

CARMEL PLAN COMMISSION
DEPARTMENT REPORT
NOVEMBER 20, 2018

1. Docket No. 18090010 OA: Legacy PUD Amendment

The applicant seeks approval to amend the Legacy PUD text in order to adjust the maximum residential unit limitations and specify the location and facilities for the amenity area. The site is located south of 146th Street and west of River Road. It is zoned Legacy PUD Z-501-07. Filed by Nelson & Frankenberger, LLC on behalf of Platinum Properties.

Project Overview:

The Petitioner proposes to amend the Legacy PUD Ordinance to allow more apartments and set a timeframe and location for the Legacy amenity area. The land surrounding the areas affected by the PUD changes are also zoned Legacy PUD, except for a few areas north of 146th St. which consist of a residential subdivision and an apartment complex. **Please see the Petitioner's Information packet for more details.**

Additional Analysis:

This ordinance amendment is proposed to address two specific items:

1. Legacy Amenity Area - The amendment more clearly sets a location and timeline for the installation of the amenity area. The amenity area has always been planned for the Legacy development, but there was not a specific time frame in place for when it will be built. This amendment will require the amenity area to be built within 60 days following Technical Advisory Committee review of the site plan. The amendment also provides the location for the amenity area which will be along Cherry Creek Boulevard. The items to be included in the amenity area will include a pool, wading pool, bathhouse, pavilion, picnic area, sport court, playground equipment, and parking area.
2. Housing type variety - Currently the PUD limits apartments to 300 units and limits all residential to 1,344 units (including single-family). The amendment will allow for the total number of apartment units to be increased to 389 units. The overall permitted number of residential units will be reduced to a maximum of 1,250. While the number of apartments permitted is increasing, the overall density of the development is actually being reduced.

The allowed locations for apartments is not changing. They are only permitted in the Urban Residential, Village Core, and Corner Use Blocks. These PUD amendments should not have a negative impact on the development overall. It will allow for more density near the core of Legacy and the retail and office areas and it will allow for additional variety in housing options. The amendments will also provide more certainty on the location and time frame for the construction of the amenity area.

DOCS Remaining Comments/Concerns:

All comments have been addressed.

Recommendation:

The Department of Community Services recommends the Plan Commission sends this item to the City Council with a Favorable Recommendation.

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2. Docket No. 18090012 Z: Sherman Drive Townhomes Rezone

The applicant seeks approval to rezone 0.43 acres to UR/Urban Residential in order to develop 4 townhomes. The site is located at 7 Sherman Drive. It is currently zoned R-2/Residential. Filed by Paul Reis with Krieg DeVault, LLP on behalf of AZR Haver LLC.

And

3. Docket No. 18090013 DP/ADLS: Sherman Drive Townhomes

The applicant seeks site plan and design approval for a 4 unit townhome building. The site is located at 7 Sherman Drive. It is zoned R-2/Residential (pending a UR/Urban Residential Rezone.) Filed by Paul Reis with Krieg DeVault, LLP on behalf of AZR Haver LLC.

These items are TABLED to the December 18, 2018 Plan Commission meeting.

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4. Docket No. 18090015 DP/ADLS: Onyx Office Suites

The applicant seeks site plan and design approval for a new, two story office building, totaling 31,808 sq. ft. It will be about 30' tall with 132 parking spaces provided. The site is located at 10439 Commerce Drive. It is zoned B-5/Business and is not located within any overlay zone. Filed by David Klain of D.B. Klain.

