

**Carmel Plan Commission
COMMITTEE
Tuesday, October 1, 2024 Department Report**

1. Docket No. PZ-2024-00028 PUD: Towne 146 PUD Rezone

The applicant seeks PUD rezone approval to allow a mixed-use neighborhood consisting of single-family homes, townhomes, and neighborhood commercial. The site is located at 2275 W 146th Street and is zoned S-1/Residence. Filed by Jim Shinaver and Jon Dobosiewicz of Nelson & Frankenberger on behalf of Lennar Homes of Indiana, LLC.

**Updates to the report are in blue.*

Project Overview:

The applicant seeks approval to rezone approximately 15.67 acres from S-1/Residence to PUD/Planned Unit Development. The proposed development will have [a mix of single-family and single-family attached housing](#). A maximum of [87](#) dwellings is proposed. **Please see the Petitioner's Information Packet for more details.**

Site Context:

Surrounding zoning classifications are S-1/ROSO to the south, PUD to the east and west, with 146th St. located to the north. Across 146th St. is property in Westfield that is zoned PUD. The Subdivision to the south and southeast is Saddle Creek; a single-family neighborhood that has 467 lots with the old ROSO zoning that allowed smaller lot standards than S-1. To the east is the Ambleside Subdivision which is currently under construction, is zoned PUD, and allows a mix of 260 smaller single-family lots and townhomes. To the southwest is the Lincolnshire Subdivision which is composed of 82 single-family homes that were developed under the old ROSO standards and allowed smaller lot standards and setbacks. Directly west is Shadow Wood; a single-family subdivision zoned PUD with 29 lots. The property to the north in Westfield is zoned PUD and allows a large office/retail area and a multi-family area with no more than 480 dwelling units.

Rezoning Process: The rezone process involves the following:

- The Plan Commission will hear the proposal brought forward by the Developer, so long as proper public notice has been given.
- Once the public hearing has been held and subsequent committee meetings where the items are fully evaluated, the Plan Commission will then make a recommendation on the rezone to the City Council.
- They can vote to send it to the City Council with a Favorable Recommendation, an Unfavorable Recommendation, or No Recommendation.
- If this rezone is ultimately approved by the City Council, the developer would have to come back through the Plan Commission process for Development Plan and ADLS approval for the commercial areas, and Primary Plat approvals for the residential areas, to ensure compliance with the PUD.

According to Section 9.05.A.3. of the UDO, in considering this PUD rezone proposal, both the Plan Commission and the Common Council shall pay reasonable regard to:

- a. The extent to which the PUD Ordinance provides 1) a mixed-use development or 2) addresses unusual site conditions or surroundings;
- b. The Comprehensive Plan and any other adopted planning studies or reports;
- c. The extent to which the proposal fulfills the general purposes of the Subdivision Control/Zoning Ordinances
- d. Current conditions and the character of current structures and uses in each district and its surroundings;
- e. The most desirable use for which the land in each district is adapted;
- f. The conservation of property values throughout the City and the Township; and
- g. Responsible development and growth.

Comprehensive Plan Analysis:

- The [Comprehensive Plan \(Comp Plan\)](#) provides a guide for development and a common vision for the City.
- The Policy Goals and Objectives of the Comp Plan calls for such things as a **variety of housing types, a mixture of land uses, and promoting housing options to support aging in place.**
- It also guides development to protect single-family neighborhoods from dissimilar adjacent uses with respect **to scale of buildings**, lighting, noise and other incompatible impacts.
- Under Development Patterns in the Comp Plan, this area is classified as West Neighborhoods which can have characteristics including lot sizes from 1/8 to 5+ acres; building coverage between 20% to 50%; 2.5 story heights; front yards, gardens, porches, stoops; and residential uses.
- **Because this site is along 146th St, it also falls into the Typical Corridor classification as well.**
- Typical corridors are “Primary E/W and N/S routes that provide connectivity to community assets throughout the City. **These corridors are based on adjacent patterns and serve as transitions between places. They allow expanded housing options and limited commercial** as long as they are consistent with the character of adjacent patterns.”
- Building a residential neighborhood adjacent to a residential neighborhood is a compatible land use.
- The 1 and 2-story height of the homes, the large setback to the south, and the landscaped buffer area allows for a sensitive transition from the 2-story single-family homes to the south to this neighborhood and then the 4 lane, divided 146th Street.

