

Johnson County Plan Commission
February 22, 2021 Meeting Minutes

The Johnson County Advisory Plan Commission met on Monday, February 22, 2021 in the Johnson County Courthouse Annex Auditorium. The meeting was called to order at 6:01 PM by Attorney Stephen Watson.

I. ROLL CALL:

Present: Chad Bowman, Nathan Bush, Charlie Canary, Gregg Cantwell, Pete Ketchum, John Schilling, Pat Vercauteren, Ron West, Attorney Stephen Watson (Legal Counsel - not voting), David Hittle (Director – not voting), Michele Hansard (Senior Planner – not voting) and Angela Olson (Recording Secretary – not voting).

Absent: Dan Cartwright and Jonathan Myers (Alternate)

II. APPROVAL OF MEETING MINUTES:

Vice-Chairman Chad Bowman called for a motion to approve the January 25, 2021 Plan Commission meeting minutes.

Motion: Approval of January 25, 2021 Plan Commission meeting minutes. **Moved** by John Schilling. **Seconded** by Pat Vercauteren. **Yes:** Bowman, Bush, Canary, Cantwell, Ketchum, Schilling, Vercauteren and West. **No:** None. **Motion approved 8-0.**

III. PUBLIC HEARINGS:

M-1-21; Robert and Patricia Tearman – Minor Plat Request. 6982 S. 125 W.

Staff presented findings and facts to the board and recommended approval of this request subject to satisfaction of all amendments requested by the Technical Review Committee and checkpoint agencies.

Surveyor Brad Ott with Main Street Consulting Company (675 N. Main St., Franklin 46131) on behalf of the Petitioners Robert and Patricia Tearman was present to speak and address concerns.

Board members asked questions and expressed concerns, which were addressed by Petitioner and staff, as follows:

- Q. Board member Charlie Canary inquired as to whether or not this was for one (1) residence or more than one (1) residence?
 - A. One (1).

- Q. Board member Charlie Canary asked in which direction the one (1) residence would be built?
 - A. East.
- Q. Board member Charlie Canary inquired as to the other proposed future projects on the site plan?
 - A. In the future a swimming pool and pole barn.

Motion: To approve M-1-21 to provide for the subdivision of the subject site into two (2) lots and Petitioners Findings of Fact. **Moved** by Pat Vercauteren. **Seconded** by Charlie Canary. **Yes:** Bowman, Bush, Canary, Cantwell, Ketchum, Schilling, Vercauteren and West. **No:** None. **Motion approved 8-0.**

W-4-21; Austin Blackwell – Waiver Request. Approximately at 3401 S. Nineveh Rd.

Staff presented findings and facts to the board and recommended approval of these requests.

Petitioner Austin Blackwell (4028 W. 300 S., Trafalgar 46181) was present to speak and address concerns.

John Canary (2318 E. 300 S., Franklin 46131) was present to speak in support of this request.

Board members asked questions and expressed concerns, which were addressed by Petitioner and staff, as follows:

- Q. Board member Charlie Canary inquired as whether or not the five (5) acres to the south open out to the open ditch?
 - A. The parcel does not touch the ditch.

Motion: To approve W-4-21 to provide for a three (3) lot Roadside Subdivision where the subdivision is of a non-original lot of record, with lots having areas 3 and 5 acres and Petitioners Findings of Fact. **Moved** by John Schilling. **Seconded** by Pat Vercauteren. **Yes:** Bowman, Bush, Canary, Cantwell, Ketchum, Schilling, Vercauteren and West. **No:** None. **Motion approved 8-0.**

W-5-21; Lee Townsend – Waiver Request. 433 W. 375 S.

Staff presented findings and facts to the board and recommended approval of this request.

Ellen Mae Paris, brother of Lee Townsend, (265 E. 300 S., Franklin 46131) was present to speak and address concerns.

Matthew Baker, nephew of Lee Townsend, (2301 Fox Dr., Franklin 46131) was present to speak in support of this request.

There were no questions asked by any member of the Board for either staff or Petitioner.

Motion: To approve W-5-21 to provide for a two (2) lot Roadside Subdivision where the parent tract is 9.33 acres in the area and Petitioner Findings of Fact. **Moved** by Pat Vercauteren. **Seconded** by John Schilling. **Yes:** Bowman, Bush, Canary, Cantwell, Ketchum, Schilling, Vercauteren and West. **No:** None. **Motion approved 8-0.**

**P-2-21; Eagle Springs Major Subdivision – Preliminary Plat Request.
4444 W. Stones Crossing Rd.**

Staff presented findings and facts to the board and recommended approval of the request subject to the following conditions:

1. Per the requirements of the Johnson County Highway Department, and prior to the submittal of construction plans, an easement shall be provided, or right-of-way dedicated along the south side of Stones Crossing Road, for installation of a passing blister at the subdivision entrance
2. Development within the subdivision shall be beholden to the residential design standards added January 1, 2021 as an amendment to the Johnson County Zoning Ordinance.

Staff provided two (2) Remonstrator **Exhibit** letters to the board.

Attorney Brian Tuohy with Bailey & Moore, LLP (50 S. Meridian St., Ste. 700, Indianapolis 46204) on behalf of Lennar Homes of Indiana was present to speak and address concerns. A visual presentation **Exhibit** was presented to the board. Attorney Tuohy pledged a commitment that Lennar would commit to no vinyl on any exterior elevation.

Board members asked questions and expressed concerns, which were addressed by Petitioner, Remonstrators and staff, as follows:

- Board member Nathan Bush expressed his concerns regarding the calculation of density.
- Q. Board member Charlie Canary inquired as to whether or not there would be traffic improvements such as a third lane?
A. Unknown by staff. Staff would defer to the Johnson County Highway Department for such traffic improvements.
- Q. Board member Nathan Bush asked staff about the staff's report versus the Highway Department's correspondence as to whether or not an acceleration lane, deceleration lane and a passing blister on Stones Crossing Road will be required?
A. Staff explained to the board that in the past if a subdivision was unable to obtain the right-of-way or access to install these lanes or passing blister they have worked with the developers to come up with an acceptable deviation or modification for the traffic and road requirements.

- Q. Board member Charlie Canary inquired as to whether or not we could put on record tonight the Lennar agreement to the condition that there will be no vinyl any exterior elevations?

A. Yes.

- Q. Board member Pat Vercauteren asked staff if the board has been provided with all of the information that meets our standards needed for the plat decision?

A. Yes.

Remonstrator Lisa Dickinson (4564 Brentridge Pkwy., Greenwood 46143) was present to express her concerns regarding traffic, safety, development and transportation constraints and close proximity to schools. **Exhibit** packet and visual presentation were presented to the board.

Remonstrator Angela Tressel (4532 Brentridge Pkwy., Greenwood 46143) was present to express her concerns regarding comprehensive language regarded in the staff's report, lot size and roads. **Exhibit** visual presentation was presented to the board.

Remonstrator Michael Red (4656 Brentridge Pkwy., Greenwood 46143) was present on behalf of himself and the Brentridge Estates Homeowners Association to express his concerns regarding lot size/density and architectural diversity. **Exhibit** packet and visual presentation were presented to the board.

Remonstrator Mark Havens (4338 Fox Ridge Ave., Greenwood 46143) was present on behalf of the Hunters Pointe Homeowners Association to express his concerns regarding traffic and safety.

Remonstrator Kim Cowan (2534 Forest Hills Blvd., Greenwood 46143) was present to express her concerns regarding home sizes, number of homes and water drainage.

Remonstrator Kara Cecil (5092 Wyndale Dr., Bargsville 46106) was present to express her health concerns regarding traffic and flooding.

Motion: To approve P-2-20 to approve the Eagle Springs Preliminary Plat to create a 91.6 acre, 154 lot major subdivision, with staff's conditions, amended Highway Department's conditions, no vinyl on any exterior elevation, with minimal ranch size of 2,096 square feet, minimal two (2) story 2,772 square feet and Petitioner's Findings of Fact. **Moved** by Pat Vercauteren. **Seconded** by Charlie Canary. **Yes:** Bowman, Canary, Ketchum, and Vercauteren. **No:** Bush and Cantwell. **Recused:** Schilling and West. **Motion failed due to not enough votes 4-2.**

Motion: To approve P-2-20 to deny the Eagle Springs Preliminary Plat to create a 91.6 acre, 154 lot major subdivision and Petitioner's Findings of Fact. **Moved** by Nathan Bush. **Seconded** None. **Motion failed due to lack of a second.**

Petition is automatically continued to the March 22, 2021 meeting.

Z-1-21; Dale Raber – Rezoning Request. Approximately 1865 Old State Rd. 37

Staff presented findings and facts to the board and recommended denial of the request.

Staff provided two (2) Remonstrator **Exhibit** letters to the board.

Attorney Eric Prime with Van Valer Law Firm, LLP (225 S. Emerson Ave., Ste. 181, Greenwood 46143) on behalf of Petitioner Dale Raber was present to speak and address concerns. A visual presentation **Exhibit** was presented to the board.

Board members asked questions and expressed concerns, which were addressed by Petitioner and staff, as follows:

- Q. Board member Chad Bowman referred staff to page 56 of the staff report and inquired as to whether or not the I-69 corridor had already been incorporated into the comprehensive plan?

A. Yes.

Remonstrator Veneda Kay Vann (1914 Old St. Rd. 37, Greenwood 46143) was present to express her concerns regarding nature of the area, property values and drainage.

Remonstrator Bryant Livingston (2009 Old St. Rd. 37, Greenwood 46143) was present to express her concerns regarding nature of the area property values and crime.

Remonstrator Stoney Vann (1914 Old St. Rd. 37, Greenwood 46143) was present to express his concerns regarding nature of the area, crime and drainage.

Motion: To make an unfavorable recommendation for Z-1-21 to rezoning of 2.13 acres from the R-1 zoning district to the B-2 zoning district to provide for a self-storage facility and Staff's Findings of Fact. **Moved** by Ron West. **Seconded** by Nathan Bush. **Yes:** Bowman, Bush, Canary, Cantwell, Ketchum, Schilling, Vercauteran and West. **No:** None.

Motion approved 8-0.

IV. OLD BUSINESS:

Approval of Orders for County Economic Development Plan.

Motion: To approve the west side corridor Order for County Economic Development Plan.

Moved by Pat Vercauteran. **Seconded** by Gregg Cantwell. **Yes:** Bowman, Bush, Canary, Cantwell, Ketchum, Schilling, Vercauteran and West. **No:** None. **Motion approved 8-0.**

Motion: To approve the east side corridor Order for County Economic Development Plan.

Moved by Charlie Canary. **Seconded** by Chad Bowman. **Yes:** Bowman, Bush, Canary, Cantwell, Ketchum, Schilling, Vercauteran and West. **No:** None. **Motion approved 8-0.**

V. NEW BUSINESS:

Chairman Dan Cartwright provided to the Plan Commission board his resignation letter via the legal counsel for the Town of Edinburgh.