Project Overview:

The Petitioner proposes to construct a new building that will complete the Coastal Corporate Center office development. Within that development are four one-story buildings to the north of this site, also zoned B-5/Business. To the east and south surrounding this site (beyond the water detention ponds) is the Ashbrooke residential subdivision, zoned S-2/Single Family Residential. To the west is the West Carmel Marketplace where stores such as Marshalls and Best Buy are located. It is zoned B-3/Business. **Please see the Petitioner's Information packet for more details.**

Unified Development Ordinance (UDO) Standards this project MEETS:

B-5/Business:

- Permitted Use: Office
- Minimum Lot Area: 10,000 sq. ft. required, 2.73 acres (118,918 sq. ft.) provided
- Minimum Lot width: 100' required, 400' provided
- Maximum Building Height: 45' allowed, 35'6" proposed at tower element, 30'4" at remainder of building
- Front Yard Setback: minimum 15' required, about 145' proposed
- Side Yard Setback: minimum 5' required, about 95' on north & about 80' on south proposed
- Rear Yard Setback: minimum 15' required, 61.58' proposed
- Maximum Lot Coverage: 75% allowed, 56.4% proposed
- Minimum Ground Floor Area: 900 sq. ft. required, 31,808 sq. ft. proposed
- Vehicular parking: 106 spaces required, 132 spaces proposed
- Bicycle parking: 4 spaces required, 8 spaces proposed
- Lighting
- Landscaping
- Signage

Unified Development Ordinance (UDO) Standards NOT MET, therefore Variances are required:

- None

Site Plan, Parking and Engineering:

The subject parcel was originally planned (in 2005) to be a Phase II continuation of the Coastal Corporate Center office project just to the north, with additional office buildings that would have matched the scale and appearance of the existing buildings. Currently, there is asphalt paving along that shared property line, which will be adjusted to have a landscape buffer between the existing parking and the new parking for this project. A vehicular connection will be provided to the existing office center along the west side of the property, in line with the existing drive aisle. There will be one curb cut onto Commerce Drive for this project, which will line up with the (back) vehicular entrance to the West Carmel Marketplace shopping center.

Parking required for this building is calculated under the Professional Office category, which requires one space for every 300 sq. ft. of floor area. There is 31,808 sq. ft. of floor area, so that would require 106 parking spaces. 132 spaces are provided, six of which are ADA accessible. The parking is located around the building to the west and north. Regarding detention and stormwater, there is a large pond to the east and south of this building that this project will tie into. The Petitioner is working with the City Engineer's office on addressing their review comments.

Active Transportation:

There is an existing multi-use path on Commerce Drive that ends right where this parcel begins. The Petitioner will complete the path to the edge of their property. It will be 10' wide and constructed of asphalt. A 5' wide sidewalk will be constructed to connect the new building to the path. Sidewalks will be provided around the new building on the north, west and east, and will have individual connections leading up to each of the suite entrances. Bike parking is located at the northwest corner of the building, adjacent to the main entrance. 4 racks will be installed, which will provide 8 spaces total.

Architectural Design:

The building will have a modern feel, with stone, brick, and a mix of horizontal siding, as well as board and batten siding. The roof lines will be angled across the primary (west) façade of the building to give visual interest. The other elevations will also have small portions that have an angled roof, however, not as many as the west façade. The building materials will be laid out in a vertical fashion, to show that each part of the building is a different unit. However, on the rear (east) façade, it will all be brick for a cohesive design. The dumpster enclosure will be constructed of brick to match the building design, and the gates will be steel frame with cedar planks.

Lighting:

Site lighting is proposed through five parking lot pole lights. They will be LED lights with 90 degree cut off lenses at 25' tall. The photometric plan meets the requirements for 0.3 footcandles at the north, west, and south property lines; and the 0.1 footcandle requirement at the east property line. There will also be building accent lighting across the west face of the building.

Landscaping:

Building base, street trees, parking lot perimeter, and site perimeter landscaping will be provided. The Urban Forester has reviewed and approved the proposed landscape plan.

Signage:

One ground sign is proposed at the vehicular entrance to the site. It will be 6' tall and about 45 sq. ft. Up to 75 sq. ft. would be allowed per the sign ordinance. The sign will be constructed of brick and stone to match the building design. A second sign is proposed, which would be located on the awning of the building. It will be 22.5 sq. ft. Together with the ground sign; the two make up 67.5 sq. ft., which is less than the total signage allowed. The sign ordinance allows for awning signs to "use up" remaining square footage from the main sign type chosen. A few adjustments may be needed to make sure this awning sign meets height requirements, but Staff can work with the Petitioner on these details.

