



## **ZIONSVILLE PLAN COMMISSION MEETING RESULTS**

**Monday June 21, 2021**

**7:00 PM (Local Time)**

**THIS PUBLIC MEETING WAS CONDUCTED ONSITE AND ELECTRONICALLY AS ALLOWED BY VARIOUS EXECUTIVE ORDERS OF THE GOVERNOR OF INDIANA 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 IS PROVIDED IN THE ANNEX PUBLISHED WITH THIS NOTICE.**

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:

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Webinar ID: 832 3156 7503

Or by Telephone at the following numbers:

646-558-8656 or 301-715-8592 or 312-626-6799 or 669-900-9128 or 253-215-8782 or 346-248-7799

Members of the public shall have the option of recording their attendance at Plan Commission Public Meetings via electronic roll call at the start of the meeting or via e-mail at [wdelong@zionsville-in.gov](mailto:wdelong@zionsville-in.gov).

Masks are optional for employees and visitors to Zionsville Town Hall and Town of Zionsville facilities.

Those attending meetings in Town Hall conference rooms are not required to wear mask EXCEPT when an attendee requests others to wear a mask.

If you feel unwell or are experience COVID-19 symptoms, please stay home.

### **The following items are scheduled for consideration:**

- I. Pledge of Allegiance
- II. Attendance
- III. Approval of the May 17, 2021 Plan Commission Meeting Minutes

IV. Continuance Requests

<b>Docket Number</b>	<b>Name</b>	<b>Address of Project</b>	<b>Item to be Considered</b>
2021-23-PPA	The Parke	410 S. 4 <sup>th</sup> Street and 500 S. Main Street	<p><b>Petitioner request to continue to the July 20, 2021 Special Meeting of the Plan Commission</b></p> <p><b>7 in Favor</b> <b>0 Opposed</b></p> <p>Petition for Primary Plat Amendment to provide a central water system supporting a separate fire protection main as per Section 193.056 of the Subdivision Control Ordinance</p>

V. Continued Business

<b>Docket Number</b>	<b>Name</b>	<b>Address of Project</b>	<b>Item to be Considered</b>
			None at this time

VI. New Business

<b>Docket Number</b>	<b>Name</b>	<b>Address of Project</b>	<b>Item to be Considered</b>
2021-20-Z	Town of Zionsville	11281 & 11589 E. County Road 200 South	<p><b>Continued to the July 20, 2021 Special Meeting of the Plan Commission</b></p> <p><b>7 in Favor</b> <b>0 Opposed</b></p> <p>Petition for Zone Map Change to rezone 160 Acres (+/-) from the R-3 Rural Residential District (as modified by Instrument No. 200700001388) to the Agricultural (AG) District</p>
2021-27-DPA	HUB Phase 1	4175 S. Indianapolis Road	<p><b>Approved with Conditions</b></p> <p><b>7 in Favor</b> <b>0 Opposed</b></p> <p>Petition for Development Plan Amendment/Modification for the addition of fencing and gates, one guard house structure, driveway and parking modifications, two temporary office trailers, and one restroom trailer in the Rural (I1) Industrial Zoning District</p>
2021-21-PP	Union Woodlands	11281 E. 200 South	<p><b>Continued to the July 20, 2021 Special Meeting of the Plan Commission</b></p> <p><b>7 in Favor</b> <b>0 Opposed</b></p> <p>Petition for Primary Plat approval to provide for 179 Lots in the Rural (R3) Residential Zoning District</p>

2021-24-PP	Holliday Farms Section 7	3900 S. U.S. 421	<p><b>Continued to the July 20, 2021 Special Meeting of the Plan Commission</b></p> <p><b>7 in Favor</b> <b>0 Opposed</b></p> <p>Petition for Primary Plat approval with waivers to provide for 38 lots (19 single family residences and 19 commercial lots) in the (PUD) Planned Unit Development Zoning District</p>
2021-25-DP	Holliday Farms Section 7	3900 S. U.S. 421	<p><b>Continued to the July 20, 2021 Special Meeting of the Plan Commission</b></p> <p><b>7 in Favor</b> <b>0 Opposed</b></p> <p>Petition for Development Plan approval to provide for the development of a 64.17+/- acre site into 38 lots (19 single family residences and 19 commercial lots) in the (PUD) Planned Unit Development Zoning District</p>

VIII. Other Matters to be considered

Docket Number	Name	Address of Project	Item to be Considered
			Inclusion of Solar Array Panels - 1414 W. Oak Street
			Results: 6885 Stonegate Drive subcommittee meetings

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

June 23, 2021

**ANNEX TO PUBLIC NOTICE FOR THE JUNE 21, 2021 ONSITE AND ELECTRONIC REGULAR MEETING OF THE ZIONSVILLE PLAN COMMISSION**

In his various 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 Health'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 must comply with the Executive Orders throughout the duration of the COVID-19 Public Health Emergency.

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1. 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 Janice Stevanovic at 317-873-1574 or [jstevanovic@zionsville-in.gov](mailto:jstevanovic@zionsville-in.gov).
2. 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.
3. If you need technical assistance in logging into Zoom for this webinar, please contact Joe Rust, at [jrust@zionsville-in.gov](mailto:jrust@zionsville-in.gov).

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In Attendance: David Franz, Mary Grabianowski, Larry Jones, Josh Fedor, Sharon Walker, Chris Lake, Cindy Madrick

Staff attending: Roger Kilmer, Attorney Dan Taylor, Janice Stevanovic.  
A quorum is present.

Franz Plan Commission meeting of Zionsville. Please start by the Pledge of Allegiance, please.

All Pledge of Allegiance.

Franz Janice is sitting in for Wayne. So Janice, would you please take roll?

Stevanovic Certainly. Mr. Franz?

Franz Present.

Stevanovic Mrs. Grabianowski?

Grabianowski Present.

Stevanovic Mr. Jones?

Jones Present.

Stevanovic Mr. Fedor?

Fedor Present.

Stevanovic Mrs. Walker?

Walker Present.

Stevanovic Mr. Lake?

Lake Present.

Stevanovic Via Zoom?

Lake Present.

Kilmer Chris, you're muted.

Lake Present. Present, can you hear me?

Madrick Hey, Chris. Can you hear me?

Lake Yes.

Madrick I can hear you fine. I don't know why they can't.

Lake I'm unmuted on my computer. I think it's got to be on their end.

Madrick I see John Emory with that—the mic is covered up.

Lake Yeah, Roger Kilmer's is muted as well. I just sent them a chat.

Franz Are you checking to see if they're muted on our end? All right. Cindy, Chris, can you hear me now?

Madrick Yes.

Franz Okay. We both have you as present, so.

Lake Yes.

Franz All right. In your packet was a set of minutes from the May 17 meeting. Is there any comments, additions, deletions to those minutes? If there are none, is there a motion to approve?

Grabianowski I move to approve.

Franz Is there a second?

Walker Second.

Franz All in favor, signify by "aye".

All Aye.

Franz Oppose by "nay". All right. Minutes are approved 7-0. We have some continuance requests on the Docket. Docket #2021-23-PPA The Park 410 South 4<sup>th</sup> Street and 500 South Main Street petition for primary plat amendment to provide a central water system supporting a separate fire protection main as per Section 193.056 of the Subdivision Control Ordinance. Is the petitioner present? Okay. He's not present, but we do have a—he has requested for a continuance on this matter. Is there any discussion on this? If not, is there a motion to continue this to the July 20<sup>th</sup> Tuesday night special meeting?

Walker I'm accepting that.

Franz Is there a second?

Lake Second.

Franz All right. Any further discussion? All in favor, signify by "aye".

All Aye.

Franz Oppose by "nay". Motion carries 7-0. Continue to July 20.