Motion: To approve Nathan Bush as Chairman for the Plan Commission. **Moved** by John Schilling. **Seconded** by Pat Vercauteren. **Yes:** Bowman, Bush, Canary, Cantwell, Ketchum, Schilling, Vercauteren and West. **No:** None. **Motion approved 8-0.**

VI. ADJOURNMENT:

Vice-Chairman Chad Bowman called for a motion to adjourn the meeting at 9:39 PM.

Motion: Adjourn the meeting. **Moved** by Charlie Canary. **Seconded** by Ron West. **Yes:** Bowman, Bush, Canary, Cantwell, Ketchum, Schilling, Vercauteren and West. **No:** None. **Motion approved 8-0.**

Approved on: March 22, 2021

By:



Chad Bowman, Vice-Chairman



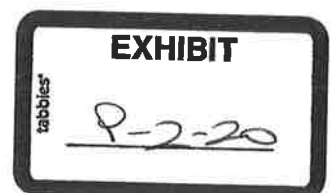
Attested By: *Pat Vercauteren*
Pat Vercauteren, Secretary

JOHNSON COUNTY PLAN COMMISSION

Case No: P-2-20 Proposed Eagle Springs Development

Monday, February 22, 2021

Documents corresponding to presentation by
Remonstrator Lisa Dickinson



RESOLUTION

WHEREAS, the Plan Commission of Johnson County has given careful study to the requirements of the County and the unincorporated area within the jurisdiction of the Plan Commission, particularly relative to the impacts anticipated with the development of Interstate 69 through the northwest corner of the County, and

WHEREAS, the Johnson County Department of Planning and Zoning and the Johnson County Highway Department commissioned a third party to craft the I-69 Corridor Plan, a proposed Amendment to the Johnson County Comprehensive Plan, which is intended to address opportunities and challenges associated with the development of Interstate 69 through the County, and

WHEREAS the proposed I-69 Corridor Plan was brought before the Johnson County Plan Commission after proper notice at Public Hearings held in the Auditorium of the Courthouse Annex Building on August 27, 2018, September 24, 2018, October 22, 2018 and November 26, 2018, and was ultimately recommended for approval;

NOW THEREFORE, BE IT RESOLVED by the Johnson County Board of Commissioners that:

The I-69 Corridor Plan, included in full as a part of this resolution, shall become an adopted component of the Johnson County Comprehensive Plan.

Approved by the Johnson County Board of Commissioners at a regularly-scheduled meeting on December 17, 2018.

Board of Commissioners of Johnson County, Indiana



Brian Baird, Chairman



Ronald West



Kevin Walls

EXHIBIT A4: PUBLIC INPUT SUMMARY

Public Input Meeting Results

1

Existing Traffic Issues

1 Tell us about current traffic concerns

1. Place a post-it note next to the issues and tell us about them.



Key Topics for Discussion:

- No more roundabouts/more roundabouts
- Truck traffic clogs east/west corridors
- Widen Smith Valley Road and County Line Road (4 or 5 lanes)
- Enforce standard speed limit- 35 mph for major roadways
- Congestion on corridors:
 - SR 135
 - County Line Road
 - Morgantown
 - Stones Crossing
- Need trails on major roadways
- Need for railroad overpass to eliminate stops
- Dangerous intersections:
 - Olive Branch + Peterman
 - Stones Crossing + Saddle Club
 - Railroad Road
 - Left turn off Paddock to Smith Valley
 - SR 144
 - Smith Valley + Carefree (6 entrance points)

Figure 4-2: High Crash Locations

| Location Description | Identified Deficiencies |
|--|--|
| County Line Road at Morgantown Road (CR 500 W) ¹ | Vertical alignment on W and S approaches |
| Center Line Road at SR 44 | Vertical and horizontal alignment |
| CR 500 N (Whiteland Rd) and SR 144 ² | Capacity and sight distance |
| CR 500 W (Morgantown Rd) and SR 144 ² | Sight distance |
| CR 700 N (Stones Crossing) to west of SR 135 ² | Capacity / narrow lanes |
| Olive Branch Road from SR 135 to west of Indiana RR ² | Vertical and horizontal alignment |
| Whiteland Road at Honey Creek Road ² | Capacity and Skew |
| CR 200 N from west of Center Line Road to SR 144 | Geometry / narrow lanes / narrow bridge |
| SR 135 and CR 600 N (Smokey Row) | Access management / stop control |

The locations identified in Figure 4-3 correspond with a numbered location on the *Existing Intersection Improvements* map. These locations have been identified by the Johnson County Highway Department as existing transportation network intersection improvement needs that are unrelated to future growth plans.

¹ The west approach to this intersection is within Marion County's jurisdiction.

² The Johnson County Highway Department currently has responsibility for this location. Future annexation or changes in governance could, however, result in this changing jurisdiction.

Capacity

Insufficient capacity on county-controlled roadways is predominantly an issue in the northwest portion of the county, i.e., White River Township. Here, residential development and growth have outpaced infrastructure development, resulting in suburban residential communities located along narrow roadways of limited right-of-way. Peak hour levels of service and safety are concerns throughout this township.

Outside of White River Township, county roads operate with sufficient capacity to handle demand, though some peak conditions such as traffic to and from the casino in neighboring Shelby County can cause delays. The predominant transportation concerns outside White River Township include narrow width roadways, offset intersections, skewed intersections, and horizontal and vertical curvature. Peak hour capacity issues are not noted as a concern in these areas.

Roadways outside the jurisdiction of the county – I-65, US 31, and SR 135 – frequently experience congestion during the peak hours of the average weekday. Inadequate capacity is one reason for this; however, poor access management is also contributing to delays on many segments of US 31 and SR 135. Additional growth pressures will exacerbate this problem.

Access management introduces a set of proven techniques to help reduce congestion, preserve traffic flow, improve safety, minimize crash potential, maintain road capacity, and preserve existing investment in roads by managing the location, design and type of access.

OVERVIEW

Johnson County, Indiana has tremendous economic, transportation and land use opportunities due to its location in the growing Indianapolis Metropolitan Area. These opportunities are expanded by the ongoing upgrade of SR 37 to I-69. White River Township, the focus of this study, is located in the northwestern part of the county and is directly impacted by the future I-69 corridor. In 2015, the Indiana Department of Transportation (INDOT) started the design process for Section 6 of I-69, which runs from Martinsville to Indianapolis. This is the final section of the interstate upgrade that will connect southern Indiana to Indianapolis.

While this growth has been a benefit to the county in many ways, infrastructure and transportation corridor improvements have not kept up with the pace of development, which has created traffic challenges throughout the township. The increase of additional traffic and development has created the need for load capacity improvements to serve existing traffic and future projected traffic increases.

Growth Impacts

Due to the conversion of SR 37 into I-69, the current traffic patterns within White River Township will change, including a significant reduction in access points along the interstate. This reduction of access will greatly affect the way people move about White River Township. According to the Indianapolis Metropolitan Planning Organization (MPO), Johnson County is forecasted to increase in population to 167,899 by 2035. Additionally, White River Township's population is expected to increase by over 22,000 individuals between now and 2035. The majority of the growth White River Township has experienced is a result of significant residential growth in the northern half of the township. Future growth will be driven by both continued growth of unincorporated areas, as well as future development activity in the town of Bargersville and the southwest portion of the city of Greenwood.



Officer in good condition after 2 cars hit him at school

Originally published March 1, 2018 at 12:49 pm

By The Associated Press

The Associated Press

GREENWOOD, Ind. (AP) — A suburban Indianapolis police officer is hospitalized in good condition after being struck by two cars while directing traffic outside a school.

Greenwood Assistant Chief Matt Fillenwarth says Officer Scott Cottongim suffered bumps and bruises but no serious injuries. He says the fact that Cottongim “is able to talk is nothing short of a miracle.”

Center Grove High School says Cottongim was directing traffic outside the school Thursday morning when one car struck him from behind and the impact threw the officer into a car turning into a school parking lot. The impact knocked Cottongim out of one of his boots.

The school says the flashing lights on Cottongim’s cruiser were on and he was wearing a traffic vest and using a flashlight to direct cars at the time.