DOCS Remaining Comments/Concerns:

Staff is finalizing our review through our new Project Dox software program.

Recommendation:

The Department of Community Services recommends the Plan Commission sends this item to the **Commercial Committee** meeting on Tuesday, December 4, 2018 for further review and discussion.

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5. Docket No. 18100001 PUD: 106th and Ditch PUD Rezone

The applicant seeks approval to rezone 22.43 acres to PUD/Planned Unit Development in order to develop approximately 36 single-family dwellings. The site is located at the NW corner of 106th Street and Ditch Road. It is zoned S-1/Residential. Filed by Tim Ochs with Ice Miller, LLP on behalf of, JJB Development LLC.

Project Overview:

This proposed PUD seeks to create a new subdivision with 36 single-family lots and 22% open space. Currently the site is zoned S-1, which allows for a maximum density of 1 lot/acre and the petitioner is proposing 1.6 lots/acre. Surrounding the property is Crooked Stick Estates Subdivision to the north, a large S-1/Residential lot to the east, large S-1/Residential lots and Coppergate Subdivision to the south, and Spring Run Estates Subdivision to the west. **Please see the petitioner's information package for more information.**

Comprehensive Plan Analysis:

This area is excluded from the Land Classification Map of the current Comprehensive Plan (Comp Plan) and so we look at the previous version of the Comp Plan. The previous Comp Plan classified this area as Very Low Intensity Residential which is generally characterized by single-family detached housing with densities between 1.0 and 1.3 units per acre. North, south, east and west of the project the land is also classified as Very Low Intensity Residential. The proposed subdivision is only slightly over the recommended density, but would be a complementary fit to the area with the large lots and single-family use.

Concept Plan, Engineering:

The proposed PUD consists of 36 lots with a minimum lot area of 15,300 sq. ft., minimum front setback of 25 ft. and minimum side setback of 5 ft. with an aggregate of 10 ft. There will be one street that provides good connectivity to Ditch Rd. and Crooked Stick Ln. and one street that ends in a cul-de-sac. It appears that there is potential to provide a stub-street to the 12 acre property to the east to provide that property an opportunity to connect to this neighborhood if it ever develops. Ideally this stub street would be able to align with Regal Drive across Ditch Rd. Another opportunity for additional connectivity would be to have an entrance off of 106th St. The open spaces are focused along the perimeter of the subdivision to help provide some buffers and tree preservation to adjacent properties. Detention will be provided through low impact development techniques in dry detention basins around the subdivision. The proposed street cross section for the subdivision meets the City's requirement at 56' wide. This allows for 5' sidewalks and 6' tree lawns on both sides of the street, as well as two 14' travel lanes and parking on both sides of the street. The Petitioner continues to work with the Engineering Dept. on any outstanding concerns that they may have.

Active Transportation:

5' sidewalks are proposed on both sides of all streets. A 10' wide asphalt path is already in place along 106th St. and Ditch Rd. There is also a significant trail network proposed throughout the common areas of the subdivision. This will provide a nice amenity for the residents and access to all of the open spaces. **Wording should be added to the PUD to require these trails.**

Architectural Design:

Architectural standards have been included in the PUD to ensure a high quality design for the homes. A minimum of 50% of the front of the homes will be masonry and a masonry wainscot will be provided on all sides. Each home will be required to have a three car, side load garage. The maximum home height will be 45 ft. The window requirements will help break up any long expanses of masonry or siding and provide opportunity for daylighting and cross-ventilation. Front porches are required and shall be at least 6 ft. deep which will help add character and promote strong social bonds in the neighborhood, especially with the reduced 25 ft. front yard setback. A sidewalk is also required from the front porch to the street sidewalk to further add character to the streetscape and create more of a traditional neighborhood instead of a typical suburban type development. The architectural standards are very detailed and well written. **One item that could be added is an anti-monotony standard to promote diversity throughout the neighborhood.**

Landscaping:

A minimum of about 22% open space is required. Perimeter landscaping is provided along both Ditch Rd. and 106th St. Significant bufferyards are also being provided along the sides of the subdivision adjacent to the neighboring properties. Tree preservation is required as shown on the Concept Plan and will be focused around the perimeter of the site. The proposed detention areas will be landscaped to allow passive recreation and will not be designed to hold water like a pond. In addition to common area landscaping, the PUD has minimum requirements for plantings in the front yard of each residence.