- Jones Dave, do you want to explain the purpose of the July 20?
- Franz Okay, we have a couple of other continuance requests also. So what we are going to do is because the July Docket is pretty full on the 19<sup>th</sup> which is our regular meeting. The continued items from tonight will be moved to July 20, the Tuesday following that. So if one of the matters that you're interested in is continued, it will be July 20 Tuesday, not Monday the 19<sup>th</sup>. Next on the item is Docket #2021-20-Z Town of Zionsville 11281 and 11589 East County Road 200 South petition for a zone map change to rezone 160 acres +/- from the R3 Rural Residential District as modified by Instrument #200700001388 to the Agricultural AG District. Janice, do you have something to discuss on this one?
- Stevanovic Mr. President, we've received a request for a continuance. Staff is supportive of this in order to allow for both parties to review and continue discussion. So staff does support this continuance request.
- Franz Okay.
- ? Yes, hi. I'm here representing the landowner—
- Franz We're not opening up the hearing at this time.
- ? Oh, I'm sorry.
- Franz So this is just a discussion. This is only for the continuance. So, is there any comments or discussion on the continuance. If there is none, is there a motion to continue this to the July 20 special meeting?
- Lake So moved?
- Franz Is there a second?
- Jones Second.
- Franz Any additional discussion? Being none, all in favor, signify by "aye".
- All Aye.
- Franz Oppose by "nay". Motion carries 7-0. This matter is continued to July 20. Okay. Another matter is 2021-21-PP Union Woodlands 11281 East 200 South petition for primary plat approval to provide for 179 lots in the Rural R3 Residential Zoning District. Janice, do you want to comment on this one also?
- Stevanovic Yes, Mr. President. Subsequent to the initials in the middle of this petition that will require traffic impact study that was submitted and reviewed by staff was found to have outstanding comments related to the description of a platting street systems. Staff recommends a continuance of this petition to allow for the identification of the streets as related to the traffic impact study, the resubmittal of the materials, and staff review of the materials.

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Franz All right. Is there any questions, comments by the commission? If there are none, is there a motion to continue this to the July 20 special meeting?

Several So moved.

Franz Is there a second?

Jones Second.

Franz Any further discussion? All in favor, signify by aye.

All Aye.

Franz Oppose by nay. Motion carries 7-0. This one is also continued to the July 20 special meeting. With that, we'll go onto Docket #2021-27-DPA Hub Phase I 4175 South Indianapolis Road petition for development plan amendment modification for the addition of fencing and gates, one guard house structure driveway and parking modifications, two temporary house trailers, one restroom trailer in the Rural I1 Industrial Zoning District. Is the petitioner present? Are they online? Okay. On the matters that were continued, there is going to be no further discussion on those items tonight.

? May I ask that—

Franz Pardon?

? May I ask that—

Franz The town did. The Town of Zionsville asked for the continuance.

? What's the second 08:47 continued was?

Franz Union Woodlands, 2021-21-PP.

Stevanovic Dan, do you want to go ahead and field that one he's asking about, when the continuance came in?

Taylor Sure. This afternoon.

? 09:39.

Taylor Yes. Late this afternoon.

Franz 2021-27-DPA Hub Phase I, is the petitioner present? Are they online?

Kilmer I am promoting Amber Crocker to speak.

Crocker Yes. Hello, it's Matt Crocker. How are you?

Franz Hello. Please state your name, address for the record.



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Crocker Matthew Crocker, 4175 South Indianapolis in, I believe it's Whitestown. Is that right, the address?

Franz All right, please continue.

Crocker I think online we have John Dabrowski and Ross Nixon from American Structurepoint who are going to present the plan this evening. I know, uh, I believe Jamie Christman from Sunbeam Development was also present. I don't know if he's at the meeting as well.

Franz He is here.

Crocker Okay. So I think—so before you what you have is, you know, is precisely what you described. I'm happy to answer any questions but I know we went through the initial TAC meeting and did respond with appropriate comments and updates to any of the plans. So, you know, we presented tonight for your approval and look forward to, you know, being able to progress with the planning of many of the tenant improvements that we need to do in order to begin to carry out our business at the facility.

Franz Is that your entire statement?

Crocker I don't know if our engineer is on the line, John Dabrowski from American Structurepoint.

Dabrowski Yeah. This is John Dabrowski from American Structurepoint. Address is 9025 River Road, Suite 200 Indianapolis, Indiana. I know Ross is planning on talking. I don't know if his Zoom invite came through. He's online but he's not listed on here. Were you able to add him in?

Kilmer Please repeat the name of the other person you wanted to have online.

Dabrowski It's Ross Nixon.

Kilmer I am promoting Mr. Nixon.

Nixon Good evening, this is Ross Nixon.

Franz Can you state your address, please?

Nixon I'd like to share my screen and then I will walk you through the proposed tenant improvements for Building 846.

Franz Could you state your address, please?

Nixon For the record, my address is 9025 River Road Suite 200, Indianapolis, Indiana.

Franz All right. Thank you.

Nixon You should be able to see the overall site plan in front of you. I'd like to take just a few minutes and walk you through the proposed tenant improvements. This is

Building 846 that was previously constructed. We're here today with Amplify who is the tenant, who will be the tenant for the building. The tenant improvements are pretty simple. I'll start with the fence which will be placed all the way around all sides of the building. Will have a guard shack right here at the northeast corner at the main entrance. We realigned a drive here on the north west side so that vehicles and trucks don't have to go back out to the shared access drive more of a direct route to connect the two truck courts on either side. We added some gates which are called out here in the exhibit which I believe you have in your packets. There's access to the cemetery here as well as access at each of these points where you see driveways. Then we have a temporary office space. They do want to start moving in and utilizing these offices prior to completely building out the inside of the building. So we have an office trailer here on the north side temporarily, one on the east side, and then a trailer for the restrooms here. I should add that the fence will be a black vinyl-coated chain link fence. I would also note that we do have some pretty good buffering already in place on this site. When we brought it through for Plan Commission approval and zoning approval previously, there's a large landscape berm along the north side of the property. It's a 12-foot-tall berm with a six-foot tall fence, privacy fence. Then there's an additional berm, a smaller berm, three to four feet in height with landscaping along the south side of the pond. So that pretty much summarizes all of the proposed tenant improvements that we have in front of you tonight. Happy to answer any questions.

Franz All right, thank you. At this time, is there anybody in the public that would like to speak on this matter?

Triscari My name is Craig Triscari, 3270 Paddock Road. I just, I have some questions and concerns not necessarily remonstrating this particular piece. One of the questions deals with the outbuildings, the temporary outbuildings that are going to be structured as well as the guard shack. Based on the development from the last three years that we've went through in that community to include the new development in Phase 2 along that property line which includes another million square foot warehouse in that area, the fence and the berm are visual pieces. It doesn't prevent the noise or other kind of disturbances that go on especially if it's building or normal operations. So the interest is, is the outbuildings, the ones on the side, it seems that that's over 600 feet from the beginning of hitting residential property. The one in the middle in the guard shack, we'd just like to ask, is that 600 feet from the start of residential property because there is no buffering between those property lines now? It's industrial and residential. So, how many feet is it away from that property line? I'm just trying to figure out that as a question.

Then, the other is this reinforced concrete slab that they're putting in. Is it—I'm not sure. Is it an access or is it a reinforced slab that's going to be used for staging equipment and other things for Stage 2 going into building that next warehouse that's going to be alongside that property? Again, the question is, if it's closer than 600 feet, it's going to be a problem with the community because they drop loads not during the time of ordinance of building. They drop them at 2:00 in the morning, 4:00 in the morning, 5:00 on mornings, Saturdays and all those others. When they drop those loads, it sounds like a mortar attack on your property. So that's what we deal with regularly, so we want to make sure that

that's not a staging area or the road is a staging area for the development of Phase 2. It needs to be away from the community especially if they're going to be dropping that type of machinery on that property in the very near future and then finally, the fencing. When we did Phase 1, we talked specifically about fences in that area. We—I know it wasn't in any of the agreements but when we did talk to the lawyer and the other pieces and I'll be the first to say, I did not remonstrate that building for Phase 1, 2 I did but 1 I did not. One of the areas that we talked about was that you would put fencing in there to continue the industrialization look of that area. So right now, we actually have to go through the industrial park to get to the center of our residential area. We are in the middle of your industrial park, okay? So there has to be special consideration or should be special consideration to that fact.

One last item, this is public record. As you're building this area, the space that we're talking about, 600 feet, it is to their advantage to be that space. The reason is, if we have the same kind of disturbances that we did in Phase 1 and building of Phase 2 and the standing, it's going to be called to the county sheriff's office because that's who comes down there. So I get woken up at the 2:00 in the morning, I'm going to call the County Sheriff on that. They're going to come out and they have to do that. Eventually, that County Sheriff is not going to do that anymore. He's going to call Zionsville and tell the to fix it based off of their ordinances and their issues. That's what happened with Whitestown in their area until they fixed it. So to prevent that from occurring, we're looking to make sure that it's addressed and at least you try to put that kind of buffer in there before we start having these problems again. That's it.

