECT NUMBER 00000

Exhibit 4



01 FIRST FLOOR CONSTRUCTION PLAN
SCALE: 1/8" = 1'-0"

GENERAL PLAN NOTES

A. REFER TO A001-A002 FOR GENERAL NOTES, WALL TYPES, SYMBOLS AND TYPICAL CONSTRUCTION DETAILS.

B. PROVIDE BULLNOSE CMU AT ALL EXPOSED CMU CORNERS.

C. PROVIDE MOISTURE AND MOLD RESISTANT GYPSUM WALLBOARD AT ALL WET WALLS IN KITCHENS, BATHROOMS, JANITOR CLOSETS, UTILITY ROOMS.

D. PLAN KEYNOTES APPLY TO SHEETS A101AND A102.

E. PAINT ALL EXTERIOR STEEL DOORS, FRAMES, LINTELS, EXPOSED STEEL IN EPOXY PAINT - P1.

PLAN KEYNOTES

1 4" CONCRETE PERIMETER SLAB - WIDTH TO BE 5'-0" TYPICAL. PROVIDE R-15 RIGID INSULATION IN VERTICAL AND HORIZONTAL DIRECTION. REFER TO SECTION DWGS. COORDINATE WITH STRUCTURAL DWGS.
2 CANOPY - SHOWN DASHED. REFER TO ROOF PLAN AND ELEVATION DWGS.
3 10"X 10" ROUGH-SAWN WESTERN RED CEDAR TIMBER COLUMNS - WD1. REFER TO STRUCTURAL DWGS.
4 ALUMINUM STOREFRONT, REFER TO A505 FOR DETAILS, TYPICAL.
5 TRANSACTION WINDOW - MFR: READY ACCESS, MODEL: 600, FINISH: CLEAR ANODIZED. REFER TO GLAZING ELEVATIONS.
6 HOLLOW METAL DOOR AND FRAME - REFER TO DOOR SCHEDULE. PAINT P1.
7 PRE-MANUFACTURED ALUMINUM DOWNSPOUT 4"X4" MIN. SIZE. COLOR: MATTE BLACK FINISH. COORDINATE INLET LOCATION WITH CIVIL DWGS.
8 PRE-MANUFACTURED ALUMINUM DOWNSPOUT 6"X 6" MIN. SIZE. COLOR: MATTE BLACK FINISH. COORDINATE INLET LOCATION WITH CIVIL DWGS.
9 ROOF ACCESS LADDER - REFER TO SPECS.

AX|S

618 East Market Street
Indianapolis, Indiana 46202
phone 317/264.8162
a x i s a r c h . c o m

Scope Drawings

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

DRAWN BY AUTHOR
CHECKED BY CHECKER
DATE ISSUED 07/02/2015

REVISIONS:
DESCRIPTION DATE

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

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

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

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

LANDSCAPE ARCHITECT
C4 Name
C4 Contact
C4 Address 1
C2 Address 2
C4 Phone
C4 Fax

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

APPALOOSA CROSSING
B SHOPS
PROJECT ADDRESS

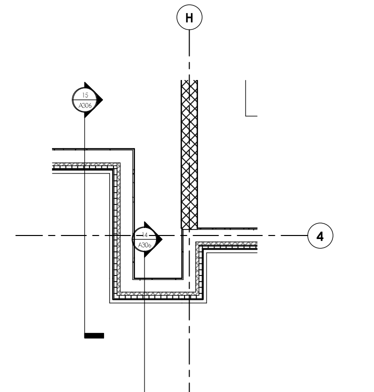
NOT FOR CONSTRUCTION

FIRST FLOOR CONSTRUCTION PLAN AREA A

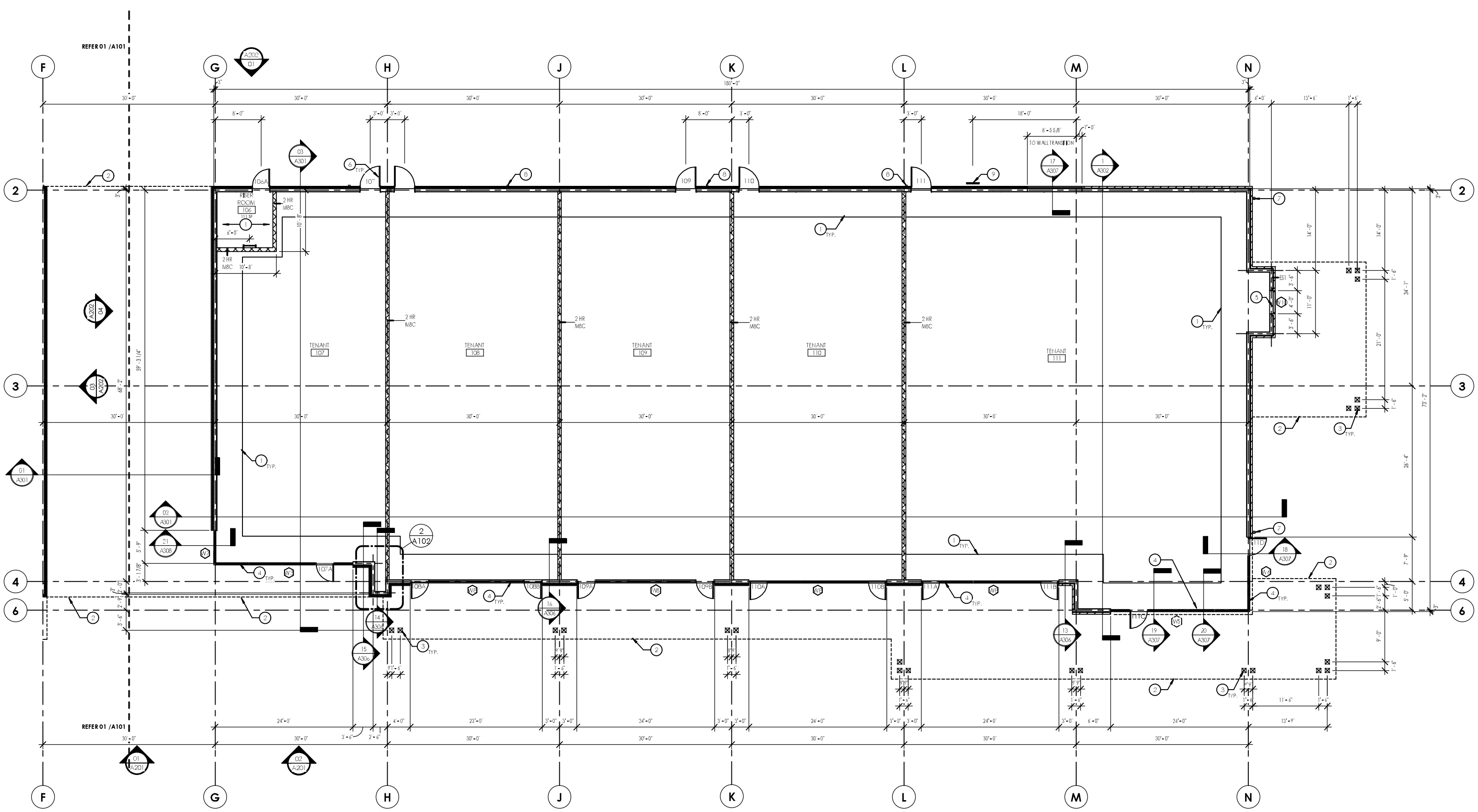
A101

PROJECT NUMBER: 00000

Exhibit 4



2 01 - FIRST FLOOR CONSTRUCTION PLAN AREA B - Callout 1
SCALE: 1/2" = 1'-0"



01 FIRST FLOOR CONSTRUCTION PLAN
SCALE: 1/8" = 1'-0"

GENERAL PLAN NOTES

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

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

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

D. SEAL ALL JOINTS BETWEEN DISSIMILAR MATERIALS.

E. ALL GYPSUM WALLBOARD IS 5/8" TYPE "X" UNLESS NOTED OTHERWISE. PROVIDE MOISTURE AND MOLD RESISTANT GYPSUM WALLBOARD IN APPARATUS BAY, JANITOR CLOSETS, RESTROOMS, LOCKER ROOMS AS WELL AS WET WALLS KITCHEN AND LAUNDRY ROOMS.

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

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

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

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

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

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

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

PLAN KEYNOTES

1. 4" CONCRETE PERIMETER SLAB - WIDTH TO BE 5'-0" TYPICAL. PROVIDE R-15 RIGID INSULATION IN VERTICAL AND HORIZONTAL DIRECTION. REFER TO SECTION DWGS. COORDINATE WITH STRUCTURAL DWGS.
2. CANOPY - SHOWN DASHED. REFER TO ROOF PLAN AND ELEVATION DWGS.
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4. ALUMINUM STOREFRONT, REFER TO A505 FOR DETAILS, TYPICAL.
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6. HOLLOW METAL DOOR AND FRAME - REFER TO DOOR SCHEDULE. PAINT P1.
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8. PRE-MANUFACTURED ALUMINUM DOWNSPOUT 6"X 6" MIN. SIZE. COLOR: MATTE BLACK FINISH. COORDINATE INLET LOCATION WITH CIVIL DWGS.
9. ROOF ACCESS LADDER - REFER TO SPECS.

A X | S

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Indianapolis, Indiana 46202
phone 317/264.8162
a x i s a r c h . c o m

Scope Drawings
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DRAWN BY	Author
CHECKED BY	Checker
DATE ISSUED	12/04/19

REVISIONS:

#	DESCRIPTION	DATE

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

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

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

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

LANDSCAPE ARCHITECT
C4 Name
C4 Contact
C4 Address 1
C2 Address 2
C4 Phone
C4 Fax

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

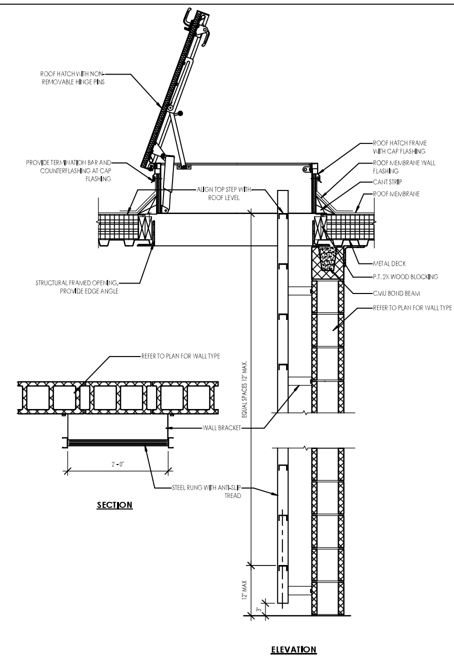
APPALOOSA CROSSING
B SHOPS
PROJECT ADDRESS

NOT FOR CONSTRUCTION

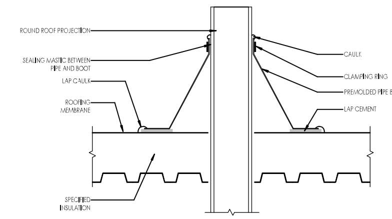
FIRST FLOOR CONSTRUCTION PLAN AREA B

A102
PROJECT NUMBER: 00000

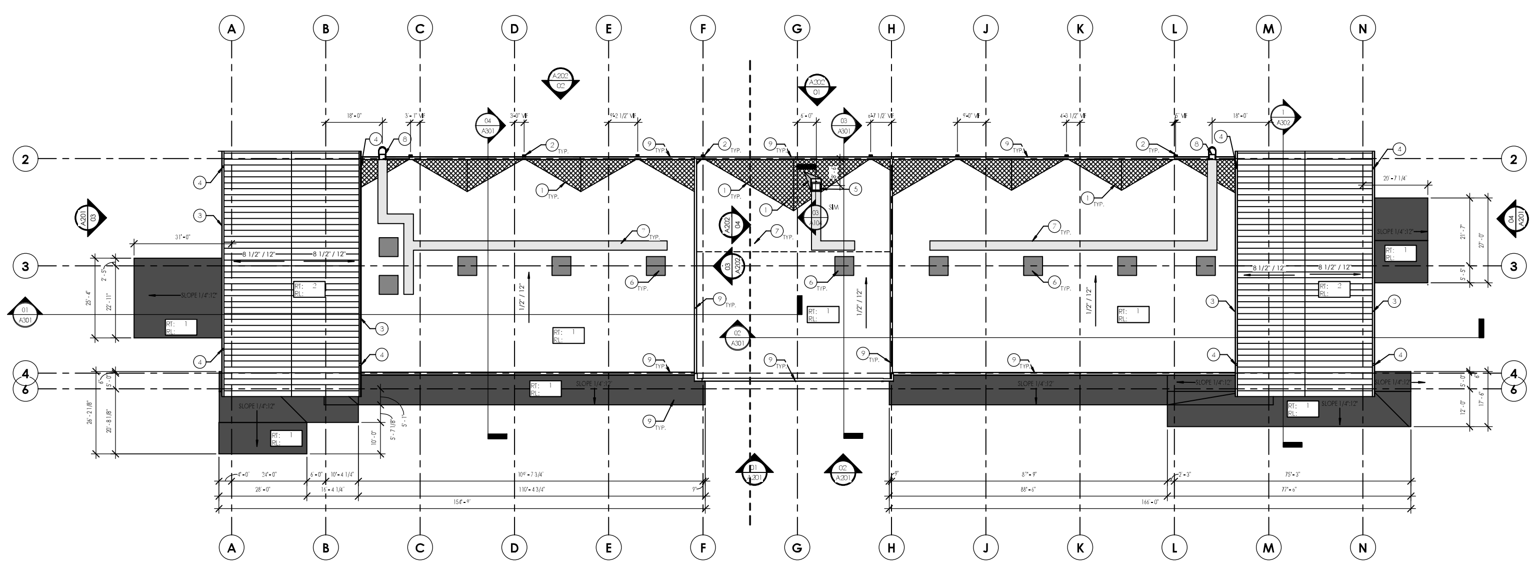
Exhibit 4



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



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



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

GENERAL ROOF NOTES

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

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

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

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

ROOF TYPES LEGEND

RT: X — ROOF TYPE
RL: XX — APPROXIMATE ROOF HEIGHT

RT1:
60 MIL FULLY ADHERED TPO MEMBRANE ROOFING SYSTEM OVER TWO LAYERS POLYISOCYANURATE INSULATION (R24 MIN.) OVER 1.5" CORRUGATE METAL DECKING.

RT2:
STANDING SEAM METAL ROOFING SYSTEM OVER ICE+WATER SHIELD, OVER 5/8" EXTERIOR PLYWOOD SHEATHING OVER TWO LAYERS POLYISOCYANURATE INSULATION (R24 MIN.) OVER 3" CORRUGATED METAL DECKING.

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

ROOFTOP WALKWAY PAD BY ROOFING MEMBRANE MFR.

ROOF PLAN KEYNOTES

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

AXIS
618 East Market Street
Indianapolis, Indiana 46202
phone 317/264.8162
axisarch.com

Scope Drawings
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DRAWN BY AUTHOR
CHECKED BY CHECKER
DATE ISSUED 07/02/2015

REVISIONS:
\# DESCRIPTION DATE

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

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

APPALOOSA CROSSING
B SHOPS
PROJECT ADDRESS

NOT FOR CONSTRUCTION

ROOF PLAN

A104
PROJECT NUMBER: 00000

Exhibit 4

ZIONSVILLE
FOR ALL THE RIGHT REASONS

To: Wayne DeLong, Director of Planning and Economic Development
From: Beam, Longest & Neff
John Beery, PE, PTOE, PTP
Date: April 9, 2020

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

PROJECT DESCRIPTION

Project	Name	Appaloosa Crossing (SE Corner of US 421 and CR 300 South)	
	Location	10901 E 300 South and 3201 S. US 421	
	Developer	Harris FLP	
	Submittal	Drainage Revisions at Trakehner Way	
Documents Reviewed		Document Name	Document Date
		Construction Plans	April 6, 2020
		Culvert Analysis	April 6, 2020
Zoning	Current	Rural PB	
	Proposed	Rural GB	
Land Use	Current	Agricultural	
	Proposed	Rural GB	
Requested Variances or Waivers		• No foundation plantings around building • No plantings in front of buildings. • Relief from 30-foot greenbelt requirement for US 421 Over-lay District	

An electronic submittal was received on April 6th in response to the web meeting that was held to discuss drainage matters and the Traffic Impact Study at the proposed intersection of Trakehner Way and US 421.

I. REVISED DRAINAGE AT TRAKEHNER WAY

A. In concept, the entrance appears to work, pending the Indiana Department of Transportation's review of the permit and approval. The following comments may be addressed in future construction plans and other related submittals:

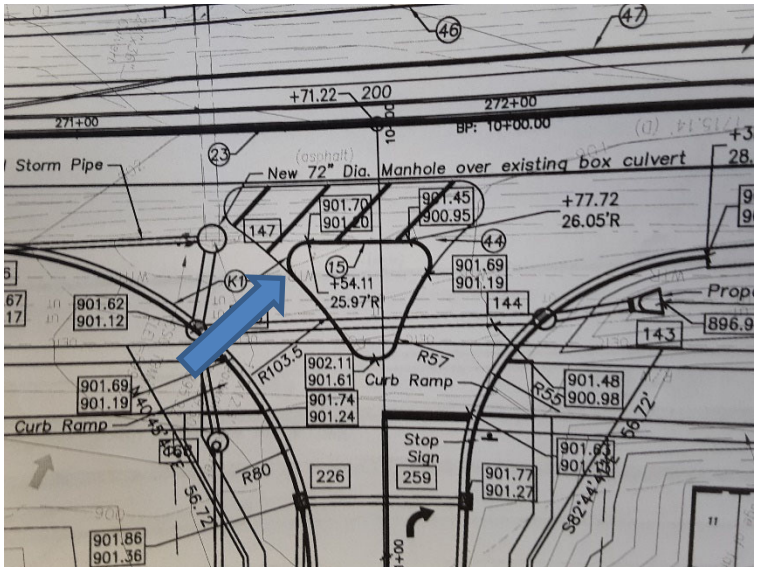
1. An open grate should be installed for Structure 147.

2. The drainage analysis assumes that the 2' x 3' box culvert under US 421 is unobstructed. An inspection by Town Staff has noted that the structure is partially obstructed by sediment. It needs to be clarified in the drainage report whether the analysis assumed a clean structure or if it was assumed that the effective silted in portion of the structure was used.

3. The project plans shall call for the cleaning out of the structure and its routine inspection maintenance and cleaning shall be identified via annual schedule in the O&M Manual for the project. (Also see below for additional O&M comments on future submittals.)

4. Provide an additional ponding exhibit for the upstream area of the culvert for Structure 143 that shows the ponding. It is a separate event than the overflow event. All ponding and overflow exhibits should be placed in the final drainage report. Also the culvert calculations should be placed in the drainage report. The overtopping exhibit form April 6 should also be included, as well as all flood routing.

5. Please place an additional spot elevation for the edge of pavement and top of curb on the driveway island for the entrance to US 421 in the location indicated below.



II. GENERAL

A. Further review and comments are pending on future submittals. There are outstanding comments and coordination items that are related to construction matters only which need to be checked and addressed prior to any final approval.

B. Maintenance of Traffic for improvements will be reviewed at later date.

C. The 30-foot easement discussed in the phone conference and was shown in the revision on Sheet 8 should be relocated onto adjacent Outlots G and F. It currently overlaps other easements and the trail. If right-of-way is needed in the future, it would require reimbursement to future landowners. The proposed trail easement should not be encumbered by other easements.

D. There is no storm sewer extending through Outlot B into Outlot A. While there is a storm sewer structure, Structure 215, to the south on the Shopps property, there are no easements for a connection and there is a fire hydrant in the way. Also there is no storm sewer or easements across Lot B to serve Lot A. This needs to be clarified and corrected in future submittals.

III. O&M MANUALS

A. Due to the redundant requirements and ownership of secondary BMPs by future outlots, one O&M Manual will be required for the overall development and each outlot will be required to file an independent O&M Manual as they develop. The Shopps project will have its own O&M Manual as well, separate from the overall site.

IV. TRAFFIC IMPACT STUDY

A. Comments are being addressed separately.

V. AND PERFORMANCE BONDS

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

VI. PERMITTING

A. Please provide a copy of the Notice of Intent (NOI) to IDEM signed by applicant.

B. Please provide a completed Stormwater Management Permit (SWMP) for review. If only one is submitted then acres of disturbance would be same on NOI

and SWMP. If two SWMP are submitted then acres of disturbance should equal the sum of the two SWMP.

ZIONSVILLE
FOR ALL THE RIGHT REASONS

To: Wayne DeLong, Director of Planning and Economic Development
From: Beam, Longest & Neff
John Beery, PE, PTOE, PTP
Date: April 16, 2020

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

PROJECT DESCRIPTION

Project	Name	Appaloosa Crossing (SE Corner of US 421 and CR 300 South)	
	Location	10901 E 300 South and 3201 S. US 421	
	Developer	Harris FLP	
	Submittal	Updated Traffic Impact Study	
Documents Reviewed		Document Name	Document Date
		TIS Amendment Memorandum	April 16, 2020
Zoning	Current	Rural PB	
	Proposed	Rural GB	
Land Use	Current	Agricultural	
	Proposed	Rural GB	
Requested Variances or Waivers		• No foundation plantings around building • No plantings in front of buildings. • Relief from 30-foot greenbelt requirement for US 421 Overlay District	

An electronic submittal was received on April 15th in response to the web meeting that was held on April 6th to discuss drainage matters and the Traffic Impact Study at the proposed intersection of Trakehner Way and US 421.

I. TRAFFIC IMPACT STUDY (TIS) REVISIONS

A. The TIS has been revised and amended with the most current uses proposed for the site plan per the discussion

B. Advisory comment: It should be noted that the private drive accesses to CR 300 South experience low levels of service leaving the site in the PM peak hour. As future growth and expansion occurs along the CR 300 south corridor, particularly near the intersection of US 421, adjustments to access to CR 300 South may be needed to alleviate congestion. This comment is only to provide clarification to future affected parties within the new development that future conditions may warrant changes to access in the future as other growth occurs, as the TIS only provides a three-year horizon year study time period.

A&F ENGINEERING
Transportation & Site Engineering
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R. MATTHEW BROWN, P.E.
VICE PRESIDENT
KAREN K. COLLINS, P.E.
VICE PRESIDENT
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VICE PRESIDENT

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
KENTUCKY
MICHIGAN
OHIO
MISSOURI
TEXAS

MEMORANDUM

DATE: 4/15/2020

TO: Bob Harris
Kite HARRIS Property Group

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

RE: Appaloosa Crossing Traffic Study Revision

Introduction

Earlier this year, A&F Engineering completed a comprehensive Traffic Impact Study for the proposed Appaloosa Crossing mixed-use development that will be located in the southeast quadrant of CR 300 South and US 421 in Zionsville, Indiana. The traffic study assumed that the site would be developed with general retail and office land uses and analyzed the intersection of US 421 & CR 300 South as well as all proposed access drives to the site. The scope of work and assumed uses were based on a traffic study scoping meeting held between A&F Engineering and representatives from INDOT – Crawfordsville District. The traffic study was submitted to INDOT and the Town of Zionsville for review. Subsequently, the Town has required that a new analysis be submitted which shows different land use assumptions than the previous study. The data and analysis presented in this memorandum addresses the feedback and land use assumptions provided by the Town of Zionsville.

Existing Traffic Data

Existing peak hour traffic volume data was collected at the intersection of US 421 and CR 300 South for use in the previous Traffic Impact Study. These counts were also used for the analysis presented in this memorandum. A figure included in the "Supplemental Information" section of this document shows the AM and PM peak hour existing traffic volumes.

Year 2023 Background Traffic Data

Year 2023 was the analysis horizon year selected for the previous traffic study. In order to determine estimates of Year 2023 background traffic (traffic attributed to growth, but not attributed to traffic from the proposed Appaloosa Crossing) a 0.6% per year, non-compounded growth rate was applied to the existing peak hour traffic volumes. A figure showing these traffic volumes in attached.

Site Description & Land Use Assumptions

As shown in the attached site plan, the proposed development will be served by a full signalized access drive and a right-tin/right-out access drive along US 421. In addition, two full access drives and a right-in only access drive will be provided along CR 300 South. The site will likely contain a variety of retail and office land uses. For the purposes of analysis, the Town of Zionsville determined that the following on-site land uses be assumed:

- Convenience Market & Gas Station
- Fast Food Restaurant with Drive Through
- Bank
- Dry Cleaning Shop
- Coffee/Donut Shop
- 2 Sit-Down Style Restaurants
- Day Care Facility
- General Retail/Shopping Center Uses
- General Office Uses

Site Trip Generation

The estimate of newly generated traffic is a function of the development size and of the character of the land use. The ITE *Trip Generation Manual*[1] was used to calculate the number of trips that will be generated by the site. This report is a compilation of trip data for various land uses as collected by transportation professionals throughout the United States in order to establish the average number of trips generated by those land uses. **Table 1** summarizes the total trips that will be generated by the site.

[1] *Trip Generation Manual*, Institute of Transportation Engineers, Tenth Edition, 2017.

TABLE 1 – TOTAL GENERATED TRIPS FOR THE PROPOSED DEVELOPMENT

DEVELOPMENT INFORMATION				GENERATED TRIPS			
LOT DESCRIPTION	LAND USE	ITE CODE	SIZE	AM PEAK		PM PEAK	
				IN	OUT	IN	OUT
OUTLOT A	**GAS STATION**	**960**	**4,000 SF**	**143**	**142**	**139**	**138**
	Internal Trips			21	21	20	20
	External Trips			122	121	119	118
	External Non-Pass-By Trips (38%/44%)			46	45	52	51
	External Pass-by Trips (62%/56%)			76	76	67	67
NEW SHOPS BUILDING	**MIXED-USE RETAIL***	**960***	**23,171 SF***	**311**	**261**	**220**	**220**
	INTERNAL TRIPS			44	36	31	32
	EXTERNAL TRIPS			267	225	189	188
	EXTERNAL NON-PASS-BY TRIPS (66%)			154	136	101	99
	EXTERNAL PASS-BY TRIPS (34%)			113	89	88	89
OUTLOT C	**HIGH-TURNOVER RESTAURANT**	**932**	**6,000 SF**	**33**	**27**	**37**	**22**
	INTERNAL TRIPS			4	4	5	3
	EXTERNAL TRIPS			29	23	32	19
	EXTERNAL NON-PASS-BY TRIPS (66%)			13	10	14	9
	EXTERNAL PASS-BY TRIPS (34%)			16	13	18	10
OUTLOT H	**HIGH-TURNOVER RESTAURANT**	**932**	**6,000 SF**	**33**	**27**	**37**	**22**
	INTERNAL TRIPS			4	4	5	3
	EXTERNAL TRIPS			29	23	32	19
	EXTERNAL NON-PASS-BY TRIPS (66%)			13	10	14	9
	EXTERNAL PASS-BY TRIPS (34%)			16	13	18	10
OUTLOT I	**DAY CARE CENTER**	**565**	**12,000 SF**	**70**	**62**	**63**	**70**
	INTERNAL TRIPS			10	9	9	10
	EXTERNAL TRIPS			60	53	54	60
	EXTERNAL NON-PASS-BY TRIPS (66%)			30	27	27	30
	EXTERNAL PASS-BY TRIPS (34%)			30	26	27	30
REMAINING SITE	**GENERAL RETAIL**	**820**	**157,500 SF**	**143**	**88**	**365**	**395**
	INTERNAL TRIPS			21	13	54	59
	EXTERNAL TRIPS			122	75	311	336
	EXTERNAL NON-PASS-BY TRIPS (66%)			42	26	106	115
	EXTERNAL PASS-BY TRIPS (34%)			80	49	205	221
	GENERAL OFFICE	**710**	**46,900 SF**	61	10	9	46
	INTERNAL TRIPS			9	1	1	6
	EXTERNAL TRIPS			52	9	8	40
	TOTAL TRIPS			267	122	545	656
	TOTAL INTERNAL TRIPS			8	8	21	21
	TOTAL EXTERNAL PASS-BY TRIPS			58	35	174	194
	TOTAL EXTERNAL NON-PASS-BY TRIPS			201	79	350	441

*The breakdown of the trips generated for each of the land uses in the new shops building are included in the "Supplemental Information" section of this document.

Exhibit 7

Assignment, Distribution and Generated Traffic Volumes Added to the Roadway Network

The generated trips from each land use shown in the previous table were assigned and distributed to the access drives and public roadway network to yield peak hour generated traffic volumes at each study intersection. These trips were assigned based on the existing traffic flow patterns and the location of the subject site in relation to near-by population centers. The assignment and distribution percentage assumptions are shown in tables included in the "Supplemental Information" section and the resulting generated traffic volumes at each of the study intersections are shown on an attached figure.

Total Future Traffic Volumes

The total generated traffic volumes from the proposed site were added to the 2023 background traffic volumes to yield total future year 2023 traffic volumes to be used in this analysis. These volumes are shown on the attached figure.

Capacity/Level of Service Analysis

The "efficiency" of an intersection is based on its ability to accommodate the traffic volumes that approach the intersection. It is defined by the Level-of-Service (LOS) of the intersection. The LOS is determined by a series of calculations commonly called a "capacity analysis". Input data into a capacity analysis include traffic volumes, intersection geometry, and number and use of lanes. The following shows the delays related to the levels of service for signalized and unsignalized intersections:

Level of Service	Control Delay (seconds/vehicle)	
	UNSIGNALIZED	SIGNALIZED
A	Less than or equal to 10	Less than or equal to 10
B	Between 10.1 and 15	Between 10.1 and 20
C	Between 15.1 and 25	Between 20.1 and 35
D	Between 25.1 and 35	Between 35.1 and 55
E	Between 35.1 and 50	Between 55.1 and 80
F	greater than 50	greater than 80

For this analysis, level of service calculations were completed for the following AM and PM peak hour traffic volume scenarios:

Scenario 1: Existing Traffic Volumes

Scenario 2: Year 2023 Background Traffic Volumes

Scenario 3: Total Future Traffic Volumes (Year 2023 + Proposed Development)

The following tables summarize the level of service results at each of the study intersections.

TABLE 2 – LEVEL OF SERVICE SUMMARY: US 421 & CR 300 S

APPROACH	AM PEAK			PM PEAK		
	Scenario			Scenario		
	1	2	3	1	2	3
Northbound Approach	B	B	B	C	C	C
Southbound Approach	C	C	C	C	C	C
Eastbound Approach	C	C	C	C	C	D
Westbound Approach	B	C	C	C	C	D
Intersection	B	C	C	C	C	C

DESCRIPTION OF SCENARIOS:

SCENARIO 1: Existing Traffic Volumes with Existing Intersection Conditions.

SCENARIO 2: Year 2023 Background Traffic Volumes with Existing Intersection Conditions.

SCENARIO 3: Year 2023 Proposed Development Traffic Volumes with Existing Intersection Conditions.

TABLE 3 – LEVEL OF SERVICE SUMMARY: CR 300 S & NORTH ACCESS DRIVE 1 (RIGHT-IN ONLY)

NOTE: HCM does not analyze this intersection condition because the proposed access drive is a right-in only access drive and none of the approaches at this intersection will experience delay due to yielding to other movements. Hence, a LOS summary is not applicable.

TABLE 4 – LEVEL OF SERVICE SUMMARY: CR 300 S & NORTH ACCESS DRIVE 2 (FULL ACCESS)

MOVEMENT	AM PEAK HOUR	PM PEAK HOUR
	Scenario 3	Scenario 3
Northbound Approach	C	F
Westbound Left-Turn	A	A

DESCRIPTION OF SCENARIO:

SCENARIO 3: Sum of Year 2023 Background Traffic Volumes and Generated Traffic Volumes from Proposed Development with Proposed Intersection Conditions*.

*The proposed intersection conditions include construction of the access drive with at least one inbound lane and two outbound lanes, that will stop for CR 300 S; and the addition of an exclusive eastbound right-turn lane and westbound left-turn lane along CR 300 S at the access drive location.

TABLE 5 – LEVEL OF SERVICE SUMMARY: CR 300 S & NORTH ACCESS DRIVE 3 (FULL ACCESS)

MOVEMENT	AM PEAK HOUR	PM PEAK HOUR
	Scenario 3	Scenario 3
Northbound Approach	B	C
Westbound Left-Turn	A	A

DESCRIPTION OF SCENARIO:

SCENARIO 3: Sum of Year 2023 Background Traffic Volumes and Generated Traffic Volumes from Proposed Development with Proposed Intersection Conditions*.

*The proposed intersection conditions include construction of the access drive with at least one inbound lane and two outbound lanes, that will stop for CR 300 S; and the addition of an exclusive eastbound right-turn lane and westbound left-turn lane along CR 300 S at the access drive location.

TABLE 6 – LEVEL OF SERVICE SUMMARY: US 421 & WEST ACCESS DRIVE 1 (RI/RO)

MOVEMENT	AM PEAK HOUR	PM PEAK HOUR
	Scenario 3	Scenario 3
Westbound Approach	B	C

DESCRIPTION OF SCENARIO:

SCENARIO 3: Sum of Year 2023 Background Traffic Volumes and Generated Traffic Volumes from Proposed Development with Proposed Intersection Conditions*.

*The proposed intersection conditions include the construction of a right-in/right-out access drive with one inbound lane and one outbound lane, that will stop for US 421; and the addition of an exclusive northbound right-turn lane along US 421 at the access drive location.

TABLE 7 – LEVEL OF SERVICE SUMMARY: US 421 & WEST ACCESS DRIVE 2 (FULL ACCESS)

MOVEMENT	AM PEAK	PM PEAK HOUR
	Scenario 3	Scenario 3
Northbound Approach	A	A
Southbound Approach/Left-Turn	A	A
Westbound Approach	B	B
Intersection	**A**	**A**

DESCRIPTION OF SCENARIOS:

SCENARIO 3: Sum of Year 2023 Background Traffic Volumes and Generated Traffic Volumes from Proposed Development with Proposed Intersection Conditions*

*The proposed intersection conditions include construction of the access drive with one inbound lane and two outbound lanes, the addition of an exclusive northbound right-turn lane and southbound left-turn lane along US 421 at the access drive location, and the installation of traffic signal at the intersection.

Conclusions & Recommendations

The conclusions that follow are based on existing traffic volume data, trip generation, assignment and distribution of generated traffic, turn lane analysis, capacity analyses/level of service results and a field review conducted at the site. Based on the analysis and the resulting conclusions of this study, the following recommendations are formulated to ensure that the roadway system will accommodate the increased traffic volumes from the site.

CR 300 S & US 421

Capacity analyses for all traffic volume scenarios have shown that this intersection operates and will continue to operate at acceptable levels of service during the AM and PM peak hour with existing intersection conditions. Therefore, no improvements are recommended at this location.

CR 300 S & Proposed North Access Drive 1 (Right-In Only)

HCM does not analyze this intersection because the proposed access drive is a right-in only access drive and none of the approaches at this intersection will experience delay due to yielding to other movements. The following geometrics are recommended at this intersection:

- Construction of a right-in only access drive with one inbound lane.
- Addition of an exclusive eastbound right-turn lane along CR 300 S.

CR 300 S & Proposed North Access Drive 2 (Full Access)

Capacity analyses have shown that this intersection will operate at acceptable levels of service during the AM peak hour when the future traffic volumes are considered. However, the northbound approach at the intersection will likely experience increased delays during the PM peak hour when the future traffic volumes are considered. The following geometrics and control are recommended at this intersection:

- Construction of the access drive with at least one inbound lane and two outbound lanes.
- Addition of an exclusive eastbound right-turn lane along CR 300 S.
- Addition of an exclusive westbound left-turn lane along CR 300 S.
- Stop controlled intersection with the northbound approach stopping for CR 300 S.

CR 300 S & Proposed North Access Drive 3 (Full Access)

Capacity analyses have shown that this intersection will operate at acceptable levels of service during the AM and PM peak hours when the future traffic volumes are considered with the following recommended intersection conditions:

- Construction of the access drive with at least one inbound lane and two outbound lanes.
- Addition of an exclusive eastbound right-turn lane along CR 300 S.
- Addition of an exclusive westbound left-turn lane along CR 300 S.
- Stop controlled intersection with the northbound approach stopping for CR 300 S.

US 421 & Proposed West Access Drive 1 (Right-in/Right-Out)

Capacity analyses have shown that this intersection will operate at acceptable levels of service during the AM and PM peak hours when the future traffic volumes are considered with the following recommended intersection conditions:

- Construction of a right-in/right-out access drive with one inbound lane and one outbound lane.
- Addition of an exclusive northbound right-turn lane along US 421.
- Stop controlled intersection with the westbound approach stopping for US 421.

US 421 & Proposed West Access Drive 2 (Full Access)

Capacity analyses have shown that this intersection will operate below acceptable levels of service during the PM peak hour with proposed intersection geometrics and two-way stop control when the future traffic volumes are considered.

However, a traffic signal warrant analysis has shown that a traffic signal will likely be warranted at this intersection at some point in the future after uses on the site are constructed. Capacity analyses for the sum of year 2023 and background traffic volumes and generated traffic volumes from the proposed development have shown that this intersection will operate at acceptable levels of service during the AM and PM peak hours with the proposed intersection geometrics and traffic signal control. Therefore, the following are recommended at this intersection:

- Construction of the access drive with at least one inbound lane and two outbound lanes.
- Addition of an exclusive northbound right-turn lane along US 421.
- Addition of an exclusive southbound left-turn lane along US 421.
- Installation of traffic signal.

The geometric and control recommendations outlined above for each intersection are unchanged from those recommended in the previously submitted Traffic Impact Study.

TOWN OF ZIONSVILLE PLAN COMMISSION
BOONE COUNTY, INDIANA

REQUEST FOR WAIVER OF BUILDING MATERIALS DEVELOPMENT REQUIREMENTS

FINDINGS

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

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

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

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

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

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

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

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

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

DECISION

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

Adopted this _____ day of _____, 20_____.

_____ _____ _____

_____ _____ _____

_____

TOWN OF ZIONSVILLE PLAN COMMISSION
BOONE COUNTY, INDIANA

REQUEST FOR WAIVER OF ARCHITECTURAL DESIGN REQUIREMENTS

FINDINGS

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

1. The Architectural design represents an innovative use of building materials or design, or site design features which will not be detrimental to the use or value of area properties because:

   The proposed design for Appaloosa Crossing is a modern interpretation of some of the first barn styles built in the United States and those which define the landscape in equine architecture. Reminiscent of barns in England, these early barns were a simple and popular design during Colonial times; rectangular in shape, gabled roof, with board and batten siding and a stone base, a style which Appaloosa seeks to modernize.

2. The proposed building is appropriate when compared to the architecture, design and overall exterior character of other buildings on the site and surrounding sites because:

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

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

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

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

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

DECISION

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

Adopted this _____ day of _____, 20_____.

_____ _____ _____

_____ _____ _____

_____

TOWN OF ZIONSVILLE PLAN COMMISSION
BOONE COUNTY, INDIANA

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

FINDINGS

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

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

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

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

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

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

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

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

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

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

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

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

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

DECISION

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

Adopted this _____ day of _____, 20____.

_____ _____ _____

_____ _____ _____

_____

Town of Zionsville

Petition for Development Plan Approval

Application Packet
And
General Instructions

Office Use Only
Petition No.: _____
Hearing Date: _____
Recommendation: _____

Town of Zionsville

Petition for Plan Commission Approval

1. SITE INFORMATION:

Address of Property: 10901 E. 300 South

Existing Use of Property: Agricultural

Proposed Use of Property: Commercial

Current Zoning: GB Rural Area in acres: 3.40

2. PETITIONER/PROPERTY OWNER

Petitioner:

Name: Strongbox Commercial

Address: 7611 N. Perimeter Road

Indianapolis, IN 46241

Phone: 317-550-0090

Fax:

E-Mail: jwilliams@strongbox.co

Owner (If different from Petitioner):

Name: Harris FLP

Address: P. O. Box 37

Zionsville, IN 46077

Phone: 317-710-1817

Fax: harrisflp@gmail.com

E-Mail:

3. PETITIONER'S ATTORNEY/CONTACT PERSON AND PROJECT ENGINEER (IF ANY):

Attorney / Contact Person:

Name:

Address:

Phone:

Fax:

E-Mail:

Project Engineer / Architect:

Name: Snelling Engineering, LLC

Address: 13295 Illinois Street, Suite 142

Carmel, IN 46032

Phone: 317-697-0180

Fax:

E-Mail: gsnelling@snellingeng.com

4. DETAILED DESCRIPTION OF REQUEST (Check all that apply)
(Describe reason(s) for request / attach additional pages if necessary):

☒ Development Plan ☐ Modification of Development Plan ☐ Waiver of Development Requirement(s)
☐ Termination of Development Plan ☐ Modification of Commitments ☐ Termination of Commitments

Seeking Development Plan approval of proposed multi-tenant building on 3.40 acres within proposed 56.45 acre commercial development.

5. ATTACHMENTS:

☐ Legal description of property
☐ Owner's Authorization (if petitioner is not the owner)
☐ Statement of Proposed Modification or Termination Of Commitments
☐ Proposed Findings (if a Development Plan)
☐ Road Impact Calculation Form
☐ Proof of Ownership (copy of Warranty Deed)
☐ Copies of the Site Plan (if applicable)
☐ Proposed Development Plan / Proposed Modification of Development Plan / Statement of Termination of Development Plan

The undersigned, having been duly sworn on oath states the above information is true and correct as (s) he is informed and believes. Further, the applicant understands that this project may be assigned Engineering review fees, which are payable upon invoicing. Road Impact Fees are payable upon Improvement Location Permit release.

Signature of Owner or Attorney for Owner: Robert R. Thomas

Date: 1/9/2020

State of INDIANA)
County of BOONE) **SS:**

Subscribed and sworn to before me this 9th day of JANUARY, 2020.

Notary Public Signature / Notary Public Printed

My commission expires _____

My county of residence is _____ County.

My Commission No. is _____

NOTARY PUBLIC NOTARY SEAL STATE OF INDIANA

ROBERT R. THOMAS
Boone County
My Commission Expires
May 18, 2025

PROCEDURES AND REQUIREMENTS:

1. A complete Petition for Plan Commission Approval ("petition") must be submitted by **3:00 PM** a minimum of **31 days** prior to the initial hearing before the Plan Commission.

2. **Only complete Petitions will be placed on the agenda for the next Plan Commission meeting.** If a Petition is incomplete 31 days prior to the next Plan Commission meeting, the Petition will not be placed on an agenda until the Petitioner submits a complete Petition.

3. **Fifteen sets** of the following information must be submitted, with the notarized Petition, for internal staff review:
   - ☐ Legal description of property (Metes and bounds description must include a perimeter survey, drawn to scale – or – recorded subdivision legal description must include lot number, section number, subdivision name, either the plat book number of the recorded instrument number and a copy of the plat map.)
   - ☐ Proof of Ownership (copy of deed)
   - ☐ Owner's Authorization (if Petitioner is not the owner)
   - ☐ Site Plan (if applicable)
   - ☐ Proposed findings (if a Development Plan)
   - ☐ Statement of Modification or Termination of Commitments (if proposed)
   - ☐ Proposed Development Plan / Proposed Modification of Development Plan (if proposed)
   - ☐ Draft of Proposed Legal Notice
   - ☐ Application Fee: $_____(Checks should be payable to *Town of Zionsville*)

PUBLIC HEARING NOTIFICATION:

Notice of Public Hearing for Plan Commission Approval is to be completed as set forth in the Zoning Ordinance and Rules of Procedure for the Plan Commission. The procedures relating to notification of public hearings that are contained in this Packet are provided for convenience purposes only.

OWNER'S AUTHORIZATION

The undersigned, Harris FLP, being the owner of the property commonly known as 10901 E. 300 South, hereby authorize(s) _____ Snelling Engineering, LLC to file a Petition for (zone map change / variance / special exception / subdivision plat approval / other) for the aforementioned property.

Harris FLP
(company name)

By: _____
(authorized signature)

Robert L. Harris
(printed name)

General Partner
(title)

_____
(owner signature)

- or -

_____
(print owner name)

State of INDIANA)
County of BOONE) SS:

Subscribed and sworn to before me this 9th day of JANUARY, 2020.

_____ / _____
Notary Public Signature / Notary Public Printed

My commission expires _____

My county of residence is _____ County.

My Commission No. is _____

ROBERT R. THOMAS
Boone County
My Commission Expires
May 18, 2025

LEGAL DESCRIPTION

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

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

North 88 degrees 17 minutes 26 seconds East 1479.70 feet (1480.75 feet – deed) to the POINT OF BEGINNING, containing 56.453 acres, more or less.

16.00
(4)

9712274 12/30/1997 02:52P 1 of 4
Maryln J. Smith, Boone County Recorder

Send taxes to
Grantee's Address
9750 Barth Drive
Zionsville, IN 46077

WARRANTY DEED

THIS INDENTURE WITNESSETH, That Oscar Thomas Harris and Barbara Jo Harris, husband and wife ("Grantors"), of Boone County, in the State of Indiana, CONVEY AND WARRANT to Harris FLP ("Grantee"), of Boone County, in the State of Indiana, for and in consideration of the sum of One Dollar ($1.00) and other valuable consideration, the receipt of which is hereby acknowledged, the following described real estate in Boone County, in the State of Indiana, to-wit:

See Exhibit "A" attached hereto and made a part hereof.

In Witness Whereof, Grantor has executed this Warranty Deed this 22nd day of December, 1997.

Oscar Thomas Harris

Barbara Jo Harris

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

Subscribed and sworn to before me, a Notary Public in and for said county and state, this 22nd day of December, 1997, at which time Oscar Thomas Harris and Barbara Jo Harris, husband and wife, personally appeared and acknowledged the execution of the above and foregoing WARRANTY DEED to be a voluntary act and deed.

My Commission Expires:
11/12/99

Jennifer S. Kelley, Notary Public
A resident of Monroe County

This Instrument Prepared By Harold A. Harrell, Attorney at Law, ANDREWS, HARRELL, MANN, CHAPMAN & COYNE, P.C., 1720 N. Kinser Pike, P.O. Box 2639, Bloomington, Indiana 47402-2639, Telephone: (812) 332-4200

DULY ENTERED FOR TAXATION
12-30-97
Connie J. Lamar
SUBJECT TO FINAL ACCEPTANCE
AUDITOR, BOONE COUNTY

EXHIBIT "A"

Tract I:
The west half of the northwest quarter of Section 24, Township 18 North, Range 2 East of the Second Principal Meridian, containing 80 acres, more or less, except the following real estate, to-wit: Commencing at the northeast corner of said half quarter section and run thence south 31.81 chains, thence west 15.72 chains, thence north 31.81 chains, thence east 15.72 chains to the place of beginning, containing 50 acres, more or less, leaving after said exception 30 acres, more or less.

A part of the southeast quarter of the northeast quarter of Section 23, Township 18 North, Range 2 East of the Second Principal Meridian described as follows: Commencing at the southeast corner of said quarter quarter section and running thence north 62 rods 9 links, thence west 42 rods 18 links to a point in the center line of the Michigan Road, thence south 19 degrees east along said center line 65 rods 15 links to a point in the south line of said quarter quarter section, thence east along said south line 20 rods to the place of beginning.

A part of the northeast quarter of the southeast quarter of Section 23, Township 18 North, Range 2 East of the Second Principal Meridian and a part of the north half of the southwest quarter of Section 24, Township and Range aforesaid, described as follows: Commencing at the northwest corner of the north half of the southwest quarter of said Section 24, and run thence east 80.5 rods, thence south 12¾ rods, thence west 94.5 rods to a point in the center line of the Michigan Road, thence north 19 degrees west along said center line 13.6 poles to a point in the north line of the northeast quarter of the southeast quarter of said Section 23, thence east along said north line 20 rods to the place of beginning.

Containing in the last two described tracts 20 acres, more or less, and containing in all herein described 50 acres, more or less, but subject to legal highways, rights of way and easements. Located in Eagle Township, Boone County, Indiana.

Tract II:

Part of the Northeast Quarter of Section 23, Township 18 North, Range 2 East in Boone County, Indiana, more particularly described as follows:

Beginning at the Northwest corner of the Northeast Quarter of Section 23, Township 18 North, Range 2 East; thence South 00 degrees 51 minutes 30 seconds West (assumed bearing) on and along the West line of said Northeast Quarter 2435.10 feet; thence South 89 degrees 41 minutes 15 seconds East on and along an existing

DULY ENTERED FOR TAXATION
12-30-97
SUBJECT TO FINAL ACCEPTANCE
AUDITOR, BOONE COUNTY

fence line 786.22 feet; thence North 00 degrees 18 minutes 45 seconds East 345.24 feet; thence South 89 degrees 41 minutes 15 seconds East 1379.65 feet to the centerline of U.S. Highway #421; thence North 19 degrees 14 minutes 15 seconds West on and along said centerline of U.S. Highway #421, 924.55 feet; thence North 19 degrees 19 minutes 15 seconds West on and along the centerline of U.S. Highway #421, 1301.80 feet to the North line of said Northeast Quarter; thence North 90 degrees 00 minutes 00 seconds West on and along aforesaid North line 1395.91 feet to the place of beginning, containing 91.83 acres, more or less.

ALSO: Commencing at the Northwest corner of the Northeast Quarter of Section 23, Township 18 North, Range 2 East; thence North 90 degrees 00 minutes East (assumed bearing) on and along the North line of said Northeast Quarter 1395.91 feet to the centerline of U.S. Highway #421, said point being the place of beginning of this tract; thence continuing North 90 degrees 00 minutes 00 seconds East on and along aforesaid North line 1298.21 feet to the Northeast corner thereof; thence South 01 degree 01 minutes 00 seconds West on and along the East line of said Northeast Quarter 1614.36 feet; thence North 89 degrees 43 minutes 45 seconds West 704.88 feet (705.46 feet measured) to the centerline of U.S. Highway #421, thence North 19 degrees 14 minutes 15 seconds West on and along said centerline 404.90 feet; thence North 18 degrees 19 minutes 15 seconds West on and along said centerline 1301.80 feet to the place of beginning, containing 37.07 acres, more or less.

Containing in all 128.90 acres, more or less, and subject to all legal easements and rights of way.

Excepting from the above-described property the real estate conveyed to Stanley D. Feezle and Lori St. Dennis Feezle, Husband and Wife, more particularly described as follows:

Part of the West half of Section 24 and part of the East Half of Section 23, both in Township 18 North, Range 2 East, Boone County, Indiana, and being more particularly described as follows: Commencing at the Northwest corner of said Section 24; thence North 88 degrees 59 minutes 28 seconds East (assumed bearing) along the north line of said west half section, 1327.70 feet to the Northeast corner of the west half of the Northwest Quarter of said Section 24; thence South 0 degrees 00 minutes 43 seconds East along the East line of the West half of said Northwest Quarter Section, 2099.46 feet to the point of beginning; thence continue South 0 degrees 00 minutes 43 seconds East, 751.89 feet; thence South 88 degrees 59 minutes 06 seconds West, parallel with the South line of the West Half of the Northwest Quarter of Section 24, 1580.15 feet to the point on the centerline of U.S. 421 (Michigan Road), said point being in the east half of said Section 23; thence North 20 degrees 11 minutes 36 seconds West along said centerline 509.17 feet; thence North 73 degrees 25 minutes 07 seconds East 357.58 feet; thence North 12 degrees 40 minutes 05 seconds West, 178.75 feet; thence North 88 degrees 59 minutes 28 seconds East parallel with the North line of said west half section, 1452.22 feet to the point of beginning and containing 22.916 acres, more or less, in Section 24 and 4.744 acres, more or less, in Section 23,

with 27.660 acres, more or less, total. Subject to right of way for U.S. 421 (Michigan Road) off the entire Westerly side thereof and all other legal easements and rights of way of record.

Also excepting from the above-described property the real estate conveyed to Joe Lee Chambers and Lynda Sue Chambers, Husband and Wife, more particularly described as follows:

Part of the Northeast Quarter of Section 23, Township 18 North, Range 2 East, Boone County, Indiana, and being more particularly described as follows: Commencing at a point on the East line of said quarter section being South 0 degrees 00 minutes 00 seconds West (assumed bearing) 2776.05 feet from the Northeast corner thereof; thence South 90 degrees 00 minutes 00 seconds West 84.87 feet to the point of beginning; thence South 73 degrees 25 minutes 07 seconds West 357.58 feet to the centerline of U.S. 421 (Michigan Road); thence North 20 degrees 11 minutes 36 seconds West along said centerline, 306.42 feet; thence North 78 degrees 51 minutes 22 seconds East 397.02 feet; thence South 12 degrees 40 minutes 05 seconds East 268.82 feet to the point of beginning and containing 2.480 acres, more or less. Subject to right of way for Michigan Road off the entire Westerly side thereof and all other legal easements and rights of way of record.

(3) E: Andrews, Harrell, Mann, etc
15.00

Send taxes to
grantee's address:
9750 Barth Drive
Zionsville, Indiana 46077

CORRECTIVE WARRANTY DEED

THIS INDENTURE WITNESSETH, That Oscar Thomas Harris and Barbara Jo Harris, husband and wife ("Grantors"), of Boone County, in the State of Indiana, CONVEY AND WARRANT to Harris FLP ("Grantee"), of Boone County, in the State of Indiana, for and in consideration of the sum of One Dollar ($1.00) and other valuable consideration, the receipt of which is hereby acknowledged, the following described real estate in Boone County, in the State of Indiana, to-wit:

See Exhibit "A" attached hereto and made a part hereof. This deed corrects a scrivener's error in the deed executed on December 22, 1997 and recorded on December 30, 1997.*

In Witness Whereof, Grantor has executed this Corrective Warranty Deed this 21st day of January, 1998.

Oscar Thomas Harris
Oscar Thomas Harris

Barbara Jo Harris
Barbara Jo Harris

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

Subscribed and sworn to before me, a Notary Public in and for said county and state, this 21st day of January, 1998, at which time Oscar Thomas Harris and Barbara Jo Harris, husband and wife, personally appeared and acknowledged the execution of the above and foregoing WARRANTY DEED to be a voluntary act and deed.

My Commission Expires:
8-24-01

Harold A Harrell
Harold A. Harrell, Notary Public
A resident of Monroe County

This Instrument Prepared By Harold A. Harrell, Attorney at Law, ANDREWS, HARRELL, MANN, CHAPMAN & COYNE, P.C., 1720 N. Kinser Pike, P.O. Box 2639, Bloomington, Indiana 47402-2639, Telephone: (812) 332-4200

* INSTRUMENT NO. 9712374 (Cross-reference)

DULY ENTERED FOR TAXATION
2-4-98
Connie Lamar
SUBJECT TO FINAL ACCEPTANCE
AUDITOR, BOONE COUNTY

EXHIBIT "A"

The west half of the northwest quarter of Section 24, Township 18 North, Range 2 East of the Second Principal Meridian, containing 80 acres, more or less, except the following real estate, to-wit: Commencing at the northeast corner of said half quarter section and run thence south 31.81 chains, thence west 15.72 chains, thence north 31.81 chains, thence east 15.72 chains to the place of beginning, containing 50 acres, more or less, leaving after said exception 30 acres, more or less.

A part of the southeast quarter of the northeast quarter of Section 23, Township 18 North, Range 2 East of the Second Principal Meridian described as follows: Commencing at the southeast corner of said quarter quarter section and running thence north 62 rods 9 links, thence west 42 rods 18 links to a point in the center line of the Michigan Road, thence south 19 degrees east along said center line 65 rods 15 links to a point in the south line of said quarter quarter section, thence east along said south line 20 rods to the place of beginning.

A part of the northeast quarter of the southeast quarter of Section 23, Township 18 North, Range 2 East of the Second Principal Meridian and a part of the north half of the southwest quarter of Section 24, Township and Range aforesaid, described as follows: Commencing at the northwest corner of the north half of the southwest quarter of said Section 24, and run thence east 80.5 rods, thence south 12¾ rods, thence west 94.5 rods to a point in the center line of the Michigan Road, thence north 19 degrees west along said center line 13.6 poles to a point in the north line of the northeast quarter of the southeast quarter of said Section 23, thence east along said north line 20 rods to the place of beginning.

Containing in the last two described tracts 20 acres, more or less, and containing in all herein described 50 acres, more or less, but subject to legal highways, rights of way and easements. Located in Eagle Township, Boone County, Indiana.

ALSO: Commencing at the Northwest corner of the Northeast Quarter of Section 23, Township 18 North, Range 2 East; thence North 90 degrees 00 minutes East (assumed bearing) on and along the North line of said Northeast Quarter 1395.91 feet to the centerline of U.S. Highway #421, said point being the place of beginning of this tract; thence continuing North 90 degrees 00 minutes 00 seconds East on and along aforesaid North line 1298.21 feet to the Northeast corner thereof; thence South 01 degree 01 minutes 00 seconds West on and along the East line of said Northeast Quarter 1614.36 feet; thence North 89 degrees 43 minutes 45 seconds West 704.88 feet (705.46 feet measured) to the centerline of U.S. Highway #421, thence North 19 degrees 14 minutes 15 seconds West on and along said centerline 404.90 feet; thence North 18 degrees 19 minutes 15 seconds West on and along said centerline 1301.80 feet to the place of beginning, containing 37.07 acres, more or less.

Excepting from the above-described property the real estate conveyed to Stanley D. Feezle and Lori St. Dennis Feezle, Husband and Wife, more particularly described as follows:

Part of the West half of Section 24 and part of the East Half of Section 23, both in Township 18 North, Range 2 East, Boone County, Indiana, and being more particularly described as follows: Commencing at the Northwest corner of said Section 24; thence North 88 degrees 59 minutes 28 seconds East (assumed bearing) along the north line of said west half section, 1327.70 feet to the Northeast corner of the west half of the Northwest Quarter of said Section 24; thence South 0 degrees 00 minutes 43 seconds East along the East line of the West half of said Northwest Quarter Section, 2099.46 feet to the point of beginning; thence continue South 0 degrees 00 minutes 43 seconds East, 751.89 feet; thence South 88 degrees 59 minutes 06 seconds West, parallel with the South line of the West Half of the Northwest Quarter of Section 24, 1580.15 feet to the point on the centerline of U.S. 421 (Michigan Road), said point being in the east half of said Section 23; thence North 20 degrees 11 minutes 36 seconds West along said centerline 509.17 feet; thence North 73 degrees 25 minutes 07 seconds East 357.58 feet; thence North 12 degrees 40 minutes 05 seconds West, 178.75 feet; thence North 88 degrees 59 minutes 28 seconds East parallel with the North line of said west half section, 1452.22 feet to the point of beginning and containing 22.916 acres, more or less, in Section 24 and 4.744 acres, more or less, in Section 23, with 27.660 acres, more or less, total. Subject to right of way for U.S. 421 (Michigan Road) off the entire Westerly side thereof and all other legal easements and rights of way of record.

Also excepting from the above-described property the real estate conveyed to Joe Lee Chambers and Lynda Sue Chambers, Husband and Wife, more particularly described as follows:

Part of the Northeast Quarter of Section 23, Township 18 North, Range 2 East, Boone County, Indiana, and being more particularly described as follows: Commencing at a point on the East line of said quarter section being South 0 degrees 00 minutes 00 seconds West (assumed bearing) 2776.05 feet from the Northeast corner thereof; thence South 90 degrees 00 minutes 00 seconds West 84.87 feet to the point of beginning; thence South 73 degrees 25 minutes 07 seconds West 357.58 feet to the centerline of U.S. 421 (Michigan Road); thence North 20 degrees 11 minutes 36 seconds West along said centerline, 306.42 feet; thence North 78 degrees 51 minutes 22 seconds East 397.02 feet; thence South 12 degrees 40 minutes 05 seconds East 268.82 feet to the point of beginning and containing 2.480 acres, more or less. Subject to right of way for Michigan Road off the entire Westerly side thereof and all other legal easements and rights of way of record.

2019012972
Electronic Filing
From: Dominion Title
Thru: Simplifile

2019012972 DEED $25.00
12/16/2019 09:46:02AM 3 PGS
Nicole K. (Nikki) Baldwin
Boone County Recorder IN
Recorded as Presented

WARRANTY DEED

THIS INDENTURE WITNESSETH, That **Lynda Sue Chambers** (Grantor), **CONVEYS(S) and WARRANT(S)** to **Harris FLP** (Grantee), for the sum of One Dollar ($1.00) and other valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the following described real estate in **Boone** County, State of Indiana:

SEE EXHIBIT "A" ATTACHED HERETO

Subject to Real Estate taxes not delinquent and to any and all easements, agreements and restrictions of record.

The address of such real estate is commonly known as 3401 S US 421, Zionsville, IN 46077. Tax bills should be sent to Grantee at such address unless otherwise indicated below.

Grantor certifies that Joe Lee Chambers and Lynda Sue Chambers took title to the Real Estate as husband and wife and remained husband and wife continuously until the death of Joe Lee Chambers on April 17, 2018.

IN WITNESS WHEREOF, Grantors have executed this deed this 11th day of December, 2019.

Lynda Sue Chambers

Lynda Sue Chambers

DULY ENTERED
SUBJECT TO FINAL ACCEPTANCE
AUDITOR
BOONE COUNTY, INDIANA
Heather R. Myers
HEATHER R. MYERS
Dec 16 2019 - SL

ACKNOWLEDGMENT

State of Indiana

ss:

County of Hamilton

Before me, a Notary Public in and for the said County and State, personally appeared Lynda Sue Chambers, who acknowledged the execution of the foregoing Warranty Deed, and who, having been duly sworn, stated that any representations therein contained are true.

Witness my hand and Notarial Seal this 11th day of December, 2019.

My commission expires: 7-14-27

Kristin Peterson

Kristin Peterson

Notary Public

Residing in Hamilton

KRISTIN PETERSON
My Commission Expires
July 14, 2027
Commission Number NP0721276
Hamilton County

Grantees Address and Send Tax Bills To: 65 E. Cedar Street, Unit A. Zionsville, IN 46077

This instrument was prepared by Robert R. Thomas, Attorney at Law, Landquest Title Services, LLC DBA Dominion Title Services 4600 NW Plaza West Drive, Suite C, Zionsville, IN 46077

File No. 20190688

I affirm, under the penalties of perjury, that I have taken reasonable care to redact each Social Security number in this document, unless required by law, Matthew J. Kaminski

Printed name

EXHIBIT "A"
LEGAL DESCRIPTION

Part of the Northeast Quarter of Section 23, Township 18 North, Range 2 East, Eagle Township, Boone County, Indiana, more fully described as follows: Commencing at the Northeast corner of the Northeast Quarter of said Section 18; thence along the Section line, South 00 degrees 00 minutes 34 seconds East 2276.31 feet; thence South 89 degrees 59 minutes 26 seconds West 85.21 feet to a concrete monument found; thence along the West line of Lot 3 in Bridlewood Subdivision , the plat of which is recorded in Plat Book 6, Pages 105-107, Boone County Recorder's Office; North 12 degrees 38 minutes 31 seconds West 140.00 feet to the Point of Beginning; thence South 75 degrees 02 minutes 06 seconds West 140.22 feet; thence South 66 degrees 44 minutes 21 seconds West 236.73 feet to a point in the centerline of U.S. Highway 421 (Michigan Road); thence along said center line, North 20 degrees 12 minutes 47 seconds West 190.26 feet; thence North 78 degrees 51 minutes 58 seconds East 397.99 feet; thence along a West described line of Harris FLP Property recorded as Instrument #9801155 and part of the West line of said Lot 3, South 12 degrees 38 minutes 31 seconds East 128.82 feet to the Point of Beginning, containing 1.3545 acres, more or less.

Project Narrative

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

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

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

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

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

AFFIDAVIT OF NOTICE OF PUBLIC HEARING
OF THE TOWN OF ZIONSVILLE PLAN COMMISSION

STATE OF INDIANA)
COUNTY OF MARION) SS:

I, DO HEREBY CERTIFY THAT LEGAL NOTICE
(Name of person mailing letters) Gregory J. Ewing, Land Use Specialist
TO INTERESTED PARTIES OF THE PUBLIC HEARING TO BE HELD BY THE TOWN OF ZIONSVILLE PLAN COMMISSION, to consider the application of Harris FLP, by Matthew M. Price
(Name of person on Petition)

Requesting: Petition Numbers: 2020-01-PP, 2020-03-DP, 2020-04-CA

was sent by CERTIFIED MAIL, RETURN RECEIPT REQUESTED, to each of the following property owners at the following addresses:

OWNER	ADDRESS
See Attached	

and that said Legal Notices were sent by Certified Mail, Return Receipt Requested on or before the 6th day of February, 20 20, being at least ten (10)days prior to the date of the Public Hearing (copies of the "Receipt for Certified Mail" (white slips) attached).

and that said Legal Notice was published in a newspaper of general circulation at least ten (10) days prior to the date of Public Hearing (Proof of Publication attached).

(Name of person mailing letters)

State of Indiana)
County of Marion) SS:

Subscribed and sworn to before me this 6th day of February, 2020.

Notary Public Signature / Notary Public Printed

My commission expires _____

My county of residence is Hancock County.

Cathy McQueen
My Comm. Expires 01/04/2027
Comm. #NP0623315
NOTARY PUBLIC SEAL
HANCOCK COUNTY
STATE OF INDIANA

Central Indiana Health Assoc.
2605 N. Lebanon Street
Lebanon, IN 46052

James & Paula Rabb
10960 E 300 S
Zionsville, IN 46077

Brookhaven Homeowners Assoc. Inc.
c/o Main Street Management
P.O. Box 745
Lafayette, IN 47902

Gregory & Sharon Rexing
11102 Fontaine Way
Zionsville, IN 46077

Samuel & Holly Horton
11108 Fontaine Way
Zionsville, IN 46077

Boone County Commissioners
c/o Boone County Highway Dept.
1925 Indianapolis Avenue
Lebanon, IN 46052

Willow Glen Properties Owners Assoc. Inc
c/o Community Assoc. Ser. of Indiana
11711 N. College Avenue, Suite 100
Carmel, IN 46032

Albert & Lisa Antonacci
3220 Autumn Ash Drive
Zionsville, IN 46077

Julie Fisbeck
3228 Autumn Ash Drive
Zionsville, IN 46077

John & Deborah Grecco
3230 Autumn Ash Court
Zionzville, IN 46077

Christopher & Kathryn Fredrick
3234 Autumn Ash Drive
Zionsville, IN 46077

Gregory Lutterman
3238 Autumn Ash Drive
Zionsville, IN 46077

Dante & Rachel Villavicencio
3240 Autumn Ash Drive
Zionsville, IN 46077

Jason & Jeanne Brown
3242 Autumn Ask Drive
Zionsville, IN 46077

Jeff & Amy Frizzell
3244 Autumn Ash Drive
Zionsville, IN 46077

Jonathan & Tiffany Powell
3248 Autumn Ash Drive
Zionsville, IN 46077

Kimberly Morgan
3250 Autumn Ash Drive
Zionsville, IN 46077

Carolyn Nguyen
Halena Lu
3252 Autumn Ash Drive
Zionsville, IN 46077

Geoffry & Cierra Downs
3254 Autumn Ash Drive
Zionsville, IN 46077

Nathaniel & Kristin Norris
3256 Autumn Ash Court
Zionsville, IN 46077

Anthony Teal
Limei Huang
3258 Autumn Ash Court
Zionsville, IN 46077

Liu Xiong
Tai Wang
3260 Autumn Ash Court
Zionsville, IN 46077

Anita Munoz-Boyle
3262 Autumn Ash Court
Zionsville, IN 46077

Andrew & Kristin Hillhouse
3266 Autumn Ash Court
Zionsville, IN 46077

Bennett & Brooke Williams
3425 Bridlewood Court
Zionsville, IN 46077

Scott and Angela Highland
3420 Bridlewood Court
Zionsville, IN 46077

Joe & Lynda Chambers
11535 Applewood Circle
Carmel, IN 46032

Aaron and Nicole Busse
13200 Ditch Road
Carmel, IN 46032

William and Brenda Culpepper
3290 S US 421
Zionsville, IN 46077

Jerod & Mary Leman
10655 E 300 S
Zionsville, IN 46077

Ronald and Mary Wertz
10702 E 300 S
Zionsville, IN 46077

TOWN OF ZIONSVILLE PLAN COMMISSION
BOONE COUNTY, INDIANA

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

FINDINGS

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

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

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

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

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

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

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

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

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

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

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

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

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

DECISION

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

Adopted this _____ day of _____, 20___.

_____ _____ _____

_____ _____ _____

_____

TOWN OF ZIONSVILLE PLAN COMMISSION
BOONE COUNTY, INDIANA

REQUEST FOR WAIVER OF BUILDING MATERIALS DEVELOPMENT REQUIREMENTS

FINDINGS

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

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

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

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

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

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

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

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

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

DECISION

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

Adopted this _____ day of _____, 20_____.

_____ _____ _____

_____ _____ _____

_____

TOWN OF ZIONSVILLE PLAN COMMISSION
BOONE COUNTY, INDIANA

REQUEST FOR WAIVER OF ARCHITECTURAL DESIGN REQUIREMENTS

FINDINGS

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

1. The Architectural design represents an innovative use of building materials or design, or site design features which will not be detrimental to the use or value of area properties because:

   The proposed design for Appaloosa Crossing is a modern interpretation of some of the first barn styles built in the United States and those which define the landscape in equine architecture. Reminiscent of barns in England, these early barns were a simple and popular design during Colonial times; rectangular in shape, gabled roof, with board and batten siding and a stone base, a style which Appaloosa seeks to modernize.

2. The proposed building is appropriate when compared to the architecture, design and overall exterior character of other buildings on the site and surrounding sites because:

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

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

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

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

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

DECISION

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

Adopted this _____ day of _____, 20_____.

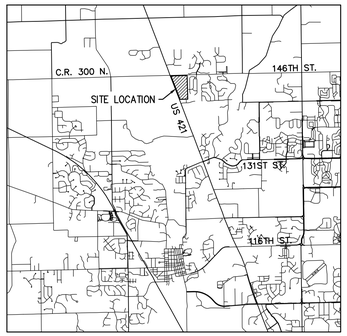
_____ _____ _____

_____ _____ _____

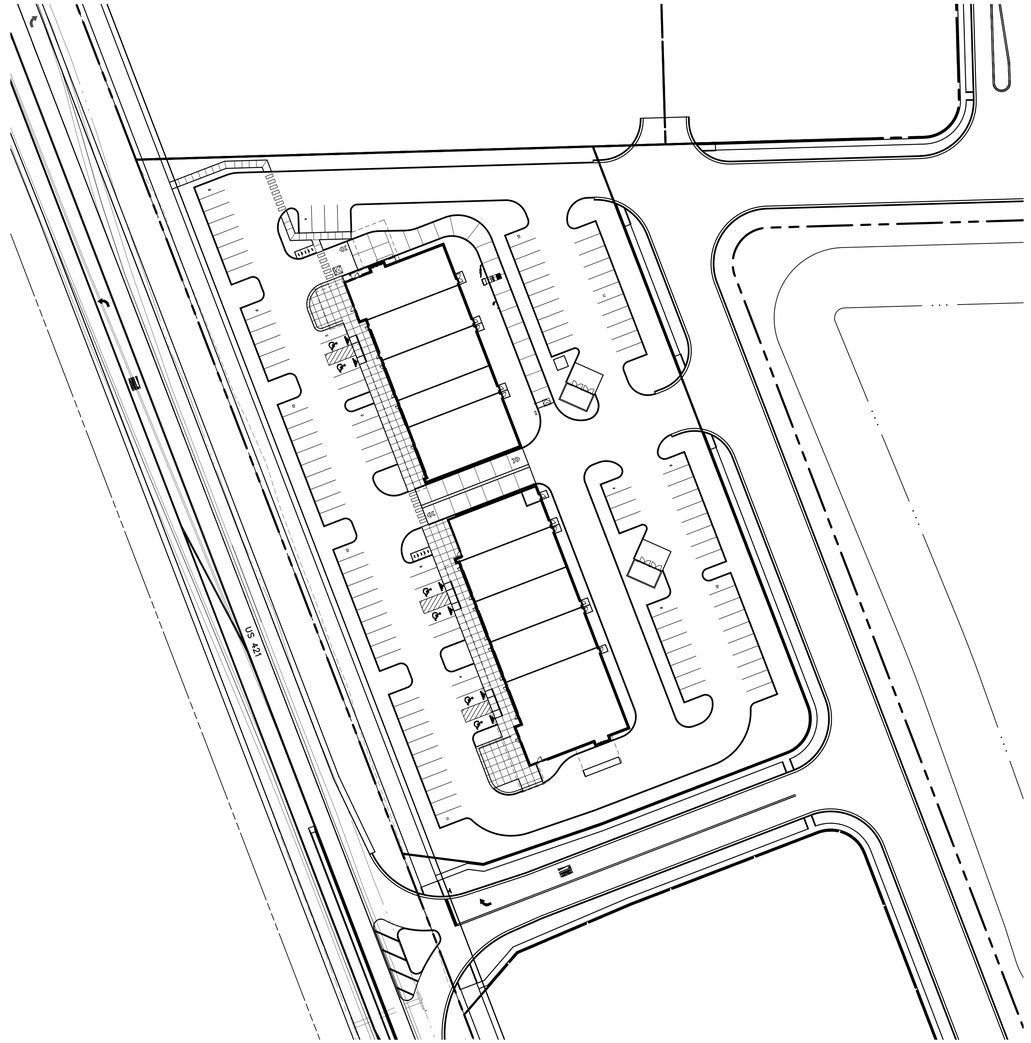
_____

CONSTRUCTION DOCUMENTS
APPALOOSA CROSSING SHOPS

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



LOCATION MAP
SCALE: 1" = 2000'



INDEX TO DRAWINGS

NO.	DESCRIPTION
C001	SITE COVER SHEET
C002	GENERAL INFORMATION
C201	SITE PLAN
C301	GRADING AND DRAINAGE PLAN
C302	STORM WATER POLLUTION PREVENTION PLAN (PRE-CONSTRUCTION)
C303	STORM WATER POLLUTION PREVENTION PLAN (CONSTRUCTION)
C304-C305	STORM WATER POLLUTION PREVENTION NOTES AND DETAILS
C401	SITE UTILITY PLAN
C402	STORM SEWER PROFILES
C501	LANDSCAPE PLAN
C601-C606	SITE CONSTRUCTION DETAILS
1 OF 1	SITE LIGHTING

4

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

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

JURISDICTIONAL CONTACTS:

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

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

Town of Zionsville Street & Stormwater Department
1075 Parkway Drive
Zionsville, IN 46077
Lance Lantz
317-873-4544
llantz@zionsville-in.gov

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

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

Boone County Soil & Water Conservation District
801 W Pearl Street, Ste C
Lebanon, IN 46052
Sheryl Vaughn
765-482-6355
svaugh@co.boone.in.us

TriCo Regional Sewer Utility
Ryan Hartman, District Engineer
10701 North College Avenue, Suite A
Indianapolis, Indiana 46280
317-660-6604
ryan.hartman@trico.eco

Duke Energy
16475 Southgark Drive
Westfield, IN 46074
DMon Williams
317-896-6711
DMon.Williams@duke-energy.com

Boone County REMC
1207 Indianapolis Ave Indianapolis, IN
Jerry Lasley
765-894-1084
jlasley@bremc.com

Vectren
1630 N, Meridian Street
Indianapolis, IN 46202
Gerry Jones Kevin Noe
800-666-7238
317-718-3633
gjones@vectren.com knoe@vectren.com

Brighthouse
3030 Roosevelt Ave
Indianapolis, IN 46218
Jason Kirkman
Gary Richardson
317- 736-2925
jason.kirkman@mybrighthouse.com

AT&T
5858 North College Ave.
Indianapolis, IN 46220
Cindy Huffman
317-252-5004
cg1841@att.com

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

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

PLANS PREPARED FOR:

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

STORMWATER OPERATING AUTHORITY:

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

REVISIONS		
DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
01/30/20	2	TOWN OF ZIONSVILLE COMMENTS
02/04/20	3	INDOT AND TRICO COMMENTS
03/05/20	4	TOWN OF ZIONSVILLE COMMENTS

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

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

SNELLING ENGINEERING, LLC
13295 Illinois Street
Suite 142
Carmel, IN 46032
Ph: (317) 697-0180
www.snellingeng.com

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

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

COVER SHEET

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

DATUM AND BENCHMARK:

NGS N 78 1946 ELEVATION 900.31 (NAVD 88)

A DISK STAMPED N 78 1946 IN CONCRETE MONUMENT, LOCATED 3.2 MILES NORTHWEST OF EAGLE VILLAGE ALONG STATE HIGHWAY 29 AND STATE ROAD 334, ALSO 48 FEET SOUTHWEST OF THE CENTERLINE OF HIGHWAY 29, 1.7 FEET NORTH OF A WHITE WOODEN FENCE CORNER POST.

CSC TBM #1 ELEVATION 901.22

NORTH EDGE OF SANITARY MANHOLE RIM LOCATED 380 FEET EAST OF THE CENTERLINE OF MICHIGAN ROAD AND ALSO 525 FEET NORTH OF THE CENTERLINE OF BRIDLEWOOD TRAIL.

CSC TBM #3 ELEVATION 904.12

FOUND "X" ON THE SOUTH MOST BOLT ON A TRAFFIC POLE, ALSO LOCATED 48 FEET SOUTH OF THE CENTERLINE OF 146TH STREET AND ALSO 65 FEET EAST OF THE CENTERLINE OF MICHIGAN ROAD.

CSC TBM #6 ELEVATION 910.17

CUT "X" ON THE NORTH-NORTHEAST MOST BONNET BOLT OF A FIRE HYDRANT, ALSO LOCATED 80 FEET SOUTH OF THE CENTERLINE OF 146TH STREET AND ALSO 1070 FEET EAST OF THE CENTERLINE OF MICHIGAN ROAD.

CSC TBM #7 ELEVATION 899.50

THE SOUTHEAST CORNER OF A CONCRETE HEADWALL, ALSO LOCATED 970 FEET SOUTH OF THE CENTERLINE OF 146TH STREET AND ALSO 26 FEET EAST OF THE CENTERLINE OF MICHIGAN ROAD.

SUMMARY OF LATERAL INSTALLATION REQUIREMENTS

1. Only one building may connect to the sewer main per lateral unless otherwise approved by TriCo.
2. Foundation drains, sump drains, downspouts and other storm water drains shall never be connected to the sanitary sewer. Site dewatering systems shall never be discharged to the sanitary sewer.
3. The existing sewer line from the building to the septic tank may only be reused if it is located under a building addition, patio, porch or paved driveway, and the line passes an air test that is observed by TriCo. Contact TriCo for more information about air testing requirements. The property owner is responsible for testing costs.
4. TriCo shall inspect all new laterals or lateral repairs in their entirety. Final connection to the sanitary sewer must be observed by Trico. The property owner or contractor must notify TriCo prior to backfilling. Inspections must be scheduled at least 24 hours in advance. If an inspection fails and subsequent inspections are required, or if the contractor is not on site for the scheduled inspection, a $100 fee will be assessed and must be paid prior to scheduling the reinspection.
5. Septic system contents or effluent shall never be discharged to the sanitary sewer. Be advised that your county health department regulates septic systems. Upon connection to sanitary sewer, a septic tank must typically be abandoned, pumped clean, and filled completely with earthen material. Contact your county health department for more information on septic system and abandonment requirements, and to notify the department of any abandonment.
6. The following materials are acceptable for use in gravity sewer lateral installation or repair:
   - PVC pipe: SDR 35 or SDR 26, ASTM D3034, 6" diameter
   - PVC pipe, pressure rated: SDR 21, ASTM D2241, 6" diameter
   - PVC restrained joint pipe for directional drilling: Certaflo Greenline SDR 21, ASTM D2241, 6" diameter
   - All gasketed joints shall meet ASTM D3212
   - All fittings shall be SDR26 or better
   - Ductile iron mechanical joint fittings with proper hardware
   - SDR 26 gasketed repair sleeves or Indiana Seal shear guard
   - Fernco and similar flexible couplings are only acceptable in certain circumstances and shall not be used without prior approval from TriCo
   - Cleanouts: 6" threaded PVC caps
   - Bedding: Use #8 crushed stone or fractured face aggregate

   The following materials are acceptable for use in low-pressure sewer lateral installation or repair:
   - HDPE pipe for directional drilling: DR 11 IPS, 1.25" diameter, PE4710
   - Connections shall be made via electrofusion or using polypropylene or stainless steel compression fittings
   - Electrofusion high volume tapping tee, rated 200 psi, PE4710
   - 1.25" IPS full port 1/4 turn fusible PE ball valve, rated 200 psi
   - Threaded swing check valve, 316 stainless steel, rated 200 psi
   - Contact TriCo for acceptable pump station materials, equipment, pumps and other requirements
7. For gravity and low-pressure systems, the line leaving the building shall not exceed 3' in length before a cleanout must be added and the line is transitioned to 6" diameter SDR 35 PVC pipe. Glued joints are not allowed after 3'. No additional glued fittings are allowed between the building and the transition/cleanout. For all gravity lines, cleanouts shall not be spaced more than 100' apart between the building and the sewer main. See TriCo's standard drawings for more information on cleanout installation.
8. Bedding material shall be placed from at least 6 inches below to 12 inches above the pipe surface. The trench shall be a minimum of 18" wide with at least 6" of clearance on both sides of the pipe. Material shall be placed over the pipe and tracer wire after inspection. Soft, unstable or unsuitable material found below and near the lateral, including any fill or foundation backfill material, must be removed and replaced with #8 stone. The contractor is solely responsible for establishing stable pipe bedding conditions.
9. #10-AWG solid copper tracer wire shall be laid on top of and run the entire length of the lateral. All splicing of tracer wire shall use 3M splice kit model DBR/Y-6, King Innovation Dryconn Direct Bury Lug Aqua catalog #90220, or TriCo approved equal.
10. Laterals shall be installed at least 20' from water wells unless PVC pressure grade pipe is used. Any proposed installation requiring pressure pipe shall be reviewed by TriCo prior to installation. Where a transition is made between SDR 35 pipe and pressure grade SDR 21 pipe, a ductile iron gasketed mechanical couplings must be used.
11. Laterals less than 5' deep shall be at least 24" from the property line. Laterals more than 5' deep shall be at least 36" from the property line. Where the lateral runs in close proximity to the property line the property corners must be accurately staked by a professional land surveyor prior to inspection.
12. Laterals running parallel to a building or structure shall be at least 36" from the face of a crawl space or slab on grade foundation and 60" from the face of a basement foundation wall. Spacing requirements also apply with respect to the ancillary structure's foundation depth. Ancillary structures (e.g. window wells) and other utilities shall not be placed over or near the lateral. TriCo may adjust requirements where future access to the lateral may be obstructed by other utilities. The contractor should call to discuss further if he/she believes this could be an issue.
13. All infrastructure connected to TriCo's sewer system may be tested, inspected, or televised at TriCo's discretion, and must remain accessible and properly maintained.
14. Call 811 or 1-800-382-5544 before you dig. For more information go to www.indiana811.org.

If you have any questions or if you want to request an exception to standards and specifications, please contact TriCo during normal business hours at 317-844-9200 prior to completing the work and scheduling an inspection. Go to www.trico.eco to view standard drawings and specifications.

Revised 3/19/2019

PROPOSED LEGEND

- PROPOSED STORM SEWER
- PROPOSED UNDERDRAIN
- PROPOSED SANITARY SEWER
- PROPOSED STORM MANHOLE
- PROPOSED STORM INLET
- 871 — PROPOSED GROUND CONTOUR
- ME:843.74 — MATCH EXISTING GRADE
- TC:843.74 — TOP OF CURB ELEVATION
- BC:843.74 — BOTTOM OF CURB ELEVATION
- CL CL — CONSTRUCTION LIMITS
- WTR — PROPOSED WATER LINE, 54" DEEP TO TOP OF PIPE
- T — PROPOSED BURIED TELEPHONE LINE
- E — PROPOSED BURIED ELECTRIC LINE
- G — PROPOSED GAS LINE
- 115 — PROPOSED STORM STRUCTURE NUMBER
- EMERGENCY FLOOD ROUTE
- 100-YEAR PONDING LIMITS AT SAG INLETS (50% CLOGGED) AND PONDS WITH OUTLETS FULLY CLOGGED

EXISTING LEGEND:

	DESCRIPTION:
	SIGN
	WATER VALVE
	FIRE HYDRANT
	LIGHT POLE SQUARE
	GAS METER
	CLEAN-OUT
	ELECTRIC METER BOX
	GUARD POST
EP	ELECTRIC PEDESTAL
	WATER METER
AC	AIR CONDITIONER UNIT
	LIGHT POLE ROUND
	REBAR SET/FOUND
	FLAT GRATE INLET
	COMBINATION POLE
TP	TELEPHONE PEDESTAL
	WOODEN LIGHT POLE
	CONIFEROUS TREE & SIZE
	DECIDUOUS TREE & SIZE
	BUSH
	DRAINAGE MANHOLE
	COMBINATION MANHOLE
	CURB INLET
	GROUND ACCENT LIGHT
	GUY WIRE
WTR	UNDG. WATER LINE
G	UNDG. GAS LINE
T	UNDG. TELEPHONE LINE
E	UNDG. ELECTRIC LINE
OET	OVERHEAD ELE. & TEL
OETC	OVERHEAD ELE TEL & CAB
OE	OVERHEAD ELECTRIC
VCP	vitrified clay pipe
RCP	reinforced concrete pipe
PVC	polyethylene coated pipe

SITE LAYOUT GENERAL NOTES

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

GRADING GENERAL NOTES

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

UTILITY GENERAL NOTES

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

DEMOLITION GENERAL NOTES

1. EXISTING UNDERGROUND UTILITIES ARE SHOWN IN THEIR APPROXIMATE LOCATIONS ACCORDING TO THE BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF THE EXISTING UTILITIES AND REPAIRING ANY DAMAGE DONE TO THE UTILITIES DURING PROBING OR CONSTRUCTION. TO OBTAIN FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES, CALL INDIANA UNDERGROUND CABLE LOCATION 1-800-382-5544.
2. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES FOR THE RELOCATION OF UTILITIES ON SITE OR CROSSING THE SITE TO SERVICE ADJACENT PROPERTIES. DO NOT INTERRUPT EXISTING UTILITIES SERVING FACILITIES OCCUPIED AND USED BY OWNER OR OTHERS, DURING OCCUPIED HOURS, EXCEPT WHEN PERMITTED BY OTHERS.
3. THIS DRAWING IS TO BE USED AS A GENERAL GUIDE ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND DETERMINE THE EXTENT OF ITEMS TO BE REMOVED OR RELOCATED IN ORDER TO COMPLETE THE PROJECT.
4. ALL COSTS INCURRED IN COORDINATION OF ALL NEW UTILITY SERVICES SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.
5. THE REMOVAL AND DEMOLITION OF EXISTING FACILITIES ARE THE CONTRACTOR'S RESPONSIBILITY.
6. EXISTING ITEMS REMOVED FROM THE SITE REQUIRED FOR DEVELOPMENT OF THE PROPERTY SHALL BE DISPOSED OF IN A LEGAL MANNER.
7. REMOVAL OF EXISTING CURBS, CONCRETE OR PAVEMENT SHALL INCLUDE ALL AGGREGATE BASE AND SUBGRADE MATERIALS. SAWCUT ALL EXISTING PAVED AREAS. ALL CUTS SHALL BE CLEAN, NEAT AND TRUE TO LINE. REMOVE ALL NON-ORGANIC OR TOXIC MATTER THAT WOULD INTERFERE WITH PROPOSED PLANT MATERIAL.
8. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REMOVE ALL MUD, DIRT, GRAVEL, AND ANY OTHER MATERIALS TRACKED ONTO ANY PUBLIC OR PRIVATE STREETS OR SIDEWALKS. THE CONTRACTOR MUST USE WATER OR OTHER METHODS TO KEEP AIRBORNE DUST TO A REQUIRED MINIMUM.
9. THE USE OF EXPLOSIVES IS PROHIBITED.
10. ALL EXCAVATION FOR UTILITIES SHALL BE COORDINATED WITH UTILITY COMPANIES.
11. ROAD, ROAD SHOULDERS, ROAD PAVEMENT, PARKING PAVEMENT, CURBS, DRIVEWAYS, SIDEWALKS, DITCHES, DRAINAGE PIPES AND STRUCTURES, FENCES, LAWNS, TREES, BUSHES, MAILBOXES, STREET AND PUBLIC SIGNS, ADVERTISEMENT SIGNS, ETC., DAMAGED DURING CONSTRUCTION SHALL BE RESTORED, RECONSTRUCTED, REPLACED, OR PROTECTED BY THE CONTRACTOR AT HIS EXPENSE. ALL DAMAGES TO EXISTING IMPROVEMENTS, EXCAVATION, AND/OR REMOVAL OF ANY AND ALL EXISTING IMPROVEMENTS SHALL BE KEPT TO A MINIMUM AND RESTORED OR REPLACED TO AT LEAST THEIR ORIGINAL CONDITION.
12. ALL UNDERGROUND UTILITIES OR STRUCTURES IN PROPOSED PAVEMENT OR BUILDING AREAS REQUIRING REMOVAL SHALL BE BACKFILLED COMPLETELY WITH APPROVED ENGINEERED GRANULAR MATERIAL SUITABLE TO THE A/E.
13. ALL WELLS ENCOUNTERED ON THE SITE ARE TO BE ABANDONED PER INDIANA DEPARTMENT OF NATURAL RESOURCES AND LOCAL AGENCY REQUIREMENTS.

LEGAL DESCRIPTION:

LAND DESCRIPTION
(from commitment)

A PART OF THE NORTHEAST QUARTER OF SECTION 23 AND A PART OF THE NORTHWEST QUARTER OF SECTION 24, BOTH IN TOWNSHIP 18 NORTH, RANGE 2 EAST OF THE SECOND PRINCIPAL MERIDIAN, BOONE COUNTY, INDIANA, DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 18 NORTH, RANGE 2 EAST; THENCE SOUTH 89 DEGREES 56 MINUTES 41 SECONDS EAST (ALL BEARINGS RECITED IN THIS DESCRIPTION ARE REFERENCED TO THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 18 NORTH, RANGE 2 EAST, THE BEARING OF WHICH IS ASSUMED TO BE SOUTH 89 DEGREES 56 MINUTES 41 SECONDS EAST) ALONG THE NORTH LINE OF SAID NORTHWEST QUARTER SECTION 289.95 FEET; THENCE SOUTH 01 DEGREES 02 MINUTES 43 SECONDS WEST 1,358.82 FEET; THENCE SOUTH 89 DEGREES 56 MINUTES 41 SECONDS WEST 261.30 FEET; THENCE SOUTH 70 DEGREES 42 MINUTES 11 SECONDS WEST 782.00 FEET TO THE CENTERLINE OF U.S. HIGHWAY 421 (MICHIGAN ROAD); THENCE NORTH 19 DEGREES 11 MINUTES 47 SECONDS WEST ALONG SAID CENTERLINE 1,715.14 FEET TO A 1 INCH DIAMETER IRON ROD IN A MONUMENT BOX IN THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 18 NORTH, RANGE 2 EAST; THENCE SOUTH 89 DEGREES 53 MINUTES 13 SECONDS EAST ALONG SAID NORTH LINE 1,298.64 FEET TO THE POINT OF BEGINNING, CONTAINING 1,927,261 SQUARE FEET OR 44.25 ACRES, MORE OR LESS.
AND
A PART OF THE NORTHEAST QUARTER OF SECTION 23 AND A PART OF THE NORTHWEST QUARTER OF SECTION 24, BOTH IN TOWNSHIP 18 NORTH, RANGE 2 EAST OF THE SECOND PRINCIPAL MERIDIAN, BOONE COUNTY, INDIANA, DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 18 NORTH, RANGE 2 EAST; THENCE SOUTH 89 DEGREES 56 MINUTES 41 SECONDS EAST (ALL BEARINGS RECITED IN THIS DESCRIPTION ARE REFERENCED TO THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 18 NORTH, RANGE 2 EAST, THE BEARING OF WHICH IS ASSUMED TO BE SOUTH 89 DEGREES 56 MINUTES 41 SECONDS EAST) ALONG THE NORTH LINE OF SAID NORTHWEST QUARTER SECTION 289.95 FEET; THENCE SOUTH 01 DEGREES 02 MINUTES 43 SECONDS WEST 1,358.82 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 01 DEGREES 02 MINUTES 43 SECONDS WEST 741.92 FEET TO THE NORTH LINE OF BRIDLEWOOD SUBDIVISION (PLAT BOOK 6, PAGES 105-107, OFFICE OF THE RECORDER, BOONE COUNTY, INDIANA); THENCE SOUTH 89 DEGREES 59 MINUTES 55 SECONDS WEST ALONG SAID NORTH LINE 415.11 FEET TO A 4 INCH BY 4 INCH CONCRETE MONUMENT AT THE NORTHWEST CORNER OF SAID BRIDLEWOOD SUBDIVISION ALSO BEING IN THE EASTERN LINE OF THE LAND OF JOE LEE AND LYNDA SUE CHAMBERS; THENCE NORTH 11 DEGREES 32 MINUTES 25 SECONDS WEST ALONG SAID EASTERN LINE 91.15 FEET TO THE NORTHEAST CORNER THEREOF; THENCE SOUTH 79 DEGREES 58 MINUTES 04 SECONDS WEST ALONG THE NORTHERN LINE OF SAID CHAMBERS 397.69 FEET TO THE CENTERLINE OF THE U.S. HIGHWAY 421 (MICHIGAN ROAD); THENCE NORTH 19 DEGREES 11 MINUTES 47 SECONDS WEST ALONG SAID CENTERLINE 490.53 FEET; THENCE NORTH 70 DEGREES 42 MINUTES 11 SECONDS EAST 782.00 FEET; THENCE NORTH 89 DEGREES 56 MINUTES 41 SECONDS EAST 261.30 FEET TO THE POINT OF BEGINNING, CONTAINING 578,479 SQUARE FEET OR 13.28 ACRES, MORE OR LESSTOTAL OF 57.53 ACRES, MORE OR LESS.
EXCEPTING THEREFROM:
A PART OF THE NORTHEAST QUARTER OF SECTION 23, AND A PART OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 24, ALL IN TOWNSHIP 18 NORTH, RANGE 2 EAST, BOONE COUNTY, INDIANA, AND BEING THAT PART OF THE GRANTOR'S LAND LYING WITHIN THE RIGHT-OF-WAY LINES DEPICTED ON THE RIGHT-OF-WAY PARCEL PLAT MARKED EXHIBIT 'B', IN A WARRANTY DEED RECORDED OCTOBER 31, 2008, AS INSTRUMENT NUMBER 200800010321, IN THE OFFICE OF THE RECORDER OF BOONE COUNTY, INDIANA, AND DESCRIBED AS FOLLOWS:
BEGINNING AT NORTHWEST CORNER OF SAID SECTION 24, DESIGNATED AS POINT '25' ON THE LOCATION CONTROL ROUTE SURVEY PLAT RECORDED IN INSTRUMENT 200600000513 IN THE OFFICE OF THE RECORDER OF SAID COUNTY; THENCE NORTH 88 DEGREES 17 MINUTES 34 SECONDS EAST 291.03 FEET ALONG THE NORTH LINE OF SAID SECTION 24 TO THE NORTHEAST CORNER OF THE GRANTOR LAND; THENCE SOUTH 0 DEGREES 42 MINUTES 55 SECONDS EAST 68.45 FEET ALONG THE EAST LINE OF THE GRANTOR'S LAND TO POINT '5022' DESIGNATED ON SAID PARCEL PLAT; THENCE SOUTH 88 DEGREES 17 MINUTES 34 SECONDS WEST 1,480.75 FEET TO POINT '5109' DESIGNATED ON SAID PARCEL PLAT; THENCE SOUTH 31 DEGREES 42 MINUTES 19 SECONDS WEST 35.94 FEET TO POINT '5108' DESIGNATED ON SAID PARCEL PLAT ON THE EASTERN BOUNDARY OF U.S.R. 421 (MICHIGAN ROAD); THENCE NORTH 21 DEGREES 00 MINUTES 27 SECONDS WEST 105.78 FEET ALONG THE EASTERN BOUNDARY OF SAID U.S.R. 421 AND ALONG THE PROLONGED EASTERN BOUNDARY OF SAID U.S.R. 421 TO THE NORTH LINE OF SAID SECTION 23; THENCE NORTH 88 DEGREES 21 MINUTES 26 SECONDS EAST 1,245.66 FEET ALONG THE NORTH LINE OF SAID SECTION 23 TO THE POINT OF BEGINNING AND CONTAINING 2.424 ACRES, MORE OR LESS, INCLUSIVE OF THE PRESENTLY EXISTING RIGHT-OF-WAY WHICH CONTAINS 0.374 ACRES, MORE OR LESS, FOR A NET ADDITIONAL TAKING OF 2.050 ACRES, MORE OR LESS.

REVISIONS

DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
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"IT'S THE LAW" 811 Know what's below. Call before you dig. 2 WORKING DAYS BEFORE YOU DIG.