Additional Analysis:

Concept Plan:

- Since the last meeting, the concept plan has been modified, and the petitioner has removed the small shops that would have provided neighborhood places for residents to walk or bike to.
- Residents will now have to exclusively rely on driving their cars for their daily needs.
- The site still provides appropriate transitions by locating a landscape buffer along the south, followed by single-family detached lots, and then moving to townhomes and smaller detached single-family homes.
- 87 dwellings are proposed, for a density of 5.55 units per acre. (The previous plan had a density of 5.87)
- There are 4 proposed entrances from the frontage road that runs south of 146th Street.
- The internal street layout is similar to a grid style street system and provides short blocks with good connections to promote pedestrian friendly streets.
- The original [traffic impact study](#) was completed by a third-party consultant and showed a minimal increase in peak hour trips from this project.
- The traffic study found that no improvements were needed to ensure the roadway system would accommodate the increased traffic volumes.
- 3 acres of common area are planned through a pond, [tree preservation area](#) and a neighborhood park.
- Stormwater drainage will be accommodated through a retention pond.
- Petitioner has proposed 2 options; expanding the Ambleside pond from the east or building a smaller retention pond in the south portion of the property.

Active Transportation

- Sidewalks are required on both sides of the street.
- A path will connect to the path in Ambleside and it will go north all the way to the path along 146th St.
- This will allow the two neighborhoods to be connected to each other.
- [A sidewalk needs to be included on the Concept Plan to connect to the path along Towne Road.](#)

Architectural Design

- The PUD includes Architectural Character Imagery along with Architectural Standards.
- There will be some homes with the garage doors facing the street, but the majority of the residential units will have garage doors facing any alley. This further enhances the streetscape aesthetics.

- The Character Imagery shows 1-story and 2-story buildings, with the maximum height limited in the PUD to 28 ft. and 32 ft.
- Residential buildings shall have a masonry wainscot, and the front wainscot material shall be the same on the sides and rear.
- Covered porches and/or stoops are required on all dwellings but are only 3.5 ft deep and only in Area B.
- Some monotony mitigation standards are in place to help avoid a cookie cutter or repetitive aesthetic; however, these should be improved to further reduce monotony.
- Townhome buildings should have a different color package than an adjacent townhome building.
- ADLS approval will be required for the townhome buildings.

Landscaping:

- A minimum of 3 acres of the development will be common area.
- A drainage easement is still shown along the southern border on the Concept Plan.
- The new layout has a park area in the southeast quadrant and tree preservation in the southeast corner.
- Foundation and lot plantings (like a tree in the front yard) are required in the PUD as are street trees.
- Native vegetation areas shall be provided along the perimeter of the pond.

Signage:

- The PUD allows a subdivision entry sign at each connection of internal streets to the frontage road.
- All other signage requirements shall comply with the UDO.

August 20, 2024 Public Hearing Recap:

After the petitioner presented, there were 4 people that spoke opposed to the project. Their main concerns included lighting, noise, and traffic from the commercial space; density; large pond; loss of trees; and drainage impact on Saddle Creek ponds. The Commissioners brought up concerns related to the commercial use, a drive-thru allowed, the shared pond management, tree preservation, and allowing rentals. There was some support for the smaller ranch homes that would fill a housing need in the community, the higher density, and the overall site design. The Commission asked to reconsider mailbox location, look at more tree preservation, add a path connection to 146th St, add landscaping and buffering in the south side drainage easement, reduce height allowed for single-family homes, and look at maximum commercial tenant size and possibly reduce. The Commission voted to send the project to the Plan Commission Committee.

September 3, 2024 Committee Meeting Recap:

Petitioner announced they have removed the commercial component from the development and are working on a revised concept plan. They are considering more detached 2-story product and are examining what a standalone pond would look like and how maintenance of a combined pond would work. Many Plan Commissioners were supportive of removing the commercial. The pond was discussed, and petitioner said the County did not request the large pond, but they did not oppose it either. Other comments that came up from the Plan Commission included the higher density as compared to Ambleside and surrounding subdivisions, rental restrictions, request for special, destination style amenities, and a place to go with kids. Not all members were opposed to the combined pond, and it was mentioned that the increased density wouldn't be noticeable between Ambleside and this project, but it could help provide more attainable housing. Plan Commission also requested invasive trees be removed in any preservation areas and new trees planted. The Committee voted to send the project to the next Plan Commission Committee meeting.