The Associated Press

Figure 3-1: Development Opportunities and Constraints

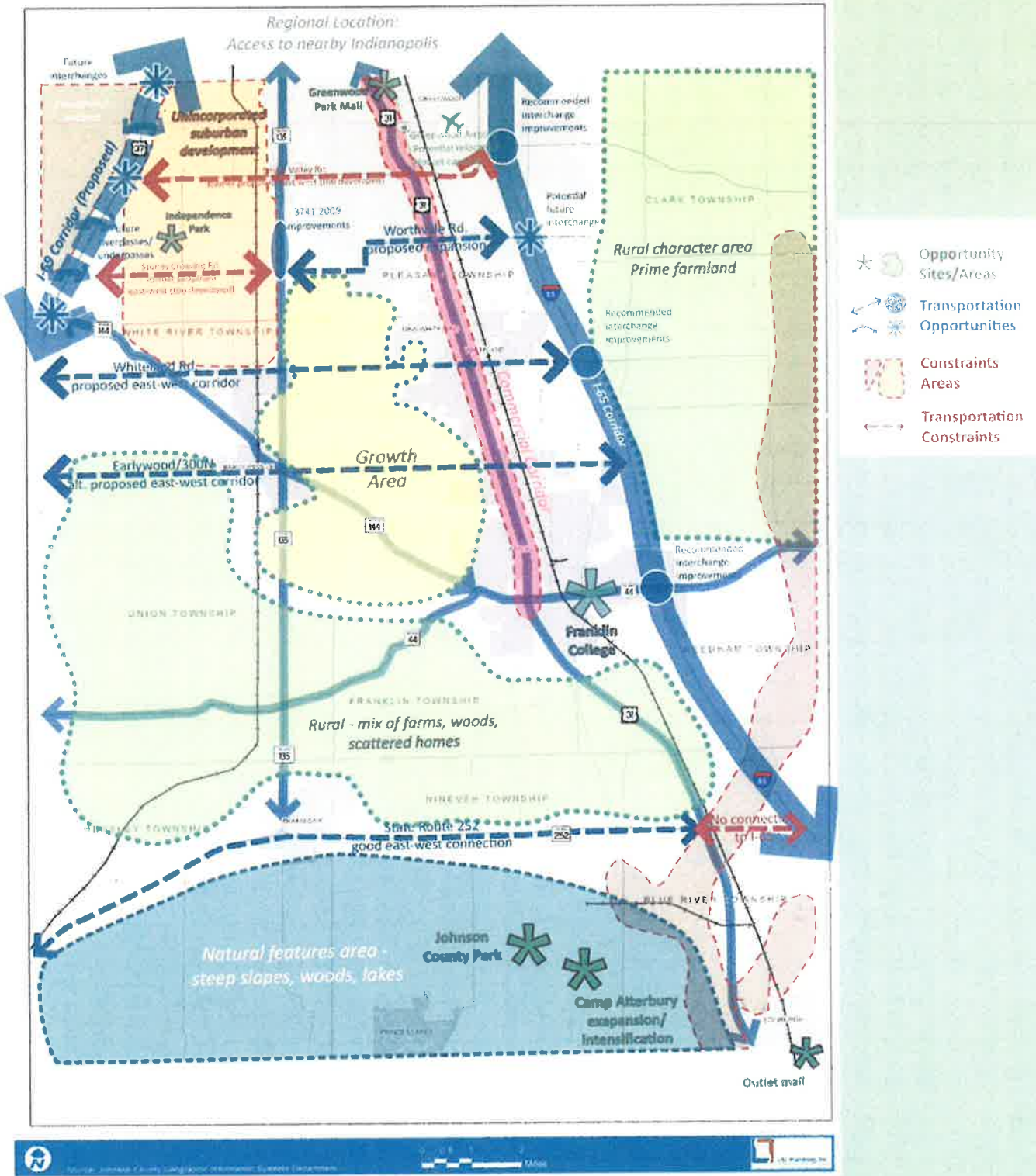


Table 6: Existing Transportation Network Challenges

| <i>Route</i> | <i>Current Classification</i> | <i>Constraint</i> |
|---------------------------------|-------------------------------------|--|
| 1. CR 144 | Major Collector | Functions as major arterial, winding roadway, difficult turning sight-lines |
| 2. N 800 W | Minor Collector | Narrow, no future access to I-69 |
| 3. N 725 W | Local | Narrow |
| 4. Whiteland Road | Minor Collector/ Major Collector | Portions function as minor arterial, narrow in areas |
| 5. N 625 W | Local | Narrow, sharp 90 degree turns |
| 6. W 350 N/Big Bend Road | Minor Collector | Narrow, sharp 90 degree turns |
| 7. W 300 N | Minor Collector | Sharp 90 degree turns |
| 8. N 500 W/ S Morgantown Road | Local | Difficult turning sight lines onto CR 144, narrow |
| 9. N 450 W | Local | Difficult turning sight lines onto CR 144, narrow |
| 10. N 400 W/ S Saddle Club Road | N/A | Does not exist currently and breaks up road network |
| 11. N 400 W/ Saddle Club Road | Local | Difficult turning sight line onto CR 144, narrow |
| 12. Smokey Row Road | Major Collector | Narrow, numerous curb cuts without passing blisters, functions as minor arterial from Mullinix to SR 135 |
| 13. Stones Crossing Road | Minor Arterial | Functions as major arterial, narrow, no future access to I-69 |
| 14. Morgantown Road | Minor Arterial/ Major Collector | Functions as major arterial, narrow in areas, numerous curb cuts without passing blisters |
| 15. Mullinix Road | Major Collector | Functions as minor arterial, narrow, challenging topography, |
| 16. Travis Road | Local | Narrow, no future access to I-69 |
| 17. Mullinix Road | Major Collector | Functions as minor arterial, numerous curb cuts without passing blisters |
| 18. Smith Valley Road | Major Collector | Functions as major arterial, narrow, numerous curb cuts without passing blisters, congested intersections |
| 19. Smith Valley Road | Minor Arterial | Functions as major arterial, congested intersections, narrow, numerous curb cuts without passing blisters |
| 20. S Honey Creek Road | Major Collector | Functions as minor arterial |
| 21. Fairview Road | Major Collector | Functions as minor arterial, no future access to I-69, numerous curb cuts without passing blisters, dangerous intersections/ road sections |
| 22. Bluff Road | Local | Functions as minor collector, no future access to I-69, runs through residential subdivision, intersection close to SR 37/Co Line Road |
| 23. West Frontage Road | Local N/W | Missing sections, expected to have interstate access |

Functional Classification Street Standards

The standards below represent the right-of-way and number of lanes for each road classification within Johnson County, town of Bargersville and city of Greenwood, according to their current ordinances and regulations.

| Table 3: EXISTING ROAD STANDARDS BY JURISDICTION | | |
|---|---------------------|------------------------------------|
| Johnson County | | |
| | NO. OF LANES | MINIMUM RIGHT-OF-WAY (FEET) |
| MAJOR ARTERIAL | 4 or 5 | 130 |
| MINOR ARTERIAL | 2 or 3 | 130 |
| MAJOR COLLECTOR with curb | 2 or 3 | 100 |
| MINOR COLLECTOR with shoulder | 2 | 70 |
| LOCAL ROAD | 2 | 50 |
| Town of Bargersville | | |
| MAJOR ARTERIAL | 4 or 5 | 115 |
| MINOR ARTERIAL | 3 or 4 | 115 |
| MAJOR COLLECTOR | 2 or 3 | 70-80 |
| MINOR COLLECTOR | 2 | 70-60 |
| LOCAL ROAD | 2 | 65-60 |
| City of Greenwood | | |
| MAJOR ARTERIAL | 4 or 5 | 120 |
| MINOR ARTERIAL | 4 or 5 | 100 |
| MAJOR COLLECTOR | 2 | 70 |
| MINOR COLLECTOR | 2 | 70 |
| LOCAL ROAD | 2 | 60 |

It is imperative to understand the existing functional classifications and how each classification may vary in separate jurisdictions. Improvements to corridors across jurisdictional lines should be consistent to maintain the effectiveness of the corridor's overall traffic flow. If widening occurs within one jurisdiction, widening should be coordinated with the adjacent jurisdiction. To ensure this is done correctly, it is important to make sure similar right-of-way and proper number of lanes are identified for each of the corridor's classification amongst all jurisdictions within Johnson County.

Table 3 identifies similar road classifications within White River Township; however, the minimum street standards, including right-of-way and number of lanes for these classifications, differ for Johnson County, the city of Greenwood and the town of Bargersville. Consistency between design standards will help ensure proper right-of-way and lanes are being planned for future expansion or development as roads cross jurisdictional boundaries. As cross jurisdictional projects are proposed, jurisdictions will need to communicate with one another to provide continuity along corridors.

The full 130-foot right-of-way identified in Johnson County's current standards reflects the roadways within rural parts of the county. As development has occurred in most of the northern section of White River Township, the roadways within those developed areas reflect a suburban development style. As future road networks are planned, it will be critical to ensure this suburban style is reflected in the standards for future transportation projects in northern parts of the township.

Project planned on busy roadway

By Annie Goeller - 7/5/16 3:02 PM

A new neighborhood could add hundreds more residents along a busy Center Grove area road.

Beazer Homes has proposed Timbercreek, a 168-lot subdivision on nearly 91 acres on the north side of Stones Crossing Road, between Morgantown and Saddle Club roads.

Details about the homes, such as the prices and sizes, have not been determined, said Ty Rinehart, director of land acquisition.

Those details will be sorted out as the development goes through the approval process, he said. That process is just beginning, and Beazer has not yet bought the land until getting the needed approvals from the county, he said.

Company officials hope to begin construction as soon as this fall, or in the spring, he said. And if that happens, residents could begin moving into new homes as soon as next year, he said.

The neighborhood is planned to be built in phases, he said.

Timbercreek would have lot sizes of about one-third of an acre, he said. Lot sizes in neighboring subdivisions Forest Hills and Brentridge Estates are similar sizes.

The new neighborhood, if approved, would be built on what is currently undeveloped land off Stones Crossing Road.

That road is a key route for thousands of vehicles every day traveling to Center Grove schools and to State Road 135 to commute to Indianapolis.

The location is one of the key attractions, Rinehart said.

Center Grove is a highly-ranked school district statewide, which is where students living in the neighborhood would attend school. The area is also centrally located, near shops and businesses, he said.

Before proposing a development, the company does multiple studies into an area, including demographics, home sales and the number of homes being built, he said.

POLICY RECOMMENDATIONS

These recommendations are either updates to existing policies or creation of new policies that help support the recommended network improvements to manage long-term growth.

» *Update corridor overlay district language*

It is recommended that Johnson County and the Town of Bargersville update their existing corridor overlay language to include the I-69 corridor, CR 144 and SR 135. Bargersville's current corridor overlay district language includes CR 144 and SR 135 and identifies commercial and retail uses along the entire corridors. The proposed plan references land use maps to include mixed use and development focus areas at high traffic intersections as well as addressing the corridor's character and access management. Johnson County's comprehensive plan identified the need for additional details for the area along I-69. This overlay will need to be updated to reflect the proposed access points to I-69 as these will develop differently than anticipated in the previous land use map. Also, additional language should be included to address aesthetics and the appropriate character at key gateways. A draft of the revised overlay district language is included in the appendix of this document.

» *Adopt a bicycle, pedestrian and trail master plan*

Additional connections to key destinations such as retail, commercial, school, parks and neighborhoods is strongly desired by the citizens of White River Township. In most cases, trail and sidewalk pathways will follow along roadway corridors. However, topographical challenges and narrow street rights-of-way in some areas means that sidewalks and trails may not be located solely along the roadways. A Bicycle and Pedestrian Master Trail Plan can identify the best routes to complete connections to recreational alternatives and amenities for residents and visitors. By providing a network of trail and recreational

paths for White River Township, individuals may be more likely to walk or bike to destinations rather than drive potentially reducing congestion to the vehicular transportation system. Additionally, any trail master plan for Johnson County should coordinate with Morgan County and Marion County to ensure the maximum opportunities for regional connectivity.

» *Adopt an access management program for all roads classified as a collector and above*

Access management is important to implement in high traffic roadways. By reducing the number of stops or turns, vehicles are able to move more efficiently through the corridor with limited interruption. As indicated within this plan, access management principles for curb cut design along roadways and the use of frontage roads can aid in the efficiency of the roads within White River Township. Currently the City of Greenwood and Johnson County are working to address some of the existing access issues that exist along SR 135 and this work should continue. In order to get ahead of future congestion problems, White River Township and Bargersville need to consider access management issues moving forward as corridors such as CR144, Smith Valley Road, Whiteland Road and Morgantown Road are improved.