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7661 N PERIMETER ROAD
INDIANAPOLIS, IN 46241
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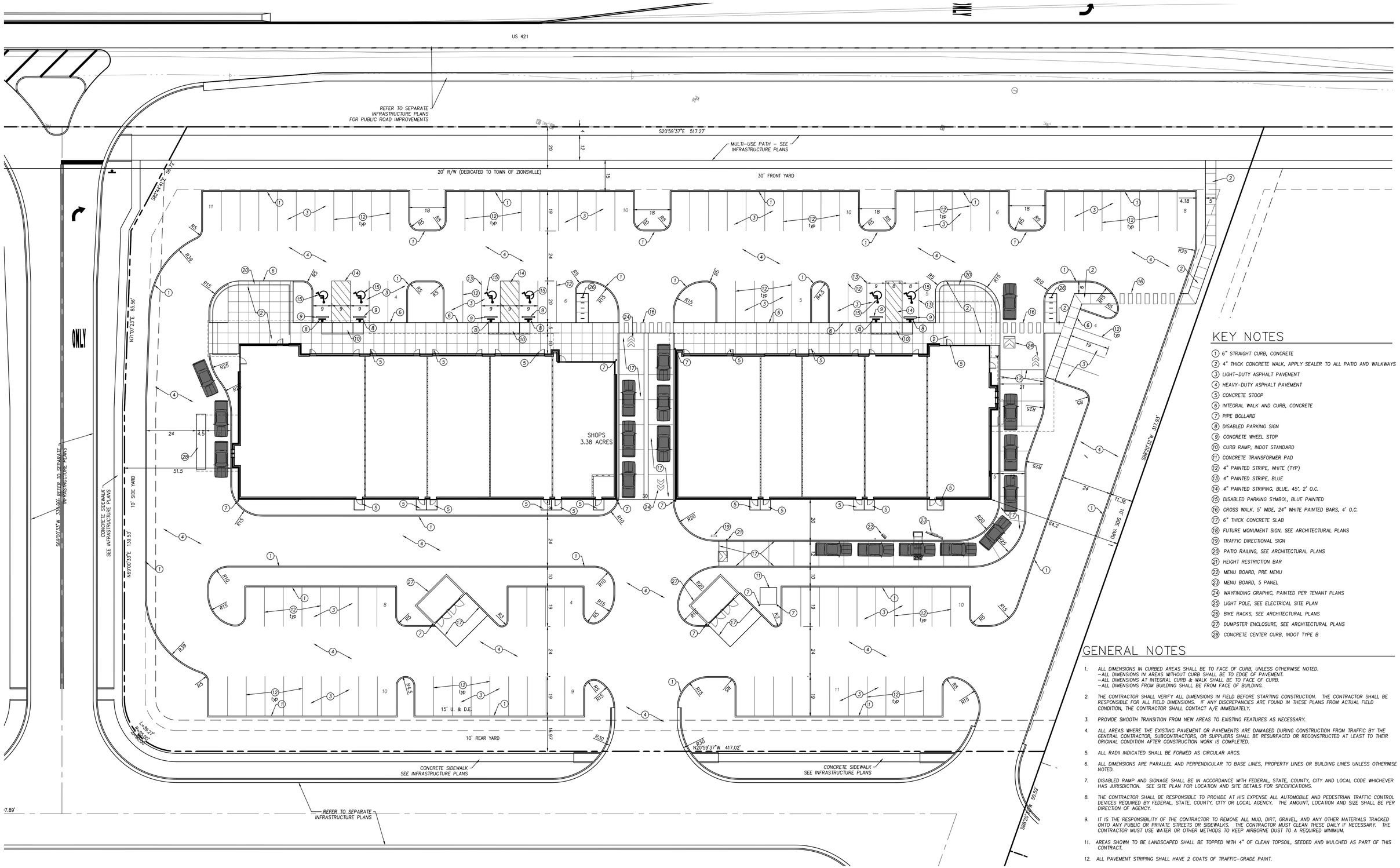
GREGORY S. SNELLING REGISTERED No. 19800417 STATE OF INDIANA PROFESSIONAL ENGINEER

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

GENERAL INFORMATION

DRAWN: GSS	SCALE: SEE PLAN	SHEET: C002
CHECKED: GSS	DATE: 01/27/20	



KEY NOTES

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

GENERAL NOTES

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

SITE DATA:

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

NORTH

0 20 40 60

GRAPHIC SCALE IN FEET

REVISIONS

DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
01/30/20	2	TOWN OF ZIONSVILLE COMMENTS
02/04/20	3	INDOT AND TRICO COMMENTS
03/05/20	4	TOWN OF ZIONSVILLE COMMENTS

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

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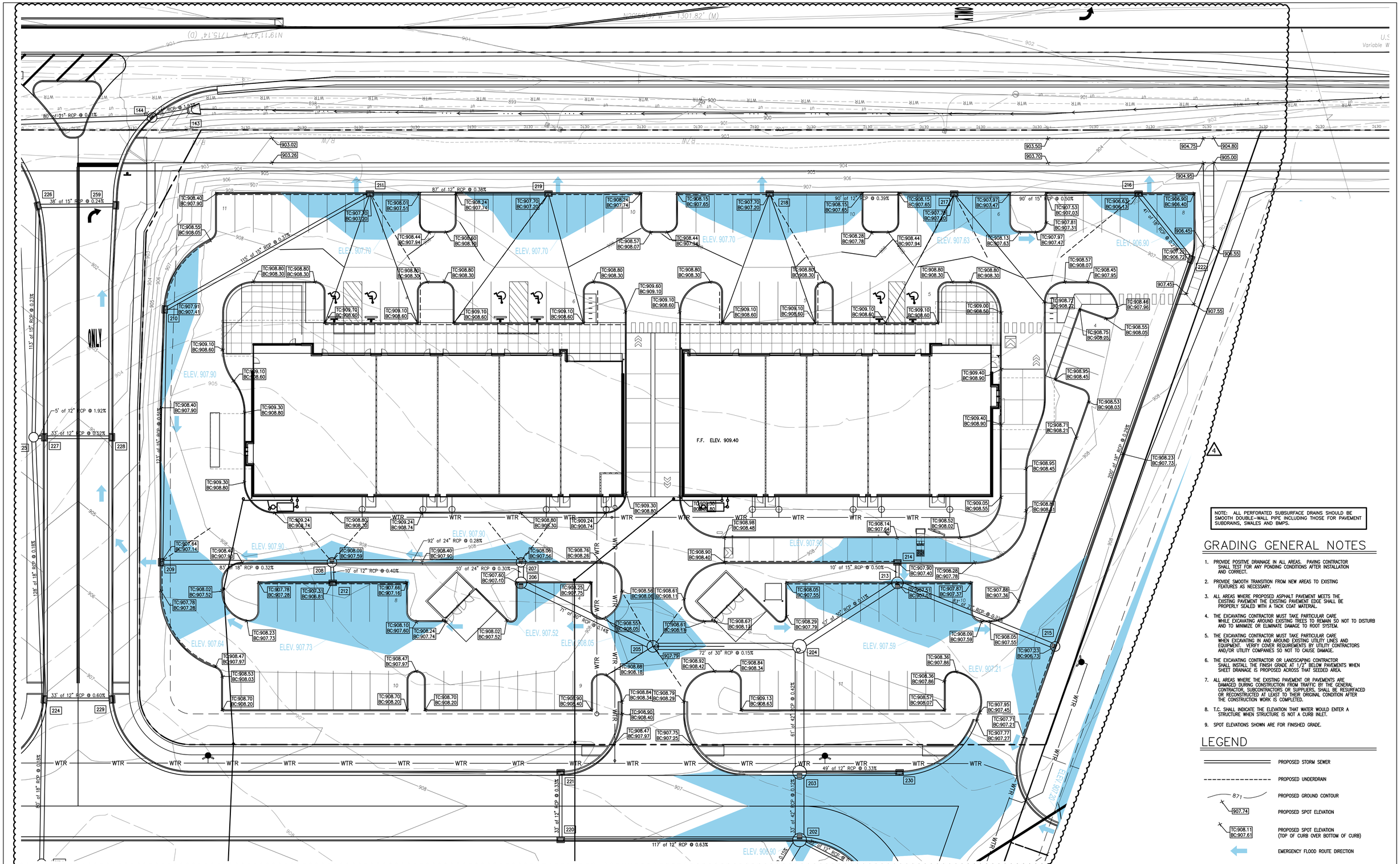
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

SITE PLAN

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



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

GRADING GENERAL NOTES

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

LEGEND

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

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

NORTH

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

GRADING AND DRAINAGE PLAN

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

CONSTRUCTION STAGING AREA

CONSTRUCTION TRAILER
POST NOTICE OF INTENT

LEGEND:

- CD — CONSTRUCTION TRASH/DUMPSTER
- CT — CONSTRUCTION PORTABLE TOILET
- CW — CONCRETE WASHOUT AREA
- CE — STABILIZED CONSTRUCTION ENTRANCE
- SF — SILT FENCE
- FLOW — FLOW ARROW
- IP — INLET PROTECTION
- FS — COMPOST FILTER SOCK
- RD — ROCK FILTER CHECK DAM
- RIP RAP
- CONSTRUCTION LIMITS
- SEED AND MULCH
- EROSION CONTROL BLANKET

NORTH

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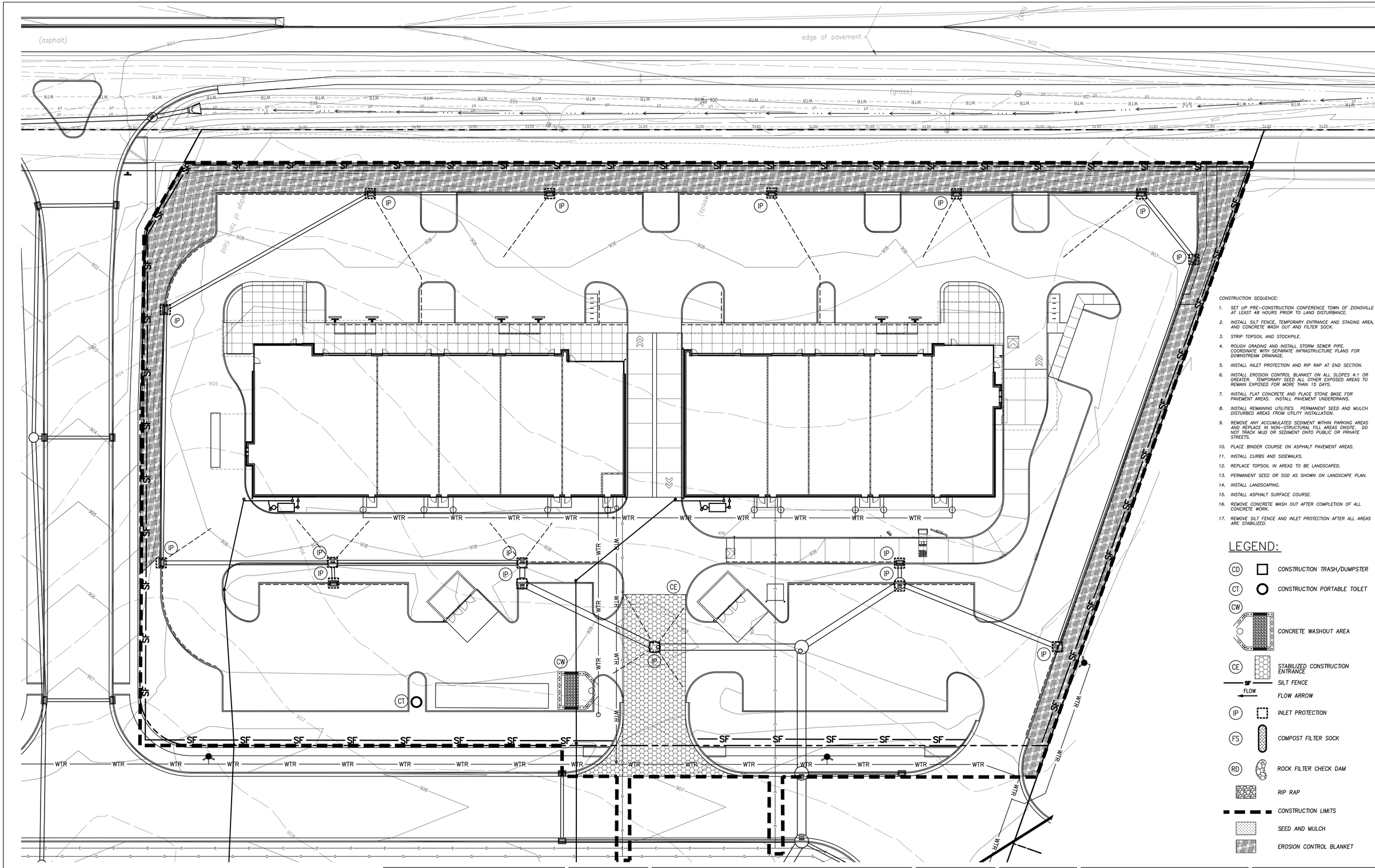
STORMWATER POLLUTION PREVENTION PLAN (PRE-CONSTRUCTION PHASE)

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: C302



CONSTRUCTION SEQUENCE:

1. SET UP PRE-CONSTRUCTION CONFERENCE TOWN OF ZIONSVILLE AT LEAST 48 HOURS PRIOR TO LAND DISTURBANCE.
2. INSTALL SILT FENCE, TEMPORARY ENTRANCE AND STAGING AREA, AND CONCRETE WASH OUT AND FILTER SOCK.
3. STRIP TOPSOIL AND STOCKPILE.
4. ROUGH GRADING AND INSTALL STORM SEWER PIPE. COORDINATE WITH SEPARATE INFRASTRUCTURE PLANS FOR DOWNSTREAM DRAINAGE.
5. INSTALL INLET PROTECTION AND RIP RAP AT END SECTION.
6. INSTALL EROSION CONTROL BLANKET ON ALL SLOPES 4:1 OR GREATER. TEMPORARY SEED ALL OTHER EXPOSED AREAS TO REMAIN EXPOSED FOR MORE THAN 15 DAYS.
7. INSTALL FLAT CONCRETE AND PLACE STONE BASE FOR PAVEMENT AREAS. INSTALL PAVEMENT UNDERDRAINS.
8. INSTALL REMAINING UTILITIES. PERMANENT SEED AND MULCH DISTURBED AREAS FROM UTILITY INSTALLATION.
9. REMOVE ANY ACCUMULATED SEDIMENT WITHIN PARKING AREAS AND REPLACE IN NON-STRUCTURAL FILL AREAS ONSITE. DO NOT TRACK MUD OR SEDIMENT ONTO PUBLIC OR PRIVATE STREETS.
10. PLACE BINDER COURSE ON ASPHALT PAVEMENT AREAS.
11. INSTALL CURBS AND SIDEWALKS.
12. REPLACE TOPSOIL IN AREAS TO BE LANDSCAPED.
13. PERMANENT SEED OR SOD AS SHOWN ON LANDSCAPE PLAN.
14. INSTALL LANDSCAPING.
15. INSTALL ASPHALT SURFACE COURSE.
16. REMOVE CONCRETE WASH OUT AFTER COMPLETION OF ALL CONCRETE WORK.
17. REMOVE SILT FENCE AND INLET PROTECTION AFTER ALL AREAS ARE STABILIZED.

LEGEND:

- CD — CONSTRUCTION TRASH/DUMPSTER
- CT — CONSTRUCTION PORTABLE TOILET
- CW — CONCRETE WASHOUT AREA
- CE — STABILIZED CONSTRUCTION ENTRANCE
- SF — SILT FENCE
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STORMWATER POLLUTION PREVENTION PLAN (CONSTRUCTION PHASE)

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: C303

EROSION CONTROL SPECIFICATIONS

A. SCOPE OF WORK

1. The work required under this section includes erosion and sediment control measures for construction activities as required by local, state and federal jurisdictions including by not limited to County Soil & Water Conservation District, Local MS4, Indiana Deptartment of Environmental Management and the Environmental Protection Agency.

B. MATERIALS

1. Materials required for this section are provided under the Stormwater Pollution Prevention Plans, Erosion & Sediment Control Notes, and Details.

C. GENERAL

1. This plan is designed as an attempt to prevent any and all sediment from leaving the construction site by way of erosion. If erosion of sediment from the site is taking place, the owner shall take preventative action immediately. The Engineer shall be consulted in the event this happens.
2. Temporary seeding is to be applied within 7 days if no work is anticipated in an area of disturbed soil within 15 days.
3. Permanent seeding is to be applied immediately to areas that have achieved final and finished grade.
4. Preserve existing vegetation on the site whenever and wherever possible to prevent topsoil erosion.
5. All sediment capturing measures are to be implemented prior to the disturbance of the construction area they are intended to service.
6. All erosion control measures proposed are to be properly maintained to continue their effectiveness.
7. If grading occurs during December, January or February dormant seeding procedures shall be used.
8. During dry weather, keep lawns watered with sprinklers or other approved methods. Reseed any areas not germinating or damaged at intervals as may be required according to seasonal condition and/or construction activity. Water grass and execute necessary weeding until full stand of grass has been obtained.
9. The implementation and maintenance of the erosion control is the sole responsibility of the contractor and/or owner.
10. It shall be the Contractor's and/or Owner's responsibility to minimize sedimentation (from on-site construction activities) from being deposited onto adjacent properties and receiving streams/ditches in strict compliance with the United States Environmental Protection Agency (U.S. EPA) and the Indiana Department of Environmental Management (IDEM) Storm Water Phase II criteria. It shall also be the Contractor's and/or owner's responsibility to obtain any approvals required from the local authority having jurisdiction and to submit a complete Notice of Intent form to the Indiana Department of Environmental Management (IDEM) prior to the start of any construction activity.
11. Provide 12" Minimum of INDOT #2 crushed stone on filter fabric construction entrance(s) to site from streets/roads. See details for additional information.
12. Contractor shall at all times insure that erosion control measures protecting existing drainage facilities be in place prior to the commencement of any phase of construction or land alteration activity.
13. As soon as areas are brought to finish grade or new drainage facilities are constructed, contractor shall construct the applicable erosion control measures required by and delineated on the approved plan.
14. During site construction activity, the contractor shall:
    a. Construct all perimeter silt barriers.
    b. Install and maintain clean crushed stone at all construction entrances/exits to the site and any areas used for parking.
    c. Prevent construction silts from leaving the site at all times and place excavated materials away from any direct drainage flow runoff from the site.
15. Temporary vegetation shall be installed within 7 days following completion of any phase of grading.
16. Contractor shall inspect all erosion control measures daily and repair as necessary to prevent erosion. Siltation shall be removed from areas where failures have occurred and corrective action shall be taken within 24 hours to maintain all erosion control.
17. Perimeter siltation barriers shall be maintained at all times.
18. At such time that rough grading of the site is complete and drainage diverts to inlets, inlet erosion control measures shall be installed at all inlet structures to keep piping systems free of siltation.
19. Erosion control measures, construction entrances and siltation barriers shall remain in place until a good stand of grass has been obtained and/or paving operations are complete. After this has been accomplished, all silt in pipes, detention facilities and swales shall be removed within 10 days so that finished grades are met.
20. Once construction is complete and prior to the contractor handing over the project to the owner, the contractor shall clean all debris, pollutants, and sediment from the detention pond and forebay.

SPILL PREVENTION PLAN

All fueling and servicing of vehicles on site will be conducted near the construction entrance/staging area. This area shall be contained with a row of staked straw bales around the perimeter. Secondary containment in the form of drip pans or drop cloths shall be used to contain any spills. The contractor shall maintain a supply of oil-absorbent material to clean up any small spills that may occur. Any spillage will be removed immediately. Used absorbent material shall be removed from the site and disposed of in accordance with the laws of the State of Indiana. Contaminated soils will be placed on heavy plastic and covered or placed into approved containers to prevent contact with storm water. All fuel tanks will be in the containment area. Oils, other vehicle fluids, paints and solvents will be stored in the construction trailer. Any spill in excess of two gallons will be reported to a representative of the contractor.

If a release containing a hazardous substance in an amount equal to or in excess of a reporting quantity established under either 40 CFR 117 or 40 CFR 302 occurs during a 24-hour period, the contractor will immediately notify the permittee who shall then do the following: notify the National Response Center (NRC) (800-424-8802) and the Indiana State Emergency Management Agency (317-232-3986); as well as the Local/County Emergency Management, the Local Fire Department (911), and Zionsville Engineering Department. Also, the engineer will prepare a revision to this document to identify measures to prevent the reoccurrence of such releases.

Concrete trucks will wash out at the designated area near the construction entrance. The contractor shall take care to insure that no waste materials are discharged into the waters of the state. Each contractor is responsible to provide litter control for trash generated by his crew. All trash including but not limited to; solid waste, paint cans, oil cans, used oil and filters will be contained and disposed of by the contractor in accordance with the laws and regulations of the State of Indiana and Local/County requirements.

The contractor shall furnish and maintain sanitary facilities for this project. The facilities shall be cleaned as necessary and the waste materials shall be disposed of in accordance with the laws and regulations of the State of Indiana and Local/County requirements.

GENERAL EROSION AND SEDIMENT CONTROL STAGING NOTES

1. The Contractor shall schedule and hold a pre-construction meeting with the Zionsville Engineering and Stormwater - MS4 Departments prior to any construction activities.
2. All erosion and sediment control practices shall be in accordance with the Indiana Stormwater Quality Manual, Indiana Department of Environmental Management, and the Zionsville Stormwater Design Manual and Standards.
3. The Notice of Intent (NOI) and public notice for the project, along with the Governing Municipality Erosion County Permit, shall be posted on a sign installed at or near the site contstruction entrance. The NOI shall list the contact information for the site contact person. The sign and information shall be maintainted and remain legible throughout construction.
4. A copy of this Erosion and Sediment Control Plan and the Erosion and Sediment Control Report shall be available at the project site throughout the entire construction period.
5. The contractor shall control waste, garbage, debris, wastewater, and other substances on the site so they will not be transported from the site by the action of wind, storm water runoff, or other forces. Proper disposal or management of all wastes and unused building material appropriate to the nature of the waste or material is required.
6. Public or private roadways shall be kept clear of accumulated sediment. All sediment that is cleared must be returned to the likely point of origin or other suitable location. Clearing of large amounts of sediment shall not include flushing the area with water.
7. Minimize the exposure of bare earth by limiting the work area to that necessary to perform the work, and by proper scheduling of manpower and equipment.
8. All erosion and sediment control measures shall be inspected, cleaned, and maintained following each storm event of 0.5 inches or greater.
9. Wherever possible, maintain existing vegetative cover. Use non-vegetative material including mulch, erosion blankets, or stone to control erosion from disturbed areas.
10. A log shall be maintained of all inspections (weekly, and following storm events), maintenance and repair of erosion and sediment control measures. The log shall be maintained on site and be available upon request to the owners representatives and the operating authorities having jurisdiction over the site.
11. The following erosion control measures shall be in place prior to any land disturbing activities:
    11.1. Create a stabilized construction entrance
    11.2. Install Temporary Inlet Protection Measures on existing storm inlets.
    11.3. Install Temporary Silt Fence and/or Silt Sock Protection as shown on approved plans
    11.4. Install Temporary Concrete Washout
12. Once land disturbing activities begin, the following practices shall be provided:
    12.1. Once earth disturbing activities begin, the adjacent roadways, drives, parking lots, etc., shall be continuously monitored for sediment tracking. If sediment is found, immediate action is required to clean the offsite areas and the current erosion control practices will need to be inspected and modified accordingly to prevent any further sediment from leaving the project site.
    12.2. Once the new storm structures/pipes are is in place, the appropriate type of inlet protection measures shall be placed.
    12.3. Continued monitoring of all exposed areas shall be performed in order to verify the surrounding areas are not becoming sediment laden from construction activities onsite.
    12.4. As the construction occurs, disturbed areas shall be stabilized as soon as they are at finished grade or will be left bare for more than 15 days.
    12.5. Provide final grade stabilization upon final grading of all areas including erosion control blanketing, seeding and sodding as appropriate.
    12.6. Storm sewers shall be jet/vacuumed to remove silted materials in the event they become silted from construction activities onsite.
    12.7. Silt fence shall be installed prior to any privacy fence removal. New privacy fence shall be installed before any silt fence is removed.
13. Whenever possible, erosion and sediment control measures shall be constructed and installed prior to performing other earth disturbing activities.
14. Minimize erosion from exposed areas by providing and maintaining temporary or permanent stabilization measures. Erosion control measures to protect exposed areas shall be installed at the end of the day's work or within 24 hours of the completion of the earth disturbing activity, as applicable for the type of measure.
15. All disturbed areas shall be seeded and/or stabilized upon completion of the earth disturbing activity.
16. All graded areas (lawns, banks, mounds, etc.) with slopes equal to or steeper than 6h:1v shall be stabilized with an erosion control blanket unless noted otherwise. All constructed swales channels shall be stabilized with an erosion control blanket to the top of the bank. Soil stockpiles shall be seeded and mulched to minimize erosion.
17. All other lawn and planting areas shall be seeded and stabilized with an anchored, crimped or tackified mulch and seed mixture.
18. Areas to be paved shall be stabilized with a temporary stone cover. The temporary stone stabilization shall be equivalent to the proposed stone sub-base material. Adequate sub-base depths shall be maintained during construction, verified and restored, if necessary, prior to final paving. Stone stabilization shall be installed per the paving specifications and details.
19. Install pipe and grate inlet protection measures and pipe outlet protection as new pipes or pipe extensions are installed. Limit excavation to the work that can be performed that day. Trenches shall be seeded and mulched as part of the backfill operation.
20. Install inlet protection measures to prevent debris and sediment from entering storm system. check weekly and after each storm event for debris and sediment. Clear blockages as identified. Torn, damaged or ineffective measures shall be replaced.
21. Soil stockpiles shall have appropriate perimeter protection to prevent sedimentation of the surrounding acres. Any stock pile that will not be disturbed for 15 days or longer shall be seeded and protected with mulch or erosion control blanket.
22. All disturbed areas where work will potentially cease for 15 days or longer shall be seeded and stabilized immediately upon completion of the activity.
23. Erosion and sediment control measures shall be maintained until the site has a 70% vegetative stand.
24. Once construction is complete and prior to the contractor handing over the project to the owner, the contractor shall clean all debris, pollutants, and sediment from the detention pond.

ASSESSMENT OF CONSTRUCTION PLAN ELEMENTS:

A1 Plan index is provided on the Cover Sheet.

A2 An 11x17 Plan providing the proposed improvements and erosion control measures is provided separately.

A3 Project Description
The project consists of a new retail building and associated parking. Infrastructure to serve the site is proposed and is part of a separate submittal.

A4 Vicinity Map
A Vicinity Map is provided on the Cover Sheet.

A5 Legal Description of Plat
The Land Description(s) for this project are provided on record boundary surveys of this Construction Set.

A6 Location of all Lots and Proposed Site Improvements
The proposed improvements are a new building and parking lot. See the site plan sheets and utility sheets included in this Construction Set for additional information.

A7 Hydrologic Unit Code
05120201120050

A8 State or Federal Water Quality Permits
No State or Federal Water Quality Permits are anticipated with this project.

A9 Identification of Storm Water Discharges
The majority of storm water runoff will be collected by surface drainage, inlets and pipes directed to detention ponds that outlet into a storm sewer within Bridlewood subdivision, then to Cox Creek.

A10 Nearby Watercourses and Lakes
No major water courses are near the site.

A11 Receiving Waters
The project site is located within the Cox Creek and Holliday Creek Watersheds with ultimate discharge to Eagle Creek. This project's storm water runoff is conveyed through swales, culverts, and storm sewers into proposed wet detention ponds and then east into the receiving system.

A12 Potential Discharges to Groundwater
There are no known abandoned wells, sink holes or other similar potential points for discharge into the ground water within the project area. Normal percolation of the water from the grass areas will occur to the water table.

A13 100 Year Floodplains, Floodways, and Floodway Fringes
The project site is located within the FEMA Community Panel Map # 18011C0033E dated January 18, 2012. Review of the map indicates the project site is located within the Flood Designation shaded Zone 'X' and unshaded Zone 'X'. The Flood Designation Zone X does not have an associated Base Flood Elevation.

A14 Storm Water Runoff Discharge Summary
The pre and post developed storm peak flow rates to Cox Creek for the 10 & 100 year storm events for this project are presented below (for the overall project):

Pre-Construction 10 Yr Runoff Rate = 58.6 cfs
Post-Construction 10 Yr Runoff Rate = 3.8 cfs
Pre-Construction 100 Yr Runoff Rate = 112.9 cfs
Post-Construction 100 Yr Runoff Rate = 7.5 cfs

A15 Adjacent Land Use
NORTH - VACANT COMMERCIAL, RESIDENTIAL
SOUTH - RESIDENTIAL
WEST - RESIDENTIAL
EAST - RESIDENTIAL

A16 Locations & Approximate Boundaries of Disturbed Areas
The proposed disturbed areas are shown on the Site Layout Plan, Grading Plan, Utility Plan, and Erosion Control Plan Sheets located within this Construction Set.

A17 Existing Vegetative Cover
The site is currently s cultivated farm field. See the Existing Conditions, Site Plan, and Grading Plan, located within this Construction Set, for additional information on existing conditions.

A18 Site Soils Information
The Soil Survey information obtained from the Natural Resources Conservation Services (NCRS) website for the soils present onsite are provided to in a table to the right. A soils map is presented on sheet C305.

A19 Storm Sewer System
The proposed storm sewer system will consist of storm inlets, and storm sewers that will all drain to the proposed dry detention pond. See the Utility Plan Sheets for additional information.

A20 Off Site Construction Activities
All areas of the proposed construction are shown on the Construction Plan Set. It is intended that no construction will occur offsite. If the contractor deems it necessary to perform offsite work, the contractor will file an amended NOI Rule 5 Permit.

A21 Locations of Soil Stockpiles
Stockpile areas are not anticipated for this project site. In the event that additional soil stockpiles or borrow pits become necessary, the IDEM Rule 5 Permit for this project may need to be revised. Contractor shall coordinate offsite work with the local MS4 Operator, Soil & Water Conservation District and IDEM, and file an amended NOI Rule 5 Permit.

A22 Existing Site Topography
The project site slopes south toward an existing retention pond which outlets to yet another pond and in turn discharges into the Willow Creek Subdivision Regulated Drainage Easement. Refer to the Site Plan, Grading Plan, and Erosion Control Plan Sheets for additional information.

A23 Proposed Site Topography
This project will include alterations to the existing site topography including excavation and fill in certain areas. Refer to the Grading Plans for detailed information.

CONSTRUCTION COMPONENTS

B1 Construction Potential Pollutant Sources
The main sources of pollution during construction will be silt, construction materials, and petroleum products used in construction equipment. Erosion and sediment control measures will be put in place before construction begins to minimize the possibility of silt entering stormwater. The contractor is to cover all material storage areas before any expected rainfall event to prevent pollution of stormwater from construction materials. The contractor is to maintain a fueling and servicing area to minimize the danger of pollutants entering stormwater from construction equipment. Instructions for the fueling and servicing area are provided in section B13 - Material Handling and Spill Prevention.

B2 Sequence of Construction
Refer to the Erosion Control Staging Notes that are presented on sheet C10.00 for detailed information concerning this topic.

B3 Stabilized Construction Entrance
Refer to the Erosion Control Plan Sheets, Erosion Control Detail Sheets and the Erosion Control Specifications for information regarding this topic.

B4 Sediment Control Measures for Sheet Flow Areas
Refer to the Erosion Control Plan Sheets, Erosion Control Detail Sheets and the Erosion Control Specifications for information regarding this topic.

B5 Sediment Control Measures for Concentrated Flow Areas
Refer to the Erosion Control Plan Sheets, Erosion Control Detail Sheets and the Erosion Control Specifications for information regarding this topic.

B6 Storm Sewer Inlet Protection Measures
Refer to the Erosion Control Plan Sheets, Erosion Control Detail Sheets and the Erosion Control Specifications for information regarding this topic.

B7 Runoff Control Measures
Refer to the Erosion Control Plan Sheets, Erosion Control Detail Sheets and the Erosion Control Specifications for information regarding this topic.

B8 Stormwater Outlet Protection Measures
Refer to the Erosion Control Plan Sheets, Erosion Control Detail Sheets and the Erosion Control Specifications for information regarding this topic.

B9 Grade Stabilization Locations
Refer to the Erosion Control Plan Sheets, Erosion Control Detail Sheets and the Erosion Control Specifications for information regarding this topic.

B10 Location, Dimentions, Specifications and Details for Stormwater Quality Measures
Refer to the Erosion Control Plan Sheets , Erosion Control Detail Sheets and the Erosion Control Specifications for information regarding this topic.

B11 Temporary Surface Stabilization Measures
Refer to the Erosion Control Plan Sheets , Erosion Control Detail Sheets and the Erosion Control Specifications for information regarding this topic.

B12 Permanent Surface Stabilization Measures
Refer to the Erosion Control Plan Sheets, Erosion Control Detail Sheets and the Erosion Control Specifications for information regarding this topic.

B13 Material Handling and Spill Prevention
The contractor shall provide a central area for fueling and servicing of equipment. This area shall be contained with a row of staked straw bales around the perimeter. Secondary containment in the form of drip pans or drop cloths shall be used to contain any spills. The contractor shall maintain a supply of oil-absorbent material to clean up any small spills that may occur. Used absorbent material shall be removed from the site and disposed of in accordance with the laws of the State of Indiana. Refer to the Spill Prevention Plan located on this sheet for additional information.

B14 Monitoring and Maintenance Guidelines
The details for each Erosion and Sediment Control Practice used within these plans lists the specific guidelines for the maintenance of each type of practice used.

B15 Practices for Individual Building Lots
The Erosion and Sediment Control Practices pertain to the entire project site. There are no individual building lots for this project.

POST CONSTRUCTION COMPONENTS

C1 Post Construction Potential Pollutant Sources
The majority of the post construction potential pollutant sources for this project are oil, grease, antifreeze, brake fluid, brake dust, rubber fragments, gasoline, and other hydrocarbons from vehicles. Other potential pollutants could include sediment from wearing of the road surface and washing or falling off of vehicles, trash from littering and other types of improper disposal and storage, and elevated receiving water temperatures from stormwater runoff contact with impervious surfaces.

C2 Post Construction Storm Water Quality Measure Implementation
The water quality treatment system will include Hydro International First Defense hydrodynamic separators and (3) detention ponds for secondary treatment. For additional information on the sequence and implementation of the post construction water quality measures, please refer back to the Erosion & Sediment Control Staging Notes that are presented on this sheet.

C3 Post Construction Stormwater Quality Measures
This project was designed to minimize pollutants and the impact on the receiving waters and the surrounding environment. All storm water associated with this project is collected through a storm sewer system that drain through hydrodynamic separators prior to entering wet detention ponds which will treat the stormwater runoff prior leaving the pond. The existing south detention pond was master planned to be used as the water quality measure for the project area.

C4 Location, Dimensions, Specifications & Construction Details of Stormwater Quality
Refer to the Site Plan, Grading Plan, Utility Plan, and Erosion Control Plan Sheets for information regarding this topic.

C5 Post Construction Stormwater Quality Measures Maintenance
See stand-alone Operation and Maintenance Manuals for the hydrodynamic separators.

The detention ponds will be maintained and monitored during this project by the contractor and the current owner. The owner of this project will be responsible for the detention pond once construction is complete, as it currently is required. Storm sewer inlets and pipes will also need to be inspected on a regular basis and cleaned as necessary.

For guidelines, the tables below provides a list of Maintenance and Inspection Activities for the contractor, pond owner, and project owner.

MAINTENANCE & INSPECTION

MAINTENANCE / INSPECTION SCHEDULE	
ITEM DESCRIPTION	INTERVAL
Inspection of Embankment	Annual Inspection and/or after major storm events
Inspection of Outlet Structures / Riprap	Monthly Inspection and/or after major storm events
Inspection of Stormwater Inlets	Inspect Monthly
Condition of Embankment	Annual Inspection and/or after major storm events

MAINTENANCE / INSPECTION LIST		
ITEM DESCRIPTION	SATISFACTORY/ UNSATISFACTORY	ACTION TAKEN/ COMMENTS
1. CONDITION OF EMBANKMENT		
Healthy vegetation with at least 85% ground cover		
No signs of erosion on embankment		
No animal burrows		
Embankment is free of cracking, bulging or sliding		
Embankment is free of woody vegetation		
Embankment is free of leaks or seeps		
No slope protection failure		
2. CONDITION OF OUTLET STRUCTURES		
Low flow outlet free of obstruction		
Flared End Section not blocked or damaged		
Outlet pipe is not blocked and is in good condition		
Outfall channels are stable and free of scouring		
Riprap is good condition and not sediment laden		
3. CONDITION OF INLET STRUCTURES		
No riprap failures		
No evidence of slope erosion or scouring		
Inlet storm pipes are in good condition		
Inlet storm pipes are not clogged and are operational		
Endwalls/Headwalls/End Sections are in good condition		
Inlet grates are free of obstructions		
Inlet bottoms are free of debris and sediment		

EROSION CONTROL NOTES:

DISTURBED AREA = 3.40 ACRES

1. Additional erosion control measures may be required by the field inspector.
2. There shall be no dirt, debris, or storage of materials in the street.
3. All erosion control materials shall be approved by the Town of Zionsville prior to installation.

THE CONTRACTOR IS RESPONSIBLE FOR ALL INSTALLATION AND MAINTENANCE OF EROSION CONTROL AND STORM WATER POLLUTION PREVENTION FOR THE PROJECT AREA:

Construction Manager: Strongbox Commercial, LLC
Address: 7661 N.Perimeter Road, Indianapolis, In 46241
Contact: Jerry Williams, P.E., jwilliams@strongbox.co

List of Qualifications:
Contractor is to inform the City of Zionsville's City Engineer of who this stormwater pollution prevention individual is at the pre-construction meeting, prior to any earth disturbing & construction activities.

THE INDIANA STORM WATER QUALITY MANUAL SHALL BE USED IN CONJUNCTION WITH THIS SET OF EROSION CONTROL PLANS.

REVISIONS		
DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
01/30/20	2	TOWN OF ZIONSVILLE COMMENTS
02/04/20	3	INDOT AND TRICO COMMENTS
03/05/20	4	TOWN OF ZIONSVILLE COMMENTS

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Carmel, IN 46032
Ph: (317) 697-0180
www.snellingeng.com

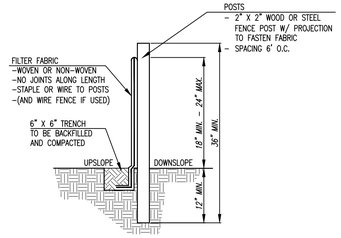
GREGORY S. SNELLING REGISTERED No. 19800417 STATE OF INDIANA PROFESSIONAL ENGINEER

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

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

STORMWATER POLLUTION PREVENTION NOTES

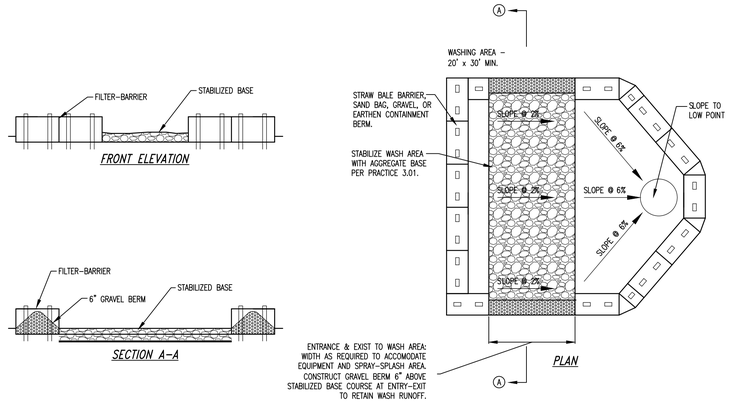
SHEET: C304



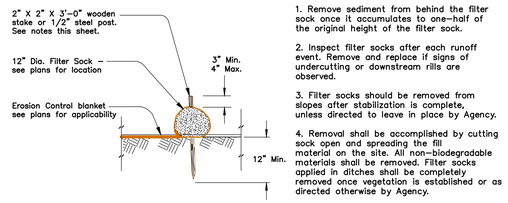
INSTALLATION:
1. THE BOTTOM 1' OF THE FENCE SHALL BE BURIED IN THE TRENCH ON THE UPSLOPE SIDE.
2. FENCE SHALL BE INSTALLED ALONG LEVEL GRADES, NOT ACROSS FLOW CHANNELS.
3. IF OPTIONAL SUPPORT WIRE FENCE IS USED, POST SPACING MAY BE EXTENDED TO 8' O.C.

MAINTENANCE:
1. INSPECT SILT FENCE PERIODICALLY (WEEKLY) AND AFTER EACH STORM EVENT.
2. IF FABRIC IS TORN OR DAMAGED OR IN ANY WAY BECOMES INEFFECTIVE, REPLACE THE AFFECTED PORTION IMMEDIATELY.
3. REMOVE DEPOSITED SEDIMENT WHEN IT REACHES HALF THE HEIGHT OF THE FENCE, OR IT IS CAUSING THE FABRIC TO BULGE.
4. TAKE CARE NOT TO UNDERMINE THE FENCE DURING SEDIMENT REMOVAL.
5. AFTER THE CONTRIBUTING AREA HAS BEEN STABILIZED, REMOVE THE FENCE AND REMAINING SEDIMENT, BRING THE DISTURBED AREA TO GRADE, AND STABILIZE.

SILT FENCE
NO SCALE



CONCRETE WASHOUT
NO SCALE



Filter Sock General Notes:

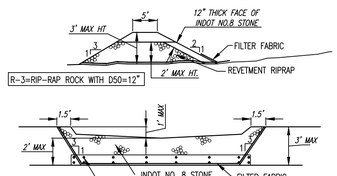
1. Remove sediment from behind the filter sock once it accumulates to one–half of the original height of the filter sock.

2. Inspect filter socks after each runoff event. Remove and replace if signs of undercutting or downstream rills are observed.

3. Filter socks should be removed from slopes after stabilization is complete, unless directed to leave in place by Agency.

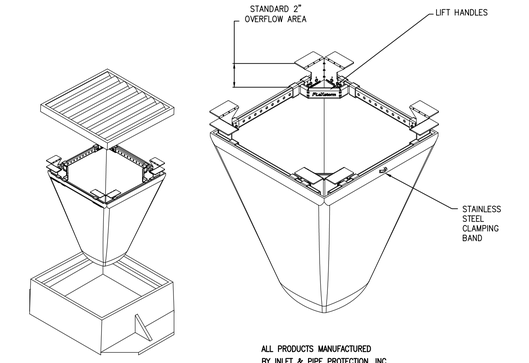
4. Removal shall be accomplished by cutting sock open and spreading the fill material on the site. All non–biodegradable materials shall be removed. Filter socks applied in ditches shall be completely removed once vegetation is established or as directed otherwise by Agency.

FILTER SOCK
NO SCALE



MAINTENANCE:
1. INSPECT WEEKLY AND AFTER EACH STORM EVENT.
2. IMMEDIATELY REPAIR ANY EROSION OR PIPING HOLES THROUGH OR AROUND THE FILTER
3. REMOVE SEDIMENT WHEN IT AS ACCUMULATED TO 1/2 OF THE SPILLWAY DEPTH.
4. REPLACE GRAVEL FACING IF CLOGGED WITH SEDIMENT.
5. REPLACE ANY DISPLACED ROCK OR STONE, REPAIR ANY DAMAGE CAUSE BY DIPLACED ROCK.
6. CHECK FILTER AND SPILLWAY HEIGHTS. MAINTAIN PROPER DEPTHS OF ROCK AND STONE.

ROCK FILTER CHECK DAM
NO SCALE



INSTALLATION:
1. REMOVE GRATE
2. DROP FLEXSTORM INLET FILTER ONTO LOAD BEARING LIP OF CASTING OR CONCRETE STRUCTURE
3. REPLACE GRATE

ALL PRODUCTS MANUFACTURED BY INLET & PIPE PROTECTION, INC
DISTRIBUTED BY ADS
WWW.INLETFILTERS.COM
(866) 287–8655 PH
(630) 355–3477 FX
INFO@INLETFILTERS.COM

INLET PROTECTION
NO SCALE

STABILIZATION PRACTICE:	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
PERMANENT SEEDING	SEE LANDSCAPE PLANS											
TEMPORARY SEEDING	SEE LANDSCAPE PLANS											
MULCHING	E											

A = KENTUCKY BLUEGRASS 40%, TURF TYPE TALL FESCUE 40%, ANNUAL RYE GRASS 20% PLUS 2 TONS OF STRAW MULCH/ ACRE
APPLY MIXTURE AT A RATE OF 2 LBS. PER 1000 SQ.FT.

B = SPRING OATS 3 BUSHEL PER ACRE

C = WHEAT OR RYE 2 BUSHEL PER ACRE

D = ANNUAL RYE GRASS (1 LB. PER 1000 SQ. FT.)

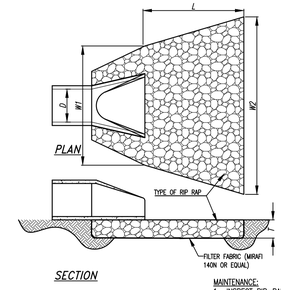
E = STRAW MULCH (90 LBS. PER 1000 SQ.FT.)

● / / ● IRRIGATION NEEDED DURING JUNE, JULY, AND / OR SEPTEMBER.

● ● IRRIGATION NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING SOD

NOTE: ALL SEEDING SHALL HAVE 12–0–12 FERTILIZER APPLIED 400–600 LBS. PER ACRE OR AS SPECIFIED ON LANDSCAPE PLANS.

SEEDING SCHEDULE
NO SCALE

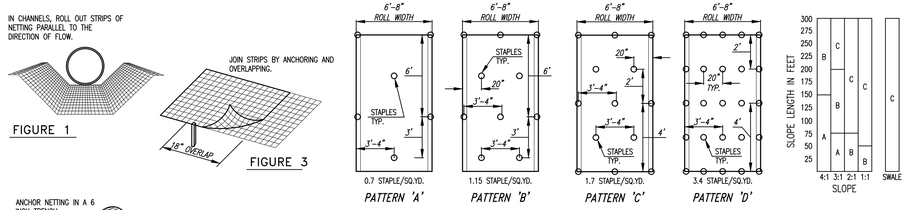


ROCK CHUTE DIMENSIONS

APRON	D	L	W1	W2	T	TYPE
PIPE/STR ID	(IN)	(FT)	(FT)	(FT)	(IN)	
1	12	15	22	30	2.25	REVETMENT

MAINTENANCE:
1. INSPECT RIP–RAP APRON AFTER EACH STORM EVENT FOR STONE DISPLACEMENT AND EROSION AT SIDES AND ENDS OF THE APRON.
2. REMOVE AND STABILIZE EXCESS SEDIMENT EVIDENT ON APRON.
3. MAKE REPAIRS TO THE APRON IMMEDIATELY. USE APPROPRIATE STONE SIZE AND DO NOT PLACE ABOVE FINISHED GRADE.
4. RIP–RAP SHALL MEET INDOT SPECIFICATIONS

OUTLET PROTECTION (ROCK CHUTE)
NO SCALE

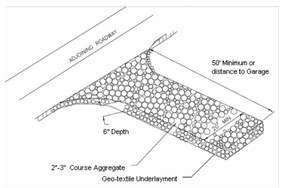


NOTE:
CONTRACTOR SHALL USE NORTH AMERICAN GREEN SC150 BLANKET OR APPROVED ALTERNATE.

INSTALLATION:
1. BLANKET SHALL BE BIODEGRADEABLE WOOD, STRAW OR COCONUT–FIBER MAT ENCLOSED IN A PHOTODEGRADABLE MESH.
2. SWALE CHANNEL LININGS REQUIRE A 2' MIN. OVERLAP AT LONGITUDAL JOINTS. SIDESLOPES SHALL HAVE A 6" MIN. OVERLAP. THE UPSTREAM BLANKET SHALL ALWAYS OVERLAP THE DOWNSTREAM.
3. USE 6 INCH, 11 GA. WIRE "U" STAPLES. LONGER OR HEAVIER GAUGE STAPLES MAY BE NECESSARY FOR SOME SOIL TYPES.
4. USE STAPLE PATTERN INDICATED OR MANUFACTURER'S RECOMMENDATION, WHICHEVER REQUIRES THE GREATER STAPLE FREQUENCY.
5. STAPLE PATTERNS SHOWN APPLY TO NORTH AMERICAN GREEN BLANKETS. STAPLE PATTERNS MAY VARY BASED ON SOIL CONDITIONS AND RAINFALL AMOUNTS. INSTALL OTHER BLANKETS ARE INSTALLED FOLLOW MANUFACTURER'S INSTALLATION INSTRUCTIONS.

MAINTENANCE:
1. INSPECT WEEKLY, AND AFTER EACH STORM EVENT. ESPECIALLY AT THE EDGES OF BLANKETS WHERE EROSION MAY UNDERCUT THE MATERIAL.
2. REPAIR AND REPLACE DAMAGED MATERIAL AND ERODED BASE AREAS IMMEDIATELY.
3. RESTAPLE AND RESECURE AS NEEDED FOR EROSION CONTROL.

EROSION CONTROL BLANKET INSTALLATION GUIDE
NO SCALE



Construction Entrance

1. Install construction entrance from street to face of proposed building or at a 50' minimum length. Use #2 stone at a 6" minimum depth.
2. A geo-textile is required underneath the entrance to extend its functionality.
3. Flare out entrance where it meets the street so that vehicle turn radiuses do not travel over disturbed ground.
4. Perimeter Controls (silt fence) should be turned into the lot for a few feet where they meet the construction entrance.
5. Inspect weekly and within 24 hrs of a ½" of rain. Freshen or replace stone as needed to prevent off site tracking. If offsite tracking is occurring, clean up immediately, and correct the reason why the drive is failing as soon as possible. Complete repairs before the next anticipated rain and by no later than one week from the date they are noted.

4

TEMPORARY STONE CONSTRUCTION ENTRANCE DETAIL
NO SCALE

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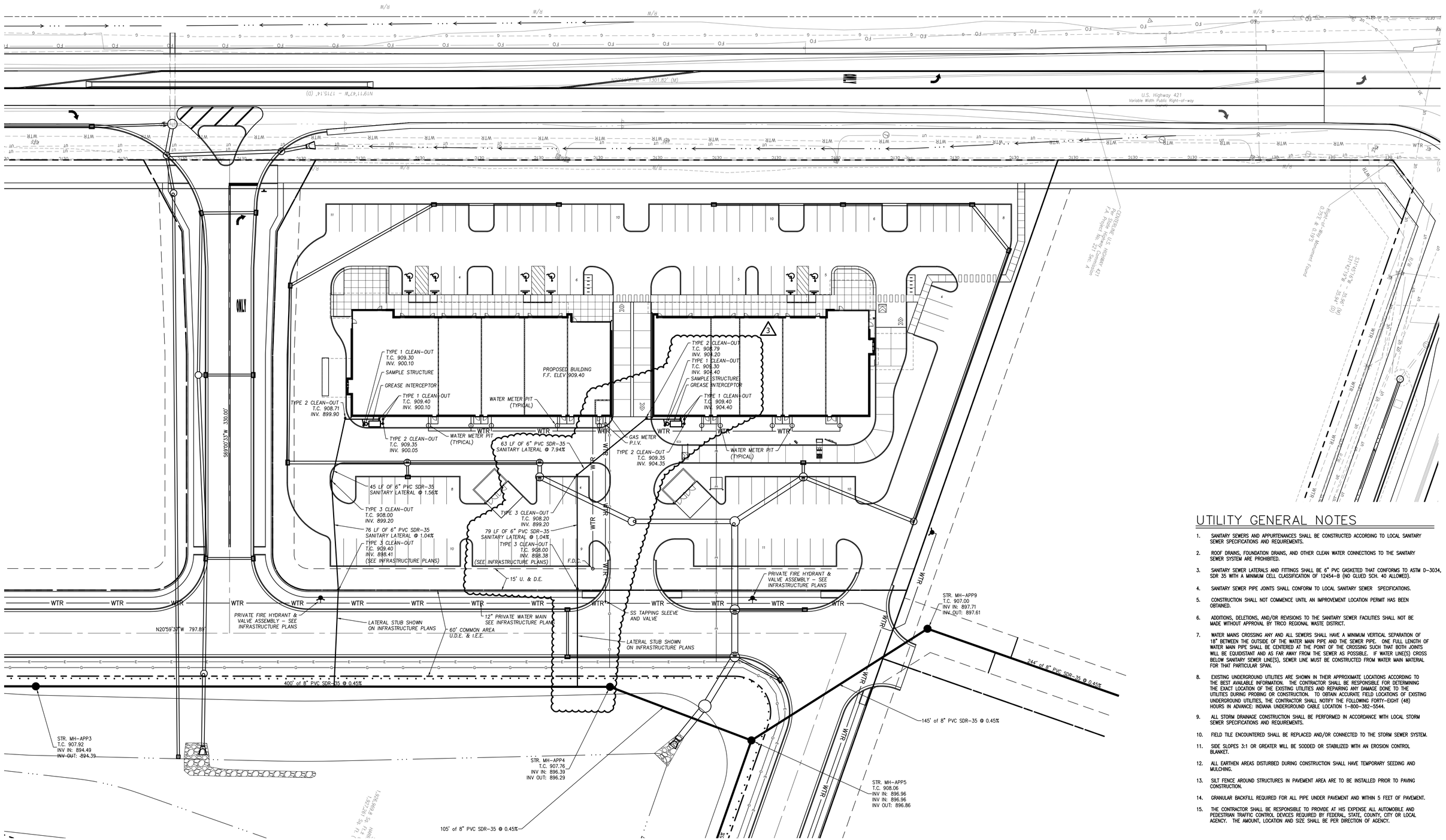
ZIONSVILLE, INDIANA

STORMWATER POLLUTION PREVENTION DETAILS

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: C305



UTILITY GENERAL NOTES

1. SANITARY SEWERS AND APPURTENANCES SHALL BE CONSTRUCTED ACCORDING TO LOCAL SANITARY SEWER SPECIFICATIONS AND REQUIREMENTS.
2. ROOF DRAINS, FOUNDATION DRAINS, AND OTHER CLEAN WATER CONNECTIONS TO THE SANITARY SEWER SYSTEM ARE PROHIBITED.
3. SANITARY SEWER LATERALS AND FITTINGS SHALL BE 6" PVC GASKETED THAT CONFORMS TO ASTM D-3034, SDR 35 WITH A MINIMUM CELL CLASSIFICATION OF 12454-B (NO GLUED SCH. 40 ALLOWED).
4. SANITARY SEWER PIPE JOINTS SHALL CONFORM TO LOCAL SANITARY SEWER SPECIFICATIONS.
5. CONSTRUCTION SHALL NOT COMMENCE UNTIL AN IMPROVEMENT LOCATION PERMIT HAS BEEN OBTAINED.
6. ADDITIONS, DELETIONS, AND/OR REVISIONS TO THE SANITARY SEWER FACILITIES SHALL NOT BE MADE WITHOUT APPROVAL BY TRICO REGIONAL WASTE DISTRICT.
7. WATER MAINS CROSSING ANY AND ALL SEWERS SHALL HAVE A MINIMUM VERTICAL SEPARATION OF 18" BETWEEN THE OUTSIDE OF THE WATER MAIN PIPE AND THE SEWER PIPE. ONE FULL LENGTH OF WATER MAIN PIPE SHALL BE CENTERED AT THE POINT OF THE CROSSING SUCH THAT BOTH JOINTS WILL BE EQUIDISTANT AND AS FAR AWAY FROM THE SEWER AS POSSIBLE. IF WATER LINE(S) CROSS BELOW SANITARY SEWER LINE(S), SEWER LINE MUST BE CONSTRUCTED FROM WATER MAIN MATERIAL FOR THAT PARTICULAR SPAN.
8. EXISTING UNDERGROUND UTILITIES ARE SHOWN IN THEIR APPROXIMATE LOCATIONS ACCORDING TO THE BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF THE EXISTING UTILITIES AND REPAIRING ANY DAMAGE DONE TO THE UTILITIES DURING PROBING OR CONSTRUCTION. TO OBTAIN ACCURATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES, THE CONTRACTOR SHALL NOTIFY THE FOLLOWING FORTY-EIGHT (48) HOURS IN ADVANCE: INDIANA UNDERGROUND CABLE LOCATION 1-800-382-5544.
9. ALL STORM DRAINAGE CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH LOCAL STORM SEWER SPECIFICATIONS AND REQUIREMENTS.
10. FIELD TILE ENCOUNTERED SHALL BE REPLACED AND/OR CONNECTED TO THE STORM SEWER SYSTEM.
11. SIDE SLOPES 3:1 OR GREATER WILL BE SODDED OR STABILIZED WITH AN EROSION CONTROL BLANKET.
12. ALL EARTHEN AREAS DISTURBED DURING CONSTRUCTION SHALL HAVE TEMPORARY SEEDING AND MULCHING.
13. SILT FENCE AROUND STRUCTURES IN PAVEMENT AREA ARE TO BE INSTALLED PRIOR TO PAVING CONSTRUCTION.
14. GRANULAR BACKFILL REQUIRED FOR ALL PIPE UNDER PAVEMENT AND WITHIN 5 FEET OF PAVEMENT.
15. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE AT HIS EXPENSE ALL AUTOMOBILE AND PEDESTRIAN TRAFFIC CONTROL DEVICES REQUIRED BY FEDERAL, STATE, COUNTY, CITY OR LOCAL AGENCY. THE AMOUNT, LOCATION AND SIZE SHALL BE PER DIRECTION OF AGENCY.

NORTH

0 30 60 90

GRAPHIC SCALE IN FEET

REVISIONS		
DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
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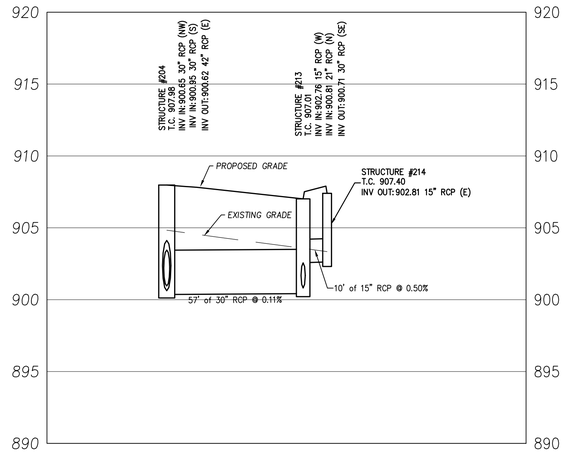
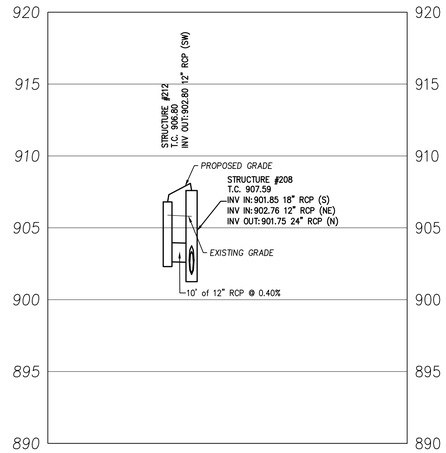
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

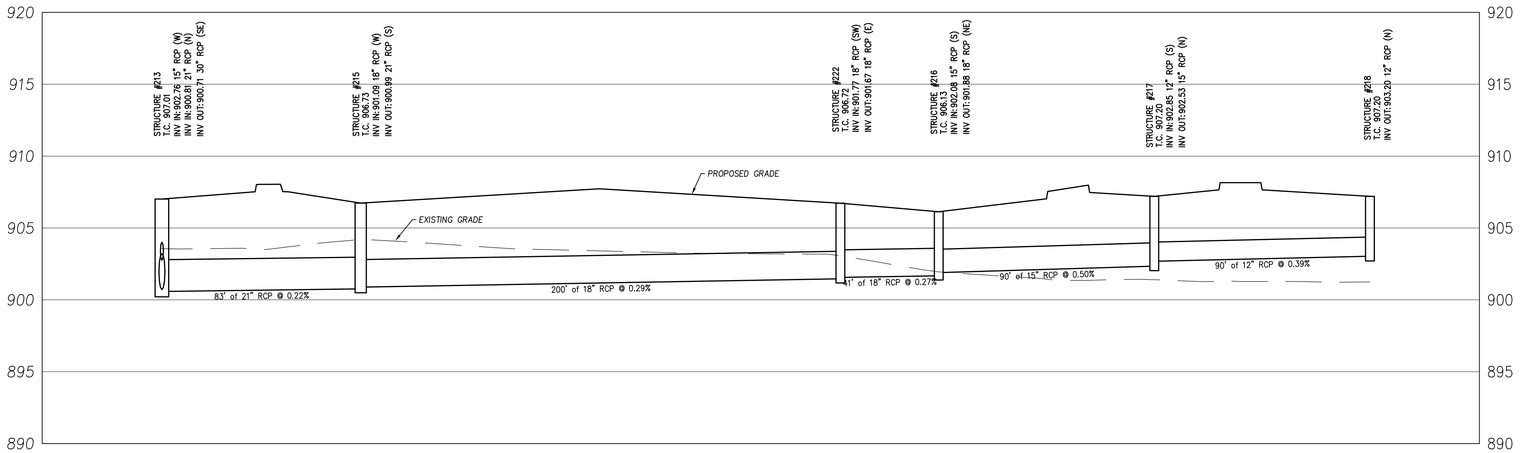
UTILITY PLAN

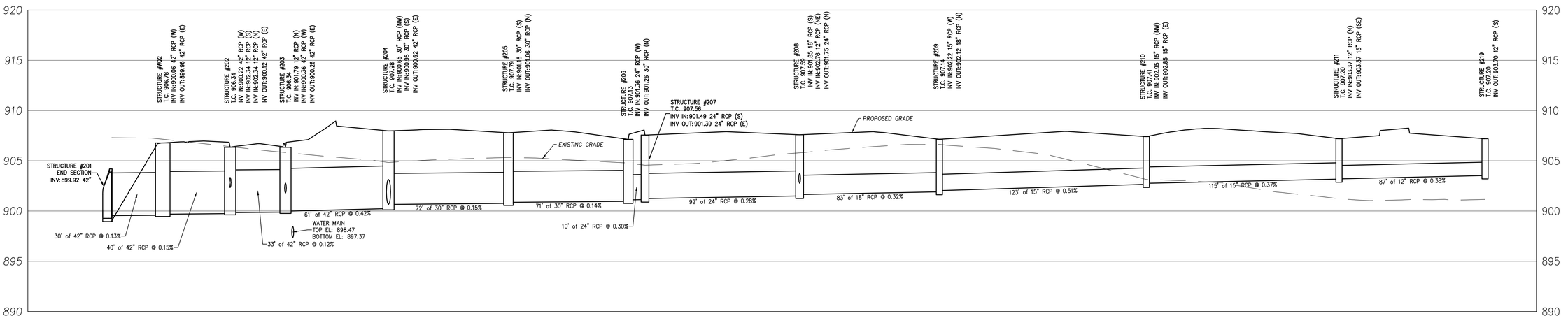
DRAWN: GSS	SCALE: SEE PLAN
CHECKED: GSS	DATE: 01/27/20

SHEET: C401









STORM SEWER STRUCTURE DATA TABLE

STRUCTURE NO.	STRUCTURE TYPE	CASTING
WQ2	8' Dia. First Defense High Capacity BMP Structure	Hydro Frame and Cover
201	Precast Concrete End Section	N/A
202	Standard Precast Manhole	Neenah R-3246-CL
203	Standard Precast Manhole	Neenah R-3246-CL
204	Standard Precast Manhole	Neenah R-1772
205	Standard Precast Manhole	Neenah R-2501
206	Standard Precast Manhole	Neenah R-3010
207	Standard Precast Manhole	Neenah R-3010
208	Standard Precast Manhole	Neenah R-3010
209	24 x 36" Box Structure	Neenah R-3287-SB10
210	24 x 36" Box Structure	Neenah R-3287-SB10
211	24 x 36" Box Structure	Neenah R-3287-SB10
212	24 x 36" Box Structure	Neenah R-3287-SB10
213	Standard Precast Manhole	Neenah R-3010
214	24 x 36" Box Structure	Neenah R-3287-SB10
215	Standard Precast Manhole	Neenah R-3010
216	24 x 36" Box Structure	Neenah R-3287-SB10
217	24 x 36" Box Structure	Neenah R-3287-SB10
218	24 x 36" Box Structure	Neenah R-3287-SB10
219	24 x 36" Box Structure	Neenah R-3287-SB10

NOTE: GRANULAR BACKFILL REQUIRED FOR ENTIRE TRENCH IF ANY PART OF TRENCH IS WITHIN 5 FEET OF PAVEMENT, CURBS OR SIDEWALK.

REVISIONS		
DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
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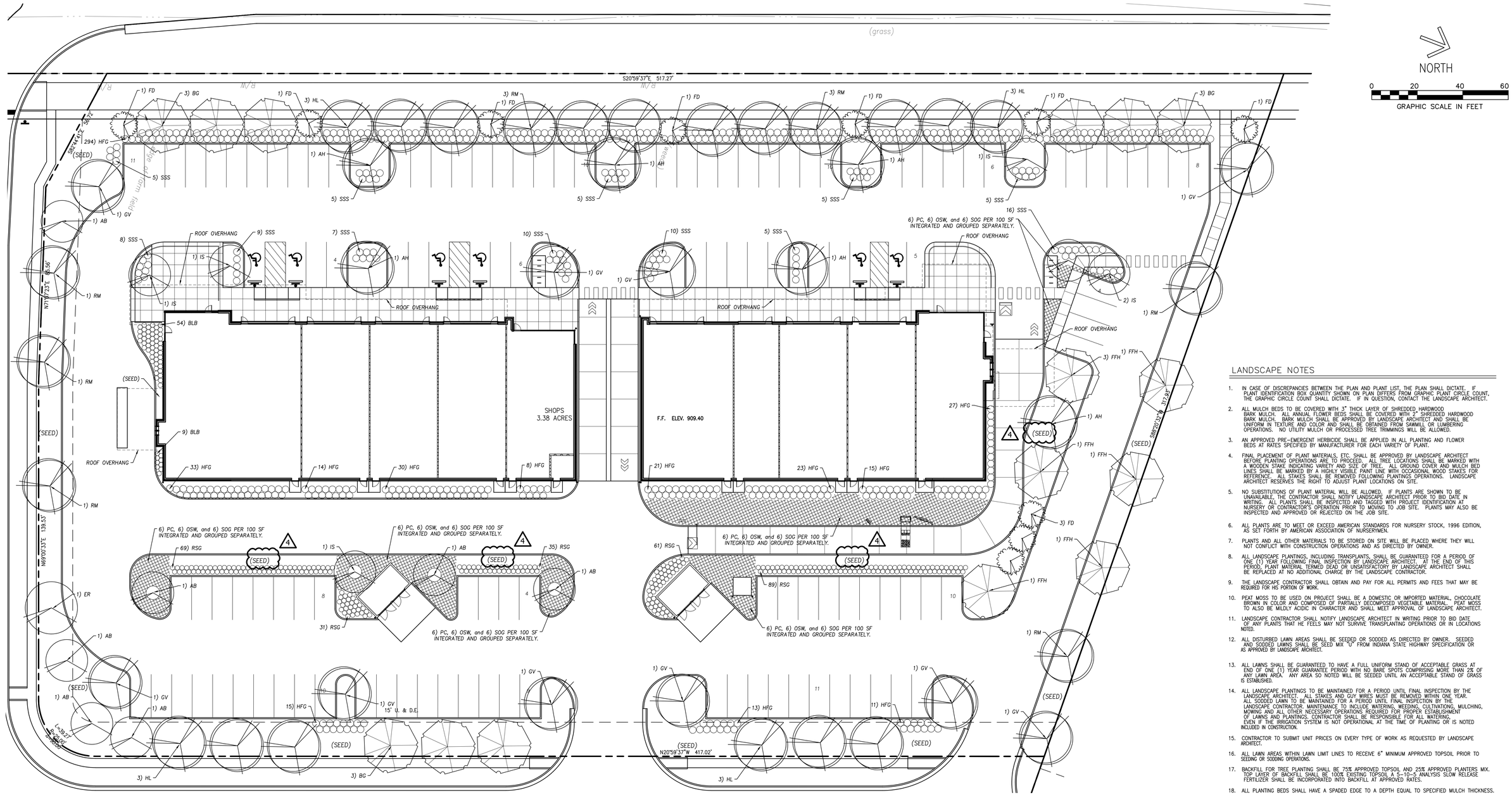
GREGORY S. SNELLING REGISTERED No. 19600417 STATE OF INDIANA PROFESSIONAL ENGINEER

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

STORM SEWER PROFILES

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

SHEET: C402



LANDSCAPE NOTES

1. IN CASE OF DISCREPANCIES BETWEEN THE PLAN AND PLANT LIST, THE PLAN SHALL DICTATE. IF PLANT IDENTIFICATION BOX QUANTITY SHOWN ON PLAN DIFFERS FROM GRAPHIC PLANT CIRCLE COUNT, THE GRAPHIC CIRCLE COUNT SHALL DICTATE. IF IN QUESTION, CONTACT THE LANDSCAPE ARCHITECT.
2. ALL MULCH BEDS TO BE COVERED WITH 3" THICK LAYER OF SHREDDED HARDWOOD BARK MULCH. ALL ANNUAL FLOWER BEDS SHALL BE COVERED WITH 2" SHREDDED HARDWOOD BARK MULCH. BARK MULCH SHALL BE APPROVED BY LANDSCAPE ARCHITECT AND SHALL BE UNIFORM IN TEXTURE AND COLOR AND SHALL BE OBTAINED FROM SAWMILL OR LUMBERING OPERATIONS. NO UTILITY MULCH OR PROCESSED TREE TRIMMINGS WILL BE ALLOWED.
3. AN APPROVED PRE-EMERGENT HERBICIDE SHALL BE APPLIED IN ALL PLANTING AND FLOWER BEDS AT RATES SPECIFIED BY MANUFACTURER FOR EACH VARIETY OF PLANT.
4. FINAL PLACEMENT OF PLANT MATERIALS, ETC. SHALL BE APPROVED BY LANDSCAPE ARCHITECT BEFORE PLANTING OPERATIONS ARE TO PROCEED. ALL TREE LOCATIONS SHALL BE MARKED WITH A WOODEN STAKE INDICATING VARIETY AND SIZE OF TREE. ALL GROUND COVER AND MULCH BED LINES SHALL BE MARKED BY A HIGHLY VISIBLE PAINT LINE WITH OCCASIONAL WOOD STAKES FOR REFERENCE. ALL STAKES SHALL BE REMOVED FOLLOWING PLANTINGS OPERATIONS. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO ADJUST PLANT LOCATIONS ON SITE.
5. NO SUBSTITUTIONS OF PLANT MATERIAL WILL BE ALLOWED. IF PLANTS ARE SHOWN TO BE UNAVAILABLE, THE CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT PRIOR TO BID DATE IN WRITING. ALL PLANTS SHALL BE INSPECTED AND TAGGED WITH PROJECT IDENTIFICATION AT NURSERY OR CONTRACTOR'S OPERATION PRIOR TO MOVING TO JOB SITE. PLANTS MAY ALSO BE INSPECTED AND APPROVED OR REJECTED ON THE JOB SITE.
6. ALL PLANTS ARE TO MEET OR EXCEED AMERICAN STANDARDS FOR NURSERY STOCK, 1996 EDITION, AS SET FORTH BY AMERICAN ASSOCIATION OF NURSERYMEN.
7. PLANTS AND ALL OTHER MATERIALS TO BE STORED ON SITE WILL BE PLACED WHERE THEY WILL NOT CONFLICT WITH CONSTRUCTION OPERATIONS AND AS DIRECTED BY OWNER.
8. ALL LANDSCAPE PLANTINGS, INCLUDING TRANSPLANTS, SHALL BE GUARANTEED FOR A PERIOD OF ONE (1) YEAR FOLLOWING FINAL INSPECTION BY LANDSCAPE ARCHITECT. AT THE END OF THIS PERIOD, PLANT MATERIAL TERMED DEAD OR UNSATISFACTORY BY LANDSCAPE ARCHITECT SHALL BE REPLACED AT NO ADDITIONAL CHARGE BY THE LANDSCAPE CONTRACTOR.
9. THE LANDSCAPE CONTRACTOR SHALL OBTAIN AND PAY FOR ALL PERMITS AND FEES THAT MAY BE REQUIRED FOR HIS PORTION OF WORK.
10. PEAT MOSS TO BE USED ON PROJECT SHALL BE A DOMESTIC OR IMPORTED MATERIAL. CHOCOLATE BROWN IN COLOR AND COMPOSED OF PARTIALLY DECOMPOSED VEGETABLE MATERIAL. PEAT MOSS TO ALSO BE MILDLY ACIDIC IN CHARACTER AND SHALL MEET APPROVAL OF LANDSCAPE ARCHITECT.
11. LANDSCAPE CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT IN WRITING PRIOR TO BID DATE OF ANY PLANTS THAT HE FEELS MAY NOT SURVIVE TRANSPLANTING OPERATIONS OR IN LOCATIONS NOTED.
12. ALL DISTURBED LAWN AREAS SHALL BE SEEDED OR SODDED AS DIRECTED BY OWNER. SEEDED AND SODDED LAWNS SHALL BE SEED MIX "U" FROM INDIANA STATE HIGHWAY SPECIFICATION OR AS APPROVED BY LANDSCAPE ARCHITECT.
13. ALL LAWNS SHALL BE GUARANTEED TO HAVE A FULL UNIFORM STAND OF ACCEPTABLE GRASS AT END OF ONE (1) YEAR GUARANTEE PERIOD WITH NO BARE SPOTS COMPRISING MORE THAN 2% OF ANY LAWN AREA. ANY AREA SO NOTED WILL BE SEEDED UNTIL AN ACCEPTABLE STAND OF GRASS IS ESTABLISHED.
14. ALL LANDSCAPE PLANTINGS TO BE MAINTAINED FOR A PERIOD UNTIL FINAL INSPECTION BY THE LANDSCAPE ARCHITECT. ALL STAKES AND GUY WIRES MUST BE REMOVED WITHIN ONE YEAR. ALL SODDED LAWN TO BE MAINTAINED FOR A PERIOD UNTIL FINAL INSPECTION BY THE LANDSCAPE CONTRACTOR. MAINTENANCE TO INCLUDE WATERING, WEEDING, CULTIVATIONS, MULCHING, MOWING AND ALL OTHER NECESSARY OPERATIONS REQUIRED FOR PROPER ESTABLISHMENT OF LAWNS AND PLANTINGS. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WATERING, EVEN IF THE IRRIGATION SYSTEM IS NOT OPERATIONAL AT THE TIME OF PLANTING OR IS NOTED INCLUDED IN CONSTRUCTION.
15. CONTRACTOR TO SUBMIT UNIT PRICES ON EVERY TYPE OF WORK AS REQUESTED BY LANDSCAPE ARCHITECT.
16. ALL LAWN AREAS WITHIN LAWN LIMIT LINES TO RECEIVE 6" MINIMUM APPROVED TOPSOIL PRIOR TO SEEDING OR SODDING OPERATIONS.
17. BACKFILL FOR TREE PLANTING SHALL BE 75% APPROVED TOPSOIL AND 25% APPROVED PLANTERS MIX. TOP LAYER OF BACKFILL SHALL BE 100% EXISTING TOPSOIL A 5-10-5 ANALYSIS SLOW RELEASE FERTILIZER SHALL BE INCORPORATED INTO BACKFILL AT APPROVED RATES.
18. ALL PLANTING BEDS SHALL HAVE A SPADED EDGE TO A DEPTH EQUAL TO SPECIFIED MULCH THICKNESS.

Ornamental Trees & Shade Trees

Key	Type	Name	Size	Height	Width	Exposure	Notes
BG	Shade Tree	Nyssa sylvatica / Black Gum	2.5"	30-50 ft	20-30 ft	Full sun to part shade	Salt tolerant / Attracts birds
HL	Shade Tree	Gleditsia triacanthos f. inermis / Skyline / Honey Locust	2.5"	35-45 ft	25-35 ft	Full sun	Salt tolerant
GV	Shade Tree	Zelkova serrata / Green Vase	2.5"	60-80 ft	40-50 ft	Full sun	Should be used on island / Salt tolerant
FFH	Shade Tree	Carpinus betulus / Frans Fontaine Hornbeam	2.5"	30-40 ft	20-30 ft	Full sun to part shade	Should be used on island / Poor salt tolerance
RM	Shade Tree	Acer rubrum / Red Maple	3.5"	40-70 ft	30-50 ft	Full sun / part sun	Can be damaged by road salt
FD	Ornamental Tree	Cornus florida / Flowering Dogwood	1.5-2"	15-30 ft	15-30 ft	Full sun to part shade	Not salt tolerant / Attracts birds & butterflies
AH	Ornamental Tree	Carpinus caroliniana / American Hornbeam	1.5-2"	20-35 ft	20-35 ft	Part sun to full shade	Salt tolerant / Attracts birds
AB	Ornamental Tree	Amelanchier x grandiflora / Autumn Brilliance / Apple Serviceberry	1.5-2"	15-25 ft	15-25 ft	Full sun to part shade	Salt tolerant / Attracts birds
ER	Ornamental Tree	Cercis canadensis / Eastern Redbud	1.5-2"	20-30 ft	25-35 ft	Full sun to part shade	Poor salt tolerance / Attracts butterflies
IS	Ornamental Tree	Syringa reticulata / Ivory Silk	1.5-2"	20-25 ft	15-20 ft	Full sun to part shade	Tolerates road salt / Attracts butterflies & hummingbirds

Ornamental Shrubs & Grasses

Key	Type	Name	Size	Height	Width	Spacing	Exposure	Notes
HFG	Grass	Pennisetum alopecuroides / Hameln / Fountain Grass	2 G	1.5-2.5 ft	1.5-2.5 ft	3'	Full sun to part shade	Cemal / Attracts birds / Salt tolerant / Drought tolerant
BLB	Grass	Schizachyrium scoparium / Little Bluestem / Blue Paradise	2 G	2-3 ft	1-2 ft	2'	Full sun	Deep roots / Tolerates drought, salt, & dry soil
RSG	Grass	Panicum virgatum / Red Switch Grass / Cheyenne Sky	2 G	3 ft	1.5-2 ft	2'	Full sun	Deep fibrous roots / Attracts birds / Salt tolerant / Drought tolerant / Tolerates dry & wet soil
SSS	Ornamental Shrub	Spiraea Darsnorm / Snow Storm	2 G	3 ft	3-5 ft	5'	Full sun	Salt tolerant / Attracts butterflies

Plugs

Key	Type	Name	Size	Height	Width	Spacing	Exposure	Notes
PC	Flowering Perennial	Coreopsis palmata / Plains Coreopsis	2.5-3in sq plug	1.5-2.5 ft	1-1.5 ft	3 ft	Full sun	Low salt tolerance / Needs extra care at establishment / Attracts butterflies
OSW	Flowering Perennial	Tradescantia ohiensis / Ohio Spiderwort	2.5-3in sq plug	2-3 ft	1.5-2.5 ft	3 ft	Full sun to part shade	Not salt tolerant
SOG	Grass	Bouteloua curtipendula / Side-Oats Grama	2.5-3in sq plug	1.5-2.5 ft	1.5-2 ft	3 ft	Full sun	Salt tolerant / Attracts birds

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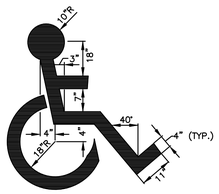
APPALOOSA CROSSING
SHOPS
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

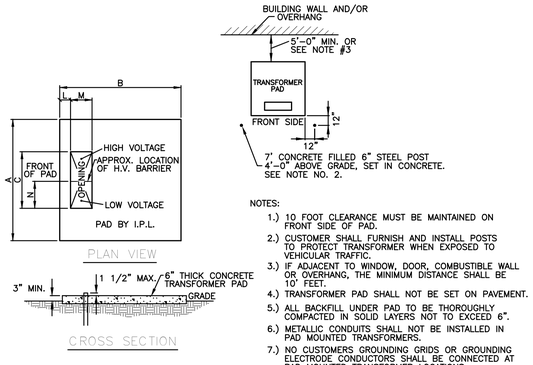
LANDSCAPE PLAN

DRAWN: GSS
SCALE: SEE PLAN
CHECKED: GSS
DATE: 01/27/20
SHEET: C501



NOTE: SYMBOL TO BE CENTERED ON WIDTH OF PARKING STALL. SYMBOLS ARE REQUIRED TO CONTRAST WITH BACKGROUND. (COLOR NO. 105090 IN FEDERAL STANDARDS 595a) DOUBLE COAT. (TYP.) SYMBOL SHALL MEET INDIANA ACCESSIBILITY CODE AND THE AMERICANS WITH DISABILITIES ACT CRITERIA.

DISABLED PAVEMENT SYMBOL
NO SCALE

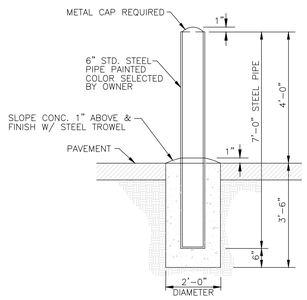


NOTES:
1.) 10 FOOT CLEARANCE MUST BE MAINTAINED ON FRONT SIDE OF PAD.
2.) CUSTOMER SHALL FURNISH AND INSTALL POSTS TO PROTECT TRANSFORMER WHEN EXPOSED TO VEHICULAR TRAFFIC.
3.) IF ADJACENT TO WINDOW, DOOR, COMBUSTIBLE WALL OR OVERHANG, THE MINIMUM DISTANCE SHALL BE 10' FEET.
4.) TRANSFORMER PAD SHALL NOT BE SET ON PAVEMENT.
5.) ALL BACKFILL UNDER PAD TO BE THOROUGHLY COMPACTED IN SOLID LAYERS NOT TO EXCEED 6".
6.) METALLIC CONDUITS SHALL NOT BE INSTALLED IN PAD MOUNTED TRANSFORMERS.
7.) NO CUSTOMERS GROUNDING GRIDS OR GROUNDING ELECTRODE CONDUCTORS SHALL BE CONNECTED AT PAD MOUNTED TRANSFORMER LOCATIONS.
8.) MAXIMUM – 9 CONDUITS, ONE CIRCUIT PER CONDUIT.
9.) THE TRANSFORMER SHALL BE READILY ACCESSIBLE TO ELECTRIC UTILITY COMPANY.

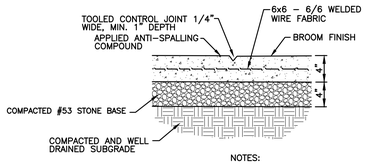
STOCK NO.	KVA	WT.	A	B	C	D	L	M	N	KVA
1703-506	150-300	5800	75	80	44	15 1/2	9	15	19 1/2	150-300
1703-507	1703-507	10,100	84	84	44	20	9	15	19 1/2	500-1000
1703-508	1500	12,600	84	84	48	18	9	17	23 1/2	1500

ALL DIMENSIONS ARE IN INCHES

CONCRETE PAD FOR THREE PHASE TRANSFORMER 150-1500 KVA
NO SCALE

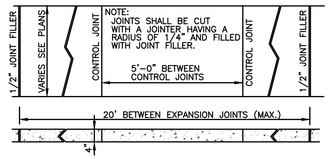


PIPE BOLLARD
NO SCALE



NOTES:
1.) CONTROL JOINTS 5'-0" O.C. MAX. (SEE PLANS FOR ANY VARIATIONS)
2.) EXPANSION JOINTS 20'-0" O.C. MAX. (SEE PLANS FOR ANY VARIATIONS)

4" THICK CONCRETE WALK DETAIL
NO SCALE



CONCRETE WALK SECTION
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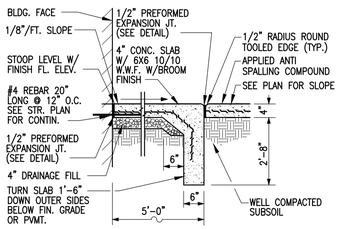
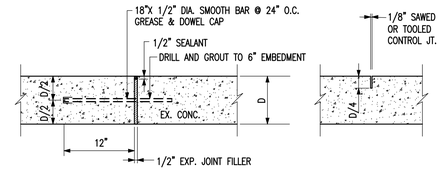
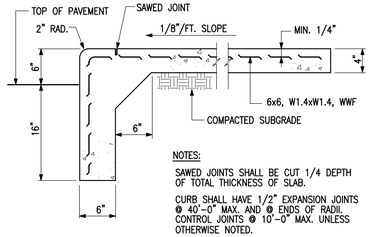


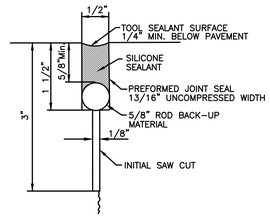
CONCRETE STOOP DETAIL
NO SCALE



CONCRETE JOINT DETAILS
NO SCALE



INTEGRAL CURB & SIDEWALK DETAIL
(NO SCALE)



EXPANSION JOINT FILLER
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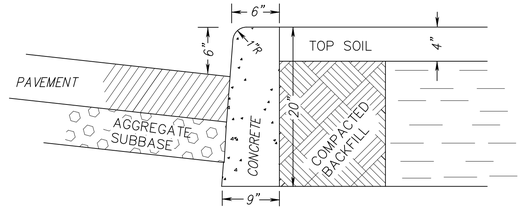

STRAIGHT CONCRETE CURB DETAIL
(NO SCALE)

DISABLED PARKING SIGN
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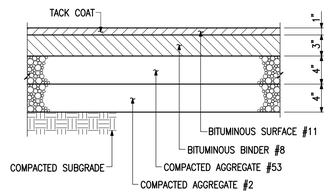

HEAVY DUTY ASPHALT PAVEMENT SECTION
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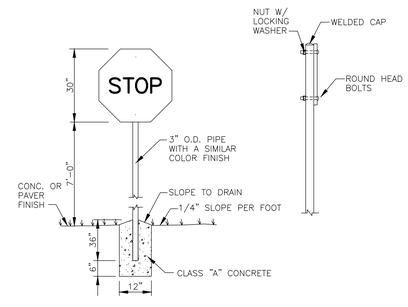

STOP SIGN DETAIL
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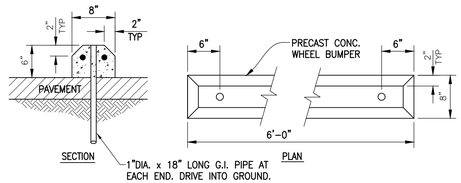

PRECAST CONCRETE WHEEL STOP
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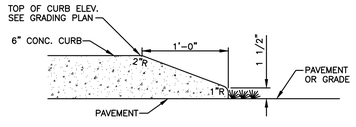

CURB END TAPER DETAIL
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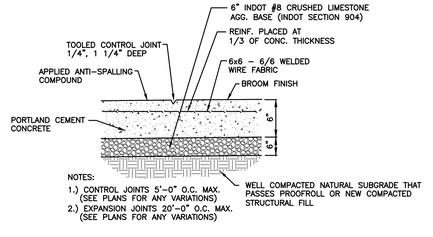
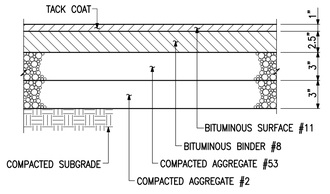


6" CONCRETE SLAB DETAIL
NO SCALE



LIGHT DUTY ASPHALT PAVEMENT SECTION
NO SCALE

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

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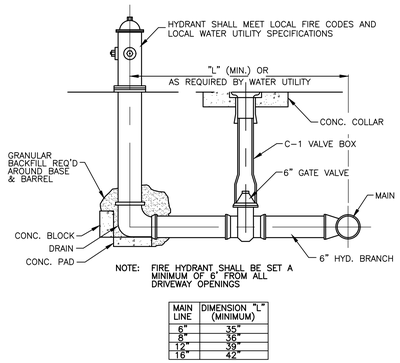
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

CONSTRUCTION DETAILS

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: C601

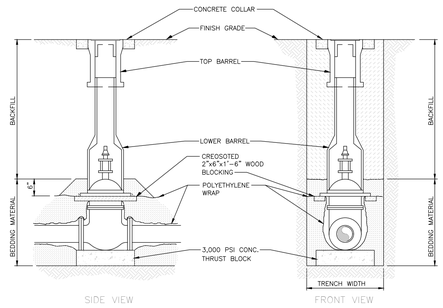


NOTE: FIRE HYDRANT SHALL BE SET A MINIMUM OF 6' FROM ALL DRIVEWAY OPENINGS

MAIN LINE	DIMENSION "L" (MINIMUM)
6"	35"
8"	35"
12"	39"
16"	42"

PRIVATE FIRE HYDRANT ASSEMBLY

NO SCALE



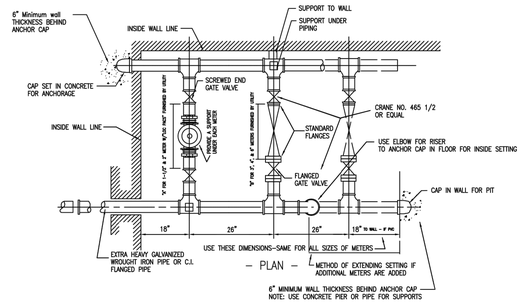
GATE VALVE BOX SETTING

NO SCALE

CITIZENS WATER
STANDARD PRACTICE **S**

REVISION DATE: 01/15/2007 ISSUE DATE: 6/8/2009

STANDARD INSTALLATION FOR MULTIPLE METER SETTINGS



DIMENSIONS

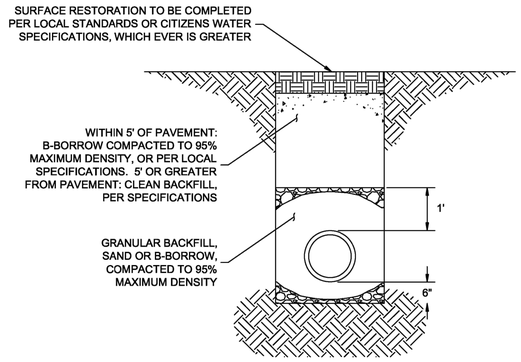
METER	A	B
*1-1/2" STA. METER	27-1/2	
*2" STA. METER	30"	
*2" CT. METER	32"	
*3" CT. METER	"	24-1/2"
*4" CT. METER	"	28-1/2"
*6" CT. METER	"	37"

* DIMENSIONS ARE FACE TO FACE OF VALVES.

CITIZENS WATER
STANDARD PRACTICE **A.1**

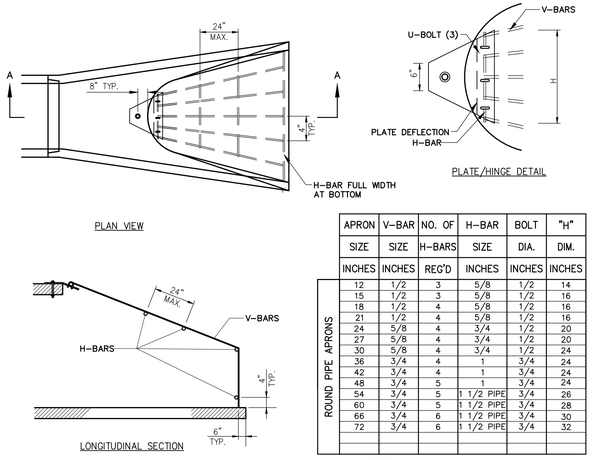
REVISION DATE: 9/20/2018 ISSUE DATE: 7/17/2013

WATER MAIN AND SERVICE BACKFILL REQUIREMENTS



SCALE: NTS

NOTE:
COMPACTED BACKFILL IN LIFTS OF 12" MAXIMUM. TRENCH EXCAVATION SHALL CONFORM TO LOCAL STANDARDS.

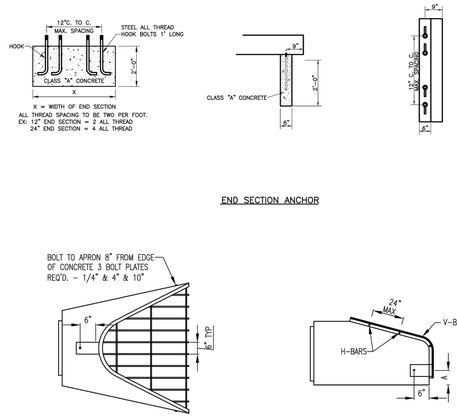


APRON SIZE	V-BAR SIZE	NO. OF H-BARS	H-BAR SIZE	BOLT DIA.	"H" DIM.
INCHES	INCHES	REQ'D	INCHES	INCHES	INCHES
ROUND PIPE APRONS					
12	1/2	3	5/8	1/2	14
15	1/2	3	5/8	1/2	16
18	1/2	4	5/8	1/2	16
21	1/2	4	5/8	1/2	16
24	5/8	4	3/4	1/2	20
27	5/8	4	3/4	1/2	20
30	5/8	4	3/4	1/2	24
36	3/4	4	1	3/4	24
42	3/4	4	1	3/4	24
48	3/4	5	1	3/4	24
54	3/4	5	1 1/2 PIPE	3/4	26
60	3/4	5	1 1/2 PIPE	3/4	28
66	3/4	6	1 1/2 PIPE	3/4	30
72	3/4	6	1 1/2 PIPE	3/4	32

NOTES:
1. BARS & PLATES ARE HOT-ROLLED STEEL.
2. BARS, PLATES, & PIPE ARE FINISHED WITH 2 COATS OF ALUMINUM PAINT.
3. BOLTS ARE GALVANIZED
4. NO REBAR THROUGH PIPES WILL BE ALLOWED
5. DEBRIS GUARD SHALL BE PLACED ON ALL END SECTIONS.
6. ALL DEBRIS GUARDS SHALL BE HINGED FOR ACCESS.

DEBRIS GUARD FOR CONCRETE END SECTION

NO SCALE



NOT TO SCALE

CITIZENS WATER
STANDARD PRACTICE **T**

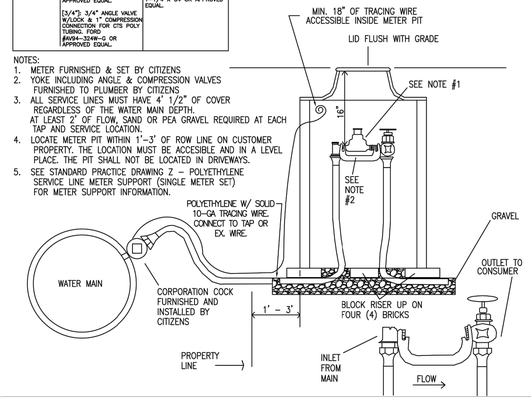
REVISION DATE: 11/6/2018 ISSUE DATE: 6/8/2009

STANDARD SERVICE LINE INSTALLATION AND SETTING FOR 5/8", 3/4", AND 1" METER IN SINGLE PIT

ITEM	5/8" & 3/4" METERS	1" METERS
METER PIT COVER	FORD METER BOX X3 OR APPROVED EQUAL SINGLE LID COVER AND RING FOR 20" RISER, 4" DEPTH, 11.25" DIA. LID W/ LG. PENT OPENING NUT.	FORD METER BOX X43 OR APPROVED EQUAL SINGLE LID COVER AND RING FOR 20" RISER, 4" DEPTH, 13.50" DIA. LID W/ LG. PENT OPENING NUT, **MUST ALSO BE USED IN CONJUNCTION WITH A 24 X 20 ADAPTER RING (FORD EXT-2 OR APPROVED EQUAL)
PIT	20X48" PLASTIC RISER: MIDSTATES PLASTICS, FRANCISVILLE TILE (TRATCO) OR APPROVED EQUAL	24X48" PLASTIC RISER: MIDSTATES PLASTICS, FRANCISVILLE TILE (TRATCO) OR APPROVED EQUAL
SUPPORT	SINGLE METER SUPPORT PER STANDARD PRACTICE Z.	SINGLE METER SUPPORT PER STANDARD PRACTICE Z.
YOKE	FORD 501-P PRONGED YOKE FOR 5/8" METERS OR APPROVED EQUAL, FORD 503-P PRONGED YOKE FOR 3/4" METERS OR APPROVED EQUAL	FORD 504P PRONGED YOKE FOR 1" METERS OR APPROVED EQUAL.
VALVES: INLET SIDE (FROM MAIN)	(5/8") 5/8" ANGLE VALVE W/LOCK & 3/4" COMPRESSION CONNECTION FOR CTS POLY TUBING. FORD #G44-333MG OR APPROVED EQUAL. (3/4") 3/4" ANGLE VALVE W/LOCK & 1" COMPRESSION CONNECTION FOR CTS POLY TUBING. FORD #G44-334W-G OR APPROVED EQUAL.	(1") 1"ANGLE VALVE W/ LOCK & 1 1/4" COMPRESSION CONNECTION FOR CTS POLY TUBING– A.Y. MCDONALD #4602YT 1-1/4 X 04 OR APPROVED EQUAL.

ITEM	5/8" & 3/4" METERS	1" METERS
VALVES: OUTLET SIDE (TO CUSTOMER)	(5/8") 5/8" GLOBE STYLE COMPRESSION VALVE W/ "T" OPERATING HANDLE & 3/4" COMPRESSION CONNECTION FOR CTS POLY TUBING **FORD ONLY #G404-313-G (3/4") 3/4" GLOBE STYLE COMPRESSION VALVE W/ "T" OPERATING HANDLE & 1" COMPRESSION CONNECTION FOR CTS POLY TUBING **FORD ONLY #G404-324-4WT-G	(1") 1" GLOBE STYLE COMPRESSION VALVE W/"T" OPERATING HANDLE & 1 1/4" COMPRESSION X CONNECTION FOR CTS POLY TUBING **FORD ONLY #G404-445-4WT-G
RISER SIZE & SERVICE LINE SIZE (TUBING LEADING TO AND FROM YOKE VALVES)	(5/8") 3/4" CTS SDR9 AWWA POLY TUBING (3/4") 1" CTS SDR 9 AWWA POLY TUBING **MUST UTILIZE A STAINLESS STEEL INSERT STIFFENER AT ALL COMPRESSION CONNECTIONS IN ALL CASES TO USE SOLID 10 GA. SOLID THHN, BLUE SHELL TRACING WIRE MUST BE INSTALLED WITH THE POLY SERVICE LINE.	(1") 1 1/4" CTS SDR9 AWWA POLY TUBING **MUST UTILIZE A STAINLESS STEEL INSERT STIFFENER AT ALL COMPRESSION CONNECTIONS IN ALL CASES TO USE SOLID 10 GA. SOLID THHN, BLUE SHELL TRACING WIRE MUST BE INSTALLED WITH THE POLY SERVICE LINE.

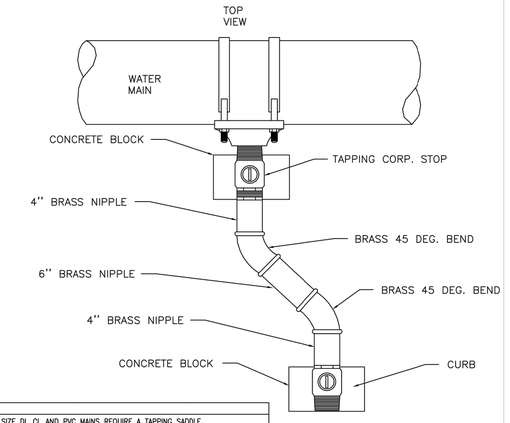
NOTES:
1. METER FURNISHED & SET BY CITIZENS
2. YOKE INCLUDING ANGLE & COMPRESSION VALVES FURNISHED TO PLUMBER BY CITIZENS
3. ALL SERVICE LINES MUST HAVE 4' 1/2" OF COVER REGARDLESS OF THE WATER MAIN DEPTH. AT LEAST 2' OF FLOW, SAND OR PEA GRAVEL REQUIRED AT EACH TAP AND SERVICE LOCATION.
4. LOCATE METER PIT WITHIN 1'-3' OF ROW LINE ON CUSTOMER PROPERTY. THE LOCATION MUST BE ACCESIBLE AND IN A LEVEL PLACE. THE PIT SHALL NOT BE LOCATED IN DRIVEWAYS.
5. SEE STANDARD PRACTICE DRAWING Z – POLYETHYLENE SERVICE LINE METER SUPPORT (SINGLE METER SET) FOR METER SUPPORT INFORMATION.



CITIZENS WATER
STANDARD PRACTICE **N**

REVISION DATE: 7/25/2018 ISSUE DATE: 6/8/2009

1-1/2" & 2" SERVICE LINE SWING JOINT



NOTES:
1) ALL SIZE DI, CI, AND PVC MAINS REQUIRE A TAPPING SADDLE
2) ALL SIZE POLY MAINS REQUIRE A FUSED ON TAPPING SADDLE FOR 1-1/2" AND 2" SERVICE LINES
3) SADDLE AND TAPPING CORP. STOP SUPPLIED & INSTALLED BY CEG. THIS MATERIAL WILL NOT BE SUPPLIED ON DEVELOPER PROJECTS.
4) ALL TAP EXCAVATIONS ARE REQUIRED TO BE BACKFILLED WITH GRANULAR OR FLOWABLE FILL TO A POINT 1'-0" ABOVE WATER MAIN
5) SWING JOINT DIRECTION MUST NOT DEVIATE FROM DRAWING
6) A COMPRESSION FITTING MUST BE USED OUT OF CURB STOP TO SERVICE LINE
7) STIFFENERS MUST BE USED ON ALL POLY SERVICES
8) 4" PLASTIC RISER W/ 5-1/4" VALVE BOX MUST BE INSTALLED OVER CURB STOP AND RESTING ON CONCRETE BLOCK
9) POLY SERVICES REQUIRE A TRACER WIRE WHICH SHOULD BE ROUTED ON THE OUTSIDE OF THE 4" RISER THEN STUBBED INSIDE THE RISER AT THE TOP. VERIFY THIS WIRE DOES NOT INTERFERE WITH THE OPERATION OF THE CURB STOP.

ZIONSVILLE
FOR ALL THE RIGHT REASONS

PRE CAST CONCRETE END SECTION

TOWN OF ZIONSVILLE, INDIANA

STANDARD DETAIL

ST-09.dwg Wednesday, October 26, 2016 8:53:51 AM

PREPARED BY: BLN BEAM-LONGEST-NEFF

FIGURE NO. ST-9

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

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Ph: (317) 697-0180
www.snellingeng.com

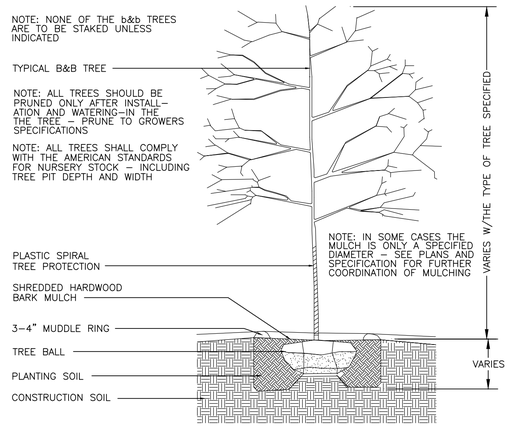
GREGORY S. SNELLING REGISTERED No. 19800417 STATE OF INDIANA PROFESSIONAL ENGINEER

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

CONSTRUCTION DETAILS

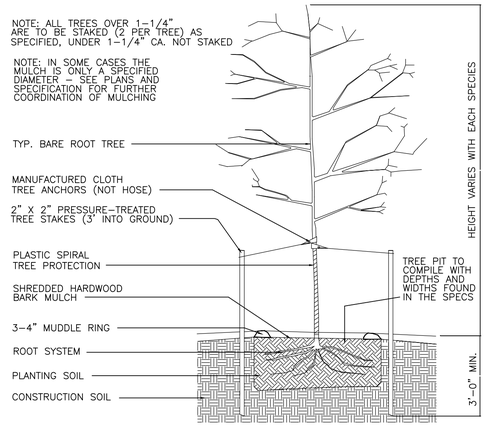
DRAWN:	SCALE:
GSS	SEE PLAN
CHECKED:	DATE:
GSS	01/27/20

SHEET: C602



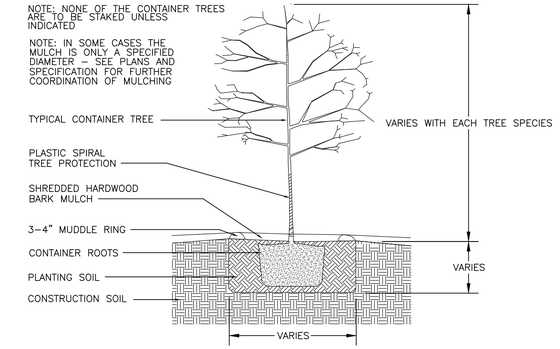
BALLED & BURLAPPED DECIDUOUS TREE DETAIL

N.T.S.



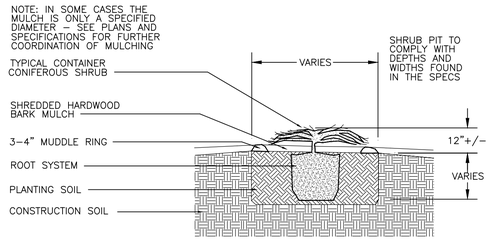
BARE ROOT DECIDUOUS TREE PLANTING DETAIL

N.T.S.



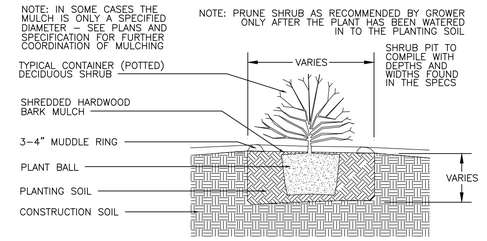
CONTAINER / POTTED DECIDUOUS TREE DETAIL

N.T.S.



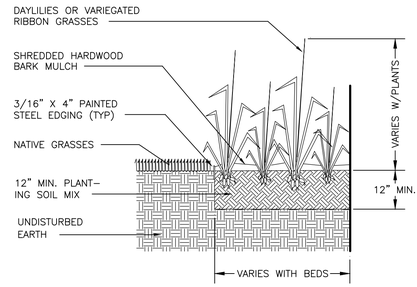
CONTAINER CONIFEROUS SHRUB DETAIL

N.T.S.