Signage:

Any subdivision identification signage will be allowed at the vehicular entrance and will follow the sign standards of the UDO for size, design, and location.

DOCS Remaining Comments/Concerns:

The petitioner has already addressed many of the Dept. comments and we continue to work through the remaining PUD comments with the petitioner. Some remaining comments include:

1. Add a stub street to the east.
2. Look at the feasibility of adding an entrance off of 106th St.
3. Please provide an example of what the perimeter fence will look like and limit the height in the PUD.
4. Add an anti-monotony requirement to the architectural standards.

Recommendation:

The Department of Community Services recommends the Plan Commission sends this item to the **Residential Committee** meeting on Tuesday, December 4, 2018 for further review and discussion.

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6. Docket No. 18100007 OA: UDO Patch Amendment

The applicant seeks to amend the Unified Development Ordinance in order to (A) amend the standards for Fences, Bufferyards, Parking, Bicycle Parking, General Yard Standards and Waivers of Development Standards; (B) amend Article 9: Processes and Article 11: Definitions; and (C) correct a variety of errors and omissions from the conversion to the Unified Development Ordinance format. Filed by the Department of Community Services on behalf of the Carmel Plan Commission.

Project Overview: Please view the informational packet for the proposed ordinance.

This proposed ordinance amendment updates a variety of sections throughout the entire UDO. Most of the proposed revisions are not substantive in nature, in other words, are not written to change the intent of the standards. However there are a handful of proposed amendments that would alter the current standards. We believe most of the amendments are self-explanatory coupled with the November 9 Memo.

Substantive Amendments:

Although the proposed amendments cover a wide range of topics, we expect most of the discussion will occur surrounding the substantive amendments. The details are highlighted in gray in both the ordinance draft as well as the November 9 Memo. Below is further explanation:

1. **Fence Standards:** While the most of the existing fence standards have been in place for decades, fence permitting has only been in place since January of 2017. Over the course of reviewing applications, discussing with homeowners and the issuance of over 500 fence permits, we believe a few adjustments would help with some common citizen requests while also maintaining the intended aesthetic standards.
 - **Corner lots interior to subdivisions:** Allow existing 6’ fences to be replaced along one of the local streets at the side/rear of a home. Current height standard is 42”.
 - **Collector/Arterial/Parkways:** Exempt fences from the 25% open visibility requirement if they do the 6’ setback and landscaping option that would allow for a 6’ fence rather than 42”.
 - **Keystone Parkway:** Allow fences up to 8’ without the 25% open visibility. Allow director approval of additional 24” in cases where the topography is low. Current height standard is 42”.
2. **Commercial Bufferyards:** A reduction in planting requirements has been requested by the Urban Forester, especially in Ornamental Trees and Shrubs. With limited space, competing with utilities and drainage, it is difficult to accommodate the amount of plantings prescribed.
3. **Residential Bufferyards:** Adjustments in the Bufferyard widths and planting requirements has been requested by the Urban Forester, including proposed increases in Bufferyard widths and Shade/Evergreen plantings. Similar to commercial Bufferyards, the Urban Forester has requested reductions in the Ornamental Tree and Shrub quantities.
4. **C1 & C2 District Parking Requirements:** A majority of the parking in C1 & C2 Districts is provided by the Redevelopment Commission as part of project agreements, so it makes sense to allow the CRC to have full discretion over the parking requirements as the primary approval body. The previous zoning ordinance provided for reduced parking; however those reductions were inadvertently omitted from the UDO.
5. **Parking for Mixed Uses:** The ordinance currently states that parking spaces shall equal the sum of the various uses computed separately. However, this does not take into account for uses on the same site with different peak hours (e.g. office and residential). The proposal allows for a 25% reduction in vertical mixed use projects with different peak use times. Waivers of up to 35% would remain an option, and of course, development standards variances could provide further relief.