Franz                    Okay, thank you. Is there anybody else that'd like to comment on this matter?

Kilmer                 Mr. Franz, we do have one hand raised.

Franz                    Okay.

Kilmer                 I'm going to allow Brett Couch to speak. Mr. Couch, if you could please give your name and address. You need to unmute, please. Mr. Couch, if you would like to speak, please unmute your microphone. He is not unmuting for some reason.

Franz                    Mr. Couch, we'll give you one more shot if you'll unmute so you can speak please. All right, we'll move on. Would the petitioner like to respond to the questions, comments raised?

Nixon                  This is Ross Nixon. I had some audio issues there during Mr. Triscari's presentation. I apologize, so I heard bits and pieces of it. I'll make a couple notes and if there are other questions that the town would like me to respond to, I'd be happy to do so. We do have some very substantial buffering particularly on the north side that I'm sure all of you are aware. We've discussed at length when this project was in front of you previously. So we feel like we've addressed that to the town's requirements. Then as far as Phase 2, you know, we're personally not involved with that project at Structurepoint so I can't speak to that specifically. We're here tonight just to talk about these tenant improvements. Tenant improvements are located within, you know, the same property that Building 846

is located on. The temporary trailers are very close to the building. These improvements are very minor additions to the current building as needed for this specific tenant. If there are other questions, I'll be happy to answer it.

Franz So you brought up the comment, the thought that there was any discussions on Phase 2. There was no fencing, that was discussed. Now, there's fencing?

Triscari Phase 1. There was discussion that they would not put up a chain link fence 23:29.

Franz Right. So in Phase 1, he said there was discussion that there was going to be no chain link fencing put up and then now we have chain link fencing being installed.

Triscari I'd like to suggest that—

Franz You got to—if you don't speak into that, it won't record.

Triscari Okay. So if I make a suggestion that if that is needed that the side along the side of the building where it is residential that residential that you don't put it. The back side and the side, I don't think it's going to make much of a difference to the community at all on that. Another suggestion is if you do decide to put up the fencing that there may be black, the tarp. It's not necessarily see-through but you can black out that area of what they're doing just along the side of where the residential property is. Then the distance of these new outbuildings, how many feet are they from the start of residential property?

Franz Mr. Nixon, did you hear those?

Nixon I did, yes. Dating back to the previous building project, I don't recall any discussion on no chain link fencing. I don't believe it's part of the written commitments although I don't have those in front of me. I don't recall seeing that in the staff report that Janice and her team put together. Chain link fencing is very common and necessary for the tenant improvements and their operations to make sure that there is a secure truck court. I do not recall any previous discussions on that. We do have a privacy fence on top of the existing berm that is on the north side of the property adjacent to the Saratoga Subdivision. That itself is a wooden privacy fence. I will add that this is a black vinyl coated fence. We've put numerous screening measures in place on the north side of the property, the berm, the landscaping, the fence that I've previously described. We do not feel that additional screening is necessary on the chain link fence around the tenant improvements. As far as the distance from the guard shack is the only permanent structure. I believe it's approximately 4' x 8' in dimensions. I can give you an approximate dimension off of the site plan that I had in front of you earlier. Give me just one minute here. So the guard shack at the northeast drive is approximately 445 feet from the property line itself which puts it about 100 feet off of the proposed building. Again, it's a 4' x 8' guard shack approximately just to allow trucks to come in.

Franz Anything else you wanted to ask about? Did he answer your questions?

- Triscari            The slab?
- Franz                Yeah, the reinforced concrete slab, his concern is that's going to be a staging area for Phase 2.
- Nixon                What reinforced concrete slab was that? I'm sorry.
- Franz                Mine as well just stay up there.
- Triscari             Okay. That was the question because he was talking about reinforcing that area. Was that just a driveway or was that actually reinforcing that entire site area? I couldn't determine if that was just access road or if that was a complete slab in that area. If you bring up your diagram, you can see it.
- Nixon                Craig, was that this drive here on the northwest side of the building that I'm highlighting right now?
- Triscari             That's just a road, is that correct? Then there's a slab. Is that a slab?
- Nixon                There's no slab that we're proposing and there's no—there's no lay down and phasing area for Phase 2.
- Triscari             Okay.
- Nixon                This area is going to be completely closed off and secured for Amplify to use. So it's not part of any construction for Phase 2. They want to keep this area secured for their own operations not for any, you know, offsite construction.
- Triscari             Okay. So that answers questions.
- Nixon                This drive here will actually prevent vehicles from driving, you know, closer to the neighborhood here. They're going to be able to stay closer to the building. I think that's a benefit.
- Triscari             Okay. It is. I just wasn't sure based off of the diagram. Just to reiterate too, there was discussion about chain link fencing in the area. I just would like you to consider the fact that this is unique. This is not in an industrial park. We're centered. Our homes are right there. Okay? So, we're surrounded by this stuff. So it's not—this is not normal business unlike we're talking like it's normal business. It's not, based on the truck and usage and what they're doing in that area. Thank you.
- Franz                All right, thank you. If there's no further discussion, Janice, can we have the staff report, please?
- Stevanovic          Yes, sir. Staff has provided Plan Commission members with a detailed report, the exhibits of this request to adding fencing and gates, one guard house, driveway, parking modifications, two temporary office trailers, and one restroom trailer, and finds the project in compliance. Staff recommends approval of this development amendment petition subject to identifying a date for removal of the three trailers. Previously, we've had discussions of perhaps a target date where

the removal of the trailers would be September/October. We'd like identification of when those trailers will be removed.

Franz All right, thank you. At this point in time, I'll open it up to members of the Plan Commission if they have any questions, comments.

Jones Well, back to the original question. When will the office trailers and restroom trailers be removed from the site?

Nixon This Ross Nixon. I believe we're still targeting the September/October timeframe. I mean, as you know, there's quite a few variables during construction. As soon as they get the inside built and they're able to occupy it, they'll move in. I guess I had—if there's any more specifics that the development or construction team can offer, I would ask them to specify a specific date if they can.

Jones So you'd be agreeable to \$2500 per week fine if they're not out by November 1.

Nixon Matthew? If Megan is here with Pepper Construction, I think that's something that they should confirm since I personally am not involved in the construction schedule.

Jones Second question is what about the 90 new parking stalls for truck trailers on the north side? Once again, in the previous approval of this project there was a large amount of discussion regarding limiting operations on the north side of this building. In the drawing I see, I see, I count 90 maybe there's more. The guard shack, my question there is at what hours of operation? It sounds like you're moving delivery, offloading of trucks and trailers to this north side of the building which was something that was not discussed when it was previously approved. In fact, the discussion was all about protecting the neighborhood to the north.

Nixon Mr. Jones, I can assure you that we are not adding additional trailer parking spaces on the north side. We're just adding—

Jones I was out there today. There is no trailer parking on the north side of this building. What you're showing on this drawing clearly indicates 90+ new spots.

Nixon Those are future spots. Those are not being added. Those have been shown as future on the original plans. Those are remaining as future. Those are not being added. Those are dashed as future. Nothing has changed on the north side of the building other than the fence, the drive, and the guard shack that we show on the plans. That—trailer parking stalls are not being added.

Jones Then they can be removed, correct?

Nixon The used trailer parking spaces?

Jones Parking spaces that do not exist, they can be removed from the drawing and the fence can be pulled up tighter to the existing asphalt.