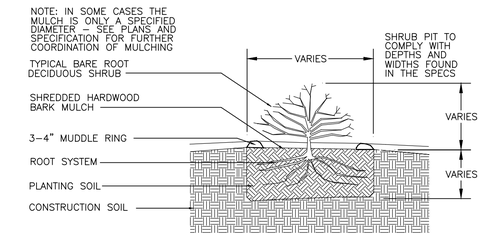
CONTANER SHRUB PLANTING DETAIL

N.T.S.



PERENNIAL BED PLANTING DETAIL

N.T.S.



BARE ROOT PLANTING DETAIL

N.T.S.

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

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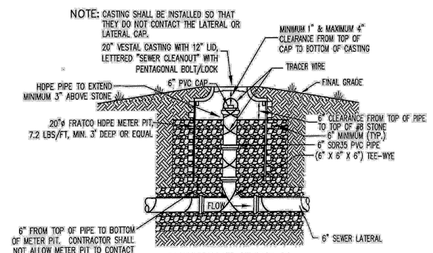
APPALOOSA CROSSING SHOPS
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

CONSTRUCTION DETAILS

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

SHEET: C603

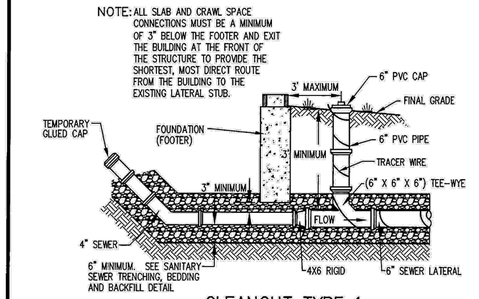


CLEANOUT TYPE 3

(GRASS OR LANDSCAPE SURFACES BEYOND THREE FEET OF BUILDING)

DAVID A CLARK REGISTERED No. 19300219 STATE OF INDIANA PROFESSIONAL ENGINEER

Schneider | TRICO REGIONAL SEWER UTILITY — TYPE 3 CLEANOUT DETAIL | TriCo

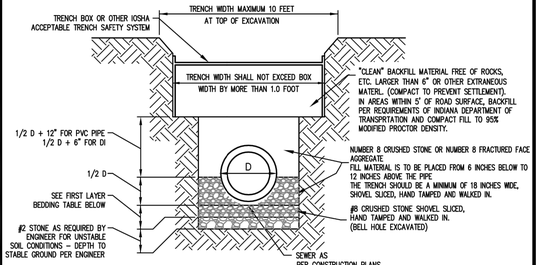


CLEANOUT TYPE 1

(ONLY LANDSCAPED SURFACES WITHIN THREE FEET OF BUILDING)

DAVID A CLARK REGISTERED No. 19300219 STATE OF INDIANA PROFESSIONAL ENGINEER

Schneider | TRICO REGIONAL SEWER UTILITY — TYPE 1 CLEANOUT DETAIL | TriCo



FIRST LAYER BEDDING TABLE		
PIPE SIZE	6" TO 15"	18" & OVER
BEDDING BELOW THE PIPE BARREL AND BELL	MINIMUM = 6"	MINIMUM = 10"

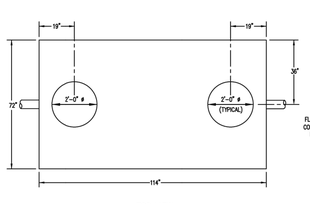
PIPE SIZE	A	B
UP TO 18"	3'-0"	2'-6"
18" AND GREATER	D + 24"	D + 18"

DAVID A CLARK REGISTERED No. 19300219 STATE OF INDIANA PROFESSIONAL ENGINEER

SANITARY SEWER TRENCHING, BEDDING AND BACKFILL DETAIL

Schneider | CLAY TOWNSHIP REGIONAL WASTE DISTRICT — SANITARY SEWER BEDDING AND BACKFILL DETAIL | CTRWD

Date 12/06/06 — File T:\6K\6366\001\DWGS\DETAILS\IN-DTLS.DWG

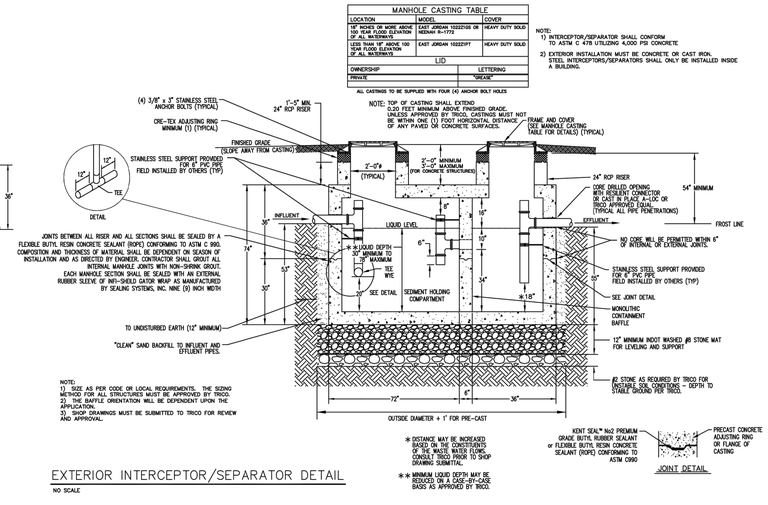


TOP VIEW

NOTE:
STRUCTURE TO BE SEALED IN THE FIELD WITH A SINGLE ROW OF CENTERED KENT SEAL™ No2 PREMIUM or FLEXIBLE BUTYL RESIN CONCRETE SEALANT (ROPE) CONFORMING TO ASTM 990

NOTE:
MacREARY CONCRETE PRODUCTS, INC
APPROXIMATE WEIGHTS:
BASE SECTION 9375 lbs
RISER SECTION 7650 lbs
TOP SLAB 5700 lbs
STRUCTURE WEIGHT TOTAL 22725 lbs

MANHOLE CASTING TABLE		
LOCATION	MODEL	COVER
10" ABOVE OR MORE ABOVE 100 YEAR FLOOD ELEVATION OF ALL WATERWAYS	EAST JORDAN 1022210S OR NEENAH R-1772	HEAVY DUTY SOLID
LESS THAN 10" ABOVE 100 YEAR FLOOD ELEVATION OF ALL WATERWAYS	EAST JORDAN 1022220T	HEAVY DUTY SOLID
LID		
OWNERSHIP	LETTERING	
PRIVATE	"ORGAN"	
ALL CASTINGS TO BE SUPPLIED WITH FOUR (4) ANCHOR BOLT HOLES		



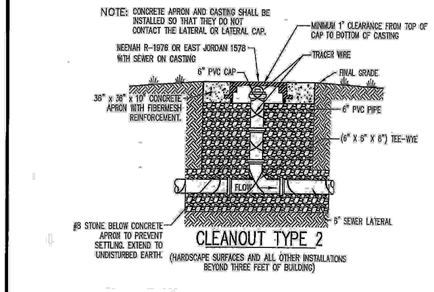
NOTE:
1) SIZE AS PER CODE OR LOCAL REQUIREMENTS. THE SIZING METHOD FOR ALL STRUCTURES MUST BE APPROVED BY TRICO.
2) THE BAFFLE ORIENTATION WILL BE DEPENDENT UPON THE APPLICATION.
3) SHOP DRAWINGS MUST BE SUBMITTED TO TRICO FOR REVIEW AND APPROVAL.

NOTE:
1) INTERCEPTOR/SEPARATOR SHALL CONFORM TO ASTM C 478 UTILIZING 4,000 PSI CONCRETE
2) EXTERIOR INSTALLATION MUST BE CONCRETE OR CAST IRON. STEEL INTERCEPTORS/SEPARATORS SHALL ONLY BE INSTALLED INSIDE A BUILDING.

* DISTANCE MAY BE INCREASED BASED ON THE CONSTITUENTS OF THE WASTE WATER FLOWS. CONSULT TRICO PRIOR TO SHOP DRAWING SUBMITTAL
** MINIMUM LIQUID DEPTH MAY BE REDUCED ON A CASE-BY-CASE BASIS AS APPROVED BY TRICO.

EXTERIOR INTERCEPTOR/SEPARATOR DETAIL

NO SCALE

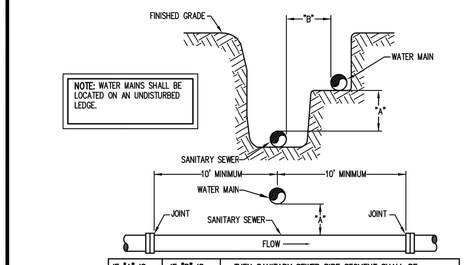


CLEANOUT TYPE 2

(HARDSCAPE SURFACES AND ALL OTHER INSTALLATIONS BEYOND THREE FEET OF BUILDING)

DAVID A CLARK REGISTERED No. 19300219 STATE OF INDIANA PROFESSIONAL ENGINEER

Schneider | TRICO REGIONAL SEWER UTILITY — TYPE 2 CLEANOUT DETAIL | TriCo



IF "A" IS	IF "B" IS	THEN SANITARY SEWER PIPE SEGMENT SHALL BE
18" OR MORE	10' OR MORE	NO SPECIAL PIPE MATERIAL OR GRADE REQUIREMENTS
LESS THAN 18"	LESS THAN 10'	PVC (EITHER ASTM D 2241 (SDR 21) OR ANSI/AWWA C900 (DR 18) OR ANSI/AWWA C905 (DR 21) OR DUCTILE IRON (CLASS 51 MINIMUM)

NOTE: SEPARATION DISTANCES FROM WATER SUPPLIES AND PIPE CLASSIFICATIONS SHALL CONFORM TO INDIANA STATE BOARD OF HEALTH'S "ON-SITE WATER SUPPLY AND WASTEWATER DISPOSAL FOR PUBLIC AND COMMERCIAL ESTABLISHMENTS – BULLETIN S.E. 13"

WELL/WATER SUPPLY & SEWER CROSSING DETAIL

DAVID A CLARK REGISTERED No. 19300219 STATE OF INDIANA PROFESSIONAL ENGINEER

Schneider | CLAY TOWNSHIP REGIONAL WASTE DISTRICT — WATER LINE CROSSING DETAIL | CTRWD

Date 12/06/06 — File T:\6K\6366\001\DWGS\DETAILS\IN-DTLS.DWG

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

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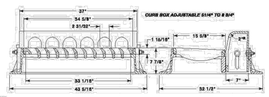
APPALOOSA CROSSING SHOPS
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

CONSTRUCTION DETAILS

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: C604

R-3287-10V
Combination Inlet Frame, Grate, Curb Box

Heavy Duty



CATALOG NUMBER	GRATE TYPE	SQ. FT. OPEN	WEIR PERIMETER LINEAL FEET
R-3287-10V	A	2.1	5.5

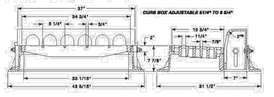
Available with 3" radius curb box.

MANUFACTURER	CATALOG NO.
NEENAH	R-3287, 10V
EAST JORDAN	7505M3

NOT TO SCALE

R-3287-SB10
Combination Inlet Frame, Grate, Curb Box

Heavy Duty



CATALOG NUMBER	GRATE TYPE	SQ. FT. OPEN	WEIR PERIMETER LINEAL FEET
R-3287-SB10	A	1.5	5.5

MANUFACTURER	CATALOG NO.
NEENAH	R-3287, SB10
EAST JORDAN	7505

NOT TO SCALE

ZIONSVILLE
FOR ALL THE RIGHT REASONS

STRAIGHT CURB INLET CASTING TYPE 1

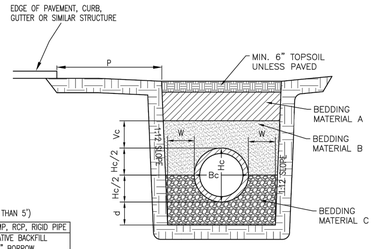
TOWN OF ZIONSVILLE, INDIANA

STANDARD DETAIL

PREPARED BY: BLN BEAM-LONGEST-NEFF

FIGURE NO. **ST-4**

ST-04.dwg Wednesday, October 26, 2016 8:47:56 AM



BEDDING MATERIAL DESIGNATION (P GREATER THAN 5')

	PVC, HDPE, PLASTIC PIPE	CMP, RCP, RIGID PIPE
MATERIAL A	NATIVE BACKFILL	NATIVE BACKFILL
MATERIAL B	#8 WASHED STONE	"S" BORROW
MATERIAL C	#8 WASHED STONE	#8 WASHED STONE

BEDDING MATERIAL DESIGNATION (P LESS THAN 5', BUT GREATER THAN 0')

	PVC, HDPE, PLASTIC PIPE	CMP, RCP, RIGID PIPE
MATERIAL A	#8 WASHED STONE	#8 WASHED STONE
MATERIAL B	#8 WASHED STONE	#8 WASHED STONE
MATERIAL C	#8 WASHED STONE	#8 WASHED STONE

BEDDING MATERIAL DESIGNATION (PIPE UNDER PAVEMENT OR DRIVEWAY)

	PVC, HDPE, PLASTIC PIPE	CMP, RCP, RIGID PIPE
MATERIAL A	PIPE NOT ALLOWED	#8 WASHED STONE
MATERIAL B	(EXCEPT HDPE – SEE NOTE 7)	#8 WASHED STONE
MATERIAL C		#8 WASHED STONE

LEGEND

P = DISTANCE FROM EDGE OF PAVEMENT
Hc = OUTSIDE DIAMTER OR RISE
Bc = OUTSIDE DIAMETER
d = DEPTH OF BEDDING MATERIAL BELOW PIPE
= 8" MIN. FOR FILL HEIGHT UP TO 16'
= 12" MIN. FOR FILL HEIGHT OF 16' OR MORE
Vc = 12" FOR Bc UP TO 18"
= 18" FOR Bc > 18"
W = 0.3 Bc OR 9", WHICHEVER IS GREATER

NOTES:
1. INDOT TYPE 1 PIPE REQUIRED FOR STORM SEWERS/CULVERTS UNDER PAVEMENT
2. INDOT TYPE 2 PIPE REQUIRED FOR STORM SEWERS/CULVERTS OUTSIDE OF PAVEMENT.
3. ALL BEDDING SHALL BE INSTALLED IN 6" TO 12" BALANCED LIFTS
4. FOR BACKFILL PURPOSES, PAVED SHOULDERS, CURBS, GUTTERS, AND SIDEWALKS ARE CONSIDERED PAVEMENT.
5. FLOWABLE BACKFILL SHALL BE ENCASED BY A MINIMUM OF 2 FEET OF COMPACTED EARTH BACKFILL
6. PLASTIC PIPES FABRICATED ON HYDROSTATIC DESIGN BASES RATED RESINS CONSIDERED RIGID FOR BACKFILL PURPOSES
7. ZIONSVILLE ALLOWS HDPE PIPE UNDER PAVEMENT AS LONG AS IT IS A MANDREL TESTED TO 7.5%

NOT TO SCALE

ZIONSVILLE
FOR ALL THE RIGHT REASONS

BEDDING AND BACKFILL SECTION

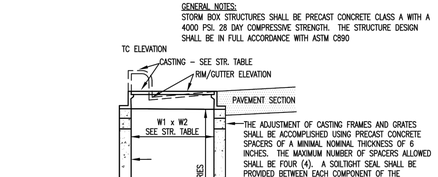
TOWN OF ZIONSVILLE, INDIANA

STANDARD DETAIL

PREPARED BY: BLN BEAM-LONGEST-NEFF

FIGURE NO. **ST-8**

ST-08.dwg Wednesday, October 26, 2016 8:53:14 AM



GENERAL NOTES:
STORM BOX STRUCTURES SHALL BE PRECAST CONCRETE CLASS A WITH A 4000 PSI. 28 DAY COMPRESSIVE STRENGTH. THE STRUCTURE DESIGN SHALL BE IN FULL ACCORDANCE WITH ASTM C890

THE ADJUSTMENT OF CASTING FRAMES AND GRATES SHALL BE ACCOMPLISHED USING PRECAST CONCRETE SPACERS OF A MINIMAL NOMINAL THICKNESS OF 6 INCHES. THE MAXIMUM NUMBER OF SPACERS ALLOWED SHALL BE FOUR (4). A SOILTIGHT SEAL SHALL BE PROVIDED BETWEEN EACH COMPONENT OF THE CONCRETE STRUCTURE AND SPACERS BY USE OF NON-ASPHALTIC MASTIC OR EXTRUDABLE PREFORMED GASKET MATERIAL.

NOT TO SCALE

NOTE: ALL STRUCTURE JOINTS SHALL BE SLICKED WITH NON-SHRINK GROUT.

ZIONSVILLE
FOR ALL THE RIGHT REASONS

STORM BOX STRUCTURE

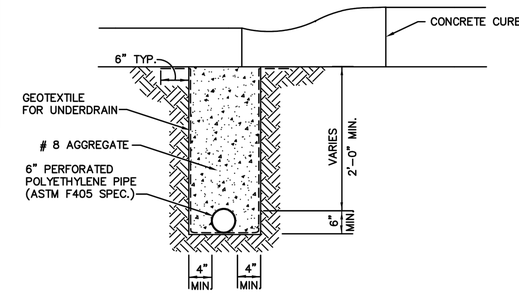
TOWN OF ZIONSVILLE, INDIANA

STANDARD DETAIL

PREPARED BY: BLN BEAM-LONGEST-NEFF

FIGURE NO. **ST-2**

ST-02.dwg Tuesday, November 08, 2016 1:47:43 PM



NOTE: MATERIALS AND INSTALLATION SHALL MEET THE INDOT STANDARDS AS SPECIFIED IN SECTION 718 "UNDERDRAINS"

PIPE UNDERDRAIN DETAIL

HNTB
ARCHITECTS ENGINEERS PLANNERS
INDIANAPOLIS, INDIANA

TOWN OF ZIONSVILLE, INDIANA
AUGUST, 2004

FIGURE P–9

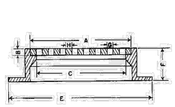
R-3405 Series

Catalog No.	Dimensions in inches A	B	C	E	F	G	H
R-3405	23 5/8 x 23 5/8	1 1/2	22 x 22	32 3/4 x 32 3/4	6	2 1/8 x 2 1/8	1

Gutter Inlet Frame, Grate

Heavy Duty

CATALOG NUMBER	GRATE TYPE	SQ. FT. OPEN	WEIR PERIMETER LINEAL FEET
R-3405	H	1.5	7.9

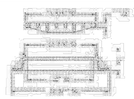


Illustrating R-3405

5250 CATCH BASIN INLET

Heavy duty
"DUMP NO WASTE!" lettering and fish image
Approximate 220 sq. in. open area
Stackable frame.

Options:
8" height frame – 5255
4" height frame – V-5622
ADA grate – V-5622-80
Solid cover – V-6622



MANUFACTURER	CATALOG NO.
NEENAH	R-3405
EAST JORDAN	5250

NOT TO SCALE

ZIONSVILLE
FOR ALL THE RIGHT REASONS

FLAT INLET CASTING TYPE 5

TOWN OF ZIONSVILLE, INDIANA

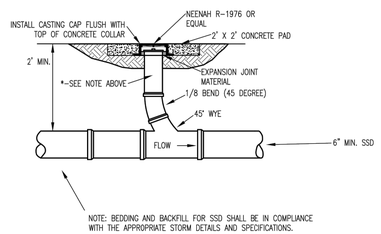
STANDARD DETAIL

PREPARED BY: BLN BEAM-LONGEST-NEFF

FIGURE NO. **ST-7**

ST-07.dwg Wednesday, October 26, 2016 8:50:01 AM

* NOTE:
FOR SSD LATERALS, THE CLEANOUT PIPE AND FITTING MATERIAL SHALL BE HDPE N-12, WITH A MINIMUM PIPE SIZE OF 4 INCHES.



NOTE: BEDDING AND BACKFILL FOR SSD SHALL BE IN COMPLIANCE WITH THE APPROPRIATE STORM DETAILS AND SPECIFICATIONS.

NOT TO SCALE

ZIONSVILLE
FOR ALL THE RIGHT REASONS

SUBSURFACE DRAIN CLEANOUT

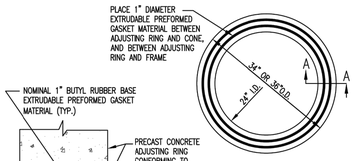
TOWN OF ZIONSVILLE, INDIANA

STANDARD DETAIL

PREPARED BY: BLN BEAM-LONGEST-NEFF

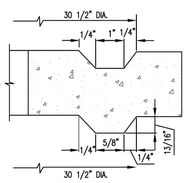
FIGURE NO. **ST-11**

ST-11.dwg Thursday, November 03, 2016 12:30:26 PM



PLAN VIEW

GASKET DETAIL



SECTION "A–A"

GENERAL NOTES:
BUTYL RUBBER BASE GASKET MATERIAL SHALL CONFORM TO AASHTO M-198 AND FEDERAL SPECIFICATIONS SS-S-210A. THE EXTRUDABLE PREFORMED GASKET SHALL BE USED BETWEEN THE ADJUSTING RING AND CONE, AND BETWEEN THE ADJUSTING RING AND CASTING. THE GASKET MATERIAL SHALL BE AS MANUFACTURED BY HAMILTON KENT-SEAL OR APPROVED EQUAL

FOR RECTANGULAR/BOX STRUCTURES:
PRECAST CONCRETE SPACERS OF A MINIMAL NOMINAL THICKNESS OF 6 INCHES. THE MAXIMUM NUMBER OF SPACERS ALLOWED SHALL BE FOUR (4). A SOILTIGHT SEAL SHALL BE PROVIDED BETWEEN EACH COMPONENT OF THE CONCRETE STRUCTURE AND SPACERS BY USE OF NON-ASPHALTIC MASTIC OR EXTRUDABLE PREFORMED GASKET MATERIAL.

NOT TO SCALE

NOTE: ALL JOINTS SHALL BE SLICKED WITH NON-SHRINK GROUT.

ZIONSVILLE
FOR ALL THE RIGHT REASONS

SPACER RINGS/RISER RINGS

TOWN OF ZIONSVILLE, INDIANA

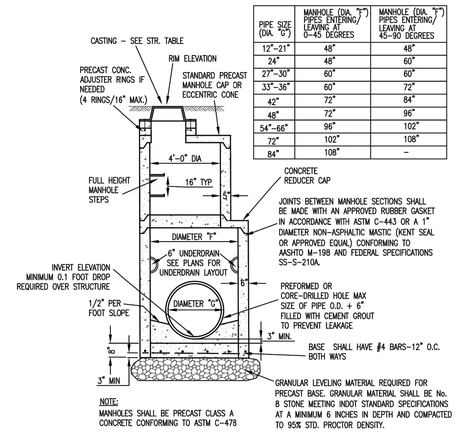
STANDARD DETAIL

PREPARED BY: BLN BEAM-LONGEST-NEFF

FIGURE NO. **ST-3**

ST-03.dwg Tuesday, November 08, 2016 10:54:58 AM

PIPE SIZE (DIA. "C")	MANHOLE (DIA. "I") PIPES ENTERING/ LEAVING AT 0–45 DEGREES	MANHOLE (DIA. "I") PIPES ENTERING/ LEAVING AT 45–90 DEGREES
12"–21"	48"	48"
24"	48"	60"
27"–30"	60"	60"
33"–36"	60"	72"
42"	72"	84"
48"	72"	96"
54"–66"	96"	102"
72"	102"	108"
84"	108"	–



NOTE:
MANHOLES SHALL BE PRECAST CLASS A CONCRETE CONFORMING TO ASTM C-478

NOTE: ALL STRUCTURE JOINTS SHALL BE SLICKED WITH NON-SHRINK GROUT.

NOT TO SCALE

ZIONSVILLE
FOR ALL THE RIGHT REASONS

STANDARD PRECAST MANHOLE

TOWN OF ZIONSVILLE, INDIANA

STANDARD DETAIL

PREPARED BY: BLN BEAM-LONGEST-NEFF

FIGURE NO. **ST-1**

ST-01.dwg Tuesday, November 08, 2016 10:53:41 AM

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

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

STRONGBOX COMMERCIAL
7661 N PERIMETER ROAD
INDIANAPOLIS, IN 46241
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SNELLING ENGINEERING, LLC
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Carmel, IN 46032
Ph: (317) 697-0180
www.snellingeng.com

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

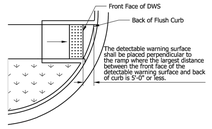
APPALOOSA CROSSING SHOPS
U.S. 421 AND C.R. 300 SOUTH
ZIONSVILLE, INDIANA

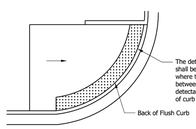
CONSTRUCTION DETAILS

DRAWN: GSS
CHECKED: GSS
SCALE: SEE PLAN
DATE: 01/27/20
SHEET: C605

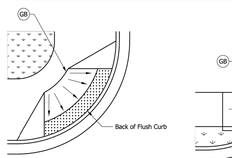
PERPENDICULAR CURB RAMP

PARALLEL CURB RAMP ④

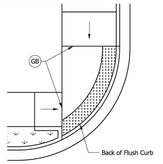




ONE-WAY DIRECTIONAL PERPENDICULAR CURB RAMPS ON A RADIUS ③



BLENDED TRANSITION CURB RAMP ⑤



DEPRESSED CORNER CURB RAMP ⑤ ⑦

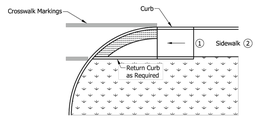
LEGEND:

- Buffer or Other Non-Walkable Surface
- Detectable Warning Surface (DWS)
- Ramp
- GB Grade Break

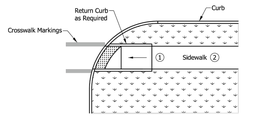
NOTES:

1. A detectable warning surface shall be placed at each street, highway, or railroad crossing. See Standard Drawing E 604-SDWK-03 for a detectable warning surface placement at a sidewalk driveway crossing.
2. The detectable warning surface shall extend a minimum of 2 ft in the direction of pedestrian travel and extend the full width as shown. The detectable warning surface shall not be placed across a grade break.
3. Where the distance from the face of the detectable warning surface is 5 ft or less from the back of curb, the detectable warning surface shall be placed perpendicular to the ramp. Where the distance from the face of the detectable warning surface is more than 5 ft from the back of curb, the detectable warning surface shall be placed at the back of curb as shown or in an alternate placement configuration. See Standard Drawing E 604-SWCR-13 for alternate detectable warning surface placement.
4. The detectable warning surface on a parallel curb ramp shall be placed on the turning space at the flush transition between the street and turning space at the back of curb.
5. The detectable warning surface on a blended transition or depressed corner shall be placed at the back of curb as shown or in an alternate placement configuration. See Standard Drawing E 604-SWCR-13 for alternate detectable warning surface placement.
6. See Standard Drawing E 604-SWCR-14 for detectable warning surface details.

INDIANA DEPARTMENT OF TRANSPORTATION		
DETECTABLE WARNING SURFACE PLACEMENT AND CONFIGURATION		
SEPTEMBER 2018		
STANDARD DRAWING NO.	E 604-SWCR-12	
ELIZABETH W. PHILLIPS REGISTERED No. 10200124 STATE OF INDIANA PROFESSIONAL ENGINEER	/s/ Elizabeth W. Phillips	03/29/18
	DESIGN STANDARDS ENGINEER	DATE
	/s/ John Leckie	04/25/18
	CHIEF ENGINEER	DATE



ONE-WAY DIRECTIONAL PERPENDICULAR CURB RAMP ADJACENT CURB



ONE-WAY DIRECTIONAL PERPENDICULAR CURB RAMP WITH BUFFER

NOTES:

① A turning space is not required at the top of the ramp for a one-way directional perpendicular curb ramp.

② Where there is no buffer between the sidewalk and curb the preferred minimum sidewalk width is 6 ft. Where a buffer is placed between the sidewalk and curb, the preferred minimum sidewalk width is 5 ft. See Standard Drawing Series E 604-SDWK for sidewalk details.

LEGEND:

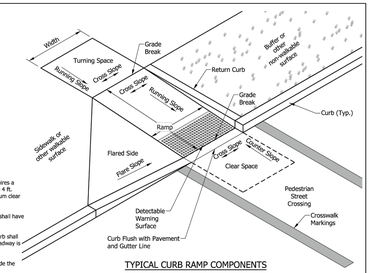
- Buffer or Other Non-Walkable Surface
- Ramp
- Detectable Warning Surface

INDIANA DEPARTMENT OF TRANSPORTATION		
ONE-WAY DIRECTIONAL PERPENDICULAR CURB RAMP TYPICAL PLACEMENT		
SEPTEMBER 2016		
STANDARD DRAWING NO.	E 604-SWCR-05	
ELIZABETH W. PHILLIPS REGISTERED No. 10200124 STATE OF INDIANA PROFESSIONAL ENGINEER	/s/ Elizabeth W. Phillips	03/15/16
	DESIGN STANDARDS ENGINEER	DATE
	/s/ Mark A. Miller	03/18/16
	CHIEF ENGINEER	DATE

INDEX	
SHEET NO.	SUBJECT
1	Curb Ramp Drawing Index and General Notes
2-3	Perpendicular Curb Ramp Typical Placement
4	Perpendicular Curb Ramp Component Details
5	One-Way-Directional Perpendicular Curb Ramp Typical Placement
6	One-Way-Directional Perpendicular Curb Ramp Component Details
7	Parallel Curb Ramps Typical Placement
8	Parallel Curb Ramp Component Details
9	Blended Transition Curb Ramp, Depressed Curb Ramp and Diagonal Curb Ramp Typical Placement
10	Blended Transition Curb Ramp Component Details
11	Median Cut-Through and Median Perpendicular Curb Ramp Typical Placement
12-13	Detectable Warning Surface Placement and Configuration
14	Detectable Warning Surface Details

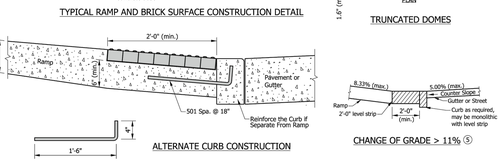
GENERAL NOTES:

1. All slopes are absolute rather than relative to the sidewalk or roadway grade. Slopes at least 0.50% less than the maximum are preferred.
2. Ramp or Blended Transition. A ramp or blended transition shall be used to lower or raise the sidewalk to connect with the street or highway.
3. Turning Space. A turning space shall be provided at the top of a perpendicular ramp, bottom of a parallel ramp, or where the pedestrian travel requires a change in direction. A common turning space may be shared by adjacent ramps. The turning space shall have a minimum clear dimension of 4 ft x 4 ft. Where the turning space is constrained at the back of the sidewalk by a curb, retaining wall, building, or feature over 2 inches in height, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope.
4. Flared Side. A flared side shall be used adjacent to a walkable surface. A flared side may be used adjacent to a non-walkable surface. A flared side shall have a maximum slope of 10.00% measured parallel to the back of the curb.
5. Return Curb. A return curb is placed perpendicular to the roadway curb. A return curb may be used adjacent to a non-walkable surface. A return curb shall not be used adjacent to a walkable surface. The return curb may be omitted where the non-walkable surface is flared and the curb adjacent the roadway is tapered to meet the flush curb at the bottom of the ramp.
6. Clear Space. A clear space shall be provided beyond the bottom grade break of a curb ramp wholly contained within the crosswalk and wholly outside the parallel vehicular travel path. The clear space shall have a minimum clear dimension of 4 ft x 4 ft.
7. Detectable Warning Surface. A detectable warning surface shall consist of truncated domes and be placed at each street, highway, or railroad crossing. The detectable warning surface shall extend a minimum of 2 ft in the direction of pedestrian travel and be placed the entire width of a ramp, blended transition, or turning space.
8. Running Slope. The running slope of a ramp, blended transition, or turning space shall be measured parallel to the direction of pedestrian travel.
   a. A running slope of 2.00% or less is considered level.
   b. A ramp shall have a maximum running slope of 8.33% but shall not require a ramp length to exceed 15 ft.
   c. A blended transition shall have a maximum running slope of 5.00%.
   d. A turning space shall have a maximum running slope of 2.00%.
9. Width. Unless otherwise noted, minimum width of a ramp, blended transition, or turning space, excluding flared sides or return curb, shall be 4 ft.
10. Grade Break. A grade break at the top and bottom of a ramp, blended transition, or turning space shall be perpendicular to the running slope. Grade breaks shall not be within the ramp, blended transition, turning space, or detectable warning surface. Grade breaks shall be flush. Vertical discontinuities shall not be greater than 1/2 in. Where a discontinuity is greater than 1/4 in, the surface shall be beveled with a slope not steeper than 1V:2H.
11. Cross Slope Exceptions. The cross slope of a ramp, blended transition, or turning space shall be measured perpendicular to the direction of pedestrian travel.
    a. The maximum cross slope at a pedestrian street crossing without yield or stop control shall be 5.00%.
    b. The maximum cross slope at a pedestrian street crossing with yield or stop control shall be 2.00%.
    c. The maximum cross slope at a midblock crossing shall be the established grade of the adjacent roadway.
12. Counter Slope. A counter slope is the cross slope of the gutter or street adjacent the running slope of the ramp, blended transition, or turning space. See Standard Drawing E 604-SWCR-14 for counter slope details.
13. Objects such as a utility cover, vault frame, and grating shall be placed outside the curb ramp.
14. Curb ramps shall be placed within the marked crosswalk area.
15. Drainage inlets should be located uphill from a curb ramp to prevent ponding in the path of pedestrian travel.



TYPICAL CURB RAMP COMPONENTS

INDIANA DEPARTMENT OF TRANSPORTATION		
CURB RAMP DRAWING INDEX AND GENERAL NOTES		
SEPTEMBER 2018		
STANDARD DRAWING NO.	E 604-SWCR-01	
ELIZABETH W. PHILLIPS REGISTERED No. 10200124 STATE OF INDIANA PROFESSIONAL ENGINEER	/s/ Elizabeth W. Phillips	03/20/18
	DESIGN STANDARDS ENGINEER	DATE
	/s/ John Leckie	04/25/18
	CHIEF ENGINEER	DATE



SHARED-USE PATH

RAILROAD CROSSING

LEGEND:

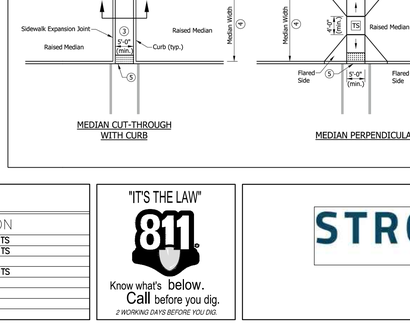
- Buffer or Other Non-Walkable Surface
- Detectable Warning Surface (DWS)
- Ramp
- GB Grade Break

ALTERNATE DETECTABLE WARNING SURFACE PLACEMENT ⑥

NOTES:

1. The detectable warning surface shall extend a minimum lenght of 2 ft in the direction of pedestrian travel and extend the full width as shown. The detectable warning surface shall not be placed across a grade brea. The edges of adjacent panes shall be parallel and tightly abutted.
2. The detectable warning surface on a median cut-through shall be placed at the flush transition between the street and median cut-through. Where a median is less than 6ft, a detectable warning surface shall not be placed.
3. Where a pedestrian gate is provided at a railroad crossing, the detectable warning surface shall be placed on the side of the gate opposite the railroad crossing.
4. The edge of the detectable warning surface nearest to the railroad crossign shall be placed 6 ft minimum and 15 ft maximum from the centerline of the nearest rail.
5. Where shared-use path intersects a street or highway, the detectable warning surface shall be placed on the shared-use path within 1 ft of the street or highway edge.
6. Plate ends shall be placed at the back of curb. The distance between the back of curb and the front face of the detectable warning surface shall not exceed 6 in. between the ends.
7. See Standard Drawing E 604-SWCR-14 for detectable warning surface details.

INDIANA DEPARTMENT OF TRANSPORTATION		
DETECTABLE WARNING SURFACE PLACEMENT AND CONFIGURATION		
SEPTEMBER 2018		
STANDARD DRAWING NO.	E 604-SWCR-13	
ELIZABETH W. PHILLIPS REGISTERED No. 10200124 STATE OF INDIANA PROFESSIONAL ENGINEER	/s/ Elizabeth W. Phillips	03/29/18
	DESIGN STANDARDS ENGINEER	DATE
	/s/ John Leckie	04/25/18
	CHIEF ENGINEER	DATE



Component Slope Equations:

Ramp u_1 = Elev. 1 - Elev. 2 / Ramp Length ≤ 8.33%

Setback u_2 = Elev. 2 - Elev. 3 / Setback Length ≤ Profile Grade of Adjacent Street

Ramp u_3 = Elev. 4 - Elev. 5 / Ramp Width ≤ 2.00% ④

Setback u_4 = Elev. 6 - Elev. 7 / Ramp Width ≤ 2.00% ④

SECTION B-B

SECTION A-A

NOTES:

① The bottom edge of the ramp or setback and top of curb shall be flush with the edge of adjacent pavement and gutter line.

② A turning space is not required at the top of the ramp for a one-way directional perpendicular curb ramp.

③ Curb ramp surface shall be coarse broomed transverse to the running slope.

④ See Standard Drawing E 604-SWCR-01 for cross slope exceptions.

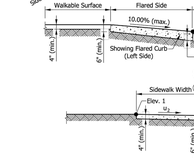
5. See Standard Drawing E 604-SWCR-12, -13, and -14 for Detectable Warning Surface placement, configuration, and details.

6. See Standard Drawing E 604-CCSJ-01 for sidewalk expansion joint details.

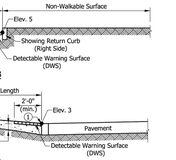
LEGEND:

- Buffer or Other Non-Walkable Surface
- Ramp
- Detectable Warning Surface

INDIANA DEPARTMENT OF TRANSPORTATION		
ONE-WAY DIRECTIONAL PERPENDICULAR CURB RAMP COMPONENT DETAILS		
SEPTEMBER 2018		
STANDARD DRAWING NO.	E 604-SWCR-06	
ELIZABETH W. PHILLIPS REGISTERED No. 10200124 STATE OF INDIANA PROFESSIONAL ENGINEER	/s/ Elizabeth W. Phillips	03/29/18
	DESIGN STANDARDS ENGINEER	DATE
	/s/ John Leckie	04/25/18
	CHIEF ENGINEER	DATE



PERPENDICULAR CURB RAMP ADJACENT WALKABLE SURFACE



TIERED PERPENDICULAR CURB RAMP

PERPENDICULAR CURB RAMP ADJACENT NON-WALKABLE SURFACE

NOTES:

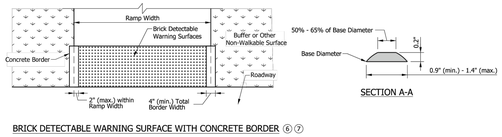
① Where insufficient width between the curb and back of sidewalk prevent a standard perpendicular curb ramp running slope, a sidewalk transition may be used to lower the sidewalk grade. The sidewalk transition running slope shall not exceed 8.33%. See Standard Drawing Series E 604-SDWK for sidewalk details.

2. The turning space shall have a minimum clear dimension of 4 ft x 4 ft and a running slope of 2.00% maximum. Where the turning space is constrained at the back of the sidewalk, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope.

LEGEND:

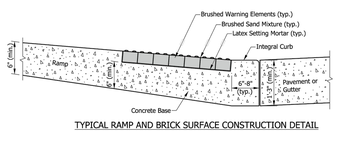
- Buffer or Other Non-Walkable Surface
- Ramp
- Detectable Warning Surface
- TS Turning Space
- CS Clear Space

INDIANA DEPARTMENT OF TRANSPORTATION		
PERPENDICULAR CURB RAMP TYPICAL PLACEMENT		
SEPTEMBER 2018		
STANDARD DRAWING NO.	E 604-SWCR-02	
ELIZABETH W. PHILLIPS REGISTERED No. 10200124 STATE OF INDIANA PROFESSIONAL ENGINEER	/s/ Elizabeth W. Phillips	03/29/18
	DESIGN STANDARDS ENGINEER	DATE
	/s/ John Leckie	04/25/18
	CHIEF ENGINEER	DATE

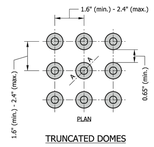


BRICK DETECTABLE WARNING SURFACE WITH CONCRETE BORDER ⑥ ⑦

SECTION A-A



TYPICAL RAMP AND BRICK SURFACE CONSTRUCTION DETAIL



TRUNCATED DOMES

ALTERNATE CURB CONSTRUCTION

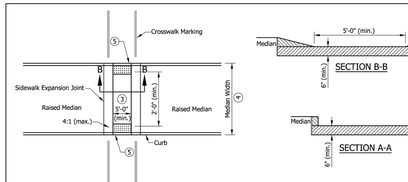
501 x 1'-10"

CHANGE OF GRADE > 11% ⑤

NOTES:

1. Detectable warning surface shall consist of truncated domes. Domes shall be aligned in a square or radial grid pattern with diameter and center-to-center spacing within the ranges specified.
2. The detectable warning surface may be field cut. Truncated dome spacing between adjacent panels shall be within the ranges specified.
3. The detectable warning surface shall contrast visually with adjacent surfaces, either light-on-dark or dark-on-light.
4. The detectable warning surface shall extend a minimum of 2 ft in the direction of pedestrian travel and extend the full width as shown. The detectable warning surface shall not be placed across a grade break.
5. The maximum counter slope of the gutter or street at the bottom of the ramp shall be 5.00%. Where the algebraic difference between the running slope and the counter slope exceeds 11%, a 2-ft minimum level strip should be provided at the bottom of the ramp.
6. Where a concrete border is used for forming, the border shall be cast monolithically with the curb ramp concrete. The concrete border shall not reduce the ramp width by more than 2 in. on each side.
7. Where forming other than a concrete border is used, the edge restraint shall not encroach upon the ramp width.

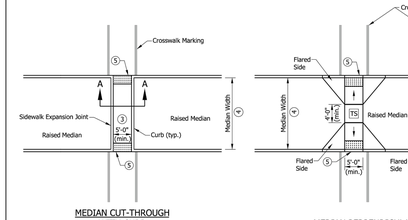
INDIANA DEPARTMENT OF TRANSPORTATION		
DETECTABLE WARNING SURFACE DETAILS		
SEPTEMBER 2018		
STANDARD DRAWING NO.	E 604-SWCR-14	
ELIZABETH W. PHILLIPS REGISTERED No. 10200124 STATE OF INDIANA PROFESSIONAL ENGINEER	/s/ Elizabeth W. Phillips	03/29/18
	DESIGN STANDARDS ENGINEER	DATE
	/s/ John Leckie	04/25/18
	CHIEF ENGINEER	DATE



MEDIAN CUT-THROUGH WITH TAPERED CURB

SECTION B-B

SECTION A-A



MEDIAN CUT-THROUGH WITH CURB

MEDIAN PERPENDICULAR CURB RAMPS

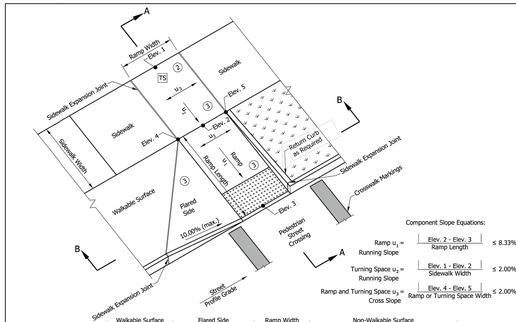
NOTES:

1. The minimum width of a median cut-through and median perpendicular curb ramp shall be 5 ft.
2. Where in-line or offset perpendicular curb ramps are used within a median, the turning space shall have a minimum clear dimension of 4 ft x 5 ft.
3. Where a median cut through is used the running slope shall be 2.00% maximum.
4. Where median width is less than 6 ft, detectable warning surfaces shall not be placed.
5. The bottom edge of the median cut-through or median perpendicular curb ramp and the top of curb shall be flush with the edge of adjacent pavement gutter line.
6. See Standard Drawing E 604-SWCR-01 for cross slope exceptions.
7. See Standard Drawing E 604-SWCR-12, -13, and -14 for Detectable Warning Surface placement, configuration, and details.
8. See Standard Drawing E 604-CCSJ-01 for sidewalk expansion joint details.

LEGEND:

- Ramp
- Detectable Warning Surface
- TS Turning Space

INDIANA DEPARTMENT OF TRANSPORTATION		
MEDIAN CUT-THROUGH AND MEDIAN PERPENDICULAR CURB RAMP TYPICAL PLACEMENT		
SEPTEMBER 2018		
STANDARD DRAWING NO.	E 604-SWCR-11	
ELIZABETH W. PHILLIPS REGISTERED No. 10200124 STATE OF INDIANA PROFESSIONAL ENGINEER	/s/ Elizabeth W. Phillips	03/29/18
	DESIGN STANDARDS ENGINEER	DATE
	/s/ John Leckie	04/25/18
	CHIEF ENGINEER	DATE

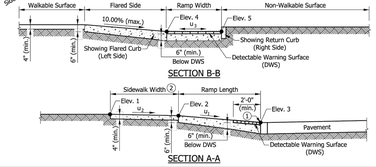


Component Slope Equations:

Ramp u_1 = Elev. 2 - Elev. 3 / Ramp Length ≤ 8.33%

Turning Space u_2 = Elev. 1 - Elev. 2 / Sidewalk Width ≤ 2.00%

Ramp and Turning Space u_3 = Elev. 4 - Elev. 5 / Ramp or Turning Space Width ≤ 2.00% ④



SECTION B-B

SECTION A-A

NOTES:

① The bottom edge of the ramp and top of curb shall be flush with the edge of adjacent pavement and gutter line.

② The turning space shall have a minimum clear dimension of 4 ft x 4 ft. Where the turning space is constrained at the back of the sidewalk, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope. Where a tiered perpendicular curb ramp is used, a constrained turning space shall have a minimum clear dimension of 5 ft x 5 ft.

③ Curb ramp surface shall be coarse broomed transverse to the running slope.

④ See Standard Drawing E 604-SWCR-01 for cross slope exceptions.

5. See Standard Drawing E 604-SWCR-12, -13, and -14 for Detectable Warning Surface placement, configuration, and details.

6. See Standard Drawing E 604-CCSJ-01 for sidewalk expansion joint details.

LEGEND:

- Buffer or Other Non-Walkable Surface
- Ramp
- Detectable Warning Surface
- TS Turning Space

INDIANA DEPARTMENT OF TRANSPORTATION		
PERPENDICULAR CURB RAMP COMPONENT DETAILS		
SEPTEMBER 2018		
STANDARD DRAWING NO.	E 604-SWCR-04	
ELIZABETH W. PHILLIPS REGISTERED No. 10200124 STATE OF INDIANA PROFESSIONAL ENGINEER	/s/ Elizabeth W. Phillips	03/29/18
	DESIGN STANDARDS ENGINEER	DATE
	/s/ John Leckie	04/25/18
	CHIEF ENGINEER	DATE

REVISIONS		
DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
01/30/20	2	TOWN OF ZIONSVILLE COMMENTS
02/04/20	3	INDOT AND TRICO COMMENTS
03/05/20	4	TOWN OF ZIONSVILLE COMMENTS

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

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

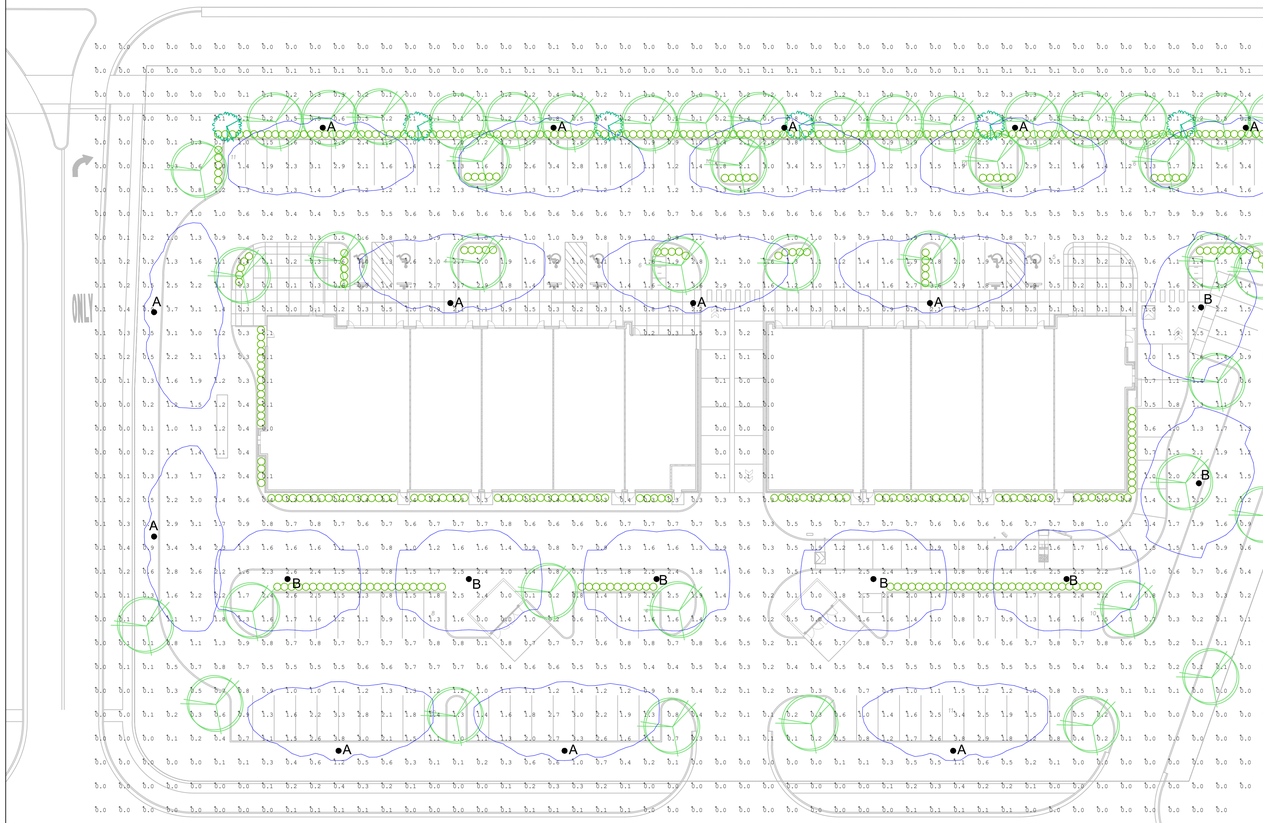
SNELLING ENGINEERING, LLC
13295 Illinois Street
Suite 142
Carmel, IN 46032
Ph: (317) 697-0180
www.snellingeng.com

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

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

CONSTRUCTION DETAILS

DRAWN: GSS	SCALE: SEE PLAN	SHEET: C606
CHECKED: GSS	DATE: 01/27/20	



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

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

PROGRESS LIGHTING | COMMERCIAL

Project:
Fixture Type:
Location:
Contact:

PCAD SERIES

LED Area Designer Lighting

Specifications:

Construction:

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

Optics:

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

Electrical:

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

Finish:

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

Listing/Certification:

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

Warranty:

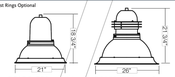
5 year limited warranty covering LED array and LED driver(s).

Images:

*Arm sold separately

Dimensions & Mounting

*Cast Rings Optional



PCADS: EPA 1.04 ft²
SMALL

PCADL: EPA 1.39 ft²
LARGE

**0% UPLIGHT - DARK SKY COMPLIANT

Engine/ Wattage	# of LEDS	Delivered Lumens (varies by optics)	Delivered LPW	Drive Current (milliamps)
27	24	3600-3900	131-139	350 mA
55	24	6100-6450	107-113	700 mA
85	36	9100-9700	108-114	700 mA
110	48	12400-11800	110-116	700 mA
136	60	15200-16200	111-117	700 mA

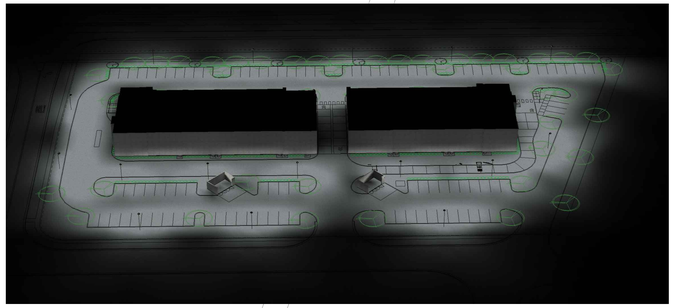
Catalog number:

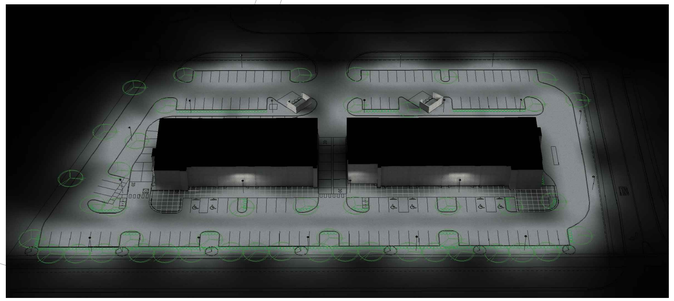
Series	Engine/Wattage	Color Temp	Distribution	Finish	Options
PCADS - Designer Small **PCADL** - Designer Large	**27LED** - 24LEDS @ 27W **55LED** - 24LEDS @ 55W **85LED** - 36LEDS @ 85W **110LED** - 48LEDS @ 110W** **136LED** - 60LEDS @ 136W**	**3K** - 3000K, 70 CRI **4K** - 4000K, 70 CRI	**2** - Type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

** Large Only

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

Progress Lighting • 701 Millennium Boulevard • Greenville, SC 29607
REV 07/19





General Notes

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

REV.	REVISION/ISSUE	DATE

PROGRESS LIGHTING | COMMERCIAL

701 MILLENNIUM BLVD, GREENVILLE, SC 29607
WWW.PROGRESSLIGHTING.COM
APRUITT@PROGRESSLIGHTING.COM
864.678.1671

PROJECT INFORMATION

APPALOOSA

SITE LIGHTING

ACCOUNT MANAGER

TIM MCNULTY

PROJECT NUMBER

013020AP

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

PROGRESS COMMERCIAL LIGHTING

SITE BRACKET

Project: APPALOOSA

Fixture Type: AA-44/S/4/B/P/2CC/FINISH

Location:

Contact:

Product #:

AA-44 STRUT
Decorative Pendant Arm

SINGLE BRACKET FOR 1 FIXTURE

Specifications:

Description:

A. MODEL	
AA-44	Strut
B. POST SHAFT PROFILE	
W	wall mount
S	smooth
F	fluted
C. POST SHAFT DIAMETER	
4	4”
5	5”
6	6”
OTHER	_____
D. ARRANGEMENT	
____	*see arrangement table below*
E. LUMINAIRE MOUNTING	
P	pendant
F. COLOR	
BBT	basic black textured
BMT	black matte textured
WHT	white textured
MBT	metallic bronze textured
BZT	bronze textured
DBT	dark bronze textured
GYS	gray smooth
DPS	dark platinum smooth
GNT	green textured
MST	metallic silver textured
MTT	metallic titanium textured
OWI	old world iron
RAL	_____

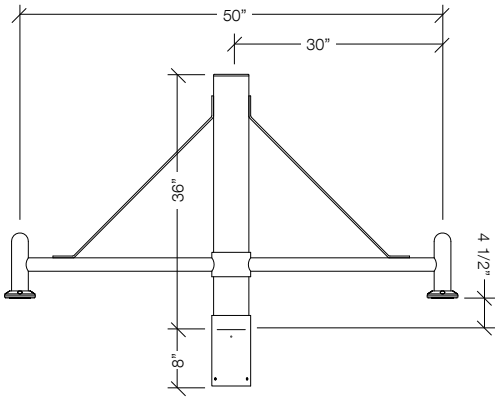
Construction: All cast aluminum parts shall be low copper alloy A356. All extruded aluminum parts shall be alloy 6061-T6, 6063-T5 or equal.

EPA (effective projected area): EPA is de¬fined as (projected surface area X drag factor) and measured in ft2. Allowable post, luminaire arm, luminaire and accessory EPAs are derived from the most current published AASHTO (American Association of State Highway and Transportation Officials) standard, currently AASHTO 2001 (50yr design life). Customer assumes all responsibility for selecting the ap¬propri-ate post for installation (consult factory for assistance). Luminaire arm, luminaire and accessory EPA must be equal to or less than allowable EPA of post. Consult a professional engineer for compliance with local codes and standards.

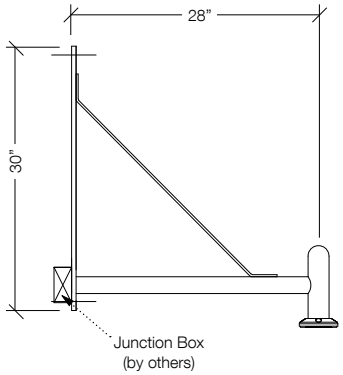
Fasteners: All fasteners shall be Corrosion Resistant. When tamper resistant fasteners are required, spanner HD (snake eye) style shall be provided (special tool required, available at additional cost).

Finish: Finish shall be a Beacote V polyester pow-der-coat electro-statically applied and thermocured. Beacote V finish shall consist of a five stage iron phosphate chemical pretreatment regimen with a poly-mer primer sealer, oven dry off, and top coated with a thermoset super TGIC polyester pow¬der coat finish. The finish shall meet the AAMA 605.2 performance specification which includes passing a 3000 hour salt spray test for corrosion resistance and resists cracking or loss of adhesion per ASTM D522 and resists sur-face impacts of up to 160 inch-pound.

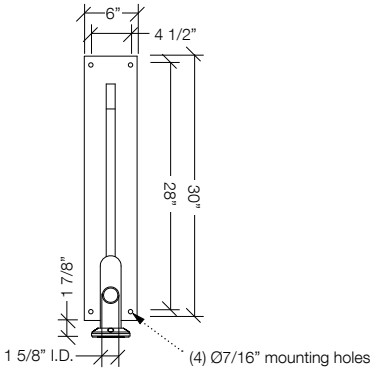
Limited Warranty: Progress warrants its products, to the original purchaser, against defects in materials and workmanship for proper usage for a pe-riod of 5 years after date of production, when properly installed, maintained and appropriately specified.



WALL BRACKET DETAILS



WALL PLATE DETAILS



		arrangement (EPA index ft² / weight (lbs)									
shaft Ø		A	B	C	D	E	F	G	H	I	J
wall	weight	12	-	-	-	-	-	-	-	-	-
Ø4"	EPA	-	2.34	3.28	3.28	2.73	3.75	3.75	3.75	4.22	4.22
	weight	-	15	20	22	20	25	27	25	30	32
Ø5"	EPA	-	2.67	3.61	3.61	3.06	4.08	4.08	4.08	4.55	4.55
	weight	-	18	23	25	23	28	30	28	33	35
Ø6"	EPA	-	2.82	3.76	3.76	3.21	4.23	4.23	4.23	4.70	4.70
	weight	-	21	26	28	26	31	33	31	36	38

Catalog number:

Sample	*AA-44*		*S*		*4*		*B*		*P*		*BBT*
Ordering		/		/		/		/		/	
	A		**B**		**C**		**D**		**E**		**F**

PROGRESS LIGHTING™ | COMMERCIAL

TYPE A SITE FIXTURE

Project: APPALOOSA

Fixture Type: PCADS-55LED-4K-3-FINISH

Location:

Contact:

PCAD SERIES

LED Area Designer Lighting

Specifications:

Construction:

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

Optics:

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

Electrical:

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

Finish:

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

Listing/Certification:

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

Warranty:

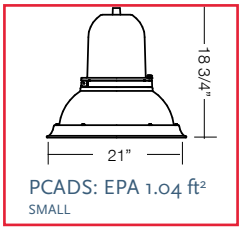
5 year limited warranty covering LED array and LED driver(s).

Images:

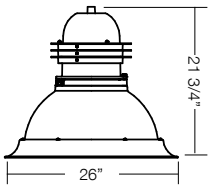
*Arm sold separately

Dimensions & Mounting

*Cast Rings Optional



PCADS: EPA 1.04 ft²
SMALL



PCADL: EPA 1.39 ft²
LARGE

**0% UPLIGHT - DARK SKY COMPLIANT

Engine/ Wattage	# of LEDS	Delivered Lumens (varies by optics)	Delivered LPW	Drive Current (milliamps)
27	24	3600-3900	131-139	350 mA
55	24	6100-6450	107-113	700 mA
85	36	9100-9700	108-114	700 mA
110	48	12400-1800	110-116	700 mA
136	60	15200-16200	111-117	700 mA

Catalog number:

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

** Large Only

PROGRESS LIGHTING™ | COMMERCIAL

SITE FIXTURE TYPE B

Project: APPALOOSA

Fixture Type: PCADS-55LED-4K-5R-FINISH

Location:

Contact:

PCAD SERIES

LED Area Designer Lighting

Specifications:

Construction:

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

Optics:

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

Electrical:

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

Finish:

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

Listing/Certification:

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

Warranty:

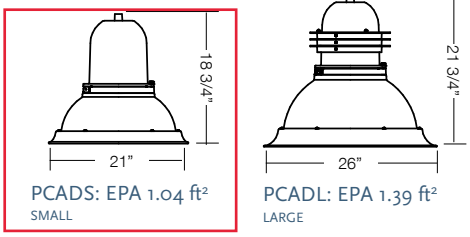
5 year limited warranty covering LED array and LED driver(s).

Images:

*Arm sold separately

Dimensions & Mounting

*Cast Rings Optional



PCADS: EPA 1.04 ft²
SMALL

PCADL: EPA 1.39 ft²
LARGE

**0% UPLIGHT - DARK SKY COMPLIANT

Engine/ Wattage	# of LEDS	Delivered Lumens (varies by optics)	Delivered LPW	Drive Current (milliamps)
27	24	3600-3900	131-139	350 mA
55	24	6100-6450	107-113	700 mA
85	36	9100-9700	108-114	700 mA
110	48	12400-1800	110-116	700 mA
136	60	15200-16200	111-117	700 mA

Catalog number:

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

** Large Only

RSA-B-FLAK SERIES POLES
ROUND STRAIGHT ALUMINUM

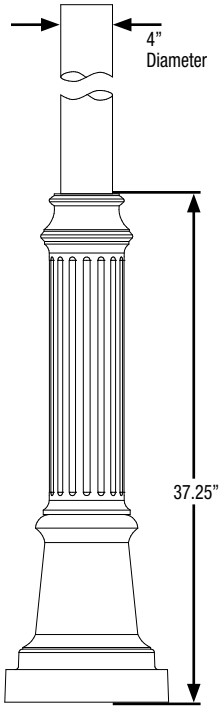
Cat.# RSAB-FLAK-S16-40B-OT-FINISH

Job: APPALOOSA

Type: POLE

BEACON design . performance . technology

Approvals



APPLICATIONS

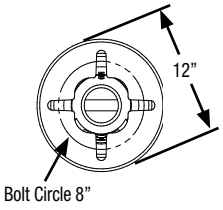
- Lighting installations for side and top mounting of luminaires with effective projected area (EPA) not exceeding maximum allowable loading of the specified pole in its installed geographic location

CONSTRUCTION

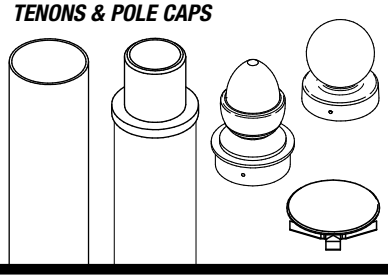
- SHAFT: One-piece straight aluminum with fluted or smooth cross section; Extruded shafts of 6061-T6 aluminum in 1/8", 3/16", or 1/4" thickness. Decorative base of 356 cast aluminum.
- POLE CAP OR FINALS: Cap or decorative finials available for side mounted luminaires. Open top or tenons provided for post top mounted luminaires.
- HAND HOLE: Hand hole provided in cast base; Mounting provisions for grounding lug located behind cover
- ANCHOR BOLTS: Four galvanized anchor bolts provided per pole with minimum yield of 55,000 psi (ASTM F1554). Galvanized hardware with two washers and two nuts per bolt for leveling

FINISH

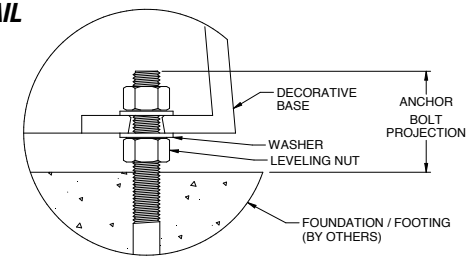
- Durable thermoset polyester powder coat paint finish with nominal 3.0 mil thickness
- Powder paint finish coat available in twelve standard colors; Custom colors available; RAL number preferable.



TENONS & POLE CAPS



BASE DETAIL



ORDERING EXAMPLE:

RSA-B-FLAK - S/F - 16 - 40 - A/B/C - 2L - B3 - DBT - VM2

SERIES	STYLE	HEIGHT	SHAFT	THICKNESS
RSA-B-FLAK Round Straight Aluminum Pole Beacon	**S** Smooth **F** Fluted	Reference page 2 Ordering matrix	Reference page 2 Ordering matrix	Reference page 2 Ordering matrix

MOUNTING	
1	Single arm mount
2	Two fixtures at 180˚
2L	Two fixtures at 90˚
3T	Three fixtures at 90˚
3Y	Three at 120˚
4	Four fixtures at 90˚
OT	Open top (includes pole cap)
TN3	Tenon 3 x 3
TN4	Tenon 3 x 4
CAP	Cap
ARC	Acorn Finial
BAL	Ball Finial

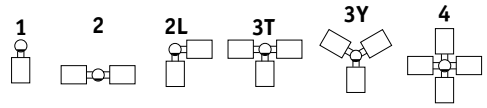
DRILL PATTERN	
B1	Cruzer
B3	VP-L
B4	VP-S

FINISH	
BBT	Basic Black Texured
BMT	Black Matte Textured
BZT	Bronze Textured
DBT	Dark Bronze Textured
DPS	Dark Platinum Smooth
GNT	Green Textured
GYS	Gray Smooth
MBT	Metallic Bronze Textured
MST	Metallic Silver Textured
MTT	Metallic Titanium Textured
OWI	Old World Iron
WHT	White Textured
CC	Custom Color- RAL Color#

OPTIONS	
GFI[1]	20 Amp GFCI Receptacle and Cover
EHH[1]	Extra Handhole
C05[1]	.5" Coupling
C07[1]	.75" Coupling
C20[1]	2" Coupling
VM2	2nd mode vibration damper
LAB	Less Anchor Bolts

MOUNTING ORIENTATION

Denotes handhole location



ACCESSORIES- Order Separately

Catalog Number	Description
VM2SXX	2nd mode vibration damper

1 Specify option location using logic found on page 2 **(Option Orientation)**

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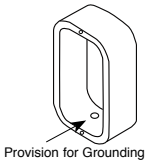
HUBBELL Lighting

ORDERING INFORMATION Cont.

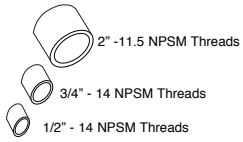
Catalog Number	Height		Nominal Shaft Dimensions	Wall Thickness	Bolt Circle (suggested)	Anchor Bolt Size	Bolt Projection	Pole weight (lbs)
	Feet	Meters						
RSA-B-FLAK-S-10-40-A	10	3.0	4" Round	0.125"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	46
RSA-B-FLAK-S-12-40-A	12	3.7	4" Round	0.125"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	50
RSA-B-FLAK-S-14-40-A	14	4.3	4" Round	0.125"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	53
RSA-B-FLAK-S-16-40-A	16	4.9	4" Round	0.125"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	57
RSA-B-FLAK-S-18-40-A	18	5.5	4" Round	0.125"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	60
RSA-B-FLAK-S-20-40-A	20	6.1	4" Round	0.125"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	64
RSA-B-FLAK-S-10-40-B	10	3.0	4" Round	0.188"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	54
RSA-B-FLAK-S-12-40-B	12	3.7	4" Round	0.188"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	59
RSA-B-FLAK-S-14-40-B	14	4.3	4" Round	0.188"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	64
RSA-B-FLAK-S-16-40-B	16	4.9	4" Round	0.188"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	69
RSA-B-FLAK-S-18-40-B	18	5.5	4" Round	0.188"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	75
RSA-B-FLAK-S-20-40-B	20	6.1	4" Round	0.188"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	80
RSA-B-FLAK-S-22-40-B	22	6.7	4" Round	0.188"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	85
RSA-B-FLAK-S-24-40-B	24	7.3	4" Round	0.188"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	91
RSA-B-FLAK-S-10-40-C	10	3.0	4" Round	0.25"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	61
RSA-B-FLAK-S-12-40-C	12	3.7	4" Round	0.25"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	68
RSA-B-FLAK-S-14-40-C	14	4.3	4" Round	0.25"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	75
RSA-B-FLAK-S-16-40-C	16	4.9	4" Round	0.25"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	82
RSA-B-FLAK-S-18-40-C	18	5.5	4" Round	0.25"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	89
RSA-B-FLAK-S-20-40-C	20	6.1	4" Round	0.25"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	95
RSA-B-FLAK-S-22-40-C	22	6.7	4" Round	0.25"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	102
RSA-B-FLAK-S-24-40-C	24	7.3	4" Round	0.25"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	109
RSA-B-FLAK-F-10-40-B	10	3.0	4" Fluted	0.188"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	55
RSA-B-FLAK-F-12-40-B	12	3.7	4" Fluted	0.188"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	61
RSA-B-FLAK-F-14-40-B	14	4.3	4" Fluted	0.188"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	67
RSA-B-FLAK-F-16-40-B	16	4.9	4" Fluted	0.188"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	73
RSA-B-FLAK-F-18-40-B	18	5.5	4" Fluted	0.188"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	78
RSA-B-FLAK-F-20-40-B	20	6.1	4" Fluted	0.188"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	84
RSA-B-FLAK-F-22-40-B	22	6.7	4" Fluted	0.188"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	90
RSA-B-FLAK-F-24-40-B	24	7.3	4" Fluted	0.188"	12" dia. X 37-1/4" Tall	5/8 x 24 x 3	3-1/4"	95

NOTE Factory supplied template must be used when setting anchor bolts. Hubbell Lighting will deny any claim for incorrect anchorage placement resulting from failure to use factory supplied template and anchor bolts.

EHH - EXTRA HANDHOLE



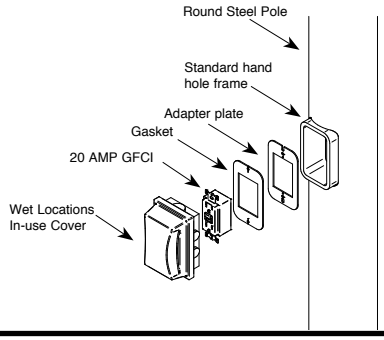
C05 - C07 - C20 - COUPLING



VM2 - VIBRATION DAMPER 2ND MODE

Factory installed, internal damper designed to alter pole resonance to reduce movement and material fatigue caused by 2nd mode vibration.

GFI – 20 AMP GFCI RECEPTACLE & COVER



OPTION ORIENTATION

Follow the logic below when ordering location specific options. For each option, include its orientation (in degrees) and its height (in feet). Example: Option C07 should be ordered as: **RSA-B-FLAK-F-16-40-B-TN3-DBT** (.5" coupling on the handhole/arm side of pole, 15 feet up from the pole base) 1' spacing required between option. Consult factory for other configurations.

VM2SXX - VIBRATION DAMPER 2ND MODE

Field installed, internal damper designed to alter pole resonance to reduce movement and material fatigue caused by 2nd mode vibration.

VM2S08 – 8'
VM2S12 – 12'
VM2S16 – 16'
VM2S20 – 20'
VM2S24 – 24'

For more information about pole vibration and vibration dampers, please consult http://cdn.spauldinglighting.com/content/products/literature/literature_files/Pole_Wind_Induced_Flyer_HLOI0022.pdf
Due to our continued efforts to improve our products, product specifications are subject to change without notice.

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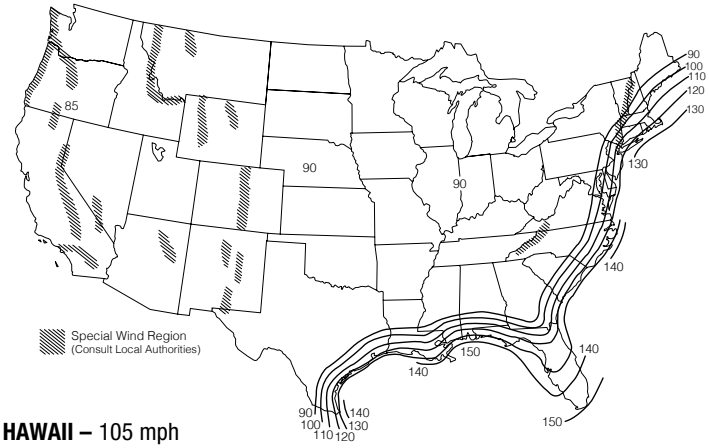
ASCE7-05 WIND MAP

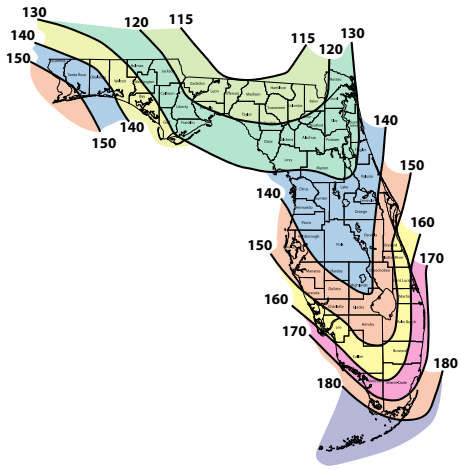


HAWAII – 105 mph

PUERTO RICO – 145 mph

ASCE 7-05 wind map EPA Load Rating - 3 second gust wind speeds										
Catalog Number	**85**	**90**	**100**	**105**	**110**	**120**	**130**	**140**	**145**	**150**
RSA-B-FLAK-S-10-40-A	14.1	12.6	10.2	9.2	8.3	6.9	5.9	5.0	4.7	4.4
RSA-B-FLAK-S-12-40-A	10.2	9.1	7.2	6.4	5.8	4.7	4.0	3.4	3.1	2.9
RSA-B-FLAK-S-14-40-A	7.7	6.7	5.2	4.6	4.1	3.2	2.7	2.2	2.1	1.9
RSA-B-FLAK-S-16-40-A	5.8	5.0	3.7	3.2	2.8	2.1	1.7	1.4	1.2	1.1
RSA-B-FLAK-S-18-40-A	4.3	3.6	2.5	2.1	1.7	1.1	0.8	0.6	0.5	NR
RSA-B-FLAK-S-20-40-A	3.1	2.5	1.6	1.2	0.8	NR	NR	NR	NR	NR
RSA-B-FLAK-S-10-40-B	20.7	18.6	15.1	13.7	12.4	10.4	8.9	7.7	7.1	6.7
RSA-B-FLAK-S-12-40-B	15.3	13.7	11.0	9.9	9.0	7.4	6.3	5.4	5.0	4.7
RSA-B-FLAK-S-14-40-B	11.8	10.4	8.3	7.4	6.6	5.4	4.6	3.9	3.6	3.3
RSA-B-FLAK-S-16-40-B	9.2	8.1	6.3	5.6	4.9	3.9	3.3	2.7	2.5	2.3
RSA-B-FLAK-S-18-40-B	7.2	6.2	4.7	4.1	3.5	2.7	2.2	1.8	1.6	1.5
RSA-B-FLAK-S-20-40-B	5.5	4.7	3.4	2.9	2.4	1.7	1.3	1.0	0.9	0.8
RSA-B-FLAK-S-22-40-B	4.2	3.5	2.3	1.9	1.4	0.8	0.6	NR	NR	NR
RSA-B-FLAK-S-24-40-B	3.1	2.4	1.4	1.0	0.6	NR	NR	NR	NR	NR
RSA-B-FLAK-S-10-40-C	25.0	23.9	19.5	17.7	14.5	12.1	10.4	8.9	8.3	7.8
RSA-B-FLAK-S-12-40-C	19.8	17.8	14.4	13.0	11.8	9.8	8.4	7.2	6.7	6.2
RSA-B-FLAK-S-14-40-C	15.4	13.7	11.0	9.9	8.9	7.3	6.2	5.3	4.9	4.6
RSA-B-FLAK-S-16-40-C	12.2	10.9	8.6	7.7	6.8	5.5	4.7	4.0	3.7	3.4
RSA-B-FLAK-S-18-40-C	9.7	8.6	6.6	5.8	5.2	4.1	3.4	2.8	2.6	2.4
RSA-B-FLAK-S-20-40-C	7.7	6.7	5.0	4.4	3.8	2.9	2.3	1.9	1.7	1.6
RSA-B-FLAK-S-22-40-C	6.1	5.2	3.8	3.2	2.6	1.9	1.4	1.1	1.0	0.9
RSA-B-FLAK-S-24-40-C	4.7	3.9	2.7	2.1	1.7	1.0	0.7	0.5	NR	NR
RSA-B-FLAK-F-10-40-B	20.6	18.5	15.0	13.6	12.3	10.3	8.6	7.3	6.7	6.2
RSA-B-FLAK-F-12-40-B	15.2	13.5	10.9	9.8	8.8	7.2	6.0	4.9	4.5	4.1
RSA-B-FLAK-F-14-40-B	11.6	10.3	8.1	7.2	6.5	5.2	4.1	3.3	3.0	2.6
RSA-B-FLAK-F-16-40-B	9.0	7.9	6.1	5.4	4.7	3.6	2.8	2.1	1.8	1.5
RSA-B-FLAK-F-18-40-B	7.0	6.0	4.5	3.9	3.3	2.4	1.6	1.0	0.8	0.6
RSA-B-FLAK-F-20-40-B	5.3	4.5	3.2	2.6	2.1	1.3	0.7	NR	NR	NR
RSA-B-FLAK-F-22-40-B	3.9	3.2	2.1	1.6	1.2	0.5	NR	NR	NR	NR
RSA-B-FLAK-F-24-40-B	2.8	2.2	1.1	0.7	NR	NR	NR	NR	NR	NR

FLORIDA REGION WIND MAP



- Florida region wind map above is based upon 3-second gust winds and the 2014 Florida Building Code

Florida Building Code 2014 EPA Load Rating - 3 second gust wind speeds								
Catalog Number	**115**	**120**	**130**	**140**	**150**	**160**	**170**	**180**
RSA-B-FLAK-S-10-40-A	10.6	9.7	8.2	6.9	5.9	5.1	4.9	4.3
RSA-B-FLAK-S-12-40-A	7.5	6.8	5.6	4.7	3.9	3.2	3.0	2.9
RSA-B-FLAK-S-14-40-A	5.4	4.9	3.9	3.1	2.5	1.9	1.6	1.2
RSA-B-FLAK-S-16-40-A	3.8	3.3	2.5	1.9	1.4	0.9	0.7	0.5
RSA-B-FLAK-S-18-40-A	2.5	2.1	1.5	0.9	NR	NR	NR	NR
RSA-B-FLAK-S-20-40-A	1.5	1.1	0.6	NR	NR	NR	NR	NR
RSA-B-FLAK-S-10-40-B	15.8	14.5	12.3	10.5	9.1	7.9	7.4	6.6
RSA-B-FLAK-S-12-40-B	11.5	10.5	8.8	7.5	6.3	5.4	5.0	4.7
RSA-B-FLAK-S-14-40-B	8.6	7.8	6.5	5.4	4.4	3.7	3.5	3.3
RSA-B-FLAK-S-16-40-B	6.5	5.8	4.7	3.8	3.0	2.4	2.1	1.9
RSA-B-FLAK-S-18-40-B	4.8	4.2	3.2	2.5	1.8	1.3	1.1	0.8
RSA-B-FLAK-S-20-40-B	3.4	2.9	2.1	1.4	0.8	NR	NR	NR
RSA-B-FLAK-S-22-40-B	2.3	1.8	1.1	0.5	NR	NR	NR	NR
RSA-B-FLAK-S-24-40-B	1.3	0.9	NR	NR	NR	NR	NR	NR
RSA-B-FLAK-S-10-40-C	20.3	18.7	16.0	13.7	11.9	10.4	9.6	8.5
RSA-B-FLAK-S-12-40-C	15.0	13.8	11.6	9.9	8.5	7.3	6.8	6.2
RSA-B-FLAK-S-14-40-C	11.5	10.5	8.8	7.4	6.2	5.2	4.9	4.6
RSA-B-FLAK-S-16-40-C	8.8	8.0	6.6	5.4	4.4	3.6	3.3	3.1
RSA-B-FLAK-S-18-40-C	6.7	6.0	4.8	3.8	3.0	2.4	2.2	1.9
RSA-B-FLAK-S-20-40-C	5.1	4.5	3.4	2.6	1.9	1.3	1.1	0.8
RSA-B-FLAK-S-22-40-C	3.7	3.2	2.3	1.5	0.9	0.7	0.5	NR
RSA-B-FLAK-S-24-40-C	2.6	2.1	1.3	0.7	NR	NR	NR	NR
RSA-B-FLAK-F-10-40-B	15.7	14.5	12.3	10.5	9.1	7.9	6.9	6.0
RSA-B-FLAK-F-12-40-B	11.5	10.5	8.8	7.5	6.3	5.4	4.6	3.9
RSA-B-FLAK-F-14-40-B	8.6	7.8	6.5	5.4	4.4	3.7	3.0	2.5
RSA-B-FLAK-F-16-40-B	6.5	5.8	4.7	3.8	3.0	2.4	1.8	1.4
RSA-B-FLAK-F-18-40-B	4.8	4.2	3.2	2.5	1.8	1.3	0.8	NR
RSA-B-FLAK-F-20-40-B	3.4	2.9	2.1	1.4	0.8	NR	NR	NR
RSA-B-FLAK-F-22-40-B	2.3	1.8	1.1	0.5	NR	NR	NR	NR
RSA-B-FLAK-F-24-40-B	1.3	0.9	NR	NR	NR	NR	NR	NR

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NOTES

Wind-speed Website disclaimer:
Hubbell Lighting has no connection to the linked website and makes no representations as to its accuracy. While the information presented on this third-party website provides a useful starting point for analyzing wind conditions, Hubbell Lighting has not verified any of the information on this third party website and assumes no responsibility or liability for its accuracy. The material presented in the windspeed website should not be used or relied upon for any specific application without competent examination and verification of its accuracy, suitability and applicability by engineers or other licensed professionals. Hubbell Lighting Inc. does not intend that the use of this information replace the sound judgment of such competent professionals, having experience and knowledge in the field of practice, nor to substitute for the standard of care required of such professionals in interpreting and applying the results of the windspeed report provided by this website. Users of the information from this third party website assume all liability arising from such use. Use of the output of these referenced websites do not imply approval by the governing building code bodies responsible for building code approval and interpretation for the building site described by latitude/longitude location in the windspeed report. http://windspeed.atcouncil.org

- Allowable EPA, to determine max pole loading weight, multiply allowable EPA by 30 lbs.
- The tables for allowable pole EPA are based on the ASCE 7-05 Wind Map or the Florida Region Wind Map for the 2010 Florida Building Code. The Wind Maps are intended only as a general guide and cannot be used in conjunction with other maps. Always consult local authorities to determine maximum wind velocities, gusting and unique wind conditions for each specific application
- Allowable pole EPA for jobsite wind conditions must be equal to or greater than the total EPA for fixtures, arms, and accessories to be assembled to the pole. Responsibility lies with the specifier for correct pole selection. Installation of poles without luminaires or attachment of any unauthorized accessories to poles is discouraged and shall void the manufacturer's warranty
- Wind speeds and listed EPAs are for ground mounted installations. Poles mounted on structures (such as bridges and buildings) must consider vibration and coefficient of height factors beyond this general guide; Consult local and federal standards
- Wind Induced Vibration brought on by steady, unidirectional winds and other unpredictable aerodynamic forces are not included in wind velocity ratings. Consult Hubbell Lighting's Pole Vibration Application Guide for environmental risk factors and design considerations. http://cdn.spauldinglighting.com/content/products/literature/literature_files/Pole_Wind_Induced_Flyer_HLOI0022.pdf
- Extreme Wind Events like, Hurricanes, Typhoons, Cyclones, or Tornadoes may expose poles to flying debris, wind shear or other detrimental effects not included in wind velocity ratings

Due to our continued efforts to improve our products, product specifications are subject to change without notice.

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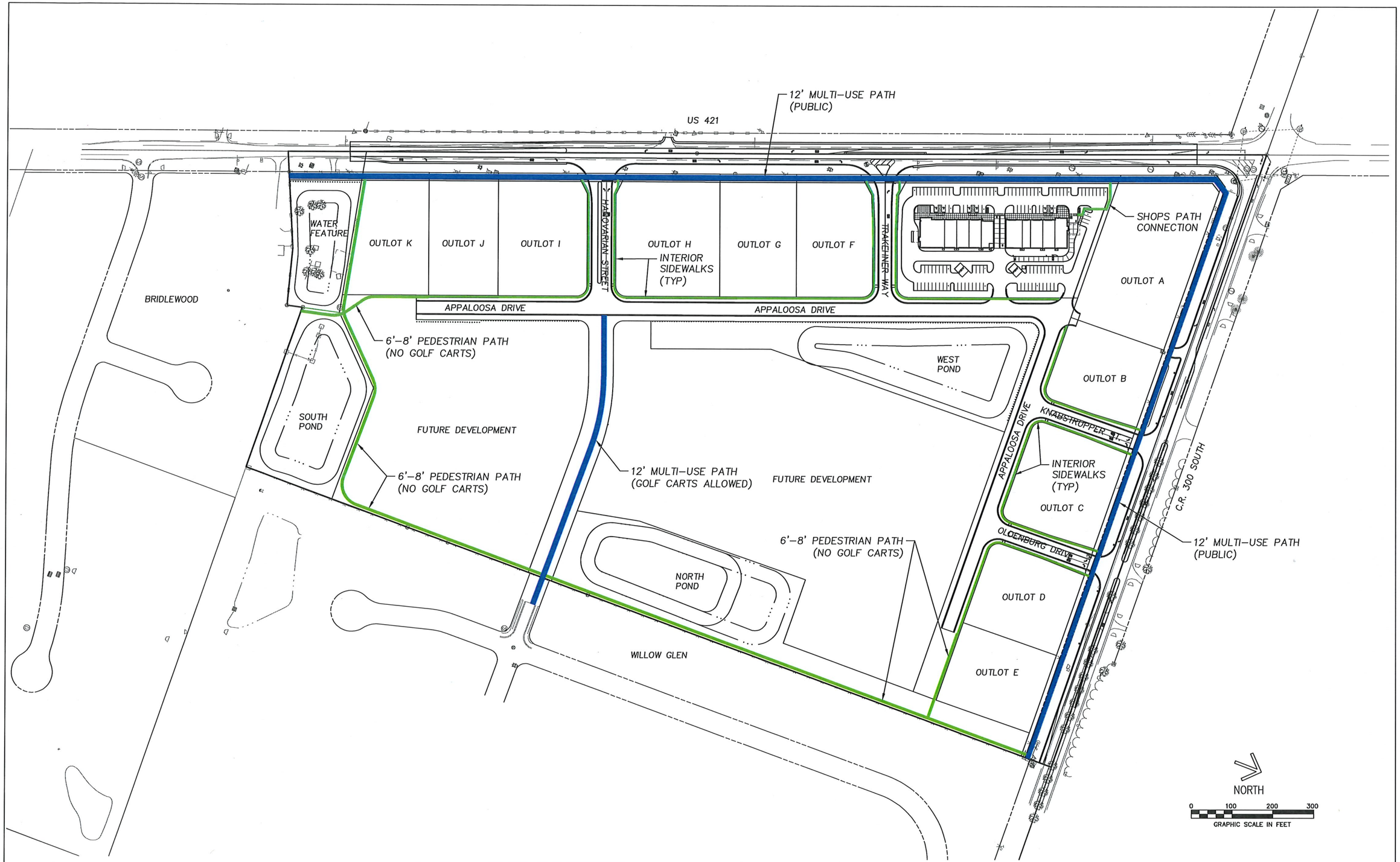

REVISIONS		
DATE		DESCRIPTION
01/27/20	1	TOWN OF ZIONSVILLE COMMENTS
01/30/20	2	TOWN OF ZIONSVILLE COMMENTS
02/04/20	3	INDOT AND TRICO COMMENTS
03/05/20	4	TOWN OF ZIONSVILLE COMMENTS

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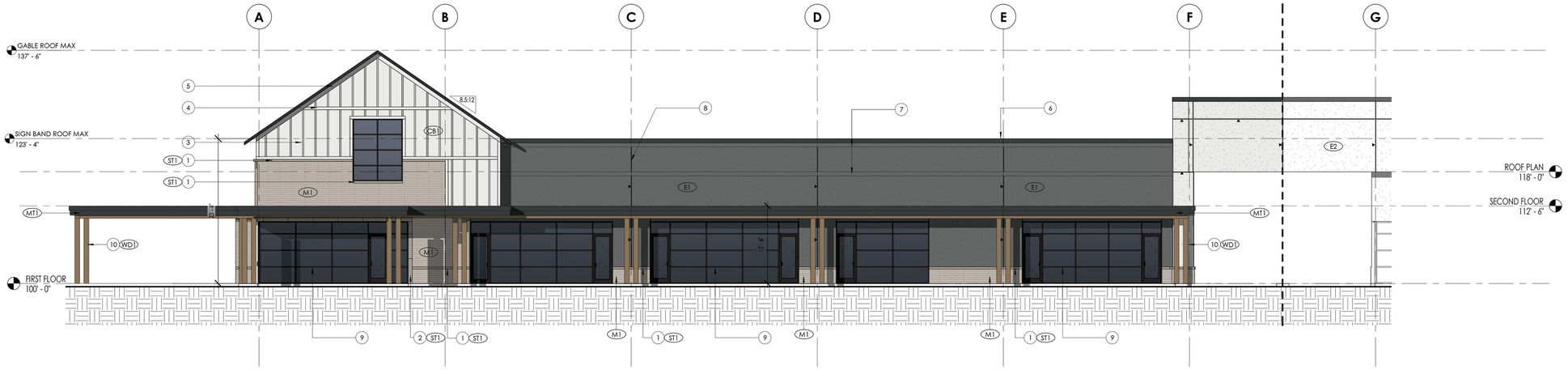
ZIONSVILLE, INDIANA

FUTURE PATH EXHIBIT

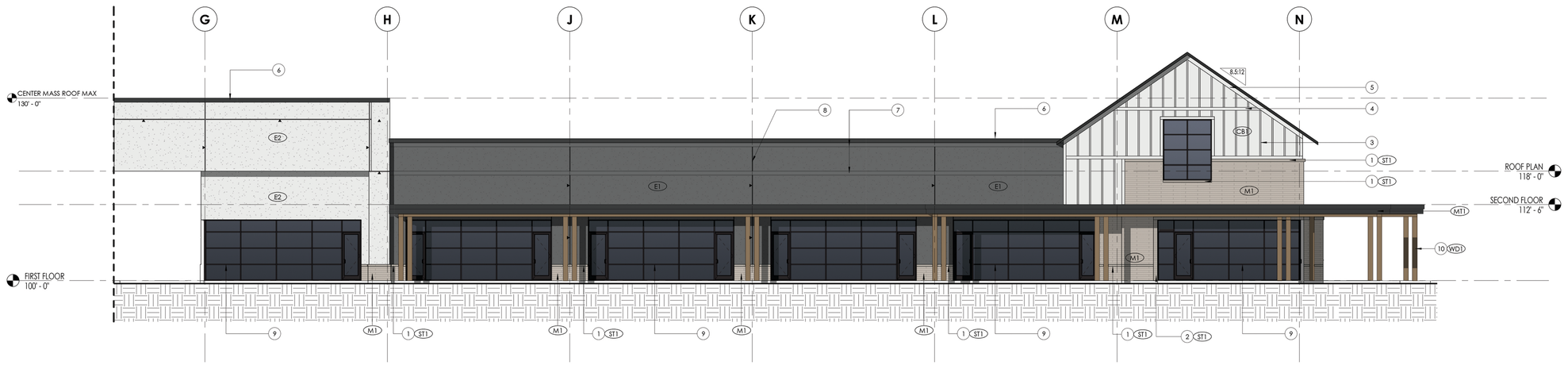
DRAWN:	SCALE:
GSS	SEE PLAN
CHECKED:	DATE:
GSS	01/27/20

SHEET: 1 of 1



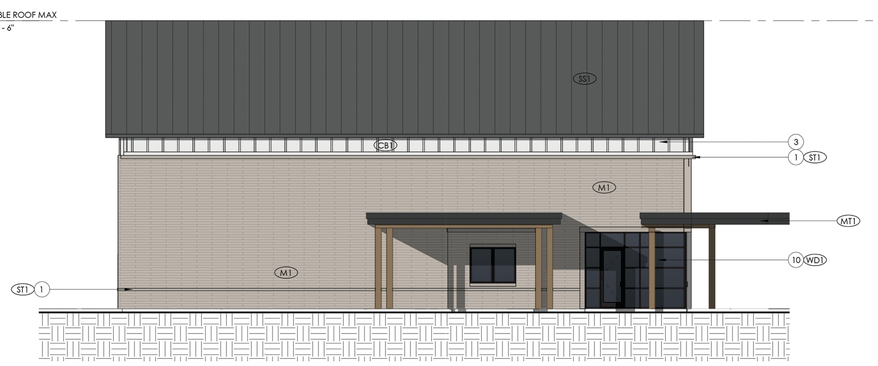
01 EAST ELEVATION AREA A

SCALE: 1/8" = 1'-0"



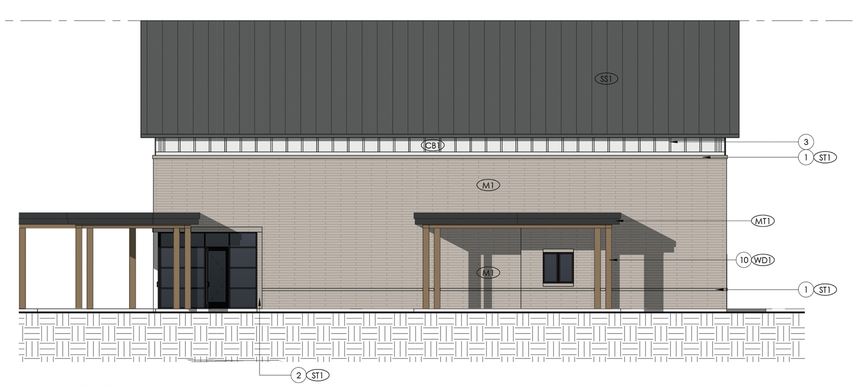
02 EAST ELEVATION AREA B

SCALE: 1/8" = 1'-0"



03 SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



04 NORTH ELEVATION

SCALE: 1/8" = 1'-0"

GENERAL ELEVATION NOTES

A. REFER TO A201 FOR EXTERIOR MATERIAL SCHEDULE.

B. REFER TO A505 FOR WINDOW/STOREFRONT ELEVATIONS.

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

SYMBOLS

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

EXTERIOR ELEVATION KEYNOTE

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

EXTERIOR MATERIALS LEGEND

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

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CHECKED BY	CHECKER
DATE ISSUED	07/02/2015

REVISIONS:

#	DESCRIPTION	DATE

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Client Address 2
Client Phone
Client Fax

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

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

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

LANDSCAPE ARCHITECT
C4 Name
C4 Contact
C4 Address 1
C2 Address 2
C4 Phone
C4 Fax

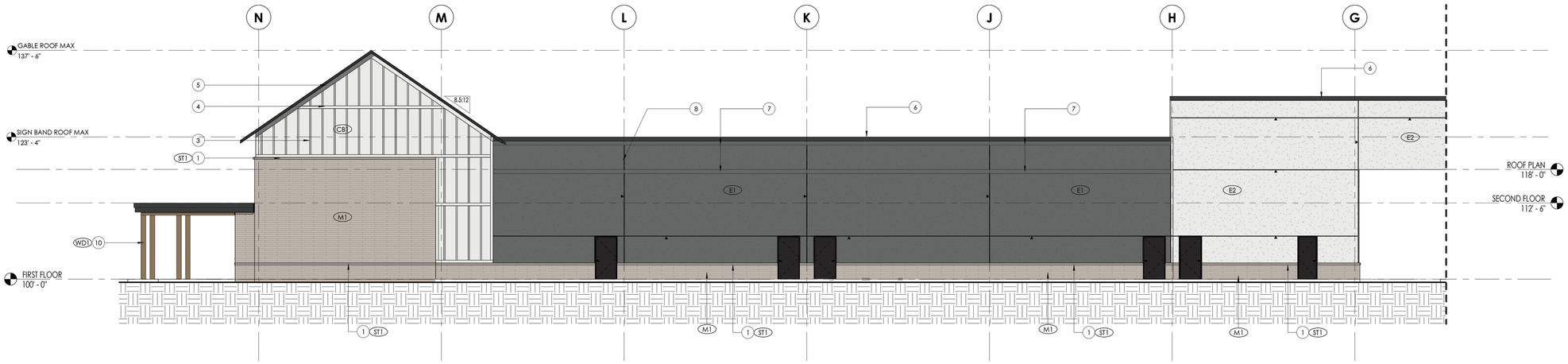
CONSULTANT 5
C5 Name
C5 Contact
C5 Address 1
C5 Address 2
C5 Phone
C5 Fax

APPALOOSA CROSSING
B SHOPS
PROJECT ADDRESS

NOT FOR CONSTRUCTION

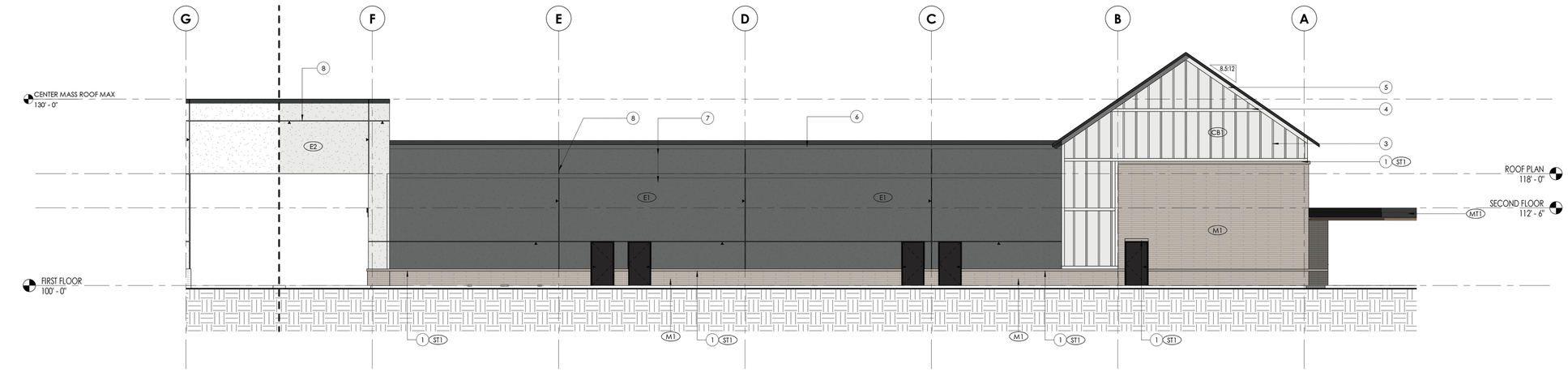
EXTERIOR ELEVATIONS

A201
PROJECT NUMBER: 00000



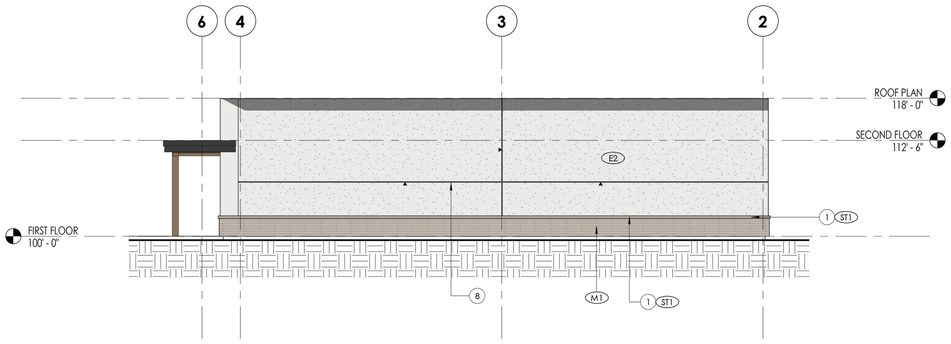
01 WEST ELEVATION AREA B

SCALE: 1/8" = 1'-0"



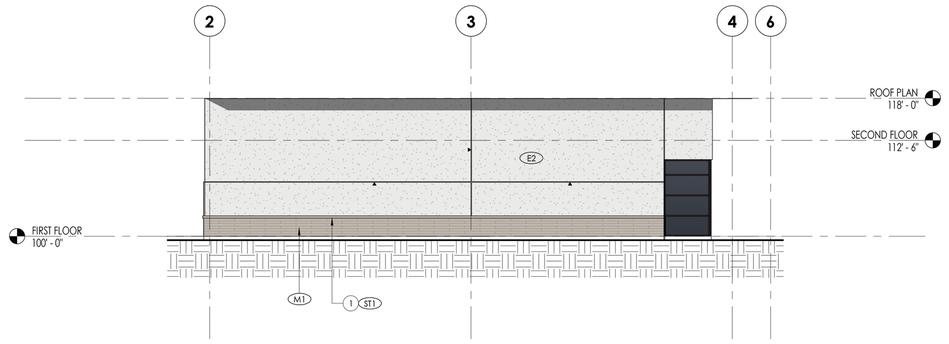
02 WEST ELEVATION AREA A

SCALE: 1/8" = 1'-0"



03 CENTER DRIVE THRU NORTH ELEVATION

SCALE: 1/8" = 1'-0"



04 CENTER DRIVE THRU SOUTH ELEVATION

SCALE: 1/8" = 1'-0"

GENERAL ELEVATION NOTES

A. REFER TO A201 FOR EXTERIOR MATERIAL SCHEDULE.

B. REFER TO A505 FOR WINDOW/STOREFRONT ELEVATIONS.

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

SYMBOLS

CONTROL JOINT

XX — EXTERIOR FINISH MATERIAL

XX — WINDOW TYPE

EXTERIOR ELEVATION KEYNOTE

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

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SS1	STANDING SEAM METAL	MFR: TBS STYLE: 24" WIDE SECTIONS, CENTER RIB. COLOR: CHARCOAL GRAY
CB1	BOARD AND BATTEN	MFR: CEMENT BOARD STYLE: SIMULATED WOOD COLOR: WHITE

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CHECKED BY	CHECKER
DATE ISSUED	07/02/2015

REVISIONS:

#	DESCRIPTION	DATE

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Client Address 2
Client Phone
Client Fax

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C3 Address 1
C2 Address 2
C3 Phone
C3 Fax

LANDSCAPE ARCHITECT
C4 Name
C4 Contact
C4 Address 1
C2 Address 2
C4 Phone
C4 Fax

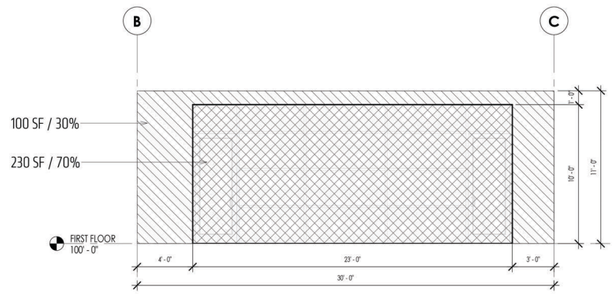
CONSULTANT 5
C5 Name
C5 Contact
C5 Address 1
C5 Address 2
C5 Phone
C5 Fax

APPALOOSA CROSSING
B SHOPS
PROJECT ADDRESS

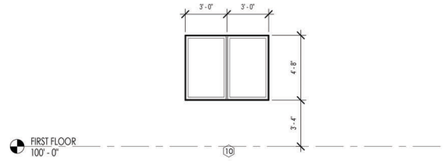
NOT FOR CONSTRUCTION

EXTERIOR ELEVATIONS

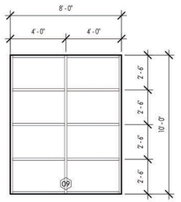
A202
PROJECT NUMBER: 00000



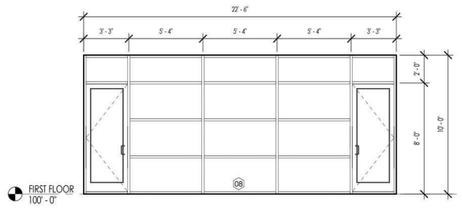
11 TYP. ALUMINUM STOREFRONT RATIO
SCALE: 1/4" = 1'-0"



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



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



08 STOREFRONT ELEVATION 08
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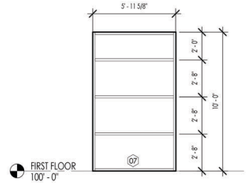

07 STOREFRONT ELEVATION 07
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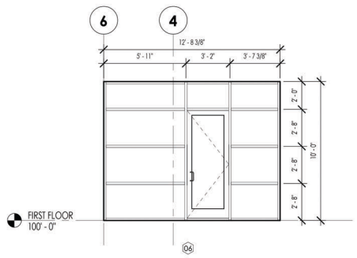
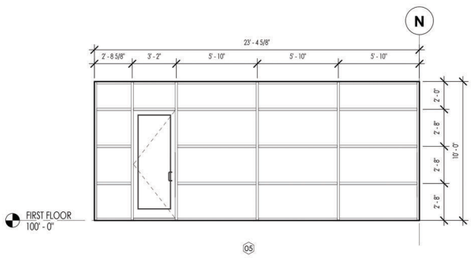


06 STOREFRONT ELEVATION 06
SCALE: 1/4" = 1'-0"



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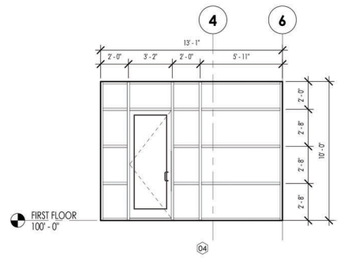

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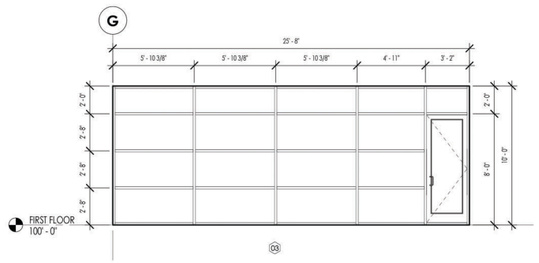

03 STOREFRONT ELEVATION 03
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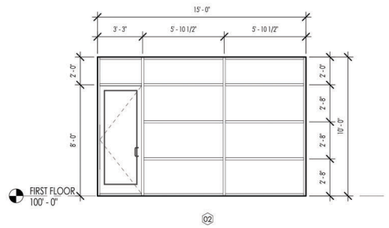
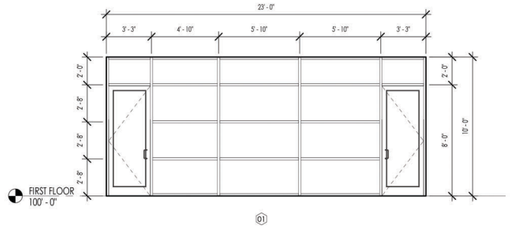


02 STOREFRONT ELEVATION 02
SCALE: 1/4" = 1'-0"



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

GENERAL WINDOW & STOREFRONT NOTES

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

B. REFER TO PLAN DRAWINGS FOR WINDOW LOCATIONS.

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

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

E. REFER TO STANDARD DETAILS FOR PROPER INSTALLATION.

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

GLAZING SCHEDULE

GL-1	1/4" FULLY TEMPERED CLEAR FLOAT GLASS
IGL-1	1" CLEAR INSULATING GLASS WITH LOW-E COATING, FULLY TEMPERED
IGL-2	1" CLEAR INSULATING GLASS, FULLY TEMPERED
IGL-3	1" LAMINATED INSULATING GLASS WITH FROSTED PVB INNER LAYER
IGL-4	1" SPANDREL INSULATING GLASS, FULLY TEMPERED
IGL-5	1/2" CLEAR INSULATING GLASS, FULLY TEMPERED

**REFER TO PROJECT MANUAL FOR COMPLETE GLAZING SPECIFICATION.

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

AXIS

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CHECKED BY: CHECKER
DATE ISSUED: 09/26/17

REVISIONS:

#	DESCRIPTION	DATE

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Client Contact
Client Address 1
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Client Phone
Client Fax

CIVIL ENGINEER
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C1 Contact
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C1 Fax

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

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

LANDSCAPE ARCHITECT
C4 Name
C4 Contact
C4 Address 1
C2 Address 2
C4 Phone
C4 Fax

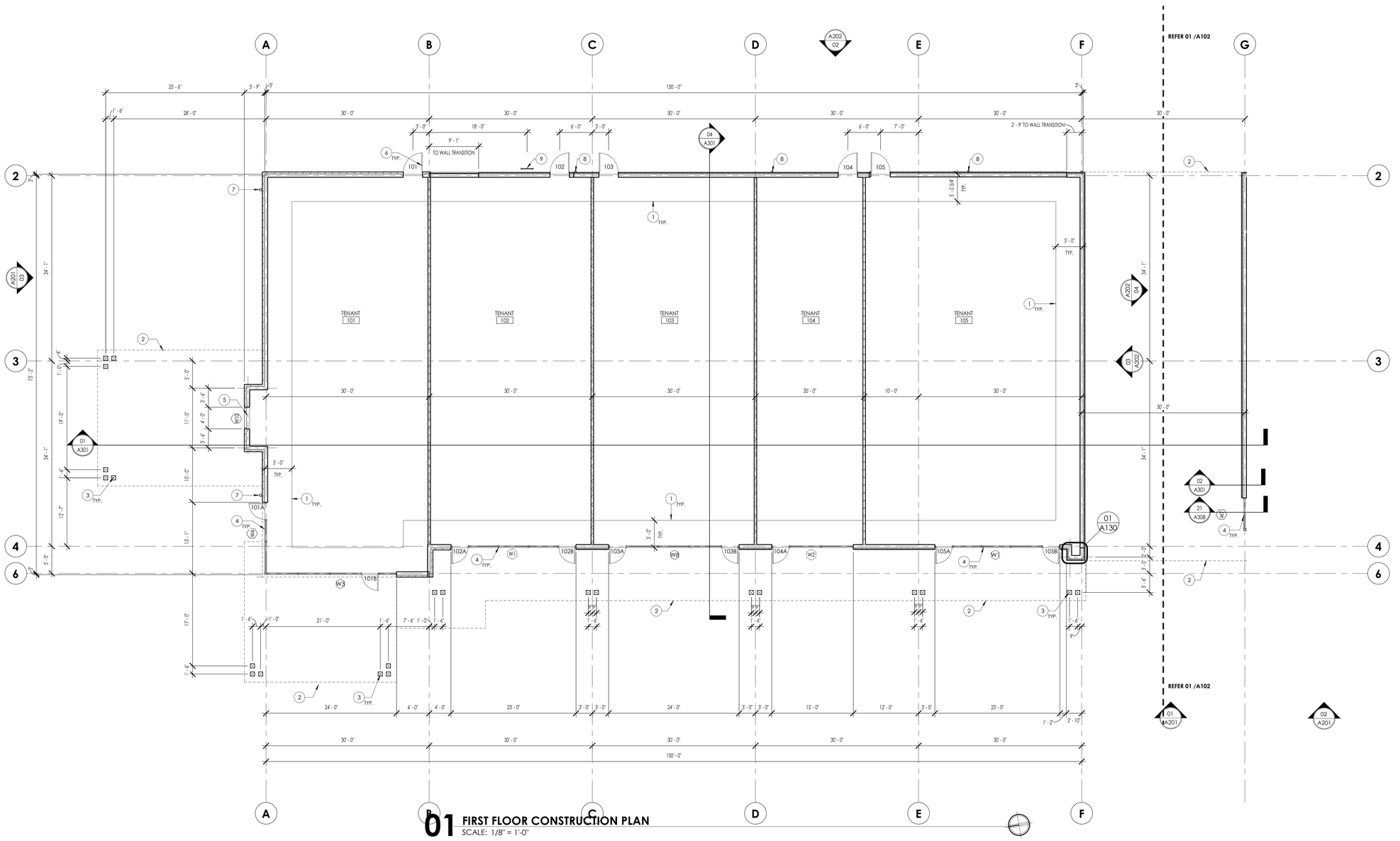
CONSULTANT 5
C5 Name
C5 Contact
C5 Address 1
C5 Address 2
C5 Phone
C5 Fax

APPALOOSA CROSSING
B SHOPS
PROJECT ADDRESS

NOT FOR CONSTRUCTION

WINDOW AND STOREFRONT ELEVATIONS

A505
PROJECT NUMBER: 00000



GENERAL PLAN NOTES

A. REFER TO A001-A002 FOR GENERAL NOTES, WALL TYPES, SYMBOLS AND TYPICAL CONSTRUCTION DETAILS.

B. PROVIDE BULLNOSE CMU AT ALL EXPOSED CMU CORNERS.

C. PROVIDE MOISTURE AND MOLD RESISTANT GYPSUM WALLBOARD AT ALL WET WALLS IN KITCHENS, BATHROOMS, JANITOR CLOSETS, UTILITY ROOMS.