6. Bicycle Parking:

- *Office Uses:* We propose to increase the Short-term bicycle parking requirement for Offices to 1 space per 10,000 square feet (rather than 20,000 square feet). The current requirement would have been adequate assuming the long-term bicycle parking were also a requirement. However, we failed to adjust the requirement after the long-term parking was “encouraged” rather than required.
- *Hotel Uses:* We propose to add a separate standard for Hotels, which have previously been negotiated on a case by case basis. The short-term standard would be 1 space per 30 guest rooms, minimum of 4 spaces. In this case we are proposing a long-term requirement of 1 space per 15 guest rooms, minimum of 4 spaces. This would be the only use that would require long-term bicycle parking. These standards are in line with other cities we researched and we believe are appropriate with the increasing Bicycle Tourism in Hamilton County.

Recommendation:

The Department of Community Services recommends the Plan Commission forwards this item to **the Commercial Committee** meeting on Tuesday, December 4, 2018 for further review and discussion.

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I. Old Business

1. **Docket No. 18030016 Z: Franciscan Health Rezone, S-2 to MC (Meridian Corridor)**

The applicant seeks approval to rezone approximately 6.16 acres to the MC/Meridian Corridor zoning district classification. The site is currently zoned S-2/Single Family Residential. It is located at the southeast corner of 111th Street and Illinois Street. Filed by Robert Hicks of Hall, Render, Killian, Heath, & Lyman, P.C. on behalf of Franciscan Health.

*Updates to the Department Report are noted in blue text.

Project Overview:

This site, the “north parcel,” is currently vacant land that was originally part of the Meridian Suburban subdivision (zoned S-2), where 31 homes are currently located to the north and east of this site. Platted in 1960, 22 additional lots were proposed for this land, prior to Illinois Street being extended through the western edge of this site. To the south of this site is 10.8 acres of vacant land, which is also under contract by Franciscan Health and is zoned MC/Meridian Corridor. It is referred to as the “south parcel” and is where most of the development for this overall project will occur. Across Illinois Street to the west is the Spring Mill Place subdivision (zoned S-2). North of this site is 111th Street, and at the NE corner of 111th and Illinois Street is the new KAR headquarters project (zoned MC). The Bridges PUD is located at the NW corner of 111th and Illinois Street, with future office and multi-family residential planned for that vacant land. **Please view the Petitioner’s informational packet for more detail.**

Comprehensive Plan Analysis:

The area of this proposed rezone is excluded from the Land Classification Map. This was done at the time because southwest Clay Township was not part of the City of Carmel. It was agreed that a plan for that area would only be completed after it was annexed into the City. The purpose of the Land Classification Map is to help manage growth and development by identifying the intended intensity of commercial development and potential density of residential development throughout the City.

The Petitioner proposes to build a hospital, medical office building, and parking structure on the south parcel, with stormwater, surface parking, and a phase II medical/retail building on the north parcel. The hospital and medical office uses would fall into the Employment Node classification, if this site were identified on the Land Classification Map. The purpose of the Employment Node, found on page 39 of the C3 Plan, is to establish regional employment opportunities, which is appropriate near highways and major arterials. Key provisions for this classification provide that:

- Commercial intensity will be limited by lot coverage requirements, as well as parking and maximum building envelope restrictions per the underlying zoning classification.
- Building orientation should be setback significantly from highways and residential areas, with maximum buildings heights of four stories when adjacent to residential, and ten stories adjacent to I-465.
- Parking should be located with the least impact on area aesthetics.
- Protection of pre-development environmental features is important.
- Employment Node also places significance on internal and external bicycle and pedestrian connectivity.
- Secured and sheltered bicycle parking and shower/changing facilities for bicycle commuters are also important for development within the Employment Node.