» *Adopt a traffic impact study requirement for new development considerations*

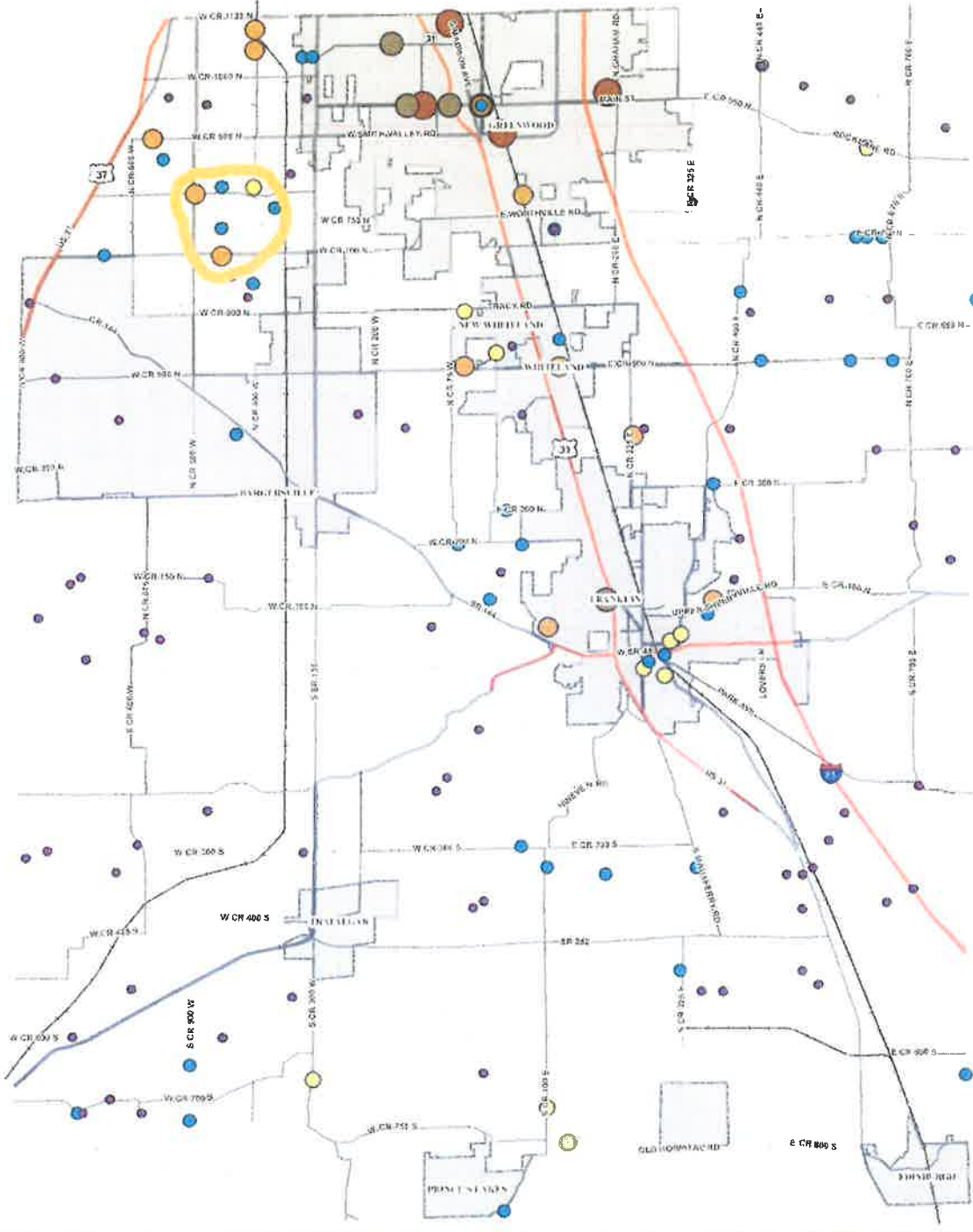
As new development and potential redevelopment opportunities come to White River Township, it is recommended traffic impact studies be required for developments to better understand the additional traffic and potential issues that may be created as a result of the development. Currently the Town of Bargersville collects these studies on a case by case basis. Impact studies are important elements that the county and Bargersville can use to justify future infrastructure investments and the implementation of certain potential funding

POLICY RECOMMENDATIONS

The following policy recommendations were also identified. These recommendations include updates to existing policies or the creation of new policies that help support recommended network improvements to best manage long-term growth in the township. These recommendations include:

- » *Special studying of the SR 135 corridor;*
- » *Formalizing preferred option for regional east/west corridor*
- » *Working with INDOT to ensure the appropriate interchange aesthetics;*
- » *Updating corridor overlay district language;*
- » *Adopting a bicycle, pedestrian and trail master plan;*
- » *Adopting an access management program for all roads classified as a collector and above*
- » *Adopting a traffic impact study requirement for new development considerations;*
- » *Considering implementing traffic impact fees for new development;*
- » *Updating zoning ordinance and subdivision control ordinances to reflect recommendations of this plan;*
- » *Considering speed limit consistency along major corridors;*
- » *Coordinating storm water discussions with INDOT as part of the I-69 project;*
- » *Allowing a mix of uses and densities along major corridors;*
- » *Providing sewer utility services to the area around the proposed CR 144 interchange;*
- » *Pursuing east side frontage road along I-69;*
- » *Introducing traffic calming measures on Bluff Road;*

Figure 4-7: 2008 Average Daily Traffic (ADT)



DRAFT December 2008
 Source: Johnson County Geographer, Johnson County GIS Office
 0 0.5 1 2 Miles

- 0 - 700
- 701 - 2100
- 2101 - 4300
- 4301 - 6900
- 6901 - 15200
- 15201 - 25000
- ▭ Incorporated Community

Goal 9: Improve and require a quality transportation system.

Policies:

- Identify and develop needed transportation connections, including an east-west corridor
- Require adequate public transportation systems to be in place prior to development
- Ensure future interchange areas have needed right-of-way
- Provide for safe intersections

| <i>Action</i> | <i>Responsible Party</i> | <i>Timeframe</i> |
|---|--|------------------|
| Use traffic calming features in residential areas and high pedestrian volume commercial areas | Highway Department, Planning Department | Ongoing |
| Design intersections according to anticipated traffic volume | Highway Department | Ongoing |
| Implement the East-West Corridor | Highway Department, County Commissioners | Short-term |

Goal 10: Support mass/public transit.

Policies:

- Participate in regional coordination efforts
- Look for opportunities for transit supportive development

| <i>Action</i> | <i>Responsible Party</i> | <i>Timeframe</i> |
|--|--|------------------|
| Attend policy meetings, discussions, and workshops for regional transit options | Highway Department/ Planning Department | Ongoing |
| Develop ways for Access Johnson County to maximize service to rural areas | Access Johnson County, County Commissioners | Mid-term |
| Develop sub-area plans for transit supportive development as stop locations are identified | Planning Department, Plan Commission, County Commissioners | Long-term |

SECTION 6-102-4. DESIGN PRINCIPLES AND STANDARDS

A. GENERAL

1. In determining whether an application for approval shall be granted, the Commission shall determine if the plat conforms to the principles and standards required herein, which are deemed minimal; and whenever applicable requirements of other County ordinances are higher or more restrictive, those requirements shall control any application for plat approval.
2. In the subdividing of any land, due regard shall be shown for all natural features such as tree growth, watercourses, historic spots, or similar amenities which, if preserved, will add attractiveness and value to the proposed development.
3. Due consideration shall be given to the prevention of air and stream pollution, proper treatment and disposal of refuse and other waste, and the elimination of other blighting characteristics. Major subdivisions filed under the terms of this Ordinance shall be required to install sanitary sewers.
4. The subdivision layout shall be of such character that it protects the health, safety, and general welfare of the County and its residents.
5. In designing a street system, the subdivider shall be guided by the following principles:
 - a. Adequate vehicular and pedestrian access shall be provided to all parcels.
 - b. Local residential street systems shall be designed to minimize through-traffic movement, but street connections into and from adjacent areas may be required in order to promote connectivity with the overall thoroughfare system.
 - c. Local street patterns shall provide reasonable direct access to the primary circulation system of collector and arterial roadways.
 - d. Local circulation systems and land development patterns shall not conflict with the efficiency of bordering arterial routes.
 - e. Elements in the local circulation system should be designed with the least amount of interruptions possible in order to function effectively and safely.
 - f. Traffic generators within residential areas shall be considered in the design of the circulation pattern.
 - g. Planning and construction of residential streets shall clearly relate to their local function.
 - h. Local streets shall be designed to discourage excessive speeds.
 - i. Pedestrian-vehicular conflict points shall be minimized.

by a numerical designation and two (2) zeroes, shall be construed as a reference to all the sections of this chapter (including the advisory planning law, the area planning law, and the metropolitan development law) that have that same numerical designation.

As added by Acts 1981, P.L.309, SEC.23.

IC 36-7-4-105

Repealed

(Repealed by Acts 1981, P.L.310, SEC.94.)

IC 36-7-4-106

Prior law construed

Sec. 106. If a provision of the prior advisory planning laws, area planning laws, township joinder laws, or metropolitan development laws has been replaced in the same form or in a restated form, by a provision of this chapter, then a citation to the provision of the prior law shall be construed as a citation to the corresponding provision of this chapter.

As added by Acts 1981, P.L.309, SEC.23.

IC 36-7-4-107

Reorganized units; exercise of powers by resolution

Sec. 107. If a provision of this chapter requires a power to be exercised by adoption of an ordinance, a unit described in IC 36-7-2-1(b) shall exercise the power by adoption of a resolution.

As added by P.L.202-2013, SEC.33.

IC 36-7-4-200

200 Series—Establishment and membership of commission

Sec. 200. This series (sections 200 through 299 of this chapter) may be cited as follows: 200 SERIES—COMMISSION ESTABLISHMENT AND MEMBERSHIP.

As added by Acts 1981, P.L.309, SEC.23.

IC 36-7-4-201 Version a

Purpose

Note: This version of section effective until 1-1-2016. See also following version of this section, effective 1-1-2016.

Sec. 201. (a) For purposes of IC 36-1-3-6, a unit wanting to exercise planning and zoning powers in Indiana must do so in the manner provided by this chapter.

(b) The purpose of this chapter is to encourage units to improve the health, safety, convenience, and welfare of their citizens and to plan for the future development of their communities to the end:

- (1) that highway systems be carefully planned;
- (2) that new communities grow only with adequate public way, utility, health, educational, and recreational facilities;
- (3) that the needs of agriculture, forestry, industry, and business be recognized in future growth;

| Road | Segment | Existing | Future |
|-----------------------------|--|--------------|---------------|
| Morgantown Road | Fairview Road and County Line Road | 7,029 | 23,846 |
| Morgantown Road | Fairview Road and Smith Valley Road | 8,056 | 24,872 |
| Morgantown Road | Smith Valley Road and Olive Branch Road | 7,479 | 17,656 |
| Morgantown Road | Olive Branch Road and Stones Crossing Road | 8,706 | 15,301 |
| Morgantown Road | Stones Crossing Road and Smokey Row Road | 5,200 | 11,829 |
| Morgantown Road | Smokey Row Road and Whiteland Road | 1,577 | 10,485 |
| Mullinix Road | Olive Branch Road and Smith Valley Road | 2,225 | 2,228 |
| Stones Crossing Road | SR 37 and Mullinix Road | 2,075 | 1,122 |
| Stones Crossing Road | Mullinix Road and Morgantown Road | 3,236 | 4,718 |
| Stones Crossing Road | Morgantown Road and CR 400 W | 8,872 | 18,275 |
| Stones Crossing Road | CR 400 W and SR 135 | 9,955 | 20,423 |
| Whiteland Road | CR 800 W and CR 325 W | 2,748 | 2,185 |
| Whiteland Road | CR 625 W and Morgantown Road | 2,848 | 2,911 |
| CR 144 | SR 37 and Morgantown Road | 8,300 | 24,134 |
| CR 144 | Morgantown Road and CR 400 W | 6,305 | 19,125 |
| CR 144 | CR 400 W and SR 135 | 6,637 | 17,960 |
| Olive Branch Road | Morgantown Road and Peterman Road | 5,620 | 6,437 |
| Olive Branch Road | Peterman Road and SR 135 | 4,592 | 9,661 |
| Smokey Row Road | Morgantown Road and CR 400 W | 1,054 | 5,305 |
| Smokey Row Road | CR 400 W and SR 135 | 1,712 | 6,364 |
| Whiteland Road | Morgantown Rd. and CR 400 W | 5,229 | 3,617 |
| Whiteland Road | CR 400 W and SR 135 | 6,666 | 3,617 |
| County Line Road | Peterman Road and SR 135 | 12,041 | 18,927 |
| Fairview Road | Peterman Road and SR 135 | 12,022 | 34,530 |
| Fairview Road | SR 37 and Morgantown Road | 7,229 | 11,084 |
| Fairview Road | Morgantown Road and Peterman Road | 9,405 | 17,892 |
| Smith Valley Road | Peterman Road and SR 135 | 17,241 | 29,499 |
| Smith Valley Road | Morgantown Road and Peterman Road | 15,407 | 25,442 |
| Smith Valley Road | SR 37 and Morgantown Road | 11,899 | 29,609 |
| SR 135 | Fairview Road and Smith Valley Road | 34,216 | 58,298 |
| SR 135 | Smith Valley Road and Olive Branch Road | 35,685 | 54,107 |
| SR 135 | Stones Crossing Road and Smokey Row Road | 23,259 | 29,951 |
| SR 135 | Smokey Row Road and Whiteland Road | 14,204 | 19,845 |
| SR 135 | CR 500 N and CR 144 | 12,524 | 19,347 |
| SR 135 | CR 144 and Whiteland Road | 5,577 | 21,554 |