D. PLAN KEYNOTES APPLY TO SHEETS A101AND A102.

E. PAINT ALL EXTERIOR STEEL DOORS, FRAMES, LINTELS, EXPOSED STEEL IN EPOXY PAINT - P1.

PLAN KEYNOTES

1 4" CONCRETE PERIMETER SLAB - WIDTH TO BE 5'-0" TYPICAL. PROVIDE R-15 RIGID INSULATION IN VERTICAL AND HORIZONTAL DIRECTION. REFER TO SECTION DWGS. COORDINATE WITH STRUCTURAL DWGS.

2 CANOPY - SHOWN DASHED. REFER TO ROOF PLAN AND ELEVATION DWGS.

3 10"X 10" ROUGH-SAWN WESTERN RED CEDAR TIMBER COLUMNS - WD1. REFER TO STRUCTURAL DWGS.

4 ALUMINUM STOREFRONT. REFER TO A505 FOR DETAILS, TYPICAL.

5 TRANSACTION WINDOW - MFR: READY ACCESS, MODEL: 600, FINISH: CLEAR ANODIZED. REFER TO GLAZING ELEVATIONS.

6 HOLLOW METAL DOOR AND FRAME - REFER TO DOOR SCHEDULE. PAINT P1.

7 PRE-MANUFACTURED ALUMINUM DOWNSPOUT 4"X4" MIN. SIZE. COLOR: MATTE BLACK FINISH. COORDINATE INLET LOCATION WITH CIVIL DWGS.

8 PRE-MANUFACTURED ALUMINUM DOWNSPOUT 6"X 6" MIN. SIZE. COLOR: MATTE BLACK FINISH. COORDINATE INLET LOCATION WITH CIVIL DWGS.

9 ROOF ACCESS LADDER - REFER TO SPECS.

AXIS

618 East Market Street
Indianapolis, Indiana 46202
phone 317/264.8162
axisarch.com

Scope Drawings

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

DRAWN BY	AUTHOR
CHECKED BY	CHECKER
DATE ISSUED	07/02/2015

REVISIONS:

#	DESCRIPTION	DATE

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

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

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

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

LANDSCAPE ARCHITECT
C4 Name
C4 Contact
C4 Address 1
C2 Address 2
C4 Phone
C4 Fax

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

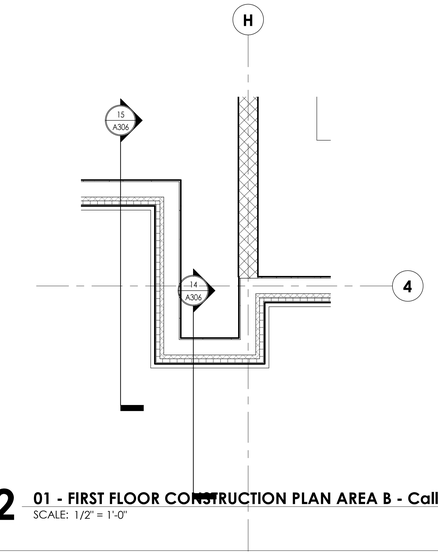
APPALOOSA CROSSING
B SHOPS
PROJECT ADDRESS

NOT FOR CONSTRUCTION

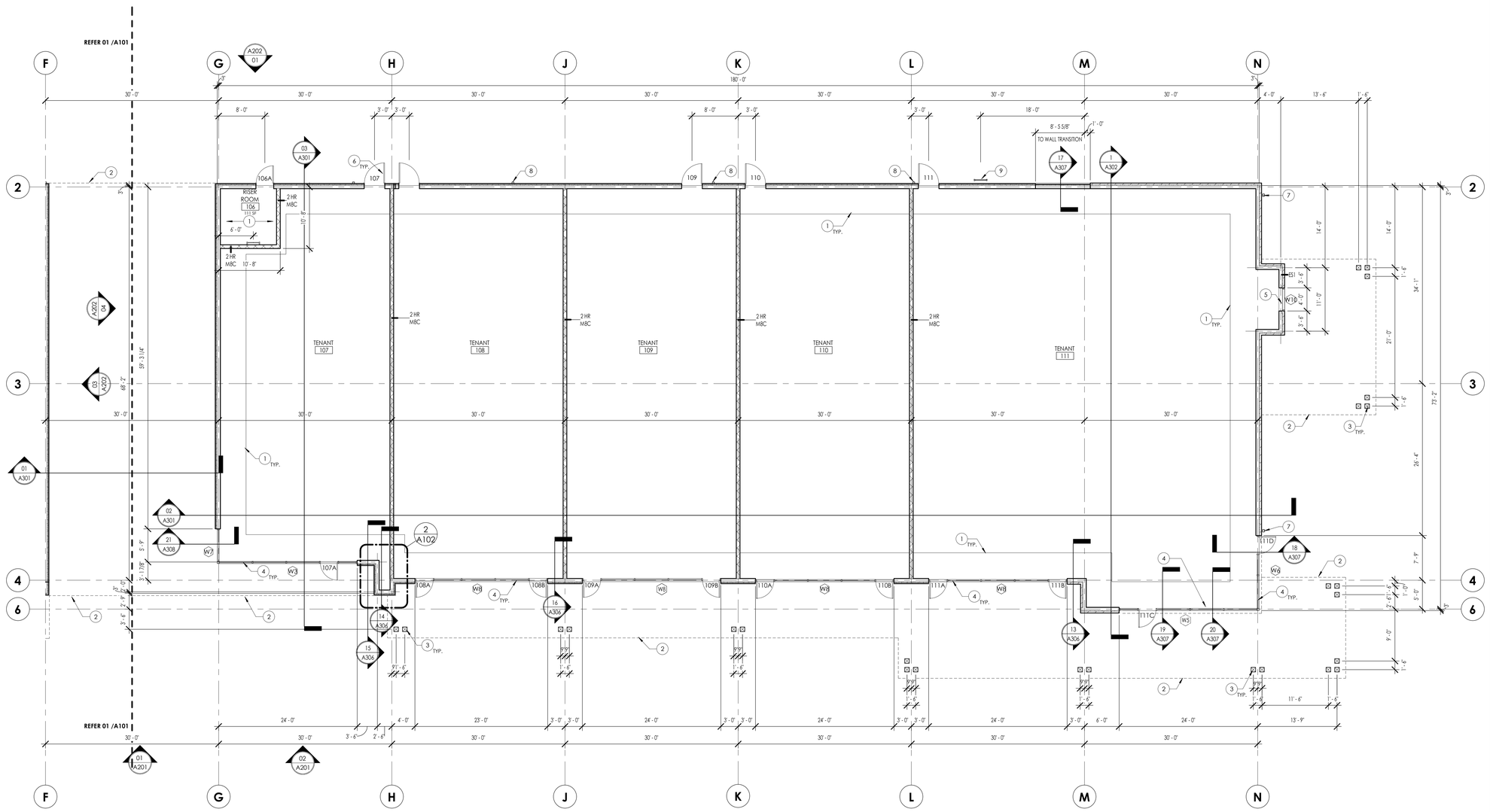
FIRST FLOOR CONSTRUCTION PLAN AREA A

A101

PROJECT NUMBER: 00000



2 **01 - FIRST FLOOR CONSTRUCTION PLAN AREA B - Callout 1**
SCALE: 1/2" = 1'-0"



01 **FIRST FLOOR CONSTRUCTION PLAN**
SCALE: 1/8" = 1'-0"

GENERAL PLAN NOTES

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

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

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

D. SEAL ALL JOINTS BETWEEN DISSIMILAR MATERIALS.

E. ALL GYPSUM WALLBOARD IS 5/8" TYPE 'X' UNLESS NOTED OTHERWISE. PROVIDE MOISTURE AND MOLD RESISTANT GYPSUM WALLBOARD IN APPARATUS BAY, JANITOR CLOSETS, RESTROOMS, LOCKER ROOMS AS WELL AS WET WALLS KITCHEN AND LAUNDRY ROOMS.

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

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

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

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

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

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

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

PLAN KEYNOTES

1 4" CONCRETE PERIMETER SLAB - WIDTH TO BE 5'-0" TYPICAL. PROVIDE R-15 RIGID INSULATION IN VERTICAL AND HORIZONTAL DIRECTION. REFER TO SECTION DWGS. COORDINATE WITH STRUCTURAL DWGS.
2 CANOPY - SHOWN DASHED. REFER TO ROOF PLAN AND ELEVATION DWGS.
3 10"X 10" ROUGH-SAWN WESTERN RED CEDAR TIMBER COLUMNS - WD1. REFER TO STRUCTURAL DWGS.
4 ALUMINUM STOREFRONT. REFER TO A505 FOR DETAILS, TYPICAL.
5 TRANSACTION WINDOW - MFR: READY ACCESS, MODEL: 600, FINISH: CLEAR ANODIZED. REFER TO GLAZING ELEVATIONS.
6 HOLLOW METAL DOOR AND FRAME - REFER TO DOOR SCHEDULE. PAINT P1.
7 PRE-MANUFACTURED ALUMINUM DOWNSPOUT 4"X4" MIN. SIZE. COLOR: MATTE BLACK FINISH. COORDINATE INLET LOCATION WITH CIVIL DWGS.
8 PRE-MANUFACTURED ALUMINUM DOWNSPOUT 6"X 6" MIN. SIZE. COLOR: MATTE BLACK FINISH. COORDINATE INLET LOCATION WITH CIVIL DWGS.
9 ROOF ACCESS LADDER - REFER TO SPECS.

AXIS

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Scope Drawings

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DRAWN BY	Author
CHECKED BY	Checker
DATE ISSUED	12/04/19

REVISIONS:

#	DESCRIPTION	DATE

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

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

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

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

LANDSCAPE ARCHITECT
C4 Name
C4 Contact
C4 Address 1
C2 Address 2
C4 Phone
C4 Fax

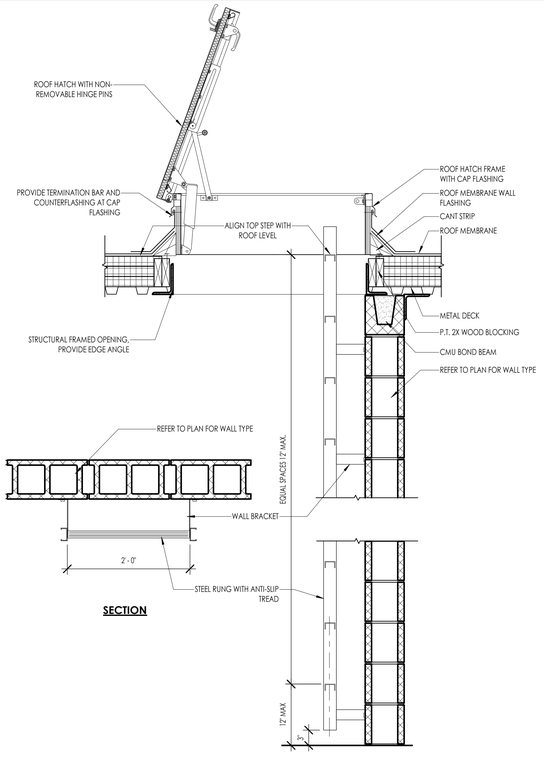
CONSULTANT 5
C5 Name
C5 Contact
C5 Address 1
C5 Address 2
C5 Phone
C5 Fax

APPALOOSA CROSSING
B SHOPS
PROJECT ADDRESS

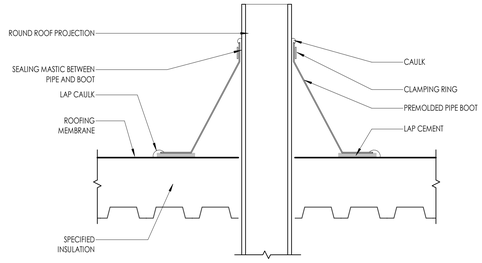
NOT FOR CONSTRUCTION

FIRST FLOOR CONSTRUCTION PLAN AREA B

A102
PROJECT NUMBER: 00000



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



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

GENERAL ROOF NOTES

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

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

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

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

ROOF TYPES LEGEND

RT: X — ROOF TYPE
RL: XX — APPROXIMATE ROOF HEIGHT

RT1:

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

RT2:

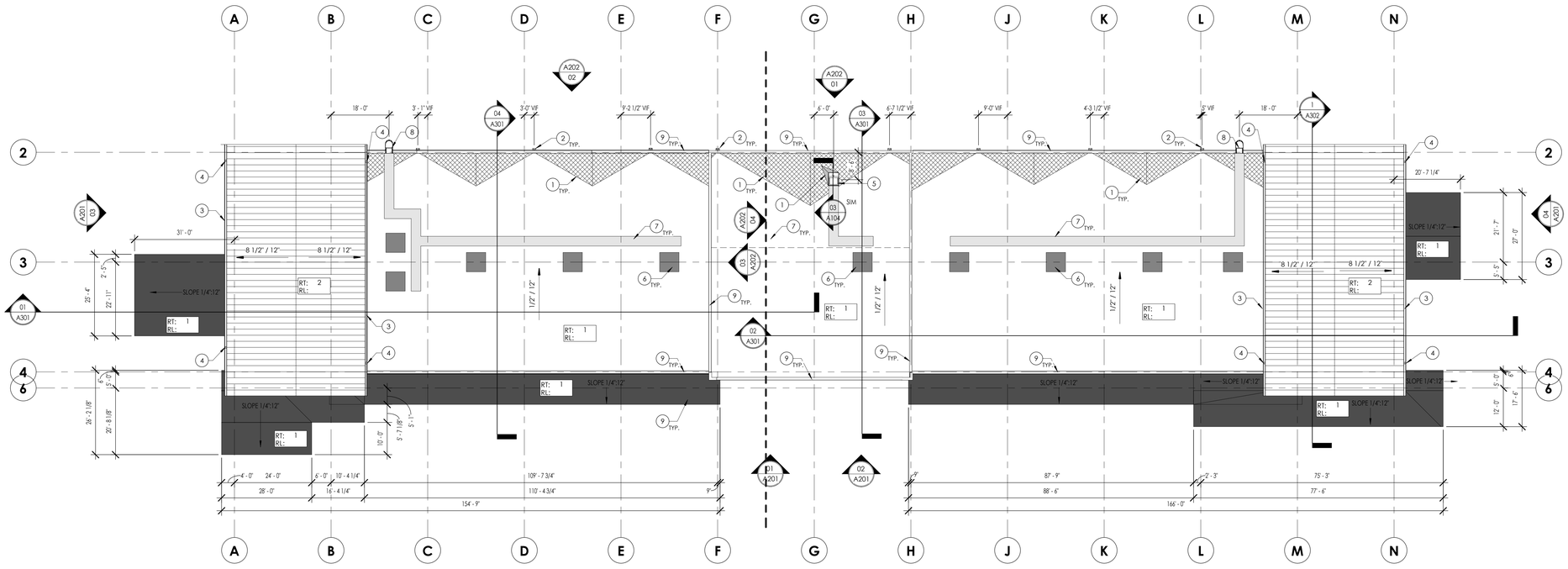
STANDING SEAM METAL ROOFING SYSTEM OVER ICE+WATER SHIELD, OVER 5/8" EXTERIOR PLYWOOD SHEATHING OVER TWO LAYERS POLYISOCYANURATE INSULATION (R24 MIN.) OVER 3" CORRUGATED METAL DECKING.

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

ROOFTOP WALKWAY PAD BY ROOFING MEMBRANE MFR.

ROOF PLAN KEYNOTES

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



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

A X | S
618 East Market Street
Indianapolis, Indiana 46202
phone 317/264.8162
a x i s a r c h . c o m

Scope Drawings

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DRAWN BY	AUTHOR
CHECKED BY	CHECKER
DATE ISSUED	07/02/2015

REVISIONS:

#	DESCRIPTION	DATE

CLIENT
APPALOOSA CROSSING
Client Contact
Client Address 1
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LANDSCAPE ARCHITECT
C4 Name
C4 Contact
C4 Address 1
C2 Address 2
C4 Phone
C4 Fax

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

APPALOOSA CROSSING
B SHOPS
PROJECT ADDRESS

NOT FOR CONSTRUCTION

ROOF PLAN

A104
PROJECT NUMBER: 00000

ZIONSVILLE
FOR ALL THE RIGHT REASONS

Petition Number: 2020-05-RP

Subject Site Address: 3733 Olde Well Run

Petitioner: Vince & Kara Ranieri

Representative: Vince Ranieri

Request: Petition for Replat to allow for Lot D7 of Section 1 in the Holliday Farms Subdivision to be removed from the requirements of lot configuration of Subarea F and adhere to the requirements in Subarea G as reflected on the recorded plat of Holliday Farms Section 1 located in the Planned Unit Development Zoning District

Current Zoning: (PUD) Planned Unit Development Zoning District

Current Land Use: Undeveloped Residential Lot

Approximate Acreage: 0.261 acres

Related Petitions: 2018-12-Z-Given a Favorable Recommendation to the Town Council
2019-04-PP-Approved
2019-05-DP-Approved
2019-11-SP-Approved

Exhibits: Exhibit 1 – Staff Report
Exhibit 2 – Aerial Location Map
Exhibit 3 – Letter of Support
Exhibit 4 – Existing Recorded Plat with Development Standards Matrix
Exhibit 5 – Proposed Amended Plat
Exhibit 6 – Proposed Site plan with explanation
Exhibit 7 – Proposed Plot Plan
Exhibit 8 – Findings of Fact

Staff Presenter: Wayne DeLong, AICP, CPM

PROJECT OVERVIEW

Project Location
The subject property is within Section 1 of the Holliday Farms Subdivision, located south of County Road 300 South, east of U.S. 421, north of Willow Road and west of County Road 975 East.

Project Description / Project History
The subject property is currently zoned (PUD) Planned Unit Development and is within the Subarea F of the Recorded Plat Section 1 Development Standards Matrix (see exhibit 4). Subarea F requires a minimum 25-foot rear yard setback. The applicant requests to adhere to development criteria established for Subarea G which allows for a minimum 10-foot rear yard setback in order to provide for construction of a proposed porch and remain in compliance with the Development Standards Matrix established for Holliday Farms (see Exhibit 7).

RE-PLAT REVIEW

Subdivision Control Ordinance
This plat requires no deviations from the Subdivision Control Ordinance.

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

Findings of Fact

The Plan Commission shall make written findings of fact that set forth the reasons for the approval of the vacation petition per Indiana Code 36-7-4-711:

(1) conditions in the platted area have changed so as to defeat the original purpose of the plat;
(2) it is in the public interest to vacate all or part of the plat; and
(3) the value of that part of the land in the plat not owned by the petitioner will not be diminished by the vacation.

Findings as described above are required to be executed as part of the disposition of the Plat request.

PUBLIC POLICY

Comprehensive Plan
Though the proposed Land Use Map in the Zionsville Comprehensive Plan identifies the Holliday Farms subdivision as residential the property was rezoned in 2018 to allow for residential and commercial uses. The proposed replatting of this individual property, is consistent with the policies in the Comprehensive Plan.

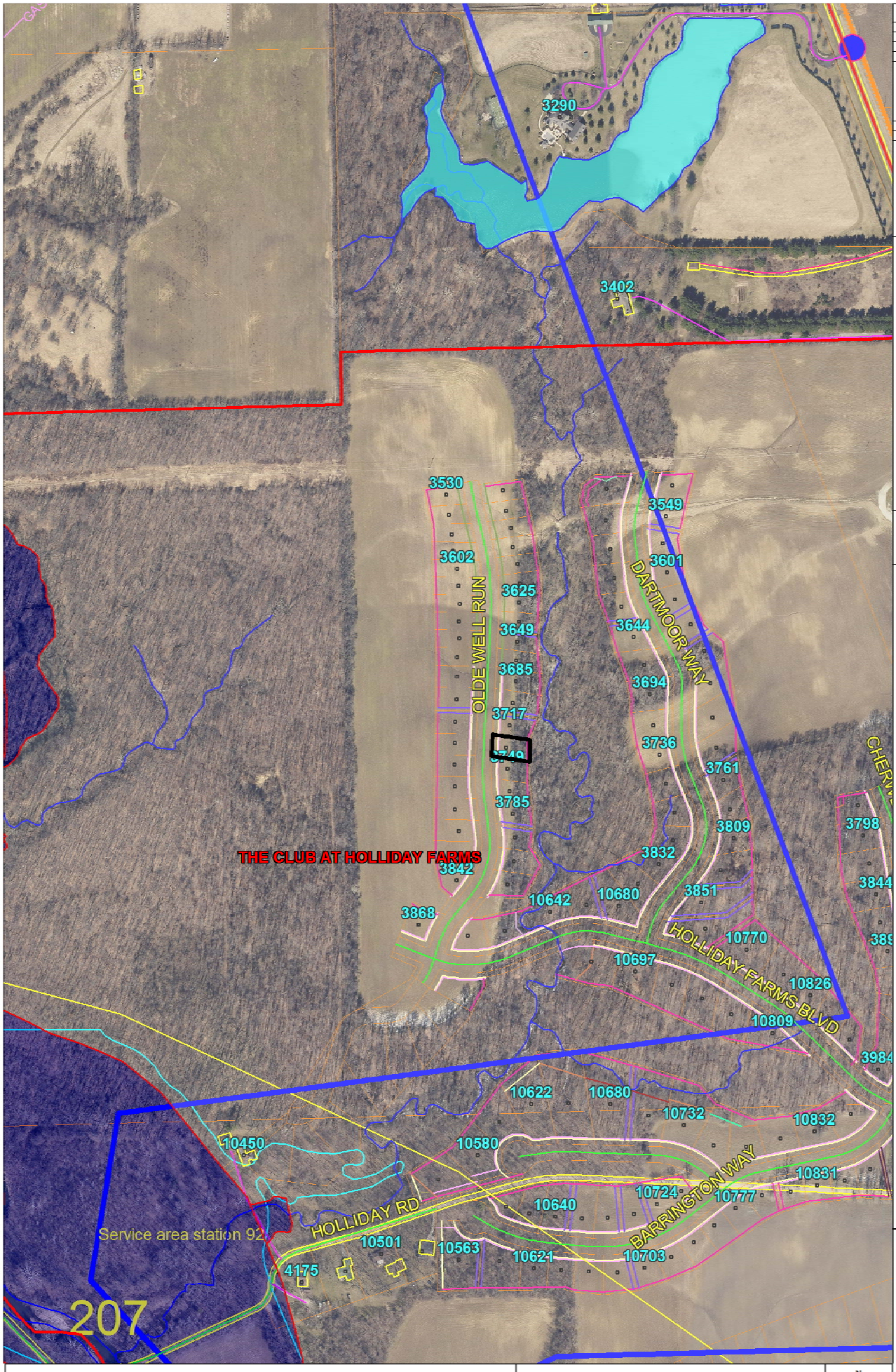
STAFF COMMENTS

Staff recommends approval of Plan Commission Docket number 2020-05-RP.

RECOMMENDED MOTION

I move to approve that Docket #2020-05-RP Replat, to allow for Lot D7 of Section 1 in the Holliday Farms Subdivision to be vacated from the requirements of lot configuration of Subarea F and re-platted in a manner that establishes Subarea G as the applicable requirements, with the requirements being reflected on the recorded plat of Holliday Farms Section 1 located in the Planned Unit Development Zoning District be (Approved based the findings established at the Public Hearing / Conditionally approved based on the findings established at the hearing /Denied/ Continued) as presented.

PROCEDURAL NOTES:
Recordation of the proposed plat is required prior to building permit issuance.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3984
10622
10680
10732
10832
10450
10580
10831
10724
10777
10640
10501
10563
10621
10703
4175
THE CLUB AT HOLLIDAY FARMS
OLDE WELL RUN
DARTMOOR WAY
HOLLIDAY FARMS BLVD
HOLLIDAY RD
BARRINGTON WAY
Service area station 92
207
Flood Hazard BC 2013
FLD_ZONE:
AE
X
Zionsville Corporate
Boone Co Corporate
Curbs
Vacated Streets
Parcels
Easements
ZFD Structures
Station 92 service ar
Water
Boone Subdivisions
Schools
Facilities
ZFD Fire Hydrants
Boone County Addre
Edge of Paveme
Miscellaneous
Curbs
Landhooks
Zionsville Lotlin
Easements
Utility Notes
Utility Discrepar
Drainage
Drains (Streams
Sanitary System
Sanitary Basins
ZFD Structures
ZFD Drives
TORNADO
ZFD Door Numb
Zionsville Build
Water
Bridges
Railroads
Roads
Highways
BC Legal Drains
Urban District R
0
499
998
1" = 499ft
N
W
E
S

Exhibit 2

February 7, 2020

Phil A. Sundling
Henke Development Group
On Behalf of The Club at Holliday Farms
3650 S. Michigan
Zionsville, Indiana 46077

Wayne DeLong
Town of Zionsville
Director of Planning & Economic Development
1100 W. Oak Street
Zionsville, Indiana 46077

RE: Holliday Farms Section 1
Replat of Lot D7 - Ranieri

Mr. DeLong,

On behalf of the Club at Holliday Farms, I am submitting this letter of support for the replat of Lot D7 in Section 1 of Holliday Farms from Subarea F to Subarea G.

We have met with Mr. Ranieri on multiple occasions to discuss the matter and fully support his request for the replat. This request will not negatively affect the design of the project nor the quality of any portion of the development.

Thank you for your consideration and attention to this matter.

Sincerely,

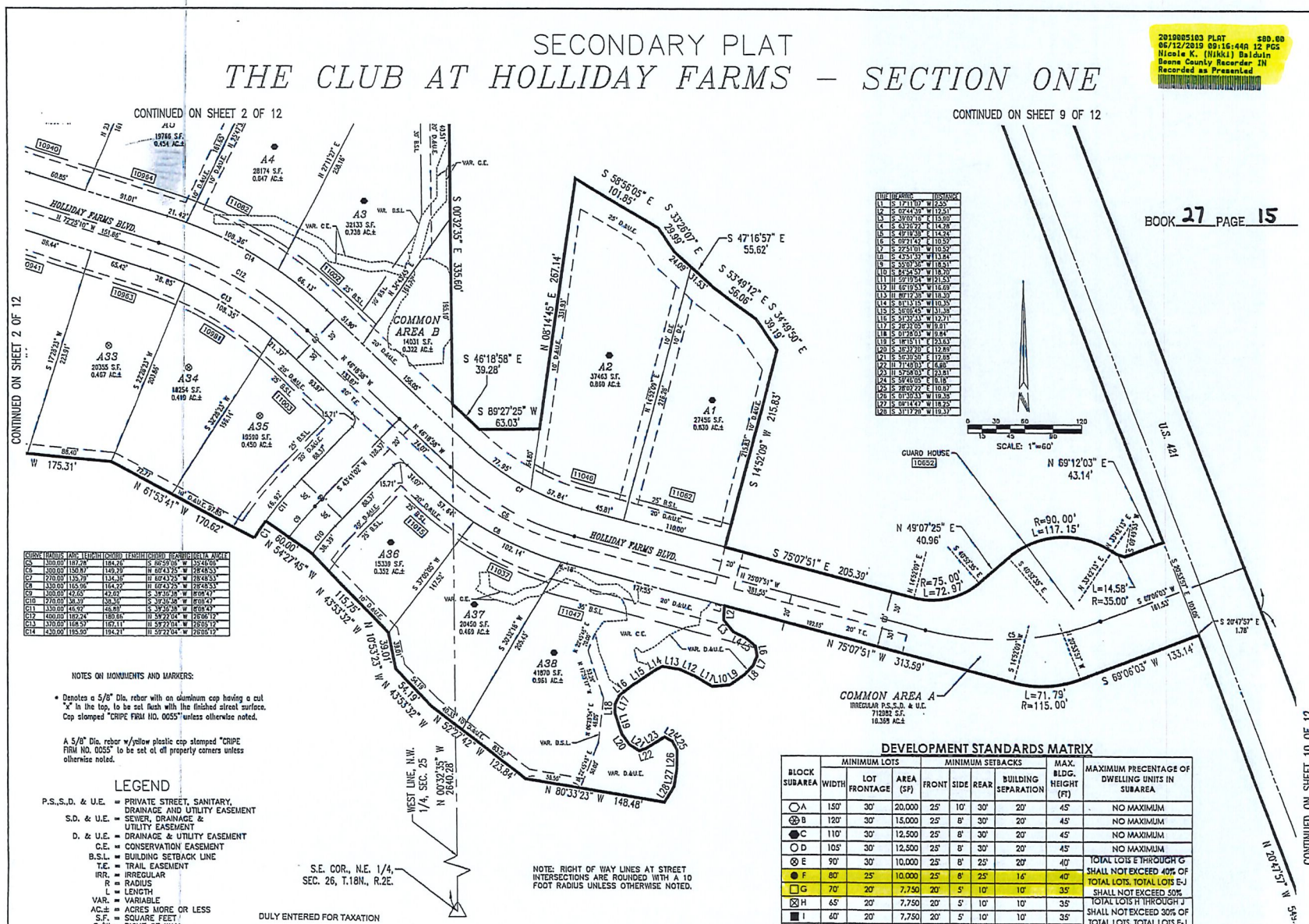
Phil A. Sundling, P.E.

SECONDARY PLAT

THE CLUB AT HOLLIDAY FARMS – SECTION ONE

2019005103 PLAT $80.00
06/12/2019 09:16:44A 12 PGS
Nicole K. (Nikki) Baldwin
Boone County Recorder IN
Recorded as Presented

BOOK 27 PAGE 15



LINE	BEARING	DISTANCE
L1	S 17°11'09" W	9.55
L2	S 69°44'39" W	12.51
L3	S 39°02'18" E	15.00
L4	S 63°26'22" E	14.28
L5	S 42°19'38" E	14.28
L6	S 09°21'42" E	10.55
L7	S 22°51'01" W	10.55
L8	S 42°51'32" W	13.84
L9	S 35°07'58" W	18.51
L10	S 84°54'57" W	18.70
L11	N 59°10'54" W	21.53
L12	N 62°19'51" W	16.69
L13	N 89°12'38" W	18.30
L14	S 84°13'15" W	10.35
L15	S 58°05'45" W	31.35
L16	S 51°32'33" W	19.71
L17	S 28°32'05" W	9.01
L18	S 01°28'03" W	9.84
L19	S 19°15'11" E	23.63
L20	S 36°32'20" E	12.89
L21	S 50°30'28" E	12.89
L22	N 71°40'03" E	6.80
L23	N 57°58'03" E	23.81
L24	S 59°46'05" E	6.18
L25	S 28°07'22" E	10.82
L26	S 01°30'33" W	19.38
L27	S 09°14'42" W	18.25
L28	S 31°17'28" W	19.37

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C5	300.00'	187.28'	184.26'	S 86°59'05" W	35°46'05"
C6	300.00'	150.80'	149.20'	N 69°43'25" W	28°48'53"
C7	270.00'	135.79'	134.36'	N 69°43'25" W	28°48'53"
C8	330.00'	165.96'	164.22'	N 69°43'25" W	28°48'53"
C9	300.00'	42.65'	42.62'	S 39°35'39" W	8°08'47"
C10	270.00'	38.39'	38.36'	S 39°30'58" W	8°08'47"
C11	330.00'	46.92'	46.88'	S 39°30'58" W	8°08'47"
C12	400.00'	180.26'	178.76'	N 59°22'04" W	26°00'19"
C13	370.00'	166.53'	165.11'	N 59°22'04" W	26°00'19"
C14	430.00'	195.90'	194.21'	N 59°22'04" W	26°00'19"

NOTES ON MONUMENTS AND MARKERS:

- Denotes a 5/8" Dia. rebar with an aluminum cap having a cut "x" in the top, to be set flush with the finished street surface. Cap stamped "CRIPE FIRM NO. 0055" unless otherwise noted.

A 5/8" Dia. rebar w/yellow plastic cap stamped "CRIPE FIRM NO. 0055" to be set at all property corners unless otherwise noted.

LEGEND

P.S.,S.D. & U.E.	=	PRIVATE STREET, SANITARY, DRAINAGE AND UTILITY EASEMENT
S.D. & U.E.	=	SEWER, DRAINAGE & UTILITY EASEMENT
D. & U.E.	=	DRAINAGE & UTILITY EASEMENT
C.E.	=	CONSERVATION EASEMENT
B.S.L.	=	BUILDING SETBACK LINE
T.E.	=	TRAIL EASEMENT
IRR.	=	IRREGULAR
R	=	RADIUS
L	=	LENGTH
VAR.	=	VARIABLE
AC.±	=	ACRES MORE OR LESS
S.F.	=	SQUARE FEET
R/W	=	RIGHT OF WAY
15150	=	TYPICAL STREET ADDRESS

DULY ENTERED FOR TAXATION

Heather Mullins 6/12/2019
SUBJECT TO FINAL ACCEPTANCE
AUDITOR, BOONE COUNTY

NOTE: RIGHT OF WAY LINES AT STREET INTERSECTIONS ARE ROUNDED WITH A 10 FOOT RADIUS UNLESS OTHERWISE NOTED.

DEVELOPMENT STANDARDS MATRIX

BLOCK SUBAREA	MINIMUM LOTS WIDTH	MINIMUM LOTS LOT FRONTAGE	MINIMUM LOTS AREA (SF)	MINIMUM SETBACKS FRONT	MINIMUM SETBACKS SIDE	MINIMUM SETBACKS REAR	MINIMUM SETBACKS BUILDING SEPARATION	MAX. BLDG. HEIGHT (FT)	MAXIMUM PRECENTAGE OF DWELLING UNITS IN SUBAREA
○A	150'	30'	20,000	25'	10'	30'	20'	45'	NO MAXIMUM
⊗B	120'	30'	15,000	25'	8'	30'	20'	45'	NO MAXIMUM
●C	110'	30'	12,500	25'	8'	30'	20'	45'	NO MAXIMUM
○D	105'	30'	12,500	25'	8'	30'	20'	45'	NO MAXIMUM
⊗E	90'	30'	10,000	25'	8'	25'	20'	40'	TOTAL LOTS E THROUGH G SHALL NOT EXCEED 40% OF TOTAL LOTS. TOTAL LOTS E-J SHALL NOT EXCEED 50%
●F	80'	25'	10,000	25'	8'	25'	16'	40'	
□G	70'	20'	7,750	20'	5'	10'	10'	35'	
⊠H	65'	20'	7,750	20'	5'	10'	10'	35'	TOTAL LOTS H THROUGH J SHALL NOT EXCEED 30% OF TOTAL LOTS. TOTAL LOTS E-J SHALL NOT EXCEED 50%
■I	60'	20'	7,750	20'	5'	10'	10'	35'	
△J	50'	18'	7,250	20'	4'	10'	8'	35'	

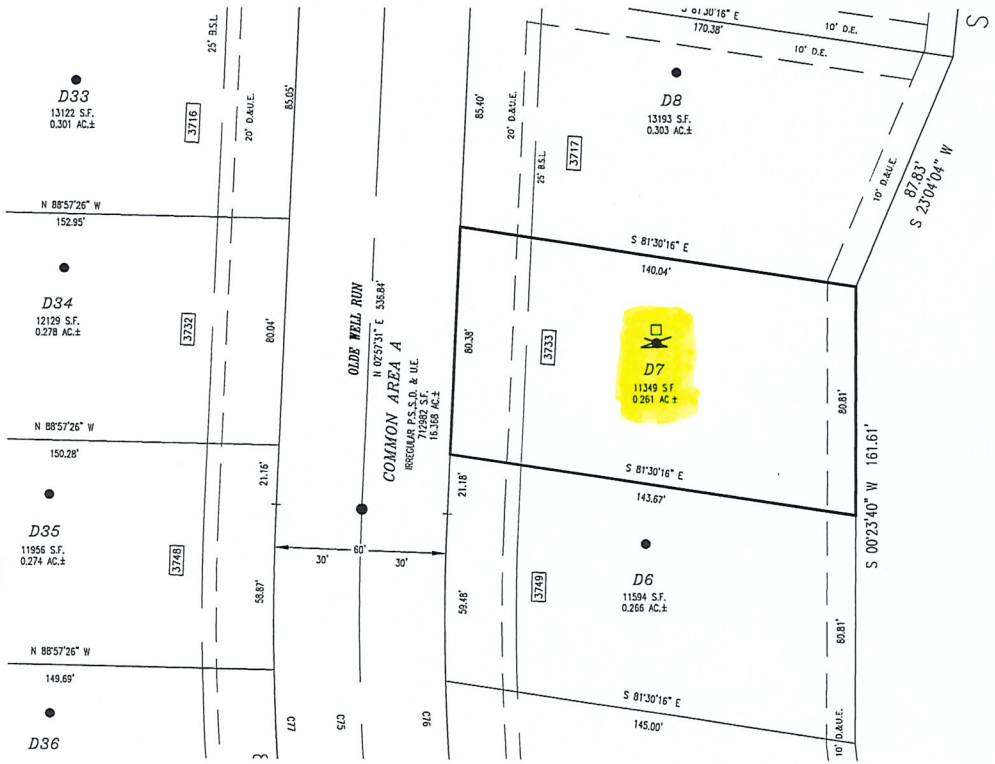
SOURCE OF TITLE: CLUB AT HOLLIDAY FARMS, LLP INSTR. NO. 2019000745, INSTR. NO. 2019000749, INSTR. NO. 2019004183, & INSTR. NO. 2019004185

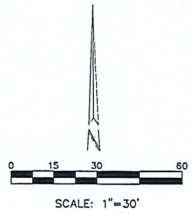
THIS INSTRUMENT PREPARED BY PAUL E. KLODZEN, P.S. #20400015

Exhibit 4

FIRST AMENDMENT TO
THE CLUB
AT HOLLIDAY FARMS – SECTION ONE

PART OF SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 18 NORTH, RANGE 2 EAST, BOONE COUNTY, INDIANA





NOTE: NO MONUMENTS WERE SET OR RESET AS PART OF THIS REPLAT.

DEVELOPMENT STANDARDS MATRIX

BLOCK SUBAREA	MINIMUM LOTS			MINIMUM SETBACKS				MAX. BLDG. HEIGHT (FT)	MAXIMUM PRECENTAGE OF DWELLING UNITS IN SUBAREA
	WIDTH	LOT FRONTAGE	AREA (SF)	FRONT	SIDE	REAR	BUILDING SEPARATION		
◯A	150'	30'	20,000	25'	10'	30'	20'	45'	NO MAXIMUM
⊛B	120'	30'	15,000	25'	8'	30'	20'	45'	NO MAXIMUM
⬢C	110'	30'	12,500	25'	8'	30'	20'	45'	NO MAXIMUM
○D	105'	30'	12,500	25'	8'	30'	20'	45'	NO MAXIMUM
⊗E	90'	30'	10,000	25'	8'	25'	20'	40'	TOTAL LOTS E THROUGH G SHALL NOT EXCEED 40% OF TOTAL LOTS. TOTAL LOTS E-J SHALL NOT EXCEED 50%
●F	80'	25'	10,000	25'	8'	25'	16'	40'	
□G	70'	20'	7,750	20'	5'	10'	10'	35'	
⊠H	65'	20'	7,750	20'	5'	10'	10'	35'	TOTAL LOTS H THROUGH J SHALL NOT EXCEED 30% OF TOTAL LOTS. TOTAL LOTS E-J SHALL NOT EXCEED 50%
■I	60'	20'	7,750	20'	5'	10'	10'	35'	
△J	50'	18'	7,250	20'	4'	10'	8'	35'	

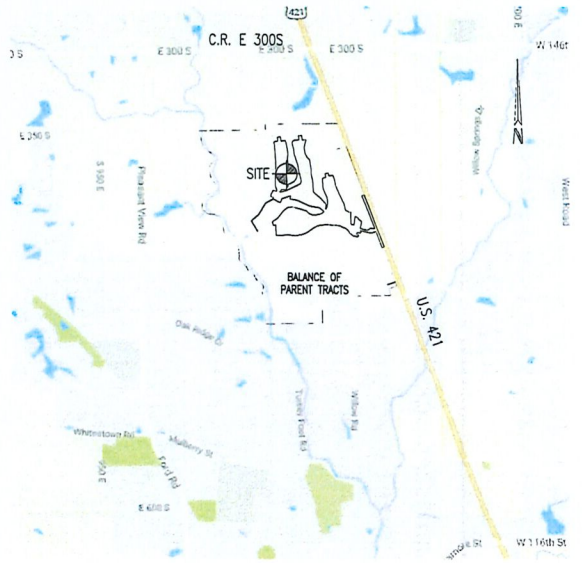
CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C75	800.00'	150.76'	150.53'	N 02°26'24" W	10°47'49"
C76	770.00'	145.10'	144.89'	N 02°26'24" W	10°47'49"
C77	830.00'	156.41'	156.18'	N 02°26'24" W	10°47'49"

LEGEND

P.S.,S.,D. & U.E. = PRIVATE STREET, SEWER, DRAINAGE AND UTILITY EASEMENT
D.E. = DRAINAGE EASEMENT
D. & U.E. = DRAINAGE AND UTILITY EASEMENT
B.S.L. = BUILDING SETBACK LINE
R = RADIUS
L = LENGTH
AC.± = ACRES MORE OR LESS
S.F. = SQUARE FEET
R/W = RIGHT-OF-WAY
3785 = STREET ADDRESS

Lot D7 Owner: Vince & Kara Ranieri
Address: 3733 Olde Well Run, Zionsville, IN 46077
Developer: Henke Development Group, LLC

Record Plat:
The Club at Holliday Farms - Section One
per Inst. No. 2019005103
[Plat Book 27, Page 15]



VICINITY MAP
NO SCALE

THIS INSTRUMENT PREPARED BY CLAUDE M. QUILLEN, P.S. #20200002

Exhibit 5

FIRST AMENDMENT TO
THE CLUB
AT HOLLIDAY FARMS – SECTION ONE

PART OF SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 18 NORTH, RANGE 2 EAST, BOONE COUNTY, INDIANA

I, the undersigned, hereby certify to the best of my professional knowledge, information and belief, the within plat accurately represents a survey performed under my supervision of the following described real estate: Lot D7 of The Club at Holliday Farms – Section One, as per plat thereof, recorded as Instrument Number 2019005103 in Plat Book Number 27, Page 15 in the Office of the Recorder of Boone County, Indiana, containing 0.261 acres, more or less.

Subject to all legal easements and rights-of-way.

This secondary plat amendment consists of one Lot numbered D7. The size of the lots, blocks, and the width of the streets is in figures denoting feet and decimal parts thereof. No new right of way is created or dedicated by this secondary plat amendment. The secondary plat amendment is to change the Development Standards Matrix Block Subarea of Lot D7 from "F" to "G". This change does affect the Lots setbacks as well as other Lot related standards on said secondary plat of The Club at Holliday Farms – Section One.

This plat is based upon a survey of the within described real estate, performed previously by this firm during December 2018 and recorded on January 24, 2019 as Instrument #2019000746 and another survey during May 2019 and recorded on June 12, 2019 as Instrument #2019005102, both recorded in the Office of the Recorder of Boone County, Indiana. There has been no change from the matters of survey revealed by said previous surveys, or any prior subdivision plats contained therein, on any lines that are common with the within plat amendment.

Witness my signature this _____ day of _____, 20__.

_____
Claude M. Quillen, P.S. #20200002

Cripe
3939 Priority Way South Drive, Suite 200
Indianapolis, Indiana 46240
(317) 844-6777
E-Mail cripe@cripe.biz

The undersigned, Vince and Kara Ranieri, being the owners of said Lot D7, do hereby certify that they have revised the Development Standards Matrix Block Subarea from "F" to "G" on said secondary plat of The Club at Holliday Farms – Section One, in accordance with this secondary plat amendment and certificate. This subdivision shall be known and designated as the FIRST AMENDMENT TO THE CLUB AT HOLLIDAY FARMS – SECTION ONE, an addition in Boone County, Indiana.

Vince and Kara Ranieri
3733 Olde Well Run
Zionsville, IN 46077

By: _____ By: _____
Vince Ranieri Kara Ranieri

STATE OF INDIANA)
)
COUNTY OF _____)

Before me, a Notary Public in and for said County and State, personally appeared Vince Ranieri and Kara Ranieri, who acknowledged execution of the foregoing Plat Amendment and certificate, for and on behalf of such entity

Witness my hand and Notarial Seal this _____ day of _____, 20__.

My Commission Expires: _____ _____
Notary Public

Residing in _____ County _____

PLAN COMMISSION APPROVAL
The Town Engineer and Building Commissioner of the Town of Zionsville have reviewed this Plat for technical conformity with the standards fixed in the Zionsville Zoning Ordinance and the Zionsville Subdivision Control Ordinance and hereby certifies that this Plat meets all of the minimum requirements of the applicable ordinances and requirements of the Town of Zionsville, Boone County, Indiana.

By: _____ By: _____

Printed: _____ Printed: _____
Building Commissioner, Town of Zionsville, Boone County, Indiana
Town Engineer, Town of Zionsville, Boone County, Indiana

Date: _____ Date: _____

We, the undersigned, do hereby certify that under authority provided by the Indiana Planning Law, IC 36-7-4, et. seq., enacted by the General Assembly of the State of Indiana, and all acts amendatory thereto, the Plat depicted herein is the Plat which was given approval by the Town of Zionsville Plan Commission at a meeting held on the _____, day of _____, _____.

Witness by signature this _____ day of _____, _____.

TOWN OF ZIONSVILLE PLAN COMMISSION

Signature_____ Signature_____

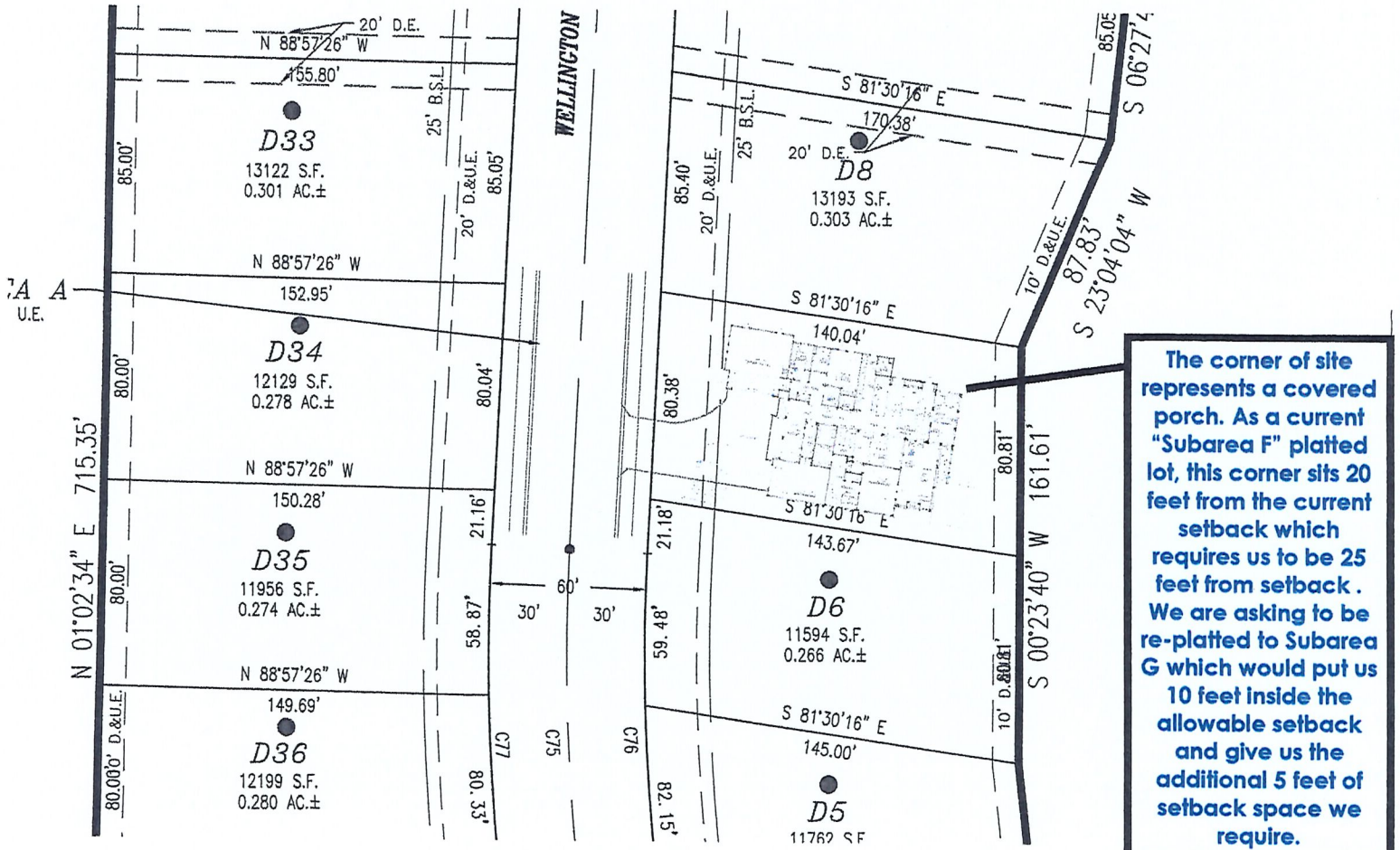
Printed_____ Printed_____
President Secretary

"I affirm, under the penalties for perjury, that I have taken reasonable care to redact each social security number in this document, unless required by law."

Name: Claude (Matt) Quillen, P.S.

THIS INSTRUMENT PREPARED BY CLAUDE M. QUILLEN, P.S. #20200002

Exhibit 5



The corner of site represents a covered porch. As a current "Subarea F" platted lot, this corner sits 20 feet from the current setback which requires us to be 25 feet from setback . We are asking to be re-platted to Subarea G which would put us 10 feet inside the allowable setback and give us the additional 5 feet of setback space we require.

SITE PLAN

1"=20'

D7 Holliday Farms

25' FRONT YARD BUILDING LINE
8' SIDE YARD SET BACK LINE
25' REAR HARD SETBACK LINE (to be revised to 20')

The Ranieri Residence

10.23.2019 8.14.2019 8.5.2019

COPYRIGHT 2019 WEDGEWOOD ARCHITECTURE COMPANY

ARCHITECT GREG CRADICK, AIA

Exhibit 6

THE CLUB AT HOLLIDAY FARMS

INST.#2019-005103
LOT #D7 – SECTION 1
TOWN OF ZIONSVILLE, INDIANA
3733 OLDE WELL RUN

1" = 30'

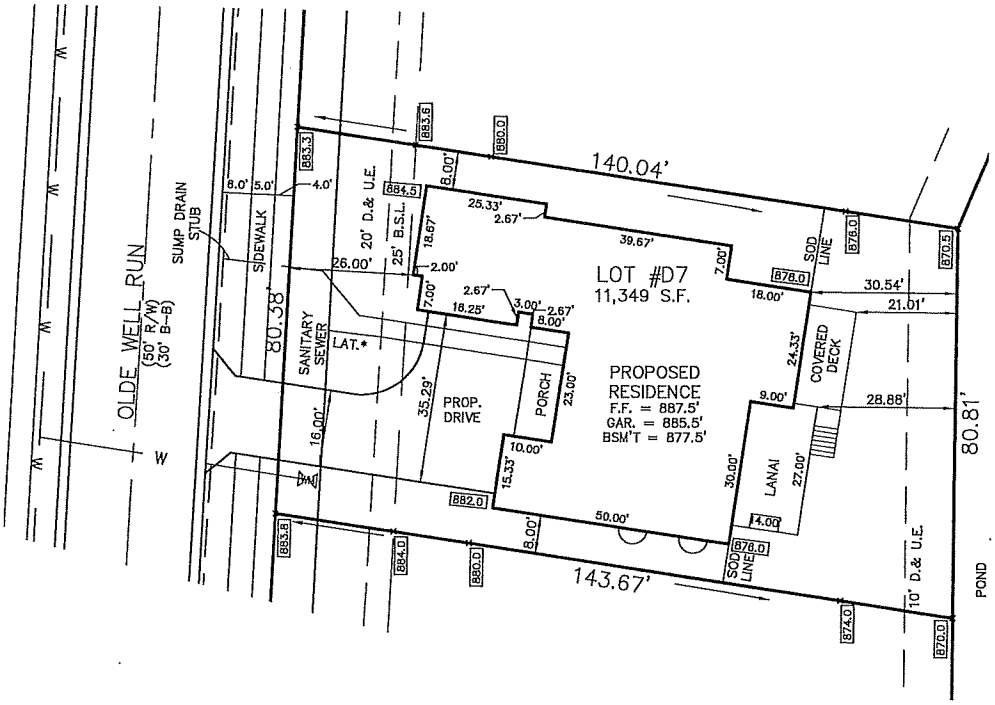
PLOT PLAN

PREPARED FOR
WEDGEWOOD BUILDING COMPANY

TROY A. TEREW
REGISTERED
No.
LS20300026
STATE OF
INDIANA
LAND SURVEYOR

T A T

LOT SIZE:	11,349 SQ.FT.
CONC. DRIVEWAY:	1,484± SQ.FT.
PUBLIC WALK:	322± SQ.FT.
PRIVATE WALK:	0± SQ.FT.
SEEDING:	2,695± SQ.FT.
SOD:	431± SQ.YD.



NOTE:

- DRIVE ENTRY TO CONFORM WITH TOWN OF ZIONSVILLE STANDARDS
- SEE SHEET 2 FOR CLEAN WATER PERMIT EROSION CONTROL PLAN
- THE LOCATIONS, DIMENSIONS, AND WIDTH ALONG THE PROPOSED PUBLIC SIDEWALK WERE SCALED OR TAKEN FROM ENGINEERING CONSTRUCTION PLANS PREPARED BY OTHERS OR AS PROVIDED.
- VERIFY SANITARY LATERAL LOCATION PRIOR TO CONSTRUCTION
- IT SHALL BE THE RESPONSIBILITY OF THE BUILDER/CONTRACTOR TO VERIFY THE BUILDING DIMENSIONS, BUILDING LOCATIONS, THE LOCATION OF OTHER PERTINENT FEATURES AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION. THE INTENDED USE OF THIS PLOT PLAN IS FOR SECURING BUILDING PERMITS ONLY AND SHALL NOT BE USED FOR ANY OTHER PURPOSE.

LEGEND

000.0 — PROPOSED GRADE

000.0 — EXISTING GRADE

TRUE NORTH
"POINTING YOU IN THE RIGHT DIRECTION"

LAND DEVELOPMENT CONSULTING & LAND SURVEYING SERVICES
11650 Olio Road, Suite#1000-289
Fishers, Indiana 46037
Phone: (317)-841-8754
Fax: (317)-841-8762
E-mail: Troy@Truenorthindy.com

DRWN: TAT		DATE: 12/11/19	SCALE: 1" = 30'
JOB#: 19-902		REV.:	DOCUMENT SIZE: 8-1/2"x14"
ZONED:			F.F.E. HSE: 887.5'
ZONING:	5'	SIDE	F.F.E. GAR: 885.5'
	15'	REAR	F.F.E. BSM'T: 877.5'

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

_____ _____

_____ _____

_____

Town of Zionsville

Petition for Subdivision Plat Approval

Application Packet
And
General Instructions

Received
2-5-2020
Town of Zionsville

Office Use Only
Petition No: 2020-05-RP
Hearing Date: _____
Recommendation: _____

Town of Zionsville
Petition for Plan Commission Approval

1. SITE INFORMATION:

Address of Property: 3733 Olde Well Run, Zionsville, IN 46077 (Parcel A: Lot D7, Sec 1 The Club at Holliday Farms)

Existing Use of Property: Under development

Current Zoning: PUD Name of Subdivision: The Club at Holliday Farms

Area in acres: 0.261 Number of lots: 1 Lot D7

2. PETITIONER/PROPERTY OWNER

Petitioner:	Owner (If different from Petitioner):
Name: Vince & Kara Ranieri	Name:
Address: 255 Woodstock Court	Address:
Zionsville, IN 46077	
Phone: 317-753-4588	Phone:
Fax:	Fax:
E-Mail: vranieri@thinksis.com	E-Mail:

3. PETITIONER'S ATTORNEY/CONTACT PERSON AND PROJECT ENGINEER (IF ANY):

Attorney / Contact Person:	**Project Engineer / Architect:**
Name:	Name:
Address:	Address:
Phone:	Phone:
Fax:	Fax:
E-Mail:	E-Mail:

4. APPROVALS REQUESTED:

☐ **Primary Plat** ☐ **Secondary Plat** ☐ Waivers of Subdivision Control Ordinance Requirements *(Describe specific waivers being requested and reasons for the request. Attach additional pages if necessary):*

☐ **Minor Plat** ☒ **RePlat**

Converting from subarea F to subarea G to accommodate covered porch in rear of home.

5. ATTACHMENTS:

☒ Legal description of property
☐ ~~Owner's A~~uthorization (if petitioner is not the owner)
☐ ~~Copy of C~~ovenants (if proposed)
☒ Application Fee
☒ Proof of Ownership (copy of Warranty Deed)
☒ Copies of the Proposed Plat
☐ ~~Draft of P~~roposed Legal Notice
☐ ~~Road Im~~pact Calculation Form

The undersigned, having been duly sworn on oath states the above information is true and correct as (s)he is informed and believes. Further, the applicant understands that this project may be assigned Engineering and Stormwater review fees, which are payable upon invoicing. Road Impact Fees are payable upon Improvement Location Permit release.

Signature of Owner or Attorney for Owner: _____

Date: 10/5/19

State of IN)

SS

County of Boone)

Subscribed and sworn to before me this 5 day of November, 2019.

_____, Clinton R. Beck
Notary Public Signature Notary Public Printed

My commission expires 01/30/2025

My county of residence is Hamilton County.

My Commission No. is NP0696049

CLINTON ROSS BECK
Seal
Notary Public – State of Indiana
Hamilton County
My Commission Expires Jan 30, 2025

PETITION FOR SUBDIVISION PLAT APPROVAL PROCEDURES AND REQUIREMENTS:

SUBMISSION OF PETITION FOR SUBDIVISION PLAT APPROVAL:

1. A complete Petition for Subdivision Plat Approval ("petition") must be submitted by **3:00 PM** a minimum of **45 days for a minor plat and 60 day for a major plat** prior to the initial hearing before the Plan Commission.

2. **Only complete Petitions will be docketed for the next Plan Commission meeting.** If a Petition is incomplete by filing deadline, the Petition will not be docketed until the Petitioner submits a complete Petition.

3. Ten sets of the following information must be submitted with the notarized Petition:

- [x] Legal description of property (Metes and bounds description must include a perimeter survey, drawn to scale – or– recorded subdivision legal description must include lot number, section number, subdivision name, either the plat book number of the recorded instrument number and a copy of the plat map.)
- [x] Proof of Ownership (copy of deed)
- [ ] Owner's Authorization (if Petitioner is not the owner)
- [x] Proposed Plat
- [ ] ~~Covenants (if~~ proposed)
- [ ] ~~Draft of proposed~~ Legal Notice (Primary Plats only)
- [x] Application Fee (Make checks payable to the Town of Zionsville)

PUBLIC HEARING NOTIFICATION:

Notice of Public Hearing for Primary Plat is to be completed as set forth in the Zoning Ordinance and Rules of Procedure for the Plan Commission. The procedures relating to notification of public hearings that are contained in this Packet are provided for convenience purposes only.

1. Approval of Notice: The Petitioner shall submit a proposed Notice of Public Hearing with its petition for review and approval by the Secretary of the Plan Commission.

2. Notice by Publication: Petitioner shall submit the approved Notice of Public Hearing to the Zionsville Times Sentinel to be **published at least 10 days prior** to the Public Hearing. The petitioner shall bear the cost of publishing the Legal Notice. The Secretary of the Plan Commission will provide the Petitioner with the filing and publication deadlines for the Legal Notice.

3. Notice by Mailing: The Petitioner is to send the approved Notice of Public Hearing to each interested party via certified mail with return receipt requested at least ten(10) days prior to the Public Hearing. Generally, all owners of adjoining parcels to a depth of one (1) ownership surrounding the perimeter of the area described in the Petition, and any owners of property within the area included in the Petition who are not Petitioners are to be notified. Please review the Rules of Procedure of the Plan Commission to ensure proper notification is given. The names and addresses of Interested Parties should be obtained from the Boone County Auditor's Office.

4. Affidavit of Notice: At least three (3) days prior to the Public Hearing, an Affidavit of Notice of Public Hearing must be completed and submitted to the Secretary of the Plan Commission. Copies of all "Receipt for Certified Mail" (white slips) shall be filed with the Affidavit of Notice of Public Hearing. The originals of the "Domestic Return Receipts" (green cards) shall be filed with the Secretary upon the later of: the public hearing or receipt by the Petitioner.

PETITION REVIEW PROCEDURES

1. Prior to acceptance, the Petition will be reviewed for completeness.

2. Once complete, the Petition will be docketed for the next Plan Commission meeting. The petitioner shall be responsible for delivering the Legal Notice (after it has been approved) to the Zionsville Times Sentinel for publication and for sending the Legal Notice to all Interested Parties.

3. The Petition and all supporting documentation will be forwarded to the Plan Commission members.

4. The Secretary, members of the Plan Commission's staff or advisors to the Plan Commission may submit a written report, stating any facts concerning the physical characteristics of the area involved in the Petition, together with a recital of surrounding land use and public facilities available to service the area, or other pertinent facts. A copy of such statement shall be made available to the Petitioner and all remonstrators of record, if any.

5. The Plan Commission typically meets on the third Monday or each month at 7:00 p.m. in the Town Hall located at 1100 West Oak Street, Zionsville, Indiana 46077.

6. The Petitioner or remonstrators may request continuation of the Public Hearing at or one week prior to the Plan Commission meeting.

7. The Petitioner, Petitioner's attorney, or someone authorized by the Petitioner must be present at the Public Hearing to make a presentation of the Petition to the Plan Commission.

8. At the Public Hearing, the Plan Commission may continue the Public Hearing or may approve or deny the plat.

Instr. No.: 2019006350

LIMITED WARRANTY DEED

19-274

Parcel #(s):

THIS INDENTURE WITNESSETH, That **THE CLUB AT HOLLIDAY FARMS, LLP**, ("Grantor") **CONVEYS AND WARRANTS** to **VINCE RANIERI AND KARA RANIERI, HUSBAND AND WIFE**, ("Grantee"), for the sum of Ten Dollars ($10.00) and other valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the following described real estate located in County, State of Indiana:

Property 1:
LOT D7 IN THE CLUB AT HOLLIDAY FARMS, SECTION ONE (1), AS PER SECONDARY PLAT THEREOF RECORDED JUNE 12, 2019 AS INSTRUMENT NUMBER 2019005103 IN PLAT BOOK 27 AT PAGES 15-26, IN THE OFFICE OF THE RECORDER OF BOONE COUNTY, INDIANA.

Grantor, as its sole warranty herein, warrants to Grantee, and the successors and assigns of Grantee, that it will forever defend title to the Real Estate (subject to the matters set forth above to which this conveyance is made subject) against those claims, and only those claims, of all persons who shall claim title to, or assert claims affecting the title to, the Real Estate, or any part thereof, under, by, or through, or based upon the acts of, Grantor, but not otherwise.

Subject to any and all easements, agreements, restrictions and other matters of record; subject to the lien for real property taxes not delinquent; and subject to rights of way for roads and such matters as would be disclosed by an accurate survey and inspection of the real estate.

The address of such real estate is commonly known as: 3733 Olde Well Run, Zionsville, IN 46077.

The undersigned person executing this deed on behalf of Grantor represents and certifies that he is duly authorized by Grantor and has been fully empowered, by Grantor, to execute and deliver this deed; that Grantor has full partnership capacity to convey the real estate described herein; and that all necessary action for the making of such conveyance has been taken and done.

IN WITNESS WHEREOF, Grantor has caused this deed to be executed and delivered this 1 **day of July, 2019.**

THE CLUB AT HOLLIDAY FARMS, LLP

Elizabeth K. Garfield, duly authorized signatory pursuant to written consent

(notary follows)

ACKNOWLEDGMENT

STATE OF INDIANA }
}SS:
COUNTY OF HAMILTON }

Before me a Notary Public in and for said County and State, personally appeared Elizabeth K. Garfield, duly authorized signatory of The Club at Holliday Farms, LLP and acknowledged the execution of the foregoing Limited Warranty Deed for an on behalf of said entity.

WITNESS my hand and Notarial Seal this 1 day of July, 2019.

BRADLEY M. MOSS
Notary Public - Seal
Hamilton County - State of Indiana
Commission Number NP0678924
My Commission Expires Mar 22, 2024

- Notary Public

I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security number in this document, unless required by law. (Edward Anania)

THIS INSTRUMENT WAS PREPARED BY: Edward Anania (21479-76).

Send tax bills to the following address: 255 Woodstock Ct, Zionsville, IN 46077

Grantee's Mailing Address: 255 Woodstock Ct, Zionsville, IN 46077

NOTICE OF PUBLIC HEARING
BY THE TOWN OF ZIONSVILLE PLAN COMMISSION

Notice is hereby given of a Public Hearing to be held by the Town of Zionsville Plan Commission

on Monday, March 16, 2020 at 7:00 p.m. in the Zionsville Town Hall, 1100 West
(DATE OF PUBLIC HEARING)

Oak Street, Zionsville, Indiana 46077 to consider the following:

2020-05-RP, (PETITION NUMBER) **V. and K. Ranieri** (NAME OF PETITIONER)

Requests Re-Plat approval to allow for Lot D7 of Section 1 in the Holliday Farms Subdivision to be removed from the requirements of lot configuration of Subarea F and adhere to the requirements in Subarea G, as reflected on the plat of Holliday Farms Section 1 located in the Planned Unit Development Zoning District

The property involved commonly known as: 3733 Olde Well Run Zionsville, IN 46224,
(COMMON ADDRESS)

is currently zoned to the (PUD) Planned Unit Development) zoning district, and is legally described as:

(INSERT LEGAL DESCRIPTION OF PROPERTY)

(See attached)

A copy of the Petition for Primary Plat Approval and all plans pertaining thereto are on file and may be examined prior to the Public Hearing from 8:00 a.m. to 4:00 p.m. Monday through Friday, except for holidays, in the Office of Planning and Development at the Town Hall, 1100 West Oak Street, Zionsville, Indiana 46077. Written comments in support of or in opposition to the Petition for Plan Commission Approval are filed with the Secretary of the Town of Zionsville Plan Commission prior to the Public Hearing will be considered. The Public Hearing is open to the public. Oral comments to the Petition for Plan Commission Approval will be heard at the Public Hearing.

The Public Hearing may be continued from time to time as may be found necessary.

Upon request, the Town of Zionsville will provide auxiliary aids and services. Please provide advance notification to the Technology Department, assistance@zionsville-in.gov or 317-873-1577, to ensure the proper accommodations are made prior to the meeting.

David Franz
(President)

Wayne DeLong
(Secretary)

PUBLISH: Newspaper of General Circulation

Property 1:
LOT D7 IN THE CLUB AT HOLLIDAY FARMS, SECTION ONE (1), AS PER SECONDARY PLAT THEREOF RECORDED JUNE 12, 2019 AS INSTRUMENT NUMBER 2019005103 IN PLAT BOOK 27 AT PAGES 15-26, IN THE OFFICE OF THE RECORDER OF BOONE COUNTY, INDIANA.

February 6, 2020

Barry and Eva Freeman
6130 Stonegate Run
Zionsville, IN 46077

Dear Mr. and Mrs. Freeman,

I am writing as one of your new, soon-to-be, neighbors at Holliday Farms. I am writing to inform you of a formal request I am making to amend the current plat for my lot (located at: *Lot D7 in the Club at Holliday Farms, Section One (1), as per secondary plat thereof recorded June 12, 2019 as instrument number 2019005103 in plat book 27 at pages 15-26, in the Office of the Recorder of Boone County, Indiana)* from a subarea F to a subarea G.

What this means is that affectively means is that I am seeking to be able to build 5 feet closer to our "rear" property line only than the current restrictions allow. When my builder and our family formed our construction plan, we used the original cad-cam drawings and thought we were within the stipulated requirements of maintaining our construction no closer than 25 feet from the rear property line, but as we finalized our plans and my builder began their process of prepping our construction this spring, we learned that the plat had been filed differently than the original cad-cam drawings. This change puts me 5 feet over the current requirement.

My request is to re-plat my lot so we don't have to change the entire plan and allow us the extra 5 feet required. I should point out that this request in no way changes my lot dimensions as the only portion of our construction that will requires this additional 5 feet is a rear covered porch that is attached to the home plan, and not the home foundation itself. Additionally, I have confirmation from our builder, Wedgewood Builders, and from Phil Sundling of Henke Development, that this request, if approved, has zero impact on any drainage on our property, and we will not have any encroachment of any easements on the property, as we will still be 20 feet from the nearest rear easement on our lot.

This letter serves as a courtesy notice of my request with the Town of Zionsville and that I am required to attend a hearing on the request. This meeting is scheduled for Monday, March 16, 2020 at 7:00pm at the Zionsville Town Hall (1100 West Oak Street in Zionsville). My petition number is 2020-05-RP.

If you have any question that I can answer for you, I want to make myself available and you can feel free to contact me in any of the following ways below.

Thank you in advance for your support! I look very forward to meeting you soon!

Sincerely,

Vincent Ranieri

Vince and Kara Ranieri
255 Woodstock Court
Zionsville, IN 46077
317-753-4588
vranieri@thinksis.com

AFFIDAVIT OF NOTICE OF PUBLIC HEARING
OF THE TOWN OF ZIONSVILLE PLAN COMMISSION

STATE OF Indiana)
COUNTY OF Boone) SS:

I, VINCENT RANIERI, DO HEREBY CERTIFY THAT LEGAL NOTICE
(Name of person mailing letters)
TO INTERESTED PARTIES OF THE PUBLIC HEARING TO BE HELD BY THE TOWN OF ZIONSVILLE PLAN COMMISSION, to consider the application of VINCENT RANIERI
(Name of person on Petition)

Requesting: RE-PLAT

was sent by CERTIFIED MAIL, RETURN RECEIPT REQUESTED, to each of the following property owners at the following addresses:

OWNER	ADDRESS
SEE ATTACHED	

and that said Legal Notices were sent by Certified Mail, Return Receipt Requested on or before the _____ day of _____, 20____, being at least ten (10)days prior to the date of the Public Hearing (copies of the "Receipt for Certified Mail" (white slips) attached).

and that said Legal Notice was published in a newspaper of general circulation at least ten (10) days prior to the date of Public Hearing (Proof of Publication attached).

(Name of person mailing letters)

State of Indiana)

County of Boone) SS:

Subscribed and sworn to before me this day of February 14, 2020.

Notary Public Signature — Matthew Reske (Notary Public Printed)

My commission expires December 22, 2027

My county of residence is Hamilton County.

My Commission No. is NP0724202

MATTHEW RESKE
Notary Public, State of Indiana
Hamilton County
Commission Number NP0724202
My Commission Expires
December 22, 2027

Attribute report for active ID 1

ID	name	add1	add3
42122	HOLLIDAY-ROGERS LIMITED PTNSHP	201 INDIAN HARBOR RD	VERO BEACH, FL 32963
42317	FREEMAN BARRY & EVA	6130 STONEGATE RUN	ZIONSVILLE, IN 46077
42329	THE CLUB AT HOLLIDAY FARMS LLP	3650 S US 421	ZIONSVILLE, IN 46077
42338	THE CLUB AT HOLLIDAY FARMS LLP	3650 S US 421	ZIONSVILLE, IN 46077
42339	MERTEN JAMES A & PAMELA J TENA	11785 EAST 300 SOUTH	ZIONSVILLE, IN 46077
42351	FIRMANI JOHN ANTHONY & DAWN L	4876 PEBBLEPOINTE PASS	ZIONSVILLE, IN 46077
42352	RANIERI VINCE & KARA	255 WOODSTOCK CT	ZIONSVILLE, IN 46077
42357	BRIGHT JOSEPH & CARRIE	7648 SPRING RIDGE	INDIANAPOLIS, IN 46278
42363	ROBERTS JOHN T & ROBIN R	2090 MULSANNE DR	ZIONSVILLE, IN 46077
42368	J&R EQUITY CORP	3083 INDIANAPOLIS AVENUE	LEBANON, IN 46052
42374	THE CLUB AT HOLLIDAY FARMS LLP	3650 S US 421	ZIONSVILLE, IN 46077

February 7, 2020

Phil A. Sundling
Henke Development Group
On Behalf of The Club at Holliday Farms
3650 S. Michigan
Zionsville, Indiana 46077

Wayne DeLong
Town of Zionsville
Director of Planning & Economic Development
1100 W. Oak Street
Zionsville, Indiana 46077

RE: Holliday Farms Section 1
Replat of Lot D7 - Ranieri

Mr. DeLong,

On behalf of the Club at Holliday Farms, I am submitting this letter of support for the replat of Lot D7 in Section 1 of Holliday Farms from Subarea F to Subarea G.

We have met with Mr. Ranieri on multiple occasions to discuss the matter and fully support his request for the replat. This request will not negatively affect the design of the project nor the quality of any portion of the development.

Thank you for your consideration and attention to this matter.

Sincerely,

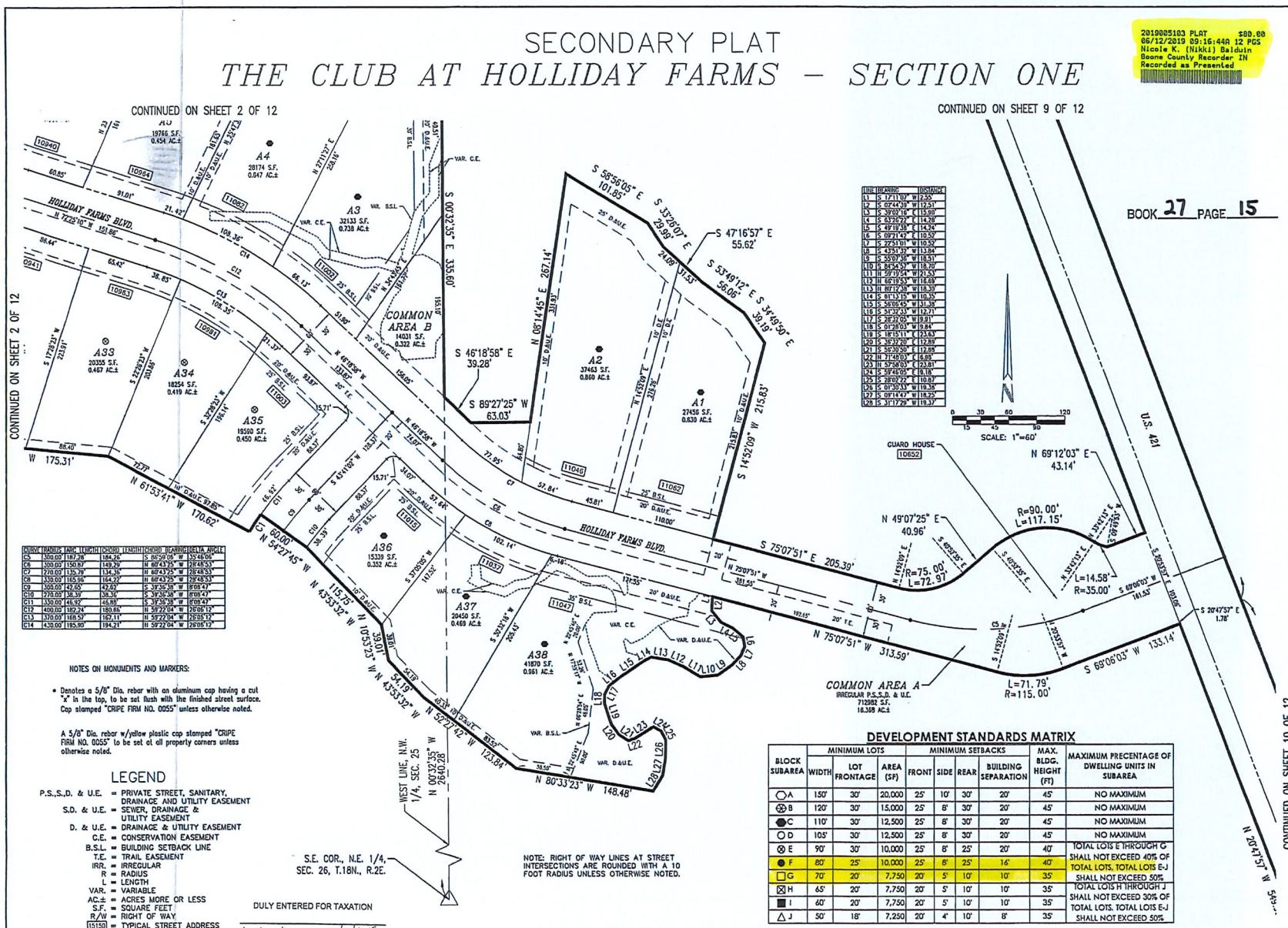
Phil A. Sundling, P.E.

SECONDARY PLAT

THE CLUB AT HOLLIDAY FARMS – SECTION ONE

2019005103 PLAT $80.00
06/12/2019 09:16:44A 12 PGS
Nicole K. (Nikki) Baldwin
Boone County Recorder IN
Recorded as Presented

BOOK 27 PAGE 15



LINE	BEARING	DISTANCE
L1	S 17°11'07" W	2.55'
L2	S 07°44'39" W	12.51'
L3	S 39°05'18" E	15.90'
L4	S 63°26'22" E	14.28'
L5	S 49°19'38" E	14.24'
L6	S 09°21'42" E	10.55'
L7	S 22°51'01" W	10.52'
L8	S 43°51'52" W	13.84'
L9	S 55°07'38" W	18.51'
L10	S 84°54'57" W	18.70'
L11	N 59°19'54" W	21.53'
L12	N 66°19'53" W	16.69'
L13	N 88°12'38" W	18.30'
L14	S 81°13'15" W	10.35'
L15	S 26°06'45" W	31.35'
L16	S 51°37'53" W	12.71'
L17	S 28°32'05" W	19.81'
L18	S 01°28'03" W	9.84'
L19	S 18°15'11" E	23.63'
L20	S 36°32'20" E	12.89'
L21	S 56°39'50" E	12.08'
L22	N 71°48'03" E	6.85'
L23	N 57°58'03" E	23.81'
L24	S 39°46'05" E	8.18'
L25	S 28°07'22" E	10.87'
L26	S 01°30'33" W	19.38'
L27	S 09°14'47" W	18.25'
L28	S 31°17'29" W	19.37'

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C5	330.00'	187.28'	184.75'	S 84°59'05" W	32°30'05"
C6	330.00'	150.89'	149.59'	N 69°43'25" W	26°48'53"
C7	270.00'	135.78'	134.35'	N 69°43'25" W	28°48'53"
C8	330.00'	165.96'	164.22'	N 69°43'25" W	28°48'53"
C9	300.00'	42.66'	42.62'	S 39°36'38" W	8°08'47"
C10	270.00'	38.39'	38.36'	S 39°36'38" W	8°08'47"
C11	330.00'	46.92'	46.88'	S 39°36'38" W	8°08'47"
C12	400.00'	189.24'	187.48'	N 52°22'04" W	26°08'12"
C13	370.00'	168.57'	167.11'	N 52°22'04" W	26°05'12"
C14	430.00'	185.90'	184.21'	N 59°22'04" W	26°05'12"

NOTES ON MONUMENTS AND MARKERS:

- Denotes a 5/8" Dia. rebar with an aluminum cap having a cut "x" in the top, to be set flush with the finished street surface. Cap stamped "CRIPE FIRM NO. 0055" unless otherwise noted.

A 5/8" Dia. rebar w/yellow plastic cap stamped "CRIPE FIRM NO. 0055" to be set at all property corners unless otherwise noted.

LEGEND

P.S.,S.,D. & U.E.	=	PRIVATE STREET, SANITARY, DRAINAGE AND UTILITY EASEMENT
S.D. & U.E.	=	SEWER, DRAINAGE & UTILITY EASEMENT
D. & U.E.	=	DRAINAGE & UTILITY EASEMENT
C.E.	=	CONSERVATION EASEMENT
B.S.L.	=	BUILDING SETBACK LINE
T.E.	=	TRAIL EASEMENT
IRR.	=	IRREGULAR
R	=	RADIUS
L	=	LENGTH
VAR.	=	VARIABLE
AC.±	=	ACRES MORE OR LESS
S.F.	=	SQUARE FEET
R/W	=	RIGHT OF WAY
15150	=	TYPICAL STREET ADDRESS

DULY ENTERED FOR TAXATION

Heather Myers 6/12/2019

SUBJECT TO FINAL ACCEPTANCE
AUDITOR, BOONE COUNTY

NOTE: RIGHT OF WAY LINES AT STREET INTERSECTIONS ARE ROUNDED WITH A 10 FOOT RADIUS UNLESS OTHERWISE NOTED.

DEVELOPMENT STANDARDS MATRIX

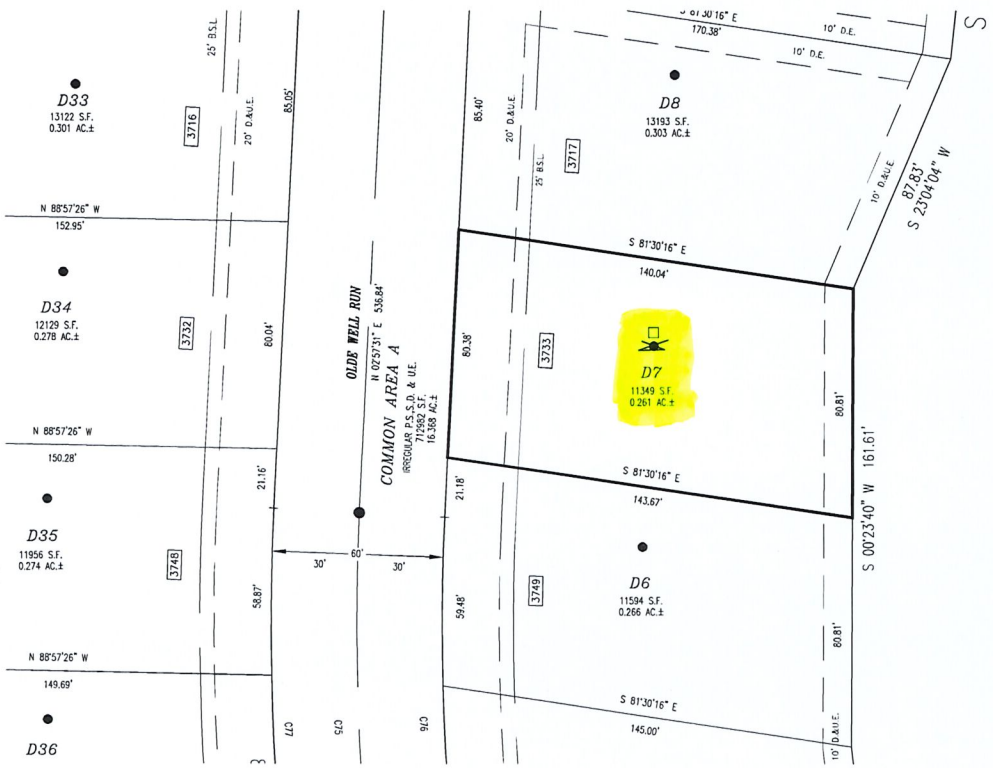
BLOCK SUBAREA	MINIMUM LOTS WIDTH	MINIMUM LOTS LOT FRONTAGE	MINIMUM LOTS AREA (SF)	MINIMUM SETBACKS FRONT	MINIMUM SETBACKS SIDE	MINIMUM SETBACKS REAR	MINIMUM SETBACKS BUILDING SEPARATION	MAX. BLDG. HEIGHT (FT)	MAXIMUM PRECENTAGE OF DWELLING UNITS IN SUBAREA
○ A	150'	30'	20,000	25'	10'	30'	20'	45'	NO MAXIMUM
⊗ B	120'	30'	15,000	25'	8'	30'	20'	45'	NO MAXIMUM
⬟ C	110'	30'	12,500	25'	8'	30'	20'	45'	NO MAXIMUM
○ D	105'	30'	12,500	25'	8'	30'	20'	45'	NO MAXIMUM
⊗ E	90'	30'	10,000	25'	8'	25'	20'	40'	TOTAL LOTS E THROUGH G SHALL NOT EXCEED 40% OF TOTAL LOTS. TOTAL LOTS E-J SHALL NOT EXCEED 50%
● F	80'	25'	10,000	25'	8'	25'	16'	40'	
□ G	70'	20'	7,750	20'	5'	10'	10'	35'	
⊠ H	65'	20'	7,750	20'	5'	10'	10'	35'	TOTAL LOTS H THROUGH J SHALL NOT EXCEED 30% OF TOTAL LOTS. TOTAL LOTS E-J SHALL NOT EXCEED 50%
■ I	60'	20'	7,750	20'	5'	10'	10'	35'	
△ J	50'	18'	7,250	20'	4'	10'	8'	35'	

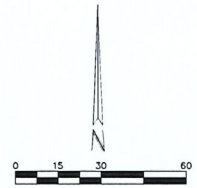
SOURCE OF TITLE: CLUB AT HOLLIDAY FARMS, LLP INSTR. NO. 2019000745, INSTR. NO. 2019000749, INSTR. NO. 2019004183, & INSTR. NO. 2019004185

SHEET 1 OF 12

FIRST AMENDMENT TO
THE CLUB
AT HOLLIDAY FARMS – SECTION ONE

PART OF SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 18 NORTH, RANGE 2 EAST, BOONE COUNTY, INDIANA





NOTE: NO MONUMENTS WERE SET OR RESET AS PART OF THIS REPLAT.

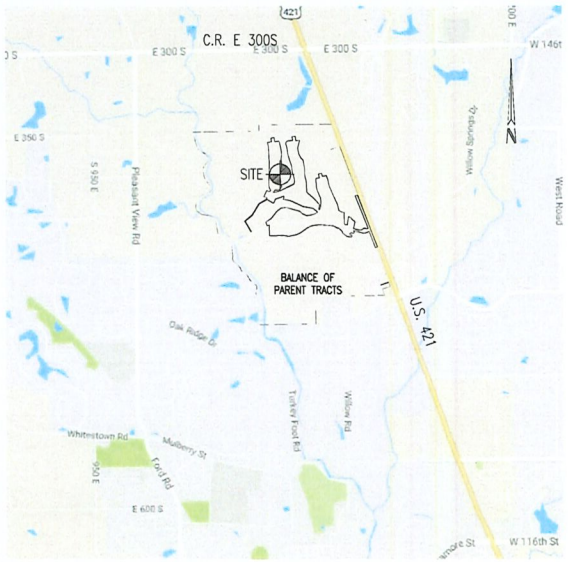
DEVELOPMENT STANDARDS MATRIX

BLOCK SUBAREA	MINIMUM LOTS			MINIMUM SETBACKS				MAX. BLDG. HEIGHT (FT)	MAXIMUM PRECENTAGE OF DWELLING UNITS IN SUBAREA
	WIDTH	LOT FRONTAGE	AREA (SF)	FRONT	SIDE	REAR	BUILDING SEPARATION		
⬡ A	150'	30'	20,000	25'	10'	30'	20'	45'	NO MAXIMUM
⊗ B	120'	30'	15,000	25'	8'	30'	20'	45'	NO MAXIMUM
⬢ C	110'	30'	12,500	25'	8'	30'	20'	45'	NO MAXIMUM
○ D	105'	30'	12,500	25'	8'	30'	20'	45'	NO MAXIMUM
⊗ E	90'	30'	10,000	25'	8'	25'	20'	40'	TOTAL LOTS E THROUGH G SHALL NOT EXCEED 40% OF TOTAL LOTS. TOTAL LOTS E-J SHALL NOT EXCEED 50%
● F	80'	25'	10,000	25'	8'	25'	16'	40'	
□ G	70'	20'	7,750	20'	5'	10'	10'	35'	
⊠ H	65'	20'	7,750	20'	5'	10'	10'	35'	TOTAL LOTS H THROUGH J SHALL NOT EXCEED 30% OF TOTAL LOTS. TOTAL LOTS E-J SHALL NOT EXCEED 50%
■ I	60'	20'	7,750	20'	5'	10'	10'	35'	
△ J	50'	18'	7,250	20'	4'	10'	8'	35'	

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C75	800.00'	150.76'	150.53'	N 02°26'24" W	10°47'49"
C76	770.00'	145.10'	144.89'	N 02°26'24" W	10°47'49"
C77	830.00'	156.41'	156.18'	N 02°26'24" W	10°47'49"

LEGEND

P.S.,S.,D. & U.E. = PRIVATE STREET, SEWER, DRAINAGE AND UTILITY EASEMENT
D.E. = DRAINAGE EASEMENT
D. & U.E. = DRAINAGE AND UTILITY EASEMENT
B.S.L. = BUILDING SETBACK LINE
R = RADIUS
L = LENGTH
AC.± = ACRES MORE OR LESS
S.F. = SQUARE FEET
R/W = RIGHT-OF-WAY
3785 = STREET ADDRESS



VICINITY MAP
NO SCALE

Lot D7 Owner: Vince & Kara Ranieri
Address: 3733 Olde Well Run, Zionsville, IN 46077
Developer: Henke Development Group, LLC

Record Plat:
The Club at Holliday Farms - Section One
per Inst. No. 2019005103
[Plat Book 27, Page 15]

THIS INSTRUMENT PREPARED BY CLAUDE M. QUILLEN, P.S. #20200002

FIRST AMENDMENT TO
THE CLUB
AT HOLLIDAY FARMS – SECTION ONE

PART OF SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 18 NORTH, RANGE 2 EAST, BOONE COUNTY, INDIANA

I, the undersigned, hereby certify to the best of my professional knowledge, information and belief, the within plat accurately represents a survey performed under my supervision of the following described real estate: Lot D7 of The Club at Holliday Farms – Section One, as per plat thereof, recorded as Instrument Number 2019005103 in Plat Book Number 27, Page 15 in the Office of the Recorder of Boone County, Indiana, containing 0.261 acres, more or less.