- Nixon We can remove them from the drawing. I would have no issue with that. I think the fence is there in case they do want to add them in the future but they would have to go back through for approval to get those trailer parking spaces added. The trailer parking spaces are not part of our current development plan.
- Jones But they're shown on the drawings you're asking me to approve.
- Nixon They are shown as future.
- Jones If they're not meant to be approved, they need to be removed.
- Nixon Mr. Jones, those were shown on the original approved drawings that the town had previously approved. They were shown as future exactly how they were shown today.
- Jones I don't have that information available. I can't confirm or deny. My last question is going to be about, once again, regarding staging, use of that street, or use of the employee lot. Did a drive around out there today. There's other warehouses using these temporary trailers outside of them. I see employee lots being used to stage trailers. A certain amount of trucks and trailers waiting on streets to get access. What is the operations on here? Once again, this is all going back to the original concerns which is noise and activity on the north side of this building whether it's the additional parking spaces. Now that you're putting a guard shack out there that means something is going to have to stack and start. So what is going on out here?
- Nixon I'd ask Matthew to talk a little bit further about the operations. I can tell you that with a guard shack at the northeast corner of the building the cuing will happen right there, you know, at the northeast corner leading up to the guard shack. We do not anticipate any staging on the private drive north of the building that's outside of that fence. As far as more specifics to the operation, I'd ask Matthew to discuss that a little bit further.
- Crocker Yeah. Hi, it's Matt Crocker. So, how can I specifically respond to the question as it relates to the operation? I mean, the plan is, is that, you know, we'll be accepting and, you know, distributing product from the building. It will be an operation, you know, with inbound and outbound trucking, you know, purely for the distribution of the product.
- Jones All right. So back to the original question, the guard shack hours of operation will be what? Is it 9 a.m. to 3 p.m.?
- Crocker Now, I have to go check the information. I submitted a comprehensive letter to the city with the hours of operation. I'm just, sorry, I don't have them off the top of my head. Let me just look at that and get back to you in one second here. So I'm sorry, I'll address your next question.
- Jones So then are you comfortable with the November 1 date to remove the temporary offices and the temporary restrooms and agree to the \$2500 a week fine if they're still sitting out there?

- Crocker So this is the first I'm hearing of a \$2500 per week fine.
- Jones This is the first we're hearing of the request for temporary offices and restrooms.
- Crocker You know, unfortunately, that is a decision that is made by folks that are above my pay grade, so.
- Jones Okay. What about eliminating the 90 trailer parking spots on the north side of the building?
- Crocker We don't have plans to construct those, so I mean—
- Jones Then they can be removed from the drawings and the fence can be pulled up right to the existing asphalt out there, correct?
- Nixon Mr. Jones, there's some other discussions there that we need to make sure that that fence is positioned in the right location for Duke Energy because those are transmission lines. So that has not been vetted out with them. The position of the fencing, we're still working through that. That's not something that we can agree to today since that is within their transmission line easement.
- Jones So you don't have confirmation yet from Duke Energy that you can install the fence you're asking for permission to install?
- Nixon We're working through that concurrently with this process. We've had discussions.
- Jones So the drawings you're showing us aren't really current or correct?
- Nixon We anticipate approval as it's shown today, Mr. Jones.
- Jones So, we don't know hours of operation. We don't know how long the temporary use will be there. The concern the neighborhood has had from Day 1 regarding noise and activity on the north side of the building is not being addressed. They can't prevent staging out on the streets and we can't get you to agree to remove—
- Crocker So the hours of operation are 6 a.m. until 11 p.m. five days per week.
- Fedor What five days a week are you talking, Monday through Friday?
- Crocker Correct.
- Franz The petitioner has another person on the zoom call I'd like to promote and can add something to the conversation, I believe.
- Kilmer Megan Hall. Megan Hall, if you could please unmute. You should be able to speak now, please. If you could please give your name and address.
- Hall Thank you. This is Megan Hall with Pepper Construction, 1850 West 15<sup>th</sup> Street, Indianapolis, Indiana. My name is Megan Hall and I am with Pepper



Construction. I'm the Project Manager over this project. So, I did want to provide some clarification to help the team. Going back to the guard shack conversation, I just wanted to correct Mr. Nixon that it's a 4 1/2' x 6' unit. So it is smaller than what he was presenting, so that's the guard shack size. Moving to the conversation with the fencing regarding Duke Energy. There is a solution in place. It is a conversation regarding we'll say contract language and just change order. So it's not officially issued through a change order but I think everyone has a solution in place and will agree to it. Going back to the trailer placement, we would like, we'll say, time to evaluate the fee that Zionsville is proposing just because Zionsville has not—we've submitted the trailers through the improvement location permit process and they came back with questions and comments. We have since provided a response to those questions and comments. Those trailers are currently not onsite so they need to be onsite during the duration of the offices but we can verify the office schedule shortly after the trailer permit conversation with Zionsville is complete.

Jones Megan, just an additional question, while the office trailers and restroom trailers are out there, how are the utilities provided to these?

Hall It's temporary utilities. So as far as the restroom component located, it's similar to a port-a-potty. They will get serviced based on the occupancy. We'll say there's a certain rule that the company will come out. They'll do inspections and then pump and dump the system. So, you know, for example, for our port-a-potties that we have on site or that we will have onsite, those are either I think dumped weekly. So it will get serviced by a company similar to port-a-potties. The utilities which would be electrical and data will be temporary because these are temporary trailers. Again, they are only here onsite. The plan is to have them onsite just to allow the owner to occupy prior to the completion of the interior offices.

Jones All right. My concern is as I was doing a drive around out there today—

Hall Yes, I was onsite today.

Jones I noticed a couple of other warehouses seem to have them there on more or less a permanent nature.

Hall Nope. We do not want these on a permanent nature. There's a monthly rental fee associated with it. I would say I've done this with a previous client to where they occupied it temporarily for the offices. So, we have our office permit. So it is truly a scheduled coordination and an internal coordination between Sunbeam which is the owner of the building that we have our contract with, so.

Lake Megan, this is Chris Lake.

Hall Yes.

Lake If we're going to approve this tonight, we're going to need to put some sort of language relative to a date in there.

Hall Yes.

- Lake If we can't pick a date on the calendar, are we able to get a time frame that says, "four months from the date you receive the permit for the trailers from Zionsville"?
- Hall Yes, I would be more inclined to a duration from the permit, approval of the permit, versus a end date. So whether it's—I think, the question that we had back to Zionsville was a few conversations on duration as far as the CDR process asking if they wanted photos of the seals or if they wanted to inspect those in person. So yes, if it was a duration of four months.
- Lake Or whatever you deem fit, I just use that as an example. So, I guess, Mr. Jones, would you be amenable to a fixed duration from the date that they get their permit from the temporary trailers from Zionsville versus a specific date on the calendar?
- Jones Yeah, that'd be fine.
- Lake Okay.
- Hall I would tell the team that we, you know, are planning to use the temporary trailers but if schedule works out for our team then we're not going to spend money on temporary trailers if we don't need them, so.
- Jones So the core concern is just noise and operation on the north side of this building. Am I incorrect in what—please throw me a bone that I'm not completely out on my own here.
- Triscari That is correct. The operations out on the north side ahs been a problem for the last two years but we anticipate the same kind of problem when they start occupying that area with offload/onload, all those activities going on that close to the residential property.
- Fedor You say offload/unload, are you talking about when they're dropping the trailers or they're bringing in like—
- Triscari Anything. Anything backing up.
- Fedor What do you mean dropping it off?
- Triscari Anything from inside the building we can hear to outside of the building and backing up. So anytime the truck backs up, you can hear it. Anytime they come pick the stuff up on the tractors from inside the building, you can hear it. There's no different or variation. It's a constant beeping sound from start to finish, from sunup to sundown.
- Fedor Whether it's trucks or the forklifts?
- Triscari Whether it's trucks, forklifts, or heavy equipment backing up or not during the construction, it doesn't matter.