TABLE 18: PRIORITY IMPROVEMENT PROJECT COST ANALYSIS (CONT.)

| Road | Segment | Indirect Cost Subtotal * | Roadway Construction Subtotal | Estimate Total |
|--------------------------------|--|--------------------------|-------------------------------|----------------|
| Stones Crossing Road | Morgantown to 135 | \$6,400,000 | \$19,400,000 | \$25,800,000 |
| Improvement Description | 4" overlay to 2 exist 12' Lanes & construct 2- 12' lanes with 16' center concrete median & curb/gutter & 8' sidewalks both sides | | | |
| Whiteland Road | CR 144 to SR 135 | \$7,500,000 | \$22,600,000 | \$30,000,000 |
| Improvement Description | 4" overlay to 2 exist 12' Lanes & construct 2- 12' lanes with 16' center concrete median & curb/gutter & 8' sidewalks both sides | | | |
| CR 144 | SR 37 to Whiteland Road | \$6,700,000 | \$20,300,000 | \$27,000,000 |
| Improvement Description | Construct 4- 12' lanes & 10' shoulders with 8' sidewalks both sides | | | |
| CR 144 | Whiteland Road to SR 135 | \$7,600,000 | \$23,100,000 | \$30,700,000 |
| Improvement Description | Construct 4- 12' lanes & 10' shoulders with 8' sidewalks both sides | | | |
| Mullinix Road | Smith Valley to CR 144 | \$7,400,000 | \$22,400,000 | \$29,900,000 |
| Improvement Description | Construct 2- 12' lanes with 16' center turn lane & 10' shoulders with 8' sidewalks both sides | | | |
| Smokey Row Road | CR 144 to SR 135 | \$7,700,000 | \$23,300,000 | \$31,000,000 |
| Improvement Description | Construct 2- 12' lanes with 16' center turn lane & 10' shoulders with 8' sidewalks both sides | | | |
| Olive Branch Road | Morgantown Road to SR 135 | \$4,600,000 | \$13,900,000 | \$18,500,000 |
| Improvement Description | Construct 2- 12' lanes with 16' center turn lane & 10' shoulders with 8' sidewalks both sides | | | |

Notes:

Conceptual costing only-not based on actual site engineering of any of the projects.

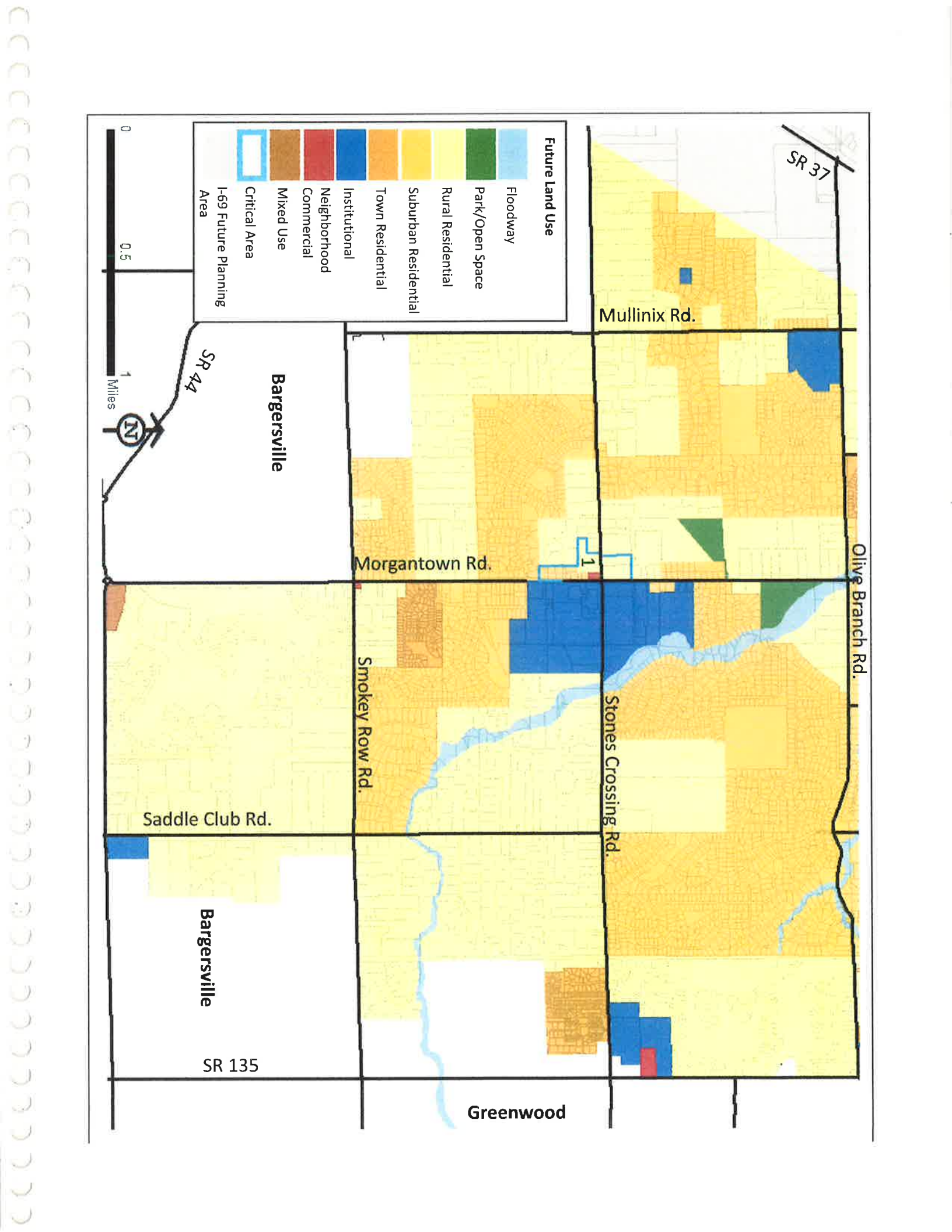
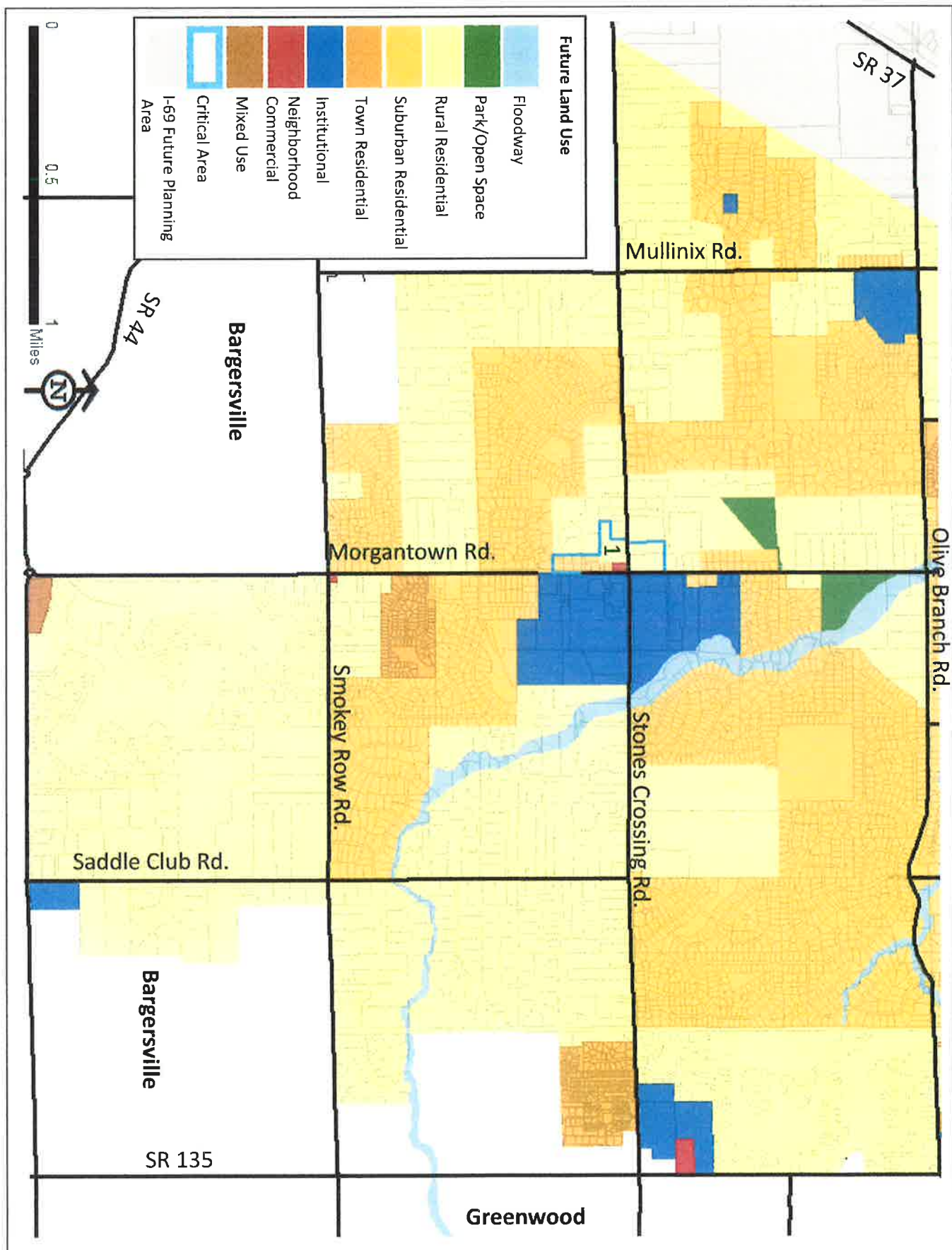
Implementation of any of these projects will require design engineering and survey services to set alignments and establish actual construction cost estimates.