Subject to all legal easements and rights-of-way.

This secondary plat amendment consists of one Lot numbered D7. The size of the lots, blocks, and the width of the streets is in figures denoting feet and decimal parts thereof. No new right of way is created or dedicated by this secondary plat amendment. The secondary plat amendment is to change the Development Standards Matrix Block Subarea of Lot D7 from "F" to "G". This change does affect the Lots setbacks as well as other Lot related standards on said secondary plat of The Club at Holliday Farms – Section One.

This plat is based upon a survey of the within described real estate, performed previously by this firm during December 2018 and recorded on January 24, 2019 as Instrument #2019000746 and another survey during May 2019 and recorded on June 12, 2019 as Instrument #2019005102, both recorded in the Office of the Recorder of Boone County, Indiana. There has been no change from the matters of survey revealed by said previous surveys, or any prior subdivision plats contained therein, on any lines that are common with the within plat amendment.

Witness my signature this _____ day of _____ , 20__.

_____
Claude M. Quillen, P.S. #20200002

Cripe
3939 Priority Way South Drive, Suite 200
Indianapolis, Indiana 46240
(317) 844-6777
E-Mail cripe@cripe.biz

The undersigned, Vince and Kara Ranieri, being the owners of said Lot D7, do hereby certify that they have revised the Development Standards Matrix Block Subarea from "F" to "G" on said secondary plat of The Club at Holliday Farms – Section One, in accordance with this secondary plat amendment and certificate. This subdivision shall be known and designated as the FIRST AMENDMENT TO THE CLUB AT HOLLIDAY FARMS – SECTION ONE, an addition in Boone County, Indiana.

Vince and Kara Ranieri
3733 Olde Well Run
Zionsville, IN 46077

By: _____ By: _____
Vince Ranieri Kara Ranieri

STATE OF INDIANA)
)
COUNTY OF _____)

Before me, a Notary Public in and for said County and State, personally appeared Vince Ranieri and Kara Ranieri, who acknowledged execution of the foregoing Plat Amendment and certificate, for and on behalf of such entity

Witness my hand and Notarial Seal this _____ day of _____, 20__.

My Commission Expires: _____ _____
Notary Public

Residing in _____ County _____

PLAN COMMISSION APPROVAL
The Town Engineer and Building Commissioner of the Town of Zionsville have reviewed this Plat for technical conformity with the standards fixed in the Zionsville Zoning Ordinance and the Zionsville Subdivision Control Ordinance and hereby certifies that this Plat meets all of the minimum requirements of the applicable ordinances and requirements of the Town of Zionsville, Boone County, Indiana.

By: _____ By: _____

Printed: _____ Printed: _____
Building Commissioner, Town of Zionsville, Boone County, Indiana
Town Engineer, Town of Zionsville, Boone County, Indiana

Date: _____ Date: _____

We, the undersigned, do hereby certify that under authority provided by the Indiana Planning Law, IC 36-7-4, et. seq., enacted by the General Assembly of the State of Indiana, and all acts amendatory thereto, the Plat depicted herein is the Plat which was given approval by the Town of Zionsville Plan Commission at a meeting held on the _____, day of _____, _____.

Witness by signature this ____ day of _____, _____.

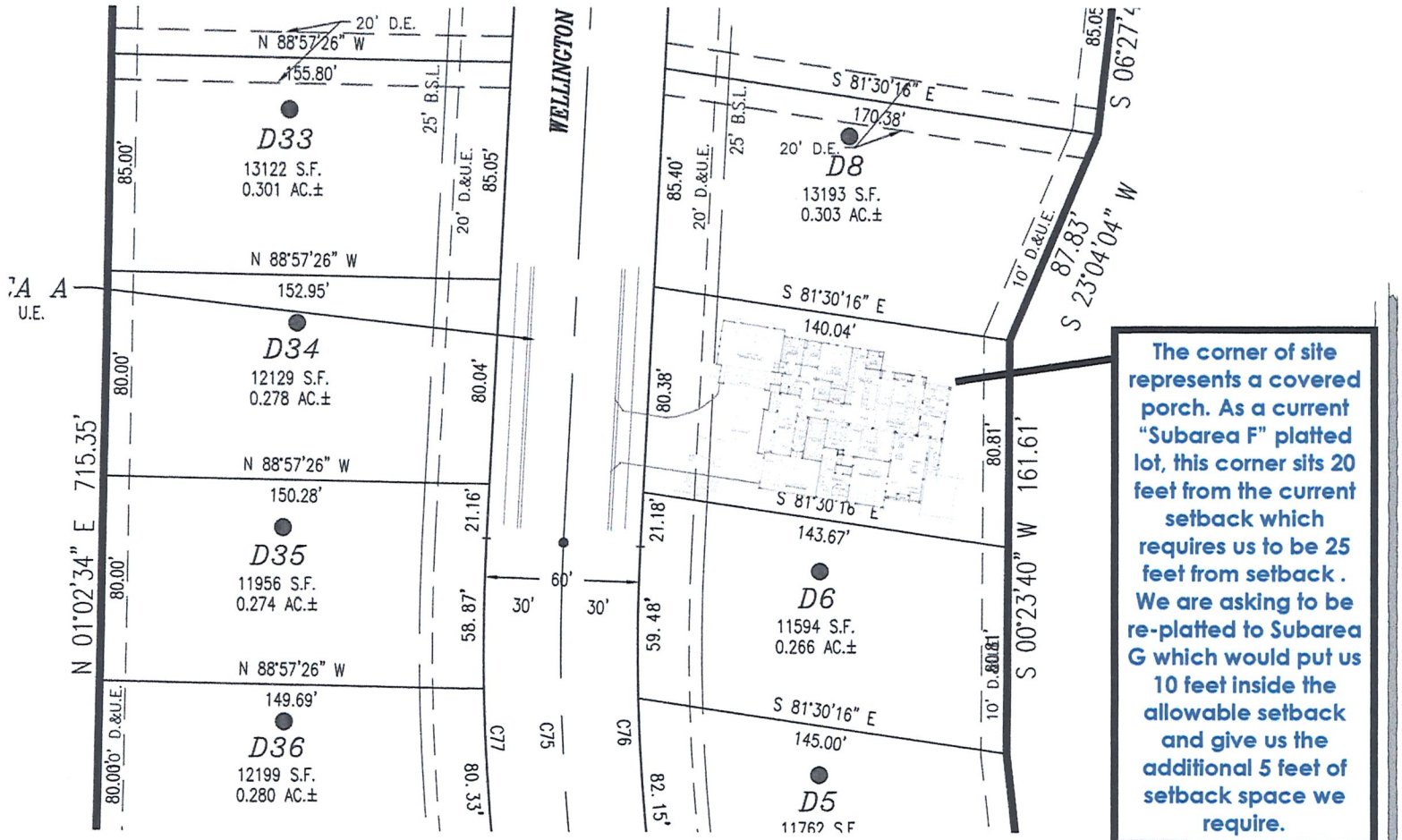
TOWN OF ZIONSVILLE PLAN COMMISSION

Signature_____ Signature_____

Printed_____ Printed_____
President Secretary

"I affirm, under the penalties for perjury, that I have taken reasonable care to redact each social security number in this document, unless required by law."

Name: Claude (Matt) Quillen, P.S.



The corner of site represents a covered porch. As a current "Subarea F" platted lot, this corner sits 20 feet from the current setback which requires us to be 25 feet from setback . We are asking to be re-platted to Subarea G which would put us 10 feet inside the allowable setback and give us the additional 5 feet of setback space we require.

SITE PLAN

1"=20'

D7 Holiday Farms

25' FRONT YARD BUILDING LINE
8' SIDE YARD SET BACK LINE
25' REAR HARD SETBACK LINE (to be revised to 20')

The Ranieri Residence

10.23.2019 8.14.2019 8.5.2019

COPYRIGHT 2019 WEDGEWOOD ARCHITECTURE COMPANY

ARCHITECT GREG CRADICK, AIA

THE CLUB AT HOLLIDAY FARMS

INST.#2019-005103
LOT #D7 – SECTION 1
TOWN OF ZIONSVILLE, INDIANA
3733 OLDE WELL RUN

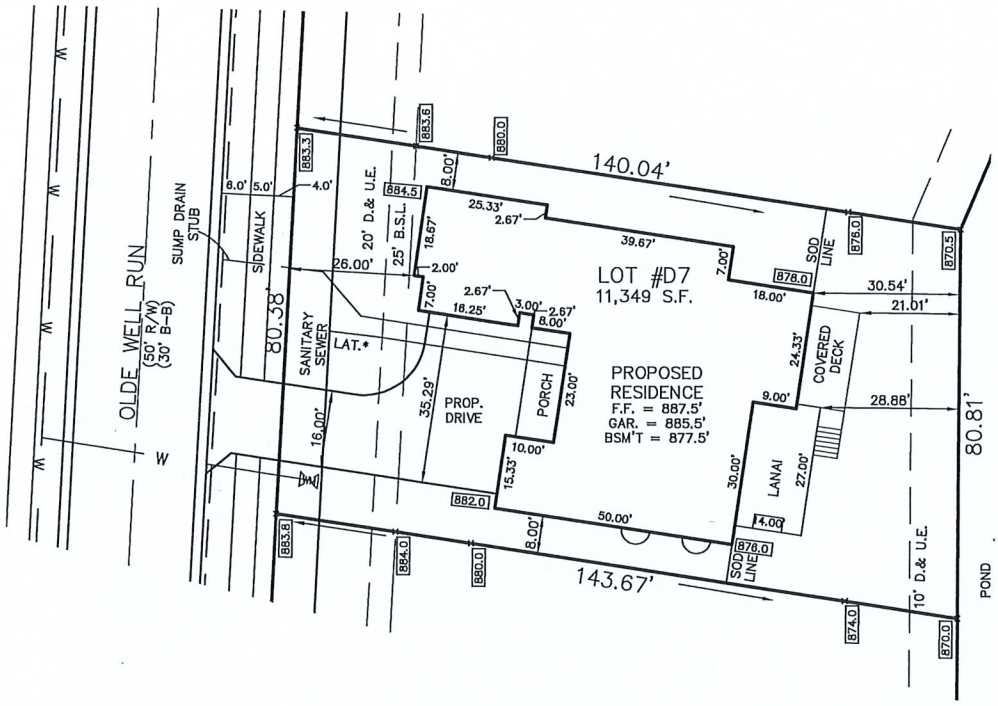
1" = 30'

PLOT PLAN

PREPARED FOR
WEDGEWOOD BUILDING COMPANY

TROY A. TEREW
REGISTERED
No.
LS20300026
STATE OF
INDIANA
LAND SURVEYOR

LOT SIZE:	11,349 SQ.FT.
CONC. DRIVEWAY:	1,484± SQ.FT.
PUBLIC WALK:	322± SQ.FT.
PRIVATE WALK:	0± SQ.FT.
SEEDING:	2,695± SQ.FT.
SOD:	431± SQ.YD.



NOTE:

- DRIVE ENTRY TO CONFORM WITH TOWN OF ZIONSVILLE STANDARDS
- SEE SHEET 2 FOR CLEAN WATER PERMIT EROSION CONTROL PLAN
- THE LOCATIONS, DIMENSIONS, AND WIDTH ALONG THE PROPOSED PUBLIC SIDEWALK WERE SCALED OR TAKEN FROM ENGINEERING CONSTRUCTION PLANS PREPARED BY OTHERS OR AS PROVIDED.
- VERIFY SANITARY LATERAL LOCATION PRIOR TO CONSTRUCTION
- IT SHALL BE THE RESPONSIBILITY OF THE BUILDER/CONTRACTOR TO VERIFY THE BUILDING DIMENSIONS, BUILDING LOCATIONS, THE LOCATION OF OTHER PERTINENT FEATURES AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION. THE INTENDED USE OF THIS PLOT PLAN IS FOR SECURING BUILDING PERMITS ONLY AND SHALL NOT BE USED FOR ANY OTHER PURPOSE.

LEGEND

000.0 — PROPOSED GRADE
000.0 — EXISTING GRADE

TRUE NORTH
"POINTING YOU IN THE RIGHT DIRECTION"
LAND DEVELOPMENT CONSULTING & LAND SURVEYING SERVICES
11650 Olio Road, Suite#1000-289
Fishers, Indiana 46037
Phone: (317)-841-8754
Fax: (317)-841-8762
E-mail: Troy@Truenorthindy.com

DRWN: TAT		DATE: 12/11/19	SCALE: 1" = 30'
JOB#: 19-902		REV.:	DOCUMENT SIZE: 8-1/2"x14"
ZONED:			F.F.E. HSE: 887.5'
ZONING:	5'	SIDE	F.F.E. GAR: 885.5'
	15'	REAR	F.F.E. BSM'T: 877.5'

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, April 20, 2020 has determined that the Re-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 Re-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:	2020-07-MP
Subject Site Address:	4501 S County Road 975 East
Petitioner:	Kerry and Pamela Wagoner
Representative:	Harold Gibson
Request:	Petition for Minor Plat approval for the establishment of two lots in the (R-SF-2) Urban Residential Zoning District
Current Zoning:	(R-SF-2) Urban Residential Zoning District
Current Land Use:	Residential
Approximate Acreage:	1.703
Related Petitions:	None
Exhibits:	Exhibit 1 – Staff Report Exhibit 2 – Aerial Location Map Exhibit 3 – Proposed Primary Plat Exhibit 4 – Proposed Minor Plat Exhibit 5 – Town Engineer Comments letter dated March 12, 2020 Exhibit 6– Plat Findings of Fact
Staff Presenter:	Wayne DeLong, AICP, CPM

PROJECT OVERVIEW

Project Location
The subject property is approximately 1.703 acres located at the southeast intersection of S. County Road 975 East and Oak Ridge Drive.

Project Description / Project History
The existing property is comprised of approximately 1.703 acres. The proposed Lot 1 will be approximately 37,461 square feet and proposed Lot 2 will be approximately 32,847 square feet. A single-family residence existed on the site until January 27, 2020 when the home was demolished.

PRIMARY PLAT REVIEW

Subdivision Control Ordinance
The subdivision plat (primary)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 with the exception of Item B of the Town Engineers comments letter (Exhibit 5).

Street and Highway Access / Sidewalks
The consideration of the approval of a plat requires that right of way be dedicated, the establishment of appropriate easements along lot lines, and that provision be made for the future construction of a pathway (parallel to the road frontage) in conformance with Town standards. The plat reflects these requirements. Staff is supportive of a proposed shared drive with access to S. County Road 975 East.

Stormwater Management
The lots will utilize surface drainage to manage stormwater.

Utility Capacity / Utility Easements
Adequate access to utilities is available to facilitate the project. No issues are known at this time.

Findings of Fact

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

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

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

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

Findings as described above are required to be executed as part of the disposition of the Plat request.

PUBLIC POLICY

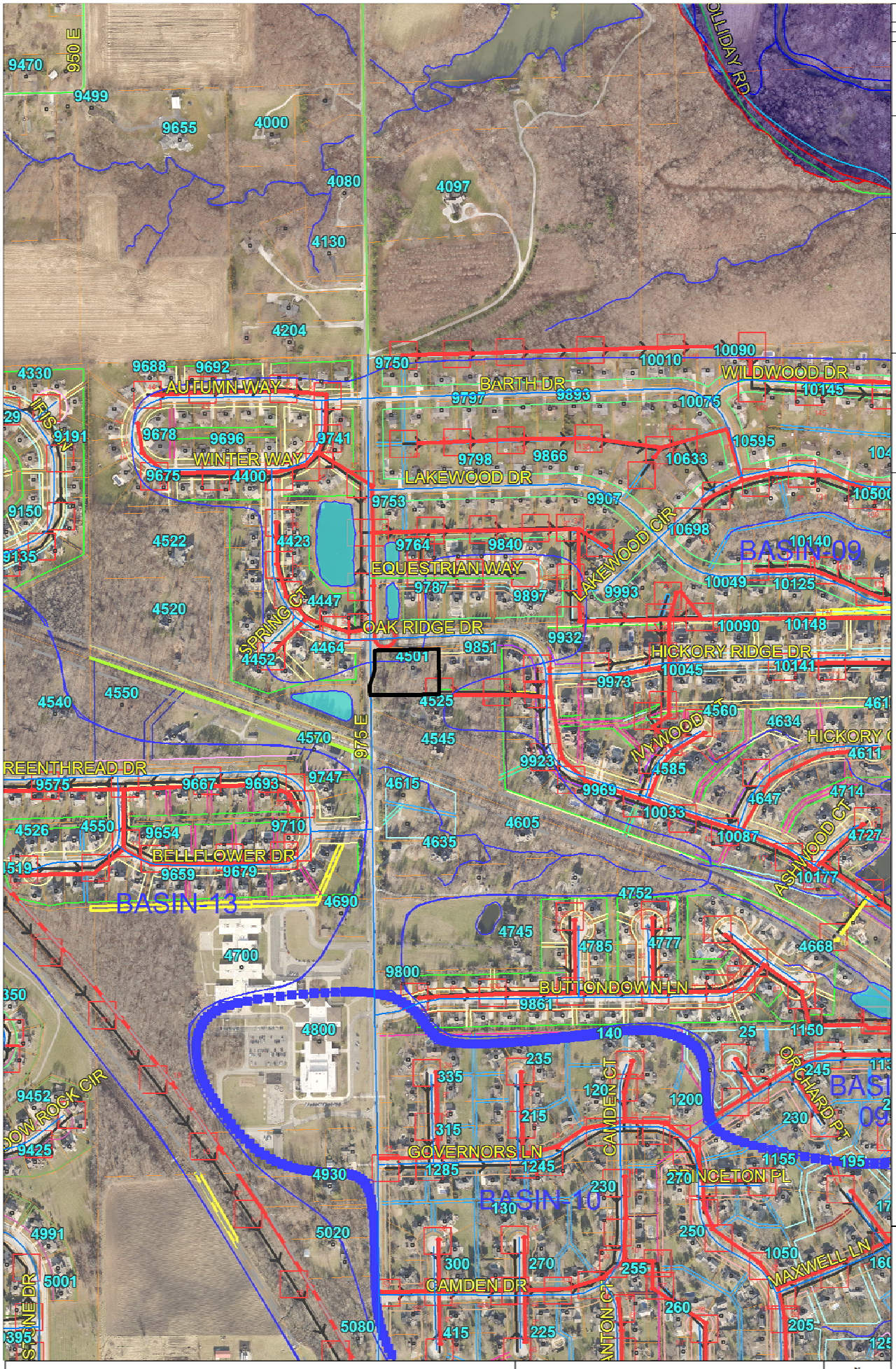
Comprehensive Plan
The Proposed Land Use Map in the Zionsville Comprehensive Plan identifies the property as residential. The proposed subdivision is an appropriate land use consistent with the policies in the Comprehensive Plan.

STAFF COMMENTS

Staff recommends approval of the petition was filed, with inclusion of the verbiage noted in the of Town Engineer comments dated March 12, 2020 into the future Secondary Plat submittal. Dialog regarding the lateral connection has been resolved with the Wastewater Superintendent and continued review of the connection will occur through the permitting process.

RECOMMENDED MOTION

I move to approve that Docket #2020-07-MP minor plat, Petition for Minor Plat approval for the establishment of two lots in the (R-SF-2) Urban Residential Zoning District be (Approved based the findings in the staff report / Conditionally approved based on the findings in the staff report/Denied/ Continued) as presented.


AUTUMN WAY
WINTER WAY
LAKEWOOD DR
BARTH DR
WILDWOOD DR
EQUESTRIAN WAY
OAK RIDGE DR
HICKORY RIDGE DR
BELLFLOWER DR
BUTTONDOWN LN
GOVERNORS LN
CAMDEN DR
CAMDEN CT
LAKEWOOD CIR
SPRING CT
IVYWOOD CT
ASHWOOD CT
ORCHARD PT
MAXWELL LN
975 E
950 E
BASIN-09
BASIN-10
BASIN-13
9470
9499
9655
4000
4080
4097
4130
4204
4330
9688
9692
9750
10010
10090
9797
9893
10075
10145
9678
9696
9741
9675
4400
9798
9866
10633
10595
9753
9907
9150
4522
4423
9764
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10698
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9969
4647
4714
4526
4550
9654
9710
4605
10033
10087
4727
4635
9659
9679
10177
4690
4752
4745
4785
4777
4668
4700
9800
9861
4800
140
25
1150
235
335
120
1200
245
215
230
315
1155
195
1285
1245
270
230
4930
130
250
4991
5020
1050
300
270
255
5001
260
5080
415
225
205
0
652
1305
1" = 652ft
N
W
E
S
Sewer Pipes
Force Main:
Flood Hazard BC 2013
FLD_ZONE:
A
AE
X
Regional Counties
Townships
Parcels
Easements
Water
Sewer Manhole
Sanitary System+++
Sanitary System+++
Sanitary Basins+++
Boone County Addre
Regional Count
Easements
Utility Notes
Utility Discrepar
Drainage
Sanitary System
Sanitary System
Sanitary Basins
Water
Bridges
Railroads
Roads
Highways
Urban District R

Exhibit 2

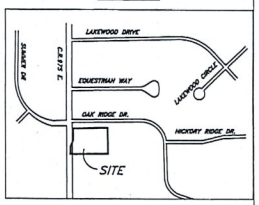
Nazareth Crossing
SEC. 27-T18N-R03E
EAGLE TOWNSHIP, BOONE COUNTY, INDIANA
PRIMARY PLAT

RESPONSIBLE INDIVIDUAL:
KERRY WAGONER
4501 S 975 E
ZIONSVILLE, INDIANA
46077

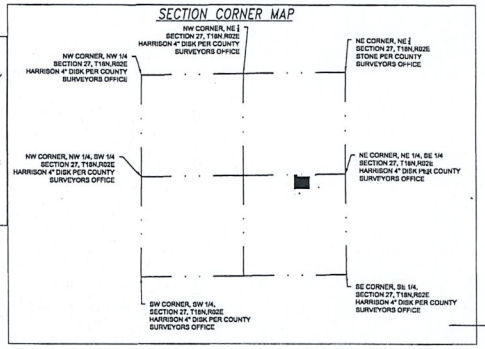
BENCH MARK INFORMATION:
TBM #1 - NORTHWEST CURB INLET
(CURB INLET ELEV= 909.93 NAVD88)

Scale 1" = 20'

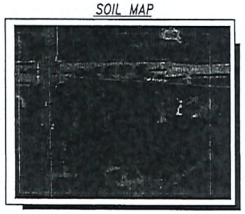
AREA MAP



SECTION CORNER MAP



SOIL MAP



Map Unit Legend

MUSYM	Map Unit Name	Rating	Percent of AOI
TrkA	Shoals-Urban land-Treaty complex, 0 to 2 percent slopes, frequently flooded	5.2	43.8%
TrmB2	Miami silt loam, 2 to 6 percent slopes, eroded, windy	4.2	56.1%
Totals for Area of Interest		9.1	100.0%

NOTE:THE PROPOSED LOTS ARE IN ZONE "X" PER THE FEMA FLOOD INSURANCE RATE 18011C0335E MAP NUMBER , DATED JANUARY 18, 2012. THE ACCURACY OF THIS FLOOD HAZARD STATEMENT IS SUBJECT TO MAP SCALE UNCERTAINTY AND TO ANY OTHER UNCERTAINTY IN LOCATION OR ELEVATION ON THE REFERENCED FLOOD INSURANCE

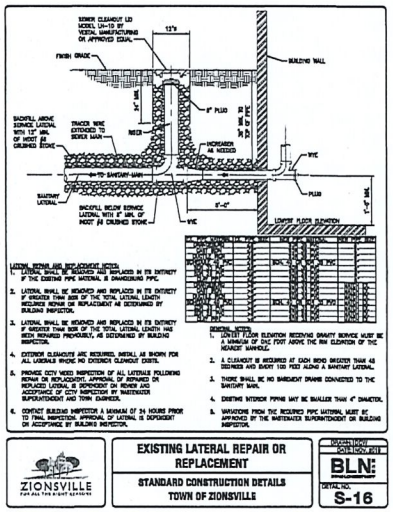
TEMPORARY CONSTRUCTION DRIVE DETAIL

LEGAL DESCRIPTION

A part of the Southeast Quarter of Section 27, Township 18 North, Range 2 East in Eagle Township, Boone County, Indiana; said part being more particularly described as follows:

COMMENCING at the northwest corner of the Northeast Quarter of the Southeast Quarter of said Section 27; thence south 00 degrees 11 minutes 32 seconds west (assumed bearing) along the west line of said quarter/quarter section a distance of 140.00 feet to the northwest corner of a parcel of land conveyed to Kerry Jay Wagoner and Pamela Ann Wagoner per a Quitclaim Deed recorded as Instrument #201600007303 in the Office of the Recorder of Boone County, Indiana, said point also being the southwest corner of the plat of Oak Ridge, Section 1 recorded as Plat Book 7, Page 57 in the office of said Recorder, and being the POINT OF BEGINNING of this description; thence continuing south 00 degrees 11 minutes 32 seconds west along said west line a distance of 330.00 feet to the southwest corner of said Instrument #201600007303; thence north 89 degrees 10 minutes 30 seconds east along the south line of said Instrument #201600007303 a distance of 332.42 feet to the southwest corner of Lot 64 per said plat of Oak Ridge, Section 1; thence north 00 degrees 46 minutes 04 seconds east along the west line of said Lot 64 a distance of 233.73 feet to the northwest corner of said Lot 64, said point also being a corner of said plat of Oak Ridge, Section 1; thence south 89 degrees 10 minutes 30 seconds west along the south line of said plat of Oak Ridge, Section 1 a distance of 285.49 feet to the northeast corner of a 0.07 acre parcel described in Deed Book 229, Page 188 recorded in the office of said Recorder; (the next three (3) calls are along the east, southeast and west lines of said 0.07 acre parcel) (1) south 00 degrees 11 minutes 32 seconds west a distance of 93.53 feet; (2) south 17 degrees 35 minutes 26 seconds west a distance of 78.60 feet; (3) north 00 degrees 11 minutes 32 seconds east a distance of 168.10 feet to the south line of said plat of Oak Ridge, Section 1; thence south 89 degrees 10 minutes 30 seconds west along the south line of said plat a distance of 16.50 feet to the POINT OF BEGINNING. Containing 1.703 acres, more or less. Subject to all legal highways, rights-of-way, easements and restrictions of record.

HAROLD GIBSON, REGISTERED LAND SURVEYOR, RLS#10021



LATERAL REPAIR AND REPLACEMENT NOTES:
1. LATERAL SHALL BE REMOVED AND REPLACED IN ITS ENTIRETY IF THE EXISTING PIPE MATERIAL IS UNACCEPTABLE TYPE.
2. LATERAL SHALL BE REMOVED AND REPLACED IN ITS ENTIRETY IF GREATER THAN 50% OF THE TOTAL LATERAL LENGTH REQUIRES REPAIR OR REPLACEMENT AS DETERMINED BY BUILDING INSPECTOR.
3. LATERAL SHALL BE REMOVED AND REPLACED IN ITS ENTIRETY IF GREATER THAN 50% OF THE TOTAL LATERAL LENGTH HAS BEEN REPAIRED PREVIOUSLY, AS DETERMINED BY BUILDING INSPECTOR.
4. EXTERIOR CLEANOUTS ARE REQUIRED. INSTALL AS SHOWN FOR ALL LATERALS WHERE NO EXISTING CLEANOUT EXISTS.
5. PRIOR TO CITY VIDEO INSPECTION OF ALL LATERALS FOLLOWING REPAIR OR REPLACEMENT, APPROVAL OF REPAIRED OR REPLACED LATERAL IS DEPENDENT ON REVIEW AND ACCEPTANCE OF CCTV INSPECTION BY WASTEWATER SUPERINTENDENT AND TOWN ENGINEER.
6. CONTACT BUILDING INSPECTOR A MINIMUM OF 24 HOURS PRIOR TO FINAL INSPECTION. APPROVAL OF LATERAL IS DEPENDENT ON ACCEPTANCE BY BUILDING INSPECTOR.

GENERAL NOTES:
1. LOWEST FLOOR ELEVATION RECEIVING GRAVITY SERVICE MUST BE A MINIMUM OF ONE FOOT ABOVE THE RIM ELEVATION OF THE NEAREST MANHOLE.
2. A CLEANOUT IS REQUIRED AT EACH BEND GREATER THAN 45 DEGREES AND EVERY 100 FEET ALONG A SANITARY LATERAL.
3. THERE SHALL BE NO BASEMENT DRAINS CONNECTED TO THE SANITARY MAIN.
4. EXISTING INTERIOR PIPING MAY BE SMALLER THAN 4" DIAMETER.
5. VARIATIONS FROM THE REQUIRED PIPE MATERIAL MUST BE APPROVED BY THE WASTEWATER SUPERINTENDENT OR BUILDING INSPECTOR.

ZIONSVILLE
FOR ALL THE RIGHT REASONS

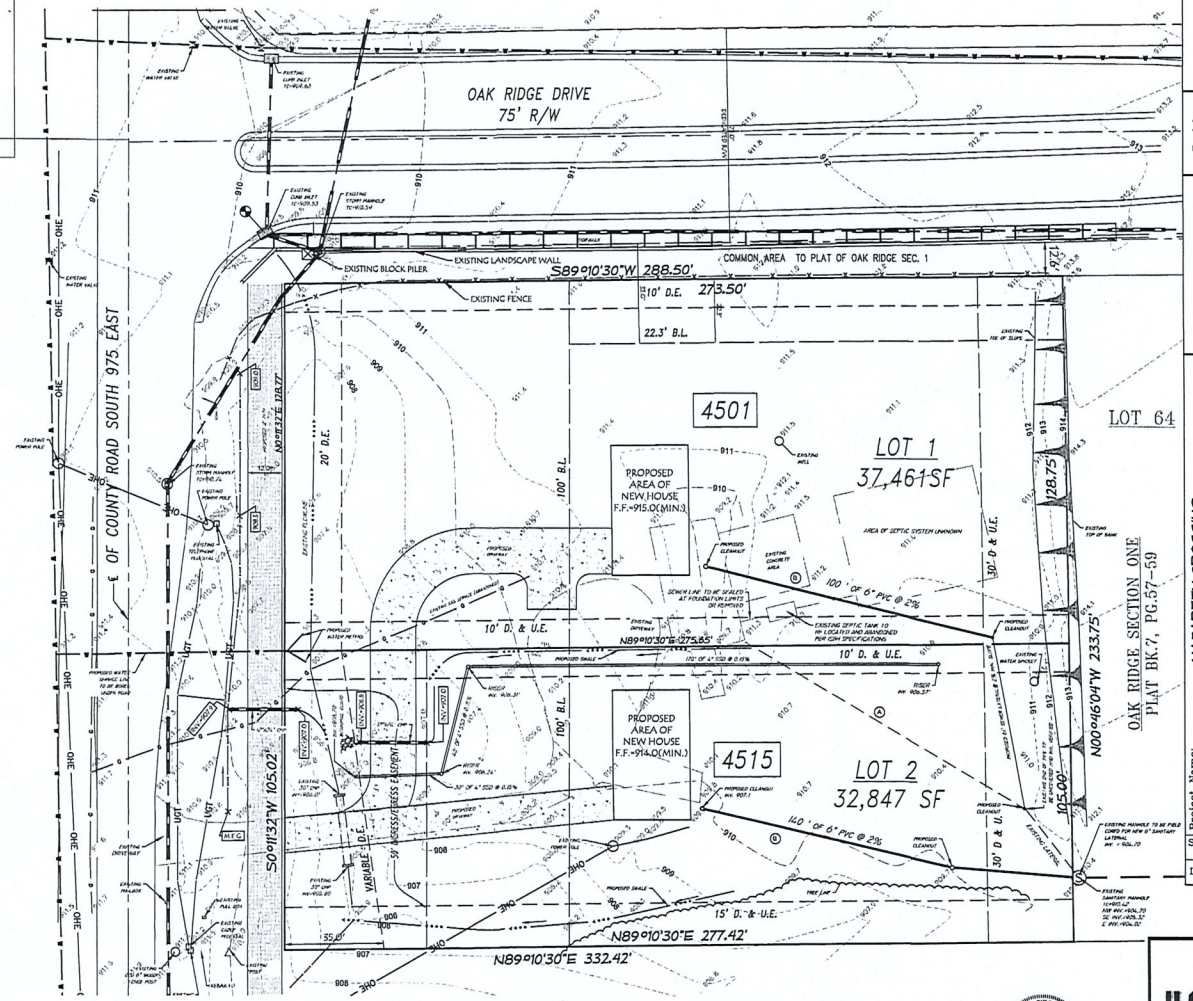
EXISTING LATERAL REPAIR OR REPLACEMENT
STANDARD CONSTRUCTION DETAILS
TOWN OF ZIONSVILLE

DRAWING NO. / SHEET NO. PER
BLN:
DETAIL NO.
S-16

LEGEND

- 4501 – DENOTES ADDRESS BLOCK
- ○ – DENOTES CAPPED 5/8" REBAR SET
- ⊙ – DENOTES MAG NAIL SET
- ● – DENOTES "GIBSON" CAPPED REBAR FOUND
- ◉ – DENOTES MAG NAIL FOUND
- SB1 – DENOTES SOIL BORE
- 903 – DENOTES EXISTING GRADE ELEVATIONS
- 000.0 – DENOTES PROPOSED FINISH GRADE ELEVATION
- —— DENOTES PROPOSED DRAINAGE FLOW
- TBM – DENOTES TEMPORARY BENCHMARK
- SPA – DENOTES STOCK PILE AREA
- UDA – DENOTES UNDISTURBED AREA
- PS – DENOTES PERMANENT SEEDING
- SBD – DENOTES STRAW BALE DAM (OR APPROVED EQUAL)
- SF – DENOTES SILT FENCE (OR APPROVED EQUAL)
- DENOTES TEMPORARY CONSTRUCTION ENTRANCE (EXISTING DRIVE)

NOTE: CONTRACTOR TO COMPLY WITH ALL APPLICABLE SECTIONS OF THE "INDIANA HANDBOOK FOR EROSION CONTROL IN DEVELOPING AREAS" PUBLISHED BY THE DIVISION OF SOIL CONSERVATION, INDIANA DEPARTMENT OF NATURAL RESOURCES, OCTOBER 1992, FOR THE PROPER INSTALLATION AND MATERIALS USED FOR ALL EROSION CONTROL MEASURES SHOWN ON THESE PLANS.



NOTES:
(A) POSSIBLE SANITARY SEWER LATERAL TO BE ABANDONED.
(B) IF 3' OF COVER OVER PROPOSED LATERAL CAN NOT BE OBTAINED THEN DUCTILE IRON PIPES SHALL BE USED OR GRINDER PUMP AND FORCE MAIN USED.
F.F. - DENOTES THE MINIMUM FLOOD PROTECTION GRADE(FINISH GRADE) FOR ANY RESIDENCE WHICH INCLUDES WALKOUT BASEMENTS OR WINDOW WELLS UNLESS PROVISIONS ARE MADE TO PROVIDE A FLOOD PROTECTION GRADE OF EQUAL ELEVATION.

HAROLD GIBSON REGISTERED No. LS 910021 STATE OF INDIANA LAND SURVEYOR
03.09.2020

Revisions	
02-28-2020	REVISED BUILDING LINE
03-05-2020	added more info to sanitary sewer
03-09-2020	Revised per review comments

Prepared For:
KERRY AND PAMELA WAGONER
4501 S 975 E
ZIONSVILLE, INDIANA 46077

Project Name: NAZARETH CROSSING
EAGLE TOWNSHIP, BOONE COUNTY, INDIANA

Sheet Title: PRIMARY PLAT

Sheet No: 1 OF 1

Date: 02/11/2020

H.GIBSON
LAND SURVEYING, LLC
321 North State Street
Greenfield, In 46140
317-462-4055

Project NO: 19-319

Exhibit 3

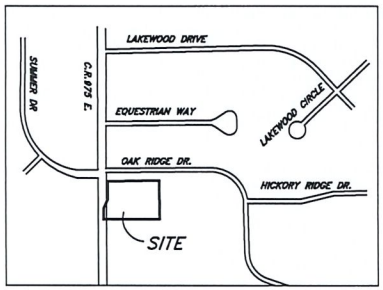
Nazareth Crossing Minor Subdivision

SEC. 27-T18N-R03E

EAGLE TOWNSHIP, BOONE COUNTY, INDIANA

CABINET	SLIDE
INSTRUMENT NO.	

AREA MAP



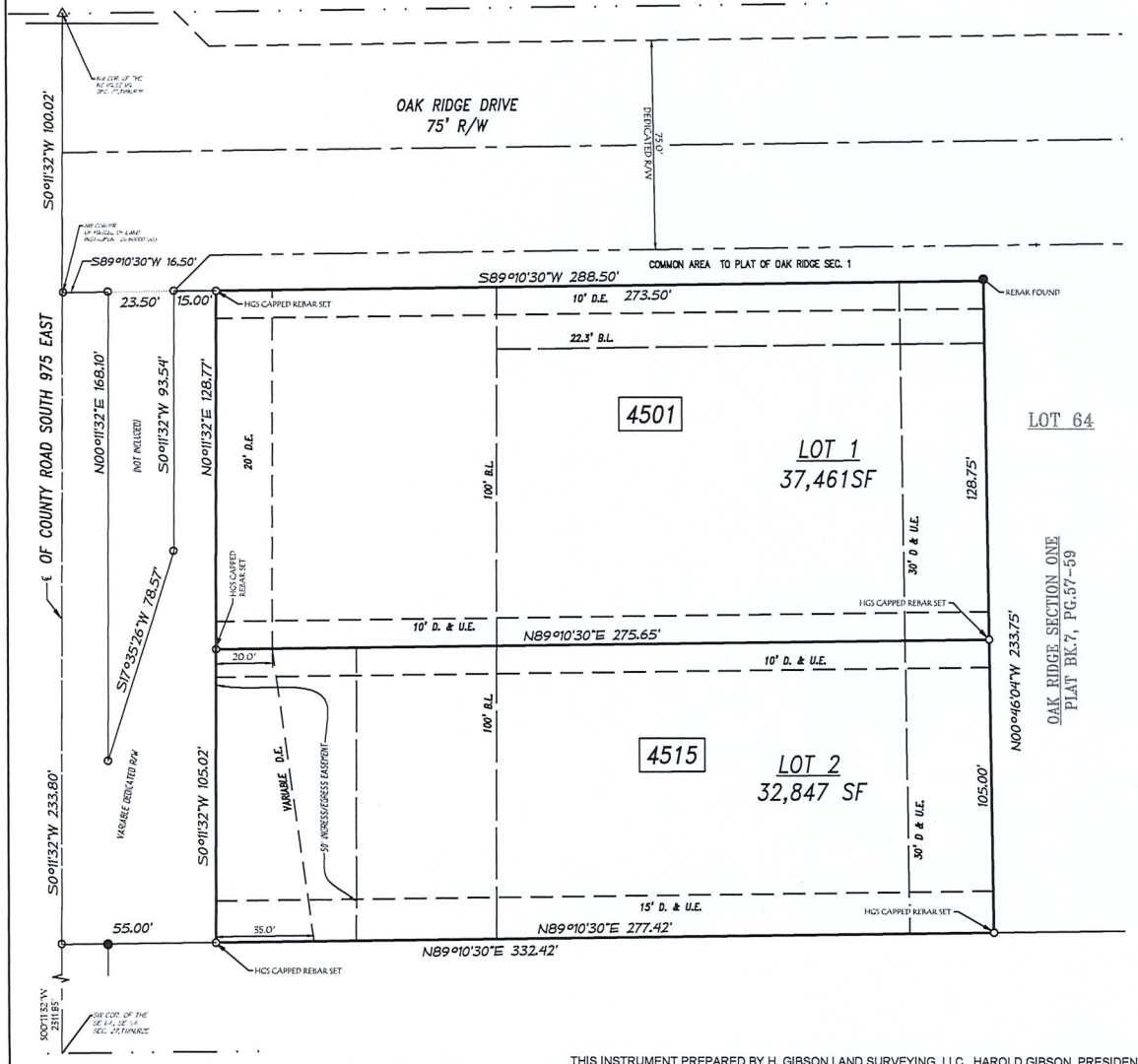
Scale 1"= 30'

1" 0 1"
30' 0 15' 30'

NOTE:THE PROPOSED LOTS ARE IN ZONE "X" PER THE FEMA FLOOD INSURANCE RATE 18011C0335E MAP NUMBER , DATED JANUARY 18, 2012. THE ACCURACY OF THIS FLOOD HAZARD STATEMENT IS SUBJECT TO MAP SCALE UNCERTAINTY AND TO ANY OTHER UNCERTAINTY IN LOCATION OR ELEVATION ON THE REFERENCED FLOOD INSURANCE

LEGEND

D.E. – DRAINAGE EASEMENT
U.E. – UTILITY EASEMENT
B.L. – BUILDING SETBACK LINE
○ – DENOTES CAPPED (HGS) 5/8" REBAR SET
● – DENOTES "GIBSON" CAPPED REBAR FOUND
4501 – DENOTES STREET ADDRESS



LEGAL DESCRIPTION

A part of the Southeast Quarter of Section 27, Township 18 North, Range 2 East in Eagle Township, Boone County, Indiana; said part being more particularly described as follows:

COMMENCING at the northwest corner of the Northeast Quarter of the Southeast Quarter of said Section 27; thence south 00 degrees 11 minutes 32 seconds west (assumed bearing) along the west line of said quarter/quarter section a distance of 100.02 feet to the northwest corner of a parcel of land conveyed to Kerry Jay Wagoner and Pamela Ann Wagoner per a Quitclaim Deed recorded as Instrument #201600007303 in the Office of the Recorder of Boone County, Indiana, said point also being the southwest corner of the plat of Oak Ridge, Section 1 recorded as Plat Book 7, Page 57 in the office of said Recorder, and being the POINT OF BEGINNING of this description; thence continuing south 00 degrees 11 minutes 32 seconds west along said west line a distance of 233.80 feet to the southwest corner of said Instrument #201600007303; thence north 89 degrees 10 minutes 30 seconds east along the south line of said Instrument #201600007303 a distance of 332.42 feet to the southwest corner of Lot 64 per said plat of Oak Ridge, Section 1; thence north 00 degrees 46 minutes 04 seconds west along the west line of said Lot 64 a distance of 233.75 feet to the northwest corner of said Lot 64, said point also being a corner of said plat of Oak Ridge, Section 1; thence south 89 degrees 10 minutes 30 seconds west along the south line of said plat of Oak Ridge, Section 1 a distance of 288.50 feet to the northeast corner of a 0.07 acre parcel described in Deed Book 239, Page 188 recorded in the office of said Recorder; (the next three (3) calls are along the east, southeast and west lines of said 0.07 acre parcel) (1) south 00 degrees 11 minutes 32 seconds west a distance of 93.54 feet; (2) south 17 degrees 35 minutes 26 seconds west a distance of 78.57 feet; (3) north 00 degrees 11 minutes 32 seconds east a distance of 168.10 feet to the south line of said plat of Oak Ridge, Section 1; thence south 89 degrees 10 minutes 30 seconds west along the south line of said plat a distance of 16.50 feet to the POINT OF BEGINNING. Containing 1.703 acres, more or less. Subject to all legal highways, rights-of-way, easements and restrictions of record.

CERTIFICATE OF SURVEY

I, Harold Gibson, do hereby certify that I am a Land Surveyor registered in compliance with the laws of the State of Indiana; and I do hereby certify that I have surveyed the property described in the above caption under my direct supervision and that I have subdivided the same into lots and to the best of my professional knowledge, information and belief this plat is an accurate representation of said subdivision as shown on the hereon drawn plat; and that this plat to the best of my professional knowledge, information and belief correctly represents said survey and subdivision in every detail. Monuments shown are in place as located; and all lot corners are marked with 5/8" capped rebar, unless the corner is located within a hard surface in which case the monument is as noted or the corner is controlled by a different monument in the legal description, in which case that is shown on said plat.

This subdivision consists of TWO Lots numbers 1 and 2. The dimensions are shown in feet and decimal parts thereof.

I further certify that to the best of my professional knowledge, information and belief that this subdivision plat contains no changes from the matters of survey revealed by the survey recorded as Instrument #_____ in the office of the Recorder of Boone County, Indiana.

Dated this ___day of _____, 2020.

_____
Harold Gibson, Professional Land Surveyor, RLS910021

State of Indiana)
) SS:
County of Hancock)

I, _____, a Notary Public in and for said County and State, do hereby certify that Harold Gibson personally known to me to be the same persons whose name is subscribed to the above certificate appeared before me this day in person and acknowledge that he signed the above certificate as his own free and voluntary act and deed for the uses and purposes therein set forth.

Given under my hand and notary seal this ___ day of _____, 2020.

_____ _____
Notary Public

_____
Printed Name

H.GIBSON
LAND SURVEYING, LLC
321 North State Street
Greenfield, In 46140
317-462-4055

THIS INSTRUMENT PREPARED BY H. GIBSON LAND SURVEYING, LLC HAROLD GIBSON, PRESIDENT

JOB NO. 19-319
SHEET 1 OF 2

Exhibit 4

Nazareth Crossing Minor Subdivision

SEC. 27-T18N-R03E

EAGLE TOWNSHIP, BOONE COUNTY, INDIANA

CABINET	SLIDE
INSTRUMENT NO.	

PLAT DEDICATION

The undersigned, Kerry Jay Wagoner and Pamela Ann Wagoner - Instrument No. 2016000007303, the owners and developer of record of the real estate described herein, do hereby certify that they have laid off, platted and subdivided and do hereby layoff, plat and subdivide said real estate as shown herein in accordance with the within plat.

Now therefore know all persons by these presence that we do hereby lay off, plat and subdivide said real estate in accordance with the within Plat.

This Subdivision shall be known as Nazareth Crossing Minor Subdivision, an addition to the Town of Zionsville, Boone County, Indiana.

This subdivision shall consist of two (2) lots, numbered 1 and 2 (individually "Lot" and collectively "Lots"), inclusive.

No lots in this subdivision shall be subdivided to form units of less area.

No single-family dwelling house, garage, accessory building, fence or other improvements shall be erected, altered, placed or permitted to remain on any lot within this subdivision without the prior written approval of the developer, or which is not otherwise in strict compliance with the terms and provisions set forth in the declaration.

Public pathway / sidewalk, as approved by the Zionsville Plan Commission, shall be constructed to the Town Construction Standards, at the time said public infrastructure is extended to the property line of the subdivision. The construction of the path will be constructed within one (1) ear after the infrastructure is extended to the property. Construction costs shall be at the expense and responsibility of the subdivider.

All streets, alleys, ways and public open spaces shown on the within Plat not heretofore dedicated to the public are hereby dedicated to the Town of Zionsville for public use and maintenance, save and except for those streets, alleys, ways and open spaces specifically identified as private on the plat and approved by the Plan Commission to be privately owned, operated and maintained.

Front building setback lines are hereby established as shown on the within plat, between which lines and street right-of-way lines no building or structure (except for parking areas, driveways and interior access drives) shall be erected or maintained.

All stormwater, drainage, water and sanitary sewer easements shown on this Plat are hereby dedicated to the Town of Zionsville, save and except for those stormwater, drainage, water and sanitary sewer easements specifically identified as private on the plat and approved by the Plan Commission to be privately owned, operated and maintained. Within these easements, no structure, planting or other material shall be placed or permitted to remain which may damage or interfere with the installation and maintenance of utilities. The easement area of each Lot shall be continuously maintained as a yard area by the Owner of the Lot, except for those improvements which are the responsibility of a public authority or utility company to maintain.

Within drainage easements, no structure, planting or other material shall be placed or permitted to remain which may change the direction of flow or drainage channels in the easements or which may obstruct or retard the flow of water through drainage channels in the easements. The drainage easements of each Lot and all improvements in the drainage easement, including slope and drainage pattern, shall be continuously maintained as a yard area by the Owner of the Lot, except for those improvements which are the responsibility of a public authority or utility to maintain.

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

Fences - No walls, dog runs, animal pens or fences of any kind shall be permitted on any Lot except as herein stated. Underground invisible fences used for the containment of household pets are permitted. Fences along lot lines and fences in general shall be limited to decorative privacy fences of wood, vinyl or rod iron, no higher than six (6) feet. If wood fences are used the fence shall be "shadow box" style or have the posts set inward to the lot with the "smooth" wood side facing outward. Rod iron ornamental fencing or brick, stone and/or masonry walls surrounding or enclosing pools which are no higher than six (6) feet in height may be permitted. Fencing shall be maintained in good condition. No fence shall be located any closer to the front lot line than the extension of the rear of the primary dwelling. All fences shall be of the same style and color therefore, the first fence installed shall depict the style and color of those following.

The first five (5) feet of any utility easement which is located along a street right-of-way shall be reserved for use as a Town of Zionsville utility easement for sewer and water, and shall be used for the installation and maintenance of fire hydrants, meter pits, and similar appurtenances approved by the Town Engineer. All other utility companies shall have the right to cross the first five (5) feet of said utility easement at or near perpendicular. No other utilities or appurtenances thereto shall be installed within the first five (5) feet of said utility easement without the written approval of the Town Engineer.

DRIVEWAY EASEMENT / SHARED DRIVE APPROACH

The area shown and labeled as "Ingress-Egress Easement" across Lot 2 and shown on the recorded plat of the Subdivision, as amended from time to time and recorded in the Office of the Recorder of Boone County, Indiana shall be subject to the following easement conditions: The Developer of the Subdivision hereby creates an ingress-egress easement as shown on said plat for the purposes of ingress-egress from County Road 975 E to Lot 1 ("Drive Easement"). The Owners of the lots using the Drive Easement and whose lots the Drive Easement crosses shall take title to their lots in agreement with these conditions. The Drive Easement is created for the benefit of the owner of the lot 1 within the Subdivision and their mortgagees, tenants, agents, , licensees, invites and other (collectively, the "Benefited Parties"). The Drive Easement may be used for residential purposes only. No parking shall be allowed in the Drive Easement. The owner of Lot 1 shall solely be responsible for the construction and maintenance of a driveway over the Drive Easement. In addition to the Drive Easement, the Developer hereby creates an easement or the right of the Owners of Lot 1 and 2 ("Benefited Parties") to share the drive approach located within the right-of-way of County Road 975 E and easterly to the east limits of the Drive Easement. The drive approach shall be wide enough to accommodate two vehicles entering and exiting simultaneously. The Benefited Parties shall be jointly responsible for the maintenance, use, repair and related improvements to the Drive Approach, which shall include but not be limited to: providing ingress and egress to the lots sharing the driveway, weed control, adding gravel and/or base material and grading to maintain or repair driving surface (e.q., holes), and promote proper surface drainage, and maintain appearance and functionality of the driveway; snow removal; and possible future upgrades not now contemplated but which would benefit the Benefited Parties and the property values. By receiving a deed to a lot in the Subdivision or portion thereof, an owner is deemed to agree to the terms of this Drive Easement and shared drive approach agreement. The maintenance on the shared drive approach shall be the responsibility of the two lot owners and divided equally between them, EXCEPT that any repairs needed to the shred drive approach caused by an owner performing construction on its property (e.g., dump trucks, heavy equipment, etc.) shall be the sole expense of the property owner responsible for the construction activity. Such repairs shall be made immediately and as often as needed during the period of construction activity. The Benefited Parties shall use their best efforts to agree upon what maintenance is necessary to keep the shared drive approach in good order condition and repair. If the Benefited Parties fail to agree upon the necessity for or the extent of any maintenance, then the Owner of Lot 1 shall make said decision and shall carry out such maintenance and may recover from the owner of Lot 2 their respective shares of reasonable cost of the work reasonably necessary to keep the shared drive approach in good order, condition and repair. An action may be instituted in any court of competent jurisdiction in Boone County, Indiana against the non-contributing owners for the necessary recovery of such costs, together with attorneys' fees and interest on any judgment obtained at the rate of twelve (12) percent per annum from the date of completion of work sued upon until the date of payment of the judgment.

The foregoing plat covenants shall run with the land and shall be binding on all parties and all persons claiming under them for a period of twenty-five (25) years from the ____ day of _____, 2020, at which time said plat covenants shall automatically be extended for successive periods of ten (10) years unless by vote of a majority of the then Owners of the building site covered by these plat covenants it is agreed to change such plat covenants in whole in in part.

Invalidation of any one of the foregoing plat covenants by judgment or court order shall in no way affect any of the other plat covenants which shall remain in full force and effect.

The right to enforce these covenants by injunction, together with the right to cause the removal by due process of law of any structure or part thereof erected or maintained in violation hereof, is hereby dedicated to the public, and reserved to the several Owners of the several Lots in the Subdivision and to their heirs and assigns.

OWNERS' DEDICATION

The undersigned, Kerry Jay Wagoner and Pamela Ann Wagoner, do hereby lay off, plat and subdivide the same in accordance with the within plat and description. This plat consists of 2 lots, together with the easements and public ways as shown on the within plat.

All rights of way shown on this plat and not heretofore dedicated are hereby dedicated are hereby dedicated to the public for its use as public ways.

OWNERS

_____ _____

Kerry Jay Wagoner Pamela Ann Wagoner

In Witness whereof, Owner has executed this instrument this ____ day of _____, 2020.

Before me, a Notary Public in and for said County and State, personally appeared, Owner(s) of the Real Estate, who acknowledged the execution of the foregoing instrument and who, having been duly sworn, stated that any representations therein contained are true.

Witness my hand and notarial seal this ____ day of _____, 2020.

Signature _____ Printed _____

County of Residence_____ My Commission Expires_____

PLAN COMMISSION APPROVAL

The Town Engineer and Building Commissioner of the Town of Zionsville have reviewed this Plat for technical conformity with the standards fixed in the Zionsville Zoning Ordinance and the Zionsville Subdivision Control Ordinance and hereby certifies that this Plat meets all of the minimum requirements of the applicable ordinances and requirements of the Town of Zionsville, Boone County, Indiana.

By:_____ By:_____

Printed:_____ Printed:_____

Building Commissioner
Town of Zionsville
Boone County, Indiana

Town Engineer
Town of Zionsville
Boone County, Indiana

We, the undersigned, do hereby certify that under the authority provided by the Indiana Planning Law, IC 36-7-4, et. Seq., enacted by the General Assembly of the State of Indiana, and all acts amendatory therero, the Plat depicted herein is the Plat which was given approval by the Town of Zionsville Plan Commission at a meeting held on the _____ day of _____, 2020

TOWN OF ZIONSVILLE PLAN COMMISSION

Signature_____ Signature_____

Printed_____ Printed_____

President

Secretary

H.GIBSON
LAND SURVEYING, LLC
321 North State Street
Greenfield, in 46140
317-462-4055

JOB NO. 19-319
SHEET 2 OF 2

Exhibit 4

ZIONSVILLE
FOR ALL THE RIGHT REASONS

To: Wayne DeLong, Director of Planning and Economic Development
From: Beam, Longest & Neff, LLC., Town Engineer
John Beery, PE, PTOE, PTP
Date: March 12, 2020

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

PROJECT DESCRIPTION

Project	Name	Nazareth Crossing Minor Plat	
	Location	4501 S. 975 East	
	Developer	K. Wagoner	
	Submittal	No.	
Documents Reviewed		Document Name	Document Date
		Primary and Secondary Plats	March 11, 2020
Zoning	Current	RSF2	
	Proposed	RSF2	
Land Use	Current	One Single Family Residential Unit	
	Proposed	Two Single Family Residential Units	
Requested Variances			

Please note the review comments by staff on the subject submittal.

I. PRIMARY AND SECONDART PLATS

A. Per Town Standard, swales are required to have underdrains. (Advisory Comment for future permit filings.)

B. The following comment on the plat should be modified to reflect that all easements on the plat are private and not dedicated to the Town of Zionsville.

All stormwater, drainage, water and sanitary sewer easements shown on this Plat are hereby dedicated to the Town of Zionsville, save and except for those stormwater, drainage, water and sanitary sewer easements specifically identified as private on the plat and approved by the Plan Commission to be privately owned, operated and maintained. Within these easements, no structure, planting or other material shall be placed or permitted to remain which may damage or interfere with the installation and maintenance of utilities. The easement area of each Lot shall be continuously maintained as a yard area by the Owner of the Lot, except for those improvements which are the responsibility of a public authority or utility company to maintain.

C. Sewer connections and sewer issues related to overall connections and grade should be worked out with the Utility prior to building permit. In the event that either home cannot be served by gravity, grinder pump systems may be required.

2020-07-MP
Nazareth Crossing

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 March 16, 2020 has determined that the Primary Plat **is/is not** in full compliance with all terms and provisions of the Town of Zionsville Subdivision Control Ordinance and the Town of Zionsville Zoning Ordinance.

The Town of Zionsville Plan Commission finds that:

a. Adequate provisions have been made for regulation of minimum lot depth and minimum lot area;
b. Adequate provisions have been made for the widths, grades, curves and coordination of subdivision public ways with current and planned public ways; and,
c. Adequate provisions have been made for the extension of water, sewer, and other municipal services.

TOWN OF ZIONSVILLE PLAN COMMISSION

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

_____ _____
President, Town of Zionsville Plan Commission

_____ _____

_____ _____

_____

Town of Zionsville
Petition for Subdivision Plat Approval

Application Packet
And
General Instructions

Received
2-11-2020
Town of Zionsville

Office Use Only
Petition No.: 2020-07-MP
Hearing Date: _____
Recommendation: _____

Town of Zionsville
Petition for Plan Commission Approval

1. SITE INFORMATION:

Address of Property: 4501 S. 975 East, Zionsville, IN

Existing Use of Property: single family residential - currently vacant of improvements

Current Zoning: RSF2 Name of Subdivision: Nazareth Crossing

Area in acres: 1.703 ac Number of lots: 2

2. PETITIONER/PROPERTY OWNER

Petitioner:
Name: Kerry Jay Wagoner & Pamela Ann Wagoner
Address: PO Box 641
Zionsville, IN 46077
Phone: 317-557-5574
Fax: _____
E-Mail: kjwagoner@nazarethbuildingservices.net/

Owner (If different from Petitioner):
Name: same as Owner
Address: _____
_____
Phone: _____
Fax: _____
E-Mail: _____

3. PETITIONER'S ATTORNEY/CONTACT PERSON AND PROJECT ENGINEER (IF ANY):

Attorney / Contact Person:
Name: Harold Gibson
Address: 321 N. State Street
Greenfield, Indiana 46140
Phone: 317-462-4055
Fax: 317-462-4056
E-Mail: hg@hgsurveys.com

Project Engineer / Architect:
Name: Harold Gibson, H. Gibson Surveying, Inc
Address: 321 N. State Street
Greenfield, Indiana 46140
Phone: 317-462-4055
Fax: 317-462-4056
E-Mail: hg@hgsurveys.com

4. APPROVALS REQUESTED:

☒ **Primary Plat** ☒ **Secondary Plat** ☐ Waivers of Subdivision Control Ordinance Requirements *(Describe specific waivers being requested and reasons for the request. Attach additional pages if necessary):*

☒ **Minor Plat** ☐ **RePlat**

_____

_____

5. ATTACHMENTS:

☒ Legal description of property
☒ Owner's Authorization (if petitioner is not the owner)
☐ Copy of Covenants (if proposed)
☒ Application Fee
☒ Proof of Ownership (copy of Warranty Deed)
☒ Copies of the Proposed Plat
☒ Draft of Proposed Legal Notice
☐ Road Impact Calculation Form

The undersigned, having been duly sworn on oath states the above information is true and correct as (s)he is informed and believes. Further, the applicant understands that this project may be assigned Engineering and Stormwater review fees, which are payable upon invoicing. Road Impact Fees are payable upon Improvement Location Permit release.

Signature of Owner or Attorney for Owner: Pamela A Wagner

Date: 2-6-20

State of INDIANA)

SS

County of BOONE)

Subscribed and sworn to before me this 6 day of FEBRUARY, 2020.

Notary Public Signature / CHRISTINE I. KOENIG Notary Public Printed

My commission expires 6-14-2022

My county of residence is BOONE County.

My Commission No. is 654176

OFFICIAL SEAL
CHRISTINE I. KOENIG
NOTARY PUBLIC - INDIANA
BOONE COUNTY
My Comm. Expires June 14, 2022

PETITION FOR SUBDIVISION PLAT APPROVAL PROCEDURES AND REQUIREMENTS:

SUBMISSION OF PETITION FOR SUBDIVISION PLAT APPROVAL:

1. A complete Petition for Subdivision Plat Approval ("petition") must be submitted by **3:00 PM** a minimum of **45 days for a minor plat and 60 day for a major plat** prior to the initial hearing before the Plan Commission.

2. **Only complete Petitions will be docketed for the next Plan Commission meeting.** If a Petition is incomplete by filing deadline, the Petition will not be docketed until the Petitioner submits a complete Petition.

3. Ten sets of the following information must be submitted with the notarized Petition:

   ☐ Legal description of property (Metes and bounds description must include a perimeter survey, drawn to scale – or– recorded subdivision legal description must include lot number, section number, subdivision name, either the plat book number of the recorded instrument number and a copy of the plat map.)

   ☐ Proof of Ownership (copy of deed)

   ☐ Owner's Authorization (if Petitioner is not the owner)

   ☐ Proposed Plat

   ☐ Covenants (if proposed)

   ☐ Draft of proposed Legal Notice (Primary Plats only)

   ☐ Application Fee (Make checks payable to the Town of Zionsville)

PUBLIC HEARING NOTIFICATION:

Notice of Public Hearing for Primary Plat is to be completed as set forth in the Zoning Ordinance and Rules of Procedure for the Plan Commission. The procedures relating to notification of public hearings that are contained in this Packet are provided for convenience purposes only.

1. Approval of Notice: The Petitioner shall submit a proposed Notice of Public Hearing with its petition for review and approval by the Secretary of the Plan Commission.

2. Notice by Publication: Petitioner shall submit the approved Notice of Public Hearing to the Zionsville Times Sentinel to be **published at least 10 days prior** to the Public Hearing. The petitioner shall bear the cost of publishing the Legal Notice. The Secretary of the Plan Commission will provide the Petitioner with the filing and publication deadlines for the Legal Notice.

3. Notice by Mailing: The Petitioner is to send the approved Notice of Public Hearing to each interested party via certified mail with return receipt requested at least ten(10) days prior to the Public Hearing. Generally, all owners of adjoining parcels to a depth of one (1) ownership surrounding the perimeter of the area described in the Petition, and any owners of property within the area included in the Petition who are not Petitioners are to be notified. Please review the Rules of Procedure of the Plan Commission to ensure proper notification is given. The names and addresses of Interested Parties should be obtained from the Boone County Auditor's Office.

4. Affidavit of Notice: At least three (3) days prior to the Public Hearing, an Affidavit of Notice of Public Hearing must be completed and submitted to the Secretary of the Plan Commission. Copies of all "Receipt for Certified Mail" (white slips) shall be filed with the Affidavit of Notice of Public Hearing. The originals of the "Domestic Return Receipts" (green cards) shall be filed with the Secretary upon the later of: the public hearing or receipt by the Petitioner.

PETITION REVIEW PROCEDURES

1. Prior to acceptance, the Petition will be reviewed for completeness.

2. Once complete, the Petition will be docketed for the next Plan Commission meeting. The petitioner shall be responsible for delivering the Legal Notice (after it has been approved) to the Zionsville Times Sentinel for publication and for sending the Legal Notice to all Interested Parties.

3. The Petition and all supporting documentation will be forwarded to the Plan Commission members.

4. The Secretary, members of the Plan Commission's staff or advisors to the Plan Commission may submit a written report, stating any facts concerning the physical characteristics of the area involved in the Petition, together with a recital of surrounding land use and public facilities available to service the area, or other pertinent facts. A copy of such statement shall be made available to the Petitioner and all remonstrators of record, if any.

5. The Plan Commission typically meets on the third Monday or each month at 7:00 p.m. in the Town Hall located at 1100 West Oak Street, Zionsville, Indiana 46077.

6. The Petitioner or remonstrators may request continuation of the Public Hearing at or one week prior to the Plan Commission meeting.

7. The Petitioner, Petitioner's attorney, or someone authorized by the Petitioner must be present at the Public Hearing to make a presentation of the Petition to the Plan Commission.

8. At the Public Hearing, the Plan Commission may continue the Public Hearing or may approve or deny the plat.

(4)
22.00
Fraser
Dominion Title

Instrument PG 1 OF 4
201600007303

201600007303
Filed for Record in
BOONE COUNTY, INDIANA
NICOLE K.(NIKKI) BALDWIN
BOONE COUNTY RECORDER
08-02-2016 At 02:56 pm.
DEED 23.00

QUITCLAIM DEED

THIS INDENTURE WITNESSETH, **Kerry Jay Wagoner and Keith Wagoner, tenants in common** ("Grantors") ***QUITCLAIMS*** to **Kerry Jay Wagoner and Pamela Ann Wagoner, husband and wife** ("Grantees") for NO valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the following described real estate in **Boone** County, State of Indiana:

SEE ATTACHED EXHIBIT "A"

Subject to Real Estate taxes not delinquent and to any and all easements, agreements and restrictions of record. The address of such real estate is commonly known as **4501 S. 975 E., Zionsville, IN 46077.** Tax bills should be sent to Grantee at such address unless otherwise indicated below.

IN WITNESS WHEREOF, Grantors have executed this deed this 28 day of July, 2016.

Kerry Jay Wagoner

Keith Wagoner

8

DULY ENTERED FOR TAXATION
8-02-2016
SUBJECT TO FINAL ACCEPTANCE
AUDITOR, BOONE COUNTY

ACKNOWLEDGMENT

STATE OF INDIANA)
)SS:
COUNTY OF Hamilton)

Before me, a Notary Public in and for said County and State, personally appeared **Kerry Jay Wagoner and Keith Wagoner, tenants in common**, who acknowledged the execution of the foregoing Deed, and who, having been duly sworn, stated that the representations therein contained are true.

Witness my hand and Notarial Seal this 28 day of July, 2016.

My Commission expires:
3-31-2020

Signature Tera D Preuss
Printed TERA D. PREUSS
Resident of Boone County
State of Indiana

TERA D. PREUSS
Notary Public, State of Indiana
Boone County
My Commission Expires
March 31, 2020

Grantees Address and Send Tax Bills to:
240 Manchester
Zionsville, IN 46077

This instrument prepared by ROBERT R. THOMAS, Attorney at Law, 4600 NW Plaza West Drive, Suite D, Zionsville, Indiana 46077.

I affirm, under penalties for perjury, that I have taken reasonable care to redact each Social Security number in this document, unless required by law MATT KAMINSKI.

EXHIBIT "A"
LEGAL DESCRIPTION

File No.: 20160444

PARCEL "A"

PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 18 NORTH, RANGE 2 EAST IN BOONE COUNTY, INDIANA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 18 NORTH, RANGE 2 EAST; THENCE NORTH 88 DEGREES 58 MINUTES 55 SECONDS EAST (ASSUMED BEARING) ON AND ALONG THE NORTH LINE THEREOF 606.00 FEET; THENCE SOUTH 01 DEGREES 06 MINUTES 05 SECONDS EAST 139.98 FEET; THENCE SOUTH 88 DEGREES 58 MINUTES 55 SECONDS WEST PARALLEL WITH THE NORTH LINE OF SAID QUARTER SECTION 608.69 FEET TO A POINT IN THE WEST LINE THEREOF, WHICH IS 140.00 FEET SOUTH 00 DEGREES 00 MINUTES 00 SECONDS OF THE POINT OF THIS DESCRIPTION; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS ON AND ALONG SAID WEST LINE 140.00 FEET TO THE BEGINNING, CONTAINING 1.952 ACRES, MORE OR LESS.

PARCEL "B"

PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 18 NORTH, RANGE 2 EAST IN BOONE COUNTY, INDIANA, DESCRIBED AS FOLLOWS:

BEGINNING N THE WEST LINE OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 18 NORTH, RANGE 2 EAST, 140.00 FEET SOUTH 00 DEGREES 00 MINUTES 00 SECONDS (ASSUMED BEARING) OF THE NORTHWEST CORNER THEREOF; THENCE SOUTH 00 DEGREES 00 MINUTES 00 SECONDS ON AND ALONG SAID WEST LINE 193.80 FEET; THENCE NORTH 88 DEGREES 58 MINUTES 55 SECONDS EAST PARALLEL WITH THE NORTH LINE OF SAID QUARTER QUARTER SECTION 612.42 FEET TO A POINT THAT BEARS SOUTH 01 DEGREES 06 MINUTES 05 SECONDS EAST OF A POINT ON THE NORTH LINE OF SAID QUARTER QUARTER WHICH IS 606.00 FEET NORTH 88 DEGREES 58 MINUTES 55 SECONDS EAST OF THE NORTHWEST CORNER THEREOF; THENCE NORTH 01 DEGREES 06 MINUTES 05 SECONDS WEST 193.77 FEET TO A POINT THAT IS 139.98 FEET SOUTH 01 DEGREES 06 MINUTES 05 SECONDS EAST OF THE NORTH LINE OF SAID QUARTER QUARTER SECTION; THENCE SOUTH 88 DEGREES 58 MINUTES 55 SECONDS WEST PARALLEL WITH SAID NORTH LINE 608.69 FEET TO THE BEGINNING POINT, CONTAINING 2.716 ACRES, MORE OR LESS

LESS AND EXCEPT:

PARCEL 1:

PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 18 NORTH, RANGE 2 EAST IN EAGLE TOWNSHIP, BOONE COUNTY, INDIANA, AND BEING PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID QUARTER QUARTER SECTION; THENCE NORTH 88 DEGREES 56 MINUTES 44 SECONDS EAST ALONG THE NORTH LINE OF SAID QUARTER QUARTER SECTION 606.67 FEET MEASURED (606 FEET DEED); THENCE SOUTH 01 DEGREES 08 MINUTES 37 SECONDS EAST 100.00 FEET; THENCE SOUTH 88 DEGREES 56 MINUTES 44 SECONDS WEST, PARALLEL WITH SAID NORTH LINE 606.57 FEET TO THE WEST LINE OF SAID QUARTER QUARTER SECTION; THENCE NORTH 0 DEGREES 03 MINUTES 53 SECONDS WEST ALONG SAID WEST LINE 100.02 FEET TO THE POINT OF BEGINNING AND CONTAINING 1.395 ACRES, MORE OR LESS. (SOURCE DB 237, p 219)

PARCEL 2:

A PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 18 NORTH, RANGE 2 EAST, BOONE COUNTY, INDIANA, MORE PARTICULARLY: COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER OF THE SOUTHEAST QUARTER; THENCE SOUTH 00 DEGREES 00 MINUTES 56 SECONDS EAST ALONG THE WEST LINE OF SAID QUARTER SECTION 100.02 FEET; THENCE NORTH 88 DEGREES 56 MINUTES 44 SECONDS EAST 16.50 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING NORTH 88 DEGREES 56 MINUTES 44 SECONDS EAST 23.50 FEET; THENCE SOUTH 00 DEGREES 00 MINUTES 56 SECONDS EAST PARALLEL WITH SAID WEST LINE 93.53 FEET; THENCE SOUTH 17 DEGREES 22 MINUTES 55 SECONDS WEST 78.60 FEET; THENCE NORTH 00 DEGREES 00 MINUTES 56 SECONDS WEST PARALLEL WITH SAID WEST LINE 168.10 FEET TO THE POINT OF BEGINNING, CONTAINING 0.07 ACRES, MORE OR LESS. (SOURCE: DB 239, P 188)

PARCEL 3:

LOT NO. 63 IN OAK RIDGE, SECTION 1, A SUBDIVISION IN EAGLE TOWNSHIP, BOONE COUNTY, INDIANA, AS PER PLAT THEREOF RECORDED IN PLAT BOOK 7, PAGE 57-59 IN THE RECORDS OF THE RECORDER'S OFFICE, BOONE COUNTY, INDIANA. (SOURCE DB 244 P 595)

PARCEL 4:

LOT #64 IN OAKRIDGE, SECTION 1, A SUBDIVISION, BOONE COUNTY, INDIANA, AS PER PLAT THEREOF, RECORDED IN PLAT BOOK 7, PAGE 57-59 IN THE RECORDS OF THE RECORDER'S OFFICE BOONE COUNTY, INDIANA. (SOURCE DB 249, P 325)

(4) 22.00 T/Non Dominion

Instrument PG 1 OF 4
201600006601

201600006601
Filed for Record in
BOONE COUNTY, INDIANA
NICOLE K.(NIKKI) BALDWIN
BOONE COUNTY RECORDER
07-15-2016 At 02:53 pm.
DEED 23.00

QUITCLAIM DEED

THIS INDENTURE WITNESSETH, **The Georgian Group LLC** ("Grantor") ***QUITCLAIMS*** to **Kerry Jay Wagoner and Keith Wagoner, tenants in common** ("Grantees") for NO valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the following described real estate in **Boone** County, State of Indiana:

SEE ATTACHED EXHIBIT "A"

Subject to Real Estate taxes not delinquent and to any and all easements, agreements and restrictions of record. The address of such real estate is commonly known as **4501 S 975 E, Zionsville, IN 46077.** Tax bills should be sent to Grantee at such address unless otherwise indicated below.

The undersigned person executing this deed on behalf of Grantor represents and certifies that he/she is a member of Grantor and has been fully empowered, by proper resolution or by the Operating Agreement, to execute and deliver this deed; that Grantor has full capacity to convey the real estate described herein; that the Grantor is a limited liability company in good standing in the State of Indiana; and that all necessary action for the making of such conveyance has been taken and done.

IN WITNESS WHEREOF, Grantor has executed this deed this 14 day of July, 2016.

The Georgian Group LLC

By: _____
Kerry J. Wagoner, Member

By: _____
Keith Wagoner, Member

DULY ENTERED FOR TAXATION
7-15-2016
Carla Newsome
SUBJECT TO FINAL ACCEPTANCE
AUDITOR, BOONE COUNTY

ACKNOWLEDGMENT

STATE OF INDIANA)
)SS:
COUNTY OF Hamilton)

Before me, a Notary Public in and for said County and State, personally appeared **Kerry J. Wagoner MEMBER and Keith Wagoner, MEMBER of The Georgian Group LLC**, who acknowledged the execution of the foregoing Deed for and on behalf of said Grantor, and who, having been duly sworn, stated that the representations therein contained are true.

Witness my hand and Notarial Seal this 14 day of July, 2016.

My Commission expires:
3-31-2020

Signature Tera D Preuss

Printed TERA D PREUSS

Resident of Boone County

State of IN

TERA D. PREUSS
Notary Public, State of Indiana
Boone County
My Commission Expires
March 31, 2020

Grantees Address and Send Tax Bills to:
240 MANCHESTER DR
ZIONSVILLE, IN 46077

→ PO Box 641
Zionsville IN
46077

This instrument prepared by ROBERT R. THOMAS, Attorney at Law, 4600 NW Plaza West Drive, Suite D, Zionsville, Indiana 46077.

I affirm, under penalties for perjury, that I have taken reasonable care to redact each Social Security number in this document, unless required by law MATT KAMINSKI.

EXHIBIT "A"
LEGAL DESCRIPTION

File No.: 20160444

PARCEL "A"

PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 18 NORTH, RANGE 2 EAST IN BOONE COUNTY, INDIANA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 18 NORTH, RANGE 2 EAST; THENCE NORTH 88 DEGREES 58 MINUTES 55 SECONDS EAST (ASSUMED BEARING) ON AND ALONG THE NORTH LINE THEREOF 606.00 FEET; THENCE SOUTH 01 DEGREES 06 MINUTES 05 SECONDS EAST 139.98 FEET; THENCE SOUTH 88 DEGREES 58 MINUTES 55 SECONDS WEST PARALLEL WITH THE NORTH LINE OF SAID QUARTER SECTION 608.69 FEET TO A POINT IN THE WEST LINE THEREOF, WHICH IS 140.00 FEET SOUTH 00 DEGREES 00 MINUTES 00 SECONDS OF THE POINT OF THIS DESCRIPTION; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS ON AND ALONG SAID WEST LINE 140.00 FEET TO THE BEGINNING, CONTAINING 1.952 ACRES, MORE OR LESS.

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LESS AND EXCEPT:

PARCEL 1:

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BEGINNING AT THE NORTHWEST CORNER OF SAID QUARTER QUARTER SECTION; THENCE NORTH 88 DEGREES 56 MINUTES 44 SECONDS EAST ALONG THE NORTH LINE OF SAID QUARTER QUARTER SECTION 606.67 FEET MEASURED (606 FEET DEED); THENCE SOUTH 01 DEGREES 08 MINUTES 37 SECONDS EAST 100.00 FEET; THENCE SOUTH 88 DEGREES 56 MINUTES 44 SECONDS WEST, PARALLEL WITH SAID NORTH LINE 606.57 FEET TO THE WEST LINE OF SAID QUARTER QUARTER SECTION; THENCE NORTH 0 DEGREES 03 MINUTES 53 SECONDS WEST ALONG SAID WEST LINE 100.02 FEET TO THE POINT OF BEGINNING AND CONTAINING 1.395 ACRES, MORE OR LESS. (SOURCE DB 237, p 219)

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PARCEL 4:

LOT #64 IN OAKRIDGE, SECTION 1, A SUBDIVISION, BOONE COUNTY, INDIANA, AS PER PLAT THEREOF, RECORDED IN PLAT BOOK 7, PAGE 57-59 IN THE RECORDS OF THE RECORDER'S OFFICE BOONE COUNTY, INDIANA. (SOURCE DB 249, P 325)

(3) 20.00 +1 NON Georgian Group

Instrument 200900012380 PG 1 OF

200900012380
Filed for Record in
BOONE COUNTY, INDIANA
MARY ALICE "SAM" BALDWIN, RECORD
11-23-2009 At 01:18 pm.
DEED 21.00

Warranty Deed

THIS INDENTURE WITNESSETH, That Kerry Jay Wagoner & Keith Allen Wagoner ("Grantor") of Boone County, in the State of **Indiana, CONVEY_AND WARRANT__ to The Georgian Group LLC** Of Boone County, in the State of Indiana , for the sum of Ten Dollars ($10.00) and other valuable consideration, the receipt of which is hereby acknowledged, the following described real estate in Boone County, in the State of Indiana:

SEE ATTACHED EXHIBIT "A"

4501 S 975 E Zionsville, Indiana 46077

"I AFFIRM, UNDER THE PENALTIES FOR PERJURY, THAT I HAVE TAKEN REASONABLE CARE TO REDACT EACH SOCIAL SECURITY NUMBER IN THIS DOCUMENT, UNLESS REQUIRED BY LAW."

NAME: Kerry Jay Wagoner

IN WITNESS WHEREOF, grantor, has executed this deed this 19th day of NOVEMBER, 2009.

Signature: Kerry Jay Wagoner (Seal) Signature: Keith Allen Wagoner (seal)

Printed Kerry Jay Wagoner Printed: Keith Allen Wagoner

STATE OF
COUNTY OF S.S:

Before me, a Notary Public in and for said County and State, personally appeared Kerry Jay Wagoner & Keith Allen Wagoner

Who acknowledged the execution of the foregoing Warranty Deed, and who, having been duly sworn, stated that any representations there in contained are true.

Witness my hand and Notarial Seal this 19 day of NOV, 20 09

My Commission Expires April 24 2013

Signature:

Printed: JYOTSNA CHANDRA Notary Public

Residing in HAMILTON County, Indiana

This instrument was prepared by: THOMAS BRENTON.

Return to: P.O. Box 814, Zionsville, In 46077

SEND TAXES TO: P.O Box 814 ZIONSVILLE, IN 46077

DULY ENTERED FOR TAXATION
11-23-09
Melody Price
SUBJECT TO FINAL ACCEPTANCE
AUDITOR, BOONE COUNTY

NOTARY PUBLIC SEAL STATE OF INDIANA
JYOSTNA CHANDRA
Hamilton County
My Commission Expires
April 24, 2013

GRANTEE ADDRESS: 8240 BEECH GROVE LN MARTINSVILLE, IN 46151

Exhibit "A"

File No. 310803966

PARCEL "A"

PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 18 NORTH, RANGE 2 EAST IN BOONE COUNTY, INDIANA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 18 NORTH, RANGE 2 EAST; THENCE NORTH 88 DEGREES 58 MINUTES 55 SECONDS EAST (ASSUMED BEARING) 05 AND ALONG THE NORTH LINE THEREOF 606.00 FEET; THENCE SOUTH 01 DEGREES 06 MINUTES 05 SECONDS EAST 139.98 FEET; THENCE SOUTH 88 DEGREES 58 MINUTES 55 SECONDS WEST PARALLEL WITH THE NORTH LINE OF SAID QUARTER SECTION 608.69 FEET TO A POINT IN THE WEST LINE THEREOF WHICH IS 140.00 FEET SOUTH 00 DEGREES 00 MINUTES 00 SECONDS OF THE BEGINNING POINT OF THIS DESCRIPTION; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS ON AND ALONG SAID WEST LINE 140.00 FEET TO THE BEGINNING POINT, CONTAINING 1.952 ACRES, MORE OR LESS.

PARCEL "B"

PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 18 NORTH, RANGE 2 EAST IN BOONE COUNTY, INDIANA, DESCRIBED AS FOLLOWS:

BEGINNING ON THE WEST LINE OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 18 NORTH, RANGE 2 EAST, 140.00 FEET SOUTH 00 DEGREES 00 MINUTES 00 SECONDS (ASSUMED BEARING) OF THE NORTHWEST CORNER THEREOF; THENCE SOUTH 00 DEGREES 00 MINUTES 00 SECONDS ON AND ALONG SAID WEST LINE 193.80 FEET; THENCE NORTH 88 DEGREES 58 MINUTES 55 SECONDS EAST PARALLEL WITH THE NORTH LINE OF SAID QUARTER QUARTER SECTION 612.42 FEET TO A POINT THAT BEARS SOUTH 01 DEGREES 06 MINUTES 05 SECONDS EAST OF A POINT ON THE NORTH LINE OF SAID QUARTER QUARTER WHICH IS 606.00 FEET NORTH 88 DEGREES 58 MINUTES 55 SECONDS EAST OF THE NORTHWEST CORNER THEREOF; THENCE NORTH 01 DEGREES 06 MINUTES 05 SECONDS WEST 193.77 FEET TO A POINT THAT IS 139.98 FEET SOUTH 01 DEGREES 06 MINUTES 05 SECONDS EAST OF THE NORTH LINE OF SAID QUARTER QUARTER SECTION; THENCE SOUTH 88 DEGREES 58 MINUTES 55 SECONDS WEST PARALLEL WITH SAID NORTH LINE 608.69 FEET TO THE BEGINNING POINT, CONTAINING 2.716 ACRES, MORE OR LESS.

LESS AND EXCEPT:

PARCEL 1:

PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 18 NORTH, RANGE 2 EAST, IN EAGLE TOWNSHIP, BOONE COUNTY, INDIANA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID QUARTER QUARTER SECTION; THENCE NORTH 88 DEGREES 56 MINUTES 44 SECONDS EAST ALONG THE NORTH LINE OF SAID QUARTER QUARTER SECTION, 606.67 FEET MEASURED (606 FEET DEED); THENCE SOUTH 01 DEGREES 08 MINUTES 37 SECONDS EAST 100.00 FEET; THENCE SOUTH 88 DEGREES 56 MINUTES 44 SECONDS WEST, PARALLEL WITH SAID NORTH LINE 606.57 FEET TO THE WEST LINE OF SAID QUARTER QUARTER SECTION; THENCE NORTH 0 DEGREES 03 MINUTES 53

SECONDS WEST A ALONG SAID WEST LINE 100.02 FEET TO THE POINT OF BEGINNING AND CONTAINING 1.395 ACRES, MORE OR LESS. (SOURCE: DB 237, P 219)

PARCEL 2:

A PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 18 NORTH, RANGE 2 EAST, BOONE COUNTY, INDIANA, MORE PARTICULARLY: COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER OF THE SOUTHEAST QUARTER; THENCE SOUTH 00 DEGREES 00 MINUTES 56 SECONDS EAST ALONG THE WEST LINE OF SAID QUARTER SECTION 100.02 FEET; THENCE NORTH 88 DEGREES 56 MINUTES 44 SECONDS EAST 16.50 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING NORTH 88 DEGREES 56 MINUTES 44 SECONDS EAST 23.50 FEET; THENCE SOUTH 00 DEGREES 00 MINUTES 56 SECONDS EAST PARALLEL WITH SAID WEST LINE 93.53 FEET; THENCE SOUTH 17 DEGREES 22 MINUTES 55 SECONDS WEST 78.60 FEET; THENCE NORTH 00 DEGREES 00 MINUTES 56 SECONDS WEST PARALLEL WITH SAID WEST LINE 168.10 FEET TO THE POINT OF BEGINNING, CONTAINING 0.07 ACRES, MORE OR LESS. (SOURCE: DB239, P 188)

PARCEL 3:

LOT NO. 63 IN OAK RIDGE, SECTION 1, A SUBDIVISION IN EAGLE TOWNSHIP, BOONE COUNTY, INDIANA, AS PER PLAT THEREOF RECORDED IN PLAT BOOK 7, PAGE 57-59 IN THE RECORDS OF THE RECORDER'S OFFICE, BOONE COUNTY, INDIANA. (SOURCE: DB 244, P 595)

PARCEL 4:

LOT #64 IN OAKRIDGE, SECTION 1, A SUBDIVISION IN ZIONSVILLE, BOONE COUNTY, INDIANA, AS PER PLAT THEREOF, RECORDED IN PLAT BOOK 7, PAGE 57-59 IN THE RECORDS OF THE RECORDER'S OFFICE, BOONE COUNTY, INDIANA, (SOURCE DB 249, P 325)

OWNER'S AUTHORIZATION

The undersigned, KERRY & PAMELA WAGONER, being the owner of the property commonly known as 4501 SOUTH 975 EAST, hereby authorize(s) HAROLD GIBSON P.E. to file a Petition for (zone map change / variance / special exception / subdivision plat approval / other) for the aforementioned property.

By: KERRY J WAGONER
(Authorized signature)

- or -

Pamela A Wagoner
(print owner name)

HAROLD GIBSON
(Printed name)

PROFESSIONAL ENGINEER
(Title)

State of INDIANA)

County of BOONE) SS:

Subscribed and sworn to before me this 6 day of FEBRUARY, 2020.

Notary Public Signature

CHRISTINE I. KOENIG
Notary Public Printed

My commission expires 6-14-2022

My county of residence is BOONE County.

My Commission No. is 654176

OFFICIAL SEAL
CHRISTINE I. KOENIG
NOTARY PUBLIC - INDIANA
BOONE COUNTY
My Comm. Expires June 14, 2022

NOTICE OF PUBLIC HEARING
BY THE TOWN OF ZIONSVILLE PLAN COMMISSION

Notice is hereby given of a Public Hearing to be held by the Town of Zionsville Plan Commission on Monday, March 16, 2020 (DATE OF PUBLIC HEARING) at 7:00 p.m. in the Zionsville Town Hall, 1100 West Oak Street, Zionsville, Indiana 46077 to consider the following:

2020-07-MP (PETITION NUMBER), Kerry Jay and Pamela Ann Wagoner (NAME OF PETITIONER) **requests Primary Plat approval for the division of** 1.703 **acres into** two (2) **lots for a subdivision to be known as** Nazareth Crossing **(including waiver(s) of the Subdivision Control Ordinance to allow for:** (DESCRIPTION OF WAIVER)

NONE

The property involved commonly known as: 4501 S. 975 East, Zionsville, IN (COMMON ADDRESS),

is currently zoned to the RSF2 zoning district, and is legally described as:

(INSERT LEGAL DESCRIPTION OF PROPERTY)

A copy of the Petition for Primary Plat Approval and all plans pertaining thereto are on file and may be examined prior to the Public Hearing from 8:00 a.m. to 4:00 p.m. Monday through Friday, except for holidays, in the Office of Planning and Development at the Town Hall, 1100 West Oak Street, Zionsville, Indiana 46077. Written comments in support of or in opposition to the Petition for Plan Commission Approval are filed with the Secretary of the Town of Zionsville Plan Commission prior to the Public Hearing will be considered. The Public Hearing is open to the public. Oral comments to the Petition for Plan Commission Approval will be heard at the Public Hearing.

The Public Hearing may be continued from time to time as may be found necessary.

Upon request, the Town of Zionsville will provide auxiliary aids and services. Please provide advance notification to the Technology Department, assistance@zionsville-in.gov or 317-873-1577, to ensure the proper accommodations are made prior to the meeting.

Dave Franz
(President)

Wayne DeLong
(Secretary)

PUBLISH: Newspaper of General Circulation

Legal Description – Nazareth Crossing Minor Subdivision

A part of the Southeast Quarter of Section 27, Township 18 North, Range 2 East in Eagle Township, Boone County, Indiana; said part being more particularly described as follows:

COMMENCING at the northwest corner of the Northeast Quarter of the Southeast Quarter of said Section 27; thence south 00 degrees 11 minutes 32 seconds west (assumed bearing) along the west line of said quarter/quarter section a distance of 140.00 feet to the northwest corner of a parcel of land conveyed to Kerry Jay Wagoner and Pamela Ann Wagoner per a Quitclaim Deed recorded as Instrument #201600007303 in the Office of the Recorder of Boone County, Indiana, said point also being the southwest corner of the plat of Oak Ridge, Section 1 recorded as Plat Book 7, Page 57 in the office of said Recorder, and being the POINT OF BEGINNING of this description; thence continuing south 00 degrees 11 minutes 32 seconds west along said west line a distance of 330.00 feet to the southwest corner of said Instrument #201600007303; thence north 89 degrees 10 minutes 30 seconds east along the south line of said Instrument #201600007303 a distance of 332.42 feet to the southwest corner of Lot 64 per said plat of Oak Ridge, Section 1; thence north 00 degrees 46 minutes 04 seconds east along the west line of said Lot 64 a distance of 233.73 feet to the northwest corner of said Lot 64, said point also being a corner of said plat of Oak Ridge, Section 1; thence south 89 degrees 10 minutes 30 seconds west along the south line of said plat of Oak Ridge, Section 1 a distance of 288.49 feet to the northeast corner of a 0.07 acre parcel described in Deed Book 239, Page 188 recorded in the office of said Recorder; (the next three (3) calls are along the east, southeast and west lines of said 0.07 acre parcel) (1) south 00 degrees 11 minutes 32 seconds west a distance of 93.53 feet; (2) south 17 degrees 35 minutes 26 seconds west a distance of 78.60 feet; (3) north 00 degrees 11 minutes 32 seconds east a distance of 168.10 feet to the south line of said plat of Oak Ridge, Section 1; thence south 89 degrees 10 minutes 30 seconds west along the south line of said plat a distance of 16.50 feet to the POINT OF BEGINNING. Containing 1.703 acres, more or less. Subject to all legal highways, rights-of-way, easements and restrictions of record.

H.GIBSON
LAND SURVEYING, LLC

Harold Gibson,
President, RLS910021
321 N. State Street
Greenfield, IN 46140
317-462-4055
hg@hgsurveys.com

February 18, 2020

Robert & Ursula Gummere
4457 Summer Dr.
Zionsville, IN 46077

RE: *Plan Commission Docket # 2020-07-MP- K. Wagoner Minor Plat Petition for Minor Plat approval for the establishment of two lots in the (R-SF-2) Urban Residential Zoning District.*
(approximate address of 4501 S. 975 East, Zionsville, IN)

Dear Mr. & Mrs. Gummere:

Pursuant to the rules of the Town of Zionsville Plan Commission, you are hereby notified of the public hearing scheduled as shown on the attached "Notice of Public Hearing". The Notice contains the location, date and time of the hearing.

Our client and the Petitioners/Owners (Kerry and Pamela Wagoner) are requesting the Plan Commission approve a *Minor Plat Petition to establish two (2) lots in the (R-SF-2) Urban Residential Zoning District.*

If you have any questions or would like to see the primary plat for the project, please do not hesitate to contact us.

Sincerely,

H. Gibson Land Surveying, Inc.

Harold Gibson, President
Registered Land Surveyor, RLS910021

Enclosures

KERRY & PAMELA WAGONER

1. **Owner Name:** OAK RIDGE HOMEOWNERS ASSOCIATION
Owner Address: 10436 OAK RIDGE DR ZIONSVILLE, IN 46077
Parcel Number: 019-17612-06
Property Address: COMMON PROPERTY
Legal Description: OAK RIDGE SEC 1 COMMON AREA 0.18 A

2. **Owner Name:** THIMLAR ANDREW W & PAMELA I
Owner Address: 9835 OAKRIDGE DR ZIONSVILLE, IN 46077
Parcel Number: 019-14991-64
Property Address: 9835 OAK RIDGE DR
Legal Description: OAK RIDGE SEC 1 LOT 64

3. **Owner Name:** SMITH STEVEN R & JOHNELLE M
Owner Address: 4525 S 975 EAST ZIONSVILLE, IN 46077
Parcel Number: 019-17602-00
Property Address: 4525 S 975 E
Legal Description: PT NE SE 27-18-2E 2.60A

4. **Owner Name:** SMITH MEADOWS PROPERTY OWNERS ASSOCIATION
Owner Address: PO BOX 833 ZIONSVILLE, IN 46077
Parcel Number: 019-05430-02
Property Address: COMMON PROPERTY - 1
Legal Description: SMITH MEADOWS AREA 1 1.40 DRAINAGE EA SEMENT

5. **Owner Name:** DELVECCHIO LAURA M
Owner Address: 4472 SUMMER DR ZIONSVILLE, IN 46077
Parcel Number: 019-55430-01
Property Address: 4472 SUMMER DR
Legal Description: SMITH MEADOWS SEC 1 LOT 01

6. **Owner Name:** GUMMERE ROBERT P & URSULA
Owner Address: 4457 SUMMER DR ZIONSVILLE, IN 46077
Parcel Number: 019-55430-58
Property Address: 4457 SUMMER DR
Legal Description: SMITH MEADOWS SEC 1 LOT 58

7. **Owner Name:** PLEASANT VIEW ESTATES HOMEOWNERS ASSOC INC
Owner Address: 133 N 4TH ST STE 300 LAFAYETTE, IN 47901
Parcel Number: 019-17602-02
Property Address: COMMON PROPERTY - B
Legal Description: PLEASANT VIEW ESTATES COMMON AREA B

8. **Owner Name:** PLEASANT VIEW ESTATES HOMEOWNERS ASSOC INC
Owner Address: 133 N 4TH ST STE 300 LAFAYETTE, IN 47901
Parcel Number: 019-17602-02
Property Address: COMMON PROPERTY - B
Legal Description: PLEASANT VIEW ESTATES COMMON AREA B

9. **Owner Name:** GRIFFITH TROY A & JENNIFER L
Owner Address: 9765 EQUESTRIAN WAY ZIONSVILLE, IN 46077
Parcel Number: 019-17601-14
Property Address: 9765 EQUESTRIAN WAY
Legal Description: PLEASANT VIEW ESTATES LOT 14

10. **Owner Name:** GAMAGE JAMES P JR & SARA B GAMAGE
Owner Address: 9787 EQUESTRIAN WAY ZIONSVILLE, IN 46077
Parcel Number: 019-17601-13
Property Address: 9787 EQUESTRIAN WAY
Legal Description: PLEASANT VIEW ESTATES LOT 13

11. **Owner Name:** BROWN MARK EDWARD & CATHERINE JOAN
Owner Address: 9799 EQUESTRIAN WAY ZIONSVILLE, IN 46220
Parcel Number: 019-17601-12
Property Address: 9799 EQUESTRIAN WAY
Legal Description: PLEASANT VIEW ESTATES LOT 12

AFFIDAVIT OF NOTICE OF PUBLIC HEARING
OF THE TOWN OF ZIONSVILLE PLAN COMMISSION

STATE OF INDIANA)

COUNTY OF BOONE) SS:

I, Harold Gibson, H. Gibson Land Surveying, Inc., DO HEREBY CERTIFY THAT LEGAL NOTICE
(Name of person mailing letters)

TO INTERESTED PARTIES OF THE PUBLIC HEARING TO BE HELD BY THE TOWN OF ZIONSVILLE PLAN COMMISSION, to consider the application of Kerry Jay Wagoner and Pamela Ann Wagoner
(Name of person on Petition)

Requesting: Primary and Secondary Plat Approval

was sent by CERTIFIED MAIL, RETURN RECEIPT REQUESTED, to each of the following property owners at the following addresses:

OWNER	ADDRESS
See Attached List	

and that said Legal Notices were sent by Certified Mail, Return Receipt Requested on or before the 18th day of February, 2020, being at least ten (10)days prior to the date of the Public Hearing (copies of the "Receipt for Certified Mail" (white slips) attached).

and that said Legal Notice was published in a newspaper of general circulation at least ten (10) days prior to the date of Public Hearing (Proof of Publication attached).

(Name of person mailing letters)

State of Indiana)

County of Boone) **SS:**

Subscribed and sworn to before me this 26th day of February, 2020.

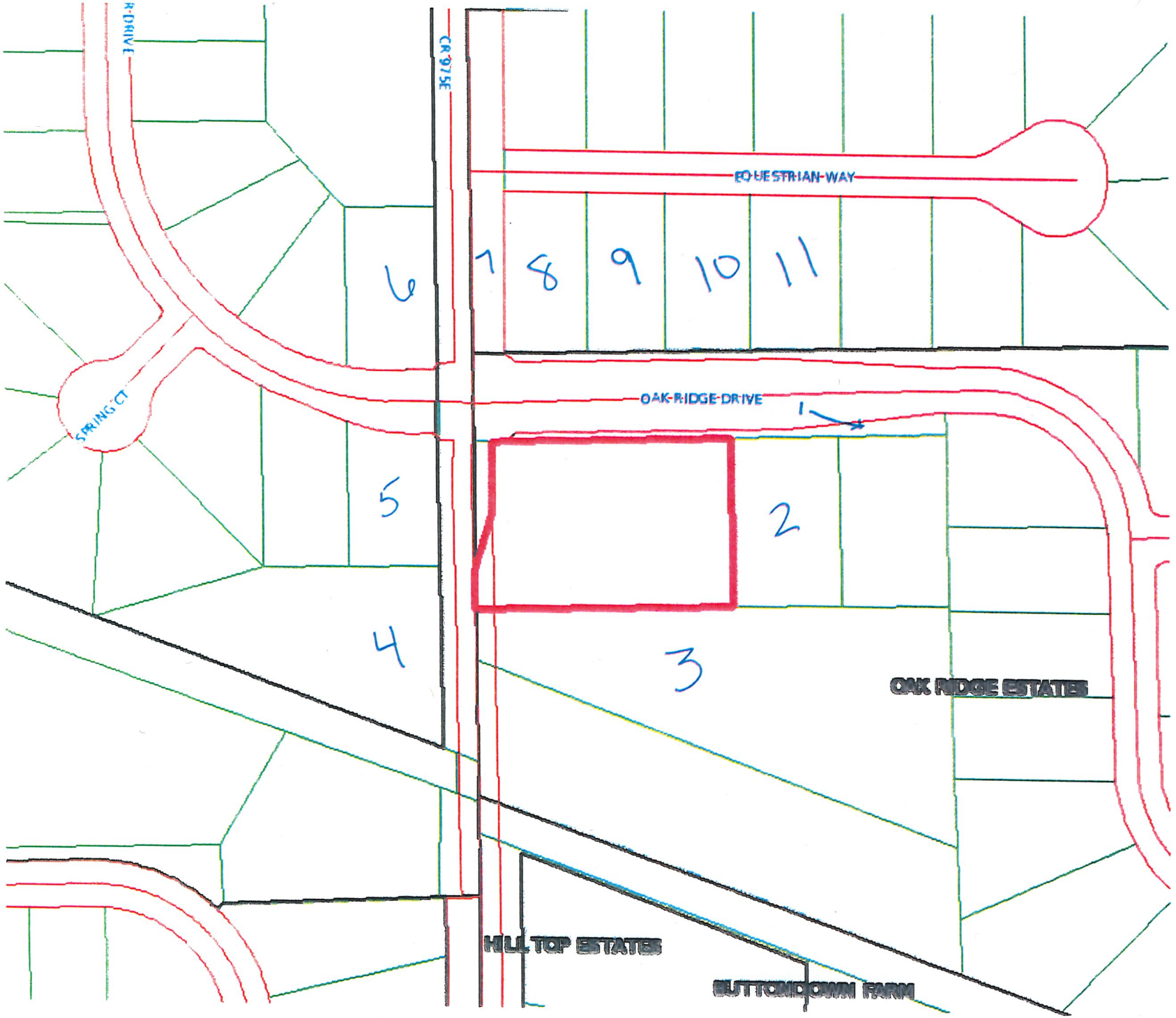
Tiffany L. Sorrell-Olsen / Tiffany L. Sorrell-Olsen
Notary Public Signature / Notary Public Printed

My commission expires February 7, 2024

My county of residence is Hancock County.