- Fedor            So in that chain link fence, you'd brought up that black.
- Triscari        Screen?
- Fedor            For lack of a better word tarping that goes into the black fence. Would that help with the acoustics?
- Triscari        I think it might. That's the reason that I would do it not necessarily because we can't see it. I'm hoping that it's going to dampen something in that area. We have to try something because it is, it's not pleasant to be out there. Especially since COVID, you have to work from home. The last year and a half, it's been miserable out there in that community.
- Franz            How tall is the berm that's out there?
- Triscari        So the berm is 12 foot. In some areas, it might be even a little higher because they've talked to them, so it might be just a little bit higher. The fence is six foot there. If you're standing in the backyard of where they link up, the berm actually goes right to pretty much right to the property line. So it starts going right up from that area. There's about 75 feet between from the berm and the other side to the road, it's about 75-80 feet. It's not that large. The other piece of that is that's good for aesthetics. If you're in your backyard, you're on your second-floor window and you're looking out, you can see the whole entire industrial park from that area. If you're on the street, you can see the top of the industrial area. If you're just driving through the area, you can see the skylight of the buildings.
- Franz            Were those like pine trees?
- Triscari        They were. They initially put 4-5 foot but we agreed to 8 feet for trees. They just recently went in there and put the 8-foot trees in plus there's other indigenous trees that they put in there. I'm not sure if they're completed but it looks like they might be completed in doing that with 8-foot trees.
- Franz            Okay, thanks.
- Triscari        Maybe in about ten years, that will be a good buffer.
- Nixon          That part is has been completed.
- Franz            I know. That's the problem with trees, you've got to wait.
- Nixon          I would add that that's precisely why we put in a 12-foot berm and a 6-foot-tall fence is noise concerns. You know, we've had a lot of discussions about that. We put an additional berm in on the southside of the pond with additional landscaping. We feel we've addressed the sound concerns in previous meetings, nothing that amplifies proposing here is out of the ordinary for a typical distribution warehouse type facility.
- Triscari        Can I just add that this is not normal? This is not a normal situation that you have.

- Franz Okay, thanks. Are fences common out there?
- Jones You know, as I rolled around, so Coca-Cola, a lot of fencing around that. They've got a big multi-gate, seems like an electronic probably scanning of the vehicles coming and going. I think some of the Amazon stuff was actually fenced in. Couple of the other ones on the east side of 65 were open. That's kind of where I saw some of what I would call employee parking being used for staging, some of the stuff out on the streets. You know, just I'd have to go back and look at the older drawings. I don't know if this parking was ever shown on the north end of the trailer parking but it's not there. It doesn't exist. When you put the trailer, the guard shack there on the northeast corner of this basically you're directing all the traffic to the north side of the building first before it gets anywhere else.
- Franz Yeah.
- Grabianowski Would have made more sense to put it all on the south side to me.
- Jones Correct.
- Fedor Property to the south of this to the best of my memory is where it's just another warehouse sits south of this. It's not 52:00 up by a residential in any way is it?
- Jones No, everything to the south and to the east is all commercial. Like he's spoken to or eluded to, there's going to be more commercial development, warehouse development coming to the west of this property. I don't know, that'll feed out onto what 450 or what it's going to go to. Before they also had this access road along the retention pond there on the north end.
- Hall This is Megan, again, with Pepper Construction, 1850 West 15<sup>th</sup> Street. The property adjacent to Building 846 has a black chain link fence currently that butts up close to the property.
- Christman My name's Jamie Christman with Sunbeam. Thank you. My name's Jamie Christman with Sunbeam Development, 11800 Exit 5 Parkway in Fishers. Matt Crocker, can you talk a little bit? I think there's some concern with the staging. The guard shack is only used for exiting traffic, correct?
- Crocker Correct. So, it looks like the inbound gate is on the southeast corner and then the one, the guard shack, is for outbound only.
- Christman Yeah. So it don't know if we can pull up the drawing or not on the board but there will be no staging of trucks to the north. They will be entering through the south wrapping around the building and the guard shack will be purely for exiting. So there will be no staging of vehicles or trucks along that access road.
- Lake So everything going in and out of there is going to go through that guard shack on the north side of the property.
- Christman Going out, yes. Outbound, it will not come in by the guard shack.

- Lake            On the west going east.
- Christman      Correct.
- Hall            Correction. Jamie Christman, this is Megan with Pepper Construction. So there is two exit points on that north side. There is, I'm going to call it, a fast pass so if you have—a fast pass is the best way I can explain it from the client but certain drivers will have access to this fast pass and they can exit out of the single automatic slide gate that Ross is hovering over. So that's a fast pass for specific clientele that will allow for a smooth quick transition out of the property. The guard shack itself is for those who are without the fast pass that may need to either stop and provide paperwork or maybe a security check, things like that. So I would say the client is trying to move traffic quickly so it's not a stop and go or a staging inside the facility.
- Franz            Where exactly on this map are you, I mean, is this? Come here, point out the south entrance, I just, how the flows going to work.
- Grabianowski   It looks like—
- Christman      So the south entrance will be down here. It will wrap around the building coming out this is why this additional access road is needed as they continue to—
- Franz            So they're going to come straight down here and that way?
- Christman      Correct. Correct.
- Franz            All right. So—
- Christman      Yeah. So keeping them off this road here that is closer to the residential with the exception of vehicles that are fast-passing out or moving directly out to the street.
- Franz            So based on that traffic flow, there should be no parked trailers nothing, no loading on that north side?
- Christman      There should be no staging of trucks on that side, yes.
- Franz            All right.
- Fedor            That north wall, is that loading docks down through there or is that just a solid wall?
- Crocker        It's loading docks.
- Christman      They're loading docks. Those are loading docks, yes.
- Fedor            So, you're still loading on the north side of the building?
- Christman      Correct, correct. So, we're not staging—

- Fedor            Verify what staging means.
- Christman        Staging in terms of that there's not semis that are lining up to check out of the facility and that are going to be parked there for extended period of time. It will be for loading and unloading of the semis and then they'll be getting out of the facility, keeping them off that main road.
- Walker            But there would still be the beeping noise backing those trailers up, right?
- Christman        Yeah, which I can't speak to that. That was approved—Sunbeam, we recently purchased the property about six months ago. So all these commitments and everything was approved before we purchased it. So when the planning was approved, that was approved with the original planning. So we're not changing anything that wasn't approved in the original planning.
- Franz             Anything further?
- Jones             So far I haven't really gotten any answers to the questions I had about fence location, the additional parking. I think we're—hours of operation are better than 24/7. I think we can work through the temporary nature of the trailers and the restrooms but it still comes down to cleaning up just, what is the operation of this going to be. While we're not going to get anywhere great, like I said, I'm not a fan of approving fence locations that make allowances for the additional staging and parking of trailers on the north side of that building. I'd have to go back and look at my original documentation to find out if that was truly there. I know it has not been built to date.
- Franz             So related to that future truck parking, the process for that, they would come back to the Plan Commission for a site plan amendment?
- Stevanovic        That's correct.
- Franz             Okay.
- Fedor             We're saying four months currently from when they get a, get the trailers here, they will be leaving?
- Franz             The trailer permit.
- Fedor             What's that?
- Franz             The trailer permit.
- Fedor             From the trailer permit, four months from a trailer permit date.
- Franz             Can we institute the fine?
- Stevanovic        We'd love to.
- Franz             All right.

- Taylor Your ordinance already provides for a fine.
- Franz Okay, it does? See how much it is. Do we have any idea what that is?
- Stevanovic I'll find it.
- Franz All right. That's good.
- Fedor What if it goes past that four months? Is it one of those things that we just instantly, you know, start going into the fine process or is there a, you know, thirty-day warning and then a slap on the—how does that work?
- Taylor Your ordinance contemplates that you would provide the land owner with a notice to correct saying that they're out of compliance telling them what their fine would be. It's a per day. Giving them a reasonable amount of time to correct their situation. Then if they can do that then they avoid a fine. If they cannot, then they receive a fine citation which is that next step.
- Fedor Gotcha.
- Taylor That's how that works. So in general, I mean, the whole purpose of that section of your code is to find compliance. So that's what you really want but obviously the fine is the deterrent to non-compliance. That's how that works.
- Hall Thank you. This is Megan Hall again with Pepper Construction 1850 West 15<sup>th</sup> Street. In the event of, we'll say, a scenario that leads to a delay with the construction trailers, is there an extension process similar to what would be provided for a permit that would allow for the timeline for the trailers, like the permit for the trailers to be extended with of course, we'd have to submit paperwork and approval. I'm just asking out of curiosity, or do we remove the trailers and reapply the recent permit?
- Stevanovic The permit can be extended as long as you're going to submit for that prior to the expiration date.
- Hall Correct.
- Stevanovic Now if you are going to extend past what the Plan Commission date would be determined, you'd have to come back to the Plan Commission for approval.
- Hall Okay, thank you. I just wanted clarification.
- Jones I'm assuming the issue that you're working out with Duke Energy is that they don't want any kind of structures underneath their power lines, or anything that prevents them accessing to same. Correct?
- Hall Yes. So the potential solution that's being discussed is a gate specific for Duke Energy and then encapsulating the utility line so they can access through the easement. The, we'll say, the solution has not been fully vetted or approved just because not all parties have not been available to approve it. So it's something