The **Appropriate Adjacent Land Classifications Table** (C3 Plan, page 44) is used to guide development and show what uses would be considered a Best Fit vs. what would be a Conditional Fit or should not be allowed. Conditional Fit means that the proposed development should be planned with sensitivity and appropriate transitions to the adjacent land classification. Suburban, Urban and Attached Residential are considered Conditional Fits for an Employment Node, as well as Core Support and Secondary Core classifications. Best Fit uses would be Parks and Recreation, Neighborhood Service Node, Institutional Node, Community Vitality Node, Regional Vitality Node and other Employment Node uses.

The north and south of this site are considered Employment Node, which is considered a Best Fit, because they are also classified as Employment Node. While no specific classification is given by the Comprehensive Plan (as noted previously), the area located west of Illinois Street is zoned residentially. Spring Mill Place subdivision is 41 lots on 42.89 acres, which equals 0.96 units/acre, and would be classified as Estate Residential, if it were included in the Comprehensive Plan. Meridian Suburban subdivision is currently 31 lots on 14.9 acres, which equals 2.08 units/acre, which would be classified as Suburban Residential. (At its original filing, it was 57 lots on 26.228 acres, which is 2.17 units/acre and would still meet the Suburban Residential classification.) Employment Node is classified as a 'Conditional Fit,' when adjacent to Suburban Residential, but is discouraged when adjacent to Estate Residential.

Transportation Plan analysis:

The Thoroughfare Plan identifies Illinois Street as a Parkway Arterial street, which requires 120' total right-of-way. 111th Street is considered a Primary Arterial Street, which also requires 120' total right-of-way. The current Illinois Street right-of-way ranges from 160' to 180'. The City completed this extension of Illinois Street in 2013. The right-of-way east of the center line of the road, for this site, ranges from 26-80' wide. Additional work is needed on the actual property lines, as the GIS map shows a remainder that extends into the middle of the round-a-bout at 111th and Illinois Street. There is about 160' of right-of-way from the center line of 111th Street to the main part of this parcel (not including the remainder mentioned previously). A 10' wide asphalt path would be required along Illinois Street, to match up with the existing path at the round-a-bout.

Meridian Corridor (MC) District analysis:

The purpose of the Meridian Corridor (MC) district is to further develop and build out the US 31 Corridor. Quality development of mixed use sites is encouraged. The goal is to transition the corridor to a more pedestrian friendly area, with public transit options and mixed use development opportunities that can share parking and provide day and evening activities and vitality. The MC is not intended to be in conflict with suburban residential areas. However, it can be adjacent to these areas, with proper transitions. Appropriate transitional elements are considered the tapering of building heights, staggered building facades, and the use of landscaping buffers. The proposed schematic site plan, which shows both this parcel and the south parcel, has a large parking structure located fairly close to the existing residential to the northeast. A parking structure would not meet the intention of tapering of building heights down to the residential level. A 30' landscaping buffer is required and proposed, however, there is concern that 30' of new landscaping would not give a satisfactory buffer or transition to the existing residential. There are additional issues with the proposed parking structure in this location, as there is a maximum of 18' allowed for accessory structures and any building within 100' of a shared residential property line is limited to 2 stories.

Because this site is located next to residential, the minimum height of any proposed building is 2 stories. The maximum height of a building, if it is located within 100' of the shared residential property line, would be 2 stories. However, outside of that 100' distance, the building could be up to 8 stories tall and there is an option for 3 additional stories (if any of 3 other criteria are met: 1. Located within 800' of a major intersection, 2. Located within 800' of a transit hub, or 3. A green roof is installed over 60% of the building footprint). The S-2 zone, which borders this property on the east, would allow a maximum building height of 35'.