My Commission No. is 679546

TIFFANY L. SORRELL-OLSEN
Hancock County
NOTARY PUBLIC
Comm. # 679546
NOTARY SEAL
Comm. Exp. Feb. 7, 2024
STATE OF INDIANA


R-DRIVE
CR 675E
EQUESTRIAN-WAY
OAK-RIDGE-DRIVE
SPRING CT
6
7
8
9
10
11
5
2
4
3
OAK RIDGE ESTATES
HILLTOP ESTATES
BUTTONDOWN FARM

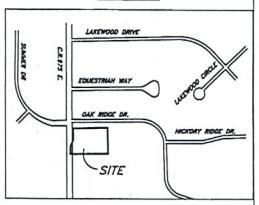
Nazareth Crossing
SEC. 27-T18N-R03E
EAGLE TOWNSHIP, BOONE COUNTY, INDIANA
PRIMARY PLAT

RESPONSIBLE INDIVIDUAL:
KERRY WAGONER
4501 S 975 E
ZIONSVILLE, INDIANA
46077

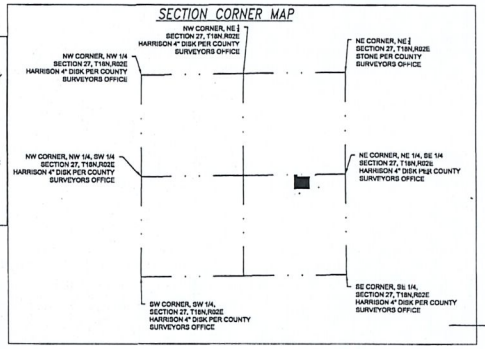
BENCH MARK INFORMATION:
TBM #1 = NORTHWEST CURB INLET
(CURB INLET ELEV= 909.93 NAVD88)

Scale 1" = 20'

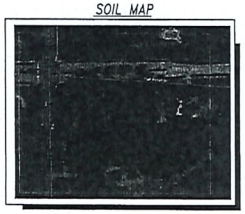
AREA MAP



SECTION CORNER MAP



SOIL MAP



Map Unit Legend

MUSYM	Map Unit Name	Rating	Percent of AOI
TrkA	Crosby-Urban land-Treaty complex, 0 to 2 percent slopes	3.2	43.8%
TrmB2	Miami silt loam, eroded, 2 to 6 percent slopes, eroded	4.2	56.1%
Totals for Area of Interest		8.1	100.0%

NOTE:THE PROPOSED LOTS ARE IN ZONE "X" PER THE FEMA FLOOD INSURANCE RATE 18011C0335E MAP NUMBER , DATED JANUARY 18, 2012. THE ACCURACY OF THIS FLOOD HAZARD STATEMENT IS SUBJECT TO MAP SCALE UNCERTAINTY AND TO ANY OTHER UNCERTAINTY IN LOCATION OR ELEVATION ON THE REFERENCED FLOOD INSURANCE

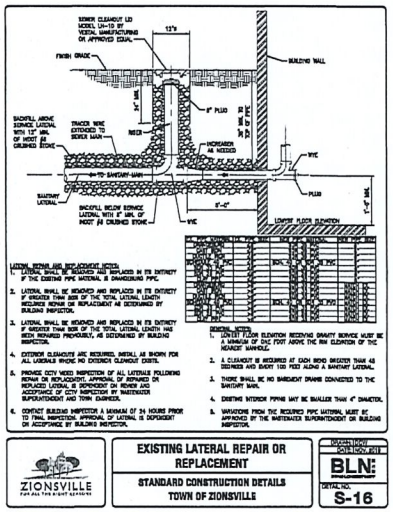
TEMPORARY CONSTRUCTION DRIVE DETAIL

LEGAL DESCRIPTION

A part of the Southeast Quarter of Section 27, Township 18 North, Range 2 East in Eagle Township, Boone County, Indiana; said part being more particularly described as follows:

COMMENCING at the northwest corner of the Northeast Quarter of the Southeast Quarter of said Section 27; thence south 00 degrees 11 minutes 32 seconds west (assumed bearing) along the west line of said quarter/quarter section a distance of 140.00 feet to the northwest corner of a parcel of land conveyed to Kerry Jay Wagoner and Pamela Ann Wagoner per a Quitclaim Deed recorded as Instrument #201600007303 in the Office of the Recorder of Boone County, Indiana, said point also being the southwest corner of the plat of Oak Ridge, Section 1 recorded as Plat Book 7, Page 57 in the office of said Recorder, and being the POINT OF BEGINNING of this description; thence continuing south 00 degrees 11 minutes 32 seconds west along said west line a distance of 330.00 feet to the southwest corner of said Instrument #201600007303; thence north 89 degrees 10 minutes 30 seconds east along the south line of said Instrument #201600007303 a distance of 332.42 feet to the southwest corner of Lot 64 per said plat of Oak Ridge, Section 1; thence north 00 degrees 46 minutes 04 seconds east along the west line of said Lot 64 a distance of 233.73 feet to the northwest corner of said Lot 64, said point also being a corner of said plat of Oak Ridge, Section 1; thence south 89 degrees 10 minutes 30 seconds west along the south line of said plat of Oak Ridge, Section 1 a distance of 285.49 feet to the northeast corner of a 0.07 acre parcel described in Deed Book 229, Page 188 recorded in the office of said Recorder; (the next three (3) calls are along the east, southeast and west lines of said 0.07 acre parcel) (1) south 00 degrees 11 minutes 32 seconds west a distance of 93.53 feet; (2) south 17 degrees 35 minutes 26 seconds west a distance of 78.60 feet; (3) north 00 degrees 11 minutes 32 seconds east a distance of 168.10 feet to the south line of said plat of Oak Ridge, Section 1; thence south 89 degrees 10 minutes 30 seconds west along the south line of said plat a distance of 16.50 feet to the POINT OF BEGINNING. Containing 1.703 acres, more or less. Subject to all legal highways, rights-of-way, easements and restrictions of record.

HAROLD GIBSON, REGISTERED LAND SURVEYOR, RLS#10021



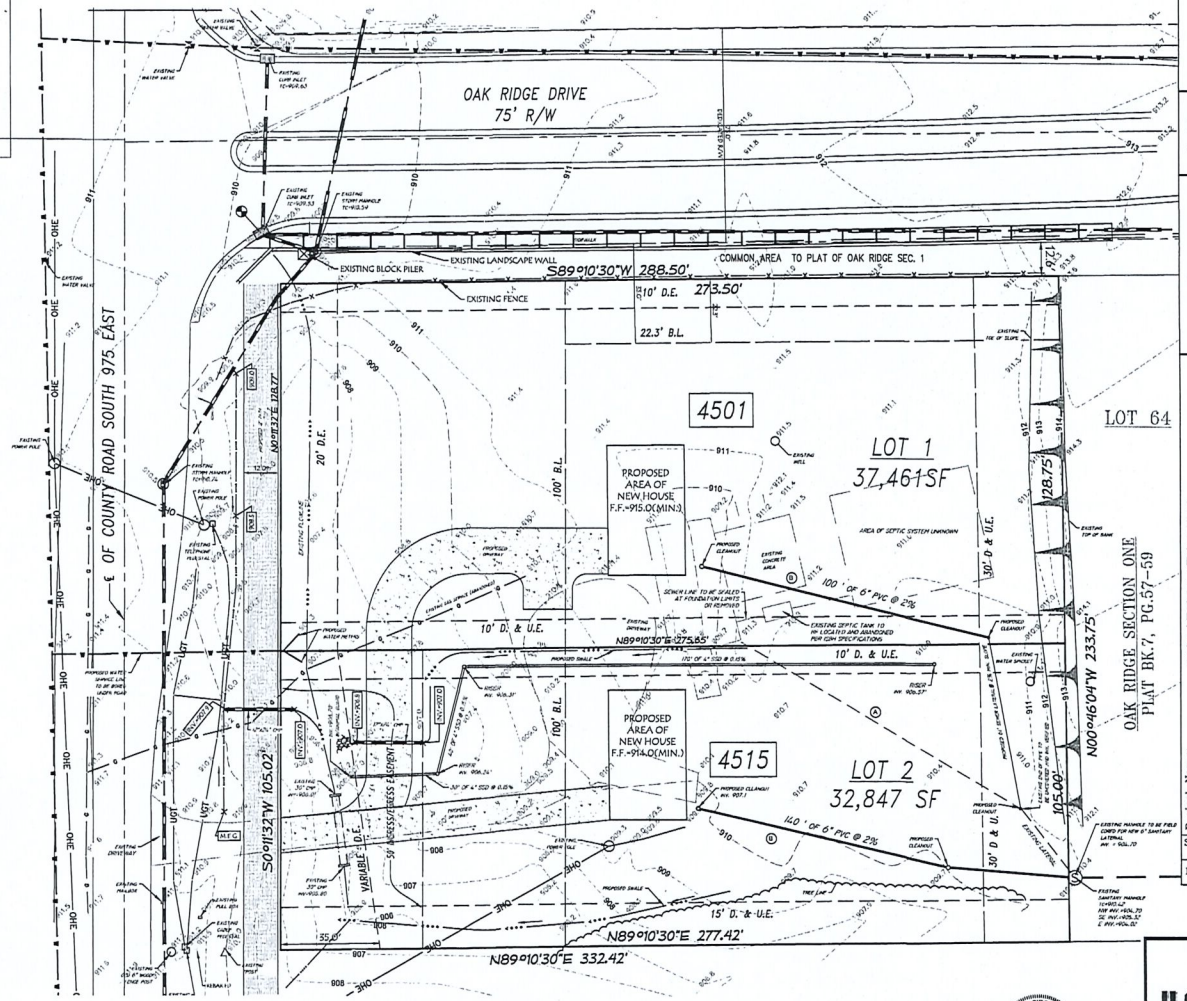
LATERAL REPAIR AND REPLACEMENT NOTES:
1. LATERAL SHALL BE REMOVED AND REPLACED IN ITS ENTIRETY IF THE EXISTING PIPE MATERIAL IS UNACCEPTABLE TYPE.
2. LATERAL SHALL BE REMOVED AND REPLACED IN ITS ENTIRETY IF GREATER THAN 50% OF THE TOTAL LATERAL LENGTH REQUIRES REPAIR OR REPLACEMENT AS DETERMINED BY BUILDING INSPECTOR.
3. LATERAL SHALL BE REMOVED AND REPLACED IN ITS ENTIRETY IF GREATER THAN 50% OF THE TOTAL LATERAL LENGTH HAS BEEN REPAIRED PREVIOUSLY, AS DETERMINED BY BUILDING INSPECTOR.
4. EXTERIOR CLEANOUTS ARE REQUIRED. INSTALL AS SHOWN FOR ALL LATERALS WHERE NO EXISTING CLEANOUT EXISTS.
5. PRIOR TO CITY VIDEO INSPECTION OF ALL LATERALS FOLLOWING REPAIR OR REPLACEMENT, APPROVAL OF REPAIRED OR REPLACED LATERAL IS DEPENDENT ON REVIEW AND ACCEPTANCE OF CCTV INSPECTION BY WASTEWATER SUPERINTENDENT AND TOWN ENGINEER.
6. CONTACT BUILDING INSPECTOR A MINIMUM OF 24 HOURS PRIOR TO FINAL INSPECTION. APPROVAL OF LATERAL IS DEPENDENT ON ACCEPTANCE BY BUILDING INSPECTOR.

GENERAL NOTES:
1. LOWEST FLOOR ELEVATION RECEIVING GRAVITY SERVICE MUST BE A MINIMUM OF ONE FOOT ABOVE THE RIM ELEVATION OF THE NEAREST MANHOLE.
2. A CLEANOUT IS REQUIRED AT EACH BEND GREATER THAN 45 DEGREES AND EVERY 100 FEET ALONG A SANITARY LATERAL.
3. THERE SHALL BE NO BASEMENT DRAINS CONNECTED TO THE SANITARY MAIN.
4. EXISTING INTERIOR PIPING MAY BE SMALLER THAN 4" DIAMETER.
5. VARIATIONS FROM THE REQUIRED PIPE MATERIAL MUST BE APPROVED BY THE WASTEWATER SUPERINTENDENT OR BUILDING INSPECTOR.

ZIONSVILLE FOR ALL THE RIGHT REASONS

EXISTING LATERAL REPAIR OR REPLACEMENT
STANDARD CONSTRUCTION DETAILS
TOWN OF ZIONSVILLE

DRAWING FROM BOOK NO. PAGE
DETAIL NO. **S-16**



NOTES:
(A) POSSIBLE SANITARY SEWER LATERAL TO BE ABANDONED.
(B) IF 3' OF COVER OVER PROPOSED LATERAL CAN NOT BE OBTAINED THEN DUCTILE IRON PIPES SHALL BE USED OR GRINDER PUMP AND FORCE MAIN USED.
F.F. - DENOTES THE MINIMUM FLOOD PROTECTION GRADE(FINISH GRADE) FOR ANY RESIDENCE WHICH INCLUDES WALKOUT BASEMENTS OR WINDOW WELLS UNLESS PROVISIONS ARE MADE TO PROVIDE A FLOOD PROTECTION GRADE OF EQUAL ELEVATION.

HAROLD D. GIBSON REGISTERED No. LS 910021 STATE OF INDIANA LAND SURVEYOR

03.09.2020

LEGEND

- 4501 – DENOTES ADDRESS BLOCK
- ○ – DENOTES CAPPED 5/8" REBAR SET
- ⊙ – DENOTES MAG NAIL SET
- ● – DENOTES "GIBSON" CAPPED REBAR FOUND
- ● – DENOTES MAG NAIL FOUND
- SB1 – DENOTES SOIL BORE
- 903 – DENOTES EXISTING GRADE ELEVATIONS
- 000.0 – DENOTES PROPOSED FINISH GRADE ELEVATION
- —— DENOTES PROPOSED DRAINAGE FLOW
- TBM – DENOTES TEMPORARY BENCHMARK
- SPA – DENOTES STOCK PILE AREA
- UA – DENOTES UNDISTURBED AREA
- PS – DENOTES PERMANENT SEEDING
- SBD – DENOTES STRAW BALE DAM (OR APPROVED EQUAL)
- SF – DENOTES SILT FENCE (OR APPROVED EQUAL)
- DENOTES TEMPORARY CONSTRUCTION ENTRANCE (EXISTING DRIVE)

NOTE: CONTRACTOR TO COMPLY WITH ALL APPLICABLE SECTIONS OF THE "INDIANA HANDBOOK FOR EROSION CONTROL IN DEVELOPING AREAS" PUBLISHED BY THE DIVISION OF SOIL CONSERVATION, INDIANA DEPARTMENT OF NATURAL RESOURCES, OCTOBER 1992, FOR THE PROPER INSTALLATION AND MATERIALS USED FOR ALL EROSION CONTROL MEASURES SHOWN ON THESE PLANS.

Revisions	
02-28-2020	REVISED BUILDING LINE
03-05-2020	added more info to sanitary sewer
03-09-2020	Revised per review comments

Prepared For:
KERRY AND PAMELA WAGONER
4501 S 975 E
ZIONSVILLE, INDIANA 46077

Project Name: NAZARETH CROSSING
EAGLE TOWNSHIP, BOONE COUNTY, INDIANA

Sheet Title: PRIMARY PLAT

Sheet No: 1 OF 1

Date: 02/11/2020

H.GIBSON LAND SURVEYING, LLC
321 North State Street
Greenfield, In 46140
317-462-4055

Project NO: 19-319

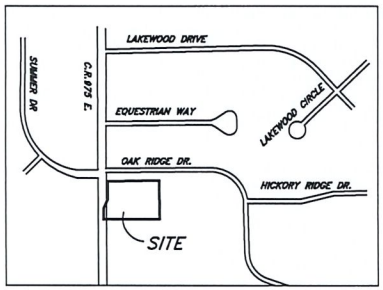
Nazareth Crossing Minor Subdivision

SEC. 27-T18N-R03E

EAGLE TOWNSHIP, BOONE COUNTY, INDIANA

CABINET	SLIDE
INSTRUMENT NO.	

AREA MAP



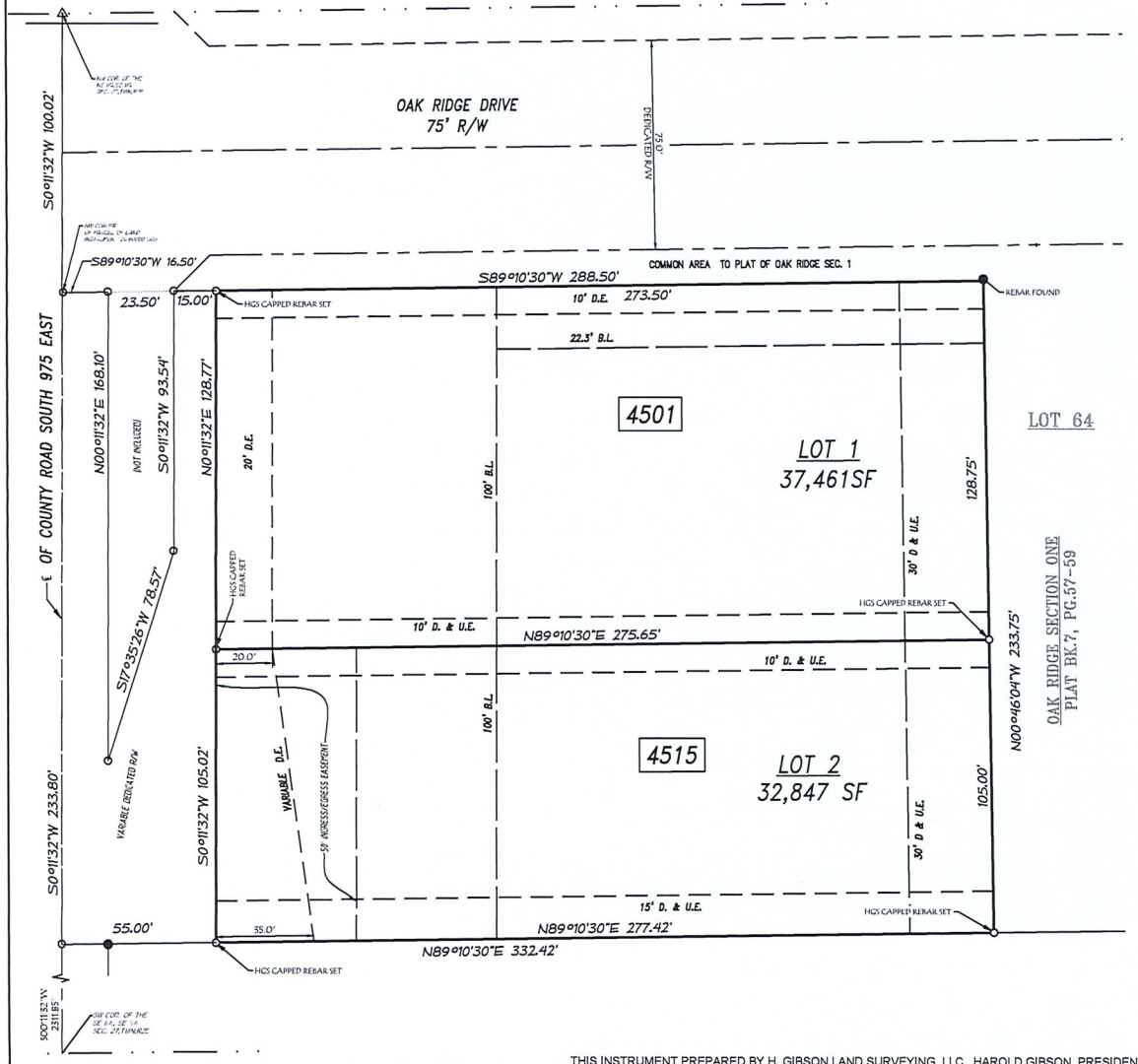
Scale 1"= 30'

1" 0 1"
30' 0 15' 30'

NOTE:THE PROPOSED LOTS ARE IN ZONE "X" PER THE FEMA FLOOD INSURANCE RATE 18011C0335E MAP NUMBER , DATED JANUARY 18, 2012. THE ACCURACY OF THIS FLOOD HAZARD STATEMENT IS SUBJECT TO MAP SCALE UNCERTAINTY AND TO ANY OTHER UNCERTAINTY IN LOCATION OR ELEVATION ON THE REFERENCED FLOOD INSURANCE

LEGEND

D.E. – DRAINAGE EASEMENT
U.E. – UTILITY EASEMENT
B.L. – BUILDING SETBACK LINE
○ – DENOTES CAPPED (HGS) 5/8" REBAR SET
● – DENOTES "GIBSON" CAPPED REBAR FOUND
4501 – DENOTES STREET ADDRESS



LEGAL DESCRIPTION

A part of the Southeast Quarter of Section 27, Township 18 North, Range 2 East in Eagle Township, Boone County, Indiana; said part being more particularly described as follows:

COMMENCING at the northwest corner of the Northeast Quarter of the Southeast Quarter of said Section 27; thence south 00 degrees 11 minutes 32 seconds west (assumed bearing) along the west line of said quarter/quarter section a distance of 100.02 feet to the northwest corner of a parcel of land conveyed to Kerry Jay Wagoner and Pamela Ann Wagoner per a Quitclaim Deed recorded as Instrument #201600007303 in the Office of the Recorder of Boone County, Indiana, said point also being the southwest corner of the plat of Oak Ridge, Section 1 recorded as Plat Book 7, Page 57 in the office of said Recorder, and being the POINT OF BEGINNING of this description; thence continuing south 00 degrees 11 minutes 32 seconds west along said west line a distance of 233.80 feet to the southwest corner of said Instrument #201600007303; thence north 89 degrees 10 minutes 30 seconds east along the south line of said Instrument #201600007303 a distance of 332.42 feet to the southwest corner of Lot 64 per said plat of Oak Ridge, Section 1; thence north 00 degrees 46 minutes 04 seconds west along the west line of said Lot 64 a distance of 233.75 feet to the northwest corner of said Lot 64, said point also being a corner of said plat of Oak Ridge, Section 1; thence south 89 degrees 10 minutes 30 seconds west along the south line of said plat of Oak Ridge, Section 1 a distance of 288.50 feet to the northeast corner of a 0.07 acre parcel described in Deed Book 239, Page 188 recorded in the office of said Recorder; (the next three (3) calls are along the east, southeast and west lines of said 0.07 acre parcel) (1) south 00 degrees 11 minutes 32 seconds west a distance of 93.54 feet; (2) south 17 degrees 35 minutes 26 seconds west a distance of 78.57 feet; (3) north 00 degrees 11 minutes 32 seconds east a distance of 168.10 feet to the south line of said plat of Oak Ridge, Section 1; thence south 89 degrees 10 minutes 30 seconds west along the south line of said plat a distance of 16.50 feet to the POINT OF BEGINNING. Containing 1.703 acres, more or less. Subject to all legal highways, rights-of-way, easements and restrictions of record.

CERTIFICATE OF SURVEY

I, Harold Gibson, do hereby certify that I am a Land Surveyor registered in compliance with the laws of the State of Indiana; and I do hereby certify that I have surveyed the property described in the above caption under my direct supervision and that I have subdivided the same into lots and to the best of my professional knowledge, information and belief this plat is an accurate representation of said subdivision as shown on the hereon drawn plat; and that this plat to the best of my professional knowledge, information and belief correctly represents said survey and subdivision in every detail. Monuments shown are in place as located; and all lot corners are marked with 5/8" capped rebar, unless the corner is located within a hard surface in which case the monument is as noted or the corner is controlled by a different monument in the legal description, in which case that is shown on said plat.

This subdivision consists of TWO Lots numbers 1 and 2. The dimensions are shown in feet and decimal parts thereof.

I further certify that to the best of my professional knowledge, information and belief that this subdivision plat contains no changes from the matters of survey revealed by the survey recorded as Instrument #_____ in the office of the Recorder of Boone County, Indiana.

Dated this ___day of _____, 2020.

_____
Harold Gibson, Professional Land Surveyor, RLS910021

State of Indiana)
) SS:
County of Hancock)

I, _____, a Notary Public in and for said County and State, do hereby certify that Harold Gibson personally known to me to be the same persons whose name is subscribed to the above certificate appeared before me this day in person and acknowledge that he signed the above certificate as his own free and voluntary act and deed for the uses and purposes therein set forth.

Given under my hand and notary seal this ___ day of _____, 2020.

_____ _____
Notary Public

_____
Printed Name

H.GIBSON
LAND SURVEYING, LLC
321 North State Street
Greenfield, In 46140
317-462-4055

THIS INSTRUMENT PREPARED BY H. GIBSON LAND SURVEYING, LLC HAROLD GIBSON, PRESIDENT

JOB NO. 19-319
SHEET 1 OF 2

Nazareth Crossing Minor Subdivision

SEC. 27-T18N-R03E

EAGLE TOWNSHIP, BOONE COUNTY, INDIANA

CABINET	SLIDE
INSTRUMENT NO.	

PLAT DEDICATION

The undersigned, Kerry Jay Wagoner and Pamela Ann Wagoner - Instrument No. 2016000007303, the owners and developer of record of the real estate described herein, do hereby certify that they have laid off, platted and subdivided and do hereby layoff, plat and subdivide said real estate as shown herein in accordance with the within plat.

Now therefore know all persons by these presence that we do hereby lay off, plat and subdivide said real estate in accordance with the within Plat.

This Subdivision shall be known as Nazareth Crossing Minor Subdivision, an addition to the Town of Zionsville, Boone County, Indiana.

This subdivision shall consist of two (2) lots, numbered 1 and 2 (individually "Lot" and collectively "Lots"), inclusive.

No lots in this subdivision shall be subdivided to form units of less area.

No single-family dwelling house, garage, accessory building, fence or other improvements shall be erected, altered, placed or permitted to remain on any lot within this subdivision without the prior written approval of the developer, or which is not otherwise in strict compliance with the terms and provisions set forth in the declaration.

Public pathway / sidewalk, as approved by the Zionsville Plan Commission, shall be constructed to the Town Construction Standards, at the time said public infrastructure is extended to the property line of the subdivision. The construction of the path will be constructed within one (1) ear after the infrastructure is extended to the property. Construction costs shall be at the expense and responsibility of the subdivider.

All streets, alleys, ways and public open spaces shown on the within Plat not heretofore dedicated to the public are hereby dedicated to the Town of Zionsville for public use and maintenance, save and except for those streets, alleys, ways and open spaces specifically identified as private on the plat and approved by the Plan Commission to be privately owned, operated and maintained.

Front building setback lines are hereby established as shown on the within plat, between which lines and street right-of-way lines no building or structure (except for parking areas, driveways and interior access drives) shall be erected or maintained.

All stormwater, drainage, water and sanitary sewer easements shown on this Plat are hereby dedicated to the Town of Zionsville, save and except for those stormwater, drainage, water and sanitary sewer easements specifically identified as private on the plat and approved by the Plan Commission to be privately owned, operated and maintained. Within these easements, no structure, planting or other material shall be placed or permitted to remain which may damage or interfere with the installation and maintenance of utilities. The easement area of each Lot shall be continuously maintained as a yard area by the Owner of the Lot, except for those improvements which are the responsibility of a public authority or utility company to maintain.

Within drainage easements, no structure, planting or other material shall be placed or permitted to remain which may change the direction of flow or drainage channels in the easements or which may obstruct or retard the flow of water through drainage channels in the easements. The drainage easements of each Lot and all improvements in the drainage easement, including slope and drainage pattern, shall be continuously maintained as a yard area by the Owner of the Lot, except for those improvements which are the responsibility of a public authority or utility to maintain.

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

Fences - No walls, dog runs, animal pens or fences of any kind shall be permitted on any Lot except as herein stated. Underground invisible fences used for the containment of household pets are permitted. Fences along lot lines and fences in general shall be limited to decorative privacy fences of wood, vinyl or rod iron, no higher than six (6) feet. If wood fences are used the fence shall be "shadow box" style or have the posts set inward to the lot with the "smooth" wood side facing outward. Rod iron ornamental fencing or brick, stone and/or masonry walls surrounding or enclosing pools which are no higher than six (6) feet in height may be permitted. Fencing shall be maintained in good condition. No fence shall be located any closer to the front lot line than the extension of the rear of the primary dwelling. All fences shall be of the same style and color therefore, the first fence installed shall depict the style and color of those following.

The first five (5) feet of any utility easement which is located along a street right-of-way shall be reserved for use as a Town of Zionsville utility easement for sewer and water, and shall be used for the installation and maintenance of fire hydrants, meter pits, and similar appurtenances approved by the Town Engineer. All other utility companies shall have the right to cross the first five (5) feet of said utility easement at or near perpendicular. No other utilities or appurtenances thereto shall be installed within the first five (5) feet of said utility easement without the written approval of the Town Engineer.

DRIVEWAY EASEMENT / SHARED DRIVE APPROACH

The area shown and labeled as "Ingress-Egress Easement" across Lot 2 and shown on the recorded plat of the Subdivision, as amended from time to time and recorded in the Office of the Recorder of Boone County, Indiana shall be subject to the following easement conditions: The Developer of the Subdivision hereby creates an ingress-egress easement as shown on said plat for the purposes of ingress-egress from County Road 975 E to Lot 1 ("Drive Easement"). The Owners of the lots using the Drive Easement and whose lots the Drive Easement crosses shall take title to their lots in agreement with these conditions. The Drive Easement is created for the benefit of the owner of the lot 1 within the Subdivision and their mortgagees, tenants, agents, , licensees, invites and other (collectively, the "Benefited Parties"). The Drive Easement may be used for residential purposes only. No parking shall be allowed in the Drive Easement. The owner of Lot 1 shall solely be responsible for the construction and maintenance of a driveway over the Drive Easement. In addition to the Drive Easement, the Developer hereby creates an easement or the right of the Owners of Lot 1 and 2 ("Benefited Parties") to share the drive approach located within the right-of-way of County Road 975 E and easterly to the east limits of the Drive Easement. The drive approach shall be wide enough to accommodate two vehicles entering and exiting simultaneously. The Benefited Parties shall be jointly responsible for the maintenance, use, repair and related improvements to the Drive Approach, which shall include but not be limited to: providing ingress and egress to the lots sharing the driveway, weed control, adding gravel and/or base material and grading to maintain or repair driving surface (e.g., holes), and promote proper surface drainage, and maintain appearance and functionality of the driveway; snow removal; and possible future upgrades not now contemplated but which would benefit the Benefited Parties and the property values. By receiving a deed to a lot in the Subdivision or portion thereof, an owner is deemed to agree to the terms of this Drive Easement and shared drive approach agreement. The maintenance on the shared drive approach shall be the responsibility of the two lot owners and divided equally between them, EXCEPT that any repairs needed to the shred drive approach caused by an owner performing construction on its property (e.g., dump trucks, heavy equipment, etc.) shall be the sole expense of the property owner responsible for the construction activity. Such repairs shall be made immediately and as often as needed during the period of construction activity. The Benefited Parties shall use their best efforts to agree upon what maintenance is necessary to keep the shared drive approach in good order condition and repair. If the Benefited Parties fail to agree upon the necessity for or the extent of any maintenance, then the Owner of Lot 1 shall make said decision and shall carry out such maintenance and may recover from the owner of Lot 2 their respective shares of reasonable cost of the work reasonably necessary to keep the shared drive approach in good order, condition and repair. An action may be instituted in any court of competent jurisdiction in Boone County, Indiana against the non-contributing owners for the necessary recovery of such costs, together with attorneys' fees and interest on any judgment obtained at the rate of twelve (12) percent per annum from the date of completion of work sued upon until the date of payment of the judgment.

The foregoing plat covenants shall run with the land and shall be binding on all parties and all persons claiming under them for a period of twenty-five (25) years from the ____ day of _____, 2020, at which time said plat covenants shall automatically be extended for successive periods of ten (10) years unless by vote of a majority of the then Owners of the building site covered by these plat covenants it is agreed to change such plat covenants in whole in in part.

Invalidation of any one of the foregoing plat covenants by judgment or court order shall in no way affect any of the other plat covenants which shall remain in full force and effect.

The right to enforce these covenants by injunction, together with the right to cause the removal by due process of law of any structure or part thereof erected or maintained in violation hereof, is hereby dedicated to the public, and reserved to the several Owners of the several Lots in the Subdivision and to their heirs and assigns.

OWNERS' DEDICATION

The undersigned, Kerry Jay Wagoner and Pamela Ann Wagoner, do hereby lay off, plat and subdivide the same in accordance with the within plat and description. This plat consists of 2 lots, together with the easements and public ways as shown on the within plat.

All rights of way shown on this plat and not heretofore dedicated are hereby dedicated are hereby dedicated to the public for its use as public ways.

OWNERS

_____ _____

Kerry Jay Wagoner Pamela Ann Wagoner

In Witness whereof, Owner has executed this instrument this ____ day of _____, 2020.

Before me, a Notary Public in and for said County and State, personally appeared, Owner(s) of the Real Estate, who acknowledged the execution of the foregoing instrument and who, having been duly sworn, stated that any representations therein contained are true.

Witness my hand and notarial seal this ____ day of _____, 2020.

Signature _____ Printed _____

County of Residence_____ My Commission Expires_____

PLAN COMMISSION APPROVAL

The Town Engineer and Building Commissioner of the Town of Zionsville have reviewed this Plat for technical conformity with the standards fixed in the Zionsville Zoning Ordinance and the Zionsville Subdivision Control Ordinance and hereby certifies that this Plat meets all of the minimum requirements of the applicable ordinances and requirements of the Town of Zionsville, Boone County, Indiana.

By:_____ By:_____

Printed:_____ Printed:_____

Building Commissioner
Town of Zionsville
Boone County, Indiana

Town Engineer
Town of Zionsville
Boone County, Indiana

We, the undersigned, do hereby certify that under the authority provided by the Indiana Planning Law, IC 36-7-4, et. Seq., enacted by the General Assembly of the State of Indiana, and all acts amendatory therero, the Plat depicted herein is the Plat which was given approval by the Town of Zionsville Plan Commission at a meeting held on the _____ day of _____, 2020

TOWN OF ZIONSVILLE PLAN COMMISSION

Signature_____ Signature_____

Printed_____ Printed_____

President

Secretary

H.GIBSON
LAND SURVEYING, LLC
321 North State Street
Greenfield, in 46140
317-462-4055

JOB NO. 19-319
SHEET 2 OF 2

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, April 20, 2020 has determined that the Minor 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 Minor 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

_____ _____

_____ _____

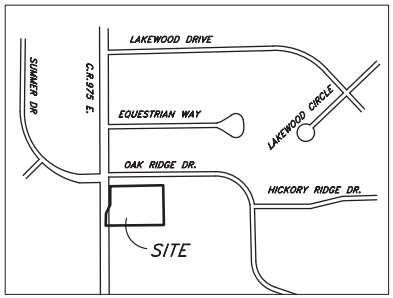
Nazareth Crossing Minor Subdivision

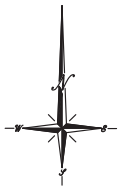
SEC. 27-T18N-R03E

EAGLE TOWNSHIP, BOONE COUNTY, INDIANA

CABINET	SLIDE
INSTRUMENT NO.	

AREA MAP





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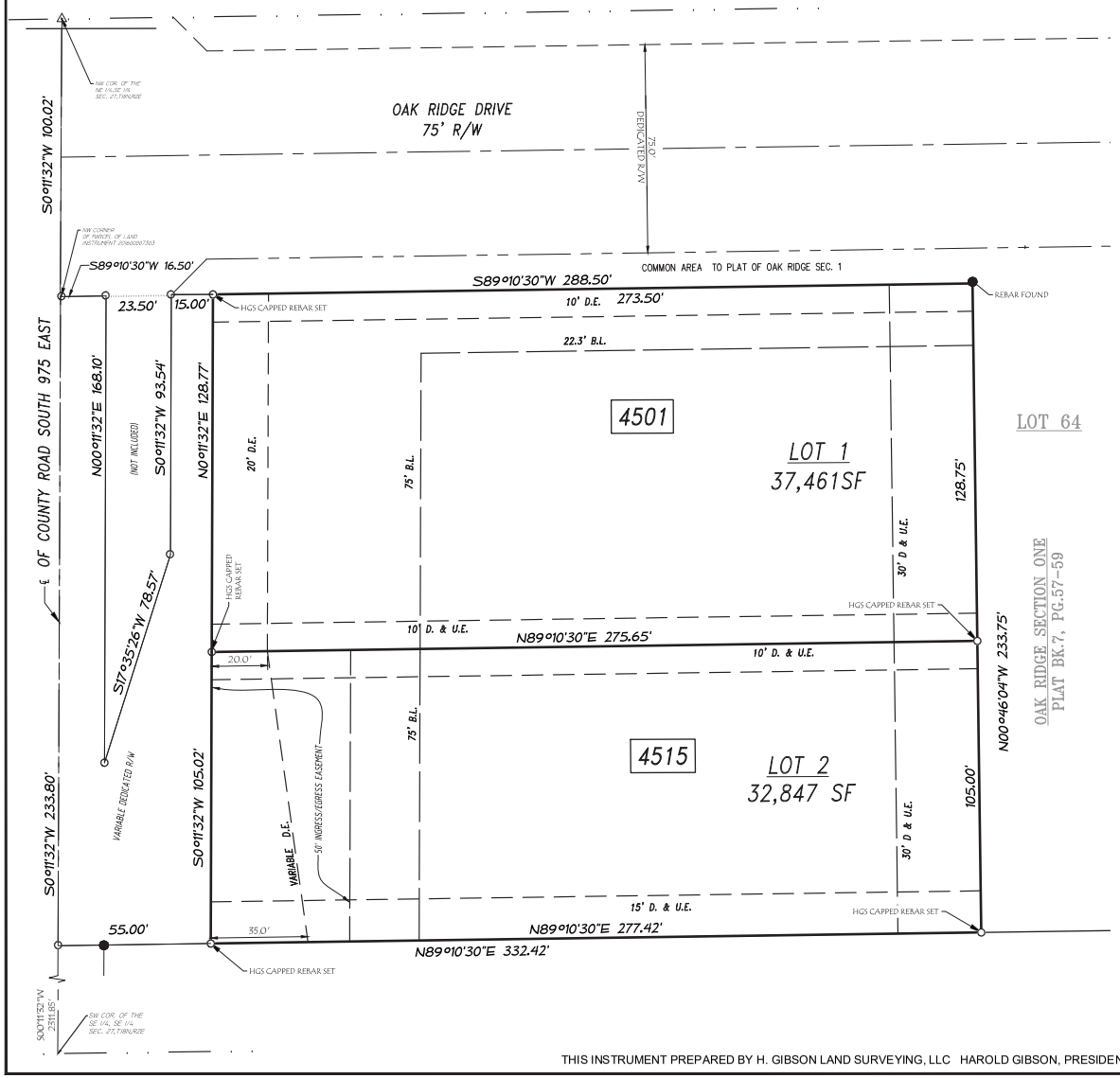

LEGAL DESCRIPTION

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I, Harold Gibson, do hereby certify that I am a Land Surveyor registered in compliance with the laws of the State of Indiana; and I do hereby certify that I have surveyed the property described in the above caption under my direct supervision and that I have subdivided the same into lots and to the best of my professional knowledge, information and belief this plat is an accurate representation of said subdivision as shown on the hereon drawn plat; and that this plat to the best of my professional knowledge, information and belief correctly represents said survey and subdivision in every detail. Monuments shown are in place as located; and all lot corners are marked with 5/8" capped rebar, unless the corner is located within a hard surface in which case the monument is as noted or the corner is controlled by a different monument in the legal description, in which case that is shown on said plat.

This subdivision consists of TWO Lots numbers 1 and 2. The dimensions are shown in feet and decimal parts thereof.

I further certify that to the best of my professional knowledge, information and belief that this subdivision plat contains no changes from the matters of survey revealed by the survey recorded as Instrument #_____ in the office of the Recorder of Boone County, Indiana.

Dated this ___day of _____, 2020.

_____
Harold Gibson, Professional Land Surveyor, RLS910021

State of Indiana)
) SS:
County of Hancock)

I, _____, a Notary Public in and for said County and State, do hereby certify that Harold Gibson personally known to me to be the same persons whose name is subscribed to the above certificate appeared before me this day in person and acknowledge that he signed the above certificate as his own free and voluntary act and deed for the uses and purposes therein set forth.

Given under my hand and notary seal this ____ day of _____, 2020.

_____ _____
Notary Public

_____
Printed Name

Received
4-17-2020
Town Of Zionsville

H.GIBSON
LAND SURVEYING, LLC
321 North State Street
Greenfield, In 46140
317-462-4055

THIS INSTRUMENT PREPARED BY H. GIBSON LAND SURVEYING, LLC HAROLD GIBSON, PRESIDENT

JOB NO. 19-319
SHEET 1 OF 2

ZIONSVILLE
FOR ALL THE RIGHT REASONS

Petition Number:	2020-06-DP
Subject Site Address:	10615 Zionsville Road
Petitioner:	Hotel Tango
Representative:	Joseph Lese, Progress Studio
Request:	Petition for Development Plan Approval to allow for repair and remodel of the existing structure, and for the addition of an approximately 682 square foot Smart Pergola, and to allow for a waiver of Architectural Design requirements in the (B-2) Urban General Business Zoning District
Current Zoning:	(B-2) Urban General Business Zoning District
Current Land Use:	Commercial Center
Approximate Acreage:	1.351± Acres
Zoning History:	None; No previous Plan Commission or Board of Zoning Appeals actions for this site.
Exhibits:	Exhibit 1 – Staff Report Exhibit 2 – Aerial Location Map Exhibit 3 – Conceptual Site Plan Exhibit 4 – Conceptual Elevations Exhibit 5 – Proposed Construction Plan-Patio Exhibit 6 – Town Engineer Review Comments (dated March 27, 2020) Exhibit 7– Findings of Fact-Waiver Exhibit 8 – Findings of Fact-Development Plan
Staff Presenter:	Wayne DeLong, AICP, CPM

PETITION HISTORY

At its regularly scheduled April 1, 2020 the Board of Zoning Appeals approved with commitments the Petitioners request to deviate from the required development standards requirement of 86 parking spaces to 66 parking spaces.

Additionally, at the meeting the Owner agreed to record a commitment that the northern tenant space of the commercial center, currently utilized as a doggy daycare, shall not be used as a restaurant with competing evening hours to those of the proposed restaurant/tavern of the subject Development Standards Variance. The Commitment has subsequently been recorded (record # 2020003977).

No previous Plan Commission hearings are known for this site.

PROPERTY HISTORY

The subject site is located on the east side of Zionsville Road approximately 850 feet south of 106th Street (location of the former Pizza King Restaurant and Village Station Pub). The subject site is 1.351± acres and has been improved with the existing integrated commercial center. The subject site is bordered:

- on the north, east, and south by undeveloped properties (all zoned PUD as a part of the DOW PUD);
- on the west by the Taylor Oil facility (zoned B-2); residential and undeveloped property (zoned R2).

The existing "Positively Canine" business will remain and the space previously occupied by the Pizza King Restaurant the Village Station Pub will be combined for the single tavern/restaurant.

The Applicant has agreed to update the sewer lines and connections to the Towns Standards.

A**NALYSIS**

The Petitioner proposes to renovate the existing integrated commercial center with a new building façade, the addition of a 682 square ft. "Smart Pergola" to the south side of the building for 4-season use, outdoor seating area with a fireplace, new trash enclosure, new wall signage, replacement signage on the existing pole sign, and a restriped parking lot.

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. Town staff comments were provided to the Petitioner. Based on the Town Engineer's review letter dated March 27, 2020 (see Exhibit 6), the Petitioner has resolved all known Staff concerns.

Architecture

Architectural Design Requirements:
The Zoning Ordinance does provide that the Plan Commission may grant waivers of Architectural Design requirements and approve the proposed design provided the following findings are met for the respective categories:

> *Architectural Design Findings.* The town may grant a waiver of the architectural design requirements of section of this chapter and approve an architectural design which does not incorporate the overall theme or incorporate the architecture, design and overall aesthetic exterior character of a building consistent with the Georgian, Federal, Greek Revival or Victorian architectural styles upon finding that:
>
> 1. The Architectural design represents an innovative use of building materials or design, or site design features which will not be detrimental to the use or value of area properties;
> 2. The proposed building is appropriate when compared to the architecture, design and overall exterior character of other buildings on the site and surrounding sites;
> 3. The building design is consistent with and compatible with other development located along the street; and
> 4. The proposed building is consistent with the intent and purpose of this chapter.

Petitioner has provided Findings of Fact related to the Waiver (Exhibit 7) and elevations of the proposed facade (Exhibit 4).

The proposed improvements utilize a variety of materials and colors (rendering are attached to this report with additional supporting documents within the Petitioner's materials).

Staff's opinion is that the waiver of the and Architectural Design requirement is supportable for the proposed design as it conforms with the existing elements of the improvements.

Utility Access

Adequate access to utilities is available to facilitate the project. No specific issues are known at this time related to the project related to utilities.

Streets & Vehicular Circulation

The development would derive access from Zionsville Road via existing an existing road cut intended to serve a variety of vehicles. The project has been reviewed for ease of vehicular and fire truck turn around and found to be complaint as reflected in the proposed Site Plan (Exhibit 3).

Parking & Maneuvering

The site is currently improved with hard surfaced parking and maneuvering areas; while alterations will be made to the existing areas as a result of the Board of Zoning Appeals approval

of reduced parking, the improvements will remain in compliance with the standards found in the Zoning Ordinance. As an example, the applicant intends restripe the parking spaces.

Lighting & Signage

As proposed, the existing pylon sign would be reskinned to include the Petitioner's signage. A wall sign is proposed to be installed over the main entryway. Signage will be review again during the permitting process for compliance.

Three downlights will illuminate both the Pylon sign and the wall sign. Down lighting will also be incorporated into the western side of the building.

As filed, staff is supportive of the lighting plan and the conceptual plan to reuse the existing pole sign structure established for the existing integrated center. Conformance with size maximums, set back limitations, and square footage requirements have not been evaluated in conjunction with the filing of this petition.

Drainage / Storm Water Plan

A review of the site drainage has been conducted by both the Town Engineer and the Street and Stormwater Department. Based on the review, no additional information related to the drainage system is required by the Town.

Wastewater Utilities

A review of the Sanitary Sewer Connections has been conducted by both the Town Engineer and the Wastewater Department. The applicant has satisfied Staff comments and no additional information related to the sewer connection or implementation is required by the Town.

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:

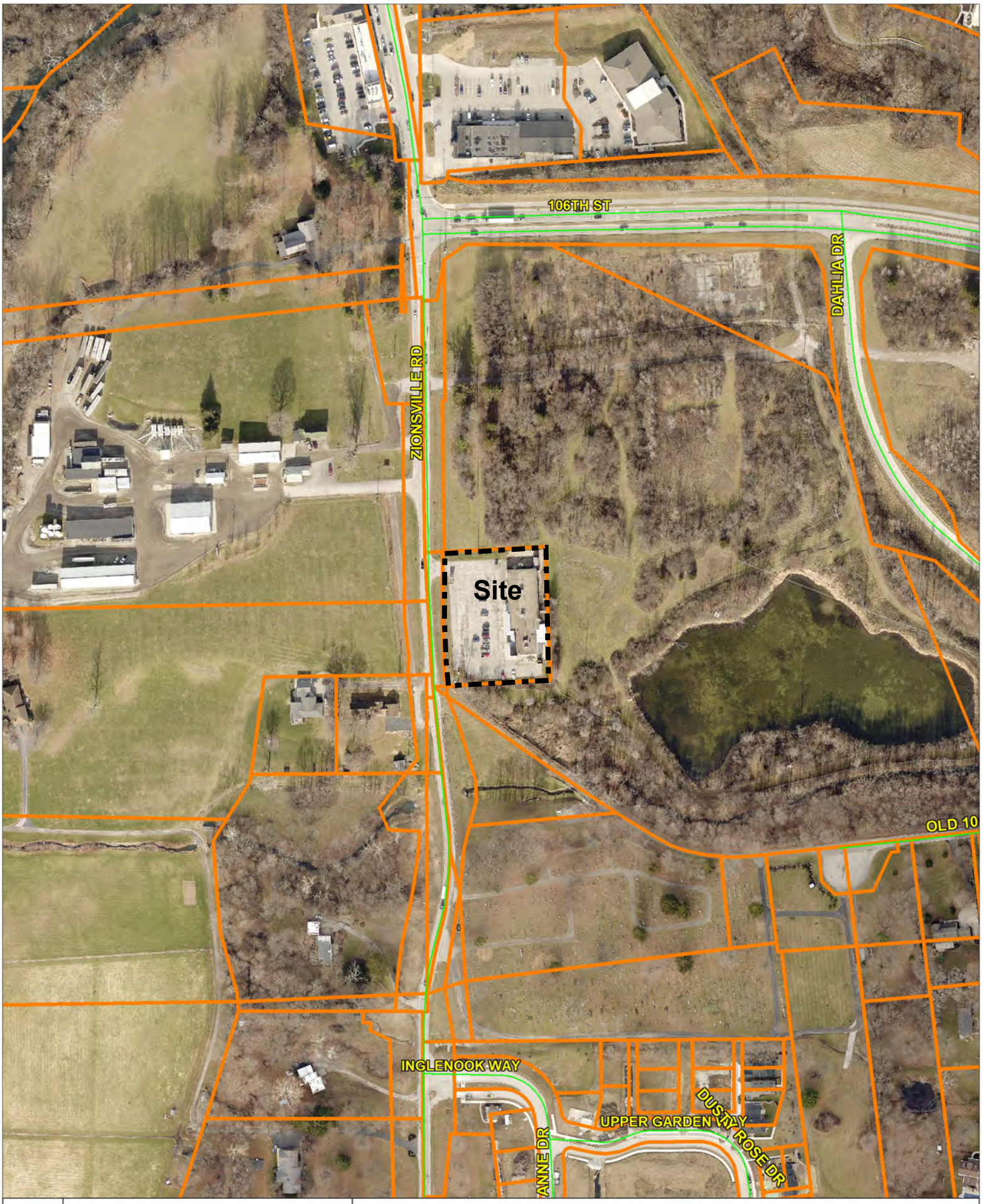
The Petitioner has prepared findings which are a part of the packet for Plan Commission review.

STAFF RECOMMENDATIONS

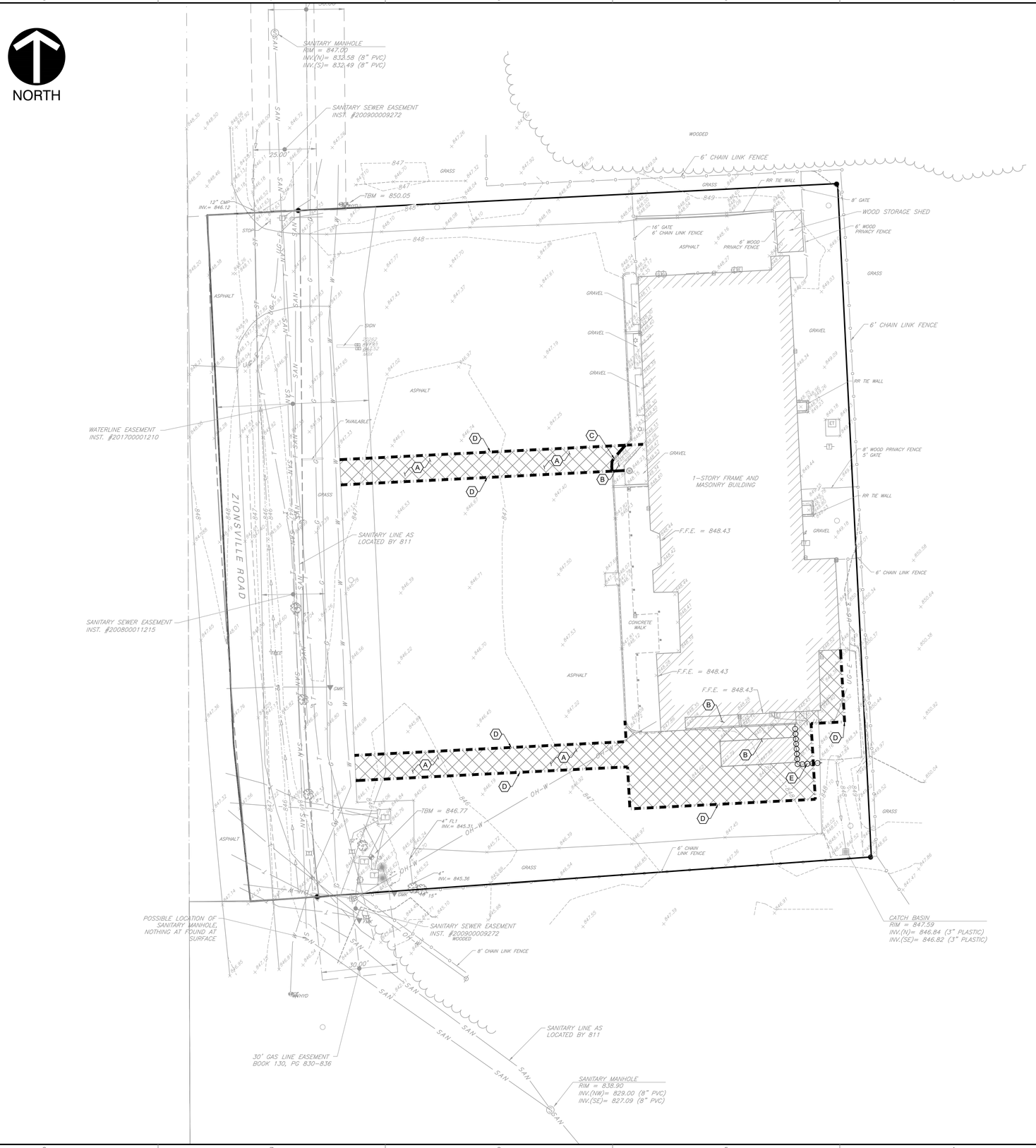
Staff recommends approval of the petition as filed.

RECOMMENDED MOTIONS

I move that Docket # 2020-06-DP Development Plan Approval to allow for repair and remodel of the existing structure, and for the addition of an approximately 682 square foot Smart Pergola, and to allow for a waiver of Architectural Design requirements in the (B-2) Urban General Business Zoning District be (Approved based the findings in the staff report, staff recommendation, and submitted findings of fact / Denied/ Continued) as presented.



Hotel Tango - Location Map - Exhibit 2



DEMOLITION LEGEND:

- ASPHALT TO BE REMOVED
- CONCRETE TO BE REMOVED
- CONCRETE CURB TO BE REMOVED
- SAWCUT EXISTING PAVEMENT
- MISC. ITEM TO BE REMOVED

DEMOLITION ITEMS:

- (A) REMOVE ASPHALT PAVEMENT COMPLETE; DISPOSE OF OFF SITE.
- (B) REMOVE CONCRETE PAVEMENT COMPLETE; DISPOSE OF OFF SITE.
- (C) REMOVE CONCRETE CURB COMPLETE; DISPOSE OF OFF SITE.
- (D) SAWCUT
- (E) REMOVE FENCE COMPLETE; DISPOSE OF OFF SITE.

UTILITIES:

SANITARY SEWER
ZIONSVILLE WASTEWATER
1100 WEST OAK STREET
ZIONSVILLE, IN 46077
(317) 873-2332
ATTN: BARRY COOK
BCook@zionsville-in.gov

STREET & STORM SEWER
TOWN OF ZIONSVILLE
1075 PARKWAY DRIVE
ZIONSVILLE, IN 47077
(317) 873-4544 (T)
(317) 773-2275 (F)
ATTN: LANCE LANTZ

ELECTRIC
DUKE ENERGY
16475 SOUTHPARK DRIVE
WESTFIELD, IN 46074
(317) 896-6704
ATTN: MATTHEW DAYHUFF

TELECOM
TDS TELECOM
(262) 754-3052
ATTN: MICHAEL JOHNSON

GAS
VECTREN ENERGY
DELIVERY
8399 ZIONSVILLE ROAD
INDIANAPOLIS, IN 46268
(317) 718-3601
ATTN: CHAD CAMPBELL

FIRE DEPARTMENT
TOWN OF ZIONSVILLE
1100 WEST OAK STREET
ZIONSVILLE, IN 46077
(765) 491-6772 (T)
(317) 773-3022 (F)
ATTN: JAMES VANGORDER

WATER
CITIZENS ENERGY GROUP
2020 NORTH MERIDIAN STREET
INDIANAPOLIS, IN 46204
(317) 927-4351
ATTN: BRAD HOSTETLER

CABLE
BRIGHTHOUSE
3030 ROOSEVELT AVE
INDIANAPOLIS IN 46218
(317) 736-2925

TELEPHONE
AT&T
5858 N COLLEGE AVE
INDIANAPOLIS, IN 46220
(317) 252-5004
ATTN: CYNTHIA HUFFMAN

GENERAL DEMOLITION NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL AND DISPOSAL OFF-SITE OF ALL ITEMS SHOWN ON THE DEMOLITION PLAN INCLUDING ITEMS ENCOUNTERED DURING EXCAVATION OF BUILDING FOUNDATIONS AND UTILITY PLACEMENT.
2. PRIOR TO STARTING DEMOLITION, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN ALL PERMITS REQUIRED BY LOCAL GOVERNMENTAL AGENCIES.
3. THE CONTRACTOR SHALL COORDINATE WITH THE LOCAL UTILITY COMPANIES FOR THE DISCONNECTION AND REMOVAL OF SERVICES TO EXISTING STRUCTURES.
4. ITEMS SHOWN ON THE DEMOLITION PLAN TO BE SALVAGED SHALL BE TRANSPORTED TO LOCATION SPECIFIED BY THE OWNER OR HIS/HER REPRESENTATIVE.
5. ITEMS OF SALVAGEABLE VALUE TO THE CONTRACTOR MAY BE REMOVED WITH THE OWNER OR HIS/HER REPRESENTATIVE'S PERMISSION. THE CONTRACTOR SHALL NOT STORE THESE ITEMS ON SITE.
6. THE CONTRACTOR MAY NOT USE EXPLOSIVES OR BURN DEBRIS.
7. CONDUCT DEMOLITION OPERATIONS TO ENSURE MINIMAL INTERFERENCE WITH ROADS, SIDEWALKS AND ANY OTHER ADJACENT OCCUPIED FACILITIES.
8. DO NOT CLOSE OR OBSTRUCT ROADS, SIDEWALKS OR ANY OTHER OCCUPIED FACILITIES WITHOUT PERMISSION FROM THE LOCAL AUTHORITY HAVING JURISDICTION AND/ OR PROPERTY OWNERS.
9. THE CONTRACTOR SHALL ENSURE SAFE PASSAGE OF PERSON TRAVERSING THROUGH OR AROUND THE CONSTRUCTION SITE.
10. THE CONTRACTOR SHALL PROTECT FROM DAMAGE, SURROUNDING STRUCTURES, UTILITIES AND OTHER FACILITIES DURING DEMOLITION AND REMOVAL OPERATIONS.
11. BUILDING STRUCTURES INCLUDING FOUNDATIONS OR BASEMENTS SHALL BE REMOVED AND BACKFILLED WITH APPROVED BACKFILL MATERIAL. BACKFILL MATERIAL SHALL BE PLACED IN MAXIMUM EIGHT INCH LIFTS AND COMPACTED IN ACCORDANCE WITH THE GEOTECHNICAL REPORT OR A MINIMUM OF 95% OF A STANDARD PROCTOR.
12. UTILITIES SHALL BE REMOVED AND BACKFILLED WITH APPROVED BACKFILL MATERIAL. BACKFILL MATERIAL SHALL BE PLACED IN MAXIMUM EIGHT INCH LIFTS AND COMPACTED IN ACCORDANCE WITH THE GEOTECHNICAL REPORT OR A MINIMUM OF 95% OF A STANDARD PROCTOR.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THE CONSTRUCTION SITE AND SURROUNDING AREAS ARE FREE OF ACCUMULATED DEBRIS.

FLOOD NOTE:

THE PARCEL DESCRIBED AND SHOWN HEREIN LIES WITHIN ZONE "X" (UNSHADED) AS SAID PARCEL PLOTS ON MAP NUMBER 18011C0334E (DATED JANUARY 18, 2012) OF THE FLOOD INSURANCE RATE MAPS FOR THE TOWN OF ZIONSVILLE, BOONE COUNTY, INDIANA. THE ACCURACY OF THIS FLOOD HAZARD STATEMENT IS SUBJECT TO MAP SCALE UNCERTAINTY AND TO ANY OTHER UNCERTAINTY IN LOCATION OR ELEVATION ON THE REFERENCED FLOOD INSURANCE RATE MAP.

UTILITY NOTE:

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN-SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THE SURVEYOR DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. INDIANA 811 ONE-CALL PUBLIC UTILITY LOCATE SERVICE TICKET NUMBERS 1909274141 AND 1909274172 WERE ISSUED FOR THIS SITE.

PRIOR TO ANY EXCAVATION FOR UNDERGROUND UTILITIES, THE CONTRACTOR SHALL EXPOSE AND VERIFY LOCATIONS (HORIZONTAL AND VERTICAL) OF ALL EXISTING UTILITIES INCLUDING BUT NOT LIMITED TO GAS, WATER, AND SANITARY SEWER. ANY CONFLICTS SHALL BE REPORTED IMMEDIATELY TO THE ENGINEER AND THE APPROPRIATE AUTHORITIES.

BENCHMARKS:

UNLESS OTHERWISE NOTED, ELEVATIONS SHOWN HEREON ARE BASED UPON AN OPUS SOLUTION AND ARE ON THE 1988 NORTH AMERICAN VERTICAL DATUM (NAVD88). IT IS MY OPINION THAT THE UNCERTAINTY IN THE ELEVATION OF THE PROJECT BENCHMARK DOES NOT EXCEED 0.10 FOOT.

TBM#1: SOUTH-MOST BONNET BOLT ON A FIRE HYDRANT LOCATED ±10 FEET NORTH OF THE NORTH EDGE OF THE PARKING LOT ON SITE AND ±50 FEET EAST OF THE EAST EDGE OF PAVEMENT OF ZIONSVILLE ROAD.

ELEV. = 850.05

TBM#2: CUT BOX AT THE NORTHEAST CORNER OF CONCRETE UTILITY PAD LOCATED AT THE SOUTHWEST CORNER OF THE SITE.

ELEV. = 846.77

Exhibit 3

SCALE IN FEET
0 20' 40'

Indiana 811
Know what's below. Call before you dig.

* HAND SIGNATURE ON FILE
AARON C. HURT
REGISTERED
NO PE10300058
STATE OF INDIANA
PROFESSIONAL ENGINEER
Aaron C Hurt 03/26/2020

REVISION RECORD

NO	DATE	DESCRIPTION

Civil & Environmental Consultants, Inc.
530 E. Ohio Street - Suite G - Indianapolis, IN 46204
317-655-7777 - 877-746-0749
www.cecinc.com

PROGRESS STUDIO
HOTEL TANGO
10615 ZIONSVILLE ROAD
ZIONSVILLE, IN

DEMOLITION PLAN

DATE:	MARCH 26, 2020
DWG SCALE:	1" = 20'
PROJECT NO:	194-979
APPROVED BY:	DRAFT
DRAWN BY:	JAR
CHECKED BY:	ACH

DRAWING NO.: C101

SHEET 3 OF --

P:\2019\194-979\-CADD\Dwg\C101 Construction Documents\194979-C101.dwg(C101) (5/27/2020 - jhedman) - LP: 3/26/2020 3:43 PM

EXAMPLE IMAGE - REMOVABLE VINYL PANELS WITH METAL FRAME

DETAIL - PERGOLA ADDITION

DETAIL - MAIN ENTRANCE

DETAIL VIEW OF PERGOLA AND SEATING

PERSPECTIVE VIEW OF SOUTHWEST CORNER

Exhibit 4

PROGRESS | STUDIO

PROGRESS STUDIO, LLC
5915 N. College Ave., Suite 213
Indianapolis, IN 46220
317-978-1100
www.theprogressstudio.com

IN ASSOCIATION WITH

(CONSULTANT LOGOS OR ADDRESSESS)

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(CLIENT LOGO)

PREPARED FOR

Jackson Investment Group / Forza

500 East 96th Street, Suite 150
Indianapolis, IN 46240

PROJECT

Hotel Tango Tasting Room

10615 Zionsville Rd.
Zionsville, IN 46077

CERTIFICATION

NO.	DATE	DESCRIPTION
--	02/09/2020	ZIONSVILLE SUBMITTALS
--	03/03/2020	PRICING REVIEW SET
--	03/20/2020	BZA-ZPC UPDATES

DRAWN BY: Author
REVIEWED BY: Checker

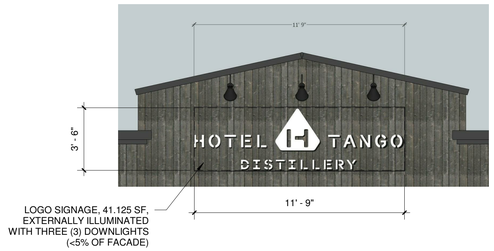
PROJECT NUMBER 19053

SHEET TITLE

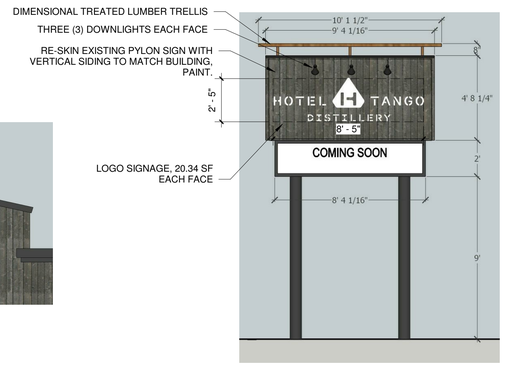
EXTERIOR RENDERING EXHIBITS

SHEET NUMBER

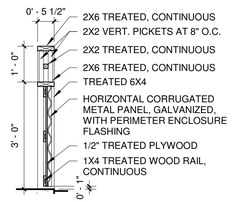
A401



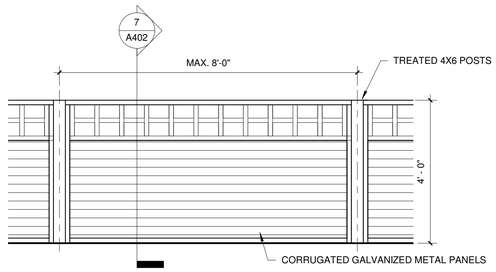
9 BUILDING SIGN
1/4" = 1'-0"



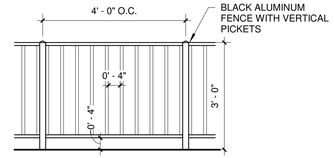
8 PYLON SIGN
1/4" = 1'-0"



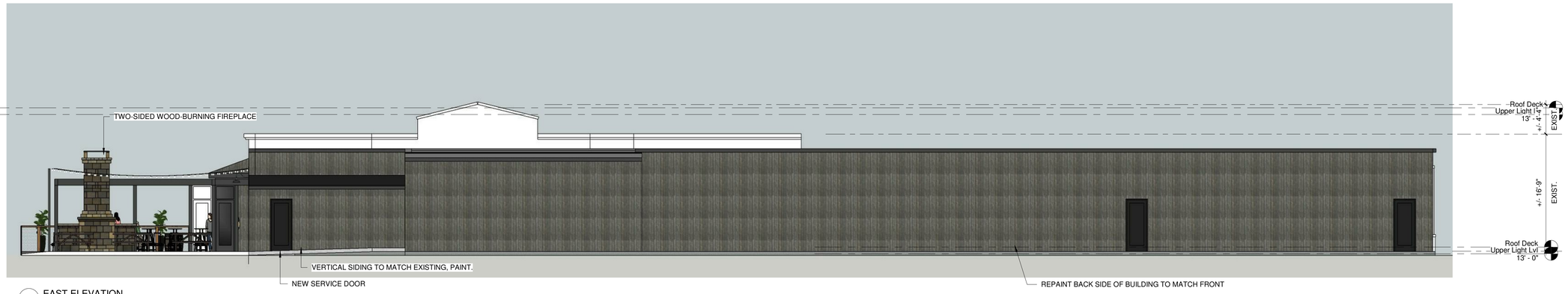
7 CLOSED RAILING SECTION
1/2" = 1'-0"



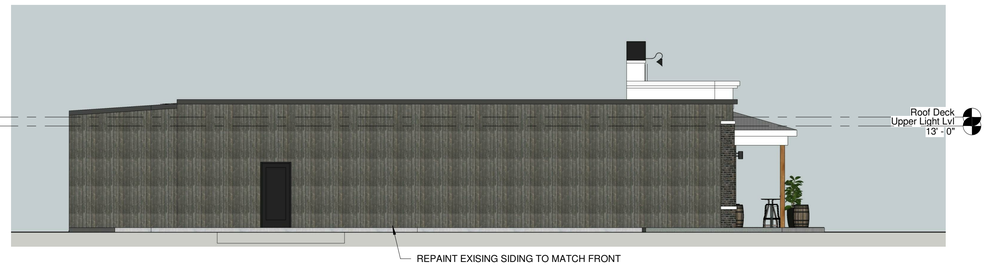
6 CLOSED RAILING ELEVATION
1/2" = 1'-0"



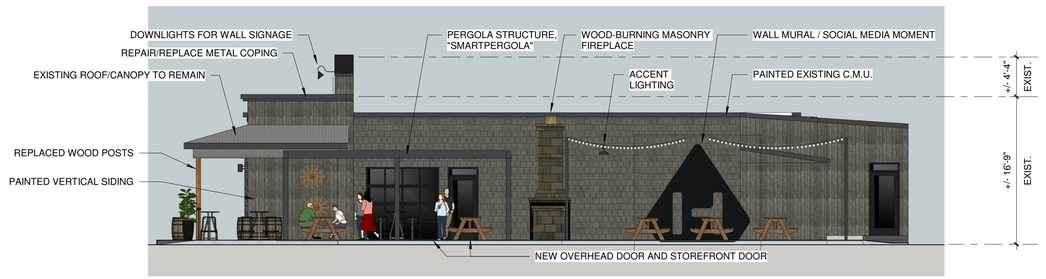
5 OPEN RAILING ELEVATION
1/2" = 1'-0"



4 EAST ELEVATION
1/8" = 1'-0"



3 NORTH ELEVATION
1/8" = 1'-0"



2 SOUTH ELEVATION
1/8" = 1'-0"

1 WEST ELEVATION
1/8" = 1'-0"

Exhibit 4

PROGRESS | STUDIO

PROGRESS STUDIO, LLC
5915 N. College Ave., Suite 213
Indianapolis, IN 46220
317-978-1100
www.theprogressstudio.com

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(CLIENT LOGO)

PREPARED FOR

Jackson Investment Group / Forza

500 East 96th Street, Suite 150
Indianapolis, IN 46240

PROJECT

Hotel Tango Tasting Room

10615 Zionsville Rd.
Zionsville, IN 46077

CERTIFICATION

NO.	DATE	DESCRIPTION
--	02/09/2020	ZIONSVILLE SUBMITTALS
--	03/03/2020	PRICING REVIEW SET
--	03/20/2020	BZA-ZPC UPDATES

DRAWN BY: Author
REVIEWED BY: Checker

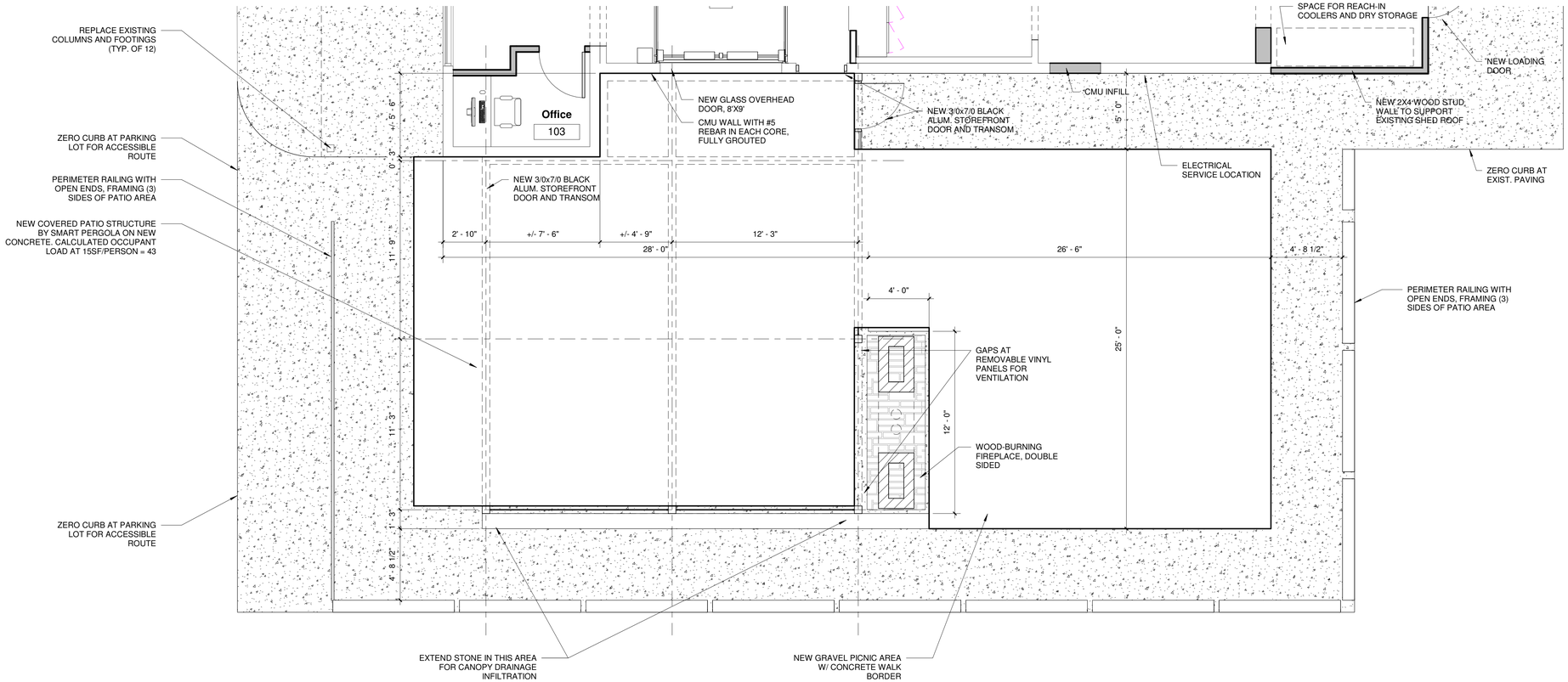
PROJECT NUMBER 19053

SHEET TITLE

EXTERIOR ELEVATIONS AND SIGNAGE

SHEET NUMBER

A402



1 CONSTRUCTION PLAN - PATIO
1/4" = 1'-0"

CONSTRUCTION LEGEND

- DENOTES AREA NOT IN CONTRACT
- EXISTING WALL
- OBJECT TO BE DEMOLISHED
- W.1 NEW WALL PARTITION. REFER TO GENERAL SHEETS FOR ADDITIONAL INFORMATION.

GENERAL CONSTRUCTION NOTES

1. REFER TO SHEET G101 FOR DOOR TYPES AND WALL DETAILS
2. DOORS NOT INDICATED BY A DOOR NUMBER DESIGNATION ARE EXISTING.
3. PREPARE ALL EXISTING WALLS AND FLOORS TO RECEIVE NEW FINISHES. PATCH AND REPAIR AS REQUIRED.
4. PROVIDE BLOCKING IN WALLS TO ACCOMMODATE ALL CASEWORK AND WALL MOUNTED EQUIPMENT.
5. REMOVE DOORS AS INDICATED ON DEMO.

OCCUPANT LOAD

(REFER TO SHEET G001 FOR FULL CODE ANALYSIS)

INTERIOR WAITING AREA		
189 SF	(7 SF/PER NET)	27
SEATED TABLES	(ACTUAL # OF SEATS)	30
BAR SEATS	(ACTUAL # OF SEATS)	13
BAR SERVER AREA		
178 SF	(100 SF/PER GROSS)	2
BOOTH SEATS	(SEE PLAN)	16
BENCH SEATS	(SEE PLAN)	44
COMMISSARY/OFFICE		
171 SF	(100 SF/PER GROSS)	2
COMMERCIAL KITCHEN		
465 SF	(200 SF/PER GROSS)	3
TOTAL INTERIOR		**137**
682 SF (PERGOLA ADD'N)	(15 SF/PER. NET)	46
698 SF (OUTDOOR OPEN AIR)	(15SF/PER. NET)	47
TOTAL OUTDOOR		**93**
TOTAL OCCUPANTS		**230**

DEMOLITION KEYNOTES

CONSTRUCTION KEYNOTES

Exhibit 5

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(CLIENT LOGO)

PREPARED FOR

Jackson Investment Group / Forza

500 East 96th Street, Suite 150
Indianapolis, IN 46240

PROJECT

Hotel Tango Tasting Room

10615 Zionsville Rd.
Zionsville, IN 46077

CERTIFICATION

NO.	DATE	DESCRIPTION
--	02/09/2020	ZIONSVILLE SUBMITTALS
--	03/03/2020	PRICING REVIEW SET
--	03/20/2020	BZA-ZPC UPDATES

DRAWN BY: JEL
REVIEWED BY: JEL

PROJECT NUMBER 19053

SHEET TITLE

CONSTRUCTION PLAN - PATIO

SHEET NUMBER

A102

ZIONSVILLE
FOR ALL THE RIGHT REASONS

To: Wayne DeLong, Director of Planning and Economic Development
From: Beam, Longest & Neff, LLC., Town Engineer
John Beery, PE, PTOE, PTP
Date: March 27, 2020

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

PROJECT DESCRIPTION

Project	Name	Hotel Tango Tasting Room	
	Location	10615 Zionsville Road	
	Developer	South Village, LLC	
	Submittal	No. 1	
Documents Reviewed		Document Name	Document Date
		Docket No. 2020-06-DP	February 12, 2020
		Construction Plans	February 12, 2020
Zoning	Current	B-2	
	Proposed	B-2	
Land Use	Current	Canine Daycare, Tavern, and Restaurant	
	Proposed	Canine Daycare and Tavern	
Requested Variances		Variance from the required minimum number of parking spaces.	

A review was completed for the submittal and the following comments were noted.

I. CONSTRUCTION PLANS

A. All comments have been addressed. Updated Town Sewer Standards and Drawings were provided under separate cover and should appear on final plans.

Exhibit 6

TOWN OF ZIONSVILLE PLAN COMMISSION
BOONE COUNTY, INDIANA

REQUEST FOR WAIVER OF ARCHITECTURAL DESIGN REQUIREMENTS

FINDINGS

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

1. The Architectural design represents an innovative use of building materials or design, or site design features which will not be detrimental to the use or value of area properties because: *the renovation replaces deteriorated existing materials as the architecture of the existing building is not proposed to be greatly altered. Maintaining and refurbishing the property will prevent surrounding values of properties to deteriorate.*

2. The proposed building is appropriate when compared to the architecture, design and overall exterior character of other buildings on the site and surrounding sites because: *during the original time of construction, the site fell outside architectural review. As an existing building, refurbishing existing façade materials, replacing damaged materials, and enhancing the existing building's architecture by adding a 4-season pergola structure will enhance the overall character and use of the existing building.*
3. The building design is consistent with and compatible with other development located along the street because: *surrounding properties have structures of similar age and style, all originally falling outside architectural review.*

4. The proposed building is consistent with the intent and purpose of this chapter because: *the building is being refurbished, rather than completely re-skinned, demolished, or subject to new construction.*

DECISION

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

Adopted this _____ day of _____, 20_____.

_____ _____ _____

_____ _____ _____

_____

TOWN OF ZIONSVILLE PLAN COMMISSION
BOONE COUNTY, INDIANA

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

FINDINGS

1. The Development Plan/Modification of Development Plan **(is/is not)** compatible with surrounding land uses because:
the uses of the property are not being changed as part of the proposed development plan.

2. The Development Plan/Modification of Development Plan **(does/does not)** demonstrate availability and coordination of water, sanitary sewers, storm water drainage, and other utilities because:
the development plan is showing new connections to the water and sanitary that existing along Zionsville road and to get building off well/septic. Storm and other utilities exist and are shown on plan.

3. The Development Plan/Modification of Development Plan **(does/does not)** demonstrate the management of traffic in a manner that creates conditions favorable to health, safety, convenience and the harmonious development of the community because:
the current parking lot is not striped and the proposed plan identifies correct circulation around the lot and provides space for emergency vehicle access around building.

4. The Development Plan/ Modification of Development Plan **(does/does not)** utilize building materials and building style compatible with the Zionsville theme because:
the building style is not being altered other than repairing and repainting existing materials in kind with a fresh palette, and addition of a pergola structure to provide an additional amenity to the building.

5. The Development Plan/Modification of Development Plan **(does/ does not)** provide for the calculation of storm water runoff because:
the impervious areas are not being changed from what exists today.

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

7. The Development Plan/Modification of Development Plan **(does/does not)** provide for building setback lines, coverage, and separation; vehicle and pedestrian circulation; parking; landscaping; recreation area or green space; outdoor lighting because:
the site is being upgraded to provide fresh parking lot striping, accessible pedestrian paths to the parking lot, screening and landscaping around the pergola and outdoor seating area, and updated exterior lighting in place.

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____.

_____ _____ _____

_____ _____ _____

_____

Office Use Only
Petition No.:
Hearing Date:
Recommendation:

Town of Zionsville

Petition for Plan Commission Approval

1. SITE INFORMATION:

Address of Property: 10615 Zionsville Road

Existing Use of Property: Canine daycare, tavern and restaurant

Proposed Use of Property: Canine daycare and tavern

Current Zoning: B-2 Area in acres: 1.351

2. PETITIONER/PROPERTY OWNER

Petitioner:

Name: Joseph Lese, Progress Studio

Address: 5915 N. College Ave. #213
Indianapolis, IN 46220

Phone: 317-978-1100

Fax: n/a

E-Mail: joseph.lese@theprogressstudio.com

Owner (If different from Petitioner):

Name: MATTHEW L STICKSON

Address: 690 N 600W
LEBANON IN 46052

Phone: 317-340-3969

Fax: N/A

E-Mail: Mjackson@jacksonig.com

3. PETITIONER'S ATTORNEY/CONTACT PERSON AND PROJECT ENGINEER (IF ANY):

Attorney / Contact Person:

Name:

Address:

Phone:

Fax:

E-Mail:

Project Engineer / Architect:

Name: Joseph Lese, Progress Studio

Address: 5915 N. College Studio #213
Indianapolis, IN 46220

Phone: 317-978-1100

Fax: n/a

E-Mail: joseph.lese@theprogressstudio.com

4. DETAILED DESCRIPTION OF REQUEST (Check all that apply)
(Describe reason(s) for request / attach additional pages if necessary):

■ Development Plan ☐ Modification of Development Plan ☐ Waiver of Development Requirement(s)
☐ Termination of Development Plan ☐ Modification of Commitments ☐ Termination of Commitments

repair and repainting of existing structure, replacement of existing roof support posts, new signage on building facade, replacement signage on existing pylon sign, exterior lighting improvements; addition of a 682 square foot "SmartPergola" for 4-season use, with additional outdoor seating (fenced-in) with fireplace, new trash enclosure, restriped parking lot.

5. ATTACHMENTS:

■ Legal description of property
■ Owner's Authorization (if petitioner is not the owner)
☐ Statement of Proposed Modification or Termination Of Commitments
■ Proposed Findings (if a Development Plan)
■ Road Impact Calculation Form
■ Proof of Ownership (copy of Warranty Deed)
■ Copies of the Site Plan (if applicable)
■ Proposed Development Plan / Proposed Modification of Development Plan / Statement of Termination of Development Plan

Received
2-11-2020
Town of Zionsville

The undersigned, having been duly sworn on oath states the above information is true and correct as (s) he is informed and believes. Further, the applicant understands that this project may be assigned Engineering review fees, which are payable upon invoicing. Road Impact Fees are payable upon Improvement Location Permit release.

Signature of Owner or Attorney for Owner: _____

Date: 2/10/2020

State of Indiana)
County of Hancock) **SS:**

Subscribed and sworn to before me this day of February, 10th, 2020.

Savandrea Houston / Savandrea Houston
Notary Public Signature / Notary Public Printed

My commission expires January 3, 2026

My county of residence is Hancock County.

My Commission No. is —

SAVANDREA N. HOUSTON
NOTARY PUBLIC
SEAL
HANCOCK COUNTY, STATE OF INDIANA
MY COMMISSION EXPIRES JANUARY 3, 2026

PROCEDURES AND REQUIREMENTS:

1. A complete Petition for Plan Commission Approval ("petition") must be submitted by **3:00 PM** a minimum of **31 days** prior to the initial hearing before the Plan Commission.

2. **Only complete Petitions will be placed on the agenda for the next Plan Commission meeting.** If a Petition is incomplete 31 days prior to the next Plan Commission meeting, the Petition will not be placed on an agenda until the Petitioner submits a complete Petition.

3. **Fifteen sets** of the following information must be submitted, with the notarized Petition, for internal staff review:
   - ■ Legal description of property (Metes and bounds description must include a perimeter survey, drawn to scale – or – recorded subdivision legal description must include lot number, section number, subdivision name, either the plat book number of the recorded instrument number and a copy of the plat map.)
   - ■ Proof of Ownership (copy of deed)
   - ■ Owner's Authorization (if Petitioner is not the owner)
   - ■ Site Plan (if applicable)
   - ■ Proposed findings (if a Development Plan)
   - □ Statement of Modification or Termination of Commitments (if proposed)
   - ■ Proposed Development Plan / Proposed Modification of Development Plan (if proposed)
   - ■ Draft of Proposed Legal Notice
   - ■ Application Fee: $ (waived) (Checks should be payable to *Town of Zionsville*)

PUBLIC HEARING NOTIFICATION:

Notice of Public Hearing for Plan Commission Approval is to be completed as set forth in the Zoning Ordinance and Rules of Procedure for the Plan Commission. The procedures relating to notification of public hearings that are contained in this Packet are provided for convenience purposes only.

1. Approval of Notice: The Petitioner shall submit a proposed Notice of Public Hearing with its petition for review and approval by the Secretary of the Plan Commission.

2. Notice by Publication: Petitioner shall submit the approved Notice of Public Hearing to the Zionsville Times Sentinel to be **published at least 10 days prior** to the Public Hearing. **The petitioner shall bear the cost of publishing the Legal Notice.** The Secretary of the Plan Commission will provide the Petitioner with the filing and publication deadlines for the Legal Notice.

3. Notice by Mailing: The Petitioner is to send the approved Notice of Public Hearing to each interested party via certified mail with return receipt requested at least ten (10) days prior to the Public Hearing. Generally, all owners of adjoining parcels to a depth of one (1) ownership surrounding the perimeter of the area described in the Petition, and any owners of property within the area included in the Petition who are not Petitioners are to be notified. Please review the Rules of Procedure of the Plan Commission to ensure proper notification is given. The names and addresses of Interested Parties should be obtained from the Boone County Auditor's Office.

4. Affidavit of Notice: At least three (3) days prior to the Public Hearing, an Affidavit of Notice of Public Hearing must be completed and submitted to the Secretary of the Plan Commission. Copies of all "Receipt for Certified Mail" (white slips) shall be filed with the Affidavit of Notice of Public Hearing. The originals of the "Domestic Return Receipts" (green cards) shall be filed with the Secretary upon the later of: the public hearing or receipt by the Petitioner.

PETITION REVIEW PROCEDURES

1. An Internal Review Meeting is typically held the second Tuesday of the month, after the filing deadline, to evaluate the technical aspects of the project and completeness of the petition. Petitioner/applicant may need to attend these Internal Review meetings; meeting times will be assigned to each project/petitioner on the filing deadline date.

2. Once the Petition is complete, it will be placed on the next available Plan Commission agenda. The petitioner shall be responsible for delivering the Legal Notice (after it has been approved) to the Zionsville Times Sentinel for publication and for sending the Legal Notice to all Interested Parties.

3. The Petition and all supporting documentation will be forwarded to the Plan Commission members. *Please supply ten (10) packets of the supporting documentation for this distribution.*

4. The Secretary, members of the Plan Commission's staff or advisors to the Plan Commission may submit a written report, stating any facts concerning the physical characteristics of the area involved in the Petition, together with a recital of surrounding land use and public facilities available to service the area, or other pertinent facts. A copy of such statement shall be made available to the Petitioner and all remonstrators of record, if any.

5. The Plan Commission typically meets on the third Monday or each month at 7:00 p.m. in the Town Hall located at 1100 West Oak Street, Zionsville, Indiana 46077.

6. The Petitioner or remonstrators may request continuation of the Public Hearing at or one week prior to the Plan Commission meeting.

7. The Petitioner, Petitioner's attorney, or someone authorized by the Petitioner must be present at the Public Hearing to make a presentation of the Petition to the Plan Commission.

8. At the Public Hearing, the Plan Commission may continue the Public Hearing or may approve or deny the Petition.

OWNER'S AUTHORIZATION

The undersigned, SOUTH VILLAGE STATION LLC/MATTHEW L. SEKSON, being the owner of the property commonly known as 10615 ZIONSVILLE ROAD, hereby authorize(s) _____ JOSEPH LESE/PROGRESS STUDIO to file a Petition for (zone map change / variance / special exception / subdivision plat approval / other) for the aforementioned property.

~~PROGRESS STUDIO~~ SOUTH VILLAGE STATION, LLC
(company name) (owner signature)

By: _____ _____
(authorized signature) - or - (print owner name)

~~JOSEPH LESE~~ MATTHEW L. SEKSON
(printed name)

~~ARCHITECT~~ PARTNER
(title)

State of Indiana)
County of Hancock) SS:

Subscribed and sworn to before me this day of February 10th, 2020

Savandrea Houston
Notary Public Signature Notary Public Printed

My commission expires January 3, 2026

My county of residence is Hancock County.

My Commission No. is _____

SAVANDREA N. HOUSTON
NOTARY PUBLIC
SEAL
HANCOCK COUNTY, STATE OF INDIA
MY COMMISSION EXPIRES JANUARY 3

STATE OF INDIANA
MY COMMISSION EXPIRES JANUARY 3, 2026

(5) 25.00 INDIANA SEARCH TECHNOLOGIES DS

3

2019007905 DEED $25.00
08/14/2019 02:19:50P 5 PGS
Nicole K. (Nikki) Baldwin
Boone County Recorder IN
Recorded as Presented

CT IN 1903273 KAS

LIMITED WARRANTY DEED

FOR VALUABLE CONSIDERATION, the receipt and sufficiency of which are forever acknowledged, LYNN EASTON and P.K. OF ZIONSVILLE, INC., an Indiana corporation, as tenants-in-common (together, "Grantor"), conveys and specially warrants to SOUTH VILLAGE STATION, LLC ("Grantee"), the following described real property situated in Boone County, Indiana, together with all rights and privileges appurtenant thereto:

See the legal description set forth in Exhibit "A" attached and incorporated by this reference (the "Real Estate").

SUBJECT TO: All easements, restrictions, covenants, licenses, agreements, conditions, liens and encumbrances listed on Exhibit "B" attached hereto and by reference made a part hereof.

Grantor, for itself, and its successors and assigns, does covenant and agree that the Real Estate is free from all encumbrances made or suffered by it except as stated below, and that it shall and will WARRANT AND FOREVER DEFEND the Real Estate in the quiet and peaceable possession of the Grantee, its successors and assigns, against all and every person or persons claiming the whole or any part thereof, by, through or under the Grantor, but not otherwise.

[Signature on the following page]

DULY ENTERED FOR TAXATION

Heather Myers 8/14/2019
SUBJECT TO FINAL ACCEPTANCE
AUDITOR, BOONE COUNTY

The undersigned person executing this deed on behalf of P.K. of Zionsville, Inc. represents and warrants that she has been duly authorized and fully empowered to execute this deed by all necessary action of the corporation, and has full power and authority to execute and deliver this Limited Warranty Deed.

DATED this 26th day of July, 2019.

GRANTOR:

Lynn Easton, individually

P. K. OF ZIONSVILLE, INC.

By: _____
Lynn Easton, President

STATE OF INDIANA)
) SS:
COUNTY OF Marion)

Before me, a Notary Public in and for said County and State, personally appeared LYNN EASTON, individually, and LYNN EASTON, the President of P.K. OF ZIONSVILLE, INC., an Indiana corporation, who, after having been duly sworn, acknowledged the execution of the foregoing Limited Warranty Deed as her voluntary act and deed on behalf of herself and such corporation.

WITNESS my hand and Notarial Seal this 26th day of July, 2019.

ALEXA L. WOODS
Notary Public - Seal
State of Indiana
Marion County
My Commission Expires Sep 15, 2019

Alexa L. Woods
Notary Public - Signature

Notary Public - Printed

My Commission Expires:_____

My County of Residence:_____

This instrument prepared by Alexa L. Woods, Densborn Blachly LLP, 500 East 96th Street, Suite 100, Indianapolis, Indiana 46240. I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security number in this document, unless required by law. Alexa L. Woods

Send Tax Statements to Grantee's Mailing Address: 500 East 96th Street, Suite 150, Indianapolis, IN 46240

EXHIBIT "A"

LEGAL DESCRIPTION

Part of the Southwest Quarter of Section 1, Township 17 North, Range 2 East of the Second Principal Meridian, in Boone County, Indiana, more particularly described as follows:

Commencing at the Southwest corner of said Southwest Quarter; thence along the West line thereof North 00 degrees 32 minutes 36 seconds East (basis of bearings-assumed) 642.44 feet; thence South 89 degrees 27 minutes 24 seconds East 24.26 feet to a brass plug in the centerline of Zionsville Road being the point of beginning; thence along the centerline of Zionsville Road, North 05 degrees 24 minutes 51 seconds West 62.55 feet to a brass plug; thence continuing along said centerline North 02 degrees 09 minutes 18 seconds West 209.81 feet to a brass plug; thence North 87 degrees 50 minutes 42 seconds East 250.00 feet; thence South 02 degrees 09 minutes 18 seconds East 266.955 feet; thence South 86 degrees 36 minutes 45 seconds West 246.50 feet to the point of beginning, containing 1.545 acres, more or less.

EXCEPTING THEREFROM: A part of the Southwest Quarter of Section 1, Township 17 North, Range 2 East, Boone County, Indiana, described as follows:

Commencing at the Southwest corner of said Section; thence North 0 degrees 10 minutes 21 seconds West 642.44 feet along the West line of said Section; thence North 89 degrees 49 minutes 39 seconds East 23.62 feet (24.26 feet by Instrument #9709653) to the Southwest corner of the grantor's land and the point of beginning of this description; thence North 5 degrees 25 minutes 12 seconds West 41.22 feet along the centerline of Zionsville Road; thence along said centerline Northwesterly 224.60 feet along an arc to the right and having a radius of 3,000.00 feet and subtended by a long chord having a bearing of North 3 degrees 16 minutes 31 seconds West and a length of 224.55 feet; thence North 1 degree 07 minutes 49 seconds West 6.54 feet along said centerline to the Northwest corner of the grantor's land; thence North 87 degrees 07 minutes 45 seconds East 36.46 feet along the North line of the grantor's land; thence South 0 degrees 29 minutes 14 seconds East 172.61 feet to a point; thence Southeasterly 97.10 feet along an arc to the left and having a radius of 955.00 feet and subtended by a long chord having a bearing of South 3 degrees 24 minutes 00 seconds East and a length of 97.06 feet to a point; thence South 7 degrees 24 minutes 41 seconds East 2.17 feet to the Southern line of the grantor's land; thence South 85 degrees 53 minutes 48 seconds West 27.13 feet along said Southern line to the point of beginning and containing 0.198 acres, more or less, inclusive of the presently existing right-of-way, which contains 0.063 acres, more or less.

EXHIBIT "B"

PERMITTED EXCEPTIONS

1. Taxes and assessments not yet due and payable.

2. Gas Line Easement granted to Indiana Gas Company, its successors and assigns, dated October 19, 1979 and recorded November 7, 1979 in Deed Record 212 Pages 379-380.

3. Utility Easement granted to Indiana Bell Telephone Company, Incorporated, its successors and assigns, dated December 15, 1983 and recorded January 12, 1984 in Deed Record 220 Pages 393-394.

4. Gas Line Easement granted to Indiana Gas Company, Inc., its successors and assigns, dated August 6, 1992 and recorded August 19, 1992 in Deed Record 243 Pages 502-504.

5. AT&T Indiana Non-Exclusive Easement granted to Indiana Bell Telephone Company, Incorporated d/b/a AT&T Indiana, its affiliates and licensees, successors and assigns, dated February 8, 2008 and recorded February 8, 2008 as Instrument No. 200800001512.

6. Grant of Access and Sanitary Sewer Easement to the Town of Zionsville, Indiana, its successors and assigns, dated October 10, 2008 and recorded December 9, 2008 as Instrument No. 200800011215.

7. Grant of Easement to The Department of Public Utilities for the City of Indianapolis, acting by and through the Board of Directors for Utilities, as Trustee, in furtherance of the Public Charitable Trust for the Water System d/b/a Citizens Water, its grantees, successors and assigns, dated September 29, 2016 and recorded February 3, 2017 as Instrument No. 201700001210.

8. Covenant as set forth in Warranty Deed to the Town of Zionsville, Indiana, date November 2, 2017 and recorded August 16, 2018 as Instrument No. 2018007399.

9. Commercial Lease Agreement, dated October [__], 2017 between Grantor (successor-in-interest to L & L Real Estate, LLC) and L & L Canine Enterprises, LLC.

10. The survey prepared by Projects plus dated June 12, 2019 and known as Project No. 19-0662 discloses fences running along the north and eastern boundary lines situated outside of said boundary lines.

NOTICE OF PUBLIC HEARING
BY THE TOWN OF ZIONSVILLE PLAN COMMISSION

Notice is hereby given of a Public Hearing to be held by the Town of Zionsville Plan Commission

On Monday, April 20th at 7:00 p.m. in the Zionsville Town Hall, 1100 West
(DATE OF PUBLIC HEARING)

Oak Street, Zionsville, Indiana 46077 to consider the following:

PLAN COMMISSION APPROVAL for a (■ Development Plan ☐ Modification of a Development Plan ■ Waiver of Development Requirement(s) ☐ Termination of Development Plan ☐ Modification of Commitments ☐ Termination of Commitments) to allow for:

(BRIEF DESCRIPTION OF REQUEST)

Petition for Development Plan Approval to allow for repair and remodel of the existing structure, and for the addition of an approximately 682 square foot Smart Pergola, and to allow for a waiver of Architectural Design requirements in the (B-2) Urban General Business Zoning District.

The property involved commonly known as:

10615 Zionsville Road, Zionsville, IN

is currently zoned to the B2 zoning district, and is legally described as:

Part of the Southwest Quarter of Section 1, Township 17 North, Range 2 East of the Second Principal Meridian, in Boone County, Indiana, more particularly described as follows:

Commencing at the Southwest corner of said Southwest Quarter; thence along the West line thereof North 00 degrees 32 minutes 36 seconds East (basis of bearings-assumed) 642.44 feet; thence South 89 degrees 27 minutes 24 seconds East 24.26 feet to a brass plug in the centerline of Zionsville Road being the point of beginning; thence along the centerline of Zionsville Road, North 05 degrees 24 minutes 51 seconds West 62.55 feet to a brass plug; thence continuing along said centerline North 02 degrees 09 minutes 18 seconds West 209.81 feet to a brass plug; thence North 87 degrees 50 minutes 42 seconds East 250.00 feet; thence South 02 degrees 09 minutes 18 seconds East 266.955 feet; thence South 86 degrees 36 minutes 45 seconds West 246.50 feet to the point of beginning, containing 1.545 acres, more or less.

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Commencing at the Southwest corner of said Section; thence North 0 degrees 10 minutes 21 seconds West 642.44 feet along the West line of said Section; thence North 89 degrees 49 minutes 39 seconds East 23.62 feet (24.26 feet by Instrument #9709653) to the Southwest corner of the grantor's land and the point of beginning of this description; thence North 5 degrees 25 minutes 12 seconds West 41.22 feet along the centerline of Zionsvillle Road; thence along said centerline Northwesterly 224.60 feet along an arc to the right and having a radius of 3,000.00 feet and subtended by a long chord having a bearing of North 3 degrees 16 minutes 31 seconds West and a length of 224.55 feet; thence North 1 degree 07 minutes 49 seconds West 6.54 feet along said centerline to the Northwest corner of the grantor's land; thence North 87 degrees 07 minutes 45 seconds East 36.46 feet along the North line of the grantor's land; thence South 0 degrees 29 minutes 14 seconds East 172.61 feet to a point; thence Southeasterly 97.10 feet along an arc to the left and having a radius of 955.00 feet and subtended by a long chord having a bearing of South 3 degrees 24 minutes 00 seconds East and a length of 97.06 feet to a point; thence South 7 degrees 24 minutes 41 seconds East 2.17 feet to the Southern line of the grantor's land; thence South 85 degrees 53 minutes 48 seconds West 27.13 feet along said Southern line to the point of beginning and containing 0.198 acres, more or less, inclusive of the presently existing right-of-way, which contains 0.063 acres, more or less.

A copy of the Petition for Plan Commission Approval and all plans pertaining thereto are on file and may be examined prior to the Public Hearing at the Town Hall, 1100 West Oak Street, Zionsville, Indiana 46077 or at: http://www.zionsville-in.gov/231/Planning-Economic-Development. Written comments in support of or in opposition to the Petition for Plan Commission Approval are filed with the Secretary of the Town of Zionsville

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Plan Commission prior to the Public Hearing will be considered. The Public Hearing is open to the public. Oral comments to the Petition for Plan Commission Approval will be heard at the Public Hearing.

The Public Hearing may be continued from time to time as may be found necessary.

Members of the public shall have the right to attend Plan Commission Public Meetings via a form(s) of electronic communication as indicated in the Agenda associated with the Plan Commission Meeting. Further, upon request, the Town of Zionsville will provide auxiliary aids and services. Please provide advance notification to Wayne DeLong, at wdelong@zionsville-in.gov or 317-873-5108, to ensure the proper accommodations are made prior to the meeting.