- that should be resolved shortly next week or two but it's just the availability and the timeline associated with it was, we'll say, lower priority so.
- Franz As for the town and the department's satisfied that they've fulfilled their obligations relative to the berm fence and buffer plantings, correct?
- Stevanovic Yes. The entire site has not been completely approved yet. We're waiting on full compliance but yes, it's definitely on track.
- Jones It's still left not complete. I saw the berm was up and the fence was up and they've worked on the water line for the adjoining neighborhood.
- Stevanovic I'd have to circle back to that with our post-project manager. Just my recent recollection is that there may be one or two things yet to check off. One of those things being water line, I believe, but I've not been updated recently on.
- Jones Yeah, I don't know if it's active up there yet. They still had the fire hydrants are still kind of bagged but they're in place and the connection points are in for the meter pits it looked like in most of the yards.
- Stevanovic I think that really was the majority of what we were looking for.
- Madrick Janice, this is Cindy. Can you hear me?
- Stevanovic I can.
- Franz Yep.
- Cindy I have a question regarding if there is any kind of a noise level ordinance in that area. I presume there is, I'm just not familiar with what it is and if that's been discussed and we feel like the berm and the trees are sufficient so where the neighbors are hearing all the sound. Is it within the noise levels that are allowable?
- Stevanovic That's not something that we've actually cracked the books on to be honest with you. Dan?
- Taylor I'd just say the land use, the land use has already been approved here. What's before us tonight is simply the request to modify the development plan itself but a lot of what has been discussed tonight are really objections to the land use and the things that go along with that. So—well, without getting into the validity of those concerns or when they were raised but I mean, each case has a land use portion and then once that is resolved we go to the development plan of the case. So this has an approved development plan already which is well after the land use side. Now, this is just a proposal to amend that. So some of the issues relating to why is this an industrial site and whether that was appropriate or a good idea, whether the town council should have approved that, those—we're kind of beyond that. I would just say that our focus has to be on the proposed changes, the red letters on the map. So that's just my reminder.



- Madrick I guess, I was just—this is Cindy again. I was just asking. I understand the land use was approved but I'm wondering about was there a sound level ordinance within that land use approval and do we know these most recent issues and maybe potentially in the future. Don't they still have to adhere to a sound level ordinance if there is one?
- Franz It was never discussed on the sound ordinance that I'm aware of. Do we have sound ordinances, Janice?
- Stevanovic We do but you know, an industrial site's at a different level.
- Franz When I look at this, I'm not rethinking of what it's been approved for. I'm looking at, you know, is there anything else that can mitigate, you know, potentially the sound. I don't see how—I'm talking about related to the new fence. If they're fulfilling their obligation that was originally, you know, set up when this was approved, I don't know if adding vinyl to an 8-foot-tall chain link fence is going to modify the sound significantly. So to me, this is about the approval of the fence because the other things are temporary, I mean, for the most part, so. I mean, everybody shouldn't be aware that—let's put it this way. If they weren't coming back for a fence in these changes, we wouldn't even be having this conversation.
- Jones Correct.
- Franz Is there any further discussion? If not, is there a motion?
- Fedor Do we need to include—
- Lake I move that Docket #2021-27-DPA development plan amendment modifications for the addition of fencing and gates, one guard house structure, driveway and parking modifications, two temporary office trailers, and one restroom trailer in the Rural I-1 Industrial Zoning District be approved based on the findings of fact in the staff report, staff recommendation, and submitted findings of fact as presented with the stipulation that the temporary trailers be removed within four months of the date of the issuance of a permit for said temporary trailers.
- Franz Is there a second?
- Fedor Second.
- Franz All right. I want to address Larry's, before we vote, on the parking slots for trucks and the location of the fence. I guess the fact that they have to come back to get approval for those slots, I'm not as concerned about those things at this point in time. So I don't think we need to request that they remove anything along that lines, so. Any further comments, discussions? All right. Janice, can you take a roll call vote on this one?
- Stevanovic Certainly. Mr. Franz?
- Franz Aye.

Zionsville Plan Commission  
June 21, 2021

Stevanovic Mrs. Grabianowski?

Grabianowski Aye.

Stevanovic Mr. Jones?

Jones Aye.

Stevanovic Mrs. Walker?

Walker Aye.

Stevanovic Mr. Lake?

Lake Aye.

Stevanovic Mr. Fedor?

Fedor Aye.

Stevanovic Miss Madrick?

Madrick Aye.

Franz Motion carries, 7-0. Thanks for your time.

Nixon Thank you.

Crocker Thank you, everyone. This is Matt Crocker from Hershey. I appreciate everyone's time tonight. Thank you very much.

Franz All right, thank you. Next on the docket is Docket #2021-24-PP and #2021-25-DP Holliday Farms Section 7 3900 South US 421 petition for primary plat approval with waivers to provide for 38 lots, 19 single-family residences 19 commercial lots, in the PUD Planned Unit Development Zoning District in a petition for development plan approval that provides the development of 64.17 +/- acres into 38 lots, 19 single-family residences and 19 commercial lots, in the PUD Planned Unit Development Zoning District. Is the petitioner present?

Sundling Yes, I am. Phil Sundling with Henke Development.

Franz Name and address and then please proceed.

Sundling Yes. Phil Sundling with Henke Development. Address is 3983 Club Ridge Estates and that's in Zionsville. Good evening, members of the Plan Commission. As always, we really appreciate your time and certainly your consideration this evening. I want to start as I typically do by providing you all with a quick update on the development as a whole. We're starting year three of the development here. We've sold over 360 lots among all of the sections here at Holliday Farms. So of course, sales have been incredible thus far. On the construction side of things, Sections 1 and 2 are completed with Sections 3 and 4

wrapping up in the next month or two. Section 5 is underway as well and Section 6 is right around the corner to start construction. On the home building side, we have over 80 homes under construction now with a number of homes that are already or a number of families rather that have already moved into the new homes. Lastly, the championship golf course is in the final stage of growing and we plan to kick off the grand opening next week. We're simply thrilled to deliver this world class development to a world class town here in Zionsville.

That brings us to the Section 7 which is before you for consideration this evening. We are proposing 19 single-family detached lots of varying size along with 19 commercial lots all of which are all in just over 64 acres. This portion of development is located in the northeast corner of our property, east of Hole 12 and generally bound to the east by US 421. Regarding our proposal, we do have some comments from staff that remain outstanding that we'd like to discuss tonight. I'd like to discuss those in four segments. The first of which is regarding the alignment and configuration of our trail network.

As you all know, we received a letter of interest from a single resident in Hidden Pines. In the letter, this sole resident highlighted essentially two concerns. One, our planned routing for this pedestrian network and two, the safety of the network. Regarding the routing, if you recall during our development Section 1, we routed a portion of our pedestrian trail away from our main entry and tucked it further west into the woods. The purpose was that Steve's vision for our entry to Holliday Farms was to mimic the feel of the old entry at Holliday Road with the preservation of the heavy canopy trees there. Routing the trail along the frontage of US 421 here, would have necessitated the removal of most of the trees here essentially ruining our main entry. Not sure how you guys all feel about it. As strongly as though our entry to Holliday Farms is simply unparalleled not even in Boone County or even Indiana but really all of the Midwest. We feel like our entry is world class. It's incredible. We fully recognize it's different than Appaloosa. It's different than Hidden Pines, and we certainly do not disagree with this particular resident but this is done intentionally. We took advantage of the natural beauty of this area and instead of demolishing it, we preserved it in order to create a place really unlike any other. From there, the trail meanders through the woods to the west and it runs along Cox Creek which is a natural water way that we've preserved through the development of our ground, and then runs approximate to a cemetery that we've partnered with the Lions Club to revitalize which is home to some folk that fought in the War of 1812. It's a really historic classic piece that we simply cannot recreate it. From there, it runs north and bends into the commercial corridor of Section 7. It routes alongside a 3-acre lake where we plan to put benches that are overlook, and routes north from there eventually into our marketplace. At the north end of our marketplace, it then routes east alongside our old Holliday House which is a home that is on the national preservation register that was built when Abraham Lincoln was present, again another piece of unique history that we really wanted to highlight with this trail network.