Topic suggestions for discussion at Committee (not an all-inclusive list):

1. Limitations on rentals.
2. Traffic
3. Pond and Drainage Design
4. Tree Preservation
5. Architectural Requirements
6. Sidewalk and path connections

DOCS Remaining Comments/Concerns: The petitioner has made several changes to the site layout and PUD standards based on feedback. The Dept. continues to review the PUD and work with the Petitioner on our remaining **25 comments** and hone in on the details as this project moves through Committee review. Some of the outstanding comments include:

1. Will there be variation between the townhome buildings? *If so, how will that be accomplished and please include that in the text of the PUD.*
2. Provide a character image that shows a 6-unit townhome building.
3. Increase the monotony mitigation standards for the homes and townhomes.
4. *What is the length of the townhome driveways, and will there be room for plantings between driveways?*
5. *Please do not allow gravel between driveways as this is not conducive for plantings.*
6. *Provide a plot plan or floor plan that shows how the Area B homes will fit on the 30 ft. wide lots.*
7. *Require a minimum 6 ft. deep front porch for Area B so that they can be useable for seating.*
8. *Require the southern buffer in the PUD as shown on the Concept Plan.*
9. *Show a sidewalk connection on the Concept Plan from Towne Rd. to the development entrance.*
10. *Address outstanding comments from the Technical Advisory Committee members.*

Recommendation:

The Dept. of Community Services recommends the Committee discusses this item and then continues it to the **Thursday, November 7, 2024** Committee meeting for further review and discussion.

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2. Docket No. PZ-2024-00099 DP/ADLS: Spring Mill Shops

The applicant seeks Development Plan and ADLS approval for three new multi-tenant commercial buildings totaling 14,870 square feet. The site is located at the NW corner of 116th Street and Spring Mill Road, within Jackson's Grant Village. The buildings have specific addresses of 11675, 11745, and 11785 Village Corner Court. It is zoned PUD, under Jackson's Grant Village (Z-653-20). Filed by Sean McKinnies of Republic Development.

**Updates to the report are in blue.*

Project Overview:

The Petitioner proposes to construct a small neighborhood retail center. This was included as part of the original concept plan for the Jackson's Grant Village PUD. Surrounding this site to the north and west are the townhome and single-family homes of the Jackson's Grant Village PUD. The Church of Jesus Christ of Latter Day Saints Temple is located to the south, zoned S-2/Single Family residential and West 116th Street Overlay. Southeast is the Bridges retail development, zoned PUD (Z-550-11). East across Spring Mill Road is vacant land zoned PUD (Z-409-03 Clarian North Hospital Campus). **Please see the Petitioner's Information packet for more details.**

Planned Unit Development (PUD) Standards this project MEETS:

Section 4: Concept Plan

- Area C – buildings pulled up to Spring Mill Road with parking behind (to west)

Section 6: Permitted Uses

- Mixed uses proposed – office, retail, service, restaurant etc. allowed in Use Table

Section 7: Bulk and Density Standards – Neighborhood Commercial Buildings

- Min. front yard setback: 5' required, 24' provided east, 10' provided north
- Min. Side Yard: 10' from residential, >50' provided
- Min. rear yard: 10' required, 32' proposed (south)

Section 8: Architectural Design

- Min. bldg. height: 18' required, 19'4" proposed
- Max. bldg. height: 35' allowed, 25'4" proposed

Section 11: Parking and Loading

- Parking – 65 spaces proposed, 45 spaces required
- Parking not allowed between commercial building and Spring Mill Road – compliant.
- Bicycle parking: 24 spaces proposed (4 racks or 8 spaces per building) and 12 spaces required (2 racks or 4 spaces per building)

Section 12: Landscaping

- 20' wide greenbelt along Spring Mill

Council Commitments:

- Max. Front Yard Setback from Spring Mill: 35' allowed, 24' requested

PUD Standards NOT MET or are unknown, therefore revisions or more information is required:

- ***Section 7: Bulk and Density Standards – Neighborhood Commercial Buildings:*** Maximum lot coverage: 80% allowed, **percentage unknown**
- ***Section 9: Signage:*** Variances likely required for **signage to face west** to interior parking lot, not Spring Mill Road
- ***Section 10: Lighting*** – Parking lot light fixtures unknown, max height cannot exceed 18' or 15' within 90' of single family residential

Site Plan, Parking and Engineering:

- The proposed site plan closely follows the concept plan approved by the PUD.
- Three commercial buildings are proposed, none greater than 7,500 sq. ft. as required by Council Commitments with PUD approval.
 - Building sizes are 4,920 square feet (Bldg. A & C) and 5,030 square feet (Bldg. B).
 - Total of 14,870 square feet, which is less than the 20,000 square feet allowed by the PUD.
- 65 parking spaces are provided behind (to the west and south of) the commercial buildings.
- A minimum of three spaces per 1,000 sq. ft. of interior commercial space is required. 45 spaces required
- Due to the utility locations both running parallel along Spring Mill Road and in between buildings, the Petitioner is proposing removeable patio/pergola spaces for outdoor dining
 - Eight potential locations are called out on the site plan