These costs do not include construction engineering, construct inspection or right-of-way acquisition costs.

*Additional Contingency: 25 percent

*Construction Survey: 3 percent

*Mobilization and Demobilization: 5 percent



Other points for consideration

1. Lennar has not yet received the necessary approval from homeowners south of Stones Crossing in order to put a passing blister in.
2. There is a huge, deep ditch immediately south of Stones Crossing that would need to be filled in before the addition of a passing blister could even be considered.
3. How will adding this passing blister affect drainage? The outside engineer that reviewed Banning's work had concerns about how water will flow from Eagle Springs to south of Stones Crossing.
4. Will Lennar disrupt any portion of the existing wetlands in order to develop this property as currently presented? Will any wetlands mitigation be required?
5. How is it acceptable to calculate density based on total acreage... including acreage that is unable to be developed (i.e. wetlands)? This manipulation of the numbers surely can't be what was intended by the Subdivision Control Ordinance.
6. Mr. VanTrees mentions that residents will have other exit points other than Stones Crossing. The two other exit points, Olive Branch and Morgantown, are both listed as existing transportation network improvements that should be widened. Olive Branch is marked as medium priority and widening Morgantown is marked as **high** priority. These options for exits are no better than Stones Crossing. (See exhibit on next page). This does not constitute adequate public way.

TABLE 17: RECOMMENDED TRANSPORTATION NETWORK IMPROVEMENTS

| Road Section | Description | Priority |
|--|--------------------------|----------|
| 1.) Morgantown Road from County Line Road to Smith Valley | Widening to 4 to 5 lanes | High |
| 2.) Smith Valley Road from I-69 to Morgantown Road | Widening to 4 to 5 lanes | High |
| 3.) Morgantown Road from Smith Valley to Stones Crossing Road | Widening to 4 to 5 lanes | High |
| 4.) Smith Valley Road from Morgantown Road to SR 135 | Widening to 4 to 5 lanes | High |
| 5.) Morgantown Road and County Line Road Intersection | Intersection Improvement | High |
| 6.) CR 144 from I-69 to Morgantown Road | Widening to 4 to 5 lanes | High |
| 7.) Bluff Road from Fairview Road to Smith Valley Road | Frontage Road | High |
| 8.) West side frontage Road from County Line to CR 144 | Frontage Road | High |
| 9.) Frontage Road from Olive Branch Road to CR 144 | Frontage Road | High |
| 10.) County Line Road from I-69 to Morgantown Road | Widening to 4 to 5 lanes | High |
| 11.) Fairview Road from Morgantown Road to SR 135 | Widening to 3 to 4 lanes | Medium |
| 12.) Mullinix Road and Smith Valley Road intersection | Intersection Improvement | Medium |
| 13.) Morgantown Road from Stones Crossing Road to CR 144 | Widening to 4 to 5 lanes | Medium |
| 14.) Smith Valley Road and Morgantown Road Intersection | Intersection Improvement | Medium |
| 15.) Stones Crossing Road and Saddle Club Road Intersection | Intersection Improvement | Medium |
| 16.) Olive Branch Road from Morgantown Road to SR 135 | Widening to 3 to 4 lanes | Medium |
| 17.) Saddle Club Road from Stones Crossing Road to Smokey Row Road | Widening to 3 to 4 lanes | Medium |
| 18.) Peterman Road and Fairview Road Intersection | Intersection Improvement | Medium |
| 19.) Peterman Road and County Line Road Intersection | Intersection Improvement | Medium |
| 20.) Peterman Road and Smith Valley Road Intersection | Intersection Improvement | Medium |
| 21.) Mullinix Road from Smith Valley Road to CR 144 | Widening to 3 to 4 lanes | Medium |
| 22.) County Line Road from Morgantown Road to SR 135 | Widening to 4 to 5 lanes | Medium |
| 23.) Smith Valley Road and Paddock Road Intersection | Intersection Improvement | Medium |
| 24.) SR 135 from Smith Valley Road to CR144 | Widening | Medium |
| 25.) Olive Branch Road and Berry Road Intersection | Intersection Improvement | Low |
| 26.) Stones Crossing Road from Morgantown to SR 135 | Widening to 3 to 4 lanes | Low |
| 27.) Fairview and I-69 | Future Access | Low |
| 28.) Olive Branch and I-69 | Future Access | Low |

LENNAR STATEMENT OF VOLUNTARY COMMITMENTS

November 25, 2020

Statement of Commitments Submitted to Lennar from Residents

1. No vinyl siding shall be permitted in the construction of homes in the Subdivision.
Agreed
2. Four (4) trees per lot shall be installed at the time of construction of the home on such lot.
Two (2) trees installed in front yard and sodding of front yard
3. All homes within the Subdivision shall have architectural or dimension 30-year shingles.
Agreed
4. All homes within the Subdivision shall have roof overhangs with a minimum depth of 12" from framing.
Agreed
5. All homes within the Subdivision shall have 2-car or 3-car garages.
Agreed
6. All homes within the Subdivision shall have concrete driveways. Colored and stamped concrete, interlocking pavers, exposed aggregate, concrete with brick borders, and exposed aggregate concrete paving are ~~encouraged~~ allowed.
Agreed
7. All street facing garage doors on homes within the Subdivision must include windows and/or decorative hardware.
Agreed
8. HOA covenants shall provide that no above ground pools shall be permitted in the Subdivision.
Agreed
9. HOA covenants shall provide that no grass clippings or leaves are to be blown into Lake Run.
No. We understand the intent. But the homeowner's association cannot be responsible for determining the property from where grass clippings or leaves originate. Do any other surrounding neighborhoods have such a requirement?
10. HOA covenants shall provide that the only type of fencing permitted in yards shall be constructed of wood, metal or masonry. Chain link fencing is prohibited. Fencing is not permitted in front yards.
Agreed. Aluminum wrought iron style fencing will be required. Wood and chain-link will be prohibited
11. HOA bylaws shall include a 3rd party yearly or bi-yearly audit of their storm water drainage system to be submitted to the HOAs of the neighboring communities. This should include water quality in Lake Run.

No. This places an unnecessary financial burden on the homeowners in Eagle Springs. The storm water regulations have increased substantially in the past 30 years since the surrounding neighborhoods were developed. The storm water management system for Eagle Springs will be far more efficient than those in the surrounding neighborhoods

12. Membership within the HOA and payment of HOA dues shall be mandatory for all lot owners within the Subdivision and HOA covenants shall be enforced by the HOA.

Agreed

13. The tree and forest lines of the perimeter of this proposed subdivision shall not be disrupted.

Best efforts will be made to preserve trees located on the property line with an adjoining homeowner and are in good health. Designing and maintaining proper stormwater drainage may require the removal of trees located within the boundaries of the Eagle Springs neighborhood.

Additional Commitments

14. Construct traffic shall be limited to entrance on Stones Crossing. "No Construction Traffic" signage shall be installed at each road connection to adjoining neighborhood and maintained until such time all home construction is completed
15. Minimum Homes Sizes
 - a. Ranch: 1,600 square feet (new R1 ordinance min. 1,400 s.f.)
 - b. Two Story: 2,600 square feet (new R1 ordinance min. 2,400 s.f.)

P-2-20

Remonstrators' Presentation

Michael Red
MORSE & BICKEL, P.C.
320 N. Meridian St., Ste. 600
Indianapolis, IN 46204
(317) 686-1540 ext. 6
Red@morsebickel.com

On behalf of
the Brentridge Estates Association, Inc. and
Kathryn Red and Michael Red, homeowners in
Brentridge Estates



1. Residential Design Standards – Zoning Ordinance § 6-101-5(K)

a. Stated purposes prior to passage:

The regulations are intended to ensure that new residential development:

- complements existing housing stock, while providing versatility and diversity in new construction,
- contributes aesthetically, economically and functionally to the built environment of Johnson County, and
- supports healthy long-term housing and property values.

1. Residential Design Standards – Zoning Ordinance § 6-101-5(K)

- b. “It will eliminate the potential of building 50 shotgun houses 20 feet apart that all look alike,” [Plan Commission Chairman Dan] Cartwright said. “We don’t want that. Nobody wants that.” Leeann Doerflein, *County adds building, zoning standards* (DAILY JOURNAL 12-30-2020).

2. So what's the problem with Eagle Springs?

- a. Lennar is planning “shotgun houses 20 feet apart that all look alike” from the back and sides – i.e., the view from Brentridge Estates, Forest Hills, and Hunters Pointe.

3. How do we know this?

- a. They've told us so.
 - i. Lot sizes are too small and too many developed units per acre – 2.25 units per developed acre.
 - ii. Side-yard set backs as small as 10 feet – See Lennar Power Point at p6 – resulting in houses 20 feet apart.
 - iii. Lennar Power Point references “Cornerstone Collection.” Lennar offers Morningside in Bartersville as an example. Backs and sides of houses at Morningside overwhelmingly hardy-plank with no meaningful architectural diversity.
 - iv. This does not complement existing housing stock in Brentridge, Forest Hills, and Hunters Pointe and does not contribute aesthetically to the built environment.

4. What can we do about it?

- a. Enforce the Zoning Ordinance according to its text **and purposes** by **limiting development to two (2) units per acre of land that is actually being developed** and by **requiring meaningful architectural diversity on all four building elevations of the houses.**

4. What can we do about it?

- § 6-101-1(C). COMPLIANCE. No structure shall be located, erected, constructed, reconstructed, moved, converted or enlarged, nor shall any structure or land be used or designed to be used, except in **full compliance with all provisions** of this Zoning Ordinance
- § 6-101-2(H). PERMITS. No permit shall be issued unless the proposed structure or use of structure is in **complete conformity** with the provisions of this Ordinance
. . . .

4. What can we do about it?

Lot Sizes

§ 6-101-4(F)(1). R-1, SINGLE FAMILY RESIDENTIAL DISTRICT. Purpose. The purpose of the R-1, Single-Family Residential District is to provide for residential development at an average density of two **(2) dwelling units per acre.**

4. What can we do about it?

Lennar is effectively skirting the § 6-101-4(F)(1) requirement by counting 23.2 acres of land not to be developed as part of its total acreage. Following this logic, a developer could put up to 3 units per acre using minimum lot sizes of 12,600 square feet and still meet the zoning requirement by simply setting aside or annexing ½ acre of undeveloped common area for every acre developed. Such logic is simply not consistent with the stated purpose of the R-1 District. *See also* Ind. Code § 36-7-4-1614.