Rezoning Process:

According to Section 9.06.A.3. of the UDO, in considering this rezone proposal, both the Plan Commission and the Common Council shall pay reasonable regard to:

- a. The Carmel Clay Comprehensive Plan;
- b. Current conditions and the character of current structures and uses in each district;
- c. The most desirable use for which the land in each district is adapted;
- d. The conservation of property values throughout the City of Carmel and Clay Township; and
- e. Responsible development and growth.

Schematic Site Plan analysis:

Staff typically asks to see some sort of concept plan to get an idea of what the Petitioner has in mind, and to start the conversation of how the site should be developed. For example, if there is a stand of trees on the site that should be saved, vehicular and pedestrian connections to adjacent parcels that need to be made, additional right-of-way that needs to be dedicated, building placement on site, etc. We try to let the Petitioner know up front what the Department will expect to

see. As part of the rezone application, the Petitioner has submitted a Schematic Site Plan, to show the intended site design and master plan, if this site is rezoned to the MC zoning classification. The Petitioner stated that this parcel may be used in part for drainage and surface parking to support the buildings on the south parcel. A building may be proposed as a second phase of the project. This schematic site plan is not necessarily the final plan of what will be developed on the site. The Petitioner would have to return to the Plan Commission for DP and ADLS approval, and they stated that within 3 years' time they expect to finish the project. So we should expect to see plans soon after the rezone, if it is approved.

Additional Analysis:

Site Plan and Parking:

In this instance, US 31 is the “front door” with Illinois Street providing the primary vehicular access to the site. All sides of any building should be designed well and complement the surrounding areas. The buildings should be oriented so that there are no “back sides” facing the major thoroughfares. The proposed parking garage within 30’ of residential homes is concerning to the Department. We would like the Petitioner to explore other site layout options.

Engineering:

The way traffic flows to and through these sites will be essential for a successful development. Stormwater management and drainage will also be very important for this site. New development must make drainage situations better for the site, not any worse. There are two proposed ponds on the schematic site plan – we would like to see these designed to look natural and provide a focal element for the development. The central pond seems out of place to accomplish this goal.

Active Transportation:

Pedestrian connectivity to and through the site will be required. Bicycle parking spaces, both short term and long term will be necessary for a successful development. A Zagster Bike Share station should be provided to help continue the City’s goals for improving our bike share network. Shower facilities and changing rooms will be important within the buildings for the encouraging bicycle commuting throughout the City.

Architectural Design, Lighting, Landscaping and Signage (ADLS):

The City will expect the highest quality design of the buildings proposed within this complex, as is expected for all developments throughout the City. The US 31 Corridor overlay zone set a high standard for building materials and quality of design over the years. Solid, permanent materials such as brick, stone, and glass should be the primary building materials. Buildings should be designed to complement one another. Franchise architecture should not be utilized. Unique, one of a kind buildings is what the city would encourage developers to propose. The proposed imagery for the medical office building and hospital do complement one another and are designed in a modern fashion. Additional information will be needed to fully evaluate the proposed designs, if these are the intended versions for future approval.

Lighting standards must be adhered to in order to protect the residents to the west and north/east. Building accent lighting should be deliberate and accentuate the building, not unnecessarily light the entire structure. Landscaping improvements should be planned to buffer the site from the neighboring residents to the west and north/east. Signage should identify the buildings and tenants, however, should not be directed to shine into the homes of residents.

September 18 Plan Commission meeting recap:

The Petitioner discussed the project and why this site was chosen. He stated that they believe this use will fit in well with the surrounding properties and goes along with the goals and objectives of the Comprehensive Plan. The overall project will have a campus design and they intend to respect transitions and require appropriate buffering to the abutting residential uses. Neighbors spoke out against the project, questioning the need for the hospital and asking about the future of Meridian Suburban neighborhood. Other concerns included a desire for larger than 30’ buffer, preference for surface parking over parking garages, if there is a parking garage to make it look more like a building, increased traffic, flooding of neighborhood from 111th Street improvements, light pollution, and tree preservation. The Petitioner reminded the public that these plans are preliminary, but they do want to be sensitive to the neighborhood. They are trying to propose a plan that is compatible with the neighborhood.