- Half are on the east side of the buildings, and half are in between or on the west side of the buildings.
- **The site plan will need to be expanded to include the JG Village Section 2 townhome plans, so that proper pedestrian connections can be identified and aligned with proposed site improvements.**
- **The Engineering Dept. did not receive sufficient plans for full review. A full drawing set must be provided for this project to progress through the approval process.**

Active Transportation:

- Two bicycle parking spaces are required for every 5,000 sq. ft. of commercial space with a minimum of four spaces per building required.
- Four bicycle racks (eight spaces) have been located adjacent to each building for a total of 12 racks (24 spaces).
- Sidewalks are provided around each building, connecting to a main sidewalk adjacent to the entrance drive and parking lot.
- A 10' sidewalk is provided to connect the path from Spring Mill Road between buildings B and C to the middle of the parking lot. **Staff would like to see this sidewalk connect to the planned sidewalks in front of the townhomes on the west side of the parking lot.** This will provide full pedestrian access to the commercial area for residents.
- **4' wide sidewalks are proposed in some areas, where 5' is the minimum requirement. Petitioner, please revise.**

Architectural Design:

- There are three different but complimentary building color schemes:
 - Building A has blue brick, gray walls and white accents on the columns and overhangs. Wood accents are also used over the tenant doors as an awning and as a trellis feature at the top of the columns.
 - Building B is primarily white brick, with brown and tan fiber cement siding breaking up the center of the building. The entrance is at the southwest corner of the building in a tower format. It will have a black roof and black accents.
 - Building C uses the same white brick as Building B but has light tan and dark tan fiber cement siding. Accents are in the dark tan color. Wood accents are also used over the tenant doors as an awning and as a trellis feature at the top of the columns.
- Each building combines a more traditional pitched roof structure and a modern flat top roof.
- **This combination was shown in the concept images of the PUD and in the Petitioner's submittal. However, Staff would like to continue working through the details with the Petitioner.**
- For example, below in the left image (from conceptual drawings), the blue portion of the building looks like one complete section under the pitched roof (see red dashes). In the center image, the area under the pitched roof has many different parts and design elements. It does not appear to be "connected" to the roof style above it.



- Similarly, there are some parts of the building where dormers (on the pitched roof) are located have no connection or relation to the portion of the building below it. (See image above on the right.) **Staff would like to see some more continuity.**
- Section 2.3 of Exhibit F states that "Buildings abutting Spring Mill Road shall have finished facades facing Spring Mill Road." **The facades have matching building materials but lack interest and appear very much like the back of a building.** No windows are provided, only a door. See image above on right.
- **There is also concern with visibility of the rooftop AC units located on the flat roof portions of the building. How tall is the parapet? Please provide a section view.**

Lighting:

- Decorative wall sconces will be provided all around the buildings:
 - Buildings A & C – the multi-tenant buildings will have about 13

- Building B – the proposed restaurant/single tenant building will have about 6
- The light is a goose-neck style, with an 18” diameter shade to shield the light source in black.
- **Parking lot lighting info has not been provided. Petitioner, please clarify if parking lot lights will be provided.**

Landscaping:

- 19 trees, over 300 shrubs, over 100 grasses, and over 200 perennials will be planted on the site.
- A 20’ greenbelt is required and provided along Spring Mill Road. However, this area is filled with utilities – gas, cable, and fiber optics; so, trees and plants have been placed as room is available.
- A 15’ wide landscaping island is provided between the two rows of parking.
- The PUD’s tree preservation area to the south of this project will not be impacted.
- **The Urban Forester has reviewed and approved the landscaping plan; however, changes might be necessary due to new bike rack locations adjacent to each building. An update will be provided.**

Signage:

- The Jackson’s Grant Village PUD follows what is allowed by the UDO for signage.
 - One main identification sign per tenant per public street is allowed by the UDO.
 - The corner tenant of building A is the only tenant that will be allowed two main identification signs by right – one north, and one east.
- Other signs will be allowed such as secondary projecting signs and incidental signs.
- Spandrel panel sizes for wall signs have been identified on the building elevations to meet 70% height and 85% width requirements.
- The UDO would allow for signage to face the interior parking lot, if the building is within 15’ of the street right-of-way (ROW).
 - Buildings B and C are 24-28’ away from Spring Mill Road. **A variance will be required to allow for signage to face west towards the interior parking lot.**
 - Building A is within 10’ of Village Green Drive and would qualify if the entrances are for the general public to use. If they are not for the public (i.e. employee only), they would not qualify.
- **Staff is working with the Petitioner on a full signage plan which would identify location, type, size, lighting style, and installation method.**
- Ground signs identifying Jackson’s Grant Village have already been installed at the vehicular entrances to the development.