P-2-20
Eagle Springs Major - Preliminary Plat
Remonstrators' Density Comparison

| Subdivision | Year Platted | # of Lots | Overall Acreage | Dwellings per Total Acreage | Common Area Acreage | % of Common Area | Developed Acreage | Dwellings per Developed Acre | Avg. Lot Size |
|--|--------------|-----------|-----------------|-----------------------------|---------------------|------------------|-------------------|------------------------------|---------------|
| Eagle Springs | | 154 | 91.6 | 1.68 | 23.2 | 25.33% | 68.4 | 2.25 | 13,068 |
| Brentridge Estates | 1986-1991 | 176 | 110.89 | 1.59 | 3 | 2.71% | 107.89 | 1.63 | 22,216 |
| Forest Hills | 1995-1998 | 148 | 79.36 | 1.86 | 0.47 | 0.59% | 78.89 | 1.88 | 19,602 |
| Hunters Pointe | 1978-1986 | 228 | 127.16 | 1.79 | 0.96 | 0.75% | 126.2 | 1.81 | 18,295 |
| Brockton Manor | 1994-1996 | 129 | 67.51 | 1.91 | 0.8 | 1.19% | 66.71 | 1.93 | 17,424 |
| Willow Lakes | 1985-1996 | 296 | 161.66 | 1.83 | 12.55 | 7.76% | 149.11 | 1.99 | 17,424 |
| Highland Park | 1996 | 131 | 95.97 | 1.37 | 0.73 | 0.76% | 95.24 | 1.38 | 27,443 |
| | | | | | | | | | |
| Dwellings per developed acre for the proposed development exceed the 2 unit per acre R-1 District maximum as provided by Zoning Ordinance Section 6-101-4(F)(1). By way of contrast, all of the surrounding neighborhoods meet the requirement of no more than 2 dwellings per developed acre. | | | | | | | | | |
| | | | | | | | | | |
| Staff Report asserts that "the proposed density is very similar to the neighborhoods with close proximity." This chart demonstrates that the proposed density significantly exceeds that of the neighborhoods in close proximity. | | | | | | | | | |

4. What can we do about it?

Architectural Diversity

§ 6-1.1-5(K)(6). RESIDENTIAL DESIGN STANDARDS. Architectural Diversity.

- a. Adjoining lots shall not be developed with the same primary dwelling building model. Here, “primary dwelling building model” shall refer to the dwelling’s architectural elevations, rather than its interior floor plan.

4. What can we do about it?

- b. No more than 30% of the lots on a block may be developed with the same primary dwelling building model.

4. What can we do about it?

- c. **Variety in primary dwelling building models** shall be based on architectural articulation, fenestration, use of exterior materials and colors, massing and silhouette, **with regard to all four building elevations.**

4. What can we do about it?

A review of the current designs of the Cornerstone Collection at Morningside demonstrates the proposed structures simply do not meet the Architectural Diversity requirements. Consecutive adjacent models are in some cases almost identical and, most notably, there is very little variety with regard to all four building elevations.



1 - Northeast corner looking north to Hunters Point



12/26/2020

2 - North looking north to Hunters Pointe



12/26/2020

3 - North looking north to Hunters Pointe



12/26/2020

4 - North looking north to Hunters Pointe



01/01/2020

5 - Northwest Corner looking north to Hunters Pointe



01/01/2020

6 - Northeast corner looking east to Hunters Pointe



12/15/2020

7 - Northeast looking east to Hunters Pointe



12/15/2020

8 - Northeast looking east to Hunters Pointe



01/01/2020

9 - Northeast looking east to Hunters Pointe



01/01/2020

10 - Northeast corner looking west to Brentridge



01/01/2020

11 - Northwest looking west to Brentridge



01/01/2020

12 - Northwest looking west to Brentridge



13 - Northwest looking west to Brentridge



12/15/2020

14 - Northwest looking south/southwest to Brentridge



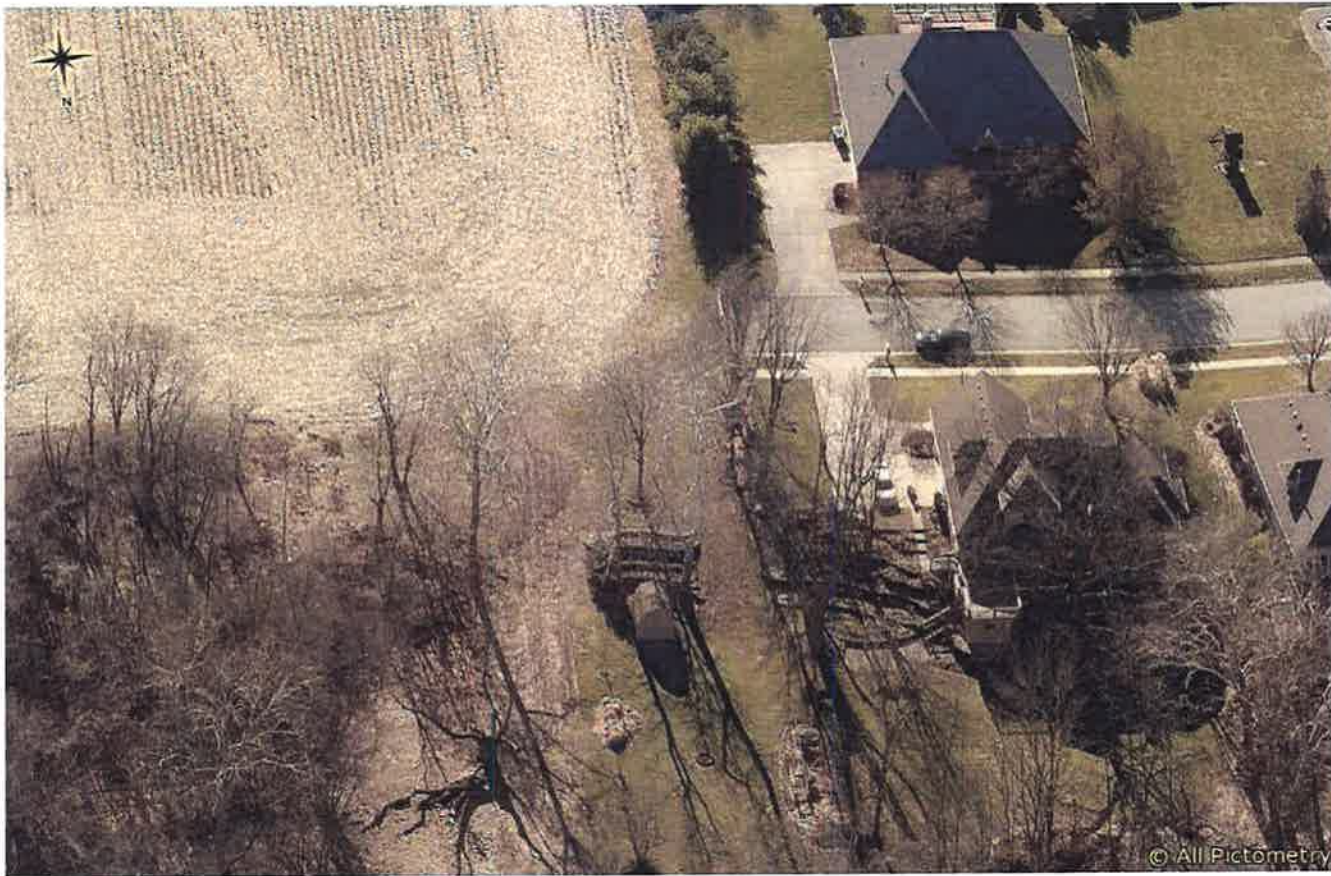
12/15/2020

15 - Northwest looking south/southwest to Brentridge



12/15/2020

16 - Southwest looking south/southwest to Forest Hills



01/01/2020

17 - Southwest looking west to Forest Hills



12/26/2020

18 - Southwest looking west to Forest Hills



01/01/2020

19 - Southwest looking west to Forest Hills



01/01/2020

20 - Southwest looking west to Forest Hills



01/01/2020

21 - Southwest looking west to Forest Hills



12/26/2020

22 - Southwest looking west to Forest Hills



12/26/2020

23 - Southwest looking west to Forest Hills



12/26/2020

24 - Southwest looking west to Forest Hills



12/26/2020

25 - Southwest corner looking west to Forest Hills



12/26/2020

26 - Morningside - Spylaw Rd from east looking west



12/15/2020

27 - Morningside - Spylaw Rd from west looking east



12/15/2020

28 - Morningside - Spylaw Rd from north looking south



01/02/2020

29 - Morningside - Spylaw Rd from south looking north



12/10/2020

5. Conclusion

Please do not allow Lennar to build “shotgun houses 20 feet apart that all look alike” from the back and sides – i.e., the view from Brentridge Estates, Forest Hills, and Hunters Pointe.

Thank you very much!

Michael Red
MORSE & BICKEL, P.C.
320 N. Meridian St., Ste. 600
Indianapolis, IN 46204
(317) 686-1540 ext. 6
Red@morsebickel.com

On behalf of
the Brentridge Estates Association, Inc. and
Kathryn Red and Michael Red, homeowners in
Brentridge Estates

Johnson County Planning Office
Courthouse Annex
Attention: Michele Hansen, Senior Planner
86 w. Court Street
Franklin, IN 46131

Case No. P-2-20

Dear Michele,

I am writing in opposition to the Lennar application to the Johnson County Plan Commission for its preliminary approval for a 154 lot Major Plat subdivision known as Eagle Springs north of Stones Crossing and east of Morgantown Road.

Before retirement, I was a community planner of 33 years in Colorado and Nebraska. During my career, I worked as a consultant and county planner. In the last 16 years of my career in Colorado, I worked in one of the fastest growing areas and dealt with most of the new home developers and production builders in the area, Lennar being among them. In Colorado, Lennar often built a standard product, or a higher quality product depending on city or county requirements. Lots were standard new subdivision size, 10,000 to 12,000 square feet, and most had some beltline faux stone.

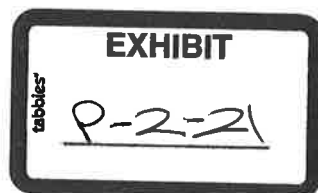
The area that Lennar is proposing this subdivision is adjacent to custom homes, nearly all fully brick and on at least half acre lots. The plat application I viewed proposes standard smaller Lennar lot sizes and as I understand, standard exterior finishes. In this case, the proposal is not compatible with either the 2017 Comprehensive Plan Future Land Use Map, the adjacent neighborhoods, nor is it harmonious with the surrounding area.

In addition with these objections, the traffic on Stones Crossing is often dangerous for turning vehicles during work rush hours and school rush hours, and the addition of 154 more families to the area will only make the conditions worse.

For these reasons, it is my hope that the Plan Commission will deny the current application.

Sincerely,

Joy Gerdom
2435 Forest Hills Blvd.
Greenwood, IN 46143



Johnson County Planning Office
Courthouse Annex
Attn: Michele Hansard, Senior Planner
86 W. Court St.
Franklin, IN 46131

30-Jan-2021

RE: Case No. P-2-20

Dear Michele,

As Senior Planner for the Johnson County Planning and Zoning department and in light of not having published contact information for the Plan Commission members, I kindly ask your consideration as well as forwarding of this communication to all members of the Plan Commission. I am writing to object to Lennar's application to the Johnson County Plan Commission for its Preliminary Approval of a 154 lot Major Plat subdivision known as Eagle Springs. The proposed project is planned to develop Johnson County farmland located east of Morgantown Road and north of Stones Crossing Road.