Note that this route never once crosses an uncontrolled major intersection. It was routed this way really for two reasons. One, it adds significant interest as noted before and two, it dramatically increases the safety by minimizing the pedestrian/vehicular interactions. We understand that this route is longer, longer

than if it were to run along US 421. I think it measure roughly 314 feet longer in total. From a cyclist standpoint, if you were to average a speed of 12 miles an hour which is on the slower end, it would add a total of 18 seconds to your commute if this were to be considered a commuting route or even an alternate transportation route. So I'm not sure, personally, jeopardizing the safety of our trail users is worth the 18 seconds in this case. We feel like the way we have the trail routed is really the best way to route it.

The second staff comment we'd like to address tonight is in regards to the layout of the streets and connections to US Park 421 in particular. We met with INDOT last week to strategize and gain an understanding of their expectations. We presented our plan as you see it tonight and they've made a few suggestions that we are comfortable amending. One, I don't know—let me see if the—are you able to pull up the site plan by chance? It'd be helpful to see that. I can if you guys can't.

Franz Roger, did you get it? You'll have to pull it up.

Sundling Yep. Yeah, give me one sec. Can you guys see that now?

Franz Yeah.

Sundling So in our conversations with INDOT, they essentially wanted to make two amendments. The first is removing the Hubbard Lane, right in right out here that runs between our main entry at Rogers Parkway which is directly aligned with the Interactive Academy. So getting rid of this piece here. Then, the second request from INDOT was to remove this right out only here that's between Roger's Parkway and our right in/right out that's directly across from Interactive's entry there to the south. We are comfortable removing those and our resubmittal will show those being removed. The third staff comment we'd like to address tonight—let me here. The third staff comment we'd like to address tonight is the public works private roadways within this portion of the development. We met with Lance Lantz and his staff a few weeks back to discuss initially. As you all know, all the single-family residential lots within Holliday are gated and are fully private. That will remain the plan here for these 19 single family lots within Section 7. Our plan is to add a private gated entry west of Lot A which is the northwest most commercial lot and east of S6 there. From there, our desire is to keep all of the commercial area public as contemplated during our discussions regarding the TIFF for the commercial portion of the development. We're happy to work out any winter maintenance details with Lance's group. I know that was one of his major concerns was regarding the plowing and de-icing in that area. So we will certainly re-engage with his group. If helpful to him, we're happy to handle that portion of the maintenance.

The final staff comment that we'd like to address tonight is regarding the roadside safety measures from the pond on the southwest corner of Section 7. I believe Zionsville has a standard that will trigger the installation of guardrail in this case; however, in accordance with the federal design guide, the Ashto-Greene book, along with the INDOT design manual, a guardrail is not required in this case given our design speed. We're utilizing a 6-inch non-mountable standup curb. There's a requirement for a certain clear zone and we do not come close to

necessitating the installation of the guardrail. We are, however, happy to accommodate any of the other measures suggested in those standards. I think there's three or four other items that we're happy to accommodate including our next filing. The main reason we don't want to do the guardrail is strictly from an aesthetic standpoint. If you enter that roadway, that 3-acre lake is a beautiful piece that we want people to be able to see and we feel like if you put the guardrail up it's probably going to affect those views. I'm happy to provide any engineering documentation to staff to substantiate our request on that one. With that, we're very—we're very excited to keep our momentum going to get this section of our development started in order to kick off a number of our commercial projects that we have here at Holliday Farms. We feel that our plan is safe. It's incredibly interesting and thoughtful of course, and it will undoubtedly be a development that we're all proud of. At this time, I'm happy to answer any questions or address any comments. Thank you all.

Franz All right. Thank you very much. Is there anybody in the public that would like to comment on this matter?

Kilmer We do have one hand raised.

Franz All right.

Kilmer Mr. Brad Gressel, if you would please unmute and please provide your name and address.

Gressel Yeah, hi everyone. Brad Gressel, 3668 Evergreen Way. Phil mentioned I, I actually had sent that letter in just seeing the initial filing. My wife and I live at that address. We're in the Hidden Pines neighborhood which is directly across Michigan Road from Holliday Farms. I—to Phil's point, I would like to mainly comment on the sidewalk or the outer pathway plan for this Section 7. I was disappointed to see the proposed sidewalk route mainly instead of a nice sidewalk along the frontage of the development like you know, essentially running parallel to Michigan Road so you could access quickly Willow up to future commercial development north.

From my standpoint, the proposed route would pick up from Section 4 the path coming along Michigan Road. Again, in my view, it veers over to the left away from Michigan Road. It goes through a wooded area past or honestly beyond the private gated entrance portion of the neighborhood. So you're actually going into the gated neighborhood to use the sidewalk. You would then cross two internal residential streets of the neighborhood including the main Holliday, I think it's Holliday Boulevard, the main road. That is essentially the existing bridge the development is using over Cox Creek. Now, it may or may not be a way to avoid cost of building another sidewalk, pedestrian sidewalk over 421. I'm not sure but after you would cross that you would then essentially pass by directly beside a private resident's home past an old cemetery in the woods and finally connect veering back to the 421 but then veering back again to the west and using this proposed Marketplace Drive to go kind of behind everything.

So again, this to me, at kind of like a disjointed longer detour. I understand distance may not seem that bad but again, you're crossing streets. You're making

some sharp turns. You're going into a gated community. Last week, I was able to—I spoke with Phil on the phone which I appreciate that. He listened to my concerns. It's, you know, Phil explained the goal was to essentially create a weaving, scenic path for people to explore and avoid the street. Again, I'm not sure if I'm interested in meandering off past an old cemetery and all that. That may be me but he did, he reassured me from Henke's standpoint that the path is sparing no expense and they're not looking to avoid building a path, a separate bridge over Cox Creek going 421. So essentially, kind of based on hearing that, I think it's completely fine if the development would like to kind of create this meandering path as long as I just think a path along the frontage parallel to Michigan Road like every other development is doing makes more sense. It's less confusing to jump around to different routes. I also believe, I believe there is a future commitment of at least one stoplight as part of this project and I'm guessing here but that's probably Rogers Parkway across from Interactive. So if that does happen, this would inevitably become a pedestrian crossing. If a sidewalk is not already there, you know, that would be an expense for the town at that point and it's difficult to do that if these paths are not part of the project at the beginning.

Real quick, regarding the commercial section, I think the main—again, my opinion is the main path should still run along Michigan Road along the front of those similar to Appaloosa and you know, every other commercial section to the south. I don't think the internal sidewalk that would probably have to be in front of every commercial building should be essentially utilized as their main route. I think it could be ancillary. We should also keep in mind Michigan Road is 50 miles an hour so new commercial entrances should really utilize the top, you know, innovations in pedestrian safety like refuge median or methods to slow speeds down. With this being a TIF district, the town and community should really expect a lot from this development like top level quality and safety infrastructure mainly so this Michigan Road corridor is, you know, accessible but also walkable and a bikeable community not just a few strip mall buildings built for cars. So I just, I assume the town will eventually seek to obtain other easements on both sides of Michigan road to connect sections like my neighborhood and others up north and south. So, but it's far more difficult to do that later instead of requiring the developers to install these paths, you know, the way we want as the initial project is approved. So, thank you.

Franz All right, thank you. Mr. Sundling, would you like to comment at all on that?

Sundling Yeah, absolutely. First of all, Brad, we obviously appreciate your input. It's always good to get input from our neighbors. I think we've addressed most of what you noted in your letter and in the meeting tonight. The one thing I do want to reiterate or highlight regarding the trail along US 421, one of the main, again, one of the main reasons we're routing it through the development—yes, it adds interest. I think your opinion may differ from ours in that case but it's really to improve the safety there. We are limiting or preventing pedestrian/vehicular access at Rogers Parkway as well as Frederick Place there by routing it alongside the frontage road. As you noted, 50 miles an hour traffic, it's not—with cars turning onto these streets without any sort of control there whether it would be a stoplight or stop sign along US 421, obviously that's not realistic. So these cars will be screaming pulling in here and that's really one of the main reasons we

routed it to the west, is simply for safety. Yeah, that's really all I have to add there. Thank you.