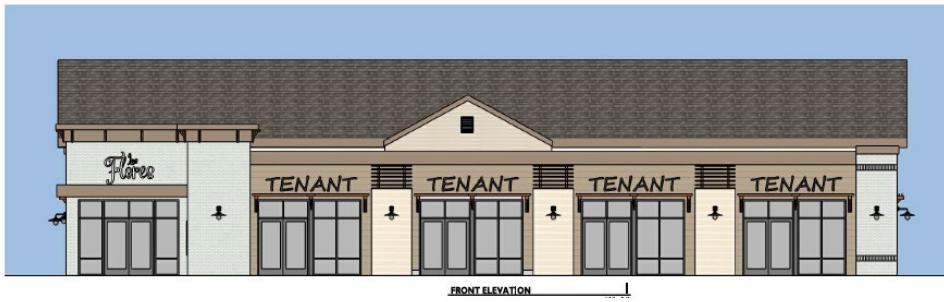
Recap of August 20, 2024 Plan Commission Public Hearing:

- Shawn Curran, Architect, gave an overview of the project layout and building sizes.
- The plan is for neighborhood-scaled commercial development, with up to possible 15 tenants.
- They are hoping for one restaurant to take the entire center building though.
- No members of the public spoke in favor or against the project.
- Plan Commission members noted there were still many details to be worked out.
 - The architecture is attractive, but it falls short of the character imagery provided by the PUD.
 - Would like each storefront to look more independent and for the gable portions to appear grounded.
 - The buildings seem to turn their back to Spring Mill Rd., want to see life brought to that side.
- Sent to Plan Com. Committee for more review and must come back to full Plan Commission for the final vote.

Updates in Packet for October 1, 2024 Committee meeting:

- The Petitioner made some adjustments to design of the multi-tenant buildings (A & C).
- The most notable change was the length of the pitched roof.
- Unfortunately, this change does not address the relationship of the roof and the tenant space below it.
- The back of the building now has double doors instead of a single door.
- The design of the awnings on all buildings has changed to a thicker/larger scaled wood piece.
- Please see before and after images below for multi-tenant buildings A & C.
- The middle building (B) did not have any significant changes to the design.
- While its design was better than the other buildings, some elements could still be adjusted to create a “built over time” aesthetic.

Multi-tenant building West elevation (parking lot side) Before:



West elevation After:



South elevation Before:



South elevation After:



East elevation (Spring Mill Road) Before:



East elevation After:



DOCS Remaining Comments/Concerns:

1. All bolded concerns above remain.
2. Full engineered drawings have not yet been provided.
3. Architectural design of the building form has improved but is not ready for department support.
4. Further design modification is recommended.

Recommendation:

The Department of Community Services recommends the Plan Commission sends this item to the **Thursday, November 7, 2024 Committee** meeting for further review and discussion.

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3. **Docket No. PZ-2024-00122 CA: Meridian Trails Commitment Amendment**
4. **Docket No. PZ-2024-00123 V: Meridian Trails Height Variance**
5. **Docket No. PZ-2024-00130 V: Meridian Trails Parking Variance**

The applicant seeks approval for commitment amendments and two variances to allow a new 55+ age restricted housing development. The site is located at 201 W 106th St. and is zoned B-1/ Business. Filed by Jim Shinaver and Jon Dobosiewicz of Nelson & Frankenberger on behalf of Steve Pittman and Justus Companies.

**Updates to the report are in blue.*

Project Overview:

The applicant seeks approval for Commitment Amendments and 2 Variances to allow a new 55+ age restricted housing development with a small mixed-use component. The proposed development includes approximately 169 units and about 5,962 square feet of commercial space. The land surrounding this property to the north, west and south are all single family residential, zoned S-2. Across Illinois Street to the east is the Ascension St. Vincent Heart Hospital, zoned MC (Meridian Corridor). To the northeast is the Farmers Insurance Building, also zoned MC. **Please see the Petitioner's Information Packet for more details.**

Site History:

- In 2018, the property was rezoned from S-2 to B-1 to allow a proposed 3-story office building.
- Several Commitments were agreed to by the original petitioner and the Plan Commission.
- The office building project did not move forward, and the land has remained vacant since 2018.
- The current petitioner would like to develop 55+ age restricted apartments which would fall under the Nursing, Retirement or Convalescent Facility definition in the UDO as suites for the elderly.
- This use is allowed in the B-1 district, but it is not a use listed as allowed in the original Commitments.