The Plan Commission members had concerns about the conceptual nature of these plans. More details are needed on the design plan, buffering and tree preservation, PILOT agreement, and the specific proposed uses of this property. Plan Commission members questioned if the project could move forward with only the south parcel, asked for site line

drawings, and suggested that maybe a PUD is a better plan for this site. The motion was for this item to go to the Commercial Committee meeting on October 2 and then come back to full PC for final recommendation to City Council.

October 2 Commercial Committee meeting recap:

The Petitioner is showing a 4 story building on the south parcel, which will be south of the pipeline in order to be as far away from the pipeline and the residential area as possible. A parking garage is also shown, which they would like to have it be 3-4 stories, but that would require a variance. They have met with Staff and are working on addressing comments of the neighbors. The first thing they would commit to is no emergency type attributes since this is a specialty orthopedic hospital. To address the concerns about light pollution, they would densely landscape the 30' buffer, and work on parking lot design to minimize headlamp glare. The employee shift for the evening is closer to 30-40 employees, and cars entering the site would be parked and would not leave until 7 am. They are looking at the location of the parking garage and trying to address staff's request for it to be 40-50' away from the neighbors. But they need make sure they can still fit it on the site and preserve trees at the same time. Committee members asked what was different about the project and if the next committee meeting would be enough time to get commitments worked out. The Petitioner was asked to work on ways to improve the situation for the neighbors, address staff concerns and work on finalizing intentions for preserving trees. This was continued to the November 8 Committee meeting.

Update Since Oct. 2 Committee meeting:

Staff has met with the Petitioner to go over their proposed commitments, Woodland Evaluation, and overall concept master plan for the entire site, which includes the land occupied by the Meridian Suburban neighborhood, if it were no longer located there at some point in the future. Staff is very pleased with the outcome of the master planning study, which has resulted in the relocation of the proposed parking garage on the south parcel to at least 100' away from the Meridian Suburban neighborhood. This new location should allow for more trees to be preserved, which will provide better screening of the garage, as well as keep any noise and light further away from the neighborhood. The location of the medical office building on the north parcel has also shifted to the south, in order to balance the site in terms of the greater master plan. This move will provide for better site circulation and access in the future. The relocation of the parking garage also lends to better access to the north, if at some point in the future the Meridian Suburban neighborhood is redeveloped. Please see the Petitioner's Information Packet for their 9 proposed Commitments, which deal with building height, woodland evaluation, taxable property, lighting, architectural standards, loading areas, trash, bicycle parking, and prohibited uses.

November 8 Commercial Committee meeting recap:

The Petitioner discussed the final commitments, as well as the master planning study for a potential future layout for the larger area bordered by Meridian and 111th Streets. Committee members asked questions to confirm their understanding of the project and to remind everyone that this is only a rezoning approval. All plans shown are conceptual and have not yet been approved. The Petitioner will have to return for DP/ADLS approval of any buildings proposed. The Committee voted 3-0 in favor of returning this to the full Plan Commission with a Favorable Recommendation to Council.

DOCS Comments/Concerns:

This site is adjacent to the Meridian Suburban subdivision, which has 31 homes. The subdivision has an entrance off of 111th Street and is bordered by Meridian Street on the east. When the City rezoned most of the Meridian corridor to the MC zone, we specifically did not rezone this parcel of land and the Meridian Suburban residential subdivision adjacent to it. The City would like to see this area grow and develop, similar to other sites between Illinois and Meridian Streets. However, it is not appropriate to do so unless there is a coordinated plan for the entire area bordered by 111th to the north, Meridian to the east, Illinois to the west, and the existing businesses to the south located at 106th street. The Petitioner has now provided a master plan for the area, along with Commitments to address concerns of Staff, Plan Commission members and the neighbors. Staff concerns have been addressed and we are now supportive of the rezone proposal. We look forward to working with the petitioner on the details of their future DP/ADLS submittals.

Recommendation:

The Department of Community Services recommends the Plan Commission sends this item to the City Council with a **Favorable Recommendation**.