David Franz
(President)

Wayne DeLong
(Secretary)

PUBLISH: Newspaper of General Circulation

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EXHIBIT "A"

LEGAL DESCRIPTION

Part of the Southwest Quarter of Section 1, Township 17 North, Range 2 East of the Second Principal Meridian, in Boone County, Indiana, more particularly described as follows:

Commencing at the Southwest corner of said Southwest Quarter; thence along the West line thereof North 00 degrees 32 minutes 36 seconds East (basis of bearings-assumed) 642.44 feet; thence South 89 degrees 27 minutes 24 seconds East 24.26 feet to a brass plug in the centerline of Zionsville Road being the point of beginning; thence along the centerline of Zionsville Road, North 05 degrees 24 minutes 51 seconds West 62.55 feet to a brass plug; thence continuing along said centerline North 02 degrees 09 minutes 18 seconds West 209.81 feet to a brass plug; thence North 87 degrees 50 minutes 42 seconds East 250.00 feet; thence South 02 degrees 09 minutes 18 seconds East 266.955 feet; thence South 86 degrees 36 minutes 45 seconds West 246.50 feet to the point of beginning, containing 1.545 acres, more or less.

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AFFIDAVIT OF NOTICE OF PUBLIC HEARING
OF THE TOWN OF ZIONSVILLE PLAN COMMISSION

STATE OF Indiana)

COUNTY OF Marion) SS:

Joseph Lese

I, DO HEREBY CERTIFY THAT LEGAL NOTICE
(Name of person mailing letters)

TO INTERESTED PARTIES OF THE PUBLIC HEARING TO BE HELD BY THE TOWN OF ZIONSVILLE PLAN COMMISSION, to consider the application of Joseph Lese
(Name of person on Petition)

Requesting: Development Plan Approval and waiver of Architectural Design Standards

was sent by CERTIFIED MAIL, RETURN RECEIPT REQUESTED, to each of the following property owners at the following addresses:

OWNER	ADDRESS
(see attached list)	

and that said Legal Notices were sent by Certified Mail, Return Receipt Requested on or before the 6th day of April, 2020, being at least ten (10)days prior to the date of the Public Hearing (copies of the "Receipt for Certified Mail" (white slips) attached).

and that said Legal Notice was published in a newspaper of general circulation at least ten (10) days prior to the date of Public Hearing (Proof of Publication attached).

Joseph Lese
(Name of person mailing letters)

State of Indiana)
County of Marion) SS:

Subscribed and sworn to before me this 6th day of April, 2020.

Melanie Bennett, Melanie Bennett
Notary Public Signature Notary Public Printed

My commission expires 08/20/2027

My county of residence is Marion County.

My Commission No. is 0721937

Notary Public
State of Indiana
Melanie Bennett
Commission Number NP0721937
My Commission Expires
08/20/2027

P:\PLAN COMMISSION - 2010

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Attribute report for active ID 1

ID	name	add1	add3
37713	ZIONSVILLE CEMETERY ASSOC	10455 ZIONSVILLE RD	ZIONSVILLE, IN 46077
29383	DOW CHEMICAL COMPANY	WASHINGTON STREET-1790 BLDG	MIDLAND, MI 48674-0001
30570	TAYLOR PHILIP DOUGLAS &	PO BOX 41	ZIONSVILLE, IN 46077
30574	TAYLOR SHARYN LYNN	PO BOX 41	ZIONSVILLE, IN 46077
30579	TOWN OF ZIONSVILLE INDIANA &	1100 W OAK ST	ZIONSVILLE, IN 46077
30587	SOUTH VILLAGE STATION LLC	500 E 96TH ST, STE 150	INDIANAPOLIS, IN 46240
30588	TOWN OF ZIONSVILLE INDIANA	1100 W OAK ST	ZIONSVILLE, IN 46077
30594	TOC INC	10702 ZIONSVILLE RD	ZIONSVILLE, IN 46077
30601	TOWN OF ZIONSVILLE INDIANA	1100 W OAK STREET	ZIONSVILLE, IN 46077

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TOWN OF ZIONSVILLE PLAN COMMISSION
BOONE COUNTY, INDIANA

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

FINDINGS

1. The Development Plan/Modification of Development Plan **(is/is not)** compatible with surrounding land uses because:
the uses of the property are not being changed as part of the proposed development plan.

2. The Development Plan/Modification of Development Plan **(does/does not)** demonstrate availability and coordination of water, sanitary sewers, storm water drainage, and other utilities because:
the development plan is showing new connections to the water and sanitary that existing along Zionsville road and to get building off well/septic. Storm and other utilities exist and are shown on plan.

3. The Development Plan/Modification of Development Plan **(does/does not)** demonstrate the management of traffic in a manner that creates conditions favorable to health, safety, convenience and the harmonious development of the community because:
the current parking lot is not striped and the proposed plan identifies correct circulation around the lot and provides space for emergency vehicle access around building.

4. The Development Plan/ Modification of Development Plan **(does/does not)** utilize building materials and building style compatible with the Zionsville theme because:
the building style is not being altered other than repairing and repainting existing materials in kind with a fresh palette, and addition of a pergola structure to provide an additional amenity to the building.

5. The Development Plan/Modification of Development Plan **(does/ does not)** provide for the calculation of storm water runoff because:
the impervious areas are not being changed from what exists today.

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

7. The Development Plan/Modification of Development Plan **(does/does not)** provide for building setback lines, coverage, and separation; vehicle and pedestrian circulation; parking; landscaping; recreation area or green space; outdoor lighting because:
the site is being upgraded to provide fresh parking lot striping, accessible pedestrian paths to the parking lot, screening and landscaping around the pergola and outdoor seating area, and updated exterior lighting in place.

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____.

_____ _____ _____

_____ _____ _____

_____

TOWN OF ZIONSVILLE PLAN COMMISSION
BOONE COUNTY, INDIANA

REQUEST FOR WAIVER OF ARCHITECTURAL DESIGN REQUIREMENTS

FINDINGS

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

1. The Architectural design represents an innovative use of building materials or design, or site design features which will not be detrimental to the use or value of area properties because: *the renovation replaces deteriorated existing materials as the architecture of the existing building is not proposed to be greatly altered. Maintaining and refurbishing the property will prevent surrounding values of properties to deteriorate.*

2. The proposed building is appropriate when compared to the architecture, design and overall exterior character of other buildings on the site and surrounding sites because: *during the original time of construction, the site fell outside architectural review. As an existing building, refurbishing existing façade materials, replacing damaged materials, and enhancing the existing building's architecture by adding a 4-season pergola structure will enhance the overall character and use of the existing building.*
3. The building design is consistent with and compatible with other development located along the street because: *surrounding properties have structures of similar age and style, all originally falling outside architectural review.*

4. The proposed building is consistent with the intent and purpose of this chapter because: *the building is being refurbished, rather than completely re-skinned, demolished, or subject to new construction.*

DECISION

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

Adopted this _____ day of _____, 20_____.

_____ _____ _____

_____ _____ _____

_____

ZIONSVILLE
FOR ALL THE RIGHT REASONS

Town of Zionsville
1100 West Oak Street - Zionsville, Indiana 46077
Phone: (317) 873-8247

Road Impact Fee Estimate Request

In addition to information identified on the project site plan, the Town of Zionsville requests the following supplemental information for purposes of calculating a Road Impact Fee estimate for the project referenced below. If any of the Project Information below is modified or changed, the impact fee may be adjusted to reflect the change.

Instructions:

1) Complete all parts of the form. This request cannot be processed if any part is left blank.

2) Submit proposed site and floor plan with this request.

3) Either type of Print all information in ink.

1.LOCATION OF PROPOSED ACTIVITY:

Address: 10615 Zionsville Road

Lot #:	Zoning: B-2
Subdivision:	Present use of Property: Canine Daycare, Tavern, and Restaurant

2. OWNER OF THE PREMISES WHERE PROPOSED ACTIVITY WILL TAKE PLACE:

Name: South Village Station, LLC

Address:

Phone:	E-mail:

3. PROJECT INFORMATION: A. Land Use Description: - Identify any existing or proposed land uses or any expansion of existing usages. (Please be specific). Existing canine daycare will remain as-is. Tavern and restaurant are to be consolidated into one tavern that serves food (similar use). A 682 square-foot pergola is proposed which will increase the existing occupant load.

B. PROJECT SIZE/AREA - Indicate the acreage of the entire project site and the square footage of all existing and proposed buildings and structures. Specify square footage dedicated to individual activities within the site/buildings. You may use the back of this sheet to illustrate. 1.351ac; 11,103sf existing (7,665sf canine and 3,438sf tavern);11,785sf proposed 7,665sf canine and 4,120sf tavern.

C. NUMBER OF EMPLOYEES - Indicate the total number of employees to be located at the proposed site. Include existing and future employees. Canine daycare: 10 employees (estimated); Tavern (existing = 0; proposed 8)

D. HOURS OF OPERATION - List the hours of general operation, including anticipated deliveries or other site support services. Existing canine daycare hours are 7am-7pm; Tavern hours are anticipated to be M-Th 4pm-10pm and F-Su 12pm-11pm. Anticipated deliveries once a day between 12pm-2pm. Trash service 1x per week.

E. ON-SITE PARKING - Indicate the total number of on-site parking spaces intended for use by employees, customers, and deliveries. Total on-site parking for center (existing) is approx. 71 to 73 unmarked spaces; proposed new count is 66 spaces. Loading spaces are in addition, one at the north side of the building and one at the south.

F: ANTICIPATED DELIVERIES - Indicate the average number of deliveries made to or from the proposed site in a 24 hour period. One delivery per 24 hours.

G: ON-SITE FACILITIES - Indicate the existence and capacities of any on-site food services or vending facilities that enable employees or visitors to prepare and eat meals on-site. Tavern will serve food during normal business hours indicated above.

H: SURROUNDING FACILITIES - Indicate the number of and identify all businesses or facilities adjoining the proposed site. Taylor Oil approximately 300ft. to the west; Body Outfitters approx. 600ft. to the north.

CERTIFICATION: I hereby certify that I have the authority to make the forgoing application and that the application and accompanying site plan are correct.

Signature:

Hotel Tango Tasting Room

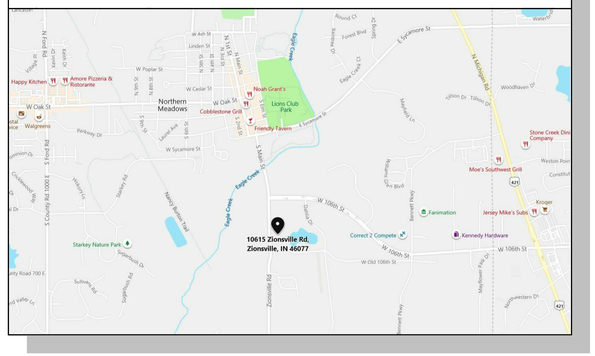
10615 Zionsville Rd.
Zionsville, IN 46077

03/20/2020 - BZA & ZPC Updates

Jackson Investment Group / Forza

500 East 96th Street, Suite 150
Indianapolis, IN 46240

AERIAL MAP



PROJECT TEAM

OWNER

BART JACKSON
SOUTH VILLAGE STATION, LLC
500 EAST 96TH STREET, SUITE 150
INDIANAPOLIS, IN 46240
(317) 370-0983
bjackson@jacksonig.com

CONTRACTOR

NAME
COMPANY
STREET ADDRESS
CITY, STATE, ZIP
PHONE
EMAIL

ARCHITECT

JOSEPH LESE
PROGRESS STUDIO
5915 N. COLLEGE AVE., SUITE 213
INDIANAPOLIS, IN 46220
(317) 978-1100
joseph.lese@theprogressstudio.com

SHEET INDEX

Sheet No.	Sheet Name
G000	COVER SHEET
G101	ACCESSIBILITY DETAILS
SV-1	SURVEY
C101	DEMOLITION PLAN
C200	SITE PLAN
C500	UTILITY PLAN
C800	SITE DETAILS
C801	SITE DETAILS
D101	DEMOLITION PLAN
A101	CONSTRUCTION PLAN
A102	CONSTRUCTION PLAN - PATIO
A401	EXTERIOR RENDERING EXHIBITS
A402	EXTERIOR ELEVATIONS AND SIGNAGE
A601	ENLARGED PLANS AND FINISH SCHEDULES
A602	INTERIOR ELEVATIONS

PROGRESS | STUDIO

PROGRESS STUDIO, LLC
5915 N. College Ave., Suite 213
Indianapolis, IN 46220
317-978-1100
www.theprogressstudio.com

IN ASSOCIATION WITH

(CONSULTANT LOGOS OR ADDRESSESS)

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(CLIENT LOGO)

PREPARED FOR

Jackson Investment Group / Forza

500 East 96th Street, Suite 150
Indianapolis, IN 46240

PROJECT

Hotel Tango Tasting Room

10615 Zionsville Rd.
Zionsville, IN 46077

CERTIFICATION

NO.	DATE	DESCRIPTION
--	02/09/2020	ZIONSVILLE SUBMITTALS
--	03/03/2020	PRICING REVIEW SET
--	03/20/2020	BZA-ZPC UPDATES

DRAWN BY: JEL
REVIEWED BY: JEL

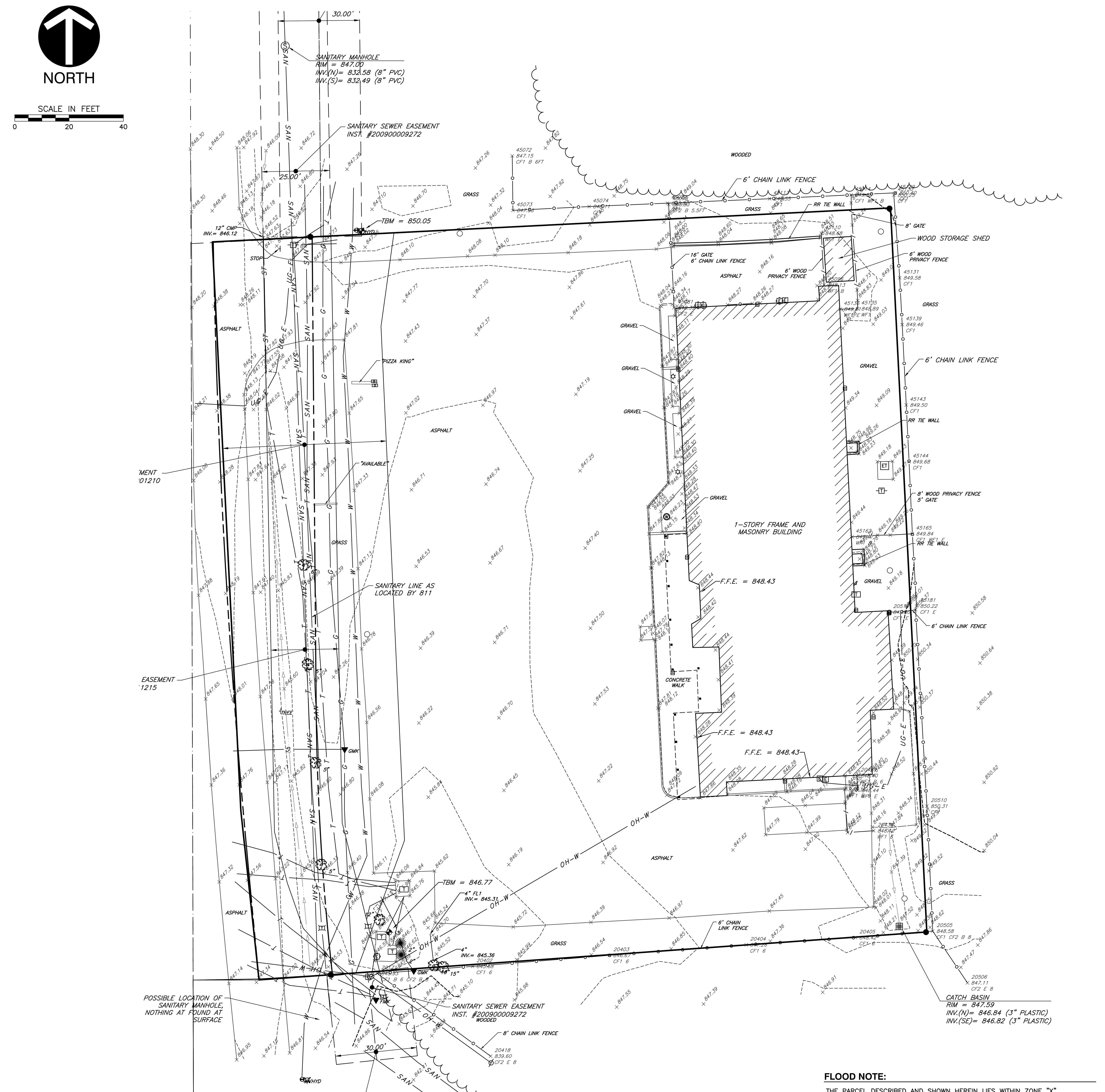
PROJECT NUMBER 19053

SHEET TITLE

COVER SHEET

SHEET NUMBER

G000



FLOOD NOTE:

THE PARCEL DESCRIBED AND SHOWN HEREIN LIES WITHIN ZONE "X" (UNSHADED) AS SAID PARCEL PLOTS ON MAP NUMBER 18011C0334E (DATED JANUARY 18, 2012) OF THE FLOOD INSURANCE RATE MAPS FOR THE TOWN OF ZIONSVILLE, BOONE COUNTY, INDIANA. THE ACCURACY OF THIS FLOOD HAZARD STATEMENT IS SUBJECT TO MAP SCALE UNCERTAINTY AND TO ANY OTHER UNCERTAINTY IN LOCATION OR ELEVATION ON THE REFERENCED FLOOD INSURANCE RATE MAP.

UTILITY NOTE:

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN-SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THE SURVEYOR DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. INDIANA 811 ONE-CALL PUBLIC UTILITY LOCATE SERVICE TICKET NUMBERS 1909274141 AND 1909274172 WERE ISSUED FOR THIS SITE.

PRIOR TO ANY EXCAVATION FOR UNDERGROUND UTILITIES, THE CONTRACTOR SHALL EXPOSE AND VERIFY LOCATIONS (HORIZONTAL AND VERTICAL) OF ALL EXISTING UTILITIES INCLUDING BUT NOT LIMITED TO GAS, WATER, AND SANITARY SEWER. ANY CONFLICTS SHALL BE REPORTED IMMEDIATELY TO THE ENGINEER AND THE APPROPRIATE AUTHORITIES.

LEGEND:

- EXISTING PROPERTY LINE
- EXISTING ADJACENT PROPERTY LINE
- EXISTING LOT LINE
- EXISTING EASEMENT
- EXISTING INDEX CONTOUR
- EXISTING INTERMEDIATE CONTOUR
- EXISTING FLOW LINE
- EXISTING WOOD FENCE LINE
- EXISTING CHAIN LINK FENCE LINE
- EXISTING CHAIN LINK FENCE LINE
- W — EXISTING WATER LINE
- T — EXISTING UNDERGROUND TELEPHONE
- FO — EXISTING FIBER OPTIC LINE
- UG-E — EXISTING UNDERGROUND ELECTRIC
- OH-W — EXISTING OVERHEAD LINES
- SAN — EXISTING SANITARY SEWER LINE
- ST — EXISTING STORM SEWER LINE
- G — EXISTING GAS LINE

- SEC. COR., IRON ROD FD., MON. SET* *REBAR/CAP OR NAIL/WASHER STAMPED "CEC INC LS 20800124"
- AREA LIGHT, UTILITY POLE, ELEC. TRANSFORMER, ELEC. PANEL, ELEC. METER
- GAS METER, GAS LINE MARKER
- FIRE HYDRANT, WELL, WATER VALVE
- TELEPHONE PEDESTAL, TELEPHONE CABINET, TELEPHONE PULL BOX, FIBER OPTIC MARKER
- DOWNSPOUT, STORM INLET, SANITARY MANHOLE
- MAIL BOX, SATELLITE DISH
- DECIDUOUS TREE, CONIFEROUS TREE,
- × 1082.40 EXISTING SPOT ELEVATION
- (M) (P) (D) (C) MEASURED, PLAT, DEED, CALCULATED

Survey Certification

I, the undersigned, hereby certify that to the best of my professional knowledge and belief the within plat represents a topographic survey of the real estate shown or described hereon. The nature, size and location of utilities shown on this plat are per plans and/or locations provided by the respective utility companies or their representatives together with field observation as further noted hereon. The topographic data was gathered using standard radial surveying techniques with an electronic total station and data collector and/or using a Global Positioning System (GPS). Contours are plotted based upon interpolation of spot elevations shown hereon and are accurate to generally within one half contour interval. The field work for this survey was performed between October 11th and 14th, 2019.

The user of this topographic survey is cautioned to consider that all natural surfaces are subject to vertical movement due to the effects of environmental and mechanical factors on soil properties. The spot elevations and the interpolated contour lines depicted hereon are representative of the surface of the site on the date(s) the field survey was performed. Changes in surface elevations varying up to 0.5 feet after the date of the survey may be possible without any obvious visible indications. Therefore, it is recommended that the surface elevations of this site be verified prior to construction and that any significant discrepancies be reported to the engineer for evaluation. The surveyor is not responsible for estimating or accounting for any vertical variances caused by such environmental or mechanical influences.

Anthony B. Syers
Registered Land Surveyor No. 20800124
October 19, 2019
asyers@cecinc.com

ANTHONY B. SYERS REGISTERED No. 20800124 STATE OF INDIANA LAND SURVEYOR

BENCHMARKS:

UNLESS OTHERWISE NOTED, ELEVATIONS SHOWN HEREON ARE BASED UPON AN OPUS SOLUTION AND ARE ON THE 1988 NORTH AMERICAN VERTICAL DATUM (NAVD88). IT IS MY OPINION THAT THE UNCERTAINTY IN THE ELEVATION OF THE PROJECT BENCHMARK DOES NOT EXCEED 0.10 FOOT.

TBM#1: SOUTH-MOST BONNET BOLT ON A FIRE HYDRANT LOCATED ±10 FEET NORTH OF THE NORTH EDGE OF THE PARKING LOT ON SITE AND ±50 FEET EAST OF THE EAST EDGE OF PAVEMENT OF ZIONSVILLE ROAD.

ELEV. = 850.05

TBM#2: CUT BOX AT THE NORTHEAST CORNER OF CONCRETE UTILITY PAD LOCATED AT THE SOUTHWEST CORNER OF THE SITE.

Indiana 811 Know what's below. Call before you dig.

TOPOGRAPHIC SURVEY			
DATE:	OCTOBER 19, 2019	DRAWN BY:	NRB
DWG SCALE:	1"=20'	CHECKED BY:	ABS
PROJECT NO:			194-979
APPROVED BY:			DRAFT

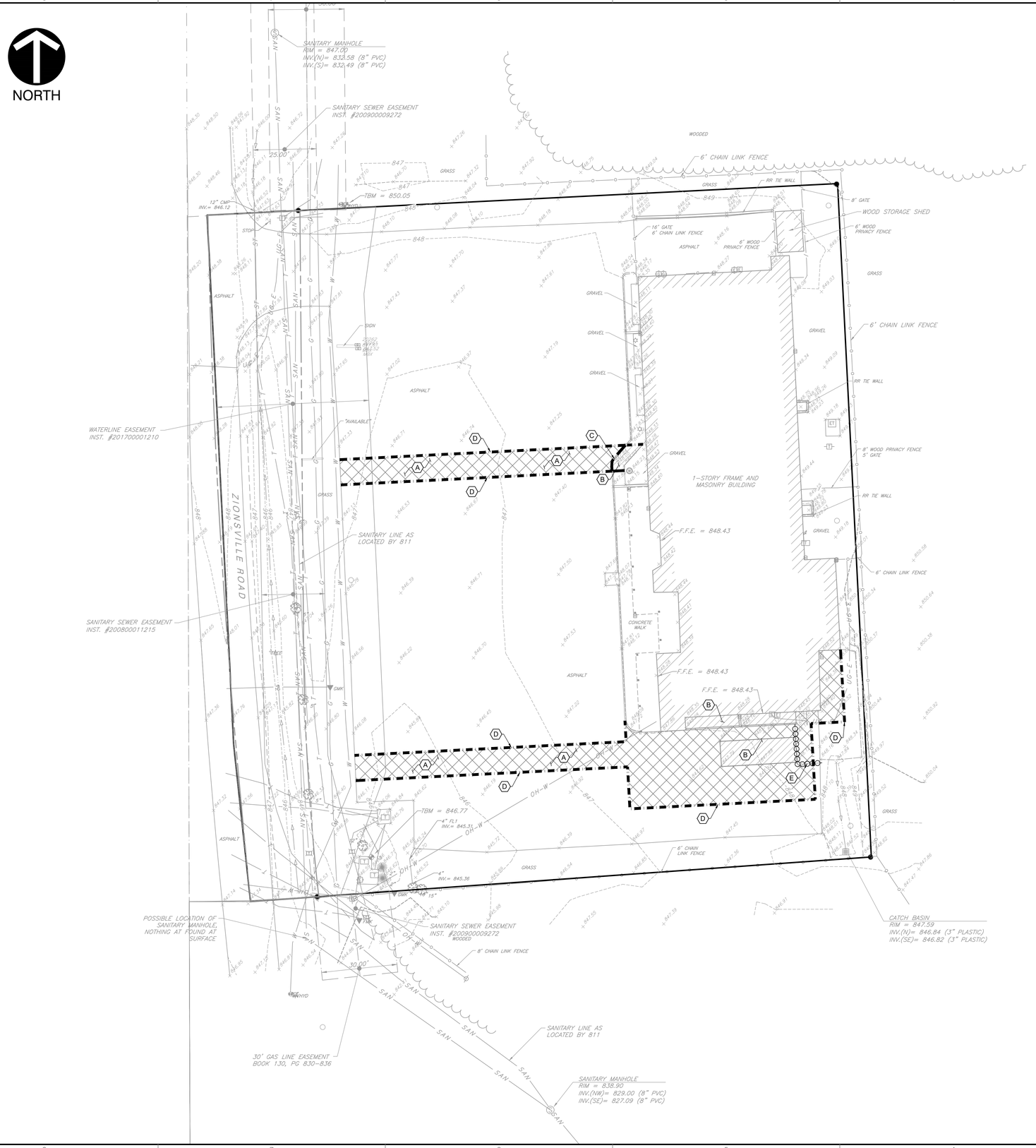
DRAWING NO.: SV-1
SHEET 1 OF 1

THE PROGRESS STUDIO
RETAIL BUILDING RENOVATION
10615 ZIONSVILLE ROAD
ZIONSVILLE, INDIANA

CEC
Civil & Environmental Consultants, Inc.
530 E. Ohio Street · Suite G - Indianapolis, IN 46204
317-655-7777 · 877-746-0749
www.cecinc.com

REVISION RECORD

NO	DATE	DESCRIPTION



DEMOLITION LEGEND:

- ASPHALT TO BE REMOVED
- CONCRETE TO BE REMOVED
- CONCRETE CURB TO BE REMOVED
- SAWCUT EXISTING PAVEMENT
- MISC. ITEM TO BE REMOVED

DEMOLITION ITEMS:

- (A) REMOVE ASPHALT PAVEMENT COMPLETE; DISPOSE OF OFF SITE.
- (B) REMOVE CONCRETE PAVEMENT COMPLETE; DISPOSE OF OFF SITE.
- (C) REMOVE CONCRETE CURB COMPLETE; DISPOSE OF OFF SITE.
- (D) SAWCUT
- (E) REMOVE FENCE COMPLETE; DISPOSE OF OFF SITE.

UTILITIES:

SANITARY SEWER
ZIONSVILLE WASTEWATER
1100 WEST OAK STREET
ZIONSVILLE, IN 46077
(317) 873-2332
ATTN: BARRY COOK
BCook@zionsville-in.gov

STREET & STORM SEWER
TOWN OF ZIONSVILLE
1075 PARKWAY DRIVE
ZIONSVILLE, IN 47077
(317) 873-4544 (T)
(317) 773-2275 (F)
ATTN: LANCE LANTZ

ELECTRIC
DUKE ENERGY
16475 SOUTHPARK DRIVE
WESTFIELD, IN 46074
(317) 896-6704
ATTN: MATTHEW DAYHUFF

TELECOM
TDS TELECOM
(262) 754-3052
ATTN: MICHAEL JOHNSON

GAS
VECTREN ENERGY
DELIVERY
8399 ZIONSVILLE ROAD
INDIANAPOLIS, IN 46268
(317) 718-3601
ATTN: CHAD CAMPBELL

FIRE DEPARTMENT
TOWN OF ZIONSVILLE
1100 WEST OAK STREET
ZIONSVILLE, IN 46077
(765) 491-6772 (T)
(317) 773-3022 (F)
ATTN: JAMES VANGORDER

WATER
CITIZENS ENERGY GROUP
2020 NORTH MERIDIAN STREET
INDIANAPOLIS, IN 46204
(317) 927-4351
ATTN: BRAD HOSTETLER

CABLE
BRIGHTHOUSE
3030 ROOSEVELT AVE
INDIANAPOLIS IN 46218
(317) 736-2925

TELEPHONE
AT&T
5858 N COLLEGE AVE
INDIANAPOLIS, IN 46220
(317) 252-5004
ATTN: CYNTHIA HUFFMAN

GENERAL DEMOLITION NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL AND DISPOSAL OFF-SITE OF ALL ITEMS SHOWN ON THE DEMOLITION PLAN INCLUDING ITEMS ENCOUNTERED DURING EXCAVATION OF BUILDING FOUNDATIONS AND UTILITY PLACEMENT.
2. PRIOR TO STARTING DEMOLITION, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN ALL PERMITS REQUIRED BY LOCAL GOVERNMENTAL AGENCIES.
3. THE CONTRACTOR SHALL COORDINATE WITH THE LOCAL UTILITY COMPANIES FOR THE DISCONNECTION AND REMOVAL OF SERVICES TO EXISTING STRUCTURES.
4. ITEMS SHOWN ON THE DEMOLITION PLAN TO BE SALVAGED SHALL BE TRANSPORTED TO LOCATION SPECIFIED BY THE OWNER OR HIS/HER REPRESENTATIVE.
5. ITEMS OF SALVAGEABLE VALUE TO THE CONTRACTOR MAY BE REMOVED WITH THE OWNER OR HIS/HER REPRESENTATIVE'S PERMISSION. THE CONTRACTOR SHALL NOT STORE THESE ITEMS ON SITE.
6. THE CONTRACTOR MAY NOT USE EXPLOSIVES OR BURN DEBRIS.
7. CONDUCT DEMOLITION OPERATIONS TO ENSURE MINIMAL INTERFERENCE WITH ROADS, SIDEWALKS AND ANY OTHER ADJACENT OCCUPIED FACILITIES.
8. DO NOT CLOSE OR OBSTRUCT ROADS, SIDEWALKS OR ANY OTHER OCCUPIED FACILITIES WITHOUT PERMISSION FROM THE LOCAL AUTHORITY HAVING JURISDICTION AND/ OR PROPERTY OWNERS.
9. THE CONTRACTOR SHALL ENSURE SAFE PASSAGE OF PERSON TRAVERSING THROUGH OR AROUND THE CONSTRUCTION SITE.
10. THE CONTRACTOR SHALL PROTECT FROM DAMAGE, SURROUNDING STRUCTURES, UTILITIES AND OTHER FACILITIES DURING DEMOLITION AND REMOVAL OPERATIONS.
11. BUILDING STRUCTURES INCLUDING FOUNDATIONS OR BASEMENTS SHALL BE REMOVED AND BACKFILLED WITH APPROVED BACKFILL MATERIAL. BACKFILL MATERIAL SHALL BE PLACED IN MAXIMUM EIGHT INCH LIFTS AND COMPACTED IN ACCORDANCE WITH THE GEOTECHNICAL REPORT OR A MINIMUM OF 95% OF A STANDARD PROCTOR.
12. UTILITIES SHALL BE REMOVED AND BACKFILLED WITH APPROVED BACKFILL MATERIAL. BACKFILL MATERIAL SHALL BE PLACED IN MAXIMUM EIGHT INCH LIFTS AND COMPACTED IN ACCORDANCE WITH THE GEOTECHNICAL REPORT OR A MINIMUM OF 95% OF A STANDARD PROCTOR.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THE CONSTRUCTION SITE AND SURROUNDING AREAS ARE FREE OF ACCUMULATED DEBRIS.

FLOOD NOTE:

THE PARCEL DESCRIBED AND SHOWN HEREIN LIES WITHIN ZONE "X" (UNSHADED) AS SAID PARCEL PLOTS ON MAP NUMBER 18011C0334E (DATED JANUARY 18, 2012) OF THE FLOOD INSURANCE RATE MAPS FOR THE TOWN OF ZIONSVILLE, BOONE COUNTY, INDIANA. THE ACCURACY OF THIS FLOOD HAZARD STATEMENT IS SUBJECT TO MAP SCALE UNCERTAINTY AND TO ANY OTHER UNCERTAINTY IN LOCATION OR ELEVATION ON THE REFERENCED FLOOD INSURANCE RATE MAP.

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BENCHMARKS:

UNLESS OTHERWISE NOTED, ELEVATIONS SHOWN HEREON ARE BASED UPON AN OPUS SOLUTION AND ARE ON THE 1988 NORTH AMERICAN VERTICAL DATUM (NAVD88). IT IS MY OPINION THAT THE UNCERTAINTY IN THE ELEVATION OF THE PROJECT BENCHMARK DOES NOT EXCEED 0.10 FOOT.

TBM#1: SOUTH-MOST BONNET BOLT ON A FIRE HYDRANT LOCATED ±10 FEET NORTH OF THE NORTH EDGE OF THE PARKING LOT ON SITE AND ±50 FEET EAST OF THE EAST EDGE OF PAVEMENT OF ZIONSVILLE ROAD.

ELEV. = 850.05

TBM#2: CUT BOX AT THE NORTHEAST CORNER OF CONCRETE UTILITY PAD LOCATED AT THE SOUTHWEST CORNER OF THE SITE.

ELEV. = 846.77

SCALE IN FEET
0 20' 40'

Indiana 811 Know what's below. Call before you dig.

* HAND SIGNATURE ON FILE

AARON C. HURT
REGISTERED
NO. PE10300058
STATE OF
INDIANA
PROFESSIONAL ENGINEER
Aaron C Hurt 03/26/2020

REVISION RECORD

NO	DATE	DESCRIPTION

Civil & Environmental Consultants, Inc.
530 E. Ohio Street - Suite G - Indianapolis, IN 46204
317-655-7777 - 877-746-0749
www.cecinc.com

PROGRESS STUDIO
HOTEL TANGO
10615 ZIONSVILLE ROAD
ZIONSVILLE, IN

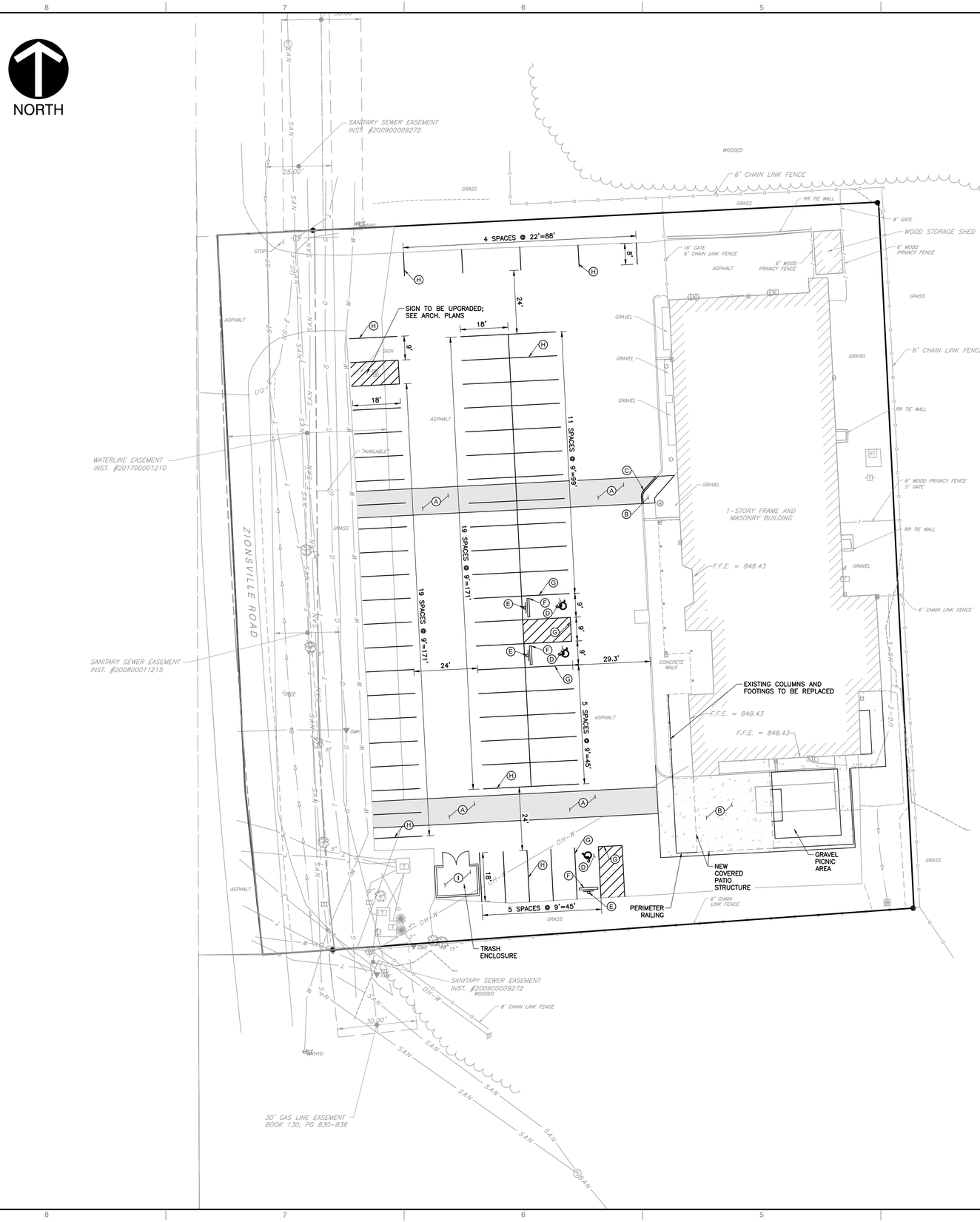
DEMOLITION PLAN

DATE:	MARCH 26, 2020
DWG SCALE:	1" = 20'
PROJECT NO:	194-979
APPROVED BY:	ACH
DRAWN BY:	JAR
CHECKED BY:	
	DRAFT

DRAWING NO.: C101

SHEET 3 OF --

P:\2019\194-979\-CADD\Dwg\C101 Construction Documents\194979-C101.dwg(C101) (5/27/2020 - jhedman) - LP: 3/26/2020 3:43 PM



PROPOSED LEGEND:

PROPOSED LIGHT DUTY PAVEMENT

PROPOSED CONCRETE PAVEMENT

SITE KEY NOTES:

(A) LIGHT DUTY ASPHALT; SEE DETAIL ON SHEET C800.

(B) CONCRETE PAVEMENT; SEE DETAIL ON SHEET C800.

(C) 6" STRAIGHT CONCRETE CURB; SEE DETAIL ON SHEET C800.

(D) ADA ACCESSIBLE PARKING SPACE; SEE DETAIL ON SHEET C800.

(E) ADA PARKING SIGNAGE; SEE DETAILS 203/204 ON SHEET C800.

(F) CONCRETE WHEELSTOP; SEE DETAIL 201 ON SHEET C800.

(G) 4" WIDE PAINTED STRIPE; ADA COLOR-BLUE.

(H) 4" WIDE PAINTED STRIPE; COLOR-WHITE.

(I) TRASH ENCLOSURE; SEE DETAIL ON SHEET C800.

GENERAL LAYOUT NOTES:

1. THE CONTRACTOR SHALL CHECK EXISTING GRADES, DIMENSIONS, AND INVERTS IN THE FIELD AND REPORT ANY DISCREPANCIES TO THE OWNER'S REPRESENTATIVE PRIOR TO BEGINNING WORK.
2. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL EXISTING UTILITIES, INCLUDING IRRIGATION LINES. TAKE CARE TO PROTECT UTILITIES THAT ARE TO REMAIN. RELOCATE EXISTING UTILITIES AS INDICATED, OR AS NECESSARY FOR CONSTRUCTION.
3. PROVIDE A SMOOTH TRANSITION BETWEEN EXISTING PAVEMENT AND NEW PAVEMENT. FIELD ADJUSTMENT OF FINAL GRADES MAY BE NECESSARY. INSTALL ALL UTILITIES, INCLUDING IRRIGATION SLEEVING, PRIOR TO INSTALLATION OF PAVED SURFACES.
4. SITE WORK CONCRETE WALKS AND PADS SHALL HAVE A BROOM FINISH TO ALL SURFACES. SITE WORK CONCRETE SHALL BE CLASS A (4,000 PSI @ 28 DAYS) UNLESS OTHERWISE NOTED.
5. ALL DAMAGE TO EXISTING PAVEMENT TO REMAIN WHICH RESULTS FROM THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED WITH LIKE MATERIALS AT THE CONTRACTOR'S EXPENSE.
6. SITE DIMENSIONS SHOWN ARE TO THE FACE OF CURB, OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
7. CONTRACTOR SHALL MAINTAIN ONE SET OF AS-BUILT / RECORD DRAWINGS ON THE JOB SITE DURING CONSTRUCTION FOR DISTRIBUTION TO THE OWNER AND/OR OWNER'S REPRESENTATIVE UPON COMPLETION.
8. REFER TO THE ARCHITECTURAL DRAWINGS FOR EXACT DIMENSIONS AND LOCATIONS OF UTILITY SERVICE ENTRY LOCATIONS AND PRECISE BUILDING DIMENSIONS.
9. THIS SITE LAYOUT IS SPECIFIC TO THE APPROVALS NECESSARY FOR THE CONSTRUCTION IN ACCORDANCE WITH THE TOWN OF ZIONSVILLE. NO CHANGES TO THE SITE LAYOUT ARE ALLOWED WITHOUT THE WRITTEN APPROVAL OF THE ENGINEER. CHANGES MADE TO THE SITE LAYOUT WITHOUT APPROVAL IS SOLELY THE RESPONSIBILITY OF THE CONTRACTOR. CHANGES INCLUDE BUT ARE NOT LIMITED TO, INCREASED IMPERVIOUS PAVEMENT, ADDITION / DELETION OF PARKING SPACES, MOVEMENT OF CURB LINES, CHANGES TO DRAINAGE STRUCTURES AND PATTERNS, LANDSCAPING, ETC.
10. ALL SIGN MODEL NUMBERS SHALL BE USED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). SEE REFERENCES BELOW IN THE SITE KEY NOTES. SIGNAGE SCALE IS DIAGRAMATIC FOR GRAPHICAL REPRESENTATION.

SITE DATA:

PROPOSED PARKING DATA:

STANDARD PARKING:	63 SPACES
ADA PARKING:	3 SPACES
TOTAL PARKING:	66 SPACES

FLOOD NOTE:

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SCALE IN FEET
0 20' 40'

Indiana 811 Know what's below. Call before you dig.

* HAND SIGNATURE ON FILE

AARON C. HURT REGISTERED № PE10300058 STATE OF INDIANA PROFESSIONAL ENGINEER
Aaron C Hurt 03/26/2020

REVISION RECORD		
NO	DATE	DESCRIPTION

CEC
Civil & Environmental Consultants, Inc.
530 E. Ohio Street · Suite G · Indianapolis, IN 46204
317-655-7777 · 877-746-0749
www.cecinc.com

PROGRESS STUDIO
HOTEL TANGO
10615 ZIONSVILLE ROAD
ZIONSVILLE, IN

SITE PLAN

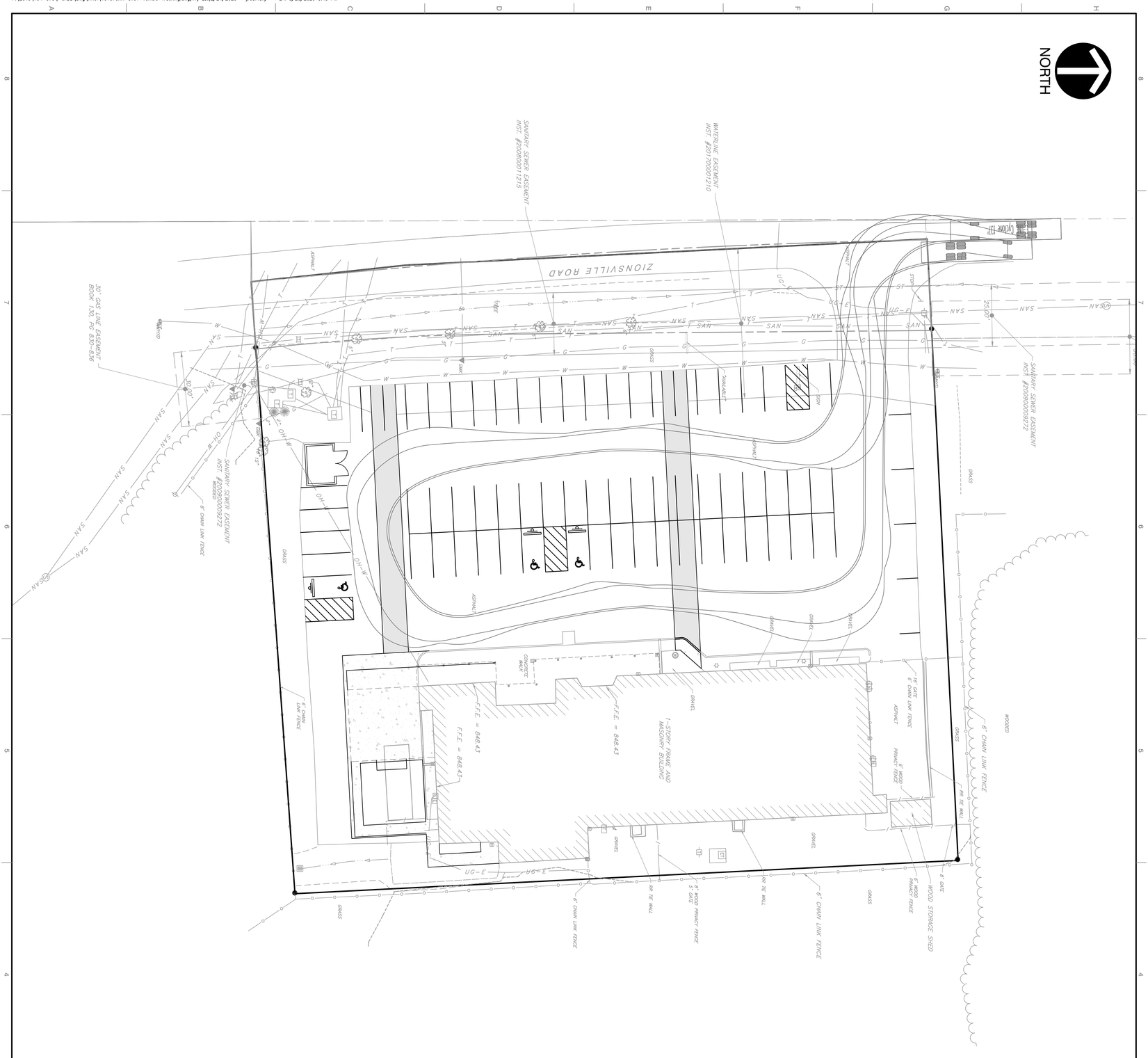
DATE:	MARCH 26, 2020
DWG SCALE:	1" = 20'
PROJECT NO.:	194-979
DRAWN BY:	JAR
CHECKED BY:	ACH
APPROVED BY:	DRAFT

DRAWING NO.: C200

SHEET 4 OF --

P:\2019\194-979\-CAD\Dwg\Cnst Construction Documents\194979-CN01-C200.dwg(C200) LS(2/10/2020 - jhelmus) - LP: 3/26/2020 3:39 PM

P:\2019\194-979\-CADD\Dwg\XRef\194979XR-CV01-Vehicle-Tracking.dwg[VT] LS:Q:24/2020 - jredmon - LP: 3/26/2020 3:45 PM



SCALE IN FEET
0
20'
40'

Indiana 811
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AARON C. HUNT
PROFESSIONAL ENGINEER
AH
PE10009059
STATE OF INDIANA

Aaron C. Hunt 03/26/2020

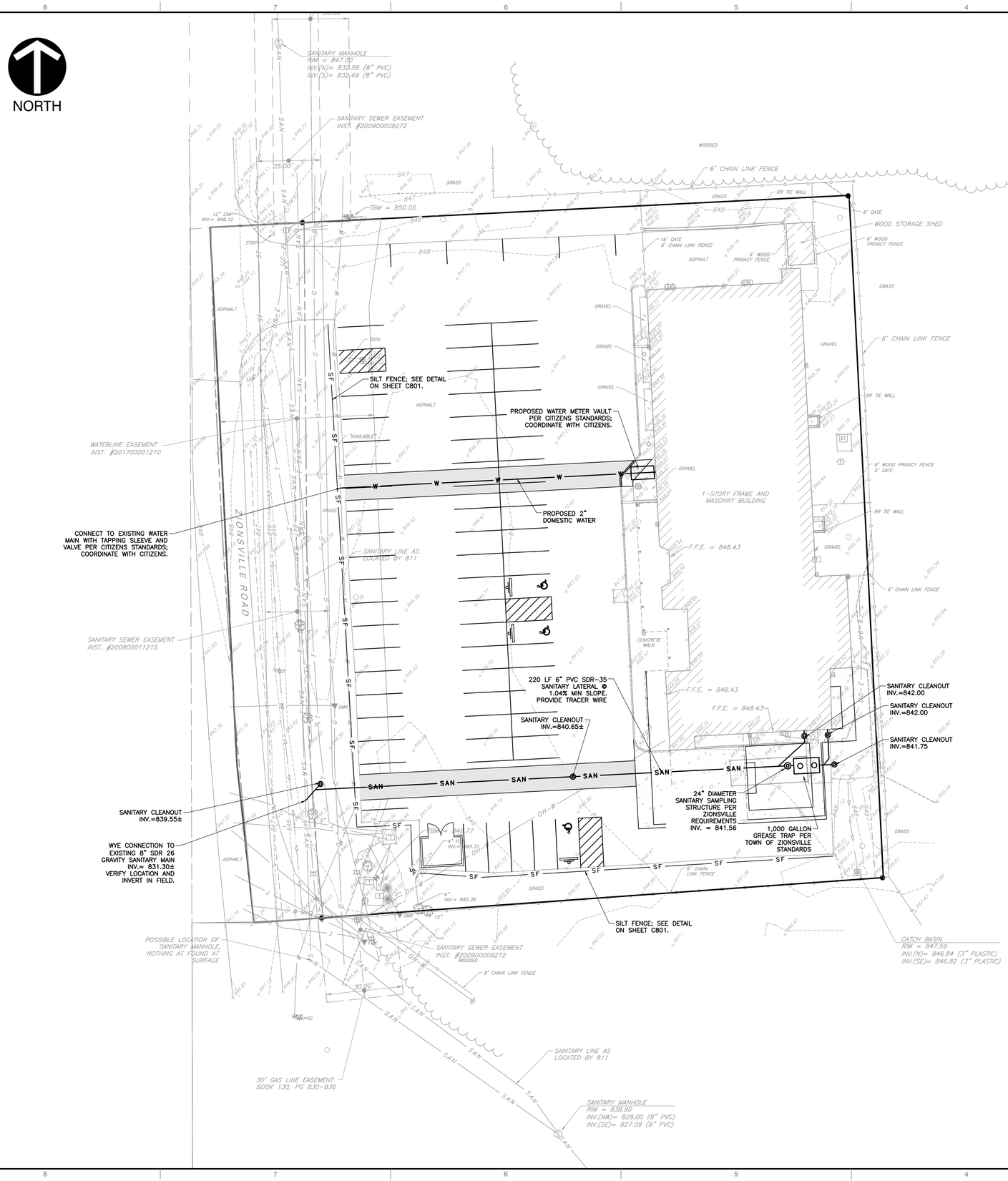
SHEET: 1 OF 1	DRAWING NO: VT	**VEHICLE TRACKING**	
		DATE: **MARCH 26, 2020**	DRAWN BY: **JAR**
		DWG SCALE: **1" = 20'**	CHECKED BY: **ACH**
		PROJECT NO:	**194-979**
		APPROVED BY:	**DRAFT**

PROGRESS STUDIO
HOTEL TANGO
10615 ZIONSVILLE ROAD
ZIONSVILLE, IN

Civil & Environmental Consultants, Inc.
530 E. Ohio Street · Suite G - Indianapolis, IN 46204
317-655-7777 · 877-746-0749
www.cecinc.com

REVISION RECORD

NO	DATE	DESCRIPTION



UTILITIES:

SANITARY SEWER
ZIONSVILLE WASTEWATER
1100 WEST OAK STREET
ZIONSVILLE, IN 46077
(317) 873-2332
ATTN: BARRY COOK
BCook@zionsville-in.gov

STREET & STORM SEWER
TOWN OF ZIONSVILLE
1075 PARKWAY DRIVE
ZIONSVILLE, IN 47077
(317) 873-4544 (T)
(317) 773-2275 (F)
ATTN: LANCE LANTZ

ELECTRIC
DUKE ENERGY
16475 SOUTHPARK DRIVE
WESTFIELD, IN 46074
(317) 896-6704
ATTN: MATTHEW DAYHUFF

TELECOM
TDS TELECOM
(262) 754-3052
ATTN: MICHAEL JOHNSON

GAS
VECTREN ENERGY
DELIVERY
8399 ZIONSVILLE ROAD
INDIANAPOLIS, IN 46268
(317) 718-3601
ATTN: CHAD CAMPBELL

FIRE DEPARTMENT
TOWN OF ZIONSVILLE
1100 WEST OAK STREET
ZIONSVILLE, IN 46077
(765) 491-6772 (T)
(317) 773-3022 (F)
ATTN: JAMES VANGORDER

WATER
CITIZENS ENERGY GROUP
2020 NORTH MERIDIAN STREET
INDIANAPOLIS, IN 46204
(317) 927-4351
ATTN: BRAD HOSTETLER

CABLE
BRIGHTHOUSE
3030 ROOSEVELT AVE
INDIANAPOLIS IN 46218
(317) 736-2925

TELEPHONE
AT&T
5858 N COLLEGE AVE
INDIANAPOLIS, IN 46220
(317) 252-5004
ATTN: CYNTHIA HUFFMAN

GENERAL UTILITY NOTES:

1. THE UTILITIES INDICATED ON THESE PLANS AND ON THE SURVEY MAY NOT BE A COMPLETE INVENTORY OF ALL THE EXISTING UTILITIES PRESENT ON AND AROUND THE SITE. THE LOCATION AND SIZE OF THESE UTILITIES MAY BE APPROXIMATE. THE ENGINEER SHALL NOT BE HELD LIABLE FOR ANY INACCURATE UTILITY INFORMATION INDICATED, IMPLIED, OR NOT INDICATED ON THESE PLANS.
2. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND MAINTAIN IN SERVICE ALL EXISTING UTILITIES ENCOUNTERED DURING CONSTRUCTION UNLESS OTHERWISE INDICATED IN THE DRAWINGS. ANY PIPING, WHICH CAN BE REMOVED DURING CONSTRUCTION WITHOUT UNDUE INTERRUPTION OF SERVICE MAY BE REMOVED AND REPLACED BY THE CONTRACTOR, AT HIS EXPENSE WITH THE PERMISSION OF THE OWNER.
3. BEFORE WORKING WITH OR AROUND EXISTING UTILITIES, THE APPLICABLE UTILITY COMPANY SHALL BE CONTACTED BY THE CONTRACTOR.
4. WHEN CONNECTIONS ARE TO BE MADE TO EXISTING PIPING AND STRUCTURES OR WHERE CONSTRUCTION IS IN THE VICINITY OF EXISTING PIPING THE LOCATION AND ELEVATION OF THE EXISTING PIPING SHALL BE FIELD VERIFIED AND NOTIFICATION GIVEN TO THE OWNER IF THE EXISTING PIPING IS FOUND TO BE DIFFERENT THAN THAT SHOWN ON THE DRAWINGS.
5. FOR CLARITY OF THESE DRAWINGS, PIPES MAY NOT BE DRAWN TO SCALE OR EXACTLY LOCATED.
6. ALL NEW WATER LINES SHALL HAVE A MINIMUM OF 54 INCHES OF COVER.
7. MINIMUM OF 18 INCHES OF VERTICAL CLEARANCE SHALL BE PROVIDED BETWEEN NEW WATER AND SANITARY SEWER LINES. IF 18 INCHES OF CLEARANCE IS NOT PROVIDED THEN THE SEWER MUST BE CONSTRUCTED OF WATER WORKS GRADE DUCTILE IRON PIPE WITH MECHANICAL JOINTS WITHIN TEN FEET OF THE WATER LINE.
8. NEW 6" AND 8" SANITARY LATERALS SHALL BE SDR-35, SCHEDULE 80 OR SCHEDULE 40 PVC PIPE CONFORMING TO ASTM D2241, AND SHALL MEET THE DEFLECTION STANDARDS OF ASTM D-3303.
9. IT IS THE RESPONSIBILITY OF THE CONTRACTOR OR CONTRACTORS TO OBTAIN ALL FEDERAL, STATE, COUNTY, CITY OR LOCAL PERMITS FOR ANY AND ALL WORK REQUIRED UNLESS OTHERWISE NOTED. THE CONTRACTOR OR CONTRACTORS ARE RESPONSIBLE TO PAY FOR ALL REQUIRED PERMITS BY ANY OR ALL AGENCIES MENTIONED ABOVE UNLESS OTHERWISE NOTED IN THE CONTRACT OR SPECIFICATIONS. ALL ASSOCIATED BONDING REQUIREMENTS AND COSTS ARE INCIDENTAL TO THE CONTRACT.
10. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND ELEVATIONS IN THE FIELD PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FIELD DIMENSIONS AND ELEVATIONS DURING THE ENTIRE CONSTRUCTION SCHEDULE. IF ANY DISCREPANCIES ARE FOUND IN THESE ENGINEERING PLANS FROM ACTUAL FIELD DIMENSIONS, THE CONTRACTOR SHALL CONTACT THE ENGINEER IMMEDIATELY.
11. ALL CONSTRUCTION METHODS AND MATERIALS MUST CONFORM TO CURRENT STANDARDS AND SPECIFICATIONS OF THE FEDERAL, STATE, COUNTY, CITY OR LOCAL REQUIREMENTS, WHICHEVER HAS JURISDICTION.
12. CONTRACTOR IS RESPONSIBLE FOR ELECTRIC, TELEPHONE, AND CABLE CONDUITS AND TRENCHING. COORDINATE WITH THE LOCAL UTILITY PROVIDERS AND MECHANICAL, ELECTRICAL AND PLUMBING PLANS FOR SIZES AND QUANTITIES.
13. WATER AND FIRE SERVICE SIZES AND CONNECTION LOCATIONS SHALL BE COORDINATED WITH THE MECHANICAL, ELECTRICAL AND PLUMBING PLANS.

FLOOD NOTE:

THE PARCEL DESCRIBED AND SHOWN HEREIN LIES WITHIN ZONE "X" (UNSHADED) AS SAID PARCEL PLOTS ON MAP NUMBER 18011C0334E (DATED JANUARY 18, 2012) OF THE FLOOD INSURANCE RATE MAPS FOR THE TOWN OF ZIONSVILLE, BOONE COUNTY, INDIANA. THE ACCURACY OF THIS FLOOD HAZARD STATEMENT IS SUBJECT TO MAP SCALE UNCERTAINTY AND TO ANY OTHER UNCERTAINTY IN LOCATION OR ELEVATION ON THE REFERENCED FLOOD INSURANCE RATE MAP.

UTILITY NOTE:

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN-SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THE SURVEYOR DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. INDIANA 811 ONE-CALL PUBLIC UTILITY LOCATE SERVICE TICKET NUMBERS 1909274141 AND 1909274172 WERE ISSUED FOR THIS SITE.

PRIOR TO ANY EXCAVATION FOR UNDERGROUND UTILITIES, THE CONTRACTOR SHALL EXPOSE AND VERIFY LOCATIONS (HORIZONTAL AND VERTICAL) OF ALL EXISTING UTILITIES INCLUDING BUT NOT LIMITED TO GAS, WATER, AND SANITARY SEWER. ANY CONFLICTS SHALL BE REPORTED IMMEDIATELY TO THE ENGINEER AND THE APPROPRIATE AUTHORITIES.

BENCHMARKS:

UNLESS OTHERWISE NOTED, ELEVATIONS SHOWN HEREON ARE BASED UPON AN OPUS SOLUTION AND ARE ON THE 1988 NORTH AMERICAN VERTICAL DATUM (NAVD88). IT IS MY OPINION THAT THE UNCERTAINTY IN THE ELEVATION OF THE PROJECT BENCHMARK DOES NOT EXCEED 0.10 FOOT.

TBM#1: SOUTH-MOST BONNET BOLT ON A FIRE HYDRANT LOCATED ±10 FEET NORTH OF THE NORTH EDGE OF THE PARKING LOT ON SITE AND ±50 FEET EAST OF THE EAST EDGE OF PAVEMENT OF ZIONSVILLE ROAD.

ELEV. = 850.05

TBM#2: CUT BOX AT THE NORTHEAST CORNER OF CONCRETE UTILITY PAD LOCATED AT THE SOUTHWEST CORNER OF THE SITE.

ELEV. = 846.77

PROPOSED LEGEND:

- SAN — PROPOSED SANITARY LINE
- W — PROPOSED WATER LINE
- (S) — PROPOSED SANITARY MANHOLE, CLEAN OUT
- SF — PROPOSED SILT FENCE

SCALE IN FEET
0 20' 40'

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AARON C. HURT REGISTERED Nº PE10300058 STATE OF INDIANA PROFESSIONAL ENGINEER
Aaron C Hurt 03/26/2020

REVISION RECORD

NO	DATE	DESCRIPTION

CEC
Civil & Environmental Consultants, Inc.
530 E. Ohio Street - Suite G - Indianapolis, IN 46204
317-655-7777 - 877-746-0749
www.cecinc.com

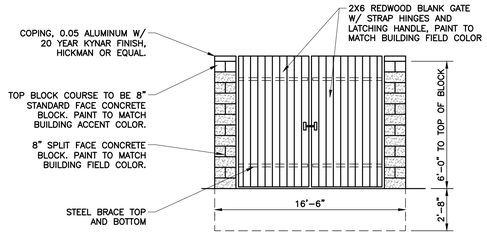
PROGRESS STUDIO
HOTEL TANGO
10615 ZIONSVILLE ROAD
ZIONSVILLE, IN

UTILITY PLAN

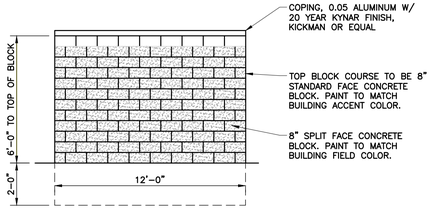
DATE:	MARCH 26, 2020
DWG SCALE:	1" = 20'
PROJECT NO:	194-979
APPROVED BY:	DRAFT
DRAWN BY:	JAR
CHECKED BY:	ACH

DRAWING NO.: C500
SHEET 5 OF --

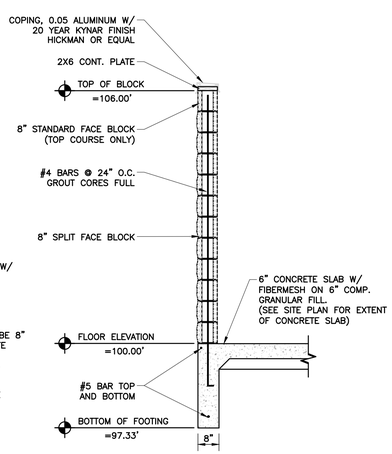
P:\19191\194-979\-CADD\Dwg\C001 Construction Documents\194979-C101-C500.dwg[C500] LS(1/26/2020 - aturf) - LP: 3/26/2020 3:40 PM



FRONT ELEVATION



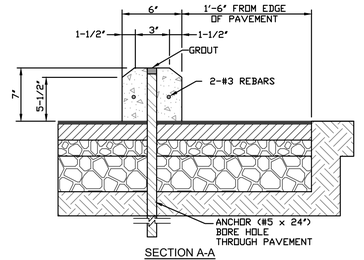
SIDE ELEVATION



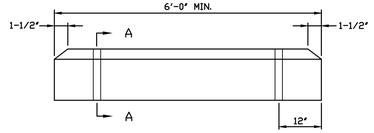
WALL SECTION

DETAIL 209 - TRASH ENCLOSURE DETAIL

NOT TO SCALE



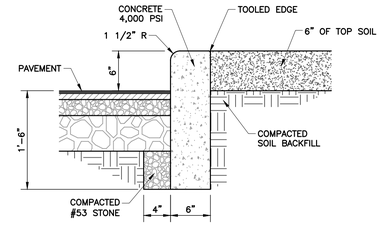
SECTION A-A



ELEVATION

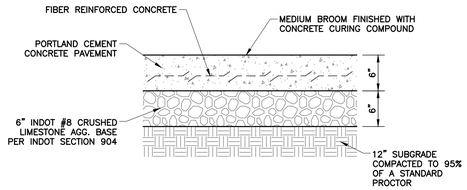
DETAIL 206 - PRECAST CONCRETE WHEEL STOP

NOT TO SCALE



DETAIL 203 - STRAIGHT CONCRETE CURB DETAIL

NOT TO SCALE



DETAIL 202 - CONCRETE PAVEMENT SECTION

NOT TO SCALE

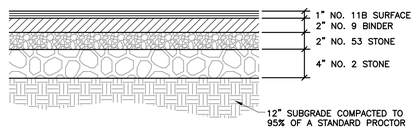
NOTE: ALL STRIPES TO BE 4" PAINTED WHITE

DETAIL 205 - PAINTED ADA ACCESSIBLE SYMBOL DETAIL

NOT TO SCALE

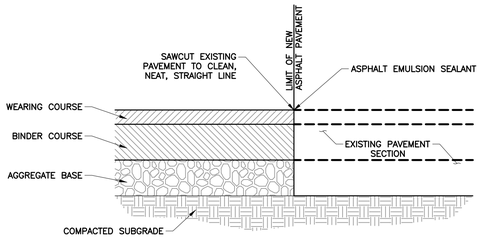
NOTE:

PAVEMENT SECTION PROVIDED AS A GUIDE.
REFER TO GEOTECH REPORT FOR RECOMMENDED PAVEMENT SECTION BASED ON SOIL CONDITIONS.



DETAIL 201 - LIGHT DUTY ASPHALT PAVEMENT SECTION

NOT TO SCALE

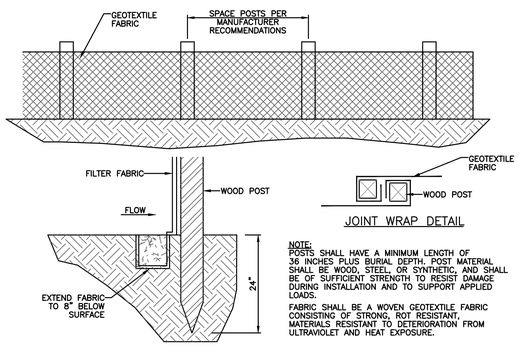


NOTES:

1. PROVIDE TACK COAT ALONG SAWCUT TO BIND EXISTING PAVEMENT TO NEW PAVEMENT.FOR AREAS WITH PATCHING AND OVERLAY,PROVIDE TACK COAT TO BIND EXISTING PAVEMENT WITH NEW ASPHALT.

DETAIL 101 - PAVEMENT SAWCUT

NOT TO SCALE



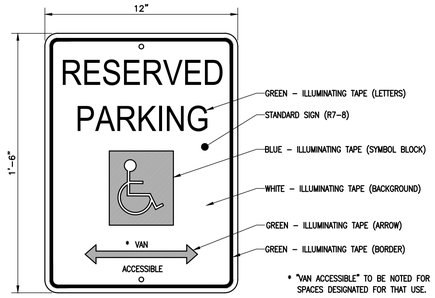
JOINT WRAP DETAIL

NOTE:
POSTS SHALL HAVE A MINIMUM LENGTH OF 36 INCHES PLUS BURIAL DEPTH. POST MATERIAL SHALL BE WOOD, STEEL, OR SYNTHETIC, AND SHALL BE OF SUFFICIENT STRENGTH TO RESIST DAMAGE DURING INSTALLATION AND TO SUPPORT APPLIED LOADS.

FABRIC SHALL BE A WOVEN GEOTEXTILE FABRIC CONSISTING OF STRONG, ROT RESISTANT, MATERIALS RESISTANT TO DETERIORATION FROM ULTRAVIOLET AND HEAT EXPOSURE.

DETAIL 210 - SILT FENCE

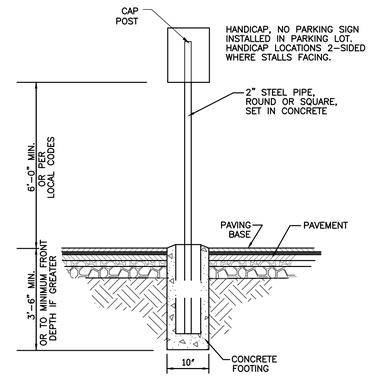
NOT TO SCALE



* "VAN ACCESSIBLE" TO BE NOTED FOR SPACES DESIGNATED FOR THAT USE.

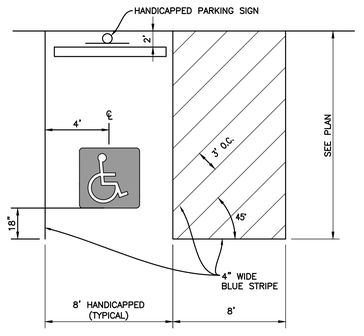
DETAIL 208 - ADA ACCESSIBLE PARKING SIGN DETAIL

NOT TO SCALE



DETAIL 207 - ACCESSIBLE PARKING SIGNAGE

NOT TO SCALE



DETAIL 204 - ADA ACCESSIBLE PARKING STALL

NOT TO SCALE

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530 E. Ohio Street - Suite G - Indianapolis, IN 46204
317-655-7777 - 877-746-0749
www.cecinc.com

REVISION RECORD

NO	DATE	DESCRIPTION

PROGRESS STUDIO
HOTEL TANGO
10615 ZIONSVILLE ROAD
ZIONSVILLE, IN

SITE DETAILS

DATE:	MARCH 26, 2020
DWG SCALE:	AS NOTED
PROJECT NO:	194-979
APPROVED BY:	DRAFT
DRAWN BY:	JAR
CHECKED BY:	ACH

DRAWING NO.: C800

SHEET 6 OF --

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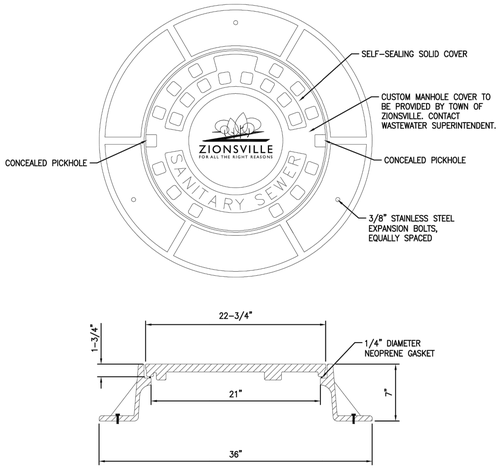
AARON C. HURT REGISTERED Nº PE10300058 STATE OF INDIANA PROFESSIONAL ENGINEER
Aaron C Hurt 03/26/2020

P:\2019\194-979\...\C800.dwg [C101 Construction Documents] 194979-C101-C800.dwg[2800] LS:[3/26/2020 - ahurt] - LP: 3/26/2020 3:52 PM



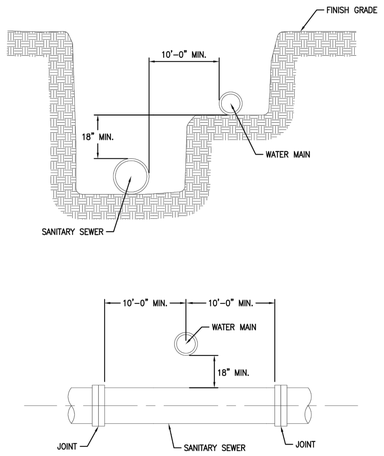
NOTES:
1. FRAME SHALL BE CATALOG NUMBER 1022 AS MANUFACTURED BY EAST JORDAN IRON WORKS. LID SHALL BE PROVIDED BY TOWN OF ZIONSVILLE.

ZIONSVILLE FOR ALL THE RIGHT REASONS

SANITARY MANHOLE FRAME AND COVER

STANDARD CONSTRUCTION DETAILS TOWN OF ZIONSVILLE

DRAWN: DCW
DATE: NOV. 2019
BLN BEAM-LONGEST-NEFF
DETAIL NO. **S-7**



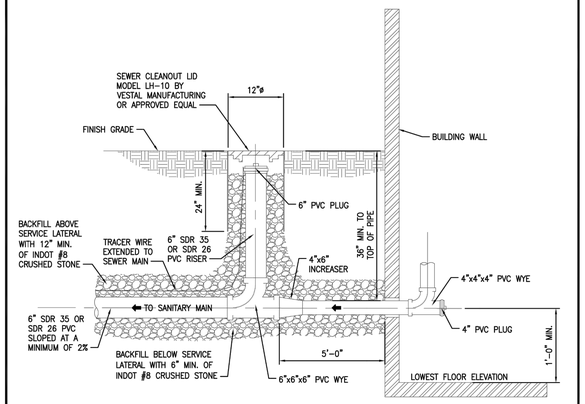
NOTES:
1. IF THE MINIMUM VERTICAL OR HORIZONTAL SEPARATION INDICATED CANNOT BE MET, THE SANITARY SEWER PIPE MATERIAL SHALL BE DR18 AWWA C900 PVC, DR21 AWWA C905 PVC, OR CLASS 51 DUCTILE IRON.
2. IF VERTICAL SEPARATION BETWEEN THE WATER MAIN AND SANITARY SEWER IS LESS THAN 12", A 4,000 PSI CONCRETE CRADLE MUST BE PROVIDED FOR SUPPORT. A MINIMUM CLEAR DISTANCE OF 3" BETWEEN THE WATER AND SANITARY MUST BE PROVIDED TO MAINTAIN STRUCTURAL INTEGRITY OF THE CONCRETE.

ZIONSVILLE FOR ALL THE RIGHT REASONS

WATER AND SEWER CROSSING

STANDARD CONSTRUCTION DETAILS TOWN OF ZIONSVILLE

DRAWN: DCW
DATE: NOV. 2019
BLN BEAM-LONGEST-NEFF
DETAIL NO. **S-10**



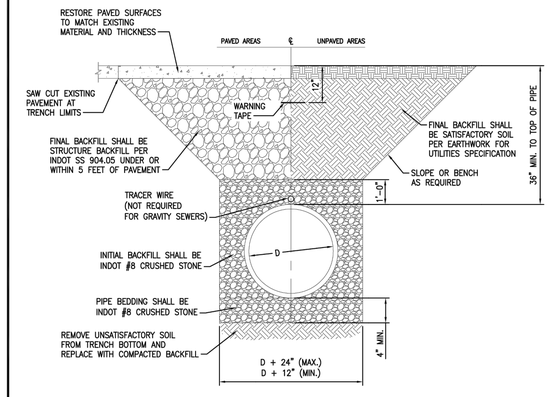
NOTES:
1. LOWEST FLOOR ELEVATION RECEIVING GRAVITY SERVICE MUST BE A MINIMUM OF ONE FOOT ABOVE THE TOP OF THE NEAREST MANHOLE RIM ELEVATION.
2. A CLEANOUT IS REQUIRED AT EACH BEND GREATER THAN 45 DEGREES AND EVERY 100 FEET ALONG A SANITARY LATERAL.
3. THERE SHALL BE NO BASEMENT DRAINS CONNECTED TO THE SANITARY MAIN.
4. SDR 26 PVC SHALL BE USED IN LIEU OF SDR 35 PVC FOR INSTALLATIONS UNDER PAVED SURFACES.

ZIONSVILLE FOR ALL THE RIGHT REASONS

SANITARY CLEANOUT AND NEW LATERAL INSTALLATION

STANDARD CONSTRUCTION DETAILS TOWN OF ZIONSVILLE

DRAWN: DCW
DATE: NOV. 2019
BLN BEAM-LONGEST-NEFF
DETAIL NO. **S-15**



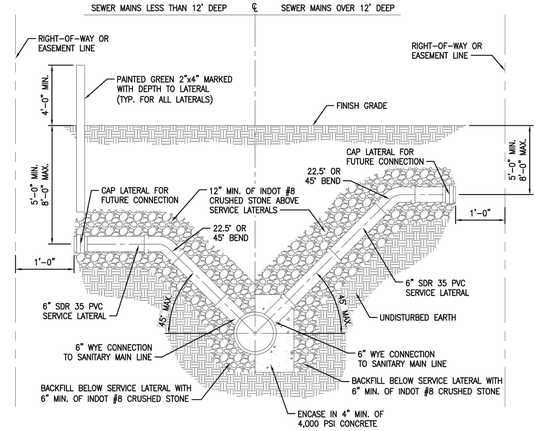
NOTES:
1. FLOWABLE FILL MAY BE USED AS BACKFILL ONLY WITH PRIOR APPROVAL FROM THE WASTEWATER SUPERINTENDENT OR TOWN ENGINEER.

ZIONSVILLE FOR ALL THE RIGHT REASONS

SANITARY SEWER TRENCH AND BEDDING

STANDARD CONSTRUCTION DETAILS TOWN OF ZIONSVILLE

DRAWN: DCW
DATE: NOV. 2019
BLN BEAM-LONGEST-NEFF
DETAIL NO. **S-9**



NOTES:
1. CONTRACTOR SHALL NOT BACKFILL CONNECTION UNTIL TOWN HAS INSPECTED AND RECORDED MEASUREMENTS AND ELEVATIONS.
2. SERVICE LATERAL SHALL BE SLOPED AT 2% MINIMUM.
3. SEPARATION OF WYE FITTINGS FOR OPPOSITE SIDE LATERALS SHALL BE 1'-0" MIN.
4. SEPARATION OF WYE FITTINGS FOR SAME SIDE LATERALS SHALL BE 5'-0" MIN.
5. ALL PIPING FROM WYE TO BEND FITTING SHALL BE SDR 26 INSTEAD OF SDR 35 FOR MAIN LINES DEEPER THAN 20'.
6. FINISHED FLOOR ELEVATION OF CONNECTED BUILDINGS SHALL BE SET 12" MIN. ABOVE RIM ELEVATION OF UPSTREAM MANHOLE TO PREVENT SANITARY BACKUPS. OTHERWISE, BACKFLOW PREVENTION MUST BE PROVIDED ON THE SERVICE CONNECTION.
7. FLEXIBLE TEE SADDLES SHALL HAVE STAINLESS STEEL SERIES 300 CLAMPS TIGHTENED TO 60 INCH-POUNDS OF TORQUE MIN.

ZIONSVILLE FOR ALL THE RIGHT REASONS

SERVICE LATERAL CONNECTION

STANDARD CONSTRUCTION DETAILS TOWN OF ZIONSVILLE

DRAWN: DCW
DATE: NOV. 2019
BLN BEAM-LONGEST-NEFF
DETAIL NO. **S-14**

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AARON C. HURT REGISTERED N° PE10300058 STATE OF INDIANA PROFESSIONAL ENGINEER
Aaron C Hurt 03/26/2020

REVISION RECORD

NO	DATE	DESCRIPTION

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530 E. Ohio Street - Suite G - Indianapolis, IN 46204
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www.cecinc.com

PROGRESS STUDIO
HOTEL TANGO
10615 ZIONSVILLE ROAD
ZIONSVILLE, IN

SITE DETAILS

DATE:	MARCH 26, 2020
DWG SCALE:	AS NOTED
PROJECT NO:	194-979
DRAWN BY:	JAR
CHECKED BY:	ACH
APPROVED BY:	DRAFT

DRAWING NO.: **C801**

SHEET 7 OF --

P:\2019\194-979\~CADD\Dwg\C801 Construction Documents\194979-C801-C800.dwg(C801) LS:(3/26/2020 - atw) - LP: 3/26/2020 3:53 PM

SEEDBED PREPARATION

1. APPLY LIME TO RAISE THE pH TO THE LEVEL AS NEEDED FOR SPECIES BEING SEEDED.
2. APPLY 23 POUNDS OF PHOSPHOROUS FREE FERTILIZER: 12–0–12 ANALYSIS (OR EQUIVALENT) PER 1000 SQ. FT. (APPROXIMATELY 1000 POUNDS PER ACRE) OR FERTILIZE ACCORDING TO TEST. APPLICATION OF 150 LBS. OF AMMONIUM NITRATE ON AREAS LOW IN ORGANIC MATTER AND FERTILITY WILL GREATLY ENHANCE VEGETATIVE GROWTH.
3. WORK THE FERTILIZER AND LIME INTO THE SOIL TO A DEPTH OF 2–4 INCHES WITH A HARROW, DISK OR RAKE OPERATED ACROSS THE SLOPE AS MUCH AS POSSIBLE.
4. STRAW MULCH MUST BE APPLIED WITH ANY SEEDING. SLOPES 6:1 OR GREATER AND STORM WATER CONVEYANCE SWALES MUST BE STABILIZED WITH EROSION CONTROL BLANKET.

SELECT A SEED MIXTURE BASED ON PROJECTED USE OF THE AREA (SEE PERMANENT SEED MIXTURE CHART). WHILE CONSIDERING BEST SEEDING DATES. IF PERMANENT SEEDING IS NOT PERMITTED USE TEMPORARY SEEDING UNTIL PERMANENT SEEDING CAN BE APPLIED. IF TOLERANCES ARE A PROBLEM, SUCH AS SALT TOLERANCE OF SEEDINGS ADJACENT TO STREETS AND HIGHWAYS, SEE SEED TOLERANCE CHART.

	SOIL CONDITION			SHADE TOLERANCE	CLOSE MOWING TO 2–3 1/2 INCH	TRAMPING TOLERANCE	FERTILITY NEEDS	WINTER HARDINESS	FLOODING TOLERANCE (DAYS)	MATURE HEIGHT (INCHES)	EMERGENCE TIME (DAYS)	SOIL TOLERANCE		
	WET	NORM	DRY									GEN.	SOIL	SPRAY
CREEPING RED FESCUE FESTUCA RUBRA	2	1	2	1	1	1	MED.	1	20–25	12–18	7–21			S
KENTUCKY BLUEGRASS POA PROTINSIS	2	1	2	1	1	1	MED.	1	20–35	12–18	10–20			MT
TALL FESCUE FESTUCA L. ARUNDINACEA	2	1	1	1	1	1	LOW	1	24–35	24–36	5–14		T	
PERENNIAL RYEGRASS LOLLUM PERENNE	2	1	2	–	1	2	MED. HIGH	2	15–20	12–18	5–10		MT	
CROWNVETCH CORONILLA VARLA	–	1	1	2	–	–	LOW	1	5–10	24	14–21	T		
RED CLOVER TRIFOLIUM PROTENSE	–	1	–	2	–	–	MED.	1	7–10	18	5–10	S	S	

RANKING:
1 GOOD
2 MEDIUM
– NOT TOLERANT

SALT TOLERANCE (TO BOTH SOIL SALTS & SPRAY)
T TOLERANCE
MT MEDIUM TOLERANCE
S SLIGHT TOLERANCE

TEMPORARY SEEDING			
TYPE OF SEED	1000 SQ. FT.	ACRE	REMARKS
WHEAT OR RYE	3.5 LBS.	2 BU.	COVER SEED 1" TO 1 1/2" DEEP
SPRING OATS	2.3 LBS.	3 BU.	COVER SEED 1" DEEP
ANNUAL RYEGRASS	1 LB.	40 LB.	COVER SEED 1/4" DEEP

* NOT NECESSARY WHERE MULCH IS APPLIED.

PERMANENT SEEDING						
	SEEDING RATE		SUITABLE pH	SITE SUITABILITY *		
	LBS/ACRE	LBS/1000 SQ. FT.		DROUGHTY	WELL DRAINED	WET
LEVEL AND SLOPING, OPEN AREAS						
TALL FESCUE	35	.8	5.5–8.3	2	1	2
TALL FESCUE	25	.6	5.5–8.3		1	
RED CLOVER	5	.12				
KENTUCKY BLUEGRASS	15	.4	5.8–7.5	2	1	
CREEPING RED FESCUE	15	.4				
STEEP BANKS AND CUTS						
TALL FESCUE	15	.4	5.8–7.5	2	1	2
KENTUCKY BLUEGRASS	25	.6				
TALL FESCUE	35	.8	5.5–8.3	2	1	
EMERALD CROWNVETCH**	10	.25				
LAWNS AND HIGH MAINTENANCE AREAS						
KENTUCKY BLUEGRASS	40	.9	5.8–7.5	2	1	
CREEPING RED FESCUE	40	.9				
PERENNIAL RYEGRASS (TURF TYPE)	170	4.0	5.0–7.5		1	
TALL FESCUE	170	4.0	5.5–8.3	2	1	2

* 1 – PREFERRED 2 – WILL TOLERATE ** INOCULATE WITH SPECIFIC INOCULATE.

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
WHEAT OR RYE												
OATS												
ANNUAL RYEGRASS												

PERMANENT SEEDING DATES

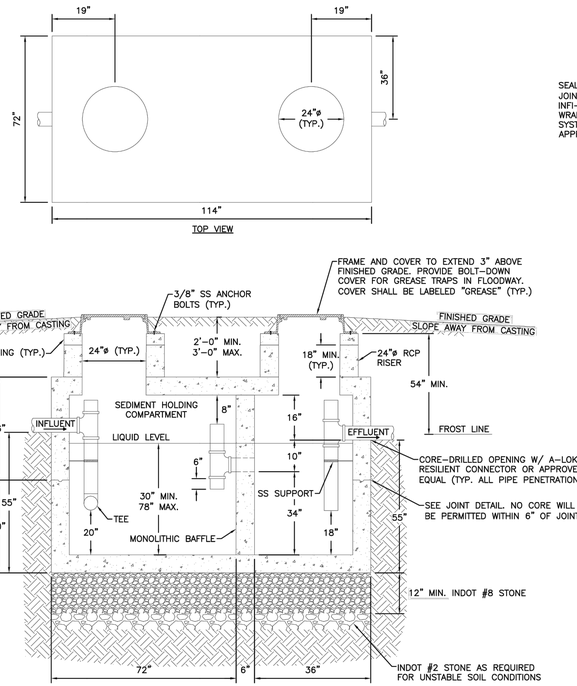
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
NON–IRRIGATED*												
IRRIGATED												
DORMANT SEEDING **												

IRRIGATION NEEDED DURING THIS PERIOD. TO CONTROL EROSION AT TIMES OTHER THAN IN THE SHADED AREAS. USE MULCH.

* LATE SUMMER SEEDING DATES MAY BE EXTENDED 5 DAYS IF MULCH IS APPLIED.

** INCREASE SEEDING APPLICATION BY 50%.

TEMPORARY SEEDING DATES



NOTES:
1. McCREARY CONCRETE PRODUCTS, INC. APPROXIMATE WEIGHTS:
   BASE SECTION – 9375 LBS
   RISER SECTION – 7650 LBS
   TOP SLAB – 5700 LBS
   TOTAL STRUCTURE WEIGHT – 22725 LBS
2. STRUCTURE TO BE SEALED IN THE FIELD WITH A SINGLE ROW OF KENTSEAL NO. 2 PREMIUM OR FLEXIBLE BUTYL RESIN CONCRETE SEALANT CONFORMING TO ASTM 990
3. GREASE TRAP SHALL BE 4,000 PSI CONCRETE CONFORMING TO ASTM C478.
4. SIZING MUST BE APPROVED BY TOWN ENGINEER.
5. SHOP DRAWINGS MUST BE SUBMITTED TO THE TOWN ENGINEER FOR APPROVAL.

ZIONSVILLE
FOR ALL THE RIGHT REASONS

GREASE TRAP

STANDARD CONSTRUCTION DETAILS
TOWN OF ZIONSVILLE

DRAWN: DCW
DATE: NOV. 2019

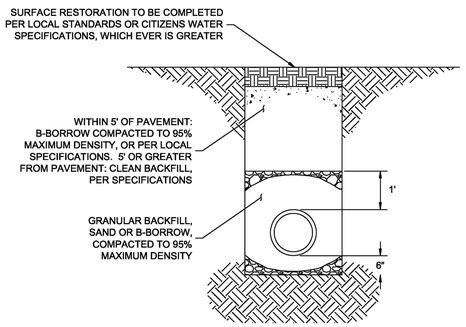
BLN
BEAM·LONGEST·NEFF

DETAIL NO.
S-21

CITIZENS WATER
STANDARD PRACTICE
A.1

REVISION DATE: 9/20/2018 ISSUE DATE: 7/17/2013

WATER MAIN AND SERVICE BACKFILL REQUIREMENTS



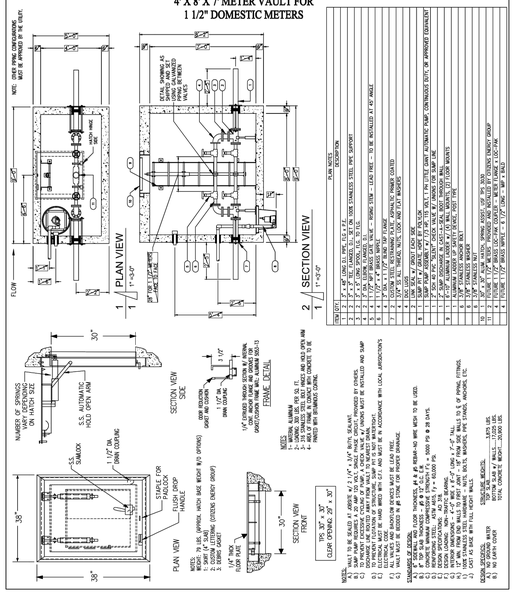
SCALE: NTS

NOTE:
COMPACTED BACKFILL IN LIFTS OF 12" MAXIMUM. TRENCH EXCAVATION SHALL CONFORM TO LOCAL STANDARDS.

CITIZENS WATER
STANDARD PRACTICE
Y.1

REVISION DATE: 10/03/2019 ISSUE DATE: 12/31/2019

4' X 8' X 7' METER VAULT FOR 1 1/2" DOMESTIC METERS



Indiana 811
Know what's below. Call before you dig.

* HAND SIGNATURE ON FILE
AARON C. HUNT
REGISTERED
Nº PE10300058
STATE OF INDIANA
PROFESSIONAL ENGINEER
Aaron C Hunt 03/26/2020

REVISION RECORD

NO	DATE	DESCRIPTION

Civil & Environmental Consultants, Inc.
530 E. Ohio Street · Suite G · Indianapolis, IN 46204
317-655-7777 · 877-746-0749
www.cecinc.com

PROGRESS STUDIO
HOTEL TANGO
10615 ZIONSVILLE ROAD
ZIONSVILLE, IN

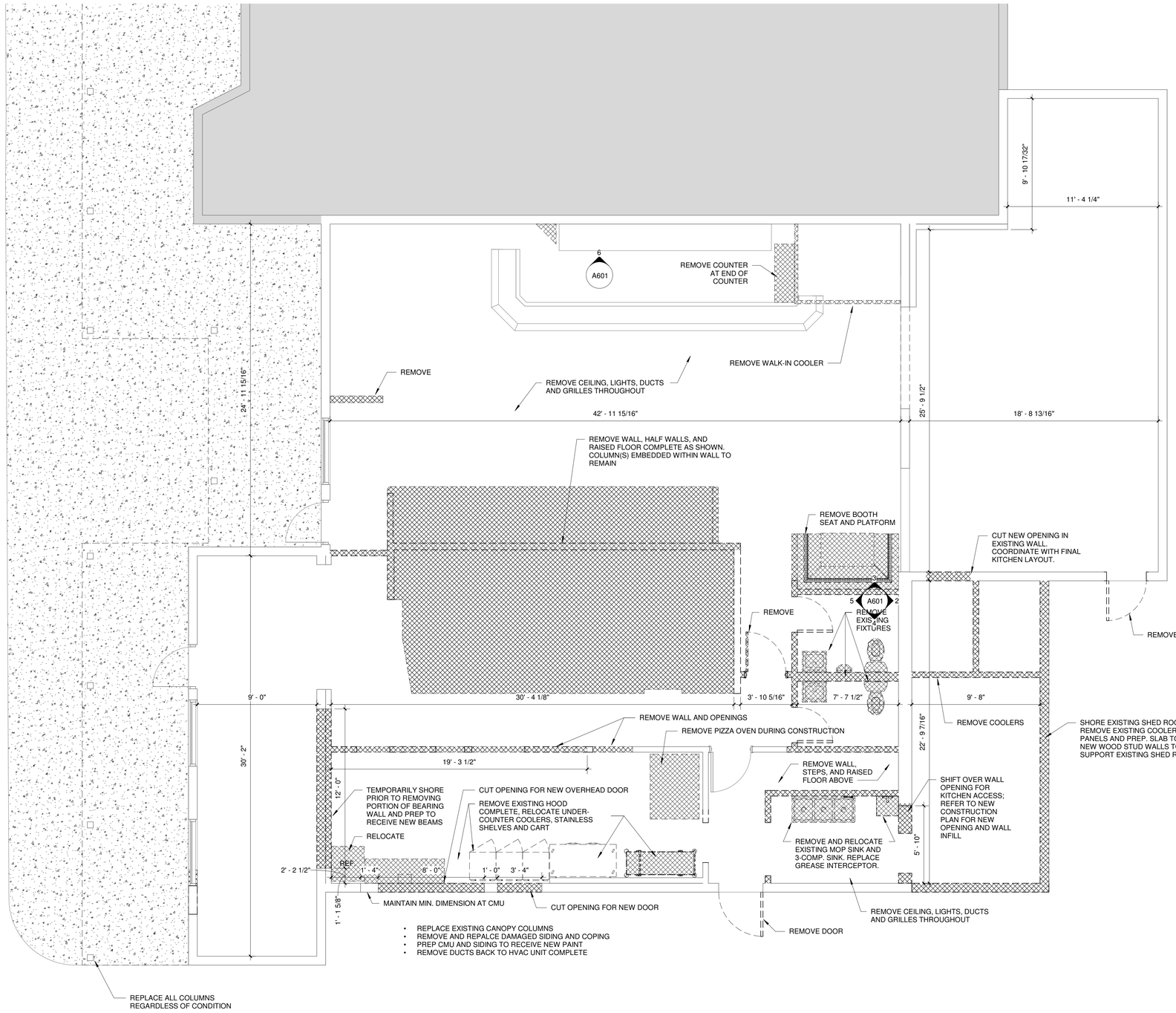
SITE DETAILS

DATE:	MARCH 26, 2020
DWG SCALE:	AS NOTED
PROJECT NO:	
APPROVED BY:	
DRAWN BY:	JAR
CHECKED BY:	ACH
	194-979
	DRAFT

DRAWING NO.:
C802

SHEET 7 OF --

P:\2019\194-979\1-CADD\Dwg\C101 Construction Documents\194979-C101-C803.dwg[C802] (1:1)(3/26/2020 - ahurt) - LP: 3/26/2020 3:53 PM



1 DEMOLITION PLAN
1/4" = 1'-0"

CONSTRUCTION LEGEND

- DENOTES AREA NOT IN CONTRACT
- EXISTING WALL
- OBJECT TO BE DEMOLISHED
- NEW WALL PARTITION. REFER TO GENERAL SHEETS FOR ADDITIONAL INFORMATION. (W.1)

GENERAL CONSTRUCTION NOTES

1. REFER TO SHEET G101 FOR DOOR TYPES AND WALL DETAILS
2. DOORS NOT INDICATED BY A DOOR NUMBER DESIGNATION ARE EXISTING.
3. PREPARE ALL EXISTING WALLS AND FLOORS TO RECEIVE NEW FINISHES. PATCH AND REPAIR AS REQUIRED.
4. PROVIDE BLOCKING IN WALLS TO ACCOMMODATE ALL CASEWORK AND WALL MOUNTED EQUIPMENT.
5. REMOVE DOORS AS INDICATED ON DEMO.