Additional Analysis:

Concept Plan:

- A concept plan is proposed, but the petitioner will have to come back to the Plan Commission for the final site plan and architecture approval.
- The concept plan is similar to the original concept plan with the building located close to Illinois street and a buffer along the south and west boundaries.
- A pool and common area are shown as a courtyard space with the apartment building surrounding it.
- On the first floor of the northern portion of the building there will be commercial space allowed which will provide uses that are complimentary to and help serve the age restricted community.
- The site would be accessed from the existing drive off of 106th Street and from a new curb cut on Illinois Street, which would line up with the existing cut for the Heart Hospital.
- In this concept, both surface and underground parking are proposed.
- The Nursing, Retirement or Convalescent Facility would require about 340 parking spaces and the concept plan shows 232 parking spaces, which is why a parking variance is requested.
- The Nursing, Retirement or Convalescent Facility parking standards are based on 1 space per bed and 1 space per employee.
- These units, however, will function more as independent living units.
- A 30 ft. setback and green bufferyard will still be provided along the west and south boundaries.
- An 8 ft. tall masonry wall will be constructed in the green belt buffer on the south and west boundary.
- Stormwater detention will be accommodated through underground storage.

Active Transportation

- The Petitioner would be required to comply with all UDO and Comprehensive Plan requirements such as bike parking, construction of sidewalks and paths, as well as overall pedestrian safety and connectivity.

Architectural Design

- New Character Building Imagery is submitted with this commitment amendment.
- The building design will be fully reviewed with an ADLS application that will come back for approval by the Plan Commission.
- Commitment #8 of the original 2018 commitments lists some architectural commitments and the petitioner is not proposing to change these.
- The height is changing from the original commitments and because of the grade change on the site, a variance is also requested.
- B-1 has a maximum height of 45 feet, and the petitioner is requesting 47 ft. for the majority of the building and 63 ft. for the northern portion of the building where the ground slopes down.
- The portions of the building that are visible from the neighborhoods to the south and west will maintain the 47 ft. height.

Landscaping:

- Significant buffers are required along the west and south property lines.
- 30' bufferyards are shown and are considered a type D bufferyard.
- The original commitments refer to tree preservation along the west and south property lines and that is not changing.
- Additional trees will also be planted
- An 8 ft. tall masonry wall will still be installed within the buffer area.

Signage:

- Any future signage shall comply with the UDO.
- The signage plan should be presented with the DP/ADLS application for review.

September 17, 2024 Public Hearing Recap:

After the petitioner presented the project to the Plan Commission there were 2 people that spoke in opposition to some aspects of the project. Their concerns included needing more parking, including universal design in all units, size/scale of project as compared to S-2 zoning, and desire to reduce the number of units. The petitioner discussed parking noting that zoning standards may be out of date and that recent multi-family projects have been approved with an average of 1.5 to 1.6 parking spaces per dwelling. The residents for this project will predominantly have 1 car per household. There will be on-site staff, and universal design will be included as it ties in with their 55+ housing classification. Plan Commission voiced concerns about parking spaces, the steep drive up from 106th St., outdoor places to sit, lighting, potential to use TIF for green infrastructure, removal of invasive trees in tree preservation areas, and the view from Rosado Hill. The Committee voted to send the project to the next Plan Commission Committee meeting with the Plan Commission having final approval.

DOCS Remaining Comments/Concerns:

1. Regarding the changes to Commitment #7, petitioner should add that the architectural design images are character imagery, and the architectural style, materials, and colors shall be finally determined as part of the DP/ADLS process.

Recommendation:

After all comments have been addressed, the Dept. of Community Services recommends the Committee sends this item to the **Plan Commission meeting on Tuesday, October 15, 2024** with a **Favorable** Recommendation.

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6. Docket No. PZ-2024-00156 ADLS Amend: 401 Penn Exterior Building Modifications.

The applicant seeks design approval for exterior modifications including architectural material changes, addition of an entry pergola, and updates to lighting and signage. The site is located at 401 Pennsylvania Pkwy. It is zoned MC /Meridian Corridor and is not located within an overlay zone. Filed by Cade Brummer of NSPJ Architects.

Project Overview:

The subject property is located within an existing office park north of I-465, east of US-31, and west of College Avenue. Properties to the east, west, and south are zoned MC/Meridian Corridor with the vacant property (a protected tree preservation and buffer area) to the north across Pennsylvania Parkway zoned B-7/Business. The building was approved under **Docket No. 74-88 DP/ADLS**. The Petitioner seeks approval to remodel the building exterior through the addition of an entrance pergola, alteration of pediment design, an update to lighting fixtures and signage, as well as “reskin” the top two floors of existing masonry with a metal panel system. **Please see the Petitioner’s Information packet for more details.**

Architectural Design:

The existing three-story office building was constructed in 1989 and features storefront windows and ironspot brick on all three stories on all facades. Immense brick and limestone detailing are present along with a federal styled pediment on the north and south facades. The Petitioners propose to modernize the building design by altering the pediment to feature a flat parapet wall with continuous cornice as well as adding an aluminum entrance pergola on the north façade to complement the storefront window system.

The Petitioners wish to reskin the top two floors with a metal panel system to match the style of the two office buildings adjacent on the east and west. Originally, the two flanking six-story office buildings were planned to be constructed of granite and glass but were approved under **Docket No. 05080011 DP/ADLS** with glass and precast concrete panels. No brick or masonry detailing exists on these two flanking office buildings.

The proposed metal panels would conceal the existing brick – a high-quality and valuable building material. The design of the building also has a vast amount of architectural detailing including limestone design features and extensive brick soldier coursing. **The proposed design degrades the architectural quality of the central building that anchors this office park development.**

Staff conducted a site visit to assess the quality of the existing brick and found the brick present on all facades to be in excellent quality. Some limestone detailing was fractured and could use replacement. **Due to the excellent quality of the existing brick, staff is NOT in support of the Petitioner’s request to cover the top floors of the building with metal paneling. Staff would be supportive of all other proposed changes to the exterior of the building, if presented as part of a new proposal.**

Lighting:

16’ tall, modern wall sconces are proposed on both building fronts facing Pennsylvania Parkway to the north and I-465 to the south. No additional lighting is proposed.

Automobile and Bike Parking:

The Petitioner is not altering the existing parking layout. Automobile parking is shared for this site. Between all three office buildings, the entire development is actually overparked by 183 spaces (969 spaces required). Bicycle parking is currently located on the east and west sides of the subject building. There are 13 racks with 26 spaces; however, the entire development requires 34 bike parking spaces. **Please see below for additional site concerns and work with staff to address these issues.**

Landscaping:

Changes to landscaping are not included with this petition.

Signage:

Four wall signs are proposed for the building tenants with two facing I-465 and two facing Pennsylvania Parkway. One sign is currently proposed on the second story on the north façade. This location is not allowed per the UDO and will need to be relocated. **Petitioner, please work with the Sign Permit Specialist to finalize signage details.** Sign permits will be required for new proposed wall signs.

Other Site Concerns:

Sometime between June and August of 2024, 14 parking spaces were removed from the parcel, addressed at 501 Pennsylvania Parkway to the east of the subject parcel, for the installation of outdoor sports courts without approval from staff. **Petitioner, please provide plans for this installation so staff can include these changes with the present petition.**

DOCS Remaining Comments/Concerns:

1. Architectural proposal is unacceptable
2. Signage details
3. Bike parking details
4. Plans for existing outdoor sports courts

Recommendation:

The Department of Community Services recommends the Plan Commission Committee votes to **DENY** this item this evening.

**Carmel Plan Commission
COMMITTEE
Tuesday, October 1, 2024 Department Report**

7. Docket No. PZ-2024-00162 ADLS AMEND: 3rd Shot Pickleball.

The applicant seeks design approval for site and minor exterior building modifications to retrofit an industrial building to a pickleball facility. The site is located at 4400 W. 96th Street, Unit 150. It is zoned I-1/Industrial and is not located within an overlay zone. Filed by Chris Badger of Badger Engineering on behalf of owner, Dustin Deguevara.

Project Overview:

The Petitioner proposes to add parking spaces to service a new pickleball facility. Businesses located to the north of this site are Genesis Sports Performance Northwest, Lansing Building Products, and others. To the west is Med Vet Indianapolis and Moriden America, Inc. All these surrounding properties north of 96th Street are zoned I-1/Industrial. South of the site across 96th Street are car dealerships located in Indianapolis. This site is part of the Mayflower Park Industrial Complex (Lot 1, Block 7), established under Docket Nos. 74-97 PP/SP and 57-97 DP in 1997. **Please see the Petitioner's Information Packet for more details.**

UDO Standards this project MEETS:

I-1 Industrial District:

- Use: Commercial Recreation Facility, Indoor – permitted
- Maximum Lot Coverage: 90% allowed, about 61.5% proposed

UDO Standards NOT MET:

- 5.29.A.2. – No short-term bicycle parking racks provided, 7 spaces (4 racks) are required.
- 5.39.I.2.a.i.[1] – Signage proposed not facing a right-of-way. Mayflower Park Drive is a private street.

Site Plan and Parking:

The Petitioner will be moving into the shell of an existing building and converting the space to 15 pickleball courts and associated viewing/lounge/pro shop spaces. In order to provide more convenient parking for customers, the Petitioner proposes to add 14 new spaces on the west side, adjacent to the existing 12 spaces beside the building entrance. On the east side of the building, 30 new parking spaces will be added in the existing (but no longer needed) loading dock area. Strips of grass/landscaping (5' on north and 8' on south) will be removed in order to extend the pavement to make room for an additional row of parking. A full drive aisle (25') will be maintained on the east edge of the new parking spaces to allow for two-way traffic flow around the site.

Engineering:

This site has existing ponds – both wet and dry – within the front yards of Mayflower Park Drive and 96th Street. These are part of the overall master planned drainage for the Mayflower Park Industrial Complex. **A Consent to Encroach** approval will be needed to add parking within the dry detention pond/drainage easement on the northwest side of the site. **The Petitioner is currently working with the Engineering Dept. to finalize drainage and water quality comments through Project Dox.**

Active Transportation:

The UDO requires short term (exterior) bicycle parking spaces for 2% of the maximum capacity of a recreational space. The maximum capacity for this tenant space is 331 persons, which means 7 bicycle parking spaces are required.

Petitioner, please add 4 short term bicycle racks to provide the minimum number required. Staff would recommend splitting the racks between each of the pedestrian entrances.

Sidewalks exist adjacent to the parking spaces on the northwest, south, and east sides of the building. On the east side of the building, the existing sidewalk will be extended north to connect to the new tenant entrance for the pickleball facility. This will ensure that patrons who park further away in the existing south lot (300+ spaces) will have a safe and designated route to a building entrance.

The Thoroughfare Plan calls for 10' asphalt path to be added along both street frontages – 96th Street and Mayflower Park Drive. Staff has researched past improvements for this site and found that an estimate for a contribution to the Non-

reverting Thoroughfare Fund was submitted in 2013 for construction of the paths. Unfortunately, we have yet to find proof of a payment. If this payment was not made, there are two options for moving forward. One – a new contribution must be made to the Non-reverting Thoroughfare Fund for the cost to construct the paths in today's dollars. Two – the paths are constructed as is required. **Petitioner, this issue will need to be addressed by the landlord of the building. Please continue to aid Staff in facilitating these conversations.**

Architectural Design:

The exterior design of the building will not be substantially altered with the addition of this new tenant. The east side of the building will be most impacted, as new parking spaces in the old loading dock area will cause for exterior stairs to be removed. The remaining doors at the top of the stairs will be locked closed and new wall material will be placed over them. Other means of egress will be identified within the tenant space (three sets of north doors). A new entry vestibule will be added to the east façade within one of the old loading/garage door locations.

Lighting:

Existing site lighting will not be impacted with the addition of this tenant. **Petitioner, please provide information about any new lighting that might be installed at pedestrian entrances.**

Landscaping:

The Urban Forester has been working with the Petitioner to do a survey of the condition of the plant material on the site. Whenever a site is improved, landscaping is checked to make sure it complies with the original approved landscape plan for the site. If any trees, shrubs, or other plants/flowers are dead and/or have died, they need to be replaced. Four new trees will need to be planted to bring the site back into compliance. **The Petitioner is working to update the landscape plan for the site.**

Signage:

The Petitioner proposes to install one internally illuminated wall sign on the west face of the building. It is about 90 sq. ft. and appears to meet the width percentage requirements of the Sign Ordinance. Additional details are needed to make sure it fits the height percentage. Like many businesses along this private road, a variance is required to not face a public street. As long as the size meets ordinance requirements, Staff will be supportive of the variance request. Other signs that will be installed around the building include directional signs, which must be 3 sq. ft. in size and 3' tall or less, and applied window graphics to the new entry vestibule on the east side of the building. Window graphics must be no greater than 30% of the total window area. **The Petitioner is still working with the Sign Permit Specialist on providing final drawings for approval.**

DOCS Remaining Comments/Concerns:

1. See bolded items above.
2. **Provide all outstanding drawings and documents to various departments through Project Dox.**

Recommendation:

The Department of Community Services recommends the Plan Commission Committee votes to **Approve** this item tonight, *subject to finalizing and addressing all Department review comments through Project Dox.*