Franz All right. Thanks. At this point, Janice, can we have the staff report please?

Stevanovic Certainly. Staff does appreciate the work on the part of the applicant to bring this project further into compliance; however, we do have to note that we are still a bit apart on the comments that the petitioner himself just made that being the pathway. In that, the ordinance does require that pathway to be installed. So we need further discussion on that. The removal of the two entryways will affect the plan. Staff would appreciate being able to review those updated plans. The conversation of private streets versus public needs to continue and how we're going to have that pond area comply for the safety of the residents is going to have to be explored as well. So staff does recommend continuing these petitions to the July 20 Plan Commission meeting to allow the staff and the petitioner to continue to work through these outstanding comments.

Franz Okay, thank you. I'll open it up to any members of the Plan Commission, questions, comments?

Jones Always. I was just waiting to let somebody else but—

Franz I think everybody just waits for you to go.

Jones Well, you know, it's like—

Fedor You knock out about half of my questions by the time you're done, so you just save me some headaches.

Walker Yeah.

Jones As yours first.

Fedor No, I don't have anything this time.

Jones All right, all right.

Fedor It's your turn.

Jones Yeah, all right. All right. Can we scrape all that from the record, just that babbling nonsense of mine here for the last? Okay. So when Holliday Farms first came through, they had commercial all the way down 421. It's good to see that they kind of peeled it back. You know, the original drawings we got back in 2018, had some very conceptual plans. One of the things I liked about it was it appeared that most of the structures, most of the buildings, were turned internally to what is now being called Marketplace Drive which I like. The problem is whenever you do a residential development and try to put your commercial kind of inside of it somewhat, it consistently fails. You know, it never worked over in Clay West. A neighborhood out here to the west—

Lake Stonegate?

Jones Stonegate, that never really took off. So, the sad fact is trying to strike a happy medium between you know—my core complaint with Appaloosa is it is just kind of your standard level commercial development you know, where everything is out by the street and the big box is supposed to be in the back and it's all parking and, you know. So to try to find a happy mix of that is always kind of tough. One thing I will fully support though is bringing the trail in off of Michigan and having it wind through it. I see that as being a huge addition to anybody biking, traveling back and forth up and down Michigan Road that would use it. somebody who really wants to get up and down, I think they'll be a straight path on the east side of Michigan going across Appaloosa and probably connecting all the way down. So if somebody really wants that route out there by 421, it's available. I think bringing it in and walking it though this—I guess my core question is I'm just trying to go through the drawings that we have here just to see what is the kind of proposed development of these commercial lots. It appears that the ones along Marketplace Drive where you've got a little curbside parking, there's some room in there to actually have a few buildings. It will turn internally to it but then the ones out by the drives appear to be able to go all the way out to Michigan. I guess by question is, are we going to see something that just helps better to find how these lots will actually be used? Going through here, I see some drainage, utility easements that kind of restrict where the buildings can go. I see the green belts and the building setback lines but then I get kind of concerned is that the building setback line is 30 feet off of the 421 right of way which kind of leads to putting those kind of building and parking all the way out just like every typical commercial subdivision. So hopefully that made some sense and there's some question in there that I actually asked that can be answered.

Sundling Hey, Phil Sundling again. Larry, great questions. Just to kind of highlight how we plan, how we envision this ground developing—are you familiar at all with New Albany in Ohio?

Jones A little bit, yeah.

Sundling So basically, there on the south here, essentially south of Rogers Parkway, those are going to be more or less standard style outlots. There's not on-street parking there. The buildings, however, will be closer to the internal frontage road with parking based kind of to the east. As you progress north where we have the divided median there and the on-street parking, all of those will be pulled—the building fronts will be pulled to the, essentially the walk area. So all the parking bays will be outside of those. So on the west side, the parking bays will be west of the building and on the east side, the parking bays will be east of the building. I'm trying to pull up Google Earth. I'll give you—hopefully, I can pull this up and show you kind of what they did in New Albany. It will give you a good feel for how this will lay out more so than anything. Give me one second, it's almost pulled up.

Lake While Phil's doing that, I do want to support what Mr. Jones had to say about pulling the walkway back to the west. When you're coming off of 421, you are looking at the traffic. You know, if you're headed north, you're looking at the traffic coming south waiting for your first break to make a turn into one of those



streets. You're not looking for that person that's going to be on that path. So moving that path west, I think, is a safety improvement and something that I personally support seeing done.

Sundling I appreciate those comments as well. Larry, can you guys all see my screen now?

Jones Yes.

Sundling So this is essentially a divided med—this is New Albany, Ohio. This is a divided median. This is the on-street parking. This is the corridor, basically the pedestrian corridor, a very vibrant place. It's a really neat area, obviously very wide sidewalks. I think we have 17 feet of walk here at Holliday is what we're proposing. These buildings front that walk with parking bays outside of it. so this is kind of a microcosm of what we're projecting there at Holliday. That just kind of gives—hopefully that gives you a little bit better feel of what we're envisioning there along Marketplace Drive.

Jones Then the last question, to the north end, what's happening there with the Marketplace Drive as it goes, continues to go north? That's where the existing historical home is, correct?

Sundling Yeah. So on that, basically where the sidewalk—do you see Frederick Place on the site plan?

Jones Yes.

Sundling There's one outlot north of that and then just north of that is the historic home there. so our trail, one of the plans with the trail, we obviously want to highlight that home. I mean, it was built when Lincoln was president. I think it was 1865. It's a beautiful home. It's going to be preserved. We kind of want to show that thing off, so. That will remain in place obviously in perpetuity.

Jones Then is there one final lot all the way up there, Lot S?

Sundling Yes, the large—I don't know how many acres it is exactly off the top of my head, but yeah, all of that ground north of there, that's where we're contemplating a multi-family project. That will be a future filing, not necessarily associated with this filing here.

Jones So the general request tonight is there's a continuance out there to get some of the final questions answered that the town has?

Stevanovic Mm-hmm.

Grabianowski On both 2021-24 and 21-25.

Franz I would say that I think this commercial district has a better chance of making it than the ones you referenced, because I mean, it's right on the traffic. I think the issue when you go to, you know, city of Clay or whatever central, whatever it is, you know, Carmel, Clay Terrace.

- Lake West Clay.
- Franz Even Stonegate, you've got to drive back in the community. I think this one's got a better shot just because of that. So, I would agree. I also think the pathway through the neighborhood is much better. Question I would have is when people come walking up first time, they don't know where they're going, are they going to try to run across? Just thinking, is there a map or anything that gets posted on these pathways?
- Sundling Yeah, we actually discussed that not too long ago about incorporating some sort of signage or wayfinding plan. That's certainly something we can do similar to the Monon and the Midland in Westfield. All those are signed and you have trail demarcations there. We can explore incorporating some sort of wayfinding maps on either end. I think they had those in New Albany and another development we've visited in Norton Commons down south. Yeah, certainly something we can incorporate.
- Franz All right. Is there any questions, comments? Is there a motion to continue this to the July 20 special meeting?
- Jones So moved.
- Franz Is there a second?
- Walker Second.
- Franz Any further discussion? All in favor, signify by "aye".
- All Aye.
- Franz Oppose by "nay". Okay. Continued to next month. We'll see you then.
- Sundling Sounds good. Thank you all!
- Franz Thanks.
- Sundling Yep.
- Jones Real quick, do you think we can get just kind of a little more schematic, you know, pretty picture of where we're thinking the buildings will get placed and that kind of stuff just to help tell the story a little better?
- Sundling Sure, yeah, absolutely. We can have that prepared in advance of next meeting for sure.
- Franz All right, thank you. Is there anything else on this?
- Stevanovic You have to—
- Franz Okay. We've got a couple things on the other matters to be considered that—Janice, do you want to handle those, those solar array panels?

Stevanovic Yes. At the 1414 West Oak Street, staff is simply updating you on the inclusion of solar array panels for this building. They've been installed. Also, in your packet, you saw the results of the 6885 Stonegate Drive sub-committee that had approved the elevations for, I believe, it was the west side of the building.

Franz Right. Any questions, comments? A motion to adjourn?

Grabianowski So moved.

Franz Second.

Fedor Second.

Franz All in favor?

All Aye.

Franz We're adjourned.