OCCUPANT LOAD

(REFER TO SHEET G001 FOR FULL CODE ANALYSIS)

INTERIOR WAITING AREA		
189 SF	(7 SF/PER NET)	27
SEATED TABLES	(ACTUAL # OF SEATS)	30
BAR SEATS	(ACTUAL # OF SEATS)	13
BAR SERVER AREA		
178 SF	(100 SF/PER GROSS)	2
BOOTH SEATS	(SEE PLAN)	16
BENCH SEATS	(SEE PLAN)	44
COMMISSARY/OFFICE		
171 SF	(100 SF/PER GROSS)	2
COMMERCIAL KITCHEN		
465 SF	(200 SF/PER GROSS)	3
TOTAL INTERIOR		**137**
682 SF (PERGOLA ADD'N)	(15 SF/PER. NET)	46
698 SF (OUTDOOR OPEN AIR)	(15SF/PER. NET)	47
TOTAL OUTDOOR		**93**
TOTAL OCCUPANTS		**230**

(##) DEMOLITION KEYNOTES

(##) CONSTRUCTION KEYNOTES

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5915 N. College Ave., Suite 213
Indianapolis, IN 46220
317-978-1100
www.theprogressstudio.com

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(CLIENT LOGO)

PREPARED FOR

Jackson Investment Group / Forza

500 East 96th Street, Suite 150
Indianapolis, IN 46240

PROJECT

Hotel Tango Tasting Room

10615 Zionsville Rd.
Zionsville, IN 46077

CERTIFICATION

NO.	DATE	DESCRIPTION
--	02/09/2020	ZIONSVILLE SUBMITTALS
--	03/03/2020	PRICING REVIEW SET
--	03/20/2020	BZA-ZPC UPDATES

DRAWN BY: JEL
REVIEWED BY: JEL

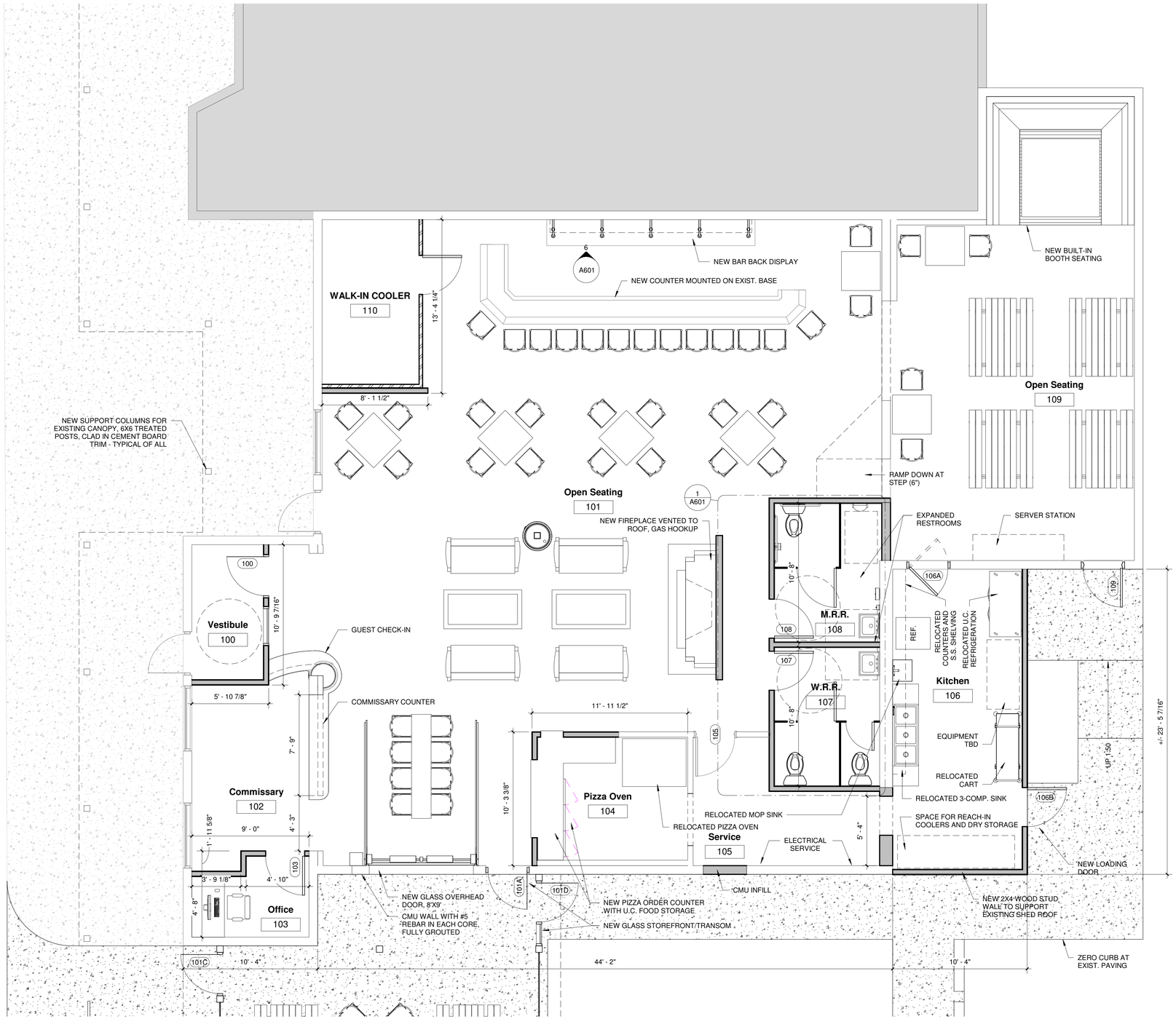
PROJECT NUMBER 19053

SHEET TITLE

DEMOLITION PLAN

SHEET NUMBER

D101



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DRAWN BY: JEL
REVIEWED BY: JEL

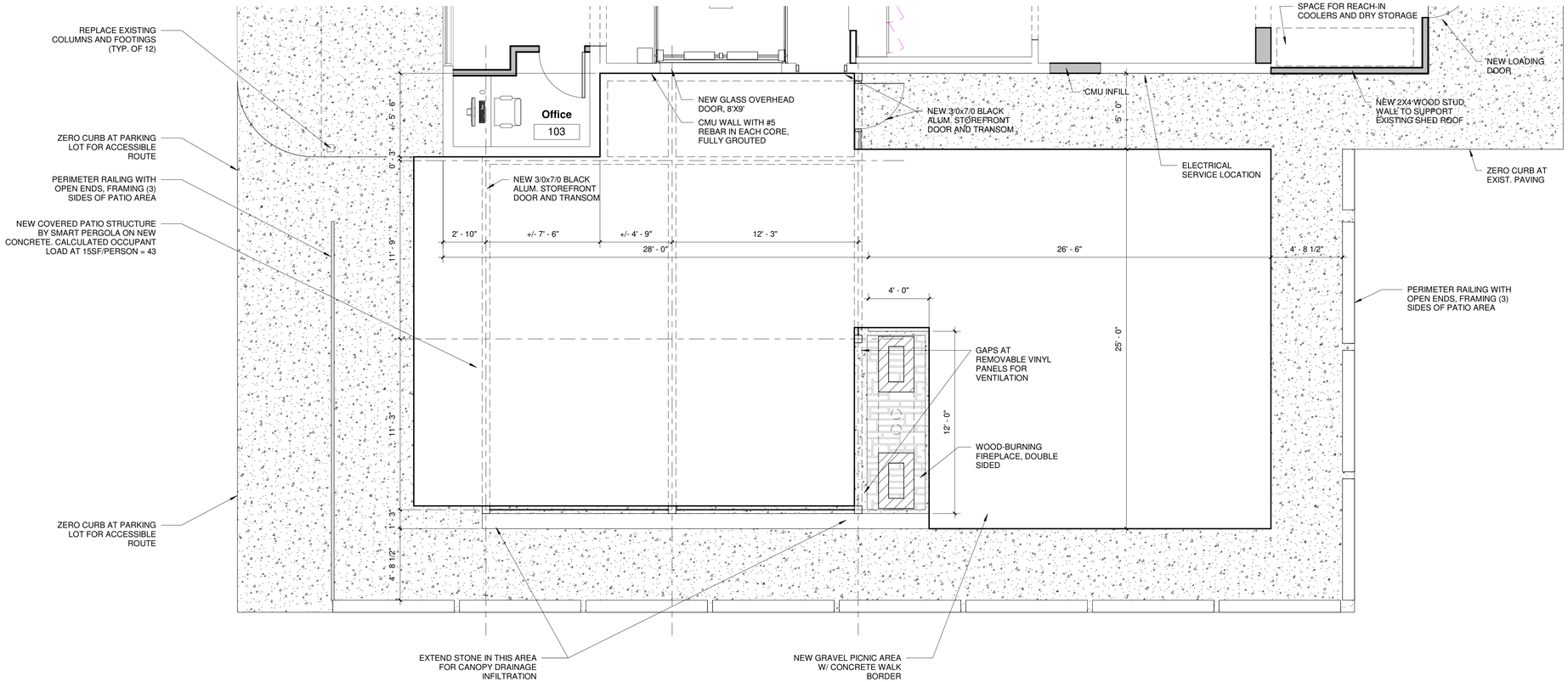
PROJECT NUMBER 19053

SHEET TITLE

CONSTRUCTION PLAN

SHEET NUMBER

A101



1 CONSTRUCTION PLAN - PATIO
1/4" = 1'-0"

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(##) CONSTRUCTION KEYNOTES

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DRAWN BY: JEL
REVIEWED BY: JEL

PROJECT NUMBER 19053

SHEET TITLE

CONSTRUCTION PLAN - PATIO

SHEET NUMBER

A102

EXAMPLE IMAGE - REMOVABLE VINYL PANELS WITH METAL FRAME

DETAIL - PERGOLA ADDITION

DETAIL - MAIN ENTRANCE

DETAIL VIEW OF PERGOLA AND SEATING

PERSPECTIVE VIEW OF SOUTHWEST CORNER

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DRAWN BY: Author
REVIEWED BY: Checker

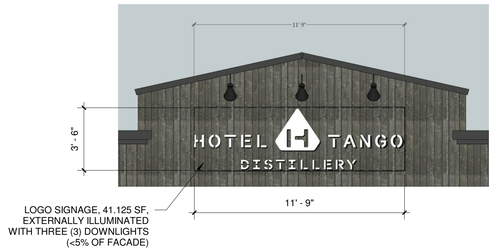
PROJECT NUMBER 19053

SHEET TITLE

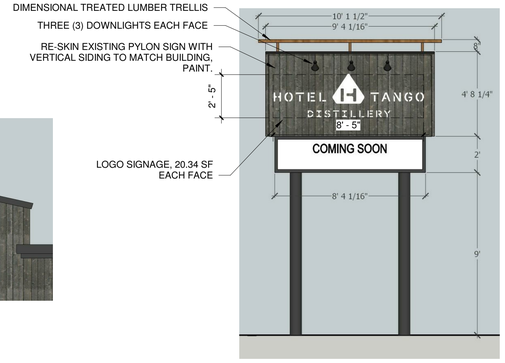
EXTERIOR RENDERING EXHIBITS

SHEET NUMBER

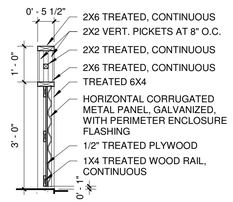
A401



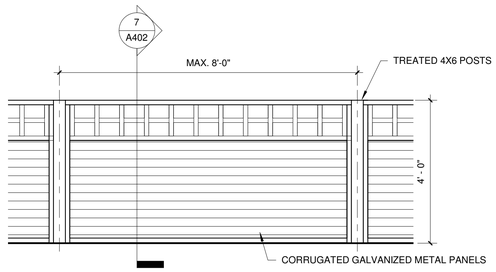
9 BUILDING SIGN
1/4" = 1'-0"



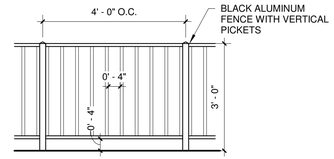
8 PYLON SIGN
1/4" = 1'-0"



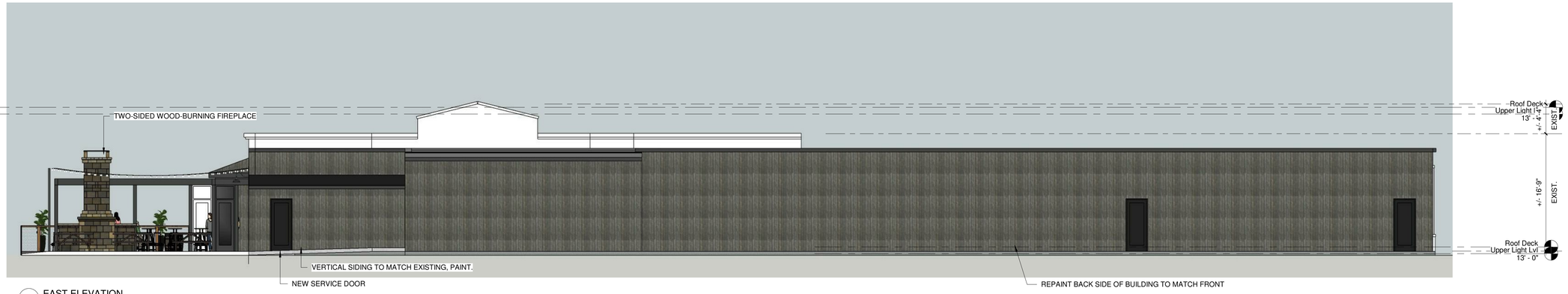
7 CLOSED RAILING SECTION
1/2" = 1'-0"



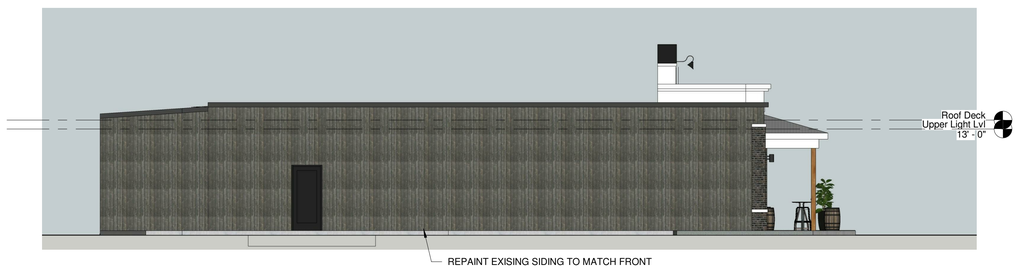
6 CLOSED RAILING ELEVATION
1/2" = 1'-0"



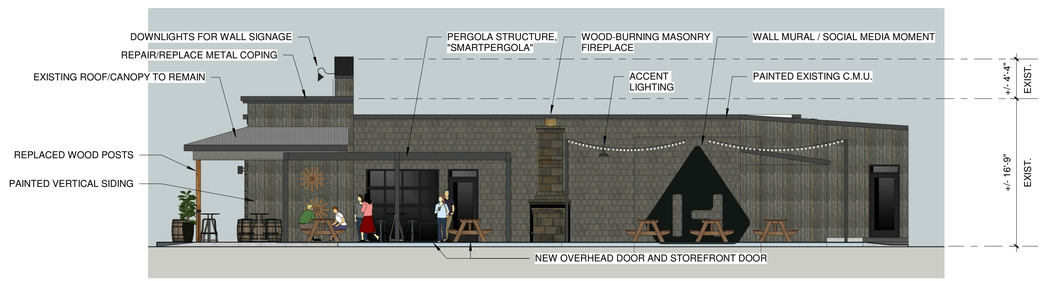
5 OPEN RAILING ELEVATION
1/2" = 1'-0"



4 EAST ELEVATION
1/8" = 1'-0"



3 NORTH ELEVATION
1/8" = 1'-0"



2 SOUTH ELEVATION
1/8" = 1'-0"

1 WEST ELEVATION
1/8" = 1'-0"

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DRAWN BY: Author
REVIEWED BY: Checker

PROJECT NUMBER 19053

SHEET TITLE

EXTERIOR ELEVATIONS AND SIGNAGE

SHEET NUMBER

A402

In attendance:	David Franz, Sharon Walker, Josh Fedor, George Lewis, Jeff Papa, Larry Jones, Mary Grabianowski.
	Staff attending: Dan Taylor, attorney, and Janice Stevanovic.
	A quorum is present.
Franz	All right. I'll call to order the Planning Commission meeting of Tuesday, February 18, 2020. Start with the pledge of allegiance please.
All	Pledge of Allegiance.
Franz	Our Secretary, Wayne DeLong, is ill today, so stepping in for him is Janice Stevanovic. So, if you would please take roll.
Stevanovic	Mr. Franz?
Franz	Present.
Stevanovic	Ms. Grabianowski?
Grabianowski	Present.
Stevanovic	Mr. Jones?
Jones	Present.
Stevanovic	Ms. Walker.
Walker	Present.
Stevanovic	Mr. Papa?
Papa	Present.
Stevanovic	Mr. Fedor?
Fedor	Present.
Stevanovic	Mr. Lewis?
Lewis	Present.
Franz	All right. We have full attendance, so a vote of 4 will be what it would take to pass any ordinances or actions here. Normally we would have a packet of the minutes from the January 21 meeting, however, there was a technical issue with the recording, so those will be presented probably in memorandum form at the February, or the March meeting. Up on the Docket is continuance of business from last month. Docket # 2019-52-Z, Hub I-65 Phase Two, 4255 South 300 East. Petition for zone map change to rezone approximately 81.369 acres from

the AGI agricultural zoning district to the rural I1 light industry zoned district. Is the petitioner present?

Price — Yes, Mr. President. For the record, my name is Matt Price. I am an attorney with Dentons, Bingham, Greenebaum in Indianapolis, Indiana, with an address of 10 West Market Street. I am here today with representatives from Hub I-65, Raif Webster, to my right, and then behind him our civil engineer, Ross Nixon. And the three of us are available to answer questions that you have. If you recall, the matter has been continued a couple times. It was first heard back in December of last year. There was an automatic continuance request there at that time, and then we came back in January and had requested your consideration of a continuance to allow us time to work with certain of the adjoining property owners with respect to an agreement respecting this project, and I am pleased to announce that we have reached an agreement in principle, and their counsel, Jeff Jacob, is here tonight, as well, and can speak certainly on their behalf. What I propose to do is provide you with handouts to kind of refresh the topic a little bit and show you what changes we've made to the proposal since it was initially heard, and then obviously be available to answer any questions that you have. And, with your permission I'll provide these handouts.

Franz — Sure.

Price — For the record, I have not provided handouts to Plan Commission members on your far right because they previously recused themselves of receiving this matter as before the Commission, comprised of 5 total members. First of all, just behind Tab #1, I thought I would just briefly orient us with regard to the site, and the development pattern that is in the vicinity. It is a rectangular-shaped property that extends north/south. Immediately south of County Road 400, and east of County Road 300. And you'll see kind of down at the southern half of the property extending west to east are the words VanTrust. And, that's the developer entity that is before you this evening. That property was rezoned back in 2018, and subsequently received development plan approval, and is under construction now. We call that Phase One of Hub I-65, and it's relevant for a number of reasons this evening. One being that, certainly it's a like-land use. Was zoned from agricultural to industrial at that time, and then for other reasons I will also describe why it's particularly relevant here this evening relative to the agreement made with the adjoining property owners. The second page behind that tab shows some additional vicinity information, of note, including some items that were discussed at the December hearing. You'll see immediately north of our site, or north and east of our site, is a planned reconfiguration of the 267 interchange. That's kind of at the top left of the photograph. The area kind of shaded in dark gray shows the prevailing development pattern with various logistics and distribution land uses, and then south, as you're going down I-65 is the new proposed mid-point interchange, as well, which was part of a capacity analysis that INDOT undertook a couple years ago, but concluded that the addition of this mid-point interchange would relieve some of the congestion off of the 267 interchange, and be of benefit to the traffic flows up and down I-65. And, so that shows kind of what the very significant transportation improvements that are being made in the vicinity, and those transportation improvements are really helping to drive the development interest in this area for this particular land use.

Then behind Tab #2, I wanted to share the proposed structures themselves, and kind of how they are oriented. It's a little bit different than normal as far as looking at a drawing, so I want to make sure I am clear about this. Looking to your left is north, and so County Road 400 is the county road to the left inside of the page. County Road 300 is to the south. This property would gain access through the existing VanTrust development that is extending back east. So, there would not be access points onto either County Road 400 or 300, as a result of the project. There's several significant development features relating to the proposal that I want to highlight, and I can highlight with regard to that site exhibit. One is to the top of the drawing, as you're looking towards the Saratoga subdivision, which is the single-family subdivision at the very top of the aerial overlay. You'll see that there is a berming, a landscape berm, that extends the entire length of that property. That's an approximately 75-foot wide berm, or a buffer area, upon which a berm would be constructed, approximately 12 feet in height, and then landscaped on top of that with a fence. So, that the total approximate height of that screening is about 18 total feet. And, that is the exact same. In fact, we've made a commitment that it would be the exact same type of buffering as was done in Phase 1 for the southern perimeter of the Saratoga subdivision.

Coupled with that are some additional commitments relative to the structures themselves. They're limited in height, to 55 feet in height. There is a limitation in height as to the signage on the eastern side of the building, so that it's below visual level as it's directed towards the residential properties to the east. Similarly, there is a commitment to limit the height of any lighting on the property, as well. Noise is always a factor with regard to this type of land use, and while the buffer that's immediately adjoining the property line is useful in blocking out that noise, there is an additional feature, and this is something new from our proposal back in December, but it very much is modeled after what we did with regard to Phase 1, is the second buffer strip that you'll see that's immediately south of the main buffer area. There is a second one along here, which is approximately, Ross, is it 40 feet in width? Four feet tall, approximately? Thirty? I'm sorry. It's, had to double check that. It's approximately 4 feet in height, and then on the second page, behind the schematic, you'll see the proposed width is 30 feet. So, this drawing here shows you kind of linearly how the berms lay out. So, moving along the property, the 30-foot berm would be here, 4 feet in height, and as you move towards the residential neighborhood, it's the 75-foot buffer area there, with a 6-foot tall privacy fence in the height there.

The main thing I want to talk about, in addition to that, is one of the main features of the Phase 1 approval was the commitment from VanTrust to install a water line, an 8-inch water line, serving the Saratoga subdivision. And, this was a key commitment actually made, that proposal received a favorable recommendation here. We went to the Council. There was some further discussion about how to make the proposal better to address some of the concerns that are being raised by community members in the Saratoga subdivision. And one of the items that came out was the unreliability of some of their wells, particularly as there had been more development pressure brought to bear in the general vicinity. And, so that commitment was made, and subsequent to that time, what we've all discovered, Mr. Jacob and myself, is that Whitestown

was unwilling to permit, for engineering reasons, unwilling to permit the installation of that water line prior to a minimum number of residents in the Saratoga subdivision committing to be connected. Meaning that they had to actually sign a written agreement with Whitestown to have their homes connected to the Whitestown water utility. And, as contemplated, it was no small number. We received varying pieces of information, but to give you an idea, there are 22 homes in the Saratoga subdivision, or 22 homes that I think, I think it's all built out now. Mr. Trescari will correct me if I'm wrong. But, now 22. At the time I think there was only 21. But we would need approximately 17 to 20 of those in order to meet the minimum threshold to allow them to permit the water line to be installed. And, so that's been something that we have grappled with, the community has grappled with, since that approval. And, so when the opportunity came for a second phase, one of the early discussions we began to have with the neighbors, in addition to the buffering and making commitments to keep the same high standards for that buffering, was to try to also address and remove the barriers for those residents to be able to connect. And, those barriers are a variety. Some of them are directly related to cost. It's a fairly expensive item to pay the connection fees to be hooked up to the water itself.

Secondly, Whitestown has, kind of, what I would refer to collectively as an inside-outside rate, meaning that if you are a resident of Whitestown and live within their corporate limits and are served by their water utility, you have one rate. If you are a resident of another town, but also served by the Whitestown utility, you have another rate, and that rate is higher. It's considerably higher. And, so when you sign that contract, you not only agree to pay for the connection charges, but you also basically agree to relinquish your water that you can generate through your well. And, so, it was hard achieving that critical mass. I think it was basically impossible to achieve that critical mass of connectors because of the cost, and because, thankfully I guess in this instance, not all of the homeowners in the community are experiencing the same difficulty with their wells. Some are, some are not. Depends on your well, where it is placed in the aquifer, various things of that nature. And, so there was not that critical mass.

What we've gone back and done is, after a great deal of discussion and negotiation and engineering, to determine how do we bring that threshold level down, remove the barriers to entry, so to speak, so we can get those connectors marshaled, is we've made an agreement that has really two salient features to it. One is that VanTrust would pay an amount of money that's been, through engineering estimates, has been set in order to pay for all of the homeowners in the Saratoga subdivision to connect. So, covering their connection fees. And, then with a little bit of, in addition to that, with a little bit of engineering, and I think a little bit of good fortune for all of us who have been laboring through this over the last several months, a new party has come to the table who owns certain properties east of the Saratoga subdivision, along County Road 400. And this property owner was not a participant as far as they were not part of the agreement to extend with the water line during Phase 1. But the, kind of serendipitous aspect of their property ownership is that they own enough properties that are contiguous with one another that were able to loop the water line back east to where it originates in the Whitestown utility service on Indianapolis Road, and essentially in the shadow of the water tower itself, And what that does is, it brings down the threshold number of connectors necessary in order to get the

permit freed up to install the water line. So, in addition to covering all of the fees, we've also devised a pathway where we can go all the way through Saratoga, loop back east down County Road 400, and go reconnect at Indianapolis Road. And that property owner has also joined our agreement with regard to the payment of sums towards connection fees. And, so with the commitments that we've made mirroring the last Phase 1, and maintaining those same high standards, together with this, what we're calling a development agreement. You've got a written agreement that lays out the obligations for payment and the water line path, we believe we have reached a good compromise with regard to both allowing a Phase 2 to go forth, while also being respectful of existing homeowners in the vicinity, who live in a very nice subdivision, and allows, we think, a win-win scenario to move forward. That is the essence of our case. Raif and Ross and I are available to answer any questions that you have, and we would respectfully request a favorable recommendation and welcome your questions.

Franz All right. Thank you. Would you like to speak please, and confirm or comment on what Mr. Price has stated?

Jacob Absolutely. My name is Jeff Jacob. I'm an attorney with Hackman & Hulett here in town with offices at 1620 West Oak Street. Mr. Price is absolutely correct. And, one of the things that I want to, I guess, thank VanTrust for is that they have, since some of the difficulties or realizations of engineering struggles between Phase 1 and now, VanTrust has been helpful in assisting and analyzing some of the engineering challenges, and expanding this water line to include some of the properties on 400 South. So, we have, in fact, reached an agreement in principle. There were edits to that agreement. I have 16 signatures in Saratoga, one additional property owner, a 17th that says I am not interested in hooking on, which is part of the basis of that agreement, but I understand, they understand some of the risks without the water line in the subdivision, and are supportive of that. And, then there are 3 properties on 400 South, 2 owners, that are granting easement, working with Saratoga, and interested in hooking on, and have signed this, in fact, signed this development agreement, as recently as 30 minutes ago. So, we've been working diligently, and that's where we stand. We're happy to answer any questions.

Franz All right. Thank you. At this point, is there anybody else in the audience that would like to make any comment on this? If you go, please come up and state your name and address.

Triscari My name is Craig Triscari. I'm at 3270 Paddock Road, and I thank the two Board members up here that had recused themselves from this area. My home is directly adjacent to the proposed plan, and after listening, I'm happy that they actually solved the problem for Phase 1, but we're not necessarily talking about Phase 1, we're talking about building what they call Phase 2, another industrial site. The problems that, or the solution they came up with was a solution of promise that they made to that community nearly 2 years ago. But I appreciate that they came to a solution on that. Again, my home is directly adjacent to the proposed plan to build a light industrial mega warehouse between our residential community along Saratoga housing community, which is 400 East housing community, and the homes along 300 East. And, the area that they're talking about is Saratoga. It's

right, 22 homes, in that area and he said there is 3 homes along 400 that are included in there. And there is approximately about 40 to 45 homes directly in that area. So, I would say close to half of the homes they are impacting for the Phase 1 of water in that area. The housing community, or the plan to change the zoning designation from AG to Light Industrial does not conform or comply with the Town of Zionsville comprehensive plan, and I'm going to go ahead and give this to the President, a comprehensive plan. It is on Page 19 and 20 for those documents. I don't have a copy for everybody, but you're more than welcome to look at that. This document, which is posted on your website, allows the homeowners the ability to see what type of development would be placed near them so they can make an informed judgement of buying homes in that area. The current plan has mixed usage designated for the land. Mixed usage as defined in your comprehensive plan, is residential and general business, not light industrial.

Additionally, the document states that, and these again are your words in your comprehensive plan, "The buffering between different land use utilization of open space and agricultural and preservation should be incorporated into development of the area reflect rural characteristics." The plan that we're talking about here is not Phase 1 for the water. The plan here is to build a 5-story industrial site on the north side of that area, in between the homes of 300, 400 and parts of Saratoga. The type of development was seen in your buffering design in Creekside corporate park, which I believe you spent about $14 million in development of infrastructure for that corporate park. This area, if approved, is four times that size, and so, there is no infrastructure in place other than what they just described for Saratoga. There is not for 300, which is a dirt road. There is not for 400, along up north 400. There is no lines that go up there. So, you're looking, at this point, based off of what they stated today, you're talking about 50% of that community. What you have, VanTrust plans does not allow for proper land use and buffering between residential and industrial, or keep the rural setting. Zionsville land use plans specifically references CR 300 South, and CR 400 East as poor access roads to I-65. And, again, I thank VanTrust for presenting the community, and they did send a letter out, which stated, with excellent access to both roads of 400 South and 300 East and I-65. I appreciate them saying that those roads are not going to be used because they're poor roads to actually use on the north side of that area. They physically have to go around, to give you a visual. They have to completely around the residential area in order to access I-65. They cannot go down 400. They have one entrance and one exit, and that's almost a 270-degree around that entire community. And, we mentioned that. Okay. This plan has, again, alongside the entire housing area to get to I-65. This plan has one exit, one entrance points into the area. By turning 90 degrees, and that's what they're doing. So, they're going down the road of new Indianapolis Road. They're creating a new road, and they're turning 90 degrees into the community to build this 5-story, 180-plus bay-door warehouse right up against 2-story homes, with a 75-foot buffer in that area. And, I appreciate they have a 12-foot berm, and a 6-foot fence in that area, but that's not necessarily, I think people in those areas are starting to realize as they're putting that up that it's a little bit more intrusive than they actually thought it would be. The current and future highway exchange plan, which was discussed. Plan does not support this massive movement into the area. The decision, and Whitestown was given a decision to go ahead and either expand the exit on 133, or build an interstate exchange. That was the option that they were given. And, they decided

we want to go ahead and build another exchange between Whitestown and Exit 133. This decision to build a new exchange between Whitestown Exit 133 is planned to build in order to push the trucks and access away from Exit 133. Now you're putting a building directly behind the community. You're putting a warehouse directly in-between that community, and behind them, that have to go all the way around, to go down the road to get pushed over to the other exit. That was not the intent. The Exit of 133 is not an expansion plan. It is not an expansion plan. It is a flow improvement plan since the area roads have been absolutely decimated in the last 3 years to push these mega-warehouses throughout Whitestown AG area. So, by placing a mega-warehouse behind the residential subdivision, you're causing increase in traffic, pollution, rural destruction of that area. It's in-between housing areas. That's what this is going to be.

More importantly, you are also ignoring the agreement you made with the community and our partnership with Zionsville, and Perry Township. We made an agreement with you several years ago that you would protect our area and that you would have our interests. And, I was one of the foot soldiers going to each and every individual house and home, which you got 95% of that community's area. Not just Saratoga. We're talking 95% of Perry Township, to partner with you to give you close to 600,000 acres of land, because we wanted to get away from Whitestown and the development plan that they have in that area. Water issues and well issues. In the last 3 years, the situation has become alarming to south side and west side homeowners, which say critical. The only access to water in that area from homeowners is well water and septic, and their own septic systems. And, we already explained that Whitestown is punitive. It's $40 per month for not a drop of water. That's just the penalty because you're not in Whitestown's area. It's $40 a month right off the top. It increases $5. That can increase, I don't know, yearly or every other year. Whatever they decide it to be. In 10 years, it could be $100 or $90 punishment just for the water area that you have in that area. Whitestown water is currently not available to the community. We're told that now in Phase 1 they actually solved that problem, and I appreciate that if it actually occurs. When the Town of Zionsville approved the development of the western mega-warehouse, along the property line of residential subdivision, VanTrust promised to bring water lines. That was in 2008.

I'm glad, in 2020, they are looking to go ahead and bring water into that community now. The water is owned and operated and distributed by Whitestown Water Corporation, which has excessive requirements. We talked about those excessive requirements already, and I'm not going to re-go over those. VanTrust will put, plans on putting money in to go ahead and do the hook-up. To give you some idea, the hook-up cost is probably going to be about $5000-$6000 just for the hook-up. The cost of the bill is going to be about $150 to $200 for your water bill, and with 17 individuals on there, they are going to dump water, and it might be even more. I don't know. You know. Based on the cost. Whitestown water is the most expensive north of Indianapolis. The most. And, so for 5 years, 5 years of water usage and hookup, it's going to cost that community a quarter of a million dollars. That's just for 22 homes, by the way, in Saratoga. That does not include the homes on 400, the homes on 300, the homes north of 400 that don't have any access to water and have wells in that area. The

cost shifts to all homeowners in that area after those lines are run. That cost will double, if not triple, if they are allowed to disregard the comprehensive plan and build northside between the housing areas. So, it's just going to be at least a half a million dollars in that area for some of the homes in that area in order to hook up. And, that's for the first 5 years. They also mentioned that Whitestown, in the contract, is requiring that landowners designate their wells as non-potable. So, they're saying your well is useless. We're going to hook up to the water. You're going to sign this contract. Number one, you can't sue us for what we did to you before, and place all these, you know, these warehouses and they're depleted your water. You're signing a contract now saying that you're going to stay with us for a period of time, or you're not going to be able to use those wells. And, it's very, you can use them to water your lawn, but let me tell you, that's an expensive endeavor, to water your lawn and pay for a well system that you have for your house already. Especially if it's functional. Okay.

Now with the building of new mega-warehouse on top of the community, you impacted houses again at 400, Indianapolis Road, farmhouses north of 300 South and the houses that have no issues with Saratoga housing subdivision with no plan to get the needed water after wells are impacted. We're going to be back here in 2 years with some of those individuals saying we're having the same problem. You know, our wells are depleted. We're having problems. The saturation area in that area has been devastated because you have hundreds of acres now that are concrete, mega-warehouses. And, the property that they're talking about, they have huge water shed on that property that they're going to move. They're going to divert that water. To think that that's not going to have an impact on the wells in that community is absolutely, I just, I don't think that would, it's not going to happen. Trust cannot even be put in the infrastructure of the community, and Whitestown can change the requirements at a moment's notice with this recent. Initially, they came with 20. Then they said 17. Then they said if you go around and you build this, we can go ahead and maybe do 13. And, then went back to 17. The bottom line is, we do not control, Zionsville does not control the water. They do not control it. And, Whitestown can decide what the number is, and Whitestown can increase it and decrease it any time they want to.

Okay, just to also refresh people's memory, that community supported Zionsville with 600,000 acres. Whitestown does not like our community. I can tell you that for a fact. Okay. They hate us more than they actually dislike you. And one of the comments from the lawyers that was given to us that was dealing with the water in the last year was that, the person who has been doing this for over 15 years says they have been the most vindictive town that they have ever had to deal with when it comes to water, and that was one of the comments that was made. I would also like to inform you that unlike the last request to build a mega-warehouse on the west side of Saratoga a year and a half ago, the local community is not in support of action placing a mega-warehouse on the side of the residential homes. They are in 100% support in Phase 1 to get them water, and for VanTrust to adhere to what they said they were going to do on the west side. You will have 100% of the people vote. If you put it to them right now to vote to put this mega-warehouse on the north side of that community, I guarantee you you would have a 95-100% vote saying that they do not want that there. But the deal is, you don't put that there, we're not going to give you the water. We're not going to pay for it.

That's the deal. And, so even though we had a deal in Phase 1, this is now being hung over the heads of those 17 homeowners. And, I know because I have been in those meetings and I have seen the emails between the individuals. That promise, like many others, to include your promise to put nothing but mixed-usage into that area, has not been realized. Currently, the west side is fearful that nothing will help them get to the needed water. Obviously, they came to some plan. Several desperate landowners have hired lawyers to negotiate with VanTrust, Whitestown, to get water with currently no results. We actually found out today that they have results for Phase 1. I appreciate that. The community has spent thousands of dollars in resources to get water and to stop predatory development. This has cost the community. Just in Saratoga. Several, I mean, tens of thousands of dollars in time and money for the lawyers, just to get to where we are right now. It's cost the community that. Some neighbors have even gone as far as to write to local homeowners that if you do not contribute to the lawyer fees that were given that you would not get hookups. You would not be able to hook up. And, I did tell that to the lawyers, and I'm glad that they went to those individuals and they told them that that's not the case. Because I don't blame the lawyers here for doing that. People were desperate for water and they would do anything to get it for their homes. VanTrust has only reached out to the desperates for water, not the entire community. They have not reached out to some of the people on 300 or 400, or us. The only time they reached out is we'll put a berm and some trees up there for you. That's great. But the infrastructure is not there.

I would like to inform you that, we already talked about, the huge shifting of surface water, which I talked about on this land. There is a huge water shed on that property. And, they will engineer to move that water off that property. I don't want to repeat myself here. But, oh, by surrounding our community in industrial park, it's setting the standard for future development request in your town. This is going to become a standard in your town. Don't think for a second that this is not a standard that's being set. If you put a 12-foot berm, and you put trees up, and you put a 6-foot fence up, then it's okay to surround the community with industrial warehouses. It's not part of your comprehensive plan. Doesn't matter. Doesn't matter. It impacts the houses in that area for depreciation of value of those homes. Doesn't matter. And, so these standards are being set right now for your rural community. With the completion of putting this behind the community even though it is not part of your comprehensive plan, poor roads available, water issues, destruction of rural setting, destruction of home values, these multi-billion-dollar corporations come to your town and point to this area as a model for future development.

Okay. Zionsville is not the decider on water. Okay. So, the decisions that we make here, we don't control the water. We don't. And, Whitestown can change their mind like that, and they will, if they have the opportunity to. As for water, I would make sure that the water is available prior to any development of that area to include the 400 and 300. Infrastructure has to be in place, and it's not in place. We don't want a mega-warehouse there. We understand that there is development. We understand and negotiated with you that there would be mixed usage, general business and homes in that area. We accept that, and we actually encourage that development. This, we do not encourage. Finally, it is your duty to take into account the impact of residential home property loss. I do not think

anybody can say with a straight face that surrounding the community with a million-square foot warehouse as 180-bay doors, you know, faced right at your back door, in a rural community, is not going to have a profound impact on your home values. Okay. Even though VanTrust structure, you're building on the west side, received the 10-year tax deferment. Okay. And, they received the 10 years tax abatement because it's, because of depressed area. This will depress the area. They're getting tax abatements for 10 years, which is 10%, 20%, 30%, 40% and so on. They're going to do the same on the north side, as well. VanTrust will say that this is a standard, get tax abatements while depressing the surrounding community. Do not make the same mistake. Fix the current problem on the south and west side, which hopefully they did today. It doesn't fix this problem, and it does not fix the people on 300 and 400, but hopefully what they talked about completes Phase 1.

Phase 3, by the way, is to go to Lebanon across the street and put another warehouse there, to completely surround the community. That's Phase 3. Even though they called this Phase 1 the first time. Now they are calling it Phase 2. Non-compliant, finally just points of issue, and this is the last part is, non-compliant with Zionsville comprehensive plan. It doesn't comply with mixed usage. Your assessment from your project manager, or your developer here in your town, even states that in there that it does divert from your comprehensive plan. Roads incompatible with land usage, using INDOT current plan for assessment and comprehensive plan. Water issues, at least 50%, are going to be impacted. No structure in place in order to deal with that. Property values are going down and are issues on that side. VanTrust has tax benefits and right now, all of the cost has been shouldered by the community up to this point. Keep to your comprehensive plan. Your word to Perry Township and the partnership we forged with you. This is an opportunity for you to gain that trust again in Perry Township from coming into our community and us inviting you into the community as a partner. Vote no for this plan for the recommendation. It's easy, I think it's really an easy vote. And, again, I'm grateful that they do have Phase 1 finally after two years. They're actually going to get water for that community.

Franz All right. Thank you. Is there anybody else have any comments on this?

McFair Good evening. I'm Carolyn McFair and my husband, Andy. We live at the corner of 300 East and 400 South. So, we are directly across from this big warehouse. We built our home about 26 years ago, and are planning to stay there until we can no longer take care of the place. Andy has his pole barn for his hobbies, which is something that he had wanted for years. We would like to keep the value of our property. I'm afraid this will decrease the value. Our home is part of our legacy to our daughters. There are eight homes in this stretch on the road. Of those eight, five have been occupied by the same families for over 26 years. That's how long we've been out there. I don't know how long some of the others have been there. The other three homes, one was sold last year because of a death of the residents and it was sold to a young neighborhood farmer, and the other two changed hands approximately three times. So, you can tell this is really a very stable neighborhood. All of us will be facing this big warehouse, a 55-foot tall warehouse. We will see it every time we drive out of our driveway, and out our front windows.

Let me put this into perspective how large this warehouse would be. The building itself is proposed to be 780,560 square feet. When you divide the 780,560 square feet by 43,560, which is the square feet in one acre, it equals 17.923 acres. Now, we have eight homesteads, approximately 1-acre each. That would be about 8 acres. Therefore, our homes would fit into this warehouse, not once, but twice. If you stacked our homes to reach the 55-foot tall, they would be stacked at least 3 deep. This building would dwarf our homes, and knock dead into our neighborhood. On the north end of the warehouse, 203 parking spaces are proposed. That would be directly across from our home. Several of us are retired, or will retire in the next few years. We were awakened by alarms clocks for years, and now we do not want to be awakened by slamming doors, and voices of employees arriving for work. Please do not rezone this land for their huge warehouse. And, Petition 2019-52-Z, Exhibit 11, they had proposed construction and maintenance of a landscaped berm along the real estate's eastern property line, where it would be abutting Saratoga subdivision. A berm approximately 12 feet tall, and 60 feet wide, with a 6-foot privacy fence on top. See Exhibit 11, #3 for more details. We are requesting to have the same landscaped sound barrier, lighting and signage on 400 South for whatever is to be the building there. We also do not want to hear semis, and see their lights, slamming car doors and truck doors, voices of worker, machinery usage and backup beepers. Please provide this buffer for us, as well as for Saratoga.

We do not think a giant warehouse is a good usage to the land. General business or residential would be much more desirable with more green spaces. The buildings could be built around the natural water drainage, and have more green space for the ground to absorb the rainwater to replenish our water systems. As mentioned at the December meeting, Saratoga has well and water problems. We, too, have the bucket well, but we have good water at this time, and a good supply. If you cover the land with cement and asphalt, the rainwater cannot soak into the ground, and therefore go into our water usage. The well drillers we have spoken with could not say for certain that it will not affect our water supply. By building shorter buildings, there would not be as much contrast in height of the buildings and the homes. Lighting and signage would not be as invasive as awnings used in tall buildings. Sound barriers would still be desirable, to ensure the privacy of the homeowners and the businesses. Please keep us updated on your plans and consider our feelings and needs for the long-time homeowners. Please give us more notice than a registered letter the day before the meeting. We do not want to lose our tranquil neighborhood. We would much rather see corn and beans growing, than buildings. They do not make any noise or have lights. We want to keep the value of our homes that we love. I'm sure none of you, including the developers, would like to face a 50-foot tall, 18-acre warehouse every time you look out your front windows or drive out of your driveways. Thank you for listening to our concerns and suggestions.

Franz All right. Thank you. Is there anybody else who would like to comment? If there is none, Mr. Price, would you like to respond?

Price Appreciate the opportunity to respond. I was making some notes, as Mr. Trescari was talking, and certainly the last speaker, as well. With regard to the solution arrived at for this phase of the project, it is a different commitment, certainly, than what was originally made. The commitment originally was to install a water

line to carefully crafted commitment that indicated that it's subject to permitting. The permitting requirement by the utility, that is outside of our control. That's no question that's true. That's part of the reason we've been involved in the additional discussions we have been. Part of that permitting was that between 17 and 20, as I indicated, homeowners connect. And the cost to them of doing that, and the timing, in addition. Some of them just didn't want to do that because their wells were functioning, made that an impossibility. So, we have honored the commitment as made for Phase 1, but realizing that the problem persists.

Nevertheless, we've engaged in this discussion to reach the new agreement. And, I'll say, the problem that exists is not as much as it's two-sided, which is that a lot of the ills that Mr. Trescari notes are right in the sense that the area is devoid of infrastructure. It has no infrastructure. Their homes essentially have no infrastructure. They were built without utilities. They were built without water or sewer, limited stormwater, and what this project does is provide the platform so that some of that infrastructure can be provided to an area that otherwise lacks it. And, does so in a way that imposes no burden on adjoining county roads. It's not using County Road 300 or County Road 400 to access in and out. So, it can use the existing Indianapolis Road, the existing 267 interchange, which is immediately next door, and being modified further following a flow capacity analysis that was done a couple of years ago. So, the infrastructure that does exist supports a logistics-type use and the land use that Saratoga maintains is not supported by any infrastructure. This brings the infrastructure to them.

The other thing that is important, and it's noted in our staff report, which is not, the staff report is not carelessly drafted. It's drafted with regard to the actual criteria for evaluating a rezone petition. What the staff report notes is that a statutory element of evaluating the propriety of a rezoning request is what the current conditions are, and what the prevailing land use pattern is. And, that's noted expressly in the staff report. And, what that, what it shows is that this property immediately south, this is the subject VanTrust property, right here, and right around the corner here. Immediately south of it is an industrially-zoned property that was developed after Zionsville's comprehensive plan was adopted by Whitestown, and then similarly, Whitestown approved significant commercial activity right in the shadow of the Saratoga subdivision in the form of a new filling station.

And, so we have been, we have listened to and been sympathetic to Mr. Trescari's concerns over the planning process that he experience in Whitestown. And, that experience was to permit the gas station development immediately east of their neighborhood without any significant buffering, and, I might also add, permitting a fuel service station immediately adjacent to a residential subdivision that gets its water from wells. And, so when he says he was a foot soldier for seeking a new relationship with a different municipality, I totally understand that. And, I think what we believe this project represents is a good representation of that partnership. That the partnership here has been to insist upon robust screening and buffering, and insist upon berming infrastructure to an area that otherwise does not have any infrastructure. And, that's been the product of the community having a voice in this process where they were voiceless with the prior municipality. And we think that's a significant improvement.

But we also believe that they were given a voice, and not a veto. That partnership was two-fold. There were two parties to that marriage. One being the Perry Township residents, who rightfully wanted a better deal, and the other being the existing residents of Zionsville, who benefit tremendously from adding a responsible addition of commercial tax-base to our community. And, so what this project seeks to do is to balance those competing interests in a way that respects both parties to the relationship, if it's to go forward.

A couple other things I wanted to mention. The agreement that we've struck is significant in the sense that it will not involve, I think there was an expression used about a dump of water. I think suggesting that there's going to be somehow significant and maybe unusual volumes of water used by Saratoga and the community, or the property owner, along 400. One of the things that this design does is allows us to loop the water system so there is a continuous flow. There is not a requirement to have a letting of the water to flush the lines or anything like that. That's one of the tremendous advantages of this design that we've worked very hard to achieve. I think I mentioned that this project, again, I want to make sure there is not any misunderstanding on this point. There is not access onto County Road 400 or 300. There is no requirement for any truck or any other vehicle leaving this building to ever access County Road 400 or 300. It just does not. It would seem that any future, if there were any future mixed-use opportunities in this vicinity that were of such scale, that they could occupy this large acre parcel, and support the vast amount of infrastructure that would be needed for them to come up out of the ground, would almost certainly gain access onto 300 and 400 in order for those properties to be used, and that would burden an area that does not have an adequate road system with those uses, whatever those mixed uses might be on the west side of an existing industrially-zoned property and, I might also add, north of an existing industrially-zoned property too. It's bordered on two sides by industrial-zoned properties.

So, for this reason, for these reasons, we think this is a good compromise that gives voice to all parties' concerns and all parties to the partnership that I think does exist. With regard to the second speaker, we respect very much, and appreciate how succinctly she made her excellent points. We are fully prepared to include a buffering and screening package on the north side of that property. We contemplate having a 40-foot buffer, and can include a berm and landscaping, as well, and the same commitments as far as the lighting, signage could apply on that side of the building, as well. So, we're fully prepared to do that. We were contacted by at least two separate homeowners on that side of the building. We're reached out to them in writing a couple different times and were not able to get a response. But we are prepared to make those same commitments. I would add that one of the benefits of the layout for the property owners on the north side of 400 is that there are no loading docks contemplated on that side of the development. So, consistent with other projects that have been approved in Zionsville with regard to instances where homes were immediately across the street from an existing county road. What's been done in those instances, and I'm speaking of Becknell project, for example. What's been done in those instances is that there has been buffering and screening done between those homes and the newly approved structure, and they have limited the layout so that there were not loading docks on that side of the property. And, we are

committed to following that precedent, as well. And, appreciate your consideration again, and would answer anyone's questions.

Franz All right. Thank you. If you're going to respond, you have to respond specifically to comments that he's made.

Triscari Thank you. Again, with the infrastructure that was discussed, we have infrastructure in that area. We paid tens of thousands of dollars for our wells, and for our septic systems. And they worked. And they worked for quite a long time until the last three years when we started to see a lot of the development in that area just run over the top of us. And, we started to see the huge issues from there. It's a self-licking lollipop where you have one, they jumped over 267, and then you have one, they say, why we can't we put one there, why can't we put one there, why can't we put one there, why can't we put one there, why can't we put around, and then completely surround the community in it. The other point I have to make that was discussed is that they are putting this infrastructure in. We don't have water. Okay. So, the question is, is this contingent upon them doing this, because if that's the case, they haven't gone and finalized their agreement with us in Phase 1. We do not have water in that community as of today. So, if this plan is contingent upon you agreeing for them to build that structure on it, then yes, we have a lot of problems with that because that was not the agreement in Phase 1.

Phase 1 was they were supposed to run the lines into that community and they have not done it. And they could have paid and done what they're doing now, but they decided not to. Instead, what they're doing is telling you, if you do this, we'll go ahead and do that. Utilization of staff report from this community, it specifically says deviation from comprehensive plan to facilitate the rezoning. And, that's Page 3 of 4 on it. And, if you look at that, they're saying we look at this as supportable. But they're telling you, they're deviating from the comprehensive plan. Okay. So, there's no mistake in the fact that this does not follow your comprehensive plan, and it certainly doesn't follow the agreement that we had as a partnership. We talk about partnership in this piece. We're running away from Whitestown. And, what they're saying is because of what Whitestown has done, you should do the same thing. And, so when we went to you, we felt that you were responsible in developing that area where Whitestown was not responsible, or responsive, to the community that was in that area. something also that we talked about with 17 individuals that they're going to pay for hookup with, and they talked about there. You have a petition that I gave you. That's over 140 names. There is some names that are crossed off because I could not verify some of those individuals on that. Those are the people in and around that community, which specifically says we don't want that. We want the water, and Phase 1, like promised, on the west side, but we don't want that. Again, we're, he mentioned that the bay doors are not facing the 400, but bay doors, 88 of them are facing that residential area of Saratoga. They're also facing 300. So, I'm glad that there is a parking lot for 400, but there is bay doors for 300 and for Saratoga, and it's pretty extensive. We talked about their not utilizing 300 and 400. Three-hundred is a dirt road just so everybody knows. Okay. So, 300 is a dirt road. Four hundred is a county road. They can't use those roads. Based on what we've seen with Whitestown, I guarantee you there is going to be trucks down those roads, because they are going to think they are going to have access

into that facility off of 400 and 300, just by the nature of the road system and them driving in those areas. So, we were going to anticipate the use of these trucks coming in, in and around that area, trying to find entrance into that area, especially if they come up through Lebanon and Lebanon Road, not off of Exit 133. And, that's going to be a huge problem for the community.

Additionally, he mentioned they're not using 300 and 400 as a good thing. It's not a good thing to have one entrance and an exit point, because they're running alongside the community on both sides in order to get one access and entrance point to get out of there. So, we're going to have trucks going up and down that area, of that area. Hearing the beeps as they back up. And, we hear that now in the community. As they unload and load those trailers. It is extremely disruptive. Okay. The only other last thing I have is just a clarification. If you don't build, if you don't allow for them to build this, are they going to give us the water in Phase 1 that they promised in alliance. That they promised in Phase 1. Because I'm not really getting that. I'm getting that if you do this, they are going to do that. But, right now, they're in violation for the last 1½ years of this plan for Phase 1. They're in violation now of that. We do not have the water. So, I'd like to get some clarification on that.

Franz All right. Well, I'm going to close comment at this time. We've had the back and forth. And, there will be some questions from members of the Plan Commission. So, at this point, I'm going to ask for the staff report.

Stevanovic Reflecting the staff report that was submitted in the previous Plan Commission meetings, staff recognizes understanding how the parcel fits into the developing land use pattern is critical to the review of the request. And, therefore the Town of Whitestown comprehensive plan was reviewed, as well. While Zionsville's recommendation for the land is residential, overlay with a mixed-use designation, meaning any combination of open space, institutional, residential, commercial, industrial and agricultural uses that are compatible with each other and the surrounding land uses. The Zionsville comprehensive plan is neither reflective of the overall intensification of non-residential development in the immediate area, which has occurred in recent years, nor the Town of Whitestown comprehensive plans' recommendation of technology, mixed-use, commercial, light industry, high-density, and medium density residential zoning. Because of these two factors, a deviation from the comprehensive plan to facilitate a rezoning is supportable in the opinion of staff. Staff remains supportive of the project subject to finalization of written commitments, which include landscaping and the proposed buffering.

Franz All right. Thank you. At this point in time, I'll open it up for questions from any of the members of the Plan Commission.

Grabianowski You talked about landscaping and buffering. Does it also include adequate water? Or getting the water since Whitestown has apparently now agreed? Is that one of the commitments too?

Franz Mr. Price. Would you like to answer?

Price It is. The way we've structured this is, we have a development agreement that covers each of the lot owners in the Saratoga subdivision, plus the adjoiners, and what we've pulled into the commitments is, which I included as kind of a loose piece of paper behind Tab #4, is a provision that if, for some reason, the project, my client ended up buying the property, then the terms of that agreement, as I have described it, become part of the recordable commitments against the property. So, that's the way we pull that thread through, and make that part of the commitment. And, the distinction was, we're in violation of nothing. That's not the same thing as saying that a practical problem doesn't exist. A practical problem exists. They do not have the threshold number of connectors in order to induce Whitestown to give us the permit and the permit is necessary in order for us to carry out the prior commitment. And, that's why we've been, we've gone forth with all of our development approvals while we've all worked through this process.

Jones I want to, this is something that's been going around and around. As part of Phase 1, the original building that's gone up and been constructed.

Price Yes, sir.

Jones Was there an agreement to provide water service to Saratoga?

Price There was an agreement to extend an 8-inch water line subject to permitting. And, the permitting requirement is that there be 17 to 20 connectors. So, Whitestown controls - -

Jones --Was that part of the agreement that was made?

Price I'm sorry.

Jones Was that part of the agreement originally made?

Price Yes, sir. Absolutely.

Jones Do we have any record of that?

Price It's in writing. It's part of the written commitments.

[inaudible] 1:07:58

Price If that were not the case, we've gotten a unanimous approval for our development plan approval. We've been issued building permits. We've honored our commitment fully. And, certainly it's not mentioned in the staff report. I would think that that would be in the staff report.

Franz Matt, with regard to access issue. I know that commitment, proposed commitment #9 says that the real estate will comply with the submitted site plan, etc. etc. Would you be agreeable to adding another statement that there would be no access onto the two county roads you mentioned? I know there may be, you

think the site plan deals with it, but 10 years from now, we're looking at the words, we might prefer that be in there.

Price We're amenable to that clarification.

[Long pause]

Franz We have members reading the language. That's the pause.

Jones So, is the building in Phase 1 received its water line?

Price It has not. I believe the water line has not been installed. It's under construction now.

Jones I mean, I'm, did anybody else read anything that said there had to be some sort of?

Franz Well, I mean it said built to the standards of the utility.

Jones Correct. That's 4 feet in the ground and buried in stone, and certain sized pipe.

Franz Well, I mean that could be the loop and flow and all that stuff. I don't know.

Jones Once again, it's utility standard. It's not making any statement regarding that there had to be so many clients, people signing up to do it. In other words, you just haven't met the standard for the previous Phase 1. You've not - -

Price --May I see what's being handed out, too?

Franz Sure. It's number 8.

Price It says subject to the applicable permit requirements of the water utility.

Jones Okay.

Price Well, the permit requirements are that they have a minimum number of connectors. I mean, that's precisely the issue that's been confronted.

Jones So, in other words, you made an agreement to something that you didn't control.

Price What we understood at the time - -

Jones --Ah, don't care.

Price We made a subject, we made a commitment - -

Jones --Matt, you're supposed to be the expert.

Price I am the expert. It was made subject to items in their control, which is having the number of requisite connectors.

Jones I don't see anything in there that it was a, we will do something subject to you actually being deemed satisfactory to Whitestown, for lack of better term.

Price I think that's exactly what subject to their permitting requirements means, under the utility standards. Absolutely.

Jones I can almost bet that didn't show up in the conversation you had with the neighborhood, or with us, when you made that agreement.

Price And, as I mentioned that commitment was made before the Town Council, and certainly I can tell you that we had discussions about making sure that what we were agreeing to had to be permitted by the utility. Absolutely. Precisely because we're not in control of that. It's an item that is within their control, and that's why you make it subject to.

Triscari [inaudible] Mr. President, may I--

Franz No. At this point, no. Thank you. The one thing I'd like to add on this is that their failure to comply or, in your opinion, not meet something from, something that was approved in 2018 on a wholly separate petition. I mean, that can't be a reason to refuse this one. You have to stick, it's the factors - -

Jones --Well, they haven't completed the obligations that they agreed to for Phase 1 yet, and now they're asking for an extension with Phase 2.

Franz Well, I think it's a difference of opinion potentially on, you know, if they can't get permitting, do they attempt to fulfill. The point is, since their failure to comply with something in your perception, is not justification to deny or not act on this petition. It has to be, it has to stick to the factors that are part of our decision-making process for this.

Jacob Mr. Chairman, if I might shed some light on this. Having been involved from the early phases of this, we do not believe, speaking on behalf of the signatories of this agreement, believe that VanTrust is in violation. I reached out to Whitestown early on in the process in Phase 1. Had a personal conversation with members of their utility staff, and was not aware of a minimum take requirement. If there was a minimum take requirement discussed, had no idea that it would be as high as the threshold set by Whitestown. VanTrust has stood ready to install the line, and my clients have not been able to meet that, what I would call permitting, or the standards that Whitestown required. So, I understand that there may be some words in this that we're differing over. The intention was for that line to be installed subject to Whitestown's approval, and I personally thought those Ts were crossed. I know that Mr. Price thought those Ts were crossed. As the engineering evolved, and more stringent requirements and takes of water, and in fairness, that was a moving target. And, VanTrust has thrown additional engineering costs in trying to solve that. Part of the solution to that has now been to go out to 400 South and loop it, and that's reduced that number significantly. So, having been involved in this, I understand that there is frustration that there is not a water line installed, but Whitestown literally will not allow it to be installed until there is a commitment from residents to hook on. They won't allow VanTrust to put it in the ground and cap it, and wait until, we've talked about it,

thought about it. Say, hey, let's put it in there and wait until we have the requisite number of commitments done over a period of time. And, they won't allow that. So, I disagree, knowing the intention of how this evolved. There is a problem in the neighborhood. These residents are working to solve it? Yes. Is it perfect? No. But we believe that we've worked out a resolution to solve a problem for existing residences with a difficult issue. So, I hope that sheds some light on it. We don't view that there has been a violation. Trust me. If there had been, I would have been pointing that out long ago. So, thank you.

Franz If you can speak to permitting or something of that nature.

Triscari It is to that. Because the language says that the owners of Saratoga, according to this document, don't have any requirements to hook up. So, the agreement was that they were going to put the lines, but there was no requirement in this piece for any resident in Saratoga to hook up. And, so that was the agreement.

Franz Any additional? Is there more questions, comments? Go ahead.

Lewis I guess one question that I have is that, you know, previously this got agreed to based on the agreement of the residents that water would be provided, and it sounds like the understanding of the requirements of Whitestown changed after the fact. And, there was not water provided. To what extent is the agreement with them worked out, and finalized to the point where we're not going to come to find out later that now something else is changed and water cannot be provided for a different reason?

Price You are hitting the nail with a hammer. We totally agree. And, Jeff and I, that's what we've spent the last several months doing, is getting that documented in writing with Whitestown, as far as exactly what their permitting requirements are should we go this route. And, so we have had our engineers, with their engineers, and we reduced it to writing and we know exactly the pathway, and the number of requisite required connectors in order to receive the permit. So, we're confident that this solution has the buy-in from Whitestown, as well, so that we can dislodge that permit. We were saying questions and concerns. We're going to go to this considerable expense and to this effort of reducing all of this to written agreement. We wanted to know that Whitestown was going to be standing behind it, as well.

Franz How did this solution come about, I mean, arguably so late in the game relative to 2 years ago? Was this not an option at that time?

Price It was not in the sense that one of the, and I use the word serendipitous, because it really was something very unexpected, but one of the things that came to the floor that was not present before was the ability to loop back east along County Road 400. We had explored the possibility of locating a water line in the right-of-way for County Road 400 going all the way back to the main on Indianapolis Road. And, Whitestown would not grant a permit for a water line in the right-of-way, and so what it meant was you had to get an assemblage of property owners that all had some reason to want to grant you an easement, some of whom even refused payment for an easement, and so when this new property owner came to the floor and controlled, and there had been some change in circumstances, she

gained control of certain of these parcels after that project was approved. Suddenly, she had the properties that were contiguous that allowed the pathway back if she became a party to the agreement, and she did. So, it took a lot of time and effort to work through that.

Franz Any other questions. I guess I don't have to look down that way. It's just this side of the - -

Papa Can you describe the buffer on the north side you talked about?

Price Yes. So, it would be a 40-foot wide buffer. I think we had originally contemplated a 4-foot tall berm. Zionsville has certain planting valuations that are required to be along that berm, and so we would adhere to the Town's standards for making those plantings on the top of that berm, as well, such that you create a screen between the homes on the north side, and the doorway, entryways for the building across the way.

Franz And, that would be incorporated into the development plan?

Price Yes.

Papa/Lewis? And, that would be added to your commitments. I know that this is, you're on the fly, you're working on the fly, but that would be another commitment that you make.

Price We're prepared to make part of the commitment, yes. That is part of our development plan proposal.

Franz Is there any additional questions? Comments?

Papa Just one point, there are a couple references to the reorganization and promises that were made, and I want to just read what the two things that were relevant there. I'm not giving an opinion either way, but this is in the reorg document that both governmental bodies approved and the voters approved after that. Regarding zoning, it says all zoning classifications and zoning of property in Perry Township at 11:59 p.m. on December 31, 2014 shall be the classifications and zoning of such parcels in the Town of Zionsville on January 1, 2015, and remains such until and unless changed, replaced or amended by the Town of Zionsville. Contemplates changes after that, and then there was another provision that a lot of confusion goes around that issue of in our reorganized Town we have the urban district and the rural district, and there is a process for neighborhoods that are adjoining the urban district every few years to be considered to be joined in if they have services. And, so this says that that process applies to Perry Township, which means it's not going to get there for decades, but there is a provision that says if an individual property owner wants to be considered urban, they can petition in writing and that has to be signed by at least one member of the Town Council that represents them, and then the Council would have to approve it. So, it's not directly relevant, but that causes some confusion with the question about whether or not property can be rezoned. That's separate. That's on urban versus rural classification. And, that's ZR2B8 and ZR2B9 from the 2014 reorganization.

Franz Additionally, while the comprehensive plan is a piece of the factors that we can make decisions upon, or use as OA guide. It, by itself, is not the determining factor. There is other factors that can be considered that can allow us to, you know, override, you know, what is in the comprehensive plan. So, it's just one piece. And comprehensive plans over the years do change, whether through zoning or through renewal or rewrite of the comprehensive plan itself. Is there anything else? All right. So, given there are only 5 members of the Plan Commission that are going to be able to vote on this matter, we will need a group of 4, a quorum of the entire group to pass onto the Town Council, either a favorable or whatever approval that we elect to do so. Failure to reach a 3 to 2, or 4-vote then would send it to them without a recommendation?

? Correct.

Franz So, it would go forward without a recommendation to the Town Council, and it would still be subject to their final decision on if this is approved or not. With that, is there a motion on this matter?

Papa I'll make one just so we can vote on it. I move that Docket # 2019-52-Z to rezone approximately 81.369 acres in the AG agricultural zoning district to rural I2 light industry zoning district receive a favorable recommendation based on the finalization of the proposed written commitments, Exhibit 10 and 11, with the inclusion to approve the addition berm, Exhibit 9, including site cross-section Exhibit 8, and findings in the staff report and then we have additional - -

Franz --berm on the north side of the property.

Papa And, is that followed with as presented? As presented with recommendation being certified to the Town Council for adoption or rejection.

Franz All right. So, we have a motion. Is there a second?

Grabianowski Second.

Franz All right. We have a motion with a second. At this point in time, I will take a roll call on this matter. Janice?

Stevanovic Ms. Grabianowski?

Grabianowski Aye.

Stevanovic Mr. Jones?

Jones Nay.

Stevanovic Mr. Papa?

Papa Aye.

Stevanovic Mr. Lewis?

Lewis Aye.

Stevanovic Mr. Franz?

Franz Aye. Motion carries 4 to 1. This will be forwarded to the Town Council with a recommendation for approval. Thank you. Next on the Docket are items number # 2020-04-CA, # 2020-01-PP, # 2020-03-DP, Appaloosa Crossing, 10901 East 300 South. Petition for commitment amendment of 57.53 acres to amend the location of a water feature along US 421 from the mid-point of the overall development frontage to the southern portion of the frontage along US 421, petition for primary plat of 57.53 acres for 12 lots, 2 blocks and 2 common areas within the rural GB general business zoning district, the rural PB professional business district and the R2 low density single family and 2-family residential district, and a petition for development plan approval of 23,000 plus or minus square foot multi-tenant retail building on a 3.4 plus or minus acres within the rural GB general business zoning district in the rural Michigan Road Overlay, MRO, waivers of building materials and architectural design requirements requested. Is the petitioner present?

Price Yes. Thank you, Mr. President. For the record, my name is Matt Price. I am attorney with Dentons, Bingham, Greenebaum in Indianapolis, Indiana with an address of 10 West Market Street. I'm here tonight on behalf of the property owner and developer, Bob Harris, with Harris FLP. Greg Snelling is our civil engineer in the back right over there. Jerry Williams is our project manager. And, Jeff Desmitt. Is Jeff here? Yes. Who is with Access Architects, and we're all available to answer your questions. I wanted to give an overview of the project, and before I start, we had pre-filed these on this matter. Does everyone have their booklets? Because I'm going to refer to that. I've got extra copies if you need one. Okay. First, we've talked about this property many times over the last several years. The property was originally rezoned back in 2008, and then there was some modifications made in, I think it was 2016, we made some changes in order to permit a fueling center, and then most recently this last fall and winter we made some additional commitment modifications to what we believe is a modernization of the proposal to reflect a mixed-use development that would also potentially incorporate the residential uses, making it have the attributes of a lifestyle center.

It's a property, as you'll hear, has been in Mr. Harris's family for many years, and when I say many years, over 50 years, and then part of what we're here tonight is to give a nod to that legacy through an architectural vehicle, which Jeff will explain later in on my presentation. But, the first slide, if you will, behind the Number 1, is the property at the southeast corner of County Road 300 and Michigan Road, so you can see its general shape. We will talk a little bit about how we've expanded the footprint of the property a little bit for this proposal, and that's part of our initial request, which is best illustrated behind Tab #2. This is our current site plan, and right now our plan is to develop the project in phases. And, that really means two things in this context. One is, we're here tonight to receive plat approval for the initial phase, which is the initial perimeter out-lots, plus the common area designations, which are used for water features that we have throughout the property. And, then there are certain other large areas of property that are really reserved for subsequent phases of the project. And, we

think that some portion of those will be used in all likelihood for a residential user sometime in the future. And, then, outside of platting, we're here for the initial project that is actually coming out of the ground with vertical improvements, which is the retail shops that are up here in the northwest corner of the project, and that's the summary that was the 23,000-square foot retail center. And, so that's kind of the initial phase that we're seeking to plat. We are in contract with other out-lot purchasers and users, who we expect to follow suit in subsequent months and come through for development plan approvals for their individual structure. But, they're just not as far along as the retail shops are today.

One of the modifications that we're here seeking tonight relates to the change in the concept plan that was attached to our zoning commitments that were amended last fall. Those included a centrally located water feature along US 421, and the commitment made was to have a water feature along US 421. We still maintain such a water feature here on the very southern end of the project, but because it was no longer centrally located as shown on that concept plan, we discussed with Mr. Kilmer and staff, and concluded that the safest course was to modify that commitment expressly and relocate that water feature to the south. And, that's on additional property that Mr. Harris recently purchased actually back in December, and we think one, it serves a utilitarian purpose as far as serving as additional retention, but it also creates an additional buffer between the project and the Bridlewood subdivision to the south. So, it serves that dual purpose. So, that's kind of what you'll see in the summary memorandum that's included in your staff reports, is that's what's being done. Moving the centrally located pond feature to the south. Behind Tab #3 is in multiple pages, the actual what is the primary plat. And, this lays out the road sections, utilities, lot lines, setbacks, etc. relating to the initial phase of the project that we're platting here this evening, which are the out-lots along County Road 300, along US 421, and then, in particular, the lot at the very northern portion that is to be developed for the retail shops. Then, behind Tab #4, we're kind of zeroing in on the more specific approvals that we're here for this evening. This is an example of the representation of, excuse me, of the landscaping plan associated with the retail shops.

We should know, and it's in your staff report, but I'll mention it. We have a couple of pending variances before the Board of Zoning Appeals relating to two landscape-relating requirements that are found in Zionsville's overlay zone. One is that we're seeking to eliminate foundation plantings, and I can talk a little bit about that, and then secondly, we're seeking some relief from the requirement for a 6-foot perimeter parking strip around the parking lot. And, what we've done is we have taken the plantings that would otherwise be planted as foundation plantings, and in the perimeter parking lot, and we've added landscaping to the east of our building, which for long-term purposes, we think will provide a nice treescape and landscaping area along the private drive that goes behind the building, and then in the near term, also provide some additional screening between the project and the Willow Glen subdivision that is immediately east. And, so that's the landscaping plan. I'm going to give just a brief introduction. Maybe, Jeff, you could come on up while I'm talking about this. The last section is showing our rendering of the retail shops themselves, and with all that I had mentioned of the legacy of Mr. Harris's family owning this property, and one of

the interesting facts is that the family historically had a white barn on that property. And, so Mr. Harris went to great lengths to really have a vision for what this first property would look like. He has, Mr. Harris has an equestrian background and family interest in that himself, and that taken together with the history of having a white barn there, he wanted to establish that the property would borrow from equestrian-type themes, and that that would be the initial of setting the initial tone for the development going forward. What that does, though, is it also implicates a couple of requirements under the overlay zone, which were not specifically directed towards that kind of architectural theme, and so we're seeking two waivers from the overlay zone architectural requirements, which I've asked Jeff to expand upon just briefly. And, Jeff, if you would come on up and introduce yourself.

DeSmitt — Jeff DeSmitt. I'm an associate principal with Access Architecture in Indianapolis, 618 East Market Street. So, what we want to kind of overview with you guys was that the two waivers, originally there were three, but I believe, based on the previous staff comments, the requirement that we cannot exceed 75% of the total ground level first floor façade for glass area, we provided an exhibit on Sheet 8505 that shows the typical storefront bay is less than that 75%. So, the two waivers that we would be seeking, the first would be an architectural design theme, so as you all know the overall design should be consistent with a, or complementary to their colonial federal Georgian decorum or Greek revival periods. I think one of the things that we worked really hard with Mr. Harris to come up with is a style that is more rural than it is urban, and so with that there are longer stretches than we would normally see with the ins and outs, and that gets to the second waiver, which is the building façade's waiver that requires off-sets for buildings that have lengths of more than 90 feet. So, what we've tried to do to get around some of those deviations, we have supplied different architectural materials. There are canopies that provide a continuous walkway from one end of the building to the other under cover. That is also the reason why they are requesting the variance for the foundation plantings along the west side. We did not feel it was appropriate to put foundation plantings under a 10-foot deep canopy, so that's why those plantings were then moved to other phases on the project. And, as far as the actual overall theme, I think, when we're looking at where this property is at, and the rural nature for where it's at, we really think that the design that we presented, and as the Commission has noted, will be the first in an overall integrated area, really seeks to establish kind of that agrarian rural-style as the foundation for future developments on the site. And, we'd be more than happy to answer any additional questions that you may have.

Price — I'll close by just briefly making a couple of statements. We interpreted each of the staff reports as supporting a recommendation of approval. I will say that there is a set of engineering comments that are appended as an exhibit to the primary plat and development plan staff report, and I wanted to note those just briefly, which is that our development team started really last fall. Meeting with staff to do more than just a pre-filing meeting, but to really sit down and work through the ordinances and the requirements pertaining to the ordinance so that we had really a head-start on the engineering requirements for the site. So, we did that on multiple occasions, and then really went through the TAC process. And, so while the number of discreet items that are referenced in the staff report seem like a great number of engineering comments, it is significantly reduced from where we

started by some 80% or more, depending on how you view each one of the discreet comments. And, with regard to two in particular that I wanted to note, really the only two that I saw as being called out in the staff report. One related to drainage. We have done a substantial really re-working of our drainage plan after receiving our TAC comments. There are some additional comments in the staff report that we believe are of a very highly technical nature, and do not go to the functionality of does the drainage plan for the property function. And, consultation with Greg Snelling, who is our civil engineer, we think that with additional dialogue, and really clarification of the Town's comments on those points, they can be addressed in subsequent administrative review.

And, then the second comment had to do with the traffic study, and I wanted to speak a little bit about that. Our initial traffic study was based on having the, basically a power center-type model, where a Kroger was the anchor user for the site. And, there were various comments made about how the drive-thrus, or specific uses, might affect the recommendations or outcome of the traffic study. And, we posed that question to our transportation engineer, and he provided it back to the Town that he had premised the study, and these are his words, based on the maximum practical build-out for improvements along US 421 and County Road 300, meaning that he did it based on the maximum development potential of this site. And, he goes on to say that while there might be incremental increases in traffic due to a specific use or user, that it would likely be accommodated by the recommendations called out in the traffic study. And, those are accounted for in the platting, meaning that we have dedicated right-of-way so that we can install the appropriate turn lanes, and the other recommendation was to have a traffic similization in our main entrance on 421, our full entrance on 421. And, so we believe that while certainly we'll identify and have discreet users that may differ somewhat from what the traffic study was premised upon, that the traffic study itself was premised upon the maximum. And, so the recommendations, as we understand the report, would not change. And, really, they couldn't change. They're going to recommend the same mitigating factors be installed, and we have accounted for that. I just wanted to draw special attention to those particular points. With that, any of us on the development team would be happy to answer any questions that you have, and we look forward to working with you on this this evening.

Franz All right. Thank you. At this point, is there any comments from any of the members of the public? If there are none, can we have staff report please?

Kilmer As mentioned, there are three different petitions under consideration this evening for the property. Give a very brief summary of each staff report, beginning with Case # 2020-04-CA, the Appaloosa Crossing commitment amendment. This is a petition for commitment amendment to replace the recorded concept plan with a revised concept plan, which relocates a water feature from the midway point of the site to the most southern portion of the subject site. Commitments for the subject property, or subject site, were originally recorded in association with rezoning of the property in 2008. This was done when the property was under the jurisdiction of Boone County. Since the original rezoning, the commitments have been amended twice, once in 2016 and most recently in 2019. Upon the 2019 approval, the petitioner recorded an amended and re-stated commitments concerning the use and development of real estate, and this set of commitments

included a conceptual plan, which showed the water feature midway along the overall site frontage of US 421, which is seen in Exhibit #2 of the staff report. In the current filing before you, this petition seeks to amend the 2019 amended and restated commitments with a revised concept plan, which is attached at Exhibit #3 to the staff report, and is seeking approval to relocate the water feature to the most southern portion of the subject property, while still being placed along US 421. All other commitments within the recorded and amended restated commitments are unchanged and would remain in effect. Staff is in support of the petition to amend the prior commitments with this revised concept plan.

Summary of the staff report for the primary plat. This petition is for primary plat of 57.53 acres to establish an integrated commercial center consisting of 12 lots, 2 blocks and 4 common areas within the GB, PB and R2 districts. The subject site is also within the Michigan Road Overlay. Internal streets of the integrated center are included on this perimeter and plat. The subject site is located on the southeast corner of US Highway 421 and County Road 300 South, or 146th Street. The overall proposed development intends 2 points of access from US Highway 421, and 3 on County Road 300 South. The review of the primary plat and its related facets were the topic of multiple meetings between staff and petitioner. Many issues have been resolved, however, there are 2 aspects of the proposed development in which the current Town engineer's comments focus details of the traffic impact study and details of the drainage facility. Staff does recommend approval of petition # 2020-01-PP subject to the petitioner addressing all comments noted within the Town engineer's comment memo, which is attached to the staff report as Exhibit #5.

Finally, a summary of the development plan petition for the shops. This petition is for an approximately 23,000-square foot multi-tenant retail building on 3.40 acres within the GB and Michigan Road Overlay districts. Waivers of building materials and architectural design requirements are being requested. Related petitions to the subject site include development standard variances, two requests related to landscaping. These requests were initially heard by the Zionsville Board of Zoning Appeals on February 5, 2020, and were continued to the March 4, 2020 hearing. Details of the 2 variances have been mentioned. One a variance of foundation plantings and the second variance of parking lot perimeter plantings. The subject site is within the Michigan Road Overlay, and is therefore subject to the architectural design requirements. The zoning ordinance does provide the Plan Commission that the Plan Commission may grant waivers of building materials and architectural design requirements, and approve the proposed design provided the findings are met for the respective categories. Regarding landscaping, should the two variances be approved by the Board of Zoning Appeals, staff is supportive of the submitted landscape plan, which is provided as Exhibit #4 to the staff report. The proposed lighting on the site is compliant with ordinance requirements. Signage for the shops is not included with this request for development plan. The petitioner will file a signage plan for the entire Appaloosa Crossing integrated center at a future time. Staff does recommend approval of the requested architectural building design, waiver and the building materials waiver. Staff also recommends approval of the development plan petition as filed, subject to resolution of the outstanding review items identified by the Town's engineer, Exhibit #5 of the staff report.

Franz All right. Thank you. At this point, I will open it up for questions from any of the members of the Plan Commission.

Grabianowski It would have been a lot easier if we took each one of these separate.

Papa I'm not sure when it's appropriate to bring this up, but the matters pending before the BZA that were continued, Mr. Jones can correct me if I state any of this wrong, it's just a little complicated to explain. So, what we were looking at was on this, on this right here, there is the idea of the 6-foot perimeter for parking, and we asked Mr. DeLong what the purpose of that was, and it was basically to shield the adjoining road from headlights and so on. There is some stuff there, but in this plan, what my understanding was is that you're already giving up an additional 75 feet to, I don't know if it's the Town or the State, but giving up an additional 75 feet. Then you have the 30-feet buffer from the Michigan Road Overlay, so there was a question raised as whether or not it's clear that when you have both of those things together, does the 6 feet have to be in addition to the 30 feet, or can the 6 feet of plantings be part of the 30 feet? And, it did kind of seem unfair that, if you get on 75 feet and 30 feet, and then you would have to have another 6 feet, and we're talking about that, and then there was a concern raised about, okay, but if we grant the variance for that, then what about the rest of the project going on Michigan Road, because if we change our mind later, then it's going to have this weird 6-foot cutout later. So, there was a question of should we wait and let the Plan Commission talk about whether or not, does that really apply in the Michigan Road Overlay? If it does, do we want to change it for this, or should it be addressed individually, or anyway. That was my understanding of why we continued it, because we wanted the Plan Commission to talk about this is a comprehensive project, in terms of whether or not you have a 6-foot gap down the road. I don't know if I missed anything.

Jones Correct. That's one of the things that we discussed regarding the, especially the 6-foot setback piece, was the fact that, you know, over the course of the years there has been changes, and basically the take from the highway department, along with the regular right-of-way setbacks was probably getting to the point that it's a little bit punitive to keep adding another 6 feet onto it. My comments will be the same comments as the comments I've had all along regarding this project. That, as a style of development, it is at best dated, as in, I always view our position here as to find things that are going to work into 2030, 40 and 50, and to me, this is straight up out of the 1980s. There is a lot of talk in the marketing of this project, as well as in some of the literature, about it being a mixed-use, kind of modernized development, but as you go through it, what we're seeing here is just the basic outlaw with a hope for some sort of future big-box development in behind it. You know, I can read what mixed-use developments is really are, and they are either vertically or horizontally kind of integrated centers where they have truly multiple uses, both residential, office, medical, business, retail, all combined on a parcel to make it actually kind of almost a standalone unit. In other words, it's kind of self-fulfilling. There is actually people occupying it and using it. And the goal of it is of a mixed-use project, is it cuts down on traffic. It is people-centric versus automotive-centric. Part of the reason we kind of passed on it at the BZA is we wanted to see what that little more fuller development was going to be, and just like what I was concerned with at the BZA is what we're being told right here tonight is this

really basically an approval of the out-lots, with no real commitments to what goes on behind it as far as going through just in summation of some of the engineering comments. You know, the best is regarding the traffic study, where it just flat-out says is that the most recent site plans vary significantly from the site plan in the original traffic study, as it does not assume a fueling station or any of the four drive-thrus shown in the most recent site plan. Therefore, the original traffic impact study should be updated to reflect the most recent site plan. In other words, we're, you know, we're back into this situation where we're back on our way into this development. Instead of having an overall plan for what they're going to do, and have it meet the basics of what is now considered a mixed-use-type project, we're getting presented this situation where we're approving a bunch of out-lots with an unknown coming in behind it, as well as a lot of marketing and conversation about what it will be. There is no plan.

And, I guess in summation, you know, you can drive west out to Whitestown to see what, you know, dotting of Main Street without out-lot looks like. I find it interesting going over to Fishers and traveling up and down 116th, and I go to 116th and Allisonville, and I go to 116th and Cumberland, and I see how in a 20-year period you have got these type of integrated centers where the Marsh's have closed and it's kind of thrown the rest of the development into, it's a slum. It's just, it really, it just has a huge kind of negative impact, you know, on the surrounding areas when these kinds of centers fail, and when they do fail, the fact that they are so difficult to re-develop into anything else. The reason I mention the one there at 116th and Allisonville, when the Marsh closed, Fishers actually kind of required them to tear down the Marsh grocery store section out of the strip center. The issue is, is that once they start to get on a downward cycle, you know, they don't really ever generate the revenue. They start to consume more assets than benefit and produced, and just while I'm on this diatribe, you know, I'll bring up the fact that across the street we are trying to hold Holliday Farms and their commercial development to some kind of standard, but here across the street, we're putting in a competitive competing development that doesn't. And, so I understand the TIF for Holliday Farms hasn't been finalized, but my general understanding of it is is that while the developer of Holliday Farms will be on the hook for the debt, the way the TIF may work, once again, not sure, is that the Town really just gets the net benefits after the property taxes of Holliday Farms goes to pay off that debt.

You start creating competing developments that will probably be at a more cost-competitive square foot rate. That's going to put Holliday Farms into a situation where they are going to have to compete with that, yet we've committed ourselves to a situation where the gross property tax revenue off of one, is going to get devoted to it before we get any of the net. In other words, we're working against ourselves. But we need to pick a path. We picked pretty strong path with Pittmans and the Farms. We're sorry that didn't go through. We stayed on that course when we scaled back the amount of commercial development that went into Holliday Farms, but here we are piecemealing another commercial integrated strip center at 146th and 421 that I just don't see it moving us in a positive direction. That's about it.

Papa My only thought about that is this was approved by the County before it was part of the Town. There were commitments made by them that we inherited in terms

of just the overall idea of the project, and this is, whatever this is, is desperately needed. I mean, once you get north of Kroger, you've got to go all the way to the gas station on Kirkland to get groceries, east all the way to Westfield, and west all the way to Lebanon. I mean, there is nothing up there. So, I mean, I understand your point about competing with Holliday Farms, but this project was there long before that and was agreed to by the County before, the Town inherited that thing that the county did before we got it. I'm not disagreeing with your points.

Jones I understand.

Papa I'm saying there is some points on the other side of that.

Jones So, for something that's desperately needed, why has it taken it 13 years?

Franz Well, this is the third iteration of what they're going to build, or you know, possibly more. Regarding the traffic study, I don't know what the original plan, conceptual plan, looked like, but my guess is it was quite a bit different than what this was. So, I think an update to the traffic plan is going to be required in this matter. So, I'll say that. Relative to this, you know, when we, you were back here in October. I guess you presented this in October, and you had the daycare and you had some conceptual ideas there. Even the piece here is dramatically different than what was on the concept plan at that time. You know, I guess when I look at this, is there a cohesive plan? Is there any plan at this point for what's going to be the rest of it? I mean, you know, we can put this in here with this, and then the next piece is, I think what Larry's worried about, and what I guess I'm worried about was what's the next piece look like. You know, how does that tie into this?

Fedor Speaking of someone who lives to the north of this, there legitimately is nothing up through there. You're right. You have to go all the way to Kirkland, Lebanon, Westfield to find any services of any nature. It's been long awaited. A lot of folks in Union Township area waited for this for a very long time. You know, 146th Street, to my knowledge, is probably going to be 4 lanes in the next 5 to 6 to 7 years, and 421 is probably following. This is going to be a 4-lane, 4-lane intersection both directions. You're going to have something that's going to be kind of, I think this is going to be a very desirable area in the long-term, particularly considering the other side of the intersection cannot be, the northwest side has got a power substation in it. You've got residential on the other side. You've got to the north of this the old Woods Edge Landscaping center, which could be potentially developed, as well, but for a major, major intersection, some commercial out-lots like this, to me, make sense, because nobody, I mean, we tried looking at Wolf Run a few years ago, and there was mass concern over bringing commercial development into a residential area. Very difficult to try to bring these things in, I think, and this area makes sense to me.

Franz I think it's needed too. I guess, you know, I'm just wondering has there been thought to try to, I mean, I guess it's subject to what you're going to be able to attract in their business-wise, but is there some, has there been a thought to try, I mean, I guess it's subject to what you're going to be able to attract in their business-wise, but is there some, has there been a thought to actually, you know,

here's the plan, and this is what we'll do. I mean, you know, we've got one piece in here, and we're talking about doing the 30-foot, 6-foot waiver. What's that do for the rest of, I mean, you know, there is a lot of unknowns that's going up next to it. I mean, we're trying to figure out how do we make a decision based upon the unknown?

Price Right. And, I think what we've been working on, when you speak about the concept plan from last fall, you're right. What you're seeing is different than what was seen in that concept plan in the sense that the plat, for example, lays out exactly what the lot lines are, for example. It lays out where the streets go. It lays out where the detention facilities go. And, so it is a whole different level of detail as far as what was shown on that concept plan. And, the reason we're able to do that is because we do know, for the retail shops, for example, we know exactly what that building requires, and we know in subsequent lots exactly what their specifications require, as well, with regard to additional contracts that we have in place that are not, they are not ripe enough to have the development plan review yet, but we're under contractual obligations to be able to deliver the lot to their specifications. And, so we are making progress, and it is taking shape more definitively. One thing I would add, too, is this is a little different parcel in Zionsville as kind of landscape of commercial areas in that this is a commercial node for the community that's been identified for really decades, and beginning back in 2008, Mr. Harris got the initial zoning in place. He felt like the timing was good at that time to establish that node in something more concrete than just a representation on a comp plan, which, as we discussed in the prior matter, is subject to some debate.

So, you've removed that debate and actually established the zoning. Obviously, for a few years post-2008 it wasn't a real rosy time to develop real estate anywhere, including Zionsville, and then we got way far down the road with Kroger, and at the time, we really felt like that was the direction for this property. Kroger ended up shifting gears on us, and in the wake of the March bankruptcy, and really disrupted a lot of people's plans for the development of their property. And, Mr. Harris and I have discussed it that in some ways, I think to Mr. Jones's point, which we listen to. I mean, we're very much listening to what he is saying and really picking up words of wisdom there in many regards, because I think we feel like that initially it was a shock to the system when Kroger went a different direction. But perhaps it was a blessing because it really caused us to rethink the development. And, that led us to the process we went through last fall, which was, we call it modernization. Building upon kind of this proven model of a commercial node that has out-lots, and modernizing it so that it could include residential uses. And, where before it was prohibited, and we feel like that we can weave those uses together to create that total mixed-use package, but the initial step for us, and it is, I think admittedly, may be unconventional, is that we're developing it from kind of the proven and then working our way to, Mr. Jones mentioned words, kind of self-fulfilling, or self-sufficient. We share that goal. We really believe that it actually will strengthen the offerings that we're providing, for example, at the retail shops. There is nice coffee shop there, and make the community walkable. Something we've talked about with the Willow Glen residents. Both with regard to the pathways that are internal to the project, as well as connecting to pathways that they have going through their own project,

their own neighborhood today. We think we can build on that going forward, but you have to start somewhere, and we believe that this is that start.

Papa — It's been discussed a little bit, but I guess I'm still not quite understanding the additional 6 foot or the 6-foot landscaping around the parking, has that been met by other developments along the Michigan Road corridor, and have been interpreted as such that that's an additional beyond whatever other buffering is required?

Kilmer — First of all, to address the question as to whether it is required or not, the ordinance does clearly state that within the Michigan Road Overlay, there is a requirement of a 30-foot buffer and then for any parking areas between the building and that buffer area, there should be an additional 6-foot strip. So, the 6-foot strip is required, in addition to the 30-foot buffer, and what the variance request is, is to remove that 6-foot strip and just go with the 30-foot strip.

Papa — Can you point us to that, because there is confusion at BZA?

Price — I spent the Saturday morning after our BZA hearing driving up and down Michigan Road looking to see if I could find a compliant property, and this is not surveyor measurements, but I think the closest compliant property perhaps is the senior living facility, The Hearth, to give you an idea. I think that it may maintain the 6-foot strip, but it's the exception. I couldn't identify a single other property that complies with the overlay zone, and I'll give you an example that's close by, is Interactive Academy. I don't know if there is a single aspect of the Interactive Academy that complies with the overlay zone, with regard to building materials, buffer areas, parking aisles, nothing. I think it looks great. It doesn't look bad, and I think it serves a useful purpose. And, what we have experienced, what Bob has experienced, I shouldn't say we, but what Bob's experienced is that he is given considerable right-of-way over the years to allow for the future expansion of 421, and that pre-dated certain of the requirements that exist today, which require you to dedicate additional space moving east into the property. And, so what he is effectively saying is, is that at some point if he is able to incorporate that same or similar landscaping into the perimeter of the parking lot without having to also give up an additional 6 feet, then he can accomplish that purpose without giving away more land that was perhaps not contemplated at the time of the overlay zone was originally adopted. And, that's kind of our, that's our theory. It's something that, it's not, it's like the frog in the boiling pot, right? Initially the right-of-way taken for future expansions of 421 was one thing, and then what happens over time is the property comes into the Town's jurisdiction. It's subjected to the overlay zone, the buffer yard requirement, the dedication of an area for the recreational path pursuant to the strategic pathway plan, and then you'd stop on top of that the additional 6 feet, and it just keeps moving aligned, if you will, further back.

Papa — And, my other question is about just the layout of this, and the way I'm looking at this, it appears that we're, there are potentially 4 drive-thru setups on the lot. And, I don't know exactly what our stacking requirements are behind drive-thrus, but just looking at how this is laid out, I can envision that depending on what types of businesses those are, there could be some significant traffic flow issues on this lot. If you start getting cars backing up and in line in these drive-thrus,

there is not really a whole lot of place for them to go other than the one that's located, I guess, to the north end. That seems to have a drive-thru stacking lane, but the other ones don't really, and those cars are going to kind of be all over the place, what it looks like to me.

Kilmer I can address the question about the landscaping, if that would be appropriate now.

Franz Yes. Go ahead.

Kilmer Within the Michigan Road Overlay section, under landscaping requirements, the first citation is areas to be landscaped includes landscape buffer, 30-foot landscape buffer shall be composed of grass landscaped areas, the incorporation of walkways, bikeways, into the design is encouraged, however, no parking areas through road, buildings accessory structures, etc. shall be established within that area. A couple sections later, where it talks about parking lots. Again, this is dealing with parking lots that are in front of the building between the building and Michigan Road, states that perimeter planting area of 6-feet wide shall be provided along front and sides of those areas. The perimeter planting area shall be provided in addition to the landscape buffer. Did you want to address stacking?

Snelling I'm Greg Snelling, civil engineer, 13295 Illinois Street, Carmel is my office. As this building is a spec building for most of the, if not all of it. I don't want to speak for the, I don't know the exact leasing situation. The only tenant that we've designed around is on the north end, and so we've shown some stacking in there, but the other windows, we don't, those are speculative, and we don't know where the windows would be to stack cars behind them, but you can see from, I mean, I could scale this. I haven't done an analysis because, again, it's spec Shell building, but you can see from the scale of the building that there would be, you know, four or five cars that could stack against the window in the middle drive-thru, and then on the southern end would be about the same. I didn't hear the part, I don't know if Roger was, did you clarify the exact requirement per window, or is that in the ordinance?

Kilmer I'm sorry, I did not look that up.

Snelling Okay.

Kilmer I don't believe we received a specific engineering review comment on that. I don't recall.

Snelling No, that has come up, but we, you know, we want to allocate room and you can see from the site plan that we have room for numerous vehicles. I want to stay four or five per window, but per tenant, we don't, there is no specific tenant that we've contemplated yet on any of those windows. Does that answer your question?

Papa I think to what extent it can be answered right now. Yes.

Franz We put the Starbucks on the one that's got the - -

Price That is the plan.

Franz Relative to the two variance requests for the BZA, I mean, the 6-foot against the building, can you explain, I mean, again, what's the justification for asking for that?

Price The foundation plantings?

Franz Yes.

Price It is, physically, it is that we've got an awning that overhangs the structure and so for the health of the plant, that's one thing. And, then secondly, I think, Mr. Jones mentioned this during the hearing. I thought it was a good observation, which is the reason for those is to soften the exterior of the building, and I would suggest that the awning helps do that, and then that we would incorporate landscaping into the parking lot in front of the building, and so with the architectural features itself, plus the landscaping package that we are proposing, we accomplish the same function, as far as softening the appearance of the building.

Jones I think both at the BZA level, one, we were just looking to see these drawings with a little more detail as to the right-of-way for the roads, and how that affected the 6-foot piece across the front. Secondly, like I said, we mentioned if we got commitments that instead of having the foundation plantings, we would have a more robust planting in the tree wells out in the parking lot that would probably also help soften the façade of the building. But, the other piece we were truly looking for, or at least I was looking for, is to see a little more fuller set of commitments, or ideas, of what the overall direction the project was going to take in terms of development, instead of, and this is the same plan we have seen over and over and over again. It's just as he stated, as Matt stated earlier, we are basically just approving the out-lots with no real set of commitments as to what's going on in the interior, and the net effect on the both the traffic study and the drainage plan is it leaves a little bit mute because nobody knows for sure what's happening with the overall site. The last concern is we're not really setting a particularly high bar as to what is being done, as much as the development talks about trails and connectivity and all that kind of stuff, it's, there is out-lots with the bare minimum sidewalk around it. And, just to make sure, once again, we went back and went through the Farms. I think everybody remembers seeing what the overall site plan for that looked like in terms of trails, and connectivity between buildings and curbside parking and other kind of overall project design details, even though at its core it had a fundamentally large grocery store in the center, out-lots around the outside, but it also had commitments regarding different types of maybe assisted living housing, housing over a certain amount of storefront, street level retail. In other words, there was a more fully developed mixed-use plan.

Fedor The Farm was a PUD, correct. It was a planned unit development?

Jones Correct. The, and it's off-stated whenever you talk about mixed-use developments. The planned urban development allows a developer to craft a series of commitments regarding development that allows for those mixes of

commercial and retail and office uses. The path that this property has gone down with it being zoned by the County is general business. Makes that process a little more difficult in that it puts the burden back on the petitioner to actually kind of individually kind of craft all those variances to get around all that stuff. It's, the planned urban development nomenclature was created to create flexibility to get back to, you know, when you think of downtown Zionsville, to ever recreate old-school, downtown Zionsville, you would need a PUD. What transpired over 100 years of, you know, whether it was a gas station or a pool hall that got turned into this, or what was the original Town Hall that's now something else, what a PUD does is allow you to condense 100 years of activity into 1, or 2 or 10.

Franz — And, if I'm not mistaken on the Farm, you know, obviously there was no development plan or anything along that lines, but as part of the PUD itself, we got pretty good concept plan drawings. I mean, we know what was going to go in there in its entirety, is what I would say.

Price — I think Mr. Jones's comments were kind of alluding to this that because we don't have the benefit of a PUD, in some ways we are having to do this a little bit more incrementally. That said, we're, I think we hear you. We're listening. What I want to be careful about is, I don't believe I'm going to be able to come back here. I wish I could come back here in a month and say I can tell you exactly what the rest of this acreage is going to be used for and what it's going to look like. I'm not going to be able to do that. But, I think we can, certainly with regard to the transportation plan, or the transportation study, and what I think I hear with regard to commitments more fully developed about our landscaping package and making sure that it's uniform across the development trail connectivity, making sure that it's identified at least conceptually and commitments could be made relative to that for the entire project, and perhaps other elements that we could provide more assurances for you that it meets the standards. I think we could definitely work at that, and take some time and come back with regard to that, as far as the bigger picture goes. So, those points are certainly well-taken, and if there is others along those lines, we are welcome to hear those.

Jones — One other quick comment, you know, so I've been on the Plan Commission longer than I expected. Fully expect somebody to throw me off of here. But, when this project was first kind of out and about, I think there was conversations that there has always been a demand for a gas station up here at this corner. But even, you know, when Allen and Jay Parks and all that bunch were up there kind of running it, the message came out clear even back then that they wanted to see a more fully developed plan for what was going to happen up here, and they didn't want to end up with just a standalone gas station on a corner, or in the middle of a lot, or something like that. So, some of the comments I'm making are the same, I'm just repeating stuff that, when I didn't say anything 8 years ago that I heard, now that I've talked too much.

Price — And, I hope I'm communicating a little bit of the tension that we experienced, because what we're trying to do is we have certain contractual obligations that we're trying to meet, and we've worked into our timeline the possibility of having more than one meeting before the Zionsville Plan Commission because we understand the process, and we understand that this is a significant undertaking. You know, I think that we're not going to be able to say what the

use is, and what it will look like on every stitch of the property, but I think we can provide some of the more global aspects of it, maybe more defined and committed to, and with the updated traffic study and drainage specifics we can help remove some of the concern that I hear being expressed. I think I hear that there is some support in a sense that there's a recognition of the need, and certainly we're zoned for that, and while we think there might be some overlap between uses, between properties like the Holliday Farm and this. I think they also serve some distinct purposes too, as far as the offerings on each property, and how they might serve the broader community, and so we think that there is some symbiotic nature between the two properties, and each project has been supportive of each other because recognizing that to some extent. And, so that's a diversion, but I think we certainly can come back to you with additional commitments and additional examples, I guess, that would give you additional insight into where we see this going and the context that we've made up to this point that give us assurances that that is the direction it's going.

Franz Okay.

Lewis If this is going to come back to the next meeting, which it sound like what might happen, just, I don't know what everybody else's opinion is, but I'm not included to agree that we should give up the additional 6 feet on the landscaping around the parking lot. I think that's the way the ordinance is written and that's the way it should be interpreted. That's my opinion.

Grabianowski Well, somebody said tonight that that was in part because of lights going out onto Michigan Road for the parking area. In 10 years, Michigan Road is going to be a lot wider. So, it might be a safety issue.

Franz Let's go to, it's in your book. It's the one that's actually upside down. It's this one here.

Price Landscaping plan.

Franz Yes. So, if you put this, so the book's upside down, and so, Michigan Road is right in front of you. So, the 30 feet goes from basically the edge of the parking lot, out to, is it, I see the path, the sidewalk there. And, then there is another 10 to 15, and then there is, is it the first line or is it the kind of hash-dotted line? That is the 30-foot? I mean, I'm just trying to understand exactly where that is. And, then you've got grass, or is it all 30 feet all the way out, or is it 30 feet and then there is kind of the right-of-way?

Snelling If you don't mind, me stepping in to clarify. I have a dimension site plan on my iPad here I can give you a little better.

Franz Yes.

Snelling So, the right-of-way is 50 feet from the center line.

Franz Okay.

Snelling The proposed pavement with widening that INDOT requires is going to be approximately 24 feet, with a 4-foot shoulder. So, 22 feet of green space between the edge of pavement.

Franz That's this to here. Right?

Snelling That would be to the right-of-way line, which is the, it looks like it's got 2 dashes, and it's bolder.

Franz Yes. Yes, okay.

Snelling So, 22 feet of green space that just, in the right-of-way, that they don't own. Beyond that, to the east is another 30 feet of buffer yard.

Franz Right. Okay.

Snelling Part of that 30 feet is also, is right-of-way that the Town has requested that we grant to the Town as kind of like an easement. It's not going to be simple owned by the Town. It's going to be part of the lot. Within that 20 feet is a 12-foot multi-use path.

Franz Okay.

Snelling So we have, you know, the path is part of a recreational space, but 22 feet plus 30, this is just from pavement to pavement. Drawing a blank. But, it's a good distance of green space that just from pavement to pavement.

Papa But, that 22 feet that's adjacent to the pavement, if 421 gets expanded to 4 lanes will become - -

Snelling --We're making it 4 lanes now. That's part of our project. I mean, we're required by the traffic study to go ahead and widen.

Franz So there is going to be 30 feet between the edge of the parking lot and - -

Snelling --That's at full build-out after the project. So, I'm speaking in terms of proposed, not so existing if we don't need 12 feet off the center line. So, you're losing another, actually like 16 feet of, we're putting in 16 more feet of pavement to add that extra lane.

Franz I'd say I'm opposite. I'm, you know, I probably couldn't tell the difference between 30 feet and 36 feet anyway, looking at it. You know, I would be okay with that if the BZA said go ahead. I mean, I'm okay with that. But, you know, if the BZA is looking for guidance, that's my opinion on that one. And, the foundation plantings, you know, I'll defer to what you guys say on that. If you think that some of the tree well plantings can soften the front, I'm okay with that. I don't know what everybody else was thinking from the Plan Commission if, I mean, that's why they, I'm assuming that's why you continued it to kind of get our thoughts on it.

Papa Well, there was that, and also the idea of if the variance on that would be granted, then what about the rest of the strip, like should that be considered now or be done later, and I think there was again concern about it being - -

Franz --I think if you, I mean, if we had more of a, but I would think we'd want, whatever we said here would probably be, we'd probably want it to be consistent however it's handled. That's my thoughts. I defer to everybody else what they think too.

Papa On the safety issue about the 6 feet, maybe I misunderstood, but I thought I asked Mr. DeLong, or somebody did last weekend, or whenever it was, two weeks ago, and he said outside the overlay district it'd still be 6 feet. And, that's sufficient and that's the purpose. In this case, you'd have 30 feet with the 6 feet within it, that would otherwise be sufficient up against the road. So, the fact that they're giving up extra property and the road is moving closer that they - -

Grabianowski --He said they already had accommodated for the road moving closer in this plan, so I'm okay without having the 6 feet.

Papa Yes, I'm fine with going without it.

Franz I mean, you know, ultimately it's the BZA's responsibility. I defer to what you guys think is appropriate. But, like I said, I'm not going to be able to tell the difference between 30 feet and 36 feet.

Jones Like I said, part in parcel of the conversation at BZA, regarding this individual lot was the fact that, yes, that would then probably become the norm for everything up and down 421. Secondly what we were told is that we would have some more fuller developed plans that we have received, but still, once again, it's for the out-lot portion of it, and so the last, the final hump is what's our opinion as to what we want to see about the scope of the overall development. Or, are we going to be satisfied with this parceling out of the development phasing, as it is told to us?

Franz Okay. Well, I think Mr. Price has stated that he's willing to come back with some additional drawings, concepts that we can take a look at next month. Is there anything else? I mean, the traffic plan, traffic study. Is there anything else that anybody wants to ask for?

Fedor That are is growing so fast a traffic study probably isn't going to be worth the paper it's written on in a month.

Franz But, I will say we've caught, you know, not having updated - -

Fedor I would agree a traffic study would be great. I guess my point is it's changing so fast up through there.

Franz I understand. But we've been called out on that several times.

Fedor You're right. You're absolutely right.

Franz And, this is relatively going to be, not relative, this is high-profile. So, is there anything else?

Jones This is a quick, odd question. So, the streets are going to be private drives inside, correct?

Price Yes, sir.

Jones And then you're partitioning off the out-lots for sale. So, basically the larger sections that remain on, let's call it the east side of the property, will still be a separate parcel? If they ever wanted to, they could re-zone that part within the development? For some reason the whole idea of PUD-type description would help with a different type of use. Does that make sense? I don't know.

Price Yes.

Jones Is that doable?

Price Yes, I would say that's probably doable.

Jones Because the streets within the Farm were going to be public or private? Matt, would you remember.

Price I don't. Might have been a little bit of a combination actually.

Jones Okay.

Franz All right. At this point in time, I guess I will entertain a motion to continue this to the March, what is the March meeting? March 16 Plan Commission meeting.

Papa So moved.

Franz Is there a second?

Walker Second.

Franz Multiple seconds. All in favor, signify by aye.

All Aye.

Franz Opposed by nay.

[No response.]

Franz Motion carries. Continued to next month. Thank you.

Price Thank you for your time this evening.

Franz At this point in time, I believe there is nothing else on the agenda. Does anybody have anything they'd like to bring up before I ask for a motion to adjourn? If not, is there a motion to adjourn?

Papa	So moved.
Franz	Second
Fedor	Second.
Franz	All in favor, aye.
All	Aye.
Franz	Opposed.
	[No response.]
Franz	Motion carries. We're adjourned.