Specifically, the issues of greatest concern are:

Considerations and fundamental issues with the Johnson County Drainage Board decision

- To my knowledge and understanding (per online county records), no member of the Johnson County Drainage Board is a resident of the impacted area or White River Township. Their lack of concern and behavior during the meeting as described in the following points is likely attributed to their decision not having any impact on their personal life.
- The Johnson County Drainage Board approved the proposal because it met the MINIMUM requirements. Johnson County is a very diverse geographic area in terms of land composition, water retention and water flow. Therefore, it must be recognized that minimum expectations for the entire county may not be appropriate for all parts of the county. One should also consider the age of the written requirements by which the board is basing their decision.
- The Johnson County Plan Commission must consider previous recommendations from the Johnson County Drainage Board and the results those decisions have had in terms of impact to residents. Previous decisions have led to consistent flooding throughout Johnson County and specifically residents of existing neighborhoods (e.g. Forest Hills as shared at the Drainage Board meeting).
- I would encourage you to watch a recording of the Johnson County Drainage Board meeting in which Lennar repeatedly contradicted themselves by verbally agreeing to accommodations but not agreeing to their commitments in writing while ultimately stating they are only willing to meet minimum expectations. It should also be noted that the board members did not understand their own bylaws in regards to their ability to request Lennar to meet more reasonable requirements. If they do not understand the rules by which they are governed, then they are demonstrating their inability to govern within those rules and make decisions with regards to more technically challenging issues.
- In summary, the Johnson County Drainage Board decision and recommendation should not be considered appropriate in terms of this specific proposal.

Traffic

- The ITE Trip Generation Manual indicates each new home built adds approximately 10 trips to the road network daily. This means our immediate area would be subjected to an average of 1,540 additional trips on Stones Crossing and/or neighborhood streets every day.
- Page 106 of the Johnson County 1-69 Plan warns that Stones Crossing is projected to increase significantly in traffic volume due to the development of the I-69 corridor.
- Page 60 of the Johnson County 1-69 Plan states that building near schools should be carefully considered because it can result in traffic congestion
- Widening Stones Crossing Road from 135 to Morgantown Road to 3-4 lanes is one of the recommended transportation network improvements listed on page 22 of the Johnson County 1-69 Plan.
- The Indianapolis Metropolitan Planning Organization (MPO) projects that the Average Daily Traffic Count on Stones Crossing Road between 135 and Morgantown Road will jump from an average of 9,414 in 2017 to an average of 17,674 by the year 2035.
- The specific section of Stones Crossing where Lennar would like to develop 154 additional homes is already listed in the Johnson County Comprehensive Plan as a transportation constraint area.

Home specifications

- The proposed lot size (13,068 square feet) is 25% smaller than the smallest average lot size (17,424 square feet) of the adjacent and connecting subdivisions. And the proposed lot size (13,068 square feet) is 34% smaller than the cumulative average (~19,800 square feet) of the adjacent and connecting subdivisions.
- The specifications for the homes being proposed by Lennar do not align with the adjacent and connecting neighborhoods which were developed as many as 40 years ago. The use of lower quality building materials, generic exterior and interior designs will ultimately lead to houses which have a high likelihood of depreciating in value. I would invite you to visit Lennar developments which are 10+ years old to better understand how the approval of this proposal will impact our community in the future.
- This leads to some interesting questions such as....Why is the bar being lowered for this development in terms of lot size, design, materials of construction, and quality? What kind of impact will this have on the surrounding home values based on design and quality? Will valued neighbors and community supporters such as Mr. Ray Skillman decide to leave or stop contributing support to our community?
- This neighborhood does not fit in with the existing neighborhoods and immediate community. Again, minimum expectations are not reasonable or appropriate when making a decision regarding this proposal. Further, my interpretation is this plat application is not wholly compatible with the Future Land Use map that was most recently updated in 2017.

For the above-mentioned reasons and in alignment with my White River Township neighbors, please accept my objections to the current plans as proposed by Lennar.

I kindly and respectfully ask members of the Plan Commission who are not residents of White River Township to align your votes with members of the Plan Commission who are residents of White River Township. And I ask members of the Plan Commission who are residents of White River Township to align your votes with your neighbors who are following all appropriate means to voice their concerns as well as disapproval of the plan.

We as White River Township residents are not against development. We are supportive of positive growth in our community. We are supportive of neighborhoods and homes built by those who we call

family, friends, and neighbors. We are not supportive of a corporation consisting of people who do not live in our community that only care about developing a plot of land to the minimum requirements, at the lowest cost so they can maximize their profit while spending it outside of Johnson County and Indiana.

The simple fact is the Lennar executives making money from this development will not (and would not) subject themselves to living in the Eagle Springs development they are proposing.

If the Plan Commission feels obligated to approve a development by Lennar, then I would request an approval with conditions. I would ask such conditions include, but not be limited to, the following items:

1. Require Lennar to uphold themselves to the verbal statements of commitment per the Johnson County Drainage Board meeting. If they are not willing to follow through on their own verbal commitments, then why should the residents of Johnson County trust them to build homes in which their families may live?
2. Average lot size shall be equal to or greater than 17,424 square feet which is equivalent to the smallest average lot size of the adjacent subdivisions.
3. Home material of construction consisting of no less than 50% of brick exteriors with no two homes having the same exterior design or interior layout to be consistent with adjacent and connected neighborhoods.
4. Lennar shall be responsible for the widening of Stones Crossing Road starting at N 400 W (Saddleclub Road) to the entrance of Center Grove High School. The road widening should be consistent with the design on Smith Valley Road starting the the Peterman/Berry intersection west past Sugar Grove Elementary School.
5. Lennar shall ensure all construction traffic will not utilize roads within any existing subdivision with any and all photographed or video recorded violations resulting in a \$1,000 fine paid to the neighborhood home owners association in which the violation occurs.

Sincerely,

Briar A. Colwell

2359 Arden Place
Greenwood, IN 46143

To the Johnson County Advisory Plan Commission

I, Sue L Dressler, owns and resides at 1880 Old State Road 37, Greenwood, IN 46143, am unable to attend the Public Hearing, Petition Number Z-1-21 on February 22nd, 2021.

I give permission to my sister in law Veneda Vann to speak on my behalf in my absence.

My opposition is stated below.

- 1.) This is currently zoned agriculture and residential and should remain as such. There is no need to disrupt the lives of all the families that currently live and have been able to enjoy the privacy of this stretch of land for many many years.
- 2.) There are plenty of other properties that could be utilized, and more than likely already developed and in move-in condition and in much better places for a business.
- 3.) IF zoned commercial - who knows what type of businesses would end up here.
- 4.) The **need** for this to be zoned commercial should not even be in question, as it shouldn't even exist. This is such a small piece of property in Johnson County. I would hope to think that one would be more concerned with protecting the privacy, lives and homes of it's Johnson County residents.
- 5.) Residents on this street, bought on this street for the simple fact that they did not want to live in housing additions, condominiums or apartments. We enjoy the solace of where we live. Property like ours is hard to find. It should not be taken away from us.

For the above concerns and the unforeseen ones, I respectfully ask you to honor the families that have worked hard, to maintain and upgrade their family homes. It really is a beautiful place to live and call home. We are not merely neighbors living on a road. We are family.

Respectfully,


Sue L Dressler

February 17, 2021



Attn: Advisory Plan Commission

2/22/21

To Whom It May Concern,



We are writing this letter in opposition to petition # V-4-21 Parcel # 41-04-08-022-026, 001-038. We, Jonathan and Amy Baker at 1750 Old State Road 37, and Sheila Richards @ 1694 Old State Rd. 37 oppose this petition to zone our neighboring property of 1865 Old State Rd 37 for business for the use of a storage facility. We believe this will drastically bring ^{our} property values down. This area has been residential for many years and also the reason we purchased here. The increased traffic around our houses and random people coming in & out will be a huge and negative impact on our daily living. Thank you for your time & consideration in this matter. Sincerely,

Sheila Richards
Amy S. Baker
Jonathan & Amy

ORDER OF THE JOHNSON COUNTY PLAN COMMISSION ON THE 22nd DAY OF FEBRUARY, 2021, DETERMINING THAT A DECLARATORY RESOLUTION AND AN ECONOMIC DEVELOPMENT PLAN APPROVED AND ADOPTED BY THE JOHNSON COUNTY REDEVELOPMENT COMMISSION CONFORM TO THE COMPREHENSIVE PLAN AND APPROVING THAT RESOLUTION AND THE ECONOMIC DEVELOPMENT PLAN

WHEREAS, the Johnson County ("County") Redevelopment Commission ("Commission") on the 22nd day of February, 2021, initially approved an Economic Development Plan ("Plan") for the JoCo I65 Corridor Economic Development Area ("Area") in the County and adopted a Declaratory Resolution declaring that the Area is an economic development area and subject to economic development activities pursuant to IC 36-7-14 and IC 36-7-25 and all acts supplemental and amendatory thereto ("Act"); and

WHEREAS, the Act requires approval of the Declaratory Resolution and the Plan by the Johnson County Plan Commission ("Plan Commission");

NOW, THEREFORE, BE IT ORDERED BY THE JOHNSON COUNTY PLAN COMMISSION, AS FOLLOWS:

1. The Declaratory Resolution and Plan for the Area conform to the Comprehensive Plan of development for the County.
2. The Declaratory Resolution and Plan are in all respects approved.
3. The Secretary of the Plan Commission is hereby directed to file a copy of the Declaratory Resolution and the Plan with the permanent minutes of this meeting.

Passed by the Johnson County Plan Commission, this 22nd day of February, 2021.

JOHNSON COUNTY PLAN COMMISSION


President

ATTEST:


Secretary

ATTEST:

Secretary

ORDER OF THE JOHNSON COUNTY PLAN COMMISSION
DETERMINING THAT A DECLARATORY RESOLUTION AND
ECONOMIC DEVELOPMENT PLAN APPROVED AND ADOPTED BY THE
JOHNSON COUNTY REDEVELOPMENT COMMISSION CONFORM TO
THE COMPREHENSIVE PLAN AND APPROVING THAT RESOLUTION
AND THE ECONOMIC DEVELOPMENT PLAN

WHEREAS, the Johnson County ("County") Redevelopment Commission ("Commission") on the 22nd day of February, 2021, initially approved an Economic Development Plan ("Plan") for the JoCo I69 Corridor Economic Development Area ("Area") in the County and adopted a Declaratory Resolution declaring that the Area is an economic development area and subject to economic development activities pursuant to IC 36-7-14 and IC 36-7-25 and all acts supplemental and amendatory thereto ("Act"); and


WHEREAS, the Act requires approval of the Declaratory Resolution and the Plan by the Johnson County Plan Commission ("Plan Commission");

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Passed by the Johnson County Plan Commission, this 22nd day of February, 2021.

JOHNSON COUNTY PLAN COMMISSION


President (vice chair)

ATTEST:


